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WES-KAAPSE DEPARTEMENT VERVOER EN PUBLIEKE WERKE:
WITSKRIF OOR DIE WES-KAAP SE PROVINSIALE VERVOERBELEID

Julie 1997

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ERKENNINGS

Die Wes-Kaap se Departement Vervoer en Publieke Werke het sy eerste konsultasiekonferensie in November 1994 gehou. Dit het die proses aan die gang gesit wat gelei het tot die uitreik in Junie 1996 van die Konsepgroenskrif oor die Wes-Kaap se Provinsiale Vervoerbeleid.

Voor die opstel van die Konsepgroenskrif is briewe aan 1 500 rolspelers dwarsdeur die Provinsie gestuur waarin hulle gevra is watter belangrike aangeleenthede provinsiale beleid behoort aan te spreek. Baie van die vraagstukke en aangeleenthede wat gemeenskappe, organisasies en statutêre liggame met die aanvang van die projek geopper het, is aangespreek. Daarbenewens is 'n indringende ondersoek onderneem wat die vernaamste vervoerprobleme in meer as 35 dorpe in die Wes-Kaap, asook toegangsprobleme wat mense in plattelandse gebiede ervaar, ondersoek.

Die Konsepgroenskrif is wyd versprei en 4 000 kopieë van die verkorte weergawe is dwarsdeur die Provinsie versprei. Skriftelike kommentaar is van meer as 30 organisasies en individue ontvang en meer as 20 bilaterale vergaderings is gehou wat 'n groot aantal sleutelrolspelers betrek het. Hierdie proses van oorlegpleging en beraadslaging het tot die tweede konsultasiekonferensie gelei. Dit is op 14 September 1996 gehou en is deur meer as 300 genooide verteenwoordigers van groepe, instansies en organisasies van gemeenskappe bygewoon.

Die Konsepgroenskrif is vervolgens gewysig en as die Groenskrif uitgereik vir breër kommentaar en bydraes deur die publiek. Die sluitingsdatum vir kommentaar was 30 November 1996.

Die opbouwende ondersteuning en bystand wat deur talle organisasies en individue gelewer is en die vele nuttige voorstelle wat ontvang is, word met dankbaarheid erken.

Leonard Ramatlakane, LUR
Departement Vervoer en Publieke Werke
WES-KAAP

INLEIDING

Die verdeling van werksaamhede en die toewysing van hulpbronne in die Wes-Kaap hetstrukturele afhanklikheid en verarming veroorsaak, wat uitloop het op nedersettingspatrone wat gekenmerk word deur ondoeltreffendheid en ongelykheid. Hul vorm en struktuur stel onnodige en vermybare eise aan alle inwoners, in die besonder aan behoeftiges. In plattelandse gebiede, waar nedersettings oor groter afstande versprei is en hoofsaaklik op landbouproduksie staatmaak, is verarming en afhanklikheid endemies. Talle mense is vasgevang in 'n kringloop van armoede en gevolglik in so 'n mate ontsê dat toegang tot die voorsiening van selfs die mees basiese menslike behoeftes onmoontlik is.

In baie gebiede, beide stedelik en plattelandse, veroorsaak die ontoereikende openbare vervoer dat mense nie oor die mobiliteit beskik om op 'n gereelde grondslag van selfs die mees basiese geriewe gebruik te maak nie. Ander mense is die gerief van vervoer ontnemend bloot op grond daarvan dat hulle dit nie sou kon bekostig nie, al sou openbare vervoer voorsien word. In sulke omstandighede raak mense afgesonder en geïsoleer, afgesny van ander mense, geleenthede en inligting. Selfs in groot stedelike gebiede ervaar die meeste mense die openbare vervoerdienste as ongerieflik, onbetroubaar en onveilig, met min keuses, veral in kantoorure, aangesien daar min dienste vir vroeë, laataand of oor naweke bestaan.

'n Ander soort probleem spruit uit die groeiende gebruik van private voertuie. Dit het gelei tot toenemende verkeersophoping in stedelike gebiede wat veroorsaak dat alle padgebruikers, eweser private en publieke gebruikers, vertraging ervaar. Dit vererger die agteruitgang van die omgewing, veral wat die metropool Kaapstad betref. Die verkeersophoping wat tans ervaar word, het aanleiding gegee tot dringende versoeke om die kapasiteit van die padstelsel te vergroot. Dit hou egter die gepaardgaande risiko in dat die ondoeltreffende en ongelyke grondgebruikreëls, wat in die eerste plek die spesifieke groei in verkeerseise veroorsaak het, verder vererger en sodoendestrukturele afhanklikheid en verarming laat voortbestaan.

Ten spyte van hierdie probleme is die provinsie redelik goed daaraan toe wat mobiliteitsbronne betref. Daar bestaan 'n uitgestrekte hoofpadnetwerk wat al die groot sentrums by mekaar aansluit en 'n betreklik digte netwerk van gruispaaie wat plattelandse nedersettings en plase verbind. In die metropolitaanse gebied is daar 'n goed-ontwikkelde verkeersaarsel en 'n gevestigde spoorwegstelsel. Padgebaseerde openbare vervoerdienste word voorsien deur 'n groot aantal busse en minibustaxi's. Hierdie mobiliteitsbronne verteenwoordig 'n groot belegging in publieke infrastruktuur, wat noodsaaklik is vir die ekonomiese welsyn van die Wes-Kaap. Daarom moet die gehalte en integriteit daarvan behoorlik beskerm en instandgehou word.

'n Belangrike probleem in die Wes-Kaap is egter nie die ondervoorsiening van vervoergeriewe nie, maar die onbevoegdheid en ondoeltreffendheid waarmee hierdie dienste voorsien en gelewer word. Ontoereikende en swak vertoning is sigbaar oor 'n wye reeks werksaamhede, met inbegrip van operasionele en strategiese beplanning, ongelukvoorkoming, beplanning en bedryf van openbare vervoer, koördinerende beleid, wetstoepassing, befonding en subsidiëring. Die resultaat is 'n vervoerstelsel wat in wanorde verkeer. Verantwoordelikhede is gefragmenteerd en daar bestaan geen samehangende beleid om die talle verskillende vraagstukke wat nog bestaan aan te spreek nie. Tensy al hierdie belangrike vraagstukke deeglik ondersoek word, sal vervoer ondoeltreffend bly en sal die bereiking van die volle potensiaal waartoe die stelsel in staat is ons steeds ontwyk.

Die promulgering van hierdie Witskrif oor vervoerbeleid in die Wes-Kaap is bedoel om die bestaande wanbalans daadwerklik aan te spreek en om 'n nuwe doelgerigtheid in die hand te werk.

Die verklaring van openbare beleid hou gewichtige implikasies in. Dit verbind 'n spesifieke vlak of tak van die regering om 'n spesifieke rigting in te slaan wat prioriteite stel en die grondslag vorm vir toekomstige besteding van staatsfondse. Sodoende dui dit vir ander rolspelers die weg aan wat hulle in staat sal stel om voordeel te trek uit die meer positiewe aspekte van beleid en om enige moontlike negatiewe gevolge wat dit vir hulle mag inhou tot 'n minimum te beperk.

Openbare beleid is uiteraard hiërargies van aard en berus derhalwe nie net by een regeringsvlak nie. Aangesien hierdie beleid gerig sal word deur die afwenteling van verantwoordelikhede soos in Bylaes 4 en 5 van die Grondwet bepaal, asook soos deur enige toekomstige Wet op Landpassasiersvervoer bepaal, is dit belangrik dat elke regeringsvlak 'n beleid verklaar wat strook met sy rol, funksies en regsgebied en wat gehoor gee aan sy eie bepaalde behoeftes en omstandighede, asook dié van sy onderskeie kiesafdelings.

Die beleid van 'n hoër regeringsvlak behoort na regte dié van 'n laer regeringsvlak te rig en te beperk deur middel van die wets- en fiskale meganismes wat sodanige verhoudinge reël. Beleidsbepalings van die laer regeringsvlakke raak binne hierdie verband al hoe meer omvattend en spesifiek en word agtereenvolgend binne die beleidsbepalings van die hoër regeringsvlakke vervat.

Algehele beleidsrigting is ingestel met die aanneem van die nasionale Witskrif deur die nasionale Kabinet. Die bedoeling van hierdie provinsiale Vervoerwitskrif is om verder te bou op hierdie grondslag en om nadere besonderhede te verstrek oor bepaalde voornemens wat gegrond is op die behoeftes en geleenthede wat in hierdie provinsie bestaan en wat huidige en toekomstige bevoegdhede wat ingevolge die Grondwet aan provinsies en ander regeringsliggame toegeken is, in ag neem.

TOEKOMSBLIK EN MISSIEVERKLARINGS

Die belangrikste oogmerk van hierdie beleidsdokument word in die verklarings van die toekomsblik en missie opgesom.

TOEKOMSBLIK

Die inwerkingstelling van 'n geïntegreerde, toeganklike, goed-bestuurde en deeglik instandgehoude vervoerstelsel oor die hele Wes-Kaap, waar dit vir almal duidelik is dat hulpbronne op doeltreffende wyse gebruik word en op maatskaplike gebied billik is, op 'n wyse wat breër doeleindes en doelwitte vir ontwikkeling bevorder.

MISSIE

Om gebruik te maak van beskikbare kennis, vaardighede en bekwaamhede ten einde vervoerinstansies dwarsdeur die Wes-Kaap te adviseer en by te staan in die bereiking van hul doelstellings en doelwitte deur:

- * die bevordering van 'n verenigde vervoerkultuur en etiek wat gekenmerk word deur voortrefflikheid en professionele bekwaamheid, en wat die behoeftes en vereistes van die breër publiek respekteer en in ag neem;
- * die versekering dat toepaslike bekwaamhede en vaardighede by alle vervoerinstansies gekweek word om hulle in staat te stel om hul toegewese rolle en funksies behoorlik te speel en te vervul;
- * die leiding en inlig van alle beplanningsinstansies om te verseker dat die produkte van strategiese beplanningsinisiatiewe aan die verklaarde provinsiale standaarde en vereistes voldoen;
- * die omskrywing van minimum aanvaarbare operasionele standaarde en vereistes waaraan die onderskeie aspekte van die vervoerstelsel moet voldoen.

VERNAAMSTE BEGINSELS EN VOORSTELLE

AGTERGROND

'n Belangrike beginsel van die HOP is die behoefte aan 'n geïntegreerde en volhoubare program wat gemik is op die aanspreek van wanbalanse, die verbetering van mense se vermoëns en vaardighede, en die verheffing van menslike waardigheid. Dit kan slegs bereik word deur toereikende samewerking tussen verskeie sektorale beleidsrigtings en die gebruik van alle beskikbare hulpbronne op 'n samhangende en doelmatige wyse ten einde die gemeenskaplike doelwitte te verwerklik. Sodanige beginsel verander die aard van sektorale beleid deurdat 'n sektor soos vervoer 'n instrument is wat gebruik word om 'n breër ontwikkelingsbeleid na te streef, eerder as om slegs sy eie en dikwels kortsigtige agenda na te jaag. Gevolglik raak sektorale beleidsbepalings gediensig aan breër ontwikkelingsbehoefte en raak hulle ware agente vir ontwikkeling. Die debat oor vervoerbeleid het uitgebrei van huidige oorwegings ten opsigte van ekonomiese en operasionele doeltreffendheid na die spesifieke rol wat vervoer behoort te speel in die bereiking van bepaalde heropbou- en ontwikkelingsstrategieë en die verwesenliking van 'n ruimtelike ontwikkelingsbeleid. Dit verseker dat vervoerbeleggings doeltreffend is wat ontwikkeling betref en regverdigbaar is met betrekking tot die geleentheidskoste van beleggings in ander sektore. Gevolglik verskuif die klem wat gelê word op 'n beplanningsproses wat binne sektore produkgedrewe is, na klem wat gelê word op 'n proses tussen sektore wat programgedrewe is, met 'n verenigde toekomsblik en gemeenskaplike doelwitte waarby alle sektore vir elke program aansluiting kan vind.

Dit bly die kern van ontluikende provinsiale vervoerbeleid—vervoer mag nie meer in isolasie gesien word nie, maar as 'n middel tot 'n doel, naamlik die verwesenliking van breër ontwikkelingsdoelwitte. Tensy beleidsrigtings aanvaar word wat hoofsaaklik van tussentredende aard is, sal ongelikhede en onbillikhede verstewig word en sal die meerderheid van ons mense vasgeval bly in 'n lewe van strukturele verarming en afhanklikheid. Dit kan nie toegelaat word om te gebeur nie.

BELANGRIKE BEGINSELS

Daar is 'n aantal belangrike beginsels wat die vervoerbeleid rig en wat gegrond is op die verwesenliking van 'n breër agenda vir ontwikkeling. Hierdie beginsels is soos volg:

Vestig 'n rol vir vervoer in die verskaffing van werk. Die aard van 'n vervoerbeleid oefen 'n groot invloed op werkverskaffing uit—regstreeks, deur die aantal werkgeleenthede wat geskep word, veral binne padgebaseerde vrag- en openbare vervoersektore; en onregstreeks, deur die graad van toegang tot grond- en inkomsteskeppende geleenthede wat dit voorsien en die voortvloeiende reaksie op ontwikkeling. Albei is vatbaar vir manipulasie en kan 'n belangrike invloed op die verbetering van die welsyn van 'n gebied hê.

Evalueer die verspreidingsmoontlikhede van vervoerprogramme. Die ongelikhede tussen rykes en armes, bevoorreedes en agtergeblewenes, ondermyn ons gemeenskap. Om groter gelykheid en toeganklikheid in die voorsiening van publieke goedere te bereik, veral wat betref voorgenome belegging in vervoerprogramme, is dit belangrik dat beide die regstreekse en onregstreekse impak van vervoerprogramme ten volle verken word. Die werklike begunstigdes van sulke programme moet geïdentifiseer word, en die aard en omvang van voordele wat elke program realiseer moet duidelik aangetoon word ten einde te voorkom dat ongelikhede en onderontwikkeling verskans word. Diskriminerende praktyke teen sekere groepe, soos vroue en gestremdes, moet gestaak word, en hul besondere behoeftes moet in alle planne en programme vir vervoer geïdentifiseer en aangespreek word.

BELANGRIKE BEGINSELS EN VOORSTELLE

Vergroot die produksiepotensiaal in die vervoersektor. Daar is twee dimensies wat aan mekaar verwant is—die uitbouing van die toepaslike en

doeltreffende gebruik van vervoerbronne wat tans beskikbaar is, en die mobilisering en bemagtiging van ontluikende vaardighede en vermoëns, veral vanuit voorheen agtergeblewe gemeenskappe. Terwyl die eerste oorweging hoofsaaklik tegnies van aard is en beide operasionele en ruimtelike oorwegings insluit, is die tweede oorweging op mense gerig en gemik op die ontwikkeling en ondersteuning van die vermoëns van gemeenskappe om op hul eie behoeftes en vereistes vir vervoergeriewe te reageer. Taktvolle ondersteuning en aanmoediging is nodig om die gesag van gemeenskappe om hulpbronne wat hulle self produseer ten voordeel van diegene wat dit die meeste nodig het, te beheer, maar hierdie toestand van sake hou die potensiaal in om beduidende verbeterings teen minimale koste te bewerkstellig, veral onder mense wat die ergste onder armoede en afsondering gebuk gaan.

Vestig toeganklike, ondersteunende en simpatieke administrasies. Die HOP is 'n mensgedrewe proses waar die onderskeie regeringsvlakke as die instaatstellende instrumente optree wat die verwesenliking van die legitieme doelwitte en aspirasies van die mense betref. Ten einde hul toepaslike rolle te vervul, moet alle regeringsvlakke wat regstreeks of onregstreeks met vervoer gemoeid is, die behoeftes van die mense voorop stel. Vordering in die instel van toepaslike strukture moet gehandhaaf word ten einde te verseker dat regeringsinstansies bewus en ingelig is oor gemeenskappe se vervoerbehoefte en hulle moet aktief betrokke raak by die verwesenliking van sodanige behoeftes. Met inagneming van die ernstige agterstand wat in die voorsiening van 'n vervoerdiens bestaan en die noodsaaklikheid om 'n diens volgens skaal te lewer, moet die kapasiteit van alle regeringsvlakke vir bestuurs en implementering ook heelwat verbeter word.

Gebruik provinsiale fondse, ingesamel deur die voorsiening van dienste en subsidies, ten voordeel van die behoeftiges. Die voorsiening van vervoerhulpbronne, veral wat padruimte betref, het tot op hede so geskied dat dit hoofsaaklik aan die vereistes van 'n minderheid, wat hoër vlakke van mobiliteit geniet, voldoen het. Die voorsiening van openbare vervoer was tot op hede 'n sekondêre vereiste wat hoofsaaklik aangedryf is deur die behoefte om 'n minimum vlak van mobiliteit te voorsien ten einde aan die arbeidsbehoefte van 'n ontwikkelde industriële en kommersiële sektor te voldoen. Die gevolg was dat stedelike en plattelandse stelsels dikwels ver te kort skiet wat die mees basiese vereistes van behoeftige gemeenskappe betref. 'n Beter verdeling moet in die toekoms gesoek word tussen die beskerming van die bestaande hulpbronne en die voldoening aan die basiese behoeftes op 'n wyse wat groei, ontwikkeling, heropbou en herverspreiding ten voordeel van almal stimuleer.

Stel vervoerpryse op toepaslike en realistiese vlakke in ooreenstemming met die doelwitte van heropbou en herverspreiding. 'n Belangrike vraagstuk is die wyse waarop vervoerpryse en gebruikergelde vasgestel word. Die vasstelling van toepaslike vervoerpryse is 'n noodsaaklike komponent van ruimtelike heropbou en behoort derhalwe 'n integrerende deel van vervoerbeleid op streeksvlak te wees. Heersende prysbepaling toon min of geen verwantskap aan die huidige ekonomiese of maatskaplike werklikheid nie. 'n Strenger grondslag vir prysbepaling word vereis wat duidelik en voor die hand liggend is. Dit moet nie net op ekonomiese oorwegings gegrond wees nie, maar op maatskaplike regverdigheid en behoefte, en behoort 'n belangrike element van 'n algehele ontwikkelingsprogram te vorm. 'n Algemene beginsel is dat diegene wat dit kan bekostig 'n groter deel van die regstreekse vervoerkoste moet betaal, beide ekonomies en maatskaplik, en dat subsidies en toelaes hoofsaaklik gehou moet word vir diegene wat dit die meeste nodig het; dit wil sê, die behoeftiges en die agtergeblewenes.

Verseker dat besluitneming werklik met medeseggenskap gepaard gaan en demokraties geskied. Die skakel tussen demokrasie, ontwikkeling en 'n mensgerigte benadering tot regering is deeglik in die HOP verskans. Ontwikkeling geskied wanneer die regering sy mense bystaan, onderskraag en bemagtig. Om die potensiaal vir ontwikkeling soveel moontlik te verhoog, verg nie alleen die desentralisering van besluitneming en die deelname van mense in besluitneming wat hulle regstreeks raak nie, maar ook 'n duidelike begrip van die bepaalde rolle en verantwoordelikhede van die onderskeie regeringsvlakke. Daar berus derhalwe 'n verpligting op die provinsiale Departement Vervoer en Publieke Werke om te onderskei tussen besluitneming wat regmatig aan hom toekom en dié wat regmatig aan ander regeringsvlakke toekom, ten einde te verseker dat alle besluitneming op alle vlakke inklusief en deelnemend is en om te help om vaardighede op te bou sodat die verantwoordelikheid vir vervoer en ontwikkeling van elk op bevoegde wyse vervul kan word.

VERNAAMSTE VOORSTELLE

Daar is ses belangrike voorstelle, gegrond op hierdie belangrike beginsels, waarop provinsiale beleid berus en wat die provinsiale Departement Vervoer en Publieke Werke sal lei in die rol wat dit beoog om in vervoeraangeleenthede in die provinsie te speel. Hierdie voorstelle word in die volgende verklaarde voornemens verrat, onder meer:

Die voorsiening van sterk beleidsrigting en leiding. 'n Duidelike vervoerkultuur en etiek sal dwarsdeur die provinsie gevestig word, gegrond op duidelike beginsels en waardes, met inagneming van die behoeftes en vereistes van die publiek. Hierdie beginsels sal plaaslike beplanningsinisiatiewe rig en lei. Die provinsiale Departement Vervoer en Publieke Werke sal die leiding neem in die omskrywing van sodanige beginsels en waardes, in die instel van 'n toepaslike kultuur en etiek, en in die versekering van die beginselvaste toepassing daarvan. Dit sal 'n leersame organisasie raak wat voortdurend aanpas en reageer op veranderende geleenthede en behoeftes, en gedurig daarna streef om op toepaslike wyse daarop te reageer. Doeltreffende wêreld sal ingestel word om te verseker dat kennis en inligting tussen die onderskeie regeringsvlakke verdeel word.

Maak voorsiening vir die maksimum delegering van bevoegdhede en werksaamhede. Dit is belangrik dat vordering gehandhaaf word wat betref die verwesenliking van beide nasionale en provinsiale beleid, binne die verband van die Grondwet en ander tersaaklike wetgewing. Die wyse waarop hierdie beleidsrigtings geskied en uitgebrei sal word, die besondere strategieë wat aangeneem sal word, en die planne en programme wat voorgestel sal word, is plaaslike aangeleenthede en dit sal die verantwoordelikheid van elke vervoerowerheid wees om formele planne en programme vir vervoer na plaaslike behoeftes en prioriteite te skik.

Bou vermoëns en vaardighede op in derdevlak-regeringstrukture. Waar vaardigheid by die derdevlak-regeringsowerhede behoort te bestaan om gedelegeerde tegniese aspekte van vervoerbevoegdheid en -funksies uit te voer, sal die Departement Vervoer en Publieke Werke tegniese bystand en steun verleen sodat toepaslike vlakke van vermoëns en vaardighede ontwikkel kan word.

Neem bestuursintensiewe eerder as kapitaalintensiewe programme aan. Die klem vir die onmiddellike toekoms sal in die eerste plek geplaas word die bes moontlike gebruikmaking van beskikbare hulpbronne, terwyl belangrike byvoegings tot die vervoerstelsel slegs oorweeg sal word indien dit met die algehele doelwitte vir ontwikkeling ooreenstem. Daar is oorgenoeg ruimte vir die verbetering van beide die vertoning en die produktiwiteit van bykans elke aspek van vervoer en dit kan deur middel van organisasie en bestuur bereik word. Die bereiking van optimale funksionering van die aansienlike vervoerhulpbronne wat tans beskikbaar is, sal voorkeur geniet.

Verseker dat alle vervoerwerksaamhede op ontwikkeling gegrond word. Planne en programme vir vervoer sal gekoppel word aan breër doelwitte vir heropbou en ontwikkeling, in 'n strewe na die bevordering van ekonomiese groei, die regstelling van bestaande wanbalanse en ongelykhede, en met inagneming van die behoeftes van die publiek.

Maak vervoer 'n geïntegreerde beplanningsproses. Die strategiese verhouding tussen vervoerbeleid en die ruimtelike manifestasies van ontwikkelingsbeleid in die bepaling van die algehele vraag na vervoer, die graad van doeltreffendheid waarmee aan sodanige vraag voldoen kan word, en die behoefte aan addisionele belegging in hulpbronne en infrastruktuur moet in alle vervoerplanne opgesluit lê. In die beweging na groter houbaarheid sal teikens gestel word vir 'n groei in mobiliteit, veral tydens spitsyde, die graad van gebruikmaking van beskikbare hulpbronne en die intermodusverdeling wat verkies word. Dit sal gerugsteun word deur die toepaslike bestuur van vervoerinfrastruktuur en vervoergeriewe ten einde die behoefte aan bykomende belegging tot 'n minimum te beperk.

DOELSTELLINGS EN DOELWITTE

Die oorhoofse doelwit is om die vervoerstelsel dwarsdeur die provinsie te herbou sodat dit doeltreffend, doelmatig en volhoubaar is. Die bereiking van minimum aanvaarbare standaarde van dienslewering en operasionele werkverrigting is 'n prioriteit, maar dit moet in ooreenstemming wees met die behoefte aan fundamentele verandering in die ligging en digtheid van ruimtelike ontwikkeling in beide stedelike en plattelandse gebiede. Om hierdie doelwit te bereik, is dit nodig om toepaslike organisatoriese en institusionele strukture op alle regeringsvlakke te vestig wat doeltreffend en doelmatig is en wat voldoende kapasiteit het.

Die strategiese doelwitte is op die nasionale strategiese doelwitte gegrond. Hierdie doelwitte is soos volg en het ten doel om waardes en rigting vir die provinsiale vervoerbeleid te vestig:

- * gebruik vervoerbeleid en -praktyk as strategiese instrumente ten einde groei, ontwikkeling, heropbou en herverspreiding dwarsdeur die provinsie te bewerkstellig;
- * integreer vervoerbeleid met ander sektorbeleid in 'n programgedrewe benadering tot heropbou en ontwikkeling;
- * verminder bestaande ongelykheid wat betref toegang tot geleenthede deur die gebruik van beide vervoer- en ruimtelike beleidsinstrumente vir ontwikkeling;
- * verhoog die gebruik van beskikbare vervoerhulpbronne tot 'n maksimum, soos bestaande padruimte en spoorvoertuie, beide deur middel van heropbou en deur operasionele verbeterings;
- * moedig die voorsiening van toepaslike organisatoriese en institusionele strukture op alle regeringsvlakke aan wat in staat is om die beplanning, bestuur, bedryf, implementering, befondsing, regulering en wetstoepassing van die landpassasiers-vervoerstelsel op doeltreffende wyse te onderneem;
- * verseker dat die nodige meganismes ingestel word om gepaste koördinerende tussen die verskillende regeringsvlakke te bewerkstellig;
- * verhoog die toeganklikheid, bereidwilligheid en verantwoordbaarheid van vervoeradministrasies en diensverskaffers ten opsigte van die publiek se behoeftes;
- * plaas alle aspekte wat betrokke is by die beplanning, bestuur en bedryf van landpassasiersvervoer op 'n gesonde professionele en etiese grondslag;
- * verseker dat alle prosesse deursigtig en inklusief is sodat alle rolspelers betrek word, met inbegrip van die verskillende vlakke en departemente van regering, asook die burgerlike gemeenskap;
- * reageer op spesifieke vereistes en behoeftes van gebruikers, met inbegrip van die jeug, bejaardes, vroue, gestremdes, asook ander spesiale kategorieë gebruikers;
- * wys finansiële verantwoordelikhede tussen die verskillende regeringsvlakke op 'n doeltreffende en billike wyse toe, in ooreenstemming met die rol en verantwoordelikhede van elkeen;
- * voorsien 'n eendoelige befondingsbron ten einde aan provinsiale verpligtinge vir die voorsiening, instandhouding en bedryf van infrastrukture en openbare vervoerdienste te voldoen;
- * stig bykomende befondingsbronne vir gebruik deur distriks- en plaaslike vervoerowerhede;
- * beskerm die bestaande belegging in infrastruktuur en hulpbronne vir vervoer deur toepaslike en vroegtijdige instandhouding uit te voer;
- * stel teikens in die groter stedelike gebiede vir die beperking van die gebruik van private vervoer, veral vir ritte na en van die werk;
- * stel modusverdelinge teikens in die groter gebiede in;
- * neem konsekwente en verenigbare monitering- en hersieningstelsels tussen die verskillende regeringsvlakke in gebruik om die vloei van inligting en terugvoering te vergemaklik;
- * verbeter gebruikerkeuse deur die voorsiening van lewensvatbare en bekostigbare openbare vervoerdienste aan te moedig;
- * moedig die instel van multifunksionele vervoerdienste in agtergeblewe gebiede aan ten einde aan die behoeftes van reisigers, maatskaplike en regeringsdiensverskaffers, produsente en vervaardigers te voldoen;
- * verleen aktiewe steun aan plaaslike organisasies in die voorsiening en instandhouding van addisionele vervoerkapasiteit buite die formele sektor;
- * vestig genootskappe tussen elke regeringsvlak en die openbare vervoerbedryf ten einde groei, ontwikkeling, heropbou en herverspreiding van geleenthede binne die bedryf te bevorder;
- * bevorder groei en stabiliteit in die openbare vervoerbedryf om sodoende belegging te vergemaklik en werksekeriteit te voorsien;
- * lê veral klem op die verbetering van veiligheid en sekuriteit op alle openbare vervoerdienste, veral wat die veiligheid van vroue en ander weerlose groepe soos kinders, bejaardes, gestremdes en toeriste betref;
- * verbeter padveiligheid op betekenisvolle wyse deur middel van ingenieursverbeterings, die beginselvaste toepassing van verkeersreëls en -regulasies, en deur opleiding en opvoeding van padgebruikers;
- * verskaf alle nodige geriewe en hulpbronne om te verseker dat die padvragbedryf aan alle wetsvereistes voldoen en pas alle sodanige bepalings streng en konsekwent toe;
- * pas te alle tye energiebewaring toe en beperk die impak op die ekologie in 'n strewende na volhoubaarheid van die omgewing.

OMVATTENDE GEÏNTEGREERDE BEPLANNING

AGTERGROND

Daar is drie basiese vlakke waarop omvattende, geïntegreerde beplanning moet geskied:

- * binne die vervoersektor self;
- * tussen vervoer- en ruimtelike beplanning, waarvan grondgebruik 'n beslissende rol in die vraag na mobiliteit speel;
- * tussen vervoer- en ontwikkelingsbeplanning, ten einde breër doelwitte vir heropbou en ontwikkeling te bewerkstellig.

Daar was in die verlede ontoereikende omvattende, geïntegreerde beplanning op enige van hierdie vlakke. Vervoerbeplanning was hoofsaaklik op die voorsiening van nuwe infrastruktuur gemik en nie genoeg aandag is aan die beter bestuur van bestaande bronne of verbeterde bedryfsvertoning van openbare vervoer geskenk nie. Gevolglik was die vertoning van baie aspekte van die vervoerstelsel in die algemeen swak en is te veel klem gelê op vraagstukke wat op private voertuie betrekking het.

Integrasie tussen vervoer- en ruimtebeplanning het nooit geskied nie. Dit is te wyte aan die versuim om aandag te skenk aan die onderliggende politieke fasette van besluite oor grondgebruik, asook 'n onvermoë om die ingewikkelde makrovraagstukke verbonde aan die funksionering van so 'n ingewikkelde stelsel te begryp. Boonop het die fragmentering van verantwoordelikhede binne en tussen agente betrokke by ruimtebeplanning en vervoerbeplanning gelei tot 'n grondgebruik-vervoerstelsel wat nóg ekonomies nóg doeltreffend is. Dit beantwoord ook nie aan sy doel nie. As gevolg van die prioriteit en status wat aan besluite oor grondgebruik verleen is, is vervoer beskou as 'n vraag wat uit ander faktore voortspruit. Gevolglik was die vervoerstelsel tot dusver hoofsaaklik reaksionêr en kon dit nooit sy optimale kapasiteit bereik nie. Omrede hierdie kenmerke sal verwagte ekonomiese en bevolkingsgroei in stedelike gebiede die toestand verder vererger.

Geïntegreerde, omvattende beplanning moet nou binne 'n breër beskouing van heropbou en ontwikkeling geskied wat verder as ruimteheropbou strek, hoe belangrik laasgenoemde ook al is. Dit is noodsaaklik dat al daardie faktore verbonde aan die voldoening aan basiese behoeftes, soos werkverskaffing, behuising, die voorsiening van infrastruktuur, ingesluit word, tesame met die integrering van beleggings in die vervoersektor met ander sektorbeleggings in 'n toepaslike en goed-saamgestelde ontwikkelingsprogram. Daarbenewens moet die wyse waarop beplanning geskied ook die nuwe realiteite in ag neem—die belangrikheid van die instel van mensgedrewe prosesse wat werklik inklusief en bemagtigend is. Alle regeringsvlakke moet die bevolking se behoeftes aan en aspirasies vir ontwikkeling in ag neem.

BELEIDSVERKLARINGS

Intergrering binne die vervoersektor

Vraagstuk

Dit is belangrik dat die ontwikkel van 'n vervoerbeleid beide omvattend en samehangend moet wees; dit wil sê, strategiese, weloorwoë besluite oor alle onderling verbonde aspekte oor die vervoerbeleid moet saam ontwikkel en saam getakseer word. Tot nou toe het die ontwikkel van 'n vervoerbeleid nie in ooreenstemming met beleid oor programme vir infrastruktuurbelegging plaasgevind nie. Die beplanning en bedryf van openbare vervoer en stedelike

vervoeraangeleenthede het afsonderlik en in verskillende grade ontwikkel, dikwels sonder enige duidelik omskrewe skakels of breër verwantskap tussen hulle.

Beleid

Vervoerbeleid moet gerig wees op 'n enkele, omvattende en geïntegreerde program met wedersydse steun en interne ooreenstemming tussen alle vervoerveranderlikes. Die hoofasette van geïntegreerde vervoer is:

- * bedryfsdoeltreffendheid van die bestaande vervoerstelsel met die behoefte aan belegging in bykomende infrastruktuur vir vervoer;
- * identifisering van die verskillende modusseuses, instelling van die verkose modusverdeling, en verbetering van die omvang en gehalte van beskikbare vervoerdienste;
- * vasstelling van toepaslike vlakke vir prysberekening binne die vervoermark, veral die gebruik van instrumente vir prysberekening en ander tegniese bestuurstegnieke om aan die reisvraag te voldoen wat daarop gemik is om die groeiende gebruik van private voertuie te beperk en om 'n verskuiwing na openbare vervoer aan te moedig;
- * die behoefte aan belegging in infrastruktuur en finansiële steun moet versoen word met ander operasionele en bestuursmaatreëls met beskikbare finansiële hulpbronne.

Alle vervoerplanne moet demonstreer dat die voorgename optrede gegrond is op 'n deeglike evaluering van die onderskeie soorte instrumente vir vervoerbeleid wat beskikbaar is.

Koördinerings binne die vervoerstelsel

Vraagstuk

Benewens die beleidsintegrasie tussen sektore op elke regeringsvlak, bestaan daar ook 'n behoefte aan beleidskoördinerings binne die vervoer-sektor tussen alle regeringsvlakke. Die bedoeling is om te verseker dat daar ooreenstemming tussen hulle bestaan sodat al die regeringshulpbronne aangewend kan word vir enige belangrike inisiatief en om die rol en bydrae wat van elke regeringsvlak verwag word, uit te klaar. Koördinerings oor vervoeraangeleenthede geskied tussen nasionale en provinsiale regerings in die vorm van Minmec, 'n komitee waarin die LUK's in beheer van vervoer saam met die nasionale Minister van Vervoer dien. Tegniese koördinerings tussen nasionale en provinsiale regerings geskied binne COLTO, die Komitee vir Landvervoerbeamptes, en sy onderskeie subkomitees.

Beleid

Die beleid is bedoel om hierdie struktuur in die Wes-Kaap te herhaal ten einde provinsiale regering en derdevlak-regering saam te bring om gemeenskaplike aangeleenthede te bespreek. Dit is bedoel om 'n provinsiale Vervoerkomitee (PROVKOM) onder voorsitterskap van die LUK: Vervoer en Publieke Werke te stig, waarin politieke verteenwoordigers van derdevlak-regering dwarsdeur die provinsie sal dien. Daarbenewens word beoog om 'n provinsiale Tegniese Vervoerkomitee (PROVTEK) te stig, bestaande uit tegniese verteenwoordigers van die derdevlak-regering onder voorsitterskap van die Adjunk-Direkteur-Generaal: Vervoer en Publieke Werke, of sy verteenwoordiger. Dit is deur hierdie twee strukture dat koördinerings oor vervoeraangeleenthede tussen die onderskeie regeringsvlakke in die Wes-Kaap sal plaasvind. Die provinsiale Departement Vervoer en Publieke Werke sal rigting en leiding verskaf oor die aard van die vervoerbeleid wat dit beoog om dwarsdeur die provinsie te volg en sal oorkoepelende planne en programme opstel. Hierdie planne en programme sal deur middel van provinsiale Interdepartementale Komitees en die provinsiale Ontwikkelingsraad by ander sektorbeleidsbepalings ingeskakel word. Streeks-, distriks-, metropolitaanse en plaaslike vervoerinstansies sal vervoerplanne opstel in reaksie op hierdie beleidsbepalings, planne en programme, wat by breër raamwerke vir ontwikkeling deur die plaaslike interdepartementale komitees en die betrokke rade en forums wat vir ontwikkeling gestig sal word, ingeskakel sal word.

Integrering tussen vervoer en grondgebruik

Vraagstuk

Daar bestaan 'n regstreekse verwantskap tussen vervoer en die vorm van die grondgebruikstruktuur. Die vraag na vervoer is 'n weerspieëling van die ruimteverspreiding van grondgebruikaktiwiteite, terwyl die beskikbaarheid van vervoergeriewe 'n primêre faktor in die ligging en aard van ontwikkelingsgeleenthede is.

Dit is gans onmoontlik om verbeterings in die bedryf en die vertoning van die vervoerstelsel volgens die skaal wat nodig is deur ingryping in die vervoerstelsel alleen te bewerkstellig. Dit sal onbekostigbaar wees en bloot die bestaande ondoeltreffende en onregverdigde grondgebruikstelsel, wat so 'n verwronge en onvolhoubare patroon van mobiliteitsvraag in die eerste plek teweeggebring het, vererger.

Beleid

Strategiese oorweging van die ooreenstemmende rolle van vervoer en grondgebruik word vereis ten einde doeltreffende, doelmatige en billike stedelike stelsels in te stel. Die verwantskap moet duidelik beskryf en omvattend omskryf word ten einde aspekte van sowel die ruimteverspreiding van grondgebruik as besluitneming oor vervoer te rig en te beheer. Ten einde 'n vervoerstelsel daar te stel wat werklik doeltreffend, lewensvatbaar en bekostigbaar is, en wat ook in die toekoms volhoubaar sal wees, sal dit nodig wees om 'n beleid oor beperking, verdigting, en verdeelde grondgebruik aan te neem wat sal lei tot 'n fundamentele herstrukturering van die grondgebruikstelsel ten einde die vraag na mobiliteit te verlaag. Daarbenewens sal toepaslike wetgewing op nasionale en provinsiale vlakke ingestel word om te verseker dat vervoer en ruimteontwikkeling geïntegreer word en dat voorstelle vir grondgebruikontwikkeling onderworpe is aan 'n goedgekeurde raamwerk vir grondgebruik-vervoerbeleid. Die Departement Vervoer en Publieke Werke sal nie deel wees van enige besluite oor grondgebruik wat nie met sodanige beleidsraamwerk strook nie.

Integrering van vervoer en ontwikkelingsbeplanning

Vraagstuk

Die verskeie regeringsvlakke het in die verlede klem gelê op 'dienslewering'; dit wil sê, die voorsiening, bedryf en instandhouding van 'n aantal 'diensstelsels' soos infrastruktuur (vervoer, water, riolering, ens), die administrasie van regulasies en beheermeganismes vir die beplanning van grondgebruik, en die voorsiening van basiese dienste soos vullisverwydering. Die doelwitte en voornemens van HOP-programme het die aandaag gevestig op die dringende behoefte aan funksies vir sosiale, ekonomiese en omgewingsontwikkeling, wat histories as buite die rol van derdevlak-regering beskou is, voorop te stel.

Met die toewysing van verantwoordelikheid aan provinsiale en derdevlak-regering om betrokke te wees by kwessies soos groei, ontwikkeling, heropbou en hersverspreiding, het die konteks waarin diensverskaffing moet geskied aansienlik verander. Dit vereis die instel van 'n geïntegreerde, samehangende sosio-ekonomiese beleidsraamwerk op alle regeringsvlakke wat ontstaan uit prosedures vir beplanning wat werklik demokraties is en met medeseggenenskap geskied. Binne hierdie verband word die onderskeie aspekte van 'dienslewering', waarvan vervoer deel vorm, beskou as die strategiese instrumente wat gebruik moet word vir die bereiking van heelwat breër doelwitte vir heropbou en ontwikkeling, en nie as 'n doel op sigself nie. Dit vereis die praksering van 'n strategie en programme vir ontwikkeling waar al die vereiste sektorinstrumente bymekaar gebring word om 'n geheel te vorm.

Beleid

Daar sal gestalte gegee word aan 'n vennootskap tussen elke regeringsvlak en die burgerlike gemeenskap in die ontwikkel en uitvoer van 'n beleid wat

die verskillende behoeftes en aspirasies van alle insethouergroepe in ag neem, en pogings om eenstemmigheid deur samewerking en skikking te bereik. Dit sal omvattende, geïntegreerde beplanning teweegbring en sorg vir oop gesprekke oor billikheid, doeltreffendheid en volhoubaarheid in die beplanningsproses.

Dit sal egter steeds die verantwoordelikheid van elke regeringsvlak bly om sektorbeleid te ontwikkel en om, deur middel van die betrokke strukture van interdepartementele komitees en ontwikkelingsrade, integrering tussen hierdie beleidsbepalings te verseker sodat 'n samehangende raamwerk vir ontwikkeling gelewer word. Die toepassing van sodanige beleidsbepalings, die planne en programme wat opgestel word, tesame met prioriteite en begrotingstoewysings, moet met die aanbevelings van die betrokke ontwikkelingsraad of ontwikkelingsforum ooreenstem.

Die ontwikkel en uitvoer van vervoerbeleid vorm 'n integrerende deel van hierdie proses en toepaslike organisatoriese strukture, gegrond op die bepaling van die Wet op die Provinsiale Ontwikkelingsraad, sal op beide tweede- en derderegeringvlak ontwikkel word om te verseker dat dit wel geskied. Terwyl finale politieke verantwoordelikheid vir die ontwikkel en uitvoer van beleid binne die regeringstrukture sal bly, soos provinsiale, metropolitaanse, distriks-, plaaslike en plattelandse rade, sal provinsiale steun vir voorgestelde vervoerverbeterings daarvan afhang of die betrokke ontwikkelingsraad of ontwikkelingsforum geraadpleeg is, en of die voorstelle deel vorm van 'n ten volle geïntegreerde ontwikkelingsprogram.

VERVOER EN STEDELIKE ONTWIKKELING

AGTERGROND

'n Stedelike stelsel is uiters ingewikkeld en behels sosiale, ekonomiese en omgewingsfasette. Daar bestaan in enige bepaalde stedelike gebied 'n inherente stabiele verwantskap tussen hierdie fasette wat 'n regstreekse invloed uitoefen op die wyse waarop die stedelike stelsel bedryf word en hoe produktief dit is. Ongeag van hoe doeltreffend of ondoeltreffend, hoe billik of onbillik, of hoe doelmatig of ondoelmatig die stelsel is, hierdie stabiliteit maak dit baie moeilik om die stelsel te verander. Om dit te verander verg beplande tussentrede wat die herevaluering van alle beleidsveranderlikes—regulasies, prysbepaling en belegging—wat verandering in die ruimteverspreiding van grondgebruikaktiwiteite en die werkverrigting van die vervoerstelsel, asook die verband tussen die twee fasette kan beïnvloed.

Voordat tussentrede die gewenste resultate kan behaal, is 'n deeglike begrip nodig van die dikwels moeilike en ingewikkelde probleme en vraagstukke waarmee stedelike gebiede in die Wes-Kaap te kampe het. Ooreenstemming oor die breër ontwikkelingsbeginsels en interne ooreenstemming tussen hierdie beginsels, ruimte-ontwikkeling, en doelstellings en doelwitte is fundamentele vereistes. Die spesifieke rol van vervoer in die verbetering van huidige toestande moet vasgestel word in terme van die ooreengekome beginsels vir ontwikkeling deur 'n proses van omvattende, geïntegreerde beplanning waarna vroeër in hierdie Witskrif verwys is.

Daar is 'n aantal strukturele probleme verbonde aan die bestaande stedelike grondgebruikskikking, wat laedigheid- voorstedelike ontwikkeling en wydstrekkende stedelike gebiede gelewer het waar geleenthede in die algemeen beperk is tot, of naasliggend is aan, die meer welgestelde en bevoorregte gebiede. Die grootste gedeelte van die stedelike bevolking, veral die behoeftiges, woon in afgeleë gebiede met min ekonomiese geleenthede of sosiale geriewe. Hierdie verwronge en onbillike ruimte-ontwikkeling en ekonomiese struktuur begunstig groei in gebiede wat oor baie hulpbronne beskik, terwyl daar versuim word om volhoubare ekonomiese groei na die nodige skaal in die behoeftige gebiede te lewer.

Gevolgtrek bestaan daar talle ernstige vervoerprobleme, waarvan die volgende besonder kommerwekkend is. Ofskoon hierdie probleme in die metropolitaanse gebied die ooglopendste is, is dit in sekere mate in al die belangrikste stedelike gebiede teenwoordig.

- * Die konsentrasie en verspreiding van stedelike aktiwiteite behels lang reisafstande en ongebalanseerde vloeytempo op die vervoerstelsel. Verkeersopeenhopping kom voor op sekere dele van die vervoerstelsel, terwyl die oorhoofse stelsel in die algemeen onderaangewend is. Die koste vir die gemeenskap wat betref die voorsiening van mobiliteit is baie hoër as wat nodig is en word deur die operateur van openbare vervoer, die verskaffer van infrastruktuur, die vervoergebruiker en ook die nie-gebruiker van vervoer ondervind, veral wat omgewings- en afskeidingskoste betref.
- * Die toenemende verkeersdigtheid wat oor die afgelope 10 tot 20 jaar plaasgevind het, het gelei tot 'n swaar omgewingslas, 'n groot verhoging in gemotoriseerde syfers en vloeybare brandstofgebruik, en tot 'n aansienlike agteruitgang in die vertoning van die stedelike padstelsel met kommerwekkende verergering van die vlakke van verkeersopeenhopping.
- * 'n Belangrike verskuiwing het in die samestelling en vertoning van die openbare vervoerstelsel plaasgevind, beide tussen en binne modusse, met 'n duidelike verskuiwing van die gebruik van spoor- en busvervoer na minibustaxi's. Die algemene publiek beskou die openbare vervoerstelsel in die algemeen as swak, ongerieflik, onveilig en beperk, en ver benede sosiaal aanvaarbare standaarde.
- * Onbeteuelde groei in die gebruik van private voertuie het tot die verslegting in die gehalte en vertoning van die openbare vervoerstelsel bygedra, asook tot 'n verlaging van sy marktaandeel.
- * Aansienlike fragmentasie en verdeling van verantwoordelikhede vir beplanning en bestuur van die oorhoofse vervoerstelsel bestaan. 'n Oormaat owerhede en agentskappe, van private maatskappye tot 'n reeks agente op verskeie regeringsvlakke en in verskillende departemente is betrokke, wat tot teenstrydighede, duplikasie en verwarring lei. Baie van die probleme wat in die nasionale beleidsraamwerk geïdentifiseer is—gefragmenteerde wetgewing, gefragmenteerde verantwoordelikhede, gebrek aan indringende beplanning, reguleringsgebreke en gebrek aan fondse in die openbare vervoermark, en 'n ondoeltreffende subsidiebeleid—is aan hierdie organisatoriese verwarring toe te skryf.

Die hieropvolgende dele van hierdie Seksie gaan oor die vraagstukke wat aan die eerste vier bogenoemde probleme verwant is. Die vraagstukke wat met die institusionele strukture verband hou, word in 'n latere hoofstuk bespreek.

BELEIDSVERKLARINGS: RUIMTELIKE ONTWIKKELINGSOORWEGINGS

Algemene beginsels van stedelike heropbou

Vraagstuk

Daar bestaan 'n behoefte aan fundamentele hervorming gerig op stedelike heropbou en die bereiking van 'n doeltreffende en doelmatige stedelike stelsel as die hoofvereistes van toekomstige stedelike beleid.

Beleid

Die Departement Vervoer en Publieke Werke sal die waarde van beleidsraamwerke vir grondgebruik/vervoer, asook stedelike vervoerplanne, bepaal wat betref die bydrae wat hulle aan stedelike heropbou sal maak en sal vervolgens finansiële en ander steun toewys slegs in gevalle waar aan die volgende beginsels van stedelike heropbou voldoen word.

Hierdie beginsels is:

- * Die reoriëntering van groei weg van die stedelike randgebied na die middel, sodat daar op groei by sekere strategiese plekke en langs sekere korridors gekonsentreer word;
- * die bevordering van hoër digtheid-ontwikkeling;
- * die bevordering van funksionele doeltreffendheid;
- * die meer doeltreffende benutting van strategies toegewysde grondgebied;
- * die bevordering van gemengde grondgebruik;

- * die gebruik van toepaslike vervoerroeles as belangrike strukturele bronne in die bevordering van toeganklikheid, die integrering van gebiede, en die daarstel van geleenthede vir ontwikkeling;
- * die noodsaaklike rol wat openbare vervoer in die opbouproses en in die voldoening aan die meerderheid mobiliteitsbehoeftes moet speel.

'n Grondliggende toekomsblik vir stedelike ontwikkeling

Vraagstuk

Daar bestaan 'n behoefte aan die verklaring van 'n verenigde doelwit of toekomsblik vir elke stedelike gebied, gegrond op algemeen ooreengekome beginsels en waardes, uitgedruk in die vorm van beleidsbepalings en strategieë.

Beleid

Die verklaring van 'n toekomsblik sal saamgestel word uit die doelwit vir stedelike ontwikkeling vir die gebied en gebruik word as riglyn en om sektorale beleid te koördineer, met inbegrip van vervoer. Die verklaring van 'n ooreengekome toekomsblik vir stedelike ontwikkeling is 'n noodsaaklike en nodige komponent van alle stedelike vervoerplanne wat vir goedkeuring voorgelê word. Die toekomsblik moet ontstaan as gevolg van gesprekke tussen elkeen van die onderskeie regeringsvlakke en die burgerlike gemeenskap.

Die rol van vervoerbeleid in werkverskaffing

Vraagstuk

Een van die oorheersende oorwegings in enige beleid vir stedelike ontwikkeling is die skep van werkgeleenthede. Beleid vir stedelike vervoer kan 'n groot invloed op werkverskaffing uitoefen deur middel van die aantal werkgeleenthede wat regstreeks binne die vervoersektor self en onregstreeks deur die skep van geleenthede vir ontwikkeling deur die verhoogde toeganklikheid en doeltreffende gebruik van grond wat vanweë vervoerverbeterings ontstaan.

Beleid

Die skep van werkgeleenthede binne die vervoersektor sal 'n belangrike oorweging wees in die opstel van 'n provinsiale vervoerbeleid. Die evaluering van voorgestelde planne vir stedelike vervoer sal 'n ontleding van die netto verandering in regstreekse werkverskaffing in die vervoersektor en die graad waartoe geleenthede vir inkomsteskepping versprei is, insluit. Die omvang en aard van die veranderinge wat verwag word, moet duidelik uiteengesit word in alle planne wat vir goedkeuring voorgelê word.

Die gebruik van vervoerroeles as belangrike instrumente vir strukturering

Vraagstuk

Die bestaande stedelike strukture in alle belangrike stedelike gebiede in die Wes-Kaap is ongelyk en gefragmenteer. Die behoefte aan heropbou en integrering ten einde stedelike stelsels te lewer wat beide billik en doeltreffend is, en wat in groter mate aan die behoeftes en vereistes van die meerderheid mense voldoen, word in die algemeen beseef en ondersteun.

Beleid

'n Integreerende komponent van heropbou en herintegrering sal die bevordering van ontwikkelingskorridors en knooppunte wees waarin vervoerdienste vir openbare passasiers die vernaamste bronne vir toeganklikheid lewer. Ontwikkeling sal aangemoedig word in daardie gebiede wat vervoerdienste vir openbare passasiers tans minder goed bedien, tensy sodanige gebiede deel vorm van 'n strategiese plan vir grondgebruik/vervoer in die langer termyn wat hoofsaaklik vir toeganklikheid op openbare passasiersvervoer staatmaak.

Vraagstuk

Ofskoon dit belangrik is dat openbare vervoer pro-aktief gebruik moet word in die skep van ontwikkelingskorridors, moet sy rol uitgebrei word om die integreer van gebiede en die daarstel van plaaslike ontwikkelingsgeleenthede ook in te sluit.

Beleid

Ten einde hieraan te voldoen, is dit ook nodig om 'n betreklik digte tersiêre padnetwerk daar te stel waarop gebiedgebaseerde openbare vervoerdienste en plaaslike kortafstandverkeer kan voorkom. Sodoende sal geleenthede geskep word in verarmde gebiede deur hulle by die breër stedelike raamwerk in te skakel. Die daarstel van ontwikkelingskorridors wat by sodanige laer vlaknetwerkpaaie in elke stedelike gebied waar tekortkominge tans voorkom, ingeskakel kan word, is 'n belangrike aspek van provinsiale vervoerbeleid.

Vraagstuk

Dit is belangrik om optimale benutting van bestaande vervoerhulpbronne te bereik alvorens oorweging aan die uitbreiding van kapasiteit geskenk word. Beperkings bestaan wat betref die tempo waarvolgens die vervoerstelsel uitgebrei kan word en die vorm wat sodanige uitbreiding kan aanneem. Groter klem moet derhalwe geplaas word op die versekering van groter ooreenstemming tussen die ruimtelike verspreiding van grondgebruik en die dravermoë van die onderskeie vervoerhulpbronne.

Beleid

Die Departement Vervoer en Publieke Werke sal beleidsraamwerke vir stedelike grondgebruik/vervoer en planne vir stedelike vervoer evalueer volgens die graad van doeltreffendheid waarmee huidige beskikbare vervoerhulpbronne gebruik word. Die bedoeling van sodanige beleidsbepalings en planne moet wees om bestaande addisionele kapasiteit so veel moontlik te benut eerder as om nuwe addisionele infrastruktuur te moet voorsien. Hulle moet help om werk, inkopies doen en ontspanningsaktiwiteite 'n integreerende deel van die ontwikkeling van woonbuurte te maak, sodat mense verkies om te stap eerder as om te ry, terwyl openbare passasiersvervoer die res van die reisvereistes opmaak.

In metropolitaanse Kaapstad is 'n Metropolitaanse Raamwerk vir Ruimte-ontwikkeling deur die Kaapse Metropolitaanse Raad aangeneem wat op hierdie beginsels gegrond is. Daar word verwag dat dit die statutêre grondslag vir toekomstige ruimtebeplanning in die metropolitaanse gebied sal vorm. Terwyl die beginsels waarop dit gegrond is, en die ideale waarna dit streef, alle ander stedelike beplanningsaktiwiteite in die Wes-Kaap moet onderlê, word sy voorstelle nie as 'n fisiese model vir alle ander toepassings beskou nie. Logiese vertaling en aanpassing daarvan moet in elke gebied plaasvind.

Die rol van prysbepalingsinstrumente in die vertoning van die grondmark

Vraagstuk

Beleidsbepalings vir stedelike ontwikkeling moet die belangrikheid van die integrering van voorstelle wat betref grondgebruik en vervoer 'n enkele strategiese plan erken. Dit is van strategiese belang dat goed-gelê onontwikkelde en onderontwikkelde grond produktief gebruik moet word, aangesien dit hydra tot die aanspreek van bestaande wanbalanse in toeganklikheid tot geleenthede.

Beleid

'n Geskikte kombinasie van beleidsinstrumente vir regulering, prysberekening en belegging moet aangeneem word om die werking van die grondgebruikmark te beïnvloed ten einde ooreenstemming met die liggingsraamwerk van grondgebruik/vervoer en die stedelike vervoerplan te

verseker, en om te verseker dat die ruimtelike verspreiding van grondgebruik trou bly aan daardie plan. Instrumente vir prysberekening wat gebruik moet word, sluit die instelling van vorderings en vergunnings vir grondgebruik in. Die instelling van verskeie grondbelastings en vergunnings om grondpryse te beïnvloed en die vereiste doelwitte van ruimtehuur te bevorder, is nodig om die doeltreffende en regverdige funksionering van dorpe en stede te verbeter. Instemming sal gesoek word tussen die betrokke nasionale ministers en Wes-Kaapse LUK's.

Die vorderings en vergunnings moet die vorm aanneem van:

- * 'n Ontwikkelingsbelasting wat gehef word op alle nie-residensiële ontwikkelings wat bots met die doelwitte en voorstelle van 'n goedgekeurde grondgebruikplan;
- * 'n Ontwikkelingsvergunning wat betaalbaar is ten opsigte van alle nie-residensiële ontwikkeling wat die doelwitte en voorstelle van 'n goedgekeurde grondgebruikplan bevorder;
- * 'n Grondbelasting op onontwikkelde grond wat strategies geleë is in terme van enige goedgekeurde grondgebruikplan en wat gepaard gaan met die vestiging van ontwikkelingskorridors en knooppunte. Die bedoelings van sodanige belasting is om die houkoste van onontwikkelde grond te verhoog, die uitbuiting van en spekulering ten opsigte van grondgebiede te voorkom, en om goed-geleë grond produktief te gebruik.

Stedelike heropbou en die vraag na mobiliteit

Vraagstuk

Die bedoeling van stedelike heropbou is om 'n meer regverdige en doeltreffende stedelike stelsel in die geheel te bewerkstellig, wat sosiale, ekonomiese en omgewingsfaktore insluit. Verhoogde doeltreffendheid in al hierdie faktore sal teweeggebring word indien die vraag na mobiliteit beperk kan word en meer produktiewe gebruik van bestaande vervoerhulpbronne gemaak kan word. 'n Belangrike aspek van die vraag na vervoer is die lengte van die rit wat betrokke is. Indien gemiddelde ritlengtes verminder kan word, sal die totale vereistes vir vervoerhulpbronne ooreenkomstig verminder.

Beleid

Die Departement Vervoer en Publieke Werke sal beleidsraamwerke vir grondgebruik/vervoer en stedelike vervoerplanne evalueer volgens die hydraes wat beleidsbepalings vir grondgebruik maak wat betref die vermindering van die gemiddelde ritlengtes in elke stedelike gebied. Vir daardie gebiede waar gemiddelde lengtes vir die rit werk toe 10 km oorskry, sal 'n vermindering van 20% teen die jaar 2010 as teiken gestel word. Daarbenewens moet 'n grondgebruikverdeling aangeneem word wat die hoeveelheid addisionele vervoerinfrastruktuur wat nodig is tot 'n minimum sal beperk deur die grootste moontlike gebruik van bestaande addisionele kapasiteit.

BELEIDSVERKLARINGS: VERVOEROORWEGINGS

Algemene beginsels van 'n beleid vir stedelike vervoer

Vraagstuk

Die oorheersende bedoeling van die provinsiale vervoerbeleid is om 'n meer doeltreffende en doelmatige stedelike stelsel in die lewe te roep, hoofsaaklik as gevolg van betekenisvolle veranderings in stedelike vorm en struktuur. Waar dit die ondoeltreffendheid van ruimtegebruik verskans, behoort die bestaande vraag na mobiliteit nie die belangrikste oorweging vir die opgradering van vervoergeriewe te wees nie. 'n Strategiese verstandhouding moet bereik en 'n vergelyk getref word tussen die vereistes vir stedelike heropbou en die voldoening aan huidige behoeftes aan en vereistes vir mobiliteit.

Beleid

Die Departement Vervoer en Publieke Werke sal beleidsraamwerke vir grondgebruik/vervoer en stedelike vervoerplanne evalueer na gelang van hul bydrae aan stedelike heropbou. Finansiële en ander steun sal slegs toegewys word waar aan die volgende beginsels van stedelike heropbou voldoen word. Die beginsels is om:

- * die vorming van meer doeltreffende en gelyke grondgebruikreëlins aan te moedig wat die groei in die vraag na rite verminder;
- * beter gebruik te maak van bestaande, beskikbare mobiliteitshulpbronne, veral padruimte, spoorfasiliteite en voertuie vir openbare vervoer;
- * 'n buitensporige vraag na belegging in groot infrastruktuur in stedelike gebiede, afgesien van dié wat nodig is om nuwe of bestaande gebiede by die algehele stedelike stelsel waarvan hulle deel vorm te integreer, te voorkom;
- * die negatiewe gevolge van volgehoue onbeperkte groei in private mobiliteit te voorkom;
- * 'n Beleid van 'Openbare Vervoer Eerste' te volg wat die belange van openbare vervoer bo dié van private vervoer stel en sodoende die algehele gehalte van beskikbare openbare vervoerdienste in groot mate verbeter.

Meer produktiewe gebruik van beskikbare vervoerhulpbronne

Vraagstuk

Ofskoon baie minder ontwikkelde gebiede oor onvoldoende vervoergeriewe beskik, is die stedelike gebiede waarvan hulle deel vorm betreklik goed daaraan toe wat belangrike vervoerhulpbronne betref, beide wat padruimte en openbare vervoerstelsels betref. Vanweë die ondoeltreffende verdeling van grondgebruik is alle sodanige vervoerstelsels onderbenut. Die gevolg hiervan is lae vlakke van produktiwiteit en kosteverhaling. Boonop word die produktiwiteit wat binne die vermoë van die bestaande stelsel lê dikwels nie optimaal benut nie voordat voorstelle gedoen word om die stelsel uit te brei.

Beleid

'n Gesonde, sistematiese en omvattende benadering sal in elke stedelike gebied gevolg word om deurgaans verbeterings by alle skakels van die vervoerstelsel aan te bring deur die wydverspreide toepassing van die bestuur van die vervoerstelsel en maatreëls ten opsigte van stelselingeenieurswese. Die bestaande benuttingsyfers van alle huidige vervoerbates sal in alle vervoerplanne omskryf moet word en 'n spesifieke strategie sal aangeneem moet word om die benuttingsyfers te verhoog. Hierdie strategieë moet duidelik uitgespel word en die spesifieke hydrae wat van stedelike bestuursmaatreëls verwag word ten einde verkeerstoeënde in die algemeen te verbeter, moet verklaar word.

Goedkeuring sal weerhou word vir enige skema of program vir stedelike vervoer wat daarop gemik is om rite te vergemaklik wat die gemiddelde teikenritlengte vir die vervoergebied oorskry. Hierdie voorwaarde sal nie toegepas word nie as die skema of program daarop gemik is om nuwe gebiede te integreer of om strategiese heropbou- en ontwikkelingsdoelwitte te realiseer nie. Verbeterings kan oorweeg word waar daar in die eerste plek bedoel word om stelselbenutting te verbeter; dit wil sê, om bestaande addisionele kapasiteit wat eie is aan die stelsel aan te wend, of deur 'n knelpunt te verwyder of deur die byvoeging van 'n nuwe skakel in die stelsel. Die omvang van beter stelselbenutting wat uit sodanige verbetering voorspruit, sal bewys moet word.

Verhoging van stelselkapasiteit moet gemik wees op verbetering van bedryfstoeënde van openbare vervoer, of deur die algehele geskiktheid van die padstelsel deur algemene bestuursmaatreëls van vervoer te verbeter of deur strategiese belegging in verbeterings wat spesifiek gerig is op 'n meer doeltreffende deurvloei van openbare vervoer.

Billiker verspreiding van beskikbare padruimtehelpbronne

Vraagstuk

Verhoging van die stelselkapasiteit moet gerig wees op die verbetering van bedryfstoestande van openbare vervoer, of deur die algehele geskiktheid te verbeter deur spesifieke bestuursmaatreëls vir verkeer te tref, wat tegelykertyd verkeer in die algemeen bevoordeel, of deur strategiese belegging in verbeterings wat spesifiek gerig is op 'n meer doeltreffende deurvloei van openbare vervoer.

Beleid

'n Meer geskikte stelsel sal gerig wees op die verbetering van bedryfstoestande van openbare vervoer. Waar openbare vervoer dieselfde padruimte as algemene verkeer deel, sal die toewysing van beskikbare padruimte gegrond word op die beginsel van die verhoging van persoon-deurvloei eerder as voertuig-deurvloei.

Beperking van private voertuiggebruik, veral tydens spitstye

Vraagstuk

Die gebruik van private voertuie het oor die afgelope tyd vinnig toegeneem, veral tydens spitstye, gepaard met meer ritte en langer reise in die meeste stedelike gebiede. Dit het gelei tot 'n vinnige verhoging in brandstofgebruik en al hoe swakker reistoestande. In metropolitaanse Kaapstad het hierdie vermeerdering van ritte en langer reise gelei tot 'n vinnige verswakking van omgewingstoestande, veral wat lugbesoedeling betref. Hierdie hoë motorrysers het ook 'n negatiewe uitwerking op die vertoning van die padgebaseerde vervoerstelsel in die metropolitaanse gebied gehad. Bedryfskoste het toegeneem terwyl aantreklikheid afgeneem het. Daar bly egter steeds heelwat geleentheid vir verhoogde motoreienskap indien wêreldstandaarde in ag geneem word. Dit is moontlik dat die huidige vlakke van motoreienaarskap binne die voorsienbare toekoms kan verdubbel. Indien motorgroei syfers van die tagtigerjare deur die negentigerjare gehandhaaf word, sal totale voertuigvolumes by die eeuwisseling met 'n verdere 50% toegeneem het—die totale aantal motors sal binne minder as twintig jaar verdubbel het.

Dit sal in die meeste stedelike gebiede 'n uiters negatiewe uitwerking op die doeltreffende werking van padnetwerke hê, met 'n baie hoër gebruik van private voertuie en hoër vlakke van verkeersopeenhoping, asook 'n beduidende vermindering in spoed. Dit sal lei tot 'n onaantvaarbare situasie, tensy ingeligte tussentrede nou plaasvind en 'n mate van volhoubaarheid bereik word.

Internasionale ondervinding het getoon dat 'n toepaslike en streng toegepaste parkeerbeleid een van die doeltreffendste maatreëls is teen groei in die gebruik van private voertuie in stedelike gebiede en vir die aanmoediging van groter gebruik van openbare vervoer. Daar word verwag dat bykomende maatreëls nodig gaan wees, soos toegangbeperking vir private motors, padprysberekening en gebiedslicensiering.

Die voorgestelde parkeerbeleid moet ooreenstem met die vereiste modusverdeling, waarvan die voorwaardes in die vervoerplan vervat sal word. 'n Geïntegreerde komponent van sodanige plan sal die kwalitatiewe en kwantitatiewe verbeterings wees wat nodig is om aan die behoeftes van 'n groterwordende openbare vervoermark te voldoen.

Beleid

Alle vervoerplanne sal 'n omvattende parkeerbeleid insluit wat die hoeveelheid parkeerplekke aandui wat na verwagting op 'n sone-by-sone grondslag voorsien gaan word, asook die pryskedule wat na verwagting aangeneem gaan word. Dit moet ooreenstem met die vereiste modusverdeling en die hoeveelheid padruimte wat beskikbaar is vir ritte wat in elke gebied eindig. 'n Register van alle langtermyn-parkeervakke moet gehou word en alle langtermyn- openbare parkeerplek moet in rekening gebring word. Boonop sal gelde gehef word op alle langtermyn-parkering, beide publieke en private, staat- en buitestraatparkering. Die Provinsie sal verseker dat parkeerprijs- en parkeerhelfings op realistiese vlakke gestel word, ingevolge artikel 21 van die Wet op Stedelike Vervoer, soos gewysig, en enige ander tersaaklike Wet.

Verander modusverdeling ten gunste van openbare vervoer

Vraagstuk

Totale ritte en die verspreiding van ritlengtes bepaal die totale vraag na mobiliteit. Moduskeuse bepaal die wyse waarop sodanige vraag gehanteer gaan word, terwyl die grondgebruikverspreiding die graad van doeltreffendheid bepaal waarmee vervoerhelpbronne voorsien kan word. Hierdie aspekte is almal vatbaar vir beplande tussentrede. Dit is een van die strategiese doelwitte van die nasionale Witskrif dat die gebruik van openbare vervoer bo dié van private motorgebruik bevorder moet word, 'met die doel om 'n verhouding van 80:20 tussen openbare vervoer en private motorgebruik te bereik'. Die huidige moduskeusesyfer in metropolitaanse Kaapstad vir die rit werk toe is 49:44:7 (publiek:private:stap). Die werklike syfers vir ander groot stedelike gebiede in die Wes-Kaap is nie bekend nie en moontlik heelwat laer, ten gunste van private vervoer.

Beleid

Die doelwit ten opsigte van die verandering van die modusverdeling ten einde 'n groter ewematige gebruik van openbare vervoer te bereik, moet aktief gevolg word in alle beleidsraamwerke vir grondgebruik/vervoer en stedelike vervoerplanne. Vir alle stedelike gebiede moet die bestaande modusverdeling vir die rit werk toe, asook realistiese teikens vir modusverdeling, bepaal word wat ooreenstem met ander beleidsveranderlikes en met die nasionale strategiese doelwitte. Vordering in die realiserings van die verklaarde teikens vir modusverdeling moet gereeld gemoniteer word en die teikens moet soos nodig gewysig word wanneer die stedelike vervoerplan hersien word.

VERVOER EN PLATTELANDSE ONTWIKKELING

AGTERGROND

Volgens die 1991-sensus het die Wes-Kaap die tweede grootste verstedelike bevolking in Suid-Afrika. Sowat 87% van die totale bevolking woon in stedelike gebiede. Hiervan is die Kaapstadse metropolitaanse gebied voor met 66% van die totale bevolking en 71% van die stedelike bevolking. Ander stedelike gebiede bevat 21% van die totale bevolking van die provinsie. Ofskoon slegs 'n klein persentasie van die totale bevolking (13%) in plattelandse gebiede woon, verteenwoordig dit sowat 500 000 mense, waarvan die meeste behoefte is. Hulle woon op plase en in klein plattelandse nedersettings wat ver van ekonomiese en sosiale geleenthede en van noodsaaklike openbare dienste soos gesondheid, welsyn en opvoeding geleë is. Boonop moet plattelandse mense meestal stap en in die afwesigheid van voetgangergeriewe op plattelandse paaie word hulle, veral snags, aan buitensporig hoë veiligheidsrisiko's blootgestel.

Die algemene ekonomiese sterkte van elke nedersetting is 'n funksie van die graad van spesialisasie wat bestaan. Die sterk landbougrondslag in die Wes-Kaap, asook die toenemende uitvoergeleenthede, maak dit moontlik dat die ekonomiese vermoëns van plattelandse nedersettings wat oor 'n gesonde markgerigte infrastruktuur en hulpbronne beskik, kan groei. Hierdie potensiaal moet egter gesien word teen 'n algemene agteruitgang in die ekonomiese vertoning van plattelandse nedersettings dwarsdeur die provinsie in teenstelling met die ekonomiese groei in die metropolitaanse gebied. Onder die talle bydraende faktore tel die tweeledige demografiese en ekonomiese struktuur wat in die meeste van die nedersettings bestaan. Die voortspruitende stelsel van ekonomiese afhanklikheid wat gevestig geraak het is 'n verdere bydraende faktor tot hierdie situasie. Regulerende maatreëls en die agteruitgang in vervaardiging in die platteland het gelei tot 'n groeiende verhuising na die groter stedelike gebiede.

Die toenemende oorheersing van die metropolitaanse gebied en ander groot stedelike gebiede word vererger deur die vinnige agteruitgang in die gehalte van baie van die plattelandse padnetwerk, beide bedekte en grondpaaie, wat baie plattelandse nedersettings nog verder afsonder en plattelandse produksiekoste verhoog. Hierdie faktore, tesame met die feitlik volkome afwesigheid van enige vorm van openbare passasiersvervoerdienste, moedig geensins belegging of nedersetting aan nie en strem ook die opkoms van 'n lewensvatbare ekonomie.

BELEIDSVERKLARINGS

Die vroeë instelling van 'n strategie vir plattelandse ontwikkeling

Vraagstuk

Die verband tussen vervoer en ontwikkeling is net so belangrik in plaaslike omstandighede as in stedelike omstandighede, indien nie belangriker nie, vanweë die swaakteit van baie bestaande plattelandse stelsels en die skaarsheid van toereikende strukture en organisasies om verantwoordelikheid te aanvaar vir die verbetering van die situasie. Vervolgens moet vervoerinisiatiewe deel vorm van 'n breër strategie vir die ontwikkeling van die platteland en by ander sektorale inisiatiewe tot 'n gestruktureerde program en plan vir ontwikkeling ingeskakel word.

Beleid

'n Toepaslike strategie vir die ontwikkeling van die Wes-Kaapse platteland sal planne insluit vir die groei en ontwikkeling van klein dorpie as een van die hoogste prioriteite en sal samewerking tussen alle provinsiale departemente asook distriks-, plaaslike en plattelandse rade verg. Dit sal die behoefte aan die skep van gelykheid in die stelsel van nedersettings erken, asook dat vervoer een van die primêre instrumente hiervoor is. Dit sal plaaslike behoeftes aanspreek en plaaslike inisiatiewe koester en toegevoegde waarde-produksie aanmoedig deur middel van die vestig van plaaslike industrieë, die bevordering van die volle ekonomiese vermoëns van plaaslike nedersettings en die verhoging van die behoud van rykdom. Met hierdie doel voor oë sal dit die vorming van periodieke markte bevorder om plaaslike produksie aan te moedig, om die ekonomiese basis te versterk en om as fokuspunt te dien vir die voorsiening van mobiele sosiale dienste. Dit sal verseker dat mense wat in plattelandse gebiede woon toegang het tot sowel die volle omvang van noodsaaklike openbare dienste waarop hulle geregtig is as maatskaplike en ekonomiese geleenthede waardeur ontwikkeling kan plaasvind.

Die provinsiale Departement Vervoer en Publieke Werke sal die instel van 'n strategie vir die ontwikkeling van die Wes-Kaapse platteland aktief aanmoedig en bystand verleen in die lewer van planne vir distriksontwikkeling, indien versoek. Planne vir distriks- en plaaslike vervoer sal 'n integrerende deel van sodanige ontwikkelingsplanne vorm, wat die goedkeuring van die provinsiale Departement Vervoer en Publieke Werke vereis. Vanweë die besondere en sensitiewe aard van plattelandse vervoerprobleme en die graad van ondersteuning wat na verwagting nodig sal wees om plaaslike inisiatiewe aan te moedig, sal 'n Sub-Direktoraat: Plattelandse Vervoer in die provinsiale Departement van Vervoer en Publieke Werke gestig word.

Moedig 'n skeppende benadering tot die voorsiening van vervoer aan

Vraagstuk

Die vervoerprobleme wat deur plattelandse gemeenskappe ervaar word is veelvuldig, maar word in die algemeen gekenmerk deur groot afstande, afhanklikheid en onbekostigbaarheid. Afstande na baie basiese dienste is groot, wat dit óf heeltemal ontoeganklik maak óf slegs teen hoë vervoerkoste toeganklik maak, aangesien die voorsiening van openbare vervoer beperk is en 'n klein aantal diensverskaffers geneig is om hierdie situasie uit te buit. Gevolglik is dit so duur, in verhouding met beskikbare inkomste, dat ontoeganklikheid en onbereikbaarheid voortduur. Vanweë die omvang van armoede en die groot afstande van enige geriewe wat bestaan, is plaaswerkers dikwels heeltemal afhanklik van plaasboere om hul mees basiese behoeftes te voorsien, met inbegrip van vervoer na die naaste klein dorpie.

Beleid

Die uiters belangrike rol wat vervoer speel in die versekering van volhoubaarheid van opkomende ekonomiese bedrywighede en in die bereiking van minimum standaarde van toegang tot openbare geriewe word erken. Daar word verwag dat vervoervoorstelle deel sal vorm van strategiese benaderings tot ontwikkeling en onderskrywe sal word deur die betrokke distriksontwikkelingsraad. Die steun van die provinsiale Departement Vervoer en Publieke Werke vir sodanige voorstelle sal gerig wees op:

- * lae kapitaalintensiewe inisiatiewe op klein skaal wat kapasiteit en vermoëns opbou onder bestaande en potensiële verskaffers en bedieners van vervoerdienste;
- * plaaslike organisasies en strukture wat bedrewenheid en vindingrykheid aan die dag lê;
- * bedrywighede wat afgesonderde plattelandse nedersettings met mekaar en met die breër streekse ekonomie integreer;
- * die verlaging van die koste van vervoer van beide mense en goedere.

Verbeeldingryke gebruik van beskikbare vervoerdienste sal aangemoedig word, waar diversiteit van gebruik tussen verskillende klasse passasiers- en goederdiens sukses in die hand kan werk. Sonder om die huidige wettige bevoegdheid van ander departemente in gevaar te stel, sal oorweging geskenk word aan 'n aantal inisiatiewe, soos byvoorbeeld die gebruik van skoolbusse vir passasiers wat reisgeld betaal en die gebruik van munisipale voertuie om kleinboere te help om goedere mark toe te stuur en saad en kunsmis teen grenskoste af te lewer. In sekere gevalle sal subsidies beskikbaar gestel word om sodanige plaaslike inisiatiewe in vervoervoorsiening aan te moedig waar hulle deel vorm van 'n geïntegreerde ontwikkelingsprogram, met inbegrip van die vestig van periodieke markte. Dit sal strek tot die voorsiening van finansiële steun aan ander departemente, soos dié van gesondheid, welsyn, ens. wat vervoerdienste voorsien. In ander gevalle, waar geen dienste bestaan nie en die behoefte aan 'n verskeidenheid dienste geïdentifiseer is, sal die verantwoordelike gesag reëlins tref vir die voorsiening van sodanige dienste deur middel van kontrakte. Die kontrak sal op so 'n wyse saamgestel word dat die stig van klein-, medium- en mikro-ondernemings vergemaklik word.

Die provinsiale Departement Vervoer en Publieke Werke sal daarvoor verantwoordelik wees om te verseker dat doeltreffende infrastruktuurfasiliteite vir plattelandse vervoer, met inbegrip van paaie en dienste, voorsien word. Dit sal ook verantwoordelik wees vir die verleen van toestemming vir interprovinsiale openbare vervoerdienste. Die provinsiale Departement Vervoer en Publieke Werke sal finansiële steun verleen om te verseker dat voorsiening gemaak word vir openbare vervoerdienste vir maatskaplike bedrywighede.

BEPLANNING EN BEDRYF VAN OPENBARE VERVOER

AGTERGROND

Die verskeidenheid probleme en vraagstukke aangaande stedelike openbare vervoer in die Wes-Kaap het 'n lang geskiedenis en is ingewikkeld. Dit is 'n voortvloeiende van die ondoeltreffendhede en ongelykheid van die grondgebruikverdeling. Dit is bykans onmoontlik om 'n lewensvatbare openbare vervoerstelsel teen redelike koste te bedryf vanweë die aard van die reisvraag waaraan voldoen moet word. Lae gemiddelde voorstedelike digtheid, lang ritalafstande en onewewigtige verkeersvloei het saam gelei tot 'n lae stelselbenutting met diensvoorsiening teen hoë koste en lae kosteverhaling.

Die bedryf van openbare vervoer in die Wes-Kaap was nog nooit die verantwoordelikheid van 'n plaaslike owerheid nie, aangesien 'n aantal busmaatskappye in private besit en minibustaxi-operateurs en, in die metropolitaanse gebied, 'n spoorowerheid in staatsbesit hierdie dienste gelewer het. Vervoeraangeleenthede is derhalwe as van sekondêre belang geag, terwyl die gehalte en omvang van beskikbare openbare vervoerdienste beskou is as aangeleenthede wat buite die belang of invloed van plaaslike owerhede gelê het. Toepaslike organisatoriese en institusionele strukture is gevolglik nie gestig nie om plaaslike verantwoordelikheid te aanvaar vir die doeltreffende bestuur van openbare vervoer en om te verseker dat dit in die breër openbare belang bedryf word nie. Gevolglik is daar tot onlangs geen doelbewuste pogings aangewend om die algehele gehalte van openbare vervoer te verbeter nie, of om die breër aangeleenthede rakende die beplanning en bedryf van openbare vervoer by die breër beleidsdebat oor stedelike vervoer in te skakel nie.

Hierdie faktore het gelei tot 'n menigte baie negatiewe persepsies oor openbare vervoer wat betref die gehalte van diens, koste, veiligheid, misdaad, opeenhoping, voorkoms, skuiling, en die beskikbaarheid van inligting. Met die belangrike rol wat in toekomstige stedelike beleidmaking aan openbare

vervoer opgedra is, is hierdie stand van sake nie meer aanvaarbaar nie en daadwerklike optrede word vereis om die situasie hoegenaamde te verbeter. Aan die hart van die voornemens van stedelike heropbou lê 'n heelwat groter rol vir openbare vervoer deur die aanneem van 'n beleid van 'Openbare Vervoer Eerste' wat voorkeur verleen aan openbare vervoer bo dié van algemene verkeer, en op alle vlakke—van beleidsoorwegings tot die voorsiening van infrastruktuur. Die beleid moedig die vestiging aan van 'n baie verbeterde en uitgebreide netwerk van openbare vervoerdienste wat gebruikerbehoefes baie beter sal aanspreek en 'n ware alternatief ten opsigte van private mobiliteit aan die meerderheid mense teen bekostigbare pryse sal bied.

'n Werklik lewensvatbare en volhoubare stelsel sal nie verwerklik word nie tensy alle betrokkenes hul volkome daartoe verbind om hierdie weg in te slaan—d.w.s. die aanneem van 'n breër beleid vir ruimte- en vervoerplanne wat met hierdie denkrigting strook. Ten einde 'n regverdigde en gelyke vervoerbeleid in te stel, moet openbare vervoer as die belangrikste faktor van stedelike vervoer beskou word. Indien 'n stedelike gebied goed werk, gegrond op die omvang, reeks en gehalte van sy vervoerdienste, en vir almal toeganklik en bekostigbaar is, kan daar verklaar word dat die stedelike stelsel doeltreffend en die vervoerstelsel billik is.

Openbare vervoer word op ondoeltreffende wyse gefinansier en bestuur en neem die tweede plek in wanneer heropbou en die kies van prioriteite oorweeg word. Omdat die beginsel van volhoubare vervoer nie op die vraag daarna as die enigste (of selfs die eerste) grondslag vir beleidsbepaling staatmaak nie, moet baie meer aandag geskenk word aan die identifiseer van belangrike probleme wat opgelos moet word. Sodanige probleme moet benader word op 'n wyse wat volhoubare, sistematiese verbeterings teweegbring. Elke geleentheid moet aangegryp word om die omvang en gehalte van beskikbare openbare vervoerdienste te verbeter en uit te brei tot vlakke wat maatskaplik aanvaarbaar en bekostigbaar is terwyl finansiële lewensvatbaarheid tegelykertyd binne die bedryf verseker word.

Tensy 'n milieu, in die omvangrykste sin van die woord, geskep word wat bevorderlik is vir die instel van werklik lewensvatbare en volhoubare openbare vervoerstelsels, en alle beleidsveranderlikes met hierdie gemeenskaplike doelwit ooreenstem, sal geen veranderings binne die bedryf, hoe omvangryk ook al, 'n stelsel lewer wat nie ondoeltreffend en duur is nie.

BELEIDSVERKLARINGS

Die noodsaaklikheid van beplanning

Vraagstuk

Geen beleid of strategie vir openbare vervoer sal slaag nie tensy openbare vervoer beskou word as 'n integrerende komponent van die grondgebruikstrukture en mobiliteitsstelsels wat nodig is om die algehele ontwikkelingsprogram en in besonder die plan vir ruimte-ontwikkeling te ondersteun.

Beleid

Ten einde lewensvatbare en bekostigbare openbare vervoerstelsels te vestig sodat dit volhoubaar bly, moet beleid en strategie 'n integrerende deel vorm van die algehele beleid vir ontwikkeling, ruimtegebruik en mobiliteit, soos in die algehele plan vir grondgebruik/vervoer vervat.

Gevolgtrek moet deeglike oorweging geskenk word aan die voorkoms van en waarskynlike uitwerking wat 'n alternatiewe beleid op vervoer en grondgebruik sal hê op:

- * die potensiële marktaandeel van openbare vervoer; en
- * die koste van dienslewering.

'n Operasionele plan vir openbare vervoer sal vir elke stedelike gebied opgestel word om die onderskeie bestuurs- en bedryfsvraagstukke uiteen te sit wat bespreek moet word. Dit sal 'n 'gehaltehandves' insluit wat die optimum diensvlakke vestig en verseker dat openbare dienste vir passasiersvervoer in belang van die publiek bedryf word, aan ooreengekome standarde voldoen en verseker dat aanvaarbare standarde van toegang tot openbare dienste vir passasiersvervoer aan almal verleen word, en dat die spesiale behoeftes van behoeftiges, bejaardes en gestremdes in ag geneem word. Dit moet die roetes en dienste identifiseer wat aan publieke tender voorgelê moet word, asook die diensspesifikasies wat opstel moet word. Die operasionele plan vir openbare vervoer moet verseker dat die voorgestelde netwerk van roetes en dienste maatskaplik aanvaarbaar en bekostigbaar is. Dit sal deel vorm van die algehele beleidsraamwerk vir grondgebruik, wat self 'n integrerende deel van 'n breër stedelike plan vir ontwikkeling sal wees.

Maksimum delegering aan plaaslike owerhede

Vraagstuk

Ten einde te slaag, moet beplanning omvattend en geïntegreerd wees. Dit moet alle vervoermodusse, tesame met ruimte- en ontwikkelingsoorwegings, insluit en deur die laagste bevoegde regeringsvlak onderneem word. Laer regeringsvlakke in besonder moet toegerus word om volle verantwoordelikheid te aanvaar vir die operasionele en funksionele vertoning van alle vorms van openbare vervoer in hul regsgebied. Hulle moet alle probleme en vraagstukke aktief aanpak ten einde die bedryf te laat groei.

Beleid

Nasionale en provinsiale regering sal hulpbronne en ander vorms van steun voorsien, beide aan die bedryf en aan die onderskeie vervoerowerhede. Derdevlak-vervoerowerhede sal toegerus word om volle verantwoordelikheid te aanvaar vir die operasionele en funksionele vertoning van alle vorms van openbare vervoer in hul regsgebied. 'n Aantal toegekende provinsiale funksies en verantwoordelikhede sal vervolgens gedelegeer word.

Die provinsiale Departement Vervoer en Publieke Werke sal verantwoordelikheid behou vir die instel van die algehele beleid, strategie en prosedures, en vir die bepaling van toepaslike norme en standarde. Dit sal ook die verantwoordelikheid behou vir die koördinering van die aktiwiteite van ander vervoerowerhede in 'n oorkoepelende provinsiale program, en bystand verleen aan derdevlak-vervoerowerhede in die aanvaar van hul verantwoordelikhede. Dit sal egter volle verantwoordelikheid behou vir openbare vervoerdienste wat oor die grense van regsgebiede loop—byvoorbeeld tussen streke en tussen provinsies.

Die voorneme is om minstens die volgende toegekende provinsiale funksies en verantwoordelikhede aan die metropolitaanse en plaaslike stedelike owerhede toe te ken:

- * die registrasie van alle padgebaseerde openbare vervoeroperateurs binne die hele bepaalde regsgebied, met kopieë aan die provinsiale Registrateur;
- * die kontroleer van die vertoning, veiligheid en finansiële voorwaardes waaraan die applikant voldoen het;
- * die verleen van magtiging aan vervoeroperateurs, onderworpe aan 'n goedgekeurde vervoerplan, met die uitreik van permitte 'n funksie van die provinsiale Permittaad;
- * die voorsiening van steun en advies ten opsigte van sakebedryf, skakeling, koördinasie en die implementering van opleiding.

Die behoefte aan 'n benadering om die openbare vervoerbedryf geleidelik te hervorm

Vraagstuk

Openbare vervoer is 'n belangrike strategiese bedryf wat nie slegs die weg wys na toegang tot indiensneming vir bykans die helfte van die metropolitaanse werksmag nie, maar ook die enigste middel is om mobiliteit te verleen aan talle mense vir ritte om ander redes, soos inkopies doen, sake doen, ontspanning en sosiale bedrywighede. Dit is 'n noodsaaklike diens vir mense wat toegang vereis tot mediese en sosiale welsyngewere. Daar is groot onbestendigheid in die bedryf en dit sal heelwat inspanning verg om vertroue te herstel en die toestande te skep vir die groei en stabiliteit wat vereis word.

Beleid

Omdat dit vir soveel mense tydens hierdie tydperk van transformasie so belangrik is, moet alles gedoen word om toestande van stabiliteit, vertroue en kalmte te skep en te handhaaf, en om aanvaarbare diensvlakke te handhaaf. Dit sal slegs slaag met volle oorlegpleging en betrokkenheid tussen die openbare vervoerbedryf en elke plaaslike of metropolitaanse vervoerinstansie. Dit sal tyd verg, veral in die groter stedelike gebiede, en die hoeveelheid konsekwente, daadwerklike optrede wat nodig sal wees moet nie onderskat word nie.

Die transformasieprogram oor die hele provinsie sal in drie duidelike fases geskied, waarvan fases 2A en 2B gelyktydig sal plaasvind:

-lp:12qFase 1: Omskepping na die voorgestelde stelsel van regulering in die vorm van toestemmings, kontrakte, of konsessies, maar met geen verandering aan bestaande operasies nie:

Daar sal van alle bus- en taxi-operateurs verwag word om by die provinsiale registrateur te registreer. Prosedures sal ontwikkel word vir die wettiging van bestaande onwettige operateurs. Bestaande buspermitte op gesubsidieerde roetes sal omgeskep word in tussentydse kontrakte of in 'n tussentydse konsessie vir 'n roetenetwerk. Alle heersende gebiedswye of straalpermitte vir minibustaxi's sal na roetepermitte verander word, en alle permitte sal na bedryfstoeestemming verander word.

Fase 2A: Kapasiteitsbou in die bedryf, tesame met die verkryging van inligting oor vertoning:

Dit sal die vorm aanneem van bestuurs- en sake-opleiding in die ontwikkeling van interne bestuurstelsels, soos finansiële beheerstelsels, om die minibustaxi-bedryf in staat te stel om deel te neem aan die formele stelsel deur tenderkontrakte. Hierdie en ander aansporings sal slegs beskikbaar wees aan formele, geregistreerde instansies soos maatskappye, bestuursliggame of verenigings. Alle bestaande bus- en minibustaxiroetes sal tegelykertyd deeglik gemoniteer word ten einde 'n omvattende databasis oor alle aspekte van huidige vertoning op te bou—skedules, passasiërslyste, en alle tersaaklike koste en inkomstedata. Hierdie tydperk sal saam met die ontwikkeling van die operasionele plan vir openbare vervoer verloop en die voorbereiding sal alle rolspelers betrek.

Fase 2B: Kapasiteitsbou op provinsiale en plaaslike regeringsvlakke:

Benewens kapasiteitsbou in die bedryf self, is dit ook noodsaaklik om kapasiteit en bedrewenheid te bou in daardie organisasies wat betrokke sal wees by die regulering en administreer van openbare vervoer. Dit sal ook die vorm aanneem van bestuurs- en sake-opleiding, en die ontwikkeling van interne bestuurstelsels, soos finansiële beheerstelsels. Die instel van toepaslike prosesse en prosedures sal nodig wees om konsekwentheid en eenvormigheid dwarsdeur die provinsie te verseker.

Fase 3: Heropbou van die bedryf en die implementering van die openbare vervoerplan:

Die plan sal die bedryfs- en diensstrategie identifiseer wat gevolg gaan word en die grondslag gaan vorm vir die verpakking van dienste en die opstel van tenderdokumente. Verenigings sal aangemoedig word om bestuursliggame te vorm, met die onderliggende voorneme om die bedryf te transformeer in 'n aantal formele, goed-georganiseerde en goed-gestruktureerde sake-eenhede. Wanneer kontrakte vir tender voorgelê word, sal sowel busmaatskappye as taxi-ondernemings in staat wees om tenders voor te lê, of afsonderlik of gesamentlik.

Die rol van die spoorweg**Vraagstuk**

Metropolitaanse Kaapstad is bevoorreg om oor so 'n goed-ingerigte, ofskoon verouderende, spoorstelsel te beskik. Daar moet hard gewerk word om die vertoning van die stelsel te bevorder ten einde te verseker dat die volle potensiaal waartoe dit in staat is bewerkstellig word. Dit moet op bevredigende wyse by die algehele vervoerstelsel ingeskakel word en die bestaande infrastruktuur en fasiliteite moet tot die maksimum aangewend word. Dit sal 'n omvattende program van modernisering verg om te verseker dat die gehalte, beskikbaarheid en veiligheid van die diens beter aan huidige en potensiele behoeftes en vereistes van gebruikers voldoen. Enige voorstel om massa openbare vervoerdienste te verskaf of uit te brei, met inbegrip van spoorwegdienste, moet ooreenkom met die algehele doelwitte vir ontwikkeling, asook die algehele operasionele en ekonomiese doeltreffendheid.

Beleid

Provinsiale regering sal bereid wees om die verleen van finansiële bystand vir die verbetering van die benutting van bestaande dienste te oorweeg, waardeur die operasionele buigzaamheid van bestaande spoorstelsels verhoog kan word. Bystand sal ook verleen word met die bereiking van die volle potensiaal van die bestaande stelsel. Voordat addisionele bystand verleen sal word aan enige voorstel om massa openbare vervoerdienste uit te brei, moet die voorstel se potensiaal vir doeltreffende ontwikkeling eers bewys word, tesame met sy operasionele en ekonomiese doeltreffendheid vergeleke met 'n reeks moontlike alternatiewe.

Vraagstuk

Daar word verwag dat die operasionele verantwoordelikheid vir spoordienste in die Wes-Kaap na die provinsie afgewentel sal word, maar eienaarskap van infrastruktuur en spoorvoertuie sal deur die nasionale vervoerowerheid behou word.

Beleid

Na die afwenteling van operasionele verantwoordelikheid van spoordienste na die provinsie sal verantwoordelikheid vir die bedryf van die metropolitaanse spoordienste aan die metropolitaanse vervoerowerheid gedelegeer word. Kapitaalbelegging in alle nuwe spoordienste sal 'n gedeelde verantwoordelikheid tussen nasionale regering en die metropolitaanse vervoerowerheid wees na oorweging van die volle reeks moontlike alternatiewe op metropolitaanse vlak, beide binne die vervoermark en tussen die vervoer- en grondgebruikmarkte, en dit sal gepaard gaan met stedelike heropbou, die verspreiding van geleenthede en die bereiking van die breër beginsels van die HOP.

Bedryfsubsidies moet volgens 'n 'vaste formule'-benadering van sentrale regering geskied, en mag aangevul word deur bydraes van beide tweede- en derdevlakregeringstrukture. Die toewysing van finansiële hulpbronne tussen metropolitaanse gebiede op 'n gemeenskaplike, omskreefde grondslag sal as regverdig en billik beskou word. Daarbenewens plaas dit die verantwoordelikheid vir die wyse waarop die subsidie toegepas word, tesame met die gevolge vir vervoer- en grondgebruikbeleid en die koste van spoorbedryf waar dit hoort—op metropolitaanse vlak.

Heropbou van die padgebaseerde vervoerbedryf**Vraagstuk**

Die grootste probleme waarmee die padgebaseerde openbare vervoerbedryf te kampe het, wat hoofsaaklik uit busse en minibustaxi's bestaan, in metropolitaanse Kaapstad is die gebrek aan diversiteit en verskeidenheid in die reeks dienste wat voorsien word, asook die onstabiliteit en geweld in die minibustaxi-bedryf. Die bedryf word tans gekenmerk deur die modusgrondslag, met min produk- of diensdifferensiasie binne elke modus. Groei in die openbare vervoerbedryf volgens die verlangde skaal sal onbereikbaar wees tensy daar 'n groter diversiteit voorkom in die reeks dienste wat voorsien word, asook 'n groter mengsel van voertuiggroottes en -kapasiteit. Die instel van beperkingsmaatreëls op voertuie en groter kostetoerekenbaarheid binne die private vervoermark deur middel van hoër lisensiegelde en parkeer koste sal die aantal passasiërs wat van openbare vervoer gebruik wil maak vergroot. Internasionale ondervinding bewys dat padgebaseerde openbare passasiersvervoer geneig is om meer koste-effektief te wees en in groter mate aan passasiërsvereistes te voldoen wanneer daar produktdifferensiasie is en 'n reeks verskillende dienste voorsien word. Hierdie verskillende dienste kan 'n verskeidenheid voertuie gebruik wat aan die verskillende vlakke van passasiërsvraag na kwaliteit en kwantiteit voldoen.

Beleid

Elke stedelike en plattelandse gebied sal 'n basiese netwerk van maatskaplik-nodige dienste instel wat in die openbare belang bedryf word. Toepaslike norme en standaarde sal deur die provinsiale vervoerowerheid, in samewerking met metropolitaanse en plaaslike vervoerowerhede en betrokke gebruikersgroepe vir beide stedelike en plattelandse aanwending, gestel word. Hierdie basiese netwerk sal aangevul word deur 'n reeks markgerigte dienste wat gehoor gee aan die verskeidenheid markvereistes. Tesame met die netwerk van maatskaplik-noodsaaklike dienste voorsien hulle 'n gebiedswye netwerk van geïntegreerde en gekoördineerde dienste. Die vereistes vir elke soort diens en die bepaalde reisgeldvlak wat op elkeen van toepassing sal wees, sal as deel van die bedryfsplan vir openbare vervoer bepaal word. Dit is 'n vorm van geregleerde mededinging tussen verskillende dienssoorte wat op dieselfde roete, of 'n deel van 'n roete mag werk. Mededinging op 'n roete tussen dieselfde dienste sal nie toegelaat word nie.

Die uitbreiding van die diensverskeidenheid is gegrond op die bereiking van aansienlike groei in openbare vervoer deur meer aandag te skenk aan publieke vraag daarna. Hierdie kenmerke van vraag verander en nuwe geleenthede ontstaan voortdurend. Vervoerinstansies en operateurs moet albei soveel moontlik aandag skenk aan hierdie geleenthede en in staat wees om by veranderinge in die bestaande mark aan te pas.

Spesifieke steun aan die padgebaseerde openbare vervoerbedryf**Vraagstuk**

Die hoofdoelwit van provinsiale vervoerbeleid is om die openbare vervoerbedryf weer op te bou en op 'n gesonde operasionele en finansiële grondslag te plaas. Dit moedig die instelling van 'n veel groter en diverse openbare vervoerstelsel aan, gegrond op die maksimum benutting van die bestaande spoorstelsel in die metropolitaanse gebied en met aanmerklike uitbreiding van die voorsiening van padgebaseerde openbare vervoerdienste dwarsdeur die provinsie.

Beleid

Die noodsaaklike bydrae van minibustaxi's in die voorsiening van die publiek se mobiliteit word erken en 'n sleutelrol is aan die funksie wat openbare vervoer in die metropolitaanse gebied en die provinsie in die algemeen moet speel, toegewys. Voorgenome groei in die openbare vervoerbedryf sal geleenthede skep om enige onewegtigheide wat in roetetoewysing, permitte en staanplek mag bestaan, uit te skakel. 'n Verhoogde eksterne, sakegerigte fokus met die noodsaaklike doelwit om die bedryf te laat groei en 'n heelwat sterker ekonomiese grondslag te voorsien, sal die eerste oogmerk wees.

Die oorheersende voorneme is egter om 'n enkele, verenigde padgebaseerde openbare passasiersvervoerbedryf te bewerkstellig en om weg te doen met die kunsmatige verskille wat tans bestaan wat betref die grootte en kapasiteit van voertuie. Eerder as om busse en minibustaxi's as twee afsonderlike modusse te behandel, elkeen onderworpe aan hul eie spesifieke regulasies en beheermaatreëls, sal die hele padgebaseerde openbare vervoerbedryf aangemoedig word om te groei en te ontwikkel tot 'n enkele entiteit, bestaande uit 'n aantal formele, goed-georganiseerde sake-eenhede, en onderworpe aan 'n gemeenskaplike stel regulasies en beheermaatreëls. Die bedryf sal 'n reeks dienssoorte bied met 'n groot verskeidenheid voertuie, verskaf deur 'n aantal formeel-saamgestelde organisasies en groepe. Die doelwit om provinsiale steun en aanmoediging te voorsien sal help om hierdie verandering te bewerkstellig.

'n Eerlike vennootskap sal tussen die bedryf en die onderskeie vlakke van die vervoerowerheid tot stand gebring word. Die vennootskap sal bemagtiging en die bevordering van vermoëns binne die bedryf aan die gang sit deur die voorsiening van spesifieke opleiding, die aanmoediging van spesifieke sakebedryfvaardighede en sakebedryf, en die skep van hulpmiddele waar die behoefte die grootste is. Die provinsiale vervoerowerheid sal met behulp van die onderskeie metropolitaanse en plaaslike vervoerowerhede, en met nasionale ondersteuning, die nodige hulp verleen sodat 'n aantal dienste voorsien kan word. Hierdie voordele sal slegs beskikbaar wees aan daardie formeel gevestigde sake-eenhede wat bereid is om tot die vennootskap toe te tree en wat gepaste gedragkodes nakom.

Die volgende dienste sal waar nodig voorsien word:

- * verskaffing van meer en beter eindpunte en staanplekfasiliteite en stigting van bestuurskomitees om sodanige eindpunte te bestuur, nie net in terme van verkeer nie, maar ook in die benutting van kommersiële geleenthede wat sodanige fasiliteite in die lewe roep;
- * bystandverlening in die uitlê van nuwe roetes en die saamstel van eksperimentele dienste;
- * hulpverlening in die lewer van dienste en fasiliteite vir instandhouding;
- * vergemakliking van groepversekeringskontrakte, wetsadvies en bystand;
- * aanvoer van groepsafslag op voertuie, onderdele, bande, ens.;
- * bystandverlening in die opleiding van drywers en werktuigkundiges;
- * onderneem van marknavorsing en skakelwese vir die bedryf as geheel;
- * aanvoer van die voorsiening van vaardighede in en programme vir sakebedryf;
- * bystandverlening in advertering, bemaking en verkoopsbedryfswighe deur middel van die verskaffing van inligting oor roetes, bedryfskedules, ens.;
- * hulpverlening om nuwe sake-ontwikkeling (nuwe roetes en dienste, private huur, goedere-aflewering, ens.) te stimuleer;
- * hulpverlening om alle inset- en lopende koste waar ook al moontlik te verminder soos in die NTTT aanbevelings vervat;
- * stig en onderhou van die provinsiale Takikantoor en die provinsiale registrateur.

Aansporings op sigself sal egter nie voldoende wees om die nodige regulering en beheer in die bedryf terug te plaas nie. Daar word beoog dat daar op alle owerheidsvlakke en in alle gebiede binne die provinsiale regsgebied streng nakoming van die regsoewereiniteit sal wees. Dit is 'n prioriteit van die provinsiale Departement Vervoer en Publieke Werke om heersende wetsbeperkings wat doeltreffende wetstoepassing mag ondermyn, te ondersoek. Indien nodig sal bestaande wetgewing gewysig en uitgebrei word in ooreenstemming met hierdie beleid ten einde nakoming te verseker en alle wetstoepassingsagente toe te rus om hul pligte en verantwoordelikhede uit te voer. Landdroste, tesame met provinsiale, metropolitaanse en plaaslike verkeerspolisie, sal opgelei en bemagtig moet word om sodanige wetgewing te implementeer en af te dwing.

Die rol van plaaslike owerhede**Vraagstuk**

Die versekering van die voorsiening van maatskaplik-aanvaarbare openbare vervoer was nog nooit die verantwoordelikheid van 'n plaaslike owerheid in die Wes-Kaap nie. Bylae 4 van die Grondwet wys egter uitvoerende verantwoordelikheid ten opsigte van munisipale openbare vervoer toe aan munisipaliteite kragtens die samevallende wetgewer en uitvoerende owerheid van nasionale en provinsiale regering. Bo en behalwe operasionele en diensoorwegings, behels hierdie verantwoordelikheid die voorsiening van toepaslike infrastruktuur en die tref van toepaslike verkeersbestuurmaatreëls.

Beleid

Plaaslike owerhede sal aangemoedig word om betekenisvolle verbeterings aan te bring in die lewensvatbaarheid van openbare vervoeroperasies deur prioriteite te stel vir openbare vervoervoertuie, soos enkeldoelverkeerslane, busvoorsprong by verkeerseine, en afsonderlike roetes vir die uitsluitlike gebruik van openbare vervoervoertuie.

Daarbenewens sal bestaande openbare vervoerdienste aktief bevorder word deur hul 'teenwoordigheid' te versterk, hoofsaaklik met behulp van beter bus- en taxihaltegeriewe, en toepaslik versierde skuilings vir beskerming teen die weer. Boonop sal inligting op alle roetes by stilhouplekke voorsien word wat minstens die roetes wat bedien word en die dienste wat gelewer word aantoon. Ernstige pogings sal aangewend word om bruikbare roosters vir geskeduleerde dienste te lewer, wat of tussentydse reëlings of benaderde volgtipe insluit, asook om voorsiening te maak vir doeltreffende en goed-ontwerpte inligtingborde by hoofstilhouplekke. Dienste sal onderskei word deur die aanneem van toepaslike kentekens of versiering en roetes deur die gebruik van roetesnommers en bestemmingskerms.

Alle openbare vervoerroeles sal bedek wees en behoorlik instandgehou word, nie net om behoorlike vlakke van gebruikergemak te verseker nie, maar om die koste van dienslewering soveel moontlik te verlaag. Alle fasiliteite vir modusverwyseling, met inbegrip van bus- en spoorwegstasies, taxistaanplekke en eindpunte, sal behoorlik gebou en instandgehou word om te voldoen aan die vraag waaraan hulle na verwagting sal moet voldoen. Dit sal toereikende voorsiening vir voetgangers en fietsryers insluit, nie net by verwyselingspunte nie, maar ook om veilige en gerieflike toegang tot openbare vervoerroeles van aanliggende gebiede toe te laat. Hulle sal 'n beeld van goeie ontwerp, skoonheid, gerief en veiligheid weerspieël. Alle handelsgeleenthede en geriewe wat gebied word, sal ten volle gebruik en benut word.

In die navolging van die beleid van 'openbare vervoer eerste' sal alles moontlik gedoen word om die aantreklikheid van die bestaande openbare vervoerdienste te verhoog en om gebruik van die vervoerdienste aan te moedig. Dit is 'n bereikbare taak wat betekenisvolle verbeterings aan beide die gehalte en die hoeveelheid beskikbare dienste sal teweegbring. Langdurende vraagstukke wat tot die hoë vlak van publieke ontevredenheid aanleiding gegee het, soos veiligheid en sekuriteit, moet opgelos word. Met die nodige samewerking en oorlegpleging tussen owerhede en verenigings en toepaslike toewysing van gesag, verantwoordelikheid en toerekenbaarheid aan plaaslike en metropolitaanse vervoerowerhede, is betekenisvolle verbeterings moontlik. Die hoofoorweging is egter befondsing. Ofskoon die provinsie bydraes uit die provinsiale Landvervoerbonds ten opsigte van die koste verbonde aan die voorsiening en instandhouding van openbare vervoerfasiliteite vir passasiers mag maak, word daar van plaaslike owerhede verwag om self voldoende finansiële voorsiening te maak ten einde verbeterings tot die nodige peil aan te bring.

Veiligheid en sekuriteit

Vraagstuk

Kommer oor die gebrek aan persoonlike veiligheid en sekuriteit op openbare vervoerdienste is 'n langdurende probleem. Die hoë voorkoms van misdaad wat met die spoorwegstelsel verbind word, die algemene ontevredenheid oor die bedryfsveiligheid van minibustaxi's wat verband hou met die blootstelling aan ongelukke en die gedrag van voertuigbestuurders, tesame met gereelde konflik in die taxibedryf, is aspekte wat openbare vervoergebruik die meeste belemmer. 'n Totaal onaanvaarbare situasie is toegelaat om te ontwikkel, en dit wek ernstige kommer.

Beleid

Prioriteit sal verleen word aan die voorkoms van geweld, veral teen vroue, kinders en bejaardes in en om openbare vervoergeriewe. Benewens 'n algemene verbetering in die beskikbaarheid en gehalte van geriewe, sal daar ook in groter mate gebruik gemaak word van outomatiese bewakingstoerusting, soos geslotekring-televisie, wat aangevul sal word deur 'n hoër profiel en teenwoordigheid van die polisie.

Die aanstel van deurgangseiligheids- en sekuriteitsbeamptes as 'n gesamentlike onderneming tussen die Suid-Afrikaanse Polisie, metropolitaanse en plaaslike regering en gemeenskapspolisieringsforums, sal gesamentlik deur die LUK: Vervoer en Publieke Werke en die LUK: Veiligheid en Sekuriteit aangepak word.

VRAGVERVOER

AGTERGROND

Verantwoordelikheid vir die regulering van padvragvervoer berus na regte by die provinsiale Departement Vervoer en Publieke Werke kragtens die toewysing van die Wet op Padverkeer. Vanweë die behoefte aan standaardisasie as gevolg van sy interprovinsiale kenmerke word regulasies wat bykans alle aspekte van padvrag dek egter deur die nasionale Departement Vervoer bepaal. Die toepassing van hierdie regulasies, soos die lisensiering van voertuie en die uitreik van operateurpermitte, die vervoer van gevaarlike stowwe en abnormale vragte, en die afdwing van beperkings op voertuigmassa, berus egter by die provinsiale Departement Vervoer en Publieke Werke, soos ook die instandhouding van infrastruktuur. Die provinsiale Departement Vervoer en Publieke Werke se vermoë om nie-mededingende en beskadigende praktyke te ontmoedig is derhalwe gewichtig.

BELEIDSVERKLARINGS

Vragvervoer as 'n integrerende komponent van die algehele mobiliteitstelsel

Vraagstuk

Vragvervoer speel 'n belangrike rol in die provinsiale ekonomie. Dit bring markte en produksiehulpbronne saam op plaaslike, provinsiale, nasionale en internasionale vlak. Verbeterde verspreidingsdoeltreffendheid op elk van hierdie vlakke maak 'n positiewe impak op die provinsie se mededingerposisie en moedig groei in die provinsiale ekonomie aan.

Doeltreffendheid is 'n produk van koste en gehalte van diens. Betroubaarheid is 'n belangrike dienseienskap, terwyl kliënte en verskaffers ook verhoogde koste-doeltreffendheid in die aanbodketting deur die vermindering van aflewertye verlang. Ofskoon dit op alle vlakke van vragvervoer van toepassing is, behoort die Kaapstadse hawe groter voordeel te trek uit potensiële tydbesparings. Vrag met hoë waarde tussen die industriële sentrums van die land en die lande van die Westelike Halfrond kan vinniger deur die Kaapstadse Hawe beweeg, beide per pad en per spoorweg, as deur enige ander Suid-Afrikaanse hawe, mits modusverplasing en verdragings tot 'n minimum beperk word. Verdragings kom tans dikwels voor en toereikende vlakke van betroubaarheid word nie behaal nie. Die gevolg is 'n verlies aan mededingers en vermybare koste aan die gemeenskap.

Beleid

Beide die spoorweg- en padvragbedryf sal aangemoedig word om te groei en om beskikbare hulpbronne op meer doeltreffende wyse te gebruik. Ten einde doeltreffende verspreiding van goedere dwarsdeur die provinsie te verseker, sal toereikende pad- en spoorinfrastrukture voorsien word om te pas by die toenemende groei in vragverkeer en om die koste van vragvervoer te verminder. Spesifieke aandag sal geskenk word aan die inskakel van die vragsektor by die breër vervoerstelsels in stedelike gebiede, ten einde verdragings tot 'n minimum te beperk. In plattelandse gebiede sal die aandag gevestig word op die voorsiening van 'n toereikende infrastruktuur om vervoerkoste van landbouprodukte te verlaag. Klem sal veral geplaas word op die aanmoediging van die integrering van pad-, spoor- en maritieme vervoer by die Kaapstadse hawe. Daar word beoog dat bykomende belegging vereis sal word om doeltreffende fasiliteite vir modusverplasing te voorsien en om knelpunte uit te skakel. Ofskoon dit 'n nasionale verantwoordelikheid sal wees, sal noulettende steun en aanmoediging deur die provinsiale Departement Vervoer en Ekonomiese Sake, asook deur die plaaslike sakegemeenskap, verleen word.

Die belangrikheid van vragvervoer in ontwikkelende lande

Vraagstuk

Die voorsiening van padgebaseerde vragdienste is oorwegend in die hande van blanke eienaars en is daarop gemik om aan die behoeftes van die formele, gevestigde ekonomie te voldoen, hoofsaaklik bestaande uit georganiseerde sakebedrywe, kommersiële en landbousektors. Daar bestaan egter reeds 'n sluimerende vraag na fasiliteite vir goederevervoer in die minder goed-ontwikkelde informele ekonomie wat aansienlik sal toeneem met die tot stand bring van verdeelde grondgebruik, die herverspreiding van geleenthede en die bevordering van plattelandse inisiatiewe vir ontwikkeling. Ontoereikende voorsiening vir die beweging van goedere op hierdie skaal vertraag ontwikkeling en beperk toegang tot groter markte vir plaaslike produseerders terwyl dit terselfdertyd insetkoste verhoog. Die traagheid van die gevestigde vragbedryf om by hierdie mark betrokke te raak, met gepaardgaande beperkte mededinging, lei tot hoër produkkoste vir die armer gemeenskappe van die land. Hoë intrekoste en vereistes vir bedryfskapitaal, asook 'n tekort aan bestuursvaardighede, strem die ontwikkeling en groei van plaaslike en verspreidingsnetwerke op klein skaal.

Beleid

Die ontwikkelingsuitwerking op verbeterings in vragvervoer in agtergeblewe en ekonomies behoeftige gemeenskappe sal beklemtoon word. Die provinsiale Departement Vervoer en Publieke Werke sal streeksontwikkelingsrade en plaaslike ontwikkelingsforums bystaan in die ondersoek van die potensiele impak wat verbeterde vragdienste op plaaslike ontwikkelingsinisiatiewe sal hê. Die Departement Vervoer en Publieke Werke sal help met die vestig van strategiese verspreidingsnetwerke wat kostedoeltreffend is en sal metodes soek om die vestiging van plaaslike vragkontraheurs aan te help, moontlik met behulp van finansiële waarborge of ander sodanige vorms van bystand, soos deur die algehele ontwikkelingsbeleid bepaal.

Verbeterde afdwing van regulasies**Vraagstuk**

Die volgehoue groei in die padvragbedryf, veral sedert deregulering, tesame met intense mededinging vir die meer winsgewende roetes en produkte, en 'n gebrek aan toereikende beheermaatreëls, het gelei tot aansienlike oorlaai van voertuie, wat baie skade aan die provinsiale padnetwerk aangerig. Operateurs wat hul aan sodanige praktyke skuldig maak, is besig om baie hoër koste aan die gemeenskap af te dwing in terme van die snelle agteruitgang van die padnetwerk en toenemende herstelkoste. Alle moontlike stappe moet gedoen word om hierdie antisosiale praktyk in die provinsie hok te slaan.

Beleid

Die provinsiale Departement Vervoer en Publieke Werke sal die verantwoordelike instansie wees vir die implementeer van die Padvervoergehaltestelsel, en vir die toesien dat toepaslike standaarde gehandhaaf word. 'n Nasionale rooster is opgestel om die PVGS en die NaVIS in die lewe te roep, en die provinsiale Departement Vervoer en Publieke Werke sal stappe doen om dit te bespoedig.

Beperkings en verbodsbepalings op die oorlaai van voertuie sal streng afgedwing word. Die provinsiale Departement Vervoer en Publieke Werke sal toesien dat behoorlike weegbrug- en voertuiginspeksiefasiliteite, asook die nodige personeel, dwarsdeur die provinsie voorsien word, ten einde te verseker dat hulle deurentyd deur die betrokke instansies gebruik word. 'n Nuwe stelsel van strawwe sal ingestel word. Boetes sal veel hoër wees en die omvang weerspieël van die skade wat oorlaaiing van voertuie aangerig. Boetes aan diegene wat hulle voertuie oorlaai, sal in die toekoms in 'n provinsiale infrastruktuurfonds gestort word, wat gebruik sal word om te vergoed vir die skade wat oortuigvoertuie dwarsdeur die provinsie aangerig en om by te dra tot die verhaal van koste verbonde aan verhoogde afdwinging van regulasies. Daarbenewens sal oortredings op die Nasionale Verkeersinligtingstelsel (NaVIS) aangeteken en die bedryfspermitte van operateurs wat hierdie oortreding herhaal ingetrek word. Wetstoepassingsbeamptes sal bevoeg wees om volledige toetse vir veiligheid en padwaardigheid op alle voertuie in die provinsie uit te voer. Meer aandag sal geskenk word aan die afdwing van voorwaardes ten opsigte van die vervoer van gevaarlike stowwe. Sowel die publiek as die nooddienste word tans aan die risiko van gevaarlike vragte blootgestel as gevolg van die ontoereikende beskrywing van gevaarlike vragte en wat die nodige reaksie ingeval van 'n lekkasie of storting strem of vertraag. Die Departement Vervoer en Publieke Werke sal verder saamwerk met die Suid-Afrikaanse Polisiedienste om die veiligheid en sekuriteit van vragte te verseker, en om die risiko van voertuigkaping tot 'n minimum te beperk. Dit sal bereik word deur 'n sigbare polisie teenwoordigheid, asook deur die uitbreiding van veilige oornagrusgeriewe.

BURGERLIKE LUGVAART EN MARITIEME VERVOER**AGTERGROND: BURGERLIKE LUGVAART**

Nasionale regering is die enigste wetgewende en uitvoerende gesag vir binne- en buitelandse vervoer, lugvaartveiligheid en internasionale en nasionale lughawens. Die vorige Staatslughawens en lugverkeer- en navigasiedienste is in 1993 gekommersialiseer toe die verantwoordelikheid vir die bedryf en bestuur van die betrokke infrastruktuur en dienste van die nasionale Departement Vervoer na twee maatskappye, die Airports Company Limited (ACL) en die Air Traffic and Navigation Services Company Limited (ATNS) verplaas is. Kaapstad se internasionale lughawe word deur hierdie twee maatskappye bedryf en bestuur. Nasionale regering behou die enigste wetgewende en uitvoerende verantwoordelikheid vir internasionale en nasionale lughawens tensy die nasionale regering besluit om hierdie verantwoordelikheid aan die provinsies oor te dra. 'n Airport and Air Space Management Sub-Committee van Mincom is saamgestel om beleid te bepaal en standaarde te stel. Munisipale lughawens is die verantwoordelikheid van 'n plaaslike owerheid soos in Deel B van Bylae 4 tot die Grondwet omskryf. Nasionale en provinsiale regering behou egter die samewerkende wetgewende en uitvoerende gesag om toe te sien dat munisipaliteite hierdie funksie behoorlik uitoefen.

Beleid

'n Nasionale beleid oor die bestuur van lughawens en lugruimte word tans geformuleer en alle insethouders, met inbegrip van plaaslike owerhede, sal by die beplanning van lughawens betrek word. Provinsiale belang in lughawens is gerig op hul bydraes deur middel van besigheid, vragvervoer en toerisme aan die ekonomie. Die Departement Vervoer en Publieke Werke wil graag verseker dat fasiliteite in pas bly met die verwagte groei in verkeer, en aan die vereistes van 'n toenemend ingewikkelde reismark voldoen. Elke lughawe sal ten volle by die breër stedelike mobiliteitstelsel geïntegreer word, beide wat die publiek en private persone betref, waarvan dit deel vorm. Munisipale lughawens sal plaaslike verantwoordelikheid behou, maar die provinsiale Departement Vervoer en Publieke Werke sal die voorsiening van finansiële bystand oorweeg waar hul voortgesette bestaan nodig is om die algehele ontwikkelingsdoelwitte van die provinsie te bevorder en waar dit verenigbaar is met 'n ooreengekome ontwikkelingsstrategie. Die provinsiale Departement Vervoer en Publieke Werke sal toesien dat sy belange steeds op die subkomitee van die Airport and Air Space Management van Mincom verteenwoordig word sodat behoorlike konsultasie, waar van toepassing, met die derdevlakregering plaasvind.

AGTERGROND: MARITIEME VERVOER

Die verantwoordelikheid vir die bedryf en administrasie van hawens berus by nasionale regering. Transnet Beperk besit die drie grootste hawens in die provinsie, Kaapstad, Saldanhabaai en Mosselbaai, terwyl die hawegesagfunksie aan Portnet toegewys is. Dit is die voorneme van nasionale regering om 'n onafhanklike hawe-owerheid of owerhede in die lewe te roep met die moontlikheid om die gesag na provinsiale of metropolitaanse vlak af te wentel. Die verantwoordelikheid vir hawens, afgesien van die regulering van internasionale en nasionale skeepvaart, is 'n plaaslike regeringsaangeleentheid soos in Deel B van Bylae 4 tot die Grondwet omskryf, maar nasionale en provinsiale regering behou samevallende wetgewende en uitvoerende gesag.

Beleid

Die provinsiale Departement Vervoer en Publieke Werke sal verbeterings aan die mededingende posisie van hawens in die provinsie aanmoedig met behulp van die bevordering van naatlose intermodusoperasies, die verbetering van doeltreffendheid en doelmatigheid van pad- en spoorvrag, en die integrering van hawe-operasies by die plaaslike mobiliteitstelsels ten einde die provinsiale ekonomie 'n hupstoot te gee. Die provinsiale Departement Vervoer en Publieke Werke besit en administreer grond in baie klein hawens en is gevolglik 'n insethouer in die gebruik en toekomstige ontwikkeling en groei van die hawens. Daar word erken dat die grootste verantwoordelikheid vir sodanige fasiliteite by die ander provinsiale departemente berus. Die provinsiale Departement Vervoer en Publieke Werke sal toesien dat sy belange steeds in die Shipping Technical Committee van Mincom verteenwoordig word en dat behoorlike oorlegpleging met derdevlak-regering, waar van toepassing, plaasvind.

VOORSIENING EN INSTANDHOUDING VAN VERVOERINFRASTRUKTURE**AGTERGROND**

Die vervoerinfrastruktuur van die Wes-Kaap verteenwoordig 'n belangrike bate wat die operasionele grondslag van ekonomiese en sosiale interaksie

dwarsdeur en buite die provinsie vorm. Om te verseker dat so 'n belangrike bate behoorlik instandgehou word, aan gebruikereistes voldoen, en waar nodig uitgebrei en verbeter word, moet dit behoorlik bestuur, geadministreer en gefinansier word.

BELEIDSVERKLARINGS

Toewysing van verantwoordelikheid

Vraagstuk

Terwyl die voorsiening en instandhouding van spoorinfrastruktuur 'n nasionale verantwoordelikheid is, is die voorsiening en instandhouding van padinfrastruktuur onder 'n aantal padowerhede verdeel, met ooreenstemmende verantwoordelikhede. Dit word kragtens 'n verskeidenheid wetgewing en met botsende prioriteite bedryf, veral in stedelike gebiede.

Beleid

Padwetgewing sal vereenvoudig en gekonsolideer word sodat verantwoordelikheid onder die verskeie regeringsvlakke verdeel word. Die beginsel van delegering van verantwoordelikheid sal gevolg word, met toewysing van verantwoordelikheid na die laagste bevoegdheidsvlak. In die metropolitaanse gebied sal alle paaie wat as van metropolitaanse belang beskou word, in wese die metropolitaanse verspreidingsstelsel, die alleenverantwoordelikheid van die metropolitaanse owerheid wees. Dit is die strategiese padnetwerk van die gebied en die uiteengesette ooreenstemmende ten opsigte van sy operasionele vertoning en die integrering in die metropolitaanse strategie vir ruimtegebruik is aangeleentheid van metropolitaanse belang. Dit is egter moontlik dat daar sekere metropolitaanse paaie kan wees wat as 'n provinsiale verantwoordelikheid behou sal word. Die beginsels waarop dit gegrond word, sal deur bespreking en onderhandelings by PROVCOM bepaal word. Die res van die paaie in die metropolitaanse gebied, in wese die toegangstelsel, sal die verantwoordelikheid bly van die plaaslike substruktuur in wese se reggebied sodanige paaie geleë is. Die provinsiale Departement Vervoer en Publieke Werke sal as agent namens die Nasionale Departement Vervoer optree.

Buite die metropolitaanse gebied sal die provinsie verantwoordelikheid aanvaar vir alle streeksverspreiders; dit wil sê, daardie primêre paaie waarop die meeste langafstand-, tussenstreeksverkeer voorkom. In stedelike gebiede buite die metropolitaanse gebied sal die plaaslike owerheid die padowerheid vir alle paaie binne sy reggebied wees, met uitsondering van die streeksverspreiders wat deur sy reggebied loop, wat 'n provinsiale verantwoordelikheid sal bly, en nasionale paaie waarvoor die provinsiale Departement Vervoer en Publieke Werke as agent sal optree namens die Nasionale Departement Vervoer vir alle nasionale paaie binne die metropolitaanse gebied.

Alle ander paaie in die provinsie; dit wil sê, alle paaie buite die metropolitaanse gebied en ander plaaslike owerheid-gebiede en met uitsondering van alle streeksverspreiders en nasionale paaie, sal die verantwoordelikheid wees van die onderskeie streeks- en distriksowerhede in wese se reggebied sodanige paaie geleë is.

Die provinsiale Departement Vervoer en Publieke Werke sal steeds voortgaan om uitgawes op vervoerinfrastruktuur in munisipale gebiede te subsidieër ooreenkomstig 'n goedgekeurde vervoerplan. Prioriteit sal verleen word aan normale instandhouding, tesame met herstelwerk en heropbou ten einde bestaande hulpbronne te beskerm. Spesifieke motivering sal gegee word vir vervoerverbeterings en die voorsiening van nuwe infrastruktuur, en die wyse waarop sodanige belegging in die breër ontwikkelingsprogram inpas sal bewys moet word. Die toewysing van verantwoordelikhede vir vervoerinfrastruktuur tussen die provinsiale Departement Vervoer en Publieke Werke en distriksowerhede in die Wes-Kaap sal tussen hierdie owerhede onderhandel moet word.

Prioriteite vir belegging

Vraagstuk

Die voorsiening van infrastruktuur is hoofsaaklik toegespits op die voldoening aan algemene verkeersvereistes. Nie genoeg aandag word geskenk aan maatskaplike en ontwikkelingsooreenstemmende nie en daar word nie genoeg voorsiening gemaak vir hulpbronne vir voetgangers, fietsryers en gebruikers van openbare vervoer nie, met inbegrip van die voorsiening van veilige oorgangsfasiliteite, behoorlike sypaadjie- en motorfietsfasiliteite, en enkeldoelige vervoerlane en roetes. Daarbenewens moet daar 'n aanmerklike verbetering in die gehalte van gepaardgaande openbare vervoerinfrastruktuur wees—van straatstaanplekke vir busse en taxi's tot moduswisselaarfasiliteite.

Beleid

Skemas vir die verbetering en voorsiening van nuwe infrastruktuur vir vervoerstelsels wat strategies eerder as takties is, sal ondersteuning geniet. Dié wat die volgende hoofdoelwitte insluit, sal prioriteit geniet:

- * die integrering van voorheen agtergeblewe en afgesonderde gemeenskappe in die ekonomiese en sosiale struktuur waarvan hulle regmatig deel vorm, beide stedelik en platteland, deur die voorsiening van nuwe infrastruktuur of die opgradering van bestaande struktuur. Daar word verwag dat sodanige verbeterings ooreenstemmend 'plaaslik' van aard sal wees. Dit sal beteken dat 'n geïntegreerde, tersiêre padstelsel voorsien word, of dat 'n skakel aangebring word sodat so 'n stelsel ingestel kan word, of dat dele van die pad geteer word ten einde die bedryfskoste verbonde aan openbare vervoer soveel moontlik verminder kan word;
- * die verbetering van toestande vir voetgangers, fietsryers en openbare vervoer deur middel van die voorsiening en behoorlike instandhouding van toepaslike infrastruktuur en fasiliteite soos staanplekke, eindpunte en moduswisselaarfasiliteite. Faktore soos sitplekke, skuiling en die verstrek van reinligting in 'n aangename en veilige omgewing moet veel meer aandag geniet;
- * die verbetering van die vertoning van die bestaande vervoerstelsel deur verkeersingenieurs- en verkeersbestuursmaatreëls moet veral klem lê op:
 - die verhoging van die operasionele vertoning op openbare vervoerroeie; en
 - die uitskakel van plekke met 'n hoë ongelukrisiko.

Nakoming van aanvaarbare standaarde

Vraagstuk

Dit is belangrik dat die standaard van infrastruktuur wat dwarsdeur die provinsie, beide in die stede en op die platteland, voorsien word, konsekwent en eenvormig moet wees. Wat paaie betref, behels dit nie net die onderskeie elemente van die reis nie, maar ook alle ander aspekte verbonde aan paaie, met inbegrip van padsome, sypaadjies, dreinerings- en buite-ontwerp, tesame met die onderskeie soorte straatmeubels. Daar word nie deurgaans aan die verlangde standaarde voldoen nie en dit lei tot 'n gebrek aan eenvormigheid en ordelikheid wat dikwels nie in pas is met die algemene omgewingsgehalte van die gebied waardeur die pad loop nie. By openbare vervoerwisselaarplekke word dikwels nie eers die basiese geriewe voorsien nie, ten nadele van beide gebruiker en operateur. Boonop verontref dit die bewoners van aanliggende eiendom.

Beleid

Die provinsiale Departement Vervoer en Publieke Werke sal toesien dat toepaslike standaarde gehandhaaf word vir alle elemente van vervoerinfrastruktuur deur middel van provinsiale riglyne, standaarde en teikens en die verstrek van inligting oor verkose professionele praktyk en ontwerpbenaderings. Daar sal van alle regeringsvlakke, met inbegrip van die nasionale vlak, verwag word om hierdie vereistes na te kom. Daarbenewens beoog die Departement Vervoer en Publieke Werke om riglyne te publiseer vir gelyke geleentheid-tenderprosedures vir padinstandhouding, heropbou en rehabilitasie, en vir die aanneem van arbeidsgerigte tegnologie ten einde die maksimum hoeveelheid vaardighede en hulpbronne na plaaslike gemeenskappe oor te plaas.

BESTUUR VAN VERKEERSVEILIGHEID

AGTERGROND

Die strategiese doelwit vir die bestuur van padverkeersbestuur is om doeltreffende, geïntegreerde en gekoördineerde bestuurstelsels vir padverkeer dwarsdeur die provinsie te bevorder en te implementeer. Dit moet die rolspelers op elke funksionele gebied van padverkeersbestuur betrek. Die doel is om:

- * padverkeersveiligheid te verbeter;
- * padverkeersdisipline te verbeter;
- * die duur kapitaal in die padstelsel te beskerm; en
- * administratiewe en ekonomiese orde op die gebied van padverkeer en vervoer te verbeter.

Dit is belangrik dat spesifieke doelwitte vir elk van hierdie doelstellings bereik word en dat aanwysers vir vertoning opgestel word ten einde vordering te kan meet.

Die bevordering van verkeersveiligheid is die gesamentlike verantwoordelikheid van drie hoofdisiplines:

- * wetstoepassing van verkeersreëls;
- * opvoeding oor verkeersveiligheid;
- * pad- en verkeersingenieurswese.

Die integreer van die fasette van funksionele verantwoordelikheid van elk van hierdie dissiplines is noodsaaklik vir die behoorlike oplos van die probleme ten opsigte van verkeersveiligheid waarmee die Wes-Kaap te kampe het.

BELEIDSVERKLARINGS

Hertoewysing van verkeersdepartemente se funksies

Vraagstuk

Ofskoon die padongeluksyfers in Suid-Afrika oor die afgelope dekade afgeneem het, bly dit onaanvaarbaar hoog. Strategiese tussentrede is dringend nodig en moes lankal aandag geniet het. Die padongelukprobleem is sowel 'n stedelike as 'n plattelandse probleem, ofskoon die meerderheid ongelukke in die stedelike gebiede voorkom. Die samestelling van padgeriewe is swaar gelaai teen voetgangers en histories agtergeblewe padgebruikers. Die meeste ernstige en noodlottige padongelukke vind snags plaas as gevolg van onaanvaarbaar hoë alkoholmisbruik.

Beleid

Die hoë voorkoms van alkoholmisbruik as oorsaak van talle padongelukke wek ernstige kommer en baie meer moet gedoen word, deur middel van doeltreffende wetstoepassing en beter opvoeding van padgebruikers, om die voorkoms van dronkenskap te verminder en om maatskaplike ingesteldheid te verander. Ten einde verkeersdepartemente in staat te stel om aandag te skenk aan hierdie aspekte en om hul wetstoepassings- en opvoedingsprofiel te bevorder, word daar beoog om die toewys van ander werksaamhede waarby hulle tans betrokke is, soos verkeersingenieurswese en parkeerbestuur, te hersien. Hoewel verkeersdepartemente 'n sterk adviserende rol ten opsigte van hierdie aangeleenthede sal behou, behoort hierdie aspekte na regte aan ingenieurswese en sal dit gevolglik deur die betrokke ingenieurswesedepartemente onderneem word.

Herskikking van verkeersdepartemente en die toewysing van statutêre verantwoordelikheid vir padveiligheid

Vraagstuk

'n Swak veiligheidsrekord is dikwels 'n aanduiding van ongekoördineerde en gefragmenteerde bestuurstrukture en 'n gebrek aan institusionele bevoegdhede. Dit is ook die geval in die Wes-Kaap. Ofskoon daar vele en verskillende onderliggende probleme is, is die grondliggende oorsaak dat geen enkele owerheid statutêre verantwoordelikheid vir padveiligheid op die plaaslike, distriks-, metropolitaanse of provinsiale owerheidsvlakke dra nie. Met die verwarring en onsekerheid wat uit hierdie situasie voortspruit, is stappe wat gedoen is gefragmenteer met onduidelike toewysing van verantwoordelikheid, gesag of toerekenbaarheid vir ongelukvoorkomingmaatreëls. Dit is dwingend noodsaaklik dat die toepassing van verkeerswette aanmerklik verbeter en dwarsdeur die provinsie herorganiseer word.

Beleid

Ten einde die verkeersveiligheidsituasie in die Wes-Kaap beduidend te verander, is dit belangrik dat elke vervoerowerheid volle verantwoordelikheid en toerekenbaarheid vir verkeersveiligheid binne sy regsgebied aanvaar. Die provinsiale Departement Vervoer en Publieke Werke sal die vertoning van alle vervoerowerhede aanmoedig en koördineer om 'n konsekwente strategie en program vir verkeersveiligheid dwarsdeur die provinsie te bewerkstellig en sal verantwoordelikheid aanvaar vir daardie werksaamhede wat die beste op sentrale vlak geskied. Daarbenewens sal dit die implementering van modelle, soos TRAFMAN, by alle verkeersbeheerkantore dwarsdeur die provinsie bevorder ten einde die ernstigste oortredings en plekke vir doeleindes van wetstoepassing identifiseer en prioriteit daaraan verleen.

Daar word beoog om die onderskeie verkeersdepartemente in die metropolitaanse gebied in 'n enkele Metropolitaanse Verkeersagentskap te verenig. Hierdie agentskap sal by die Kaapse Metropolitaanse Raad ingelyf word as een van die funksies van die metropolitaanse vervoerowerheid. Sy primêre funksie sal wees om die wette ten opsigte van bewegende verkeer-oortredings en algemene verkeersmaatreëls af te dwing. Alle verkeersdepartemente buite die metropolitaanse gebied sal oor die lang termyn gerasionaliseer word totdat die stig van 'n enkele provinsiale Verkeersagentskap, wat alle munisipale verkeersdepartemente sal verenig, bewerkstellig kan word.

Alle ingenieursfunksies wat tans deur verkeersdepartemente vervul word, sal aan ingenieursdepartemente op elke gesagsvlak toegewys word. Die afdwing van parkeerregulasies sal die verantwoordelikheid van plaaslike owerheid bly. Omdat die aard van die beoogde parkeerbeleid en die feit dat parkeeroortredings en stilstaande voertuig-oortredings nie meer as misdade beskou sal word nie, sal die wetstoepassing- en reguleringsfunksies 'n groter las meebring. Om hierdie rede sal oorweging verleen word aan die aanmoediging van privatisering van alle aspekte van bestuur en beheer van parkering.

Verkeersdepartemente sal die funksie wat die reageer op padongelukke behels van die Suid-Afrikaanse Polisiediens oorneem, as deel van die stig en funksionering van ongelukburo's. Bykomende kapasiteit sal binne verkeersdepartemente geskep moet word om hierdie situasie te bewerkstellig. Hierdie aanbeveling sluit in dat verkeersbeheerdienste volle magte en funksies verleen moet word om verkeersoortredings te ondersoek, en dat 'n verkeersbeheerdienste wat hierdie funksies oorneem 'n 24-uur diens sal moet lewer. Verkeersbeheerdienste sal vir hierdie doel as nood- en noodsaaklike dienste geklassifiseer word.

'n Afdeling Verkeersveiligheidsbestuur sal in die departement Vervoer en Publieke Werke gestig word om strategieë en programme vir padveiligheid in die Wes-Kaap te koördineer en te evalueer. Dit sal die volgende hoof funksies vervul:

- * verantwoordelikheid vir die provinsiale Verkeersagentskap en die koördineer van sy werksaamhede met dié van die Metropolitaanse Verkeersagentskap;
- * die ontwikkeling van toepaslike opvoedingsprogramme vir toepassing dwarsdeur die provinsie en op alle vlakke. Voorbeelde sluit in programme vir skoolopvoeding, bewustheid onder die publiek, en die verandering van sosiale ingesteldheid teenoor padveiligheidsaangeleenthede;

- * die verleen van advies en leiding oor herstellende skema-ontwerp en die verleen van prioriteit aan projekte vir finansiële steun;
- * die saamstel van 'n gesamentlike taakspan wat al die funksionele aspekte van verkeersveiligheid onderneem ten einde 'n holistiese bestuursplan vir verkeersveiligheid in die provinsie te bestuur;
- * die bedryf van die provinsiale Ongelukburo, om statistieke en geografiese ontleding dwarsdeur die provinsie te onderneem en om programme op te stel ten einde die teikens vir ongelukafname te bereik.

Verhoging van standaarde vir die opleiding en toets van voertuigbestuurders

Vraagstukke

Ten einde veiliger toestande op paaie teweeg te bring, moet die vaardighede van voertuigbestuurders aanmerklik verbeter word, met behulp van die handhawing van toereikende standaarde, aaneenlopende programme vir opvoeding en publisiteit, die handhawing van wetstoepassingsvlakke, en beter standaarde vir die opleiding en toets van voertuigbestuurders.

Beleid

Indien verantwoordelikheid vir die toets van voertuigbestuurders aan die provinsie toegewys word, sal die standaarde van opleiding en toetsing van voertuigbestuurders verbeter. Wetgewing wat vereis dat alle leerling-voertuigbestuurders 'n bepaalde minimum aantal uur formele opleiding deur 'n geregistreerde instrukteur ontvang, sal saam met die voorwaarde dat instrukteurs lid word van 'n erkende beheerliggaam vir die opleiding van voertuigbestuurders, soos die Suid-Afrikaanse Instituut vir Voertuigbestuurder-instrukteurs, verplig word. Tydens die toets sal beide aktiewe en passiewe aggressie by voertuigbestuurders streng getoets word. Die praktiese aspekte van eksamens wat op openbare paaie plaasvind, sal grootliks uitgebrei word om hiervoor voorsiening te maak. Die bedoeling met die meer uitgebreide toetsing is om te verseker dat 'n defensiewe bestuurstyl, gekenmerk deur sorgsaamheid, beleefdheid en hoffikheid, ingeburger raak en dat 'n aggressiewe bestuurstyl uitgeskakel word. Toetssentrums dwarsdeur die provinsie moet die bereik van hoë standaarde verseker. Provinsiale inspektorate moet gestig word om die gehalte van opleiding en toetsing van voertuigbestuurders te kontroleer en om toe te sien dat hierdie standaarde deurgaans gehandhaaf word.

Die rol van die geregtelike gesag

Vraagstuk

Geen noemenswaardige gekoördineerde of sistematiese pogings is aangewend om die probleem van padveiligheid op te los nie, of om teikens vir die afname van ongelukke te stel nie. Ander lande het sukses behaal met sulke maatreëls. Pogings is tot dusver gekniet deur 'n gebrek aan tegniese toerusting en die samewerking van die gereg, asook 'n gebrek aan politieke wil. Herorganisasie en herskikking, tesame met die spesifieke toekenning van statutêre verantwoordelikheid en die steun van die beoogde Direkoraat: Padveiligheid sal veel vermag in hierdie opsig. Ten einde te slaag, moet die geregtelike gesag egter 'n gewillige vennoot wees in die inhegtenisneming en straf van oortreders. Dit gebeur nie op die oomblik nie weens 'n ernstige personeeltekort en 'n onwilligheid om moderne wetstoepassingmiddele te gebruik. Sodanige middele word oor die hele wêreld gebruik.

Beleid

Met die gedelegeerde verantwoordelikheid aan provinsie vir padveiligheidsaangeleenthede, sal die LUK: Vervoer en Publieke Werke die Minister van Justisie en die Prokureur-Generaal van die Wes-Kaap nader om die volgende te versoek:

- * die stig van eendoelige verkeershowe;
- * die instel van 'n baie hoër struktuur vir verkeershoetes en van voorgeskrewe minimum vlakke vir elke soort oortreding;
- * die afskaf van strafbaarheid ten opsigte van sekere mindere verkeersoortredings, byvoorbeeld stilstaande voertuig-oortredings;
- * die aanvaarding vir bewysdoeleindes van daardie tegnologiese middele wat gemik is op die inhegtenisneming van oortreders en die bevordering van verkeersveiligheid—byvoorbeeld asemtoetsers en laserspoedmetertoerusting.

Die stig van ongeluksburo's

Vraagstuk

Min sal vermag word ten opsigte van die ongeluksituasie voordat alle besonderhede oor die aard van die probleem bekend is. Dit is dan ook nodig om ongeluksdata op 'n sistematiese wyse te verkry en te ontleed. 'n Doeltreffende vennootskap tussen die onderskeie agentskappe wat betrokke is, moet in die hand gewerk word om 'n gekoördineerde en volgehoue benadering te verseker.

Beleid

Daar word beoog om die stig van Ongeluksburo's te bevorder wat die hele provinsie dek, belas met die verantwoordelikheid om toepaslike programme of maatreëls op te stel en uit te voer wat ontwerp is om padveiligheid te bevorder en waaraan gesag verleen word om sodanige maatreëls te implementeer. Dit sal deel vorm van die tegniese ingenieurs se verantwoordelikheid by elke betrokke owerheid. Elke buro sal verantwoordelik wees vir padveiligheid op die paaie in sy regsgebied, die gesag hê om ongelukafnameprogramme te implementeer, en sal toerekenbaar wees vir die goeie vertoning van verkeersveiligheid. Finansiële steun vir die stig en bedryf van ongeluksburo's sal deur die provinsiale Departement Vervoer en Publieke Werke verleen word. Hierdie steun sal die vinnige aanstel en opleiding van geskikte personeel insluit.

Elke ongeluksburo sal behoorlik van hulpbronne en personeel voorsien word. Hoë ondersoekstandaarde sal verwag word. Elke noodlottige ongeluk sal onmiddellik ondersoek word om die hoofoorsake te identifiseer en om enige ingenieurs- of ontwerpgebreke wat mag ontstaan uit die weg te ruim. Alle ongelukstonele waar meer as vyf persoonlike beserings per jaar voorgekom het, sal deeglik ondersoek word. Die akkuraatheid van die aantekens van ongelukke sal aanmerklik verbeter word.

Elke ongeluksburo sal daarvoor verantwoordelik wees om gereeld 'n padveiligheidsoudit te onderneem en om 'n program vir veiligheidstrategieë en veiligheidsbestuur op te stel wat dataverwerking, die ondersoek van ongelukke, 'n ontwerp vir herstellskemas, ongeluknavorsing en skemamonitering insluit. Sulke eenhede sal leiding verskaf oor ongelukvoorkoming en vir die implementering van veiligheidsmaatreëls by alle padwerke verantwoordelik wees. Hulle sal skakeling en gesprekvoering aanvoer tussen die onderskeie instansies wat verantwoordelik is vir ingenieurswese, wetstoepassing, opvoeding, omgewingsverbetering, beplanning en die voorsiening van openbare vervoer, nooddienste en welsyndenste. Daar sal van alle ongeluksburo's verwag word om gekarteerde databasisse van alle padongelukke te hou sodat gereelde en omvattende statistieke en geografiese ontledings kan plaasvind. 'n Standaard pakket sal dwarsdeur die provinsie aangeneem word, soos die Microcomputer Accident Analysis Package (MAAP) wat deur die TRL gelewer is, sodat vergelykende ontleding onderneem kan word. Die koste van installering, konfigurering en ondersteuning, soos opleiding, sal deur die provinsiale Departement Vervoer en Publieke Werke verhaal word.

'n Lid van die ongeluksburo sal as padveiligheidsbeampte aangewys word. Hierdie beampte sal vir alle skemas vir padverbeterings oor statutêre verantwoordelikheid beskik om toe te sien dat toereikende standaarde vir padveiligheid gehandhaaf word en om goedkeuring te verleen aan die ontwerp van omleidings, tydelike stelsels vir verkeersbeheer, alle tydelike verkeerstekens, beskermende toestelle en tydelike padbaanaanwysings. Die handhaaf van toereikende standaarde vir padveiligheid op beide padinstandhouding- en padbouterreine sal deel vorm van die ingenieursspesifikasies. Strafklausules vir nie-nakoming sal ingesluit en afgedwing word. Alle padtekens dwarsdeur die provinsie sal verbeter word ooreenkomstig die nuwe nasionale beleid oor padtekens, veral wat veiligheid betref.

Verbeterde prodedures om voertuie te toets

Vraagstuk

Die gemiddelde ouderdom van voertuie in Suid-Afrika is besig om te styg en gans te veel voertuie wat in 'n swak toestand is word op openbare paaie gebruik. Selfs betreklik nuwe voertuie toon baie sigbare gebreke wat van swak instandhouding getuig. Hierdie voertuie is 'n bedreiging vir die reisende publiek. Dit is nie genoeg dat voertuie slegs by verruiling van eienaarskap aan padwaardigheidsstoets onderwerp word nie. 'n Aanvaarbare standaard van veilige werkverrigting sal nie op dié wyse gehandhaaf kan word nie.

Beleid

'n Jaarlikse padwaardigheidsstoets sal aanvanklik ingestel word vir alle voertuie wat vyf jaar of ouer is. Bewys dat sodanige toets geslaag is, sal voor die jaarlikse lisensie en registrasie vereis word. Dienssentrums in private besit sal lisensies ontvang om sulke toets te doen. Standaarde en nakoming van toetsvereistes deur die dienssentrums sal streng afgedwing word. Voertuie van die staatsdiens sal onderwerp word aan 'n sesmaandelikse eksamen vir die Geskiktheidsertifikaat. Met die toewysing van die Wet op Padverkeer sal die provinsiale Departement Vervoer en Publieke Werke die nodige wysigings aanbring om voorsiening te maak vir die hersiene toetsing van voertuie. Na gelang instansies vir die toets van voertuie gevestig raak en die nodige beheermeganismes ingestel word, sal die aanvanklike tydperk voordat die toetsing van voertuie vereis word na drie jaar verminder word.

VOLHOUBAARHEID VAN DIE OMGEWING

AGTERGROND

Die verwantskap tussen mense en hul omgewing is 'n oorheersende vraagstuk van die laat twintiger eeu. Daar word algemeen aanvaar dat die bevolkingsgroei, gepaard met toenemende verstedeliking in ontwikkelende lande, toenemend druk op die omgewing uitoefen, wat die agteruitgang en vernietiging van natuurlike prosesse meebring. Die provinsie Wes-Kaap het 'n ryk omgewingserfenis wat goed bestuur moet word om dit te behou. Hoewel dit die inagneming van talle ander faktore insluit, behoort vervoer primêre oorweging te geniet.

BELEIDSVERKLARINGS

Vraagstuk

Ondoeltreffende stedelike grondgebruikstelsels het gelei tot lang gemiddelde ritte en 'n wanverhouding wat die hoeveelheid reise betref. Gevolglik is die las op die omgewing veel hoër as wat dit behoort te wees. Groei in verkeer, gepaard met lang ritafstande, het gelei tot die snelle agteruitgang in bedryfstoele in die spits op die meeste stedelike padnetwerke. Dit veroorsaak 'n stygende hoeveelheid uitlaatgasse en groot hoeveelhede besoedelende stowwe wat duidelik sigbaar is in veral metropolitaanse Kaapstad met sy toenemende fotochemiese rookmis.

Beleid

'n Belangrike oorsaak van die omvang van die las op die omgewing waarmee enige stedelike gebied te kampe het, is die aantal ritte wat op die padnetwerk voorkom. Ten einde volhoubaarheid van die omgewing te verseker, sal alle stedelike vervoerplanne daarop gemik wees om die aantal ritte te verminder of ten minste te stabiliseer, veral wat ritte deur petrolaangedrewe motors—die vernaamste besoedelingsbron—betref. Dit kan bereik word deur meer doeltreffende stedelike strukture, deur die gebruik van openbare vervoer aan te moedig, en deur te strew na meer omgewingsensitiewe metodes van aandrywing.

Om 'n vermindering van besoedeling deur petrolaangedrewe voertuie aan te moedig, word beoog om ondersoek in te stel oor wat die uitwerking sal wees as die grondslag van die jaarlikse private voertuiglisensiegelde verander word van massa tot enjinkapasiteit, en indien 'n afslag gebied word vir voertuie wat met katalisatorombouers toegerus is.

Die rol van verkeer en omgewingsbestuur

Vraagstuk

Die snelle agteruitgang in bedryfstoele op die hoofpadstelsel lei ook daartoe dat baie voertuie plaaslike paaie gebruik ten einde knelpunte te vermy. Sulke gedrag plaas ook 'n las op die omgewing en verminder omgewingsgehalte en veiligheidstandaarde in woonbuurte. Tot dusver is prioriteit verleen aan die voldoening aan die behoeftes van motorvoertuigverkeer deur die voorsiening van 'n vervoerinfrastruktuur. Dit het gelei tot 'n verkeersoorheersende omgewing wat nie aan die behoeftes van ander padgebruikers voldoen nie en wat 'n groot omgewingslas op die bewoners van omliggende grond en eiendom plaas.

Beleid

'n Gelykwaardige benadering tot die ontwerp en bestuur van stedelike vervoerstelsels sal aangeneem word sodat die behoeftes van gemotoriseerde vervoer ooreenstem met breër maatskaplike, ontwikkelings- en omgewingsoorwegings. Die oormaat deurverkeer in baie gebiede word al hoe lastiger en 'n saak van wydverspreide publieke kommer. Bestuursmaatreëls vir verkeer en die omgewing sal aangeneem word om toereikende omgewings- en veiligheidstandaarde op alle roetes en in alle gebiede te handhaaf. Stedelike vervoerplanne wat vir goedkeuring ingedien word sal duidelike verklarings bevat oor die besondere verkeers- en omgewingstrategie wat aangeneem is en die program vir omgewingsbestuur wat beoog word.

Die bereik van deurlopende hoë standaarde van omgewingsgehalte

Vraagstuk

Onsensitiewe en ontoepaslike padontwerp in sowel stedelike as plattelandse gebiede het gelei tot die voorsiening van padfasiliteite wat nie in pas is met die gebied waardeur die paaie loop nie en wat bots met die karakter van die algemene landskap. Daarbenewens is verandering van die gehalte van openbare ruimte verwant aan die voorsiening van vervoerfasiliteite dringend noodsaaklik. Stofbesoedeling in baie dorpie en plattelandse nedersettings, veral dié wat naby paaie geleë is wat openbare vervoerdienste dra, is 'n uitvloeisel van die lae standaard van die uitlê en instandhouding van sodanige paaie. Op ander roetes word grond wat deel van die padreserwe vorm en wat nie vir die deurgang van voertuie gebruik word nie, dikwels verlate en swak versorg. Die voorkoms vorm dikwels 'n sterk kontras met dié van aanliggende private grond. Dit kan dikwels toegeskryf word aan die gebruik van ongeskikte padreserwegroottes en boulyne.

Beleid

Die handhaaf van konstante hoë standaarde van omgewingsgehalte binne die ingenieursontwerpproses in beide stedelike en plattelandse omgewings sal in die toekoms met baie groter erns bejeen word. Ofskoon heelwat dokumente op nasionale vlak opgestel is wat die volg van 'n meer geïntegreerde benadering tot omgewingsvraagstukke en die impak van programme vir ontwikkeling bespreek, moet die inherente omgewingsgehalte van basiese padontwerpe aanmerklik verbeter word. Van besondere belang is vraagstukke oor skaal, parallelisme en kromlynigheid. Die Departement Vervoer en Publieke Werke sal vervolgens etlike Ontwerpriglyne vir toepassing op alle padskemas in die Wes-Kaap voorsien. Dit sal die beste aspekte van professionele praktyk illustreer en aandui hoe ontwerpvereistes met omgewingsfaktore saamgesnoer kan word.

Ofskoon die provinsiale Ontwerpriglyne die gehalte van roetelgigging en funksionele ontwerp sal verbeter, sal die beginsels en prosedures van Geïntegreerde Omgewingsbestuur by die bestaande prosedures vir padontwikkeling ingelyf word. 'n Standaard benadering van die omgewingsevaluering van alle paaie wat van skema tot skema herhaal kan word, sal ontwikkel en by al die stadiums van die ontwikkelingsproses van paaie ingelyf word.

Aanvaarbare omgewingstandaarde van bestaande paaie moet deurgaans gehandhaaf word. Die Wet op Adverteer langs en Toebou van Paaie, 1940 (Wet 21 van 1940) is aan die provinsies gedelegeer. Die bepalings van hierdie Wet sal in die Wes-Kaap in alle omgewingsensitiewe gebiede en op alle omgewingsensitiewe roetes in plattelandse gebiede streng toegepas word. Daar word verwag dat nuwe wetgewing gepromulgeer sal word om advertering langs die pad te beheer, met inbegrip van stedelike en buitestedelike gebiede. Daarbenewens sal die vereistes vir padreserwes en boulyne sistematies hersien en waar van toepassing hersien word.

SUBSIDIES

AGTERGROND

Bedryfsubsidies

Daar bestaan geen finale verklaring oor die rol en funksie van subsidies of die toewysing van verantwoordelikhede tussen die onderskeie regeringsvlakke nie. Die Witskrif oor Nasionale Vervoerbeleid wys die befondsing van infrastruktuur en operasies, met inbegrip van subsidies, aan provinsiale regering toe, afgesien van 'sommige infrastruktuurprojekte in die nasionale belang'. Die eienaarskap van infrastruktuur en rollende materiaal sal deur die nasionale vervoerowerheid behou word. Die provinsiale of metropolitaanse vervoerowerheid sal verantwoordelikheid aanvaar vir die konsessiestelsel wat die huidige tekort in die finansieringstelsel sal vervang. Daarbenewens sal befondsing van operasies, met inbegrip van daardie dienste wat volgens kontrak werk, ook die verantwoordelikheid van provinsiale en metropolitaanse vervoerowerhede wees.

Subsidie-oorewegings is geneig om slegs op stedelike aangeleenthede gerig te wees en versuim om aan die behoeftes van plattelandse operasies te voldoen, waar die behoefte dikwels veel groter is.

BELEIDSVERKLARINGS

Die rol van bedryfsubsidies in stedelike heropbou

Vraagstuk

Die huidige vlak van bedryfsubsidies wat dwarsdeur die vervoermark betaal word wek kommer, nie net vanweë die groot bedrae geld wat betrokke is nie, maar ook vanweë die vinnige toename van subsidiebetalinge wat oor die afgelope 10 tot 15 jaar plaasgevind het. Die huidige subsidiestelsel word in die algemeen as ondoeltreffend beskou, daar dit versuim om subsidies aan die agtergeblewenes te betaal. Besorgdheid is ook uitgespreek oor moontlike interne ondoeltreffendheid by daardie operateurs wat subsidies ontvang. Die ontvang van subsidies lei tot laer produktiwiteit en word vermors op meer personeel, lone en eenheidskoste. Boonop is daar duidelike teenstrydighede in die toekenning van subsidies as gevolg van die uitsluiting van minibus-operateurs.

Die subsidiebedrag, tesame met die snelle verhoging oor die afgelope jare weerspieël die graad van ondoeltreffendheid inherent aan die bestaande grondgebruikreëlings binne die metropolitaanse gebied. Subsidiebeleid moet meer vermag as die verbetering van doeltreffendheid in huidige toekenningprosedures en moet kwessies soos stedelike heropbou aanspreek sodat beide bedryfs- en gebruiker koste die nodigheid van subsidies kan uitskakel.

Beleid

Die groei in subsidietoekenning oor die medium en lang termyn sal ingekort moet word deur middel van stedelike heropbou waardeur die gemiddelde lengte van passasiersritte per openbare vervoer verminder sal word en terselfdertyd die gebruik van openbare vervoerdienste deur middel van die voorsiening van 'n meer ewewigtige verkeersvloei om sodoende bestaande spaarkapasiteit inherent aan die stelsel te gebruik. Dit kan bewerkstellig word deur die aanneem van gemengde grondgebruikontwikkeling en hoër woonbuurtdigtheid langs uitgesoekte ontwikkelingskorridors. Dit sal die koste van dienslewering in toom hou en die behoefte aan subsidies verminder deur die verhoging van reisegeld vir diensverskaffers, asook winste verbeter na gelang bates op meer doeltreffende wyse aangewend word. Die provinsiale Departement Vervoer en Publieke Werke sal die bereiking en navoring van hierdie doelwit aanmoedig.

Vervoerbeleidbepalings sal pro-aktief gebruik word om die ontwikkeling van 'n uitgesoekte struktuur vir grondgebruik aan te moedig met behulp van belangrike openbare vervoerkorridors, selfs wanneer die vraag na sodanige openbare vervoerfasiliteite aanvanklik nie geregverdig kan word nie. Dit sal 'n spesifieke kategorie van kontrakdiens vereis waar 'n voorafbepaalde diensvlak voorsien word om toeganklikheid langs 'n bepaalde roete of korridor te verbeter ten einde 'n spesifieke ontwikkelingsreaksie aan te moedig. Die doel van sodanige 'ontwikkelingsubsidies' is om die ligging van grondgebruikfasiliteite aan te moedig en te stimuleer deur die voorsiening van 'n spesifieke vlak van vervoerdienste en diensverdeling en om finansiële steun van die provinsiale Departement van Vervoer en Publieke Werke te verkry. Alle dienste wat provinsiale finansiële steun aantrek, sal op toereikende wyse gemoniteer word om te verseker dat sodanige betalinge die gewenste resultate bereik.

Die rol van pryse

Vraagstuk

Die betaling van subsidies knou die algehele vertoning van die vervoermark. Te lae prysvasstelling van die verskeie vervoerprodukte strem belegging en uitbreiding en dit lei tot 'n verlaging van standaarde en 'n verarmde vervoermark. Daar was 'n opmerklike neiging om die potensiaal van prysvasstelling as 'n instrument van vervoerbeleid te ignoreer. Die prysvasstellingbeleid wat aangeneem is, het 'n groot impak op nedersettingspatrone, die doeltreffendheid van die stedelike ekonomie en die welsyn van die bevolking gehad. Dit het ook 'n invloed gehad op die wyse waarop die vraag na alternatiewe vervoer ontwikkel het, op die aantal verskillende modusse wat beskikbaar was en gevolglik op die vraag na nuwe verbeterde of uitgebreide vervoerfasiliteite. Kunsmatig lae pryse belemmer die ontstaan van potensieel meer doeltreffende stelsels, veral in die openbare vervoermark. Hieruit vloei sterk argumente vir die uitbreiding van minder doeltreffende, gesubsidieerde dienste na gelang die vraag groter word. Die gevolg hiervan is steeds stygende subsidietoekenning.

Beleid

Vervoerpryse sal hersien word ten einde 'n stewige grondslag vir sodanige pryse te vestig. Dit sal die breër provinsiale beleid en strategie weerspieël. Die subsidies wat behou word, sal op so 'n wyse toegeken word dat dit welsyn sal bevorder deur die doeltreffendheid van die provinsiale ekonomie te verbeter, veral deur die verbetering van openbare vervoer. Dit sal erkenning vereis van die uitwerking van verspreiding wat inherent is aan beide die reisegeldstruktuur vir openbare vervoer en die pryse wat vir private vervoer gevra word. Beleidbepalings moet aangeneem word wat ontwerp is om spesifieke veranderinge in grondgebruik- en nedersettingspatrone te bevorder, asook 'n regverdigde verspreiding van gebruiker koste tussen openbare en private vervoerbruikers.

Die behoefte aan verhoogde vlakke van finansiële steun

Vraagstuk

Ofskoon die instel van mededingende tenderprosedures die interne toekenningsdoeltreffendheid van subsidies sal verbeter, sal dit nie wegdoen met die behoefte aan volgehoue finansiële steun vir openbare vervoer nie. Die voorsiening van openbare vervoerdienste gegrond op maatskaplik-ooreengekome standaarde wat in openbare belang bedryf word, sal waarskynlik lei tot groter dekking as wat tans die geval, asook langer diensure, beslis saans en oor naweke. Dit sal noodwendig lei tot 'n beduidende verhoging van die koste van dienslewering en die behoefte aan verhoogde vlakke van finansiële steun.

Beleid

Die identifiseer van bronne vir fondse wat vir openbare vervoer bestem is en wat voldoende is om die doelwitte van 'n lewenskragtige en merkbaar verbeterde en uitgebreide openbare vervoerbedryf in die breër openbare belang te verwerklik, sal nagevolg word. 'n Onmiddellike aspek waaraan aandag geskenk sal word, is om die provinsiale Departement Vervoer en Publieke Werke toe te rus om verantwoordelikheid te aanvaar vir die verspreiding van subsidies in ooreenstemming met die nuwe beleidsdoelwit en om 'n geskikte strategie vir implementering so gou doenlik op te stel.

Befondsing as gedeelde verantwoordelikheid**Vraagstuk**

Die befondsing van die bedryf en infrastruktuur van openbare vervoer, met inbegrip van bedryfsubsidies, is in die nasionale Witskrif geïdentifiseer as 'n provinsiale funksie en verantwoordelikheid. Fiskale magte vir provinsiale en plaaslike regerings ten opsigte van hul funksionele verantwoordelikhede sal vereis word. Dit is onaanvaarbaar dat die finansiële verantwoordelikhede vir die bestryding van die koste van dienslewering geheel en al deur die provinsiale vervoerowerheid gedra moet word.

Beleid

Subsidieverpligtings sal beskou word as die kollektiewe verantwoordelikheid van nasionale, provinsiale, metropolitaanse, distriks- en plaaslike owerhede wat elk van hul eie besondere doelwitte en verantwoordelikhede weerspieël en bevorder. Ofskoon befondsing deur 'n enkele owerheid gelei sal word, verhinder dit nie die onderskeie regeringsvlakke om finansiële steun te verleen ten einde hul doelwitte te bereik of hul verantwoordelikhede volgens hul spesifieke rol en funksie te vervul nie. Dit is byvoorbeeld gepas dat sentrale regering verantwoordelikheid aanvaar vir sekere finansiële verpligtings vir die aanspreek van die uitwerking van nasionale beleid en die bevordering van sy algemene welsynverpligtings. Daar kan geredeneer word dat nasionale regering steeds mense wat weens apartheidsbeleid in afgesonderde gebiede bly, moet vergoed deur basiese minimum vlakke van mobiliteit in en toegang tot stedelike en plattelandse gebiede te voorsien.

Beleid: Groter stedelike gebiede

Die nasionale regering het 'n bykomende verantwoordelikheid om sommige van die gevolge van snelle verstedeliking reg te stel. 'n Basiese netwerk van pad- en spoorgebaseerde openbare vervoerdienste om maatskaplike beweging te bevorder is nodig om te verseker dat minimum diensvlakke dwarsdeur die metropolitaanse gebied voorsien word. Dit moet op ooreengekome maatskaplike standaarde gegrond word. Omdat provinsiale regering ook algemene verantwoordelikheid vir welsyn dra, moet dit verseker dat minimum vlakke van mobiliteit vir die publiek in die provinsie voorsien word. Die bestryding van die koste van dienslewering vir die netwerk van dienste vir maatskaplike doeleindes moet 'n gedeelde verantwoordelikheid tussen sentrale en provinsiale regering wees.

Finansiële steun van nasionale regering om hierdie netwerk van nodige dienste om maatskaplike beweging te voorsien kan nie vir 'n onbepaalde tydperk gehandhaaf word nie vanweë die risiko dat bestaande ondoeltreffende grondgebruikreëlings verstewig word, wat die toeneem van subsidiebetalings sal laat voortduur. Aansporings moet voorsien word om die heropbou en integrering van sowel stedelike as plattelandse gebiede te bevorder.

'n Omskrewe formule wat subsidiebronne van sentrale regering aan die onderskeie metropolitaanse gebiede op 'n gemeenskaplike, konsekwente grondslag toeken, moet bedink word. Ander lande het etlike metodes om dit te doen, gegrond op spesifieke, meetbare stedelike eienskappe, soos bevolking, roetelengte, sitplek kilometers, ens. vir sekere voorgeskrye minimum diensvlakke. So 'n benadering, aangepas by die spesifieke vereistes van Suid-Afrikaanse metropolitaanse gebiede, is 'n ideaal waarna sentrale regering moet streef. Die program van toekenning en die bedrae wat voorsien sal word, sal dan voor die tyd bepaal kan word sodat 'n rooster waarvolgens verbeterings in stedelike heropbou moet plaasvind, voorsien kan word. Prosedures vir toekenning sal deursigtig en sigbaar wees. Die beginsels waarop die aanbevelings van die Fiskale en Finansiële kommissie gegrond is, soos in die Grondwet vervat, sal die ontwikkeling van 'n toepaslike stel riglyne lei en bepaal hoe hierdie verspreiding bewerkstellig kan word.

Dit sal 'n provinsiale verantwoordelikheid wees om finansiële steun te voorsien sodat die openbare vervoersamestelling verbreed kan word ten einde 'n positiewe maatskaplike en ekonomiese impak te bereik. Die voorgestelde aanvullende netwerk van beperktetyd-stilhoud dienste en sneldienste, tesame met gebiedsgebonde dienste kenmerk daardie dienste wat vir provinsiale steun sou kwalifiseer. Hierdie dienste sal deur kontrak en toestemming voorsien word. Die metropolitaanse vervoerowerheid en die bedryf self sal verantwoordelikheid deel vir die demonstreer van die behoefte aan en regverdiging vir die voorsiening daarvan. Finansiële steun sal deur provinsie voorsien word met die res van die koste komende van metropolitaanse bronne.

Beleid: Kleiner stedelike gebiede

In kleiner stedelike gebiede is dit ook nodig om 'n basiese netwerk van dienste om maatskaplike beweging te voorsien en om die dienssamestelling te verbreed. Provinsie sal finansiële steun vir plaaslike owerhede voorsien om te verseker dat dit gebeur. Daar sal van hierdie owerhede verwag word om finansiële hydraes te ewenaar.

Beleid: Plattelandse gebiede

Die behoefte aan openbare vervoerdienste in die plattelandse gebiede is meer verskillend en bied ook 'n groter verskeidenheid. Ofskoon sommige vervoerdienste reeds bestaan wat uitgebrei kan word om 'n elementêre vorm van openbare vervoerdienste te vorm, sal die Departement Vervoer en Publieke Werke die vorm en omvang van finansiële steun ondersoek wat nodig is vir daardie voertuie om 'n groter rol te speel en funksie te vervul. In plattelandse gebiede waar daar feitlik geen vervoerdienste bestaan nie, of waar daar geen geleenthede vir die uitbreiding van die rol en funksie van bestaande vervoerdienste is nie, sal die provinsiale Departement Vervoer en Publieke Werke plaaslike gemeenskappe aanmoedig om hul eie openbare vervoerdienste te bevorder deur die stig van klein-, medium- en mikro-ondernemings. Motivering moet in elke geval van die plaaslike of distriksraad kom, deel uitmaak van 'n breër ontwikkelingsprogram en goedgekeurde vervoerplan, en die steun van die plaaslike HOP forum geniet. Die kontrak vir die lewer van die dienste sal opgestel word om die lewer van tweedelige dienste te vergemaklik, moontlik met 'n kombinasie van goederdiens en passasiersdiens indien nodig, en op so 'n wyse saamgestel dat dit mense en gemeenskappe wat te arm is om 'n eie voertuig aan te skaf in staat stel om daarop te reageer.

Ondersteunende beleid verbonde aan kapitaalsubsidies

Die hoofdoelwit van provinsiale subsidies is om die algehele voornemens van provinsiale beleid te bevorder. Dit sal vermag word met behulp van die beplanningsreaksie van laer regeringsvlakke en die provinsiale vervoerowerheid sal vervolgens planne en programme steun wat hierdie algehele voornemens bevorder. Deur toereikende vlakke van samewerking tussen verskillende vlakke van vervoerinstansies te verseker, word beoog dat die beleidbepalings, planne en programme van die verskillende owerheidsvlakke saamval. Dit is nie 'n absolute vereiste nie, maar waar programme en planne met provinsiale beleid bots, sal subsidies nie voorsien word nie.

Die bedrag geld wat beskikbaar sal wees vir bedryfs- en kapitaalsubsidies sal in 'n mate bepaal word deur die hoeveelheid tussenregeringsoorplasing wat plaasvind, tesame met die bedrag wat van provinsiale bronne verkry kan word. Die vermoë om die bedrag en stabiliteit van die tussenregeringsoorplasing vooruit te bepaal, sal afhang van die bron van sodanige fondse wat op sy beurt 'n invloed sal uitoefen op die stabiliteit van die provinsiale vervoerfonds. Die provinsiale vervoerowerheid sal vervolgens poog om inkomste uit finansiële bronne wat tans beskikbaar is te verhoog en laer vlakke van vervoerowerhede word ernstig aangemoedig om dieselfde te doen deur inkomste uit huidige beskikbare fondse, veral dié wat in die Wet op Stedelike Vervoer voorgeskryf word, te verhoog.

Geld afkomstig van die provinsiale vervoerowerheid in terme van vervoerplanne sal in toenemende mate gebruik word vir subsidieprogramme wat aan ander sektorprogramme gekoppel is en poog om meerdoelige doelwitte te bereik. Daar word beoog om die graad van subsidietoekenning gegrond op die voornemens van die program te wysig en die verleen van 'n bloktoekenning aan elke program te oorweeg. Daar word beoog om sekere diskresionêre bevoegdheid aan vervoerowerhede te verleen vir besteding aan projekte binne elke program.

Op soortgelyke wyse word beoog om 'n vaste toekenning tussen vervoerowerhede te oorweeg. Die doel van vaste toekennings vir programme en tussen owerhede is om 'n mate van stabiliteit en die moontlikheid van vooruitbepaling van inkomste uit buitebronne in die hand te werk.

Hierdie metode van provinsiale besteding sal gemoniteer en periodiek hersien word totdat dit bekend is hoe die onderskeie stelsels reageer. Die toekenning tussen owerhede en tussen programme sal moontlik in die toekoms verander word.

FINANSIES

AGTERGROND

Huidige vlakke van befondsing wat op alle regeringsvlakke vir vervoer voorsien word, met inbegrip van nasionale bronne vir die subsidiëring van bus- en spoordienste, is besig om in reële terme af te neem. Hulle word in die algemeen beskou as baie laer as wat nodig is om huidige infrastruktuur-, operasionele en diens-verwante tekorte aan te spreek. Daarbenewens was daar geen duidelike grondslag vir die betroubare evaluering van die hoeveelheid finansiële steun wat van nasionale bronne verwag kan word nie. Dit het strategiese beplanning en programmering bemoeilik en tot verwarring en onsekerheid oor 'n beleid gelei.

BELEIDSVERKLARING

Onsekerheid oor befondsing

Vraagstuk

Dit is noodsaaklik dat voldoende en toepaslike befondsing op alle regeringsvlakke voorsien word om te verseker dat 'n realistiese en toepaslike vervoerbeleid in ooreenstemming met breër beginsels vir heropbou en ontwikkeling opgestel en geïmplementeer word. Die fondse wat deur elke regeringsvlak voorsien word, moet strook met sy verwagte rol en funksie en gebruik word om sy eie besondere doelstellings en doelwitte te bevorder. Die bronne van sodanige befondsing moet stabiel, regverdig en volhoubaar wees, en gerig wees op spesifieke vervoerprogramme, soos bedryfsubsidies, die voorsiening van openbare vervoerinfrastruktuur, maatreëls vir verkeersbestuur, instandhouding en voorsiening van ander vervoerfasiliteite, ens. sodat geskikte beleidsontwikkeling, beplanning en programmering kan plaasvind. Die evaluering en verspreiding van fondse tussen provinsies moet op 'n meetbare en ooreengekome grondslag geskied. Finansiële oorplasing moet regstreeks tussen opeenvolgende regeringsvlakke plaasvind en moet nie tussenliggende regeringsvlakke oorslaan nie.

Beleid

Die LUK: Vervoer en Publieke Werke sal poog om hierdie beginsels as nasionale en provinsiale beleid te laat aanneem. Die provinsiale Departement Vervoer en Publieke Werke sal alle vereistes vir finansiële bystand wat in die provinsie ontstaan vergelyk en alle fondse wat ontvang word toeken, met inbegrip van dié wat vir spesifieke projekte of gebruike aangewys is.

Vraagstuk

Dit is nóg aanvaarbaar nóg uitvoerbaar om beleid aan te neem wat voorsiening maak vir groei in rite deur middel van nuwe of uitgebreide fasiliteite, veral wanneer die bestaande ondoeltreffende en ongelyke aard van die grootste stedelike gebiede van die Wes-Kaap in ag geneem word. Die nasie se finansiële en omgewingsvermoë is van so 'n aard dat dit nie aan die vraag na mobiliteit in stedelike gebiede kan voldoen deur middel van die voorsiening van addisionele bronne nie. Belangrike keuses moet gemaak word ten opsigte van die befondsing van vervoer, aangesien die omvang van fondse wat beskikbaar gemaak word 'n regstreekse invloed op beleidsbeslissings uitoefen. Terwyl 'n basiese minimum vlak van befondsing nodig is om bestaande vervoerhulpbronne in stand te hou en om noodsaaklike vervoerfunksies te vervul, is die hoeveelheid addisionele befondsing wat vereis word en die gebruik van sodanige fondse strategiese besluite.

Beleid

Die belangrikste oorweging by die vervoerbeleid sal volhoubaarheid wees; dit wil sê, die reël van vervoerveranderlikes om 'n situasie in die hand te werk wat mettertyd stabiliseer. Dit vereis die aanneem van 'n breë pakket van beleidsmaatreëls, met gebruik van regulerings-, prysbepalings- en beleggingsinstrumente in beide die grond- en vervoermarkte ten einde te verseker dat die vraag strook met die hulpbronne en dienste wat bekostig kan word.

Vraagstuk

Befondsing van openbare vervoer het nie 'n hoë prioriteit in die plaaslike owerheid se finansiële voorsiening geniet nie, omdat die beplanning en bestuur van openbare vervoer nie as 'n funksionele verantwoordelikheid van plaaslike regering beskou is nie. In plaas daarvan is dit beskou as die verantwoordelikheid van nasionale regering deur subsidieverpligtings aan private maatskappye en staatsbestuurde instansies. Plaaslike owerhede het boonop onnodig klem gelê op die voorsiening van nuwe infrastruktuur ten koste van beter bestuur van hulpbronne wat tans beskikbaar is.

Beleid

In die toekoms sal prioriteite vir besteding op vervoer in die provinsie soos volg wees:

- * om voorheen agtergeblewe gemeenskappe by die breër maatskaplike en ekonomiese omgewing in te lyf deur toegang te verbeter as gevolg van die voorsiening van infrastruktuur waar nodig en deur die voorsiening van openbare vervoerdienste om maatskaplike bewegegedes;
- * om verbeterde en uitgebreide openbare vervoerdienste te voorsien deur alle huidige verskaffers te betrek, met inbegrip van minibustaxi's en ander operateurs wat klein-, medium- en mikro-ondernemings bedryf, wat aan maatskaplike behoeftes en vereistes voldoen;
- * om op meer produktiewe wyse gebruik te maak van vervoerhulpbronne;
- * om die strukturele integriteit van die bestaande vervoerinfrastruktuur te behou deur vroegetydige instandhouding en herstelwerk;
- * om kapasiteit en vaardigheid te bou sodat vervoerinstansies in staat is om hul verantwoordelikhede behoorlik na te kom;
- * om die veiligheid van die provinsiale padstelsel deur programme vir padveiligheid te verbeter;
- * om toe te sien dat omvattende, geïntegreerde beplanning vir grondgebruik en vervoer dwarsdeur die provinsie op alle regeringsvlakke plaasvind.

Identifiseer van addisionele befondsingsbronne

Vraagstuk

Alle owerhede het versuim om die integrerende rol van pryse in vervoerbeleid raak te sien en daarop te reageer en het te min gevra vir baie items, veral wat parkeergelde in die lang- en korttermyn en voertuiglisensiegelde betref. Baie stedelike owerhede het ook in gebreke gebly om volle gebruik te maak van die geleenthede in bestaande wetgewing vir die oplaë van hellings om as instrument vir voertuigbeperking te dien. Indien meer realistiese vervoerpryse in die verlede vasgestel was, veral wat die gebruik van private voertuie betref, sou dit nie net baie probleme betreffende doeltreffendheid en regverdigheid opgelos het nie, maar ook aansienlike addisionele plaaslike inkomstebronne voorsien het.

Beleid

Provinsiale Departement Vervoer en Publieke Werke

Ten einde by te dra tot die nakoming van die finansiële verpligtings van die provinsiale Departement Vervoer en Publieke Werke sal voertuiglisensies

tot meer geskikte en realistiese vlakke verhoog word. Lisensiegelde sal in 'n provinsiale Vervoerfonds inbetaal word en 'n belangrike bron vir die befondsing van die provinsiale Departement Vervoer en Publieke Werke word. Die gelde sal ander fondse wat van nasionale regering en enige ander toekennings van provinsiale regering oorgeplaas word, aanvul. Boetes vir bewegende voertuig-oortredings, deur die provinsiale Agentskap opgelê, moet aan 'n provinsiale infrastruktuur toegeken word. Hierdie twee bronne sal die grondslag vorm vir enkeldoelige fondse om die provinsiale Departement Vervoer en Publieke Werke in staat te stel om die magte en bevoegdhede aan die departement toegewys uit te voer en die nodige bystand en steun aan derdevlak-regering te verleen.

Daar is tans 'n merkbare verskil tussen die marginale koste wat voertuiggebruikers betaal en die marginale maatskaplike koste wanneer bykomende faktore soos knelpunte, omgewingsbeskadiging, padongelukke en verkeerswetstoepassing in ag geneem word. Al hierdie koste kan toegeskryf word aan die gebruik van voertuie. Die prysaanpassings wat aangebring sal word, sal private en maatskaplike koste in ooreenstemming bring en verband hou met die bereiking van 'n breër vervoerbeleid.

Voertuiglisensiegelde is 'n regstreekse vorm van belasting op motorvoertuie wat aan die provinsiale regering toeval. Lisensiegelde vir private voertuie in Suid-Afrika is van die laagste in die wêreld en daar word beoog dat dit aansienlik verhoog sal word om dit nader aan wêreldstandaarde te bring. Daar word ook beoog om die grondslag vir lisensiegelde vir private voertuie te hersien. Huidige lisensiegelde vir kommersiële voertuie is gegrond op die massa van die voertuig, wat verband hou met die skade wat die voertuig op die padstelsel aanrig. Dit word egter op netto eerder as bruto massa gegrond. Dit lei tot 'n duidelike oneweredigheid, wat veral vir staatsdiensvoertuie nadelig is. Vervolgens word beoog om die struktuur vir lisensiegelde vir alle kommersiële voertuie te hersien.

Stedelike vervoerowerhede

'n Primêre bron van inkomste wat regstreeks aan stedelike vervoerowerhede kan toeval is dié wat voortspruit uit meer realistiese korttermyn- en langtermyn openbare parkeergelde. Daar word beoog om ook 'n heffing op alle langtermynparkering, van toepassing op beide privaat en openbare voertuie, op te lê.

Kommersiële voertuie wat aangewese straatoplaai- en aflaaieriewe gebruik, betaal nie vir hierdie geriewe nie. 'n Bykomende jaarlikse lisensie, die 'C'-lisensie genoem, sal voortaan aan kommersiële voertuie die reg gee om sulke geriewe te gebruik. Kommersiële voertuie wat nie straatlaaieriewe gebruik nie, sal nie so 'n lisensie vereis nie. Ligte afleweringsvoertuie sal as private voertuie beskou word tensy 'n 'C'-lisensie ten tyde van registrasie getoon word. Die doel van sodanige lisensie is om te keer dat baie groot voertuie aflewerings in oorvol stedelike gebiede doen, om ten minste deel van die koste van die voorsiening van af- en oplaai- en aflaaieriewe in stedelike gebiede te verhaal, en om deel van die koste van wetstoepassing te verhaal. Verdere voordele is die meer redelike gebruik van straatop- en aflaaieriewe en merkbare verbeterings in die bruikbaarheid van sodanige geriewe teweeg te bring. Sodanige heffing word ingevolge die Wet op Stedelike Vervoer toegelaat. Die heffing word bepaal of goedgekeur deur die Premier. Die provinsiale Departement Vervoer en Publieke Werke sal instaatstellende wetgewing instel om die toepassing in alle stedelike vervoerowerheidsgebiede dwarsdeur die provinsie te verseker.

Alle vervoerowerhede sal vernuwende en verbeeldingryke benaderings moet oorweeg om voldoende fondse vir addisionele infrastruktuur en die lewer van dienste te verseker. Dit sal heelwat meer samewerking tussen die private en openbare sektors behels deur middel van gesamentlike ondernemings in die voorsiening van infrastruktuur of in vergunnings vir dienslewering.

INSTITUSIONELE STRUKTURE

AGTERGROND

Die vermoë om ag te gee op vervoerprobleme in die Wes-Kaap word gestrem deur swak organisatoriese reëlins met gedeelde en ooreenvallende verantwoordelikhede vir grondgebruik en vervoer tussen verskillende vlakke en departemente van die regering. Die resultaat is teenstrydighede en verwarring wat die instel van geïntegreerde en volhoubare beleid oor en programme vir vervoer en grondgebruik belemmer. Die toewysing van die onderskeie bevoegdhede en funksies van sentrale na provinsiale regering, gepaard met die rasionalisering van plaaslike regering, verskaf 'n uitstekende geleentheid vir die herorganisering van bevoegdhede en verantwoordelikhede betreffende vervoer in die provinsie. Dit sal bereik word deur 'n baie meer doeltreffende en geskikte institusionele en bestuursraamwerk, behoorlik toegerus om die nodige funksies te vervul en verantwoordelikhede te aanvaar.

Daar word al hoe meer besef dat die grootste potensiele voordele wat betref die bereik van merkbare verbeterings in die vertoning en produktiwiteit van vervoer op die gebied van institusionele hervorming en die ontwikkeling van toepaslike organisatoriese en bestuurstrukture te vinde is. Die aanvaar van die konsep dat sentrale regering nie alles kan vermá nie en die delegering van funksies, bevoegdhede en pligte aan die laagste toepaslike regeringsvlak is 'n belangrike stap in die rasionalisering van die beoefening van bevoegdhede en funksies deur die verskeie regeringsvlakke en die verbetering van doeltreffendheid in die algemeen.

Die nasionale vervoerowerheid beoog die opstel van oorkoepelende grondgebruikwetgewing wat die toewysing en uitvoering van nasionale, provinsiale en plaaslike passasiersvervoerbeleid binne die raamwerk van die nasionale Witskrif sal uiteensit.

BELEIDSVERKLARING

Die rol van verdeling van bevoegdhede

Vraagstuk

Bylae 4 van die Grondwet van die Republiek van Suid-Afrika het samevallende verantwoordelikhede aan die nasionale en provinsiale regerings toegewys ten opsigte van openbare vervoer, streeksbeplanning en streeksontwikkeling, regulering van padverkeer, en stedelike en plattelandse ontwikkeling. 'n Munisipaliteit het uitvoerende gesag ten opsigte van, en die reg om plaaslike regeringsaangeleenthede in Deel B van Bylae 4 genoem te administreer, met inbegrip van munisipale openbare vervoer, onderworpe aan die beperkings van artikel 155(6)(a) en (7). Dit is 'n inherente beginsel van die Grondwet en die Oorgangswet op Plaaslike Regering dat bevoegdhede en funksies ten opsigte van landpassasiersvervoer aan die laagste bevoegde regeringsvlak opgedra moet word.

Die bedoeling moet te alle tye wees om alle nodige organisatoriese en institusionele strukture, en die reëlins tussen hulle, so eenvoudig moontlik te hou. Gesag, verantwoordelikhede en toerekenbaarheid moet aan die laagste regeringsvlak toegewys word om te verseker dat die skaars tegniese bronne ten volle benut word en om alle burokratiese struikelblokke wat implementasie-kapasiteit en -vermoë strem, uit die weg geruim word. Indien daar 'n duidelike verstandhouding oor die rolle en verantwoordelikhede van elke vlak van gesag bestaan, sal die behoefte aan koördinasie tot 'n minimum beperk en slegs vereis word waar daar 'n mate van oorvleueling voorkom of waar die betrokkenheid van ander gesagsvlakke waarde aan 'n program of projek kan verleen.

Beleid

Met die afwenteling van gesag, tesame met die gepaardgaande wetgewing, word die provinsiale regering die belangrikste vervoergesag in die Wes-Kaap, wat gevolglik die nodige leiding en rigting moet gee in die oplos van vervoerprobleme in die gebied. Hierdie verantwoordelikhede sal nagekom word deur die provinsiale Departement Vervoer en Publieke Werke, wat as provinsiale vervoerowerheid vir die Wes-Kaap sal optree. Benewens die leidende rol wat dit in die oplos van vervoerprobleme in die gebied met behulp van sterk beleidsrigting en leiding sal speel, sal dit ook sy eie doelwitte en doelstellings bereik deur sy instaatstellende en fasiliterende rol in die bystandverlening aan derdevlak-regeringsowerhede om hul doelwitte te bereik. Die beste vordering sal gemaak word deur hierdie laer gesagsvlak te help om hul vaardighede te verbeter vir die ontwikkeling van hul eie planne en programme vir vervoer, in die konteks van breër doelwitte en doelstellings vir ontwikkeling en met inagneming van die gemeenskap se behoeftes en belange. Daar word egter ingesien dat toereikende vaardighede in sommige opsigte nie sal bestaan nie. In sulke omstandighede sal die provinsiale Departement Vervoer en Publieke Werke bystand verleen deur die voorsiening van tegniese steun en leiding op versoek.

Metropolitaanse, distriks- en plaaslike rade sal as vervoerowerhede in eie reg toegewys word en daar sal van hulle vereis word om óf die nodige vaardigheid te ontwikkel óf om 'n ander vervoerliggaam aan te stel om die funksie op 'n agentskapbasis te vervul. In die metropolitaanse gebied sal 'n metropolitaanse vervoerowerheid ingevolge die Oorgangswet op Plaaslike Regering, 1993 ingestel word, en die Kaapse Metropolitaanse Raad kan hierdie rol speel. Dit is noodsaaklik dat vervoer, een van die belangrikste faktore in die vorming van 'n breër metropolitaanse omgewing, by ruimte- en ontwikkelingsbeplanning ingeskakel word en onderworpe is aan volle politieke beheer. In ander distriks- en plaaslike rade sal elke raad die vervoerowerheid vir daardie gebied wees.

Die funksies en verantwoordelikhede van behoorlik saamgestelde vervoerowerhede

Vraagstuk

Dit is belangrik dat die rol van die departement Vervoer en Publieke Werke as provinsiale vervoerowerheid duidelik omskryf moet wees, sodat sy rol van dié van ander vervoerowerhede onderskei kan word en om 'n raamwerk te voorsien waarbinne die vervoerowerhede kan werk.

Beleid

Die vernaamste funksies van die provinsiale vervoerowerheid sal wees om:

- * beleid en wetgewing vir provinsiale landpassasiersvervoer te ontwikkel, implementeer en monitor, en sodanige beleid op gereelde grondslag vir hul toepaslikheid te hersien;
- * provinsiale riglyne, standaarde en teikens op te stel;
- * provinsiale vervoerbeleid tussen nasionale regering, metropolitaanse en distriksrade te koördineer en met ander sektorbeleid te integreer deur middel van die ander departemente van provinsiale regering en deur die provinsiale Ontwikkelingsraad;
- * kapasiteit in die derdevlak-regeringsowerhede te bou ten einde hulle in staat te stel om volle verantwoordelikheid te aanvaar vir die implementering van nasionale en provinsiale beleid en om beplanning, ontwerp, konstruksie, die bedryf en instandhouding van alle aspekte van vervoeroperasies en infrastruktuur binne hul regsgebied te onderneem;
- * op te tree as die padvervoerowerheid vir alle paaie binne die provinsiale regsgebied, met die voorsiening van dienste vir regstoepassing deur die provinsiale Verkeersagentskap, en van dienste vir padveiligheid deur die Afdeling Verkeersveiligheidsbestuur;
- * die opstel van vervoerplanne te versoek en kommentaar te lewer oor alle vervoerplanne in die provinsie;
- * eendoelige fondse van provinsiale bronne te voorsien om goedgekeurde vervoerplanne te steun en om fondse regstreeks of namens derdevlak-regeringsowerhede van die nasionale vervoerowerheid te administreer.

Vraagstuk

Met die klem wat gelê is op die verdeling van bevoegdheide is dit belangrik om regsbevoegdheid en kapasiteit op plaaslike vlak te bereik. Daarom is gemeenskaplike begrip en ooreenstemming nodig oor die funksies en verantwoordelikhede wat 'n behoorlik saamgestelde vervoerowerheid behoort te hê.

Beleid

Aandag sal geskenk word aan die versekering dat elke vervoerowerheid in staat is om die volgende bevoegdheide en funksies uit te voer. Daar word verwag dat toepaslike interne herskikking en hersamestelling nodig sal wees en dat sommige owerhede tegniese bystand en ondersteuning van die Departement Vervoer en Publieke Werke sal vereis.

Beleidskoördinerings

- * Ontwikkel beleid, planne en programme vir vervoer, gegrond op nasionale en provinsiale beleid en riglyne, die breër doelwitte en doelstellings vir ontwikkeling van die gebied, en die voorgestelde ruimtelike verspreiding van grondgebruikaktiwiteite.
- * Gee gestalte aan werklik inklusiewe en deursigtige prosesse vir konsultasie, deelname en betrokkenheid van die publiek wat nodig mag wees om aan die vereistes vir die voorsiening van vervoer te voldoen.
- * Koördineer vervoerbeleid met nasionale en provinsiale beleid en integreer met ander sektorbeleid soos grondgebruik.

Strategiese beplanning

- * Stel geïntegreerde planne, programme en begrotings vir landpassasiersvervoer op waarin veral gelet word op 'n regverdige verdeling wat betref die behoefte aan nuwe fasiliteite, die verbeterde vertoning van bestaande fasiliteite, en die behoorlike verdeling van modusseuse.
- * Bestuur die verkeersvraag, veral wat private voertuie betref, in ooreenstemming met breër oorwegings soos die ekonomie, energie, die omgewing, doeltreffendheid en gelykberegtiging.
- * Onderneem finansiële beplanning wat die vereistes vir fisiese hulpbronne en die finansiële bronne wat waarskynlik beskikbaar sal wees in die oog hou.
- * Verseker dat planne en programme vir vervoer breër oorwegings soos maatskaplike behoeftes, die ekonomie, ontwikkeling en die omgewing in ag neem.
- * Monitor die vertoning en produktiwiteit van die vervoerstelsel en die bereiking van doelwitte en doelstellings ten opsigte van vervoer met behulp van bestuurstelsels wat deur die provinsiale Departement Vervoer en Publieke Werke gekoördineer is.

Taktiese beplanning

- * Bedryf en bestuur die vervoerstelsel om optimale vertoning en produktiwiteit te bereik met behulp van toepaslike bestuursmaatreëls vir parkering, skemas vir die verbetering van roetes, ander bestuursmaatreëls vir verkeer en die omgewing, asook bestuursmaatreëls vir openbare vervoer, met inbegrip van die voorsiening van toepaslike moduswisselaarfasiliteite.

Bedryfsbeplanning

- * Hou die vervoerstelsel in stand ten einde optimale vertoning, produktiwiteit en veiligheid te bereik deur die bestuur en beheer van verkeerstekens, verkeerseine, padbaanmerke, glyweerstand, en ander verwante maatreëls.
- * Ontwikkel en implementeer programme van instandhouding en bestuur vir paaie en brûe, hoofsaaklik gegrond op geskikte maatstawwe vir vertoning en diensvlakke soos verkry van bestuurstelsels wat deur die provinsiale Departement Vervoer en Publieke Werke gekoördineer is, om te verseker dat die standaard en gehalte van die padnetwerk bewaar word.

Beplanning en beheer van openbare vervoer

- * Verseker die voorsiening van toepaslike openbare vervoerdienste om aan die gemeenskap se behoeftes en vereistes te voldoen.
- * Evalueer die finansiële en bedryfsverklarings van alle operateurs wat publieke fondse ontvang en wat by die lewer van openbare vervoerdienste betrokke is.

- * Stel tenderspesifikasies op en versoek, evalueer en dien tenders toe vir gekontrakteerde vervoerdienste.
- * Onderhandel kontrakte vir die lewer van bepaalde kategorieë dienste waar nodig.
- * Vergoed diensverskaffers.
- * Beheer dienslewering deur die bepaling van beide bedryfs- en tegniese standaarde, en monitor kontrakvertoning.
- * Verseker dat toereikende infrastrukture bestaan om doeltreffende en doelmatige openbare vervoerdienslewering moontlik te maak.
- * Stel strukture, verhoging en konsessies vir reisgeld op vir alle modusse in samewerking met insethouders, met inbegrip van diensverskaffers en befondsingagentskappe.
- * Bemark openbare vervoerdienste en sien toe dat voldoende inligting aan passasiers verstrek word.
- * Beheer die reg om dienste te lewer en staanplekke en eindpunte te gebruik deur middel van toestemming, kontrakte en konsessies.
- * Verseker behoorlike koördinerende en integrerende tussen alle openbare vervoerdienste.
- * Verseker die voorsiening van toepaslike vlakke van veiligheid van die publiek op die openbare vervoerstelsel.
- * Stel ondersoek in na ongelukke en ontleed die voorkoms van ongelukke.
- * Stig toepaslike ongelukburo's en ontwerp toepaslike herstellende maatreëls.
- * Sorg vir wetstoepassing.
- * Promulgeer en pas alle verkeers- en vervoerregulasies konsekwent toe.
- * Oefen finansiële beheer uit.
- * Bestuur finansiële verkryging en oorplasinge.
- * Onderneem die koördinerende en bestuur van en doen verslag oor begrotings.
- * Administreer en beheer die finansiële bestuur van alle projekte.
- * Sien toe dat behoorlike kommunikasie plaasvind.
- * Reageer op versoekte om inligting en hulp.
- * Promulgeer en reik inligting uit oor alle beleid, planne en programme.
- * Stel 'n jaarverslag op en stuur dit na die LUK: Vervoer en Publieke Werke en ander departemente en regeringsvlakke.

Behoorlike voorsiening moet binne elke vervoerowerheid gemaak word om dit in staat te stel om hierdie bevoegdheid na behore uit te voer. Daar word verwag dat toepaslike interne herskikking en heropbou nodig sal wees.

VERANDERINGSBESTUUR

AGTERGROND

Veranderingsbestuur is die bestuur van die proses van aanpassing, waardeur organisasies toegerus word om 'n groter bewustheid en begrip van probleme en vraagstukke te kweek. Dit stel hulle in staat om beter te reageer op heersende politieke en maatskaplike werklikhede en om dit op inklusiewe, deelnemende en deursigtige wyse te doen. Sodoende word geloofwaardigheid en vertroue by, en toerekenbaarheid aan die gemeenskappe wat hulle dien gebou.

Die aanneem van die waardes en beginsels inherent aan die Heropbouen -Ontwikkelingsprogram, gegrond op die verbreding van die demokrasie en die beginsels van mensgerigte ontwikkeling, vereis 'n totale herwaarderende van die tersaaklikheid en toepaslikheid van talle opvattinge en persepsies, met inbegrip van dié wat verband hou met die beplanning en bedryf van vervoer. Die herwaarderende moet 'n ondersoek na die huidige samestelling en struktuur van baie organisasies en inrigtings, en die verdeling en omvang van opvattinge en menings wat in sodanige organisasies en inrigtings bestaan, insluit. 'n Toepaslike institusionele raamwerk vir besluitneming en 'n meer omvattende begrip van die skaal, omvang en verdeling van vraagstukke moet opgestel word.

BELEIDSVERKLARINGS

Vraagstuk

Baie mense is van mening dat hulle geen werklike keuse oor vervoeraangeleenthede het nie, of dat hulle in staat is om besluite te beïnvloed wat 'n betekenisvolle uitwerking op hul lewensgehalte en die koste, gerief en veiligheid van vervoer sal hê. Besluitneming oor vervoer word as nie-verteenwoordigend en uitsluitend beskou, aangesien meer gewig verleen word aan 'n ingenieurswesebenadering. Daar word ook hoofsaaklik gereageer op kwessies soos die optimale benutting van padruimte en die algehele doeltreffende gebruik van die kapasiteit van die vervoerstelsel.

Beleid

Met die stig van regsbevoegde en bekwame vervoerowerhede op alle regeringsvlakke in die Wes-Kaap sal aandag geskenk word aan die professionele samestelling van sodanige owerhede en die verdeling van vaardighede wat beskikbaar is. Terwyl taktiese en operasionele vervoerprobleme dikwels uiteraard tegnies is, kan baie vervoerprobleme aan strategiese oorwegings toegeskryf word, aangesien dit 'n produk van die ingewikkelde interaksie tussen vervoer en ruimte-ontwikkeling is. Ten einde hierdie probleme op te los, is dit nodig om 'n wye reeks persepsies en begrippe, afgesien van dié van fisiese beplanners soos grondgebruik- en vervoerbeplanners, te betrek. Professionele vakkundiges, wat hul aandag op die uitwerking wat vervoerprogramme op behoeftige gemeenskappe, die gebruik van vervoer om aan basiese behoeftes te voldoen, en op groei, ontwikkeling, heropbou en verspreiding kan toespits, moet ingesluit word. Sodanige professionele vakkundiges sluit in sosioloë, omgewingsbeplanners, staatswetenskaplikes en ontwikkelingsbeplanners omdat hulle vakgebiede verteenwoordig wat verband hou met onpartydige en ontwikkelingsoorwegings, veral wat die uitwerking van verspreiding en beleid betref.

Die gebruik van sodanige vakkundiges binne enige bepaalde owerheid sal nie voorgeskryf word nie, maar behoort van so 'n aard te wees dat dit breë professionele deelname en betrokkenheid in vervoerbepalings en 'n verbreding van die vaardigheidshasis behels. Daar sal van vervoerowerhede verwag word om 'n multi-dissiplinêre benadering tot die identifiseer van vervoerprobleme en -vraagstukke en die oplossing daarvan deur die insluiting van 'n geskikte verdeling van professionele vakkundiges binne hul strategiese beplanningspanne te demonstreer.

Om 'n begrip te vorm van die volle omvang van vervoerprobleme wat mense ondervind, asook hul spesifieke behoeftes wat bystand en ondersteuning betref, word 'n deeglike evaluering en begrip van gemeenskapsprobleme en die verskillende waardes en prioriteite wat betrokke is vereis. Om die geskiktheid en gepastheid van voorgestelde oplossings te verseker, is dit nodig om die omvang van persepsies wat aan vervoerowerhede beskikbaar is, uit te brei en te verbreed. Ten einde organisasies te herorganiseer sodat hulle die breër maatskaplike en kulturele struktuur wat hulle verteenwoordig beter weerspieël, sal beleid en programme vir regstellende stappe aangeneem word om geslags- en rasse-ongelykhede op alle bestuursvlakke binne die bestaande organisatoriese en institusionele strukture wat by vervoer betrokke is aan te spreek. Sodanige programme sal vergesel word van toepaslike vaardigheidsopleiding om te verseker dat dié wat aan sodanige programme deelneem nie ontmagtig word as gevolg van 'n gebrek aan opvoeding en opleiding nie. Vaardigheidsopleiding sal leiding en kort, intensiewe kursusse, tesame met langer tegniese en vaardigheidsopleiding insluit. Verder sal multikulturele slapskole vir die verbetering van interpersoonlike en intergroepeverhoudings, asook die verbetering van bestaande organisatoriese houdings en persepsies, 'n integrerende deel van hierdie programme vorm sodat gelykbergtigingsprogramme meer doeltreffend kan wees.

Vraagstuk

In die finale Grondwet word verklaar dat staatsadministrasie alle Suid-Afrikaners moet verteenwoordig en dat praktyke vir indiensneming en personeelbestuur gegrond moet wees op vermoë, objektiwiteit, regverdigheid en die behoefte om die wanbalans van die verlede uit te skakel. Hierdie grondwetlike bepalinge sal in alle vervoeradministrasies in die Wes-Kaap weerspieël word.

Beleid

In die provinsiale Departement Vervoer en Publieke Werke sal die probleem van onbillike indiensneming aangespreek word en sal die volgende prosedure gevolg word:

- * 'n beleidsverklaring oor regstellende stappe wat ras en geslag betref sal opgestel en aan alle werknemers bekendgemaak word;
- * 'n transformasiespan, onder voorsitterskap van die Adjunk-Direkteur-Generaal, sal saamgestel word om hierdie program te ontwikkel, te implementeer en te koördineer;
- * vakunies en alle ander werknemers sal oor die program geraadpleeg word;
- * die statistieke ontleding en profiel van die huidige arbeidsmag sal opgestel word;
- * alle bestaande praktyke en beleidsbepalings oor menslike hulpbronontwikkeling sal hersien word;
- * spesifieke ramingsyfers en doelwitte sal gestel word met duidelike maatstawwe en tydskaal;
- * die program sal gemoniteer en periodiek hersien word.

'n Publieke verslag sal opgestel word oor die profiel van en program vir die arbeidsmag, en vordering in die bereiking van die ramingsyfers en doelwitte sal gereeld beskikbaar gestel word. Alle ander vervoerowerhede sal aangemoedig word om soortgelyke prosedures te volg.

Vraagstuk

Daar bestaan 'n gebrek aan vaardigheid en kundigheid op bykans elke gebied van vervoerbeplanning en -operasies, veral dié wat met die verbeterde bestuur en administreer van bestaande fasiliteite en hulpbronne van vervoer verband hou. Die bestaande mobiliteitstelsel skiet ver tekort wat betref die gehalte van vertoning en die vlakke van produktiwiteit en doeltreffendheid waartoe dit in staat is. Daar is egter ook 'n ernstige tekort aan toepaslik gekwalifiseerde, opgeleide en ervare personeel om die situasie te beredder. Dit sal baie ernstige beperkings plaas op die vermoë om die situasie binne 'n realistiese tydverband te beredder, wat uiters kommerwekkend is. Sonder 'n deeglike besef en bewustheid van waaruit 'n professionele en doeltreffende verkeers- en vervoeramp en die toewysing van die nodige bronne moet bestaan, gepaard met sterk politieke steun, sal betekenisvolle verandering en verbeterings op die nodige skaal wat nodig is nie vermag kan word nie.

Die gebrek aan behoorlik opgeleide personeel sal die Wes-Kaapse owerhede ernstig kniehalter in hul taak om die ingewikkelde reeks vervoerprobleme op te los. Dit sal die doeltreffende uitvoer van bevoegdhede en funksies op die meeste regeringsvlakke strem. 'n 'Agency Responsibility Analysis' het byvoorbeeld die potensiele kapasiteit en hulpbronne ondersoek wat beskikbaar gemaak kon word indien 'n enkele metropolitaanse vervoerowerheid ingestel sou word. Hul bevinding was dat, uit sewe primêre aktiwiteite wat sodanige instansie na verwagting sou kon onderneem, tegniese bronne en kapasiteit in ses gebrekkig of ondoeltreffend was. Soortgelyke, of selfs groter, gebreke bestaan op alle vlakke van vervoerowerhede.

Beleid

Dit is dringend noodsaaklik dat behoorlike programme vir menslike hulpbronontwikkeling saamgestel word. Universiteite en teknikons in die provinsie sal aangemoedig word om hul reeks vervoerverwante kursusse uit te brei. Aandag moet veral geskenk word aan grootverkeersroet-ingenieurswese, verkeersingenieurswese, vervoerbeplanning, veiligheidsingenieurswese, en openbare vervoerbeplanning en -beheer. Daarbenewens moet gespesialiseerde internasionale opleidingsorganisasies en -agentskappe, met 'n bewese rekord van praktiese ondervinding in die bedryf en bestuur van vervoer, genader word om gespesialiseerde opleidingsmodules oor bepaalde aspekte te voorsien. Die geleenthede vir die opstel van programme vir vaardigheidsoorplasing met vervoerministrieë in ander lande sal ondersoek word. Dit sal onderneem word slegs nadat ooreenkoms bereik is oor die instel van toepaslike organisatoriese strukture en nadat geskikte personeelvlakke vasgestel is.

Vraagstuk

Die sentrale beginsel van veranderingsbestuur is hersiening en die inslaan van 'n nuwe rigting vir 'n organisasie in reaksie op belangrike veranderings in die eksterne omgewing.

Beleid

Die organisatoriese doelwitte en voornemens sal hersien word en waardes en beginsels sal weer omskryf word. Die organisasie sal gehelp word om daardie verandering aan te bring. Die betrokkenheid van beide interne en eksterne insethouers sal versoek en die heromskrywing van interne strukture, beleid en stelsels sal onderneem word. Dit is deur hersiening dat 'n nuwe omgewing geskep kan word waarin nuwe vaardighede, bewustheid en begrip kan floreer en nuwe vaardighede ten volle benut kan word. Prosedures en prosesse sal in die lewe geroep word sodat dit op elke vlak van vervoerowerheid in die provinsie kan plaasvind.

PROGRAMMERING EN IMPLEMENTERING VAN BELEID**AGTERGROND**

Die voorgestelde agenda vir die provinsie is omvattend en ambisieus, met die oog op die lewer van meetbare verbeterings in die gehalte en vertoning van die vervoerstelsel binne 'n realistiese tydverband. Die verskeidenheid vraagstukke wat aangespreek word is groot en sluit heelwat in wat voorheen buite die regstreekse provinsiale beheer of belang was. Ten einde hierdie vraagstukke behoorlik aan te spreek, sal van alle organisasies, agentskappe en regeringsinstansies wat by vervoer in die provinsie betrokke is merkbare aanpassing en verandering verwag word. Dit sal nie net belangrike veranderings in houdings, persepsies, waardes en prioriteite verg nie, maar ook 'n beduidende verbetering van die omvang van professionele en tegniese vaardighede wat beskikbaar is om die uitgebreide rol te speel en die funksies van alle regeringsinstansies te vervul.

'n Belangrike prioriteit is om 'n sistematiese proses aan die gang te sit ten einde implementeringkapasiteit te verhoog met behulp van die kombinerende van toepaslike bestuurstrukture en institusionele kapasiteit en die skep van toereikende vaardigheds- en hulpbronbasisse. Die doel daarvan is om uiters professionele vervoeradministrasies op elke vlak van gesag te ontwikkel sodat hulle die volle omvang van hul verantwoordelikhede kan uitvoer. Belangrike beleidsveranderings vind egter nie oornag plaas nie; ongelukkig verg hervorming baie tyd, koersvastheid, toegewytheid en standvastigheid van die kant van die hervormingsinstansie. Ofskoon die proses bespoedig kan word, verhoog dit die hoeveelheid inspanning en vererger dit die organisatoriese en politieke struikelblokke.

PROGRAM

Die eerste drie jaar na die aanneem van hierdie beleidsrigtings is uiters belangrik. Dit is binne hierdie tydperk dat addisionele fondse ingesamel sal word as gevolg van die voorgestelde verhoging in voertuiglisenstelsels. Die vernaamste aspek van hierdie addisionele fonds is dat die organisatoriese en institusionele transformasie voltooi sal kan word. Toereikende hulpbronvlakke sal vasgestel kan word om te verseker dat die prioriteite vir besteding in die provinsie bewaarheid word.

Vernaamste stappe: Jaar 0 tot jaar 3

- * Maak beleid bekend.
 - Bied opleidingskursusse, slypskole en seminare aan om te verseker dat die inhoud van die provinsiale vervoerbeleid verstaan word;
 - Stel provinsiale riglyne, standaarde en teikens op, tesame met handleidings oor die professionele praktyk, ontwerpbenaderings en bestuurstelsels wat verkies word, en reik dit uit.

- * Bou organisatoriese en institusionele kapasiteit en vaardighede:
 - vestig toepaslike institusionele en organisatoriese strukture binne alle regeringsinstansies;
 - verseker die toekenning van toepaslike menslike hulpbronne, met inagneming van die behoefte aan toepaslike regstellende stappe wat ras en geslag betref;
 - bou die nodige vaardighede en vermoëns op deur intensiewe opleiding en die verbreding van die vaardigheidsbasis.
 - stel geïntegreerde en gekoördineerde prosesse en prosedures vir beplanning op;
 - identifiseer ooreengekome produkte van doelwitte, maatstawwe, standaarde en teikens vir beplanning;
 - sit hervorming in die openbare vervoerbedryf aan die gang;
 - help met die instel van 'n Plattelandse Ontwikkelingsstrategie;
 - verkry en ontleed inligting oor stelselvertoning.

Vernaamste stappe—Jaar 3 tot jaar 7

- * Stel beperkingsmaatreëls vir private voertuie op.
- * Verbeter die voorsiening van openbare vervoer.
- * Implementeer stedelike heropbouvoorstelle en integrering met breër doelwitte vir heropbou en ontwikkeling.
- * Verleen bystand aan derdevlak-vervoerinstansies soos nodig.

Vernaamste stappe: Na jaar 7

- * Gaan voort met proses van ondersteuning van doelwitte vir groei, ontwikkeling, heropbou en herverspreiding.

IMPLEMENTERING

Ten einde te verseker dat implementering nie belemmer word weens 'n onvermoë om deurgaans te strew na die bereiking van omskrewe beleidsrigtings en doelwitte nie, behoort 'n onafhanklike en outonome instansie deur die LUK: Vervoer en Publieke Werke benoem te word om hom van raad te dien oor die doeltreffendheid van beleid, die toepaslikheid van reaksies op beplanning en institusionele aktiwiteite wat op alle regeringsvlakke plaasvind, en om vordering in die algemeen te monitor. Vervolgens word beoog om 'n provinsiale Vervoerraad in die Wes-Kaap te stig om die LUK: Vervoer en Publieke Werke van raad te dien. Sy rol en funksie sal soos volg wees:

- * Adviseer oor die verdere ontwikkeling en implementering van vervoerbeleid dwarsdeur die provinsie;
- * Adviseer oor die bevoegdheid en funksies van enige instansie belas met die implementering van vervoerbeleid;
- * Verseker dat elke instansie vervoerbeleid in die provinsie in alle opsigte behoorlik implementeer;
- * Koördineer en hou toesig oor alle aangeleenthede aangaande vervoer in die provinsie;
- * Oorweeg en keur alle vervoerplanne goed en identifiseer veranderings of wysigings wat vereis mag word;
- * Adviseer spesialiskomitees belas met vervoer en infrastruktuur van die provinsiale Ontwikkelingsraad, streke se Ontwikkelingsrade en Plaaslike Ontwikkelingsforums;
- * Verseker die ontwikkeling van toepaslike riglyne en prosedures vir die onderneem van vervoerstudies;
- * Doen aanbevelings oor die vereiste vir addisionele of aanvullende wetgewing sodat provinsiale beleid uitgevoer kan word;
- * Verseker die aanneem van toepaslike bestuurspraktyke deur alle vervoerinstansies, veral dié wat verband hou met die doelwitte en programme vir regstellende stappe en veranderingsbestuur;
- * Verseker die gereelde versamel en vertoon van vervoer-inligting verbonde aan die vertoning en produktiwiteit van die vervoerstelsel.

Die provinsiale Vervoerraad, of 'n subkomitee van daardie Raad, sal as Stedelike Vervoerraad optree, soos in die Wet op Stedelike Vervoer, 1977 (Wet 78 van 1977) uiteengesit en in Oktober 1995 aan die provinsie toegewys.

Provinsiale Uitvoerende Raad
LUK: Vervoer en Publieke Werke
Provinsiale Departement Vervoer
Provinsiale Vervoerraad
Ander Spesialisrade
Stedelike Vervoerraad

LYS VAN KOMMENTAAR OOR DIE GROENSKRIF ONTVANG

Die volgende mense en organisasies het kommentaar gelewer oor die Groenskrif na die uitreiking daarvan in November 1966. Hul bydraes en belangstelling word met dank erken.

Alberts, J
 BKS Incorporated
 Boland Voertuig Toetssentrum
 Clanwilliam se Oorgangsraad
 Coopers & Lybrand
 De Villiers, E.M. Pr.Eng
 DEAFSA
 Departement Behuising, Plaaslike Regering en Beplanning, PAWK
 Departement van die Stadsbeplanner, Kaapstad
 Departement Vervoer en Publieke Werke, Afdeling Verkeersbeplanning
 Departement Vervoer en Publieke Werke, Korporatiewe Dienste, Personeelbestuur
 Departement Vervoer en Publieke Werke, Meganiese Dienste
 Departement Vervoer, Pretoria
 Elim Huis
 ESKOM
 Finansies & Korporatiewe Dienste, Wes-Kaapse Provinsie
 Greathead, G J R, PrEng
 Greyhound Coach Lines
 Group Five Roads/Savage & Lovemore, Wes-Kaap
 Interprovinsiale Koördinerende Verkeerskomitee
 Jeffares and Green Incorporated
 Kantey & Templar

Kantoor van die Minister van Onderwys en Kultuursake: Wes-Kaap
 Landbou: Wes-Kaap
 Minister van Landbou, Beplanning en Toerisme, Wes-Kaapse Provinsie
 Minister van Plaaslike Regering
 Ministerie Behuising, Wes-Kaap
 Munisipaliteit George
 Munisipaliteit Hopetfield
 Munisipaliteit Moorreesburg
 Munisipaliteit Mosselbaai
 Munisipaliteit Paarl
 Munisipaliteit Sedgefield
 NAAMSA
 Suid-Afrikaanse Buro van Standaarde
 Suid-Afrikaanse Padfederasie
 Suid-Kaapse Distriksraad
 Test and Drive
 Tour Operators Association
 Uhlmann Withaus en Prins
 V3 Consulting Engineers
 Vereniging van Liggaamlike Gestremdes: Wes-Kaap
 Wes-Kaapse Departement Onderwys
 Wynherd, P
 Wynlandse Distriksraad

EERSTE KONSULTASIEKONFERENSIE—DEELNEMERS

Anderson, S Departement Siviele Ingenieurs
 Appel, A SANCO
 Atkins, C Hoofingenieur: Paaie, WCSRD
 Boule, J Development Action Group
 Barnard, D A Spoornet
 Bartlett, J A Munisipaliteit Vredenburg/Saldanha
 Bassier, A Kaapstadse Stadsraad
 Bedford, A K
 Beukes, MJD Streeks H/K SA Polisie diens
 Beyers, A Munisipaliteit Bellville
 Booysen, A J Consulting Engineers
 Botes, F J Kaapstadse Stadsraad
 Botha, B I TWA Communications
 Boyer, M Chamber of Commerce and Industry
 Boyes, R Munisipaliteit Vredenburg
 Brummer, T SAITRP (Wes-Kaapse tak)
 Busby, C Plaaslike Padvervoerraad
 Chittenden, D APES
 Clark, P
 Clayton, D Stadsingenieur, KSSR
 Clifford, J
 Coetzee, C
 Crous, W MTPB, KSSR
 Crwic, R A Hawkins, Hawkins & Osborne
 Daniels, C Provinsiale Openbare Vervoervereniging
 Daniels, D Kaapstadse Stadsraad
 Davidson, B Community Land Trust
 De Bruin, J C Munisipaliteit Milnerton
 De Tolly, P Olimpiese Bodkomitee
 De Waal, L WPPP Association
 Dickson, CIT
 Dods, A FEDHASA
 Du Plessis, J
 Eadie, D Kaapstadse Stadsraad
 Enticott, S J Ninham Shand
 Ferreira, I Stad van Bellville
 Fourie, N Wes-Kaapse Verteenwoordiger
 Geldenhuys, L J
 Genis, L WCTB
 Greyling, M R
 Grove, S Kommissaris van Omgewingsake
 Hahn, P SARCC
 Haiden, R M MTPB
 Hall, C WCRSC
 Harrison, A A Spoornet
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WESTERN CAPE DEPARTMENT OF TRANSPORT AND PUBLIC WORKS:

WHITE PAPER ON WESTERN CAPE PROVINCIAL TRANSPORT POLICY

July 1997

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ACKNOWLEDGEMENTS

The Western Cape Department of Transport and Public Works held its first consultative conference in November 1994. This initiated the process which resulted in the release of the Draft Green Paper on Western Cape Provincial Transport Policy in June 1996.

Prior to the writing of the Draft Green Paper, letters were sent to 1 500 stakeholders throughout the Province asking them which were the important matters provincial policy should address. Many of the issues and concerns raised by communities, organisations and statutory bodies at the start of the project were addressed. In addition, an in-depth rural transport study was undertaken which examined the principal transport problems in over 35 different towns in the Western Cape and the accessibility issues confronting people in rural areas.

The Draft Green Paper was widely circulated and 4 000 copies of the abridged version distributed throughout the Province. Written comment was received from over 30 organisations and individuals and over 20 bilaterals were held, involving a large number of key stakeholders. This process of consultation and involvement culminated in the second consultative conference which was held on 14 September 1996, attended by over 300 invited representatives of community groups, authorities and organisations.

The Draft Green Paper was subsequently amended and issued as the Green Paper for broader public comment and input. The closing date for comments was 30 November 1996.

The constructive support and assistance that has been provided by numerous organisations and individuals and the many helpful suggestions and comments which have been received are gratefully acknowledged.

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WESTERN CAPE

INTRODUCTION

The distribution of activities and allocation of resources in the Western Cape has entrenched structural dependency and impoverishment resulting in settlement patterns which are characterised by inefficiencies and inequities. Their form and structure impose unnecessary and avoidable costs on all inhabitants, especially the poor. In rural areas, where settlements are more dispersed and are essentially dependent on agricultural production, impoverishment and dependence are endemic, with many people trapped in a cycle of poverty and thereby denied access to enable even the most basic of human needs to be satisfied.

In many areas, both urban and rural, people are mobility-deprived because of inadequate public transport and are unable to access even the most basic facilities on a regular basis. Other people are transport disenfranchised and could not afford to use public transport even if it were provided. Under such circumstances people become isolated and insular, cut off from other people, opportunities and information. Even in large urban areas, public transport services are seen by many to be inconvenient, unreliable and unsafe, offering limited choice, particularly for non-work trips with very few evening, night-time or weekend services.

A different set of concerns arises from growth in private vehicle usage. This has resulted in rapidly increasing congestion in urban areas causing delays to all road users, both private and public alike, and is leading to worsening environmental deterioration, especially in metropolitan Cape Town. The congestion which is experienced has led to pressures to expand the capacity of the road system. However, this has the concomitant risk of entrenching the inefficient and inequitable land use arrangements which gave rise to the particular growth in traffic demand in the first instance, thereby perpetuating structural dependency and impoverishment.

Despite these problems, the province is generally well endowed with movement resources. There is an extensive main road network joining all the major centres and a relatively dense network of gravelled roads joining rural settlements and farms. In the metropolitan area, there is a well-developed arterial road system and an established rail system. Road-based public transport services are provided by a large fleet of buses and minibus taxis. These movement resources represent a major investment in public infrastructure, essential for the economic well-being of the Western Cape, the quality and integrity of which must be adequately protected and maintained.

However, a major problem in the Western Cape is not the under-supply of transport facilities but the relative inefficiency and ineffectiveness with which services are provided and operated. Inadequate and poor performance are evident across a range of activities, including operational and strategic planning, accident prevention, public transport planning and operations, policy coordination, law enforcement, funding and subsidisation. The result has been a transport system which is in disarray. Responsibilities are badly fragmented and there is no coherent policy to address the many different issues which exist. Unless all these major issues are comprehensively addressed, transport will remain inefficient and far from realising the full potential of which the system is capable.

The promulgation of this White Paper on transport policy in the Western Cape is intended to redress existing imbalances and to provide a new sense of direction and purpose.

The declaration of public policy has profound implications. It commits a particular level or branch of government to a specific course of action which will determine priorities and form the basis for the future expenditure of public funds. Consequently, it informs other stakeholders, allowing them to position themselves to take advantage of the more positive aspects of policy and to minimise any possible negative consequences it may have for them.

Public policy is essentially hierarchical in nature, not vested solely in one level of government. With the devolution of responsibilities as stipulated in Schedules 4 and 5 of the Constitution, and as will be informed by any future Land Passenger Transport Act, it is important that each level of government declare policy consistent with its role and functions and area of jurisdiction, responsive to its own particular needs and circumstances, and those of its various constituencies.

It is intended that the policies of a higher level of government should guide and constrain the policies of a lower level of government through the legal and fiscal mechanisms which govern such relationships. Within this context, policies at the lower levels of government become increasingly detailed and specific and are successively contained within the policies of higher levels of government.

With the adoption of the national White Paper by the national cabinet, overall policy direction has been established. The intention of this provincial Transport White Paper is to build on this foundation and to provide greater detail of specific intentions which are responsive to the needs and opportunities which exist in this province, and which recognise current and future competencies assigned to provinces and other spheres of government under the Constitution.

VISION AND MISSION STATEMENTS

The main thrust of this policy document is summarised in these Vision and Mission Statements:

VISION

The establishment of an integrated, accessible, well managed and maintained transport system throughout the Western Cape, which is recognised as making efficient use of resources and being socially just, in a way which advances broader developmental aims and objectives.

MISSION

To utilise available knowledge, skills and competence to advise and assist transport authorities throughout the Western Cape to realise their aims and objectives by:

- * promoting a unified transport culture and ethic which is characterised by excellence and professional competence and which respects and is responsive to broader public needs and requirements,
- * ensuring that appropriate capacity and capability is built in all transport authorities so that they become fully competent to fulfil assigned transport roles and functions,
- * guiding and informing all planning authorities to ensure that the products of strategic planning initiatives meet declared provincial standards and requirements,
- * defining minimum acceptable operational standards and requirements to which the various aspects of the transport system should conform.

KEY PRINCIPLES AND PROPOSITIONS

BACKGROUND

An essential principle of the RDP is the need for an integrated and sustainable programme which is aimed at redressing imbalances, increasing people's abilities and skills and enhancing human dignity. This can only be achieved by adequate coordination between various sectoral policies, using all available resources in a coherent and purposeful way to achieve a common aim. It changes the nature of sectoral policy, such as transport, from pursuing its own, often narrow and inward-looking agenda, to becoming a tool which is used in the attainment of broader development policy. Consequently, sectoral policies become subservient to broader development needs and truly become the agents for development. The transport policy debate is broadened from current considerations of economic and operational efficiency to the particular role transport should play in the attainment of specific reconstruction and development strategies and the realisation of spatial development policy. This ensures that transport investments are developmentally effective and justified in relation to the opportunity costs of investments in other sectors. Accordingly, the emphasis changes from a planning process which is product-driven within sectors to one which is programme-driven between sectors, with a unified vision and common objectives to which all sectors subscribe for each programme.

This remains the essence of emerging provincial transport policy—transport must no longer be seen in isolation, but as a means to an end, namely the attainment of broader development aims. Unless policies which are essentially interventionist are adopted, inequities and inequalities will be perpetuated and the majority of our people committed to a life of structural impoverishment and dependency. This cannot be allowed to happen.

KEY PRINCIPLES

Based upon the realisation of a broader development agenda, there are a number of key principles which inform transport policy. These are to:

Establish a role for transport in employment creation. The nature of transport policy which is adopted has a major influence upon employment creation—directly, through the amount of employment generated, particularly within road-based freight and public transport sectors, and indirectly through the degree of access it provides to land and income generating opportunities and the resultant development response. Both are susceptible to manipulation and can have a major bearing on the developmental 'well-being' of an area.

Assess the distributional effects of transport programmes. The skew development between rich and poor, urban and rural, advantaged and disadvantaged, undermines our society. To achieve greater equity and accessibility in the provision of public goods, particularly relating to intended transport investment programmes, it is important that both the direct and indirect impact of transport programmes are fully explored. The actual beneficiaries of such programmes should be identified and the nature and extent of benefits each realises made explicit to avoid the perpetuation of inequalities and under-development. Discriminatory practices against specific groups, such as women and the disabled must cease, and their special needs identified and addressed in all transport plans and programmes.

KEY PRINCIPLES AND PROPOSITIONS

Increase productive potential in the transport sector. There are two related dimensions—increasing the appropriate and efficient use of currently available movement resources and mobilising and empowering emergent transport skills and capacity, particularly from within previously disadvantaged communities. While the first is essentially technical, including both operational and spatial considerations, the second is people-centred, aimed at developing and sustaining the capacity of communities to respond to their own movement needs and requirements. Increasing the power of communities to control resources they themselves produce for the benefit of those who need them most requires careful support and encouragement but has the potential of creating substantial improvements at minimal cost, particularly amongst the most seriously disadvantaged and marginalised.

Establish accessible, supportive and responsive administrations. The RDP is a people-driven process, the various levels of government acting as enabling instruments in the realisation of the legitimate aims and aspirations of the people. For transport to fulfil its appropriate role, all levels of government involved directly or indirectly with transport must be responsive to the needs of the people. Progress in the establishment of appropriate structures should be maintained to ensure that government bodies are aware and informed of community transport needs and become actively involved in their realisation. In addition, given the serious backlog in transport service provision which exists and the need to deliver at scale, the management and implementation capacity of all levels of government must be significantly enhanced.

Use provincial monies, through the provision of services and subsidies, to benefit the poor. The provision of movement resources, particularly road space provision, has satisfied principally the movement requirements of a minority who enjoy high levels of personal mobility. Public transport provision has been a secondary requirement, motivated principally by the need to provide a minimum level of mobility to satisfy the labour needs of a developed industrial and commercial sector. The result has been urban and rural systems which often fail to meet even the most basic access requirements of the poor. In future, a more appropriate balance must be sought between protecting existing resources and meeting basic needs in ways which stimulate growth, development, reconstruction and redistribution to the benefit of all.

Set transport prices at appropriate and realistic levels, consistent with the aims of restructuring and redistribution. A key issue is the way in which transport prices and user charges are set. The determination of appropriate transport prices is an essential component of spatial restructuring and should therefore be an integral part of transport policy at a regional level. Current pricing bears little relationship to current economic or social reality. A more rigorous basis for determining prices is required which is made clear and explicit, based not only on economic considerations but upon social justice and need, and should form an essential element of an overall development programme. A general principle is that those able to afford it should meet a greater proportion of the direct costs of transport, both economic and social, and that subsidies and grants should be retained primarily for those who need them most, the poor and disadvantaged.

Ensure that decision-making is truly participative and democratic. The link between democracy, development and a people-centred approach to government is firmly entrenched in the RDP. Development occurs when government is closest to the people and is supportive, encouraging and enabling. To maximise development potential requires not only the decentralisation of decision-making and the participation of people in decisions that directly involve or affect them but a clear understanding of the distinct roles and responsibilities of the various tiers of government. It is therefore an obligation of the provincial Department of Transport and Public Works to distinguish between decision-making that is rightfully its prerogative and that of other tiers of government, to ensure that all decision-making at all levels is inclusive and participative and to help build capacity to enable the transportation and development responsibilities of each to be competently discharged.

MAIN PROPOSITIONS

Based upon these key principles, there are six main propositions upon which provincial policy is founded and which will guide the provincial Department of Transport and Public Works in the role which it intends to play in transport matters in the province. These propositions are reflected in the following statements of intention, being to:

Establish strong policy direction and guidance. A clear transport culture and ethic will be established throughout the province which is founded on explicit principles and values, responsive to public needs and requirements. These will guide and inform local planning initiatives. The provincial Department of Transport and Public Works will take the lead in defining such principles and values, in establishing an appropriate culture and ethic and in ensuring their consistent application. It will become a learning organisation, continually adapting and responding to changing opportunities and needs and always seeking to respond appropriately. Effective channels will be established to ensure the transfer of knowledge and information between the various tiers of government.

Provide for the maximum delegation of powers and functions. It is important that there is sustained progress in realising both national and provincial policies, within the context of the Constitution and other relevant legislation. The way in which these policies will be refined and extended, the particular strategies which will be adopted and the plans and programmes which will be proposed are local matters and it will be the responsibility of each transport authority to prepare formal transport plans and programmes in response to local needs and priorities.

Build capacity and capability in third-tier government structures. Where capacity should exist in the third-tier authority to undertake delegated technical aspects of transport powers and functions, technical assistance and support will be provided by the provincial Department of Transport and Public Works to enable appropriate levels of capacity and capability to be developed.

Adopt management-intensive rather than capital-intensive programmes. The emphasis for the immediate future will be placed on first making the best use of available resources, while major additions to the transport system will be considered only if in accord with overall developmental objectives. There is ample scope for improving both the performance and productivity of almost every aspect of transportation through organisation and management; achieving the optimum performance of the considerable transport resources which are currently available will take precedence.

Ensure that all transport actions are development based. Transport plans and programmes will always be linked to broader reconstruction and development aims, seeking to increase economic growth, redress existing imbalances and inequalities and be responsive to public needs.

Make transport part of an integrated planning process. The strategic relationship between transport policy and the spatial manifestations of development policy in determining the overall demand for movement, the degree of efficiency with which such demand can be met and the need for additional investment in resources and infrastructure must be recognised in all transport plans. In the move towards greater sustainability, targets will

be established for the growth in movement, particularly during peak periods, the degree of utilisation of available movement resources and the preferred transport intermodal mix. This will be underpinned by the appropriate management of transport infrastructure and facilities to minimise the need for additional investment.

AIMS AND OBJECTIVES

The overall aim is to restructure the transport system throughout the province in order that it becomes efficient, effective and sustainable. Achieving minimum acceptable standards of service provision and operational performance is a priority, but this must be reconciled with the need for fundamental change in the location and intensity of spatial development in both urban and rural areas. To make this aim a reality will require the establishment of appropriate organisational and institutional structures at all levels of government which are competent and capable and which have adequate capacity.

The strategic objectives are based on the national strategic objectives. These are as follows and have the intention of establishing values and direction for the provincial transport policy:

- * use transport policy and practice as strategic instruments in achieving growth, development, reconstruction and redistribution throughout the province;
- * integrate transport policy with other sectoral policies in a programme-driven approach to reconstruction and development;
- * reduce existing inequalities in access to opportunity through the use of both transport and spatial development policy instruments;
- * significantly increase the utilisation of available transport resources such as existing road space and public transport rolling stock, through both spatial restructuring and operational improvements;
- * encourage the provision of appropriate organisational and institutional structures at all levels of government which are able to efficiently and effectively undertake the planning, management, operation, implementation, funding, regulation and law enforcement of the land passenger transport system;
- * ensure that the necessary mechanisms are established to provide adequate coordination between different levels of government;
- * increase the accessibility, responsiveness and accountability of transport administrations and service providers to public demand;
- * place all aspects involved in the planning, management and operation of land passenger transport on a sound professional and ethical basis;
- * ensure that all processes are transparent and inclusive, involving all stakeholders, including different levels and departments of government as well as civil society;
- * respond to specific user requirements and needs including the young, the old, women, the disabled as well as other special categories of users;
- * allocate financial responsibilities between different levels of government in an efficient and equitable manner, consistent with the role and responsibilities of each;
- * provide a dedicated source of funding to meet provincial obligations in the provision, maintenance and operation of infrastructure and public transport services;
- * establish additional funding sources for use by district and local transport authorities;
- * protect the existing investment in transport infrastructure and resources through appropriate and timeous maintenance effort;
- * establish targets in the larger urban areas for containing growth in private vehicle travel, particularly for the journey to work;
- * establish modal split targets in the larger urban areas;
- * introduce consistent and compatible monitoring and review systems between different levels of government to facilitate information flow and feedback;
- * improve user choice by encouraging the provision of viable and affordable public transport services;
- * encourage the establishment of multifunctional transport services in marginalised areas, to meet the requirements of travellers, social and government service providers, producers and manufacturers;
- * provide active support to local organisations in providing, operating and maintaining additional transport capacity outside of the formal sector;
- * establish partnerships between each level of government and the public transport industry to foster growth, development, reconstruction and redistribution of opportunities in the industry;
- * promote growth and stability in the public transport industry, facilitating investment and providing job security;
- * substantially improve public safety and security on all public transport services, especially those confronting women, and other more vulnerable groups such as children, the elderly, disabled and tourists;
- * substantially improve road safety through engineering improvements, the consistent enforcement of traffic rules and regulations and through road user training and education;
- * provide all necessary facilities and resources to ensure that the road freight industry conforms to all legal requirements and rigorously and consistently enforce such provisions;
- * maximise energy conservation and minimise ecological impacts to be responsive to achieving environmental sustainability.

COMPREHENSIVE INTEGRATED PLANNING

BACKGROUND

There are three basic levels within which comprehensive, integrated planning should occur:

- * within the transport sector itself
- * between transport and spatial planning, land use being the major determinant of movement demand
- * between transport and development planning, to achieve broader reconstruction and development aims.

In the past there has been inadequate comprehensive, integrated planning at any of these levels. Transport planning activity has largely concentrated on the provision of new infrastructure with insufficient attention being given to the better management of existing resources or improved operational performance of public transport. This has resulted in generally poor performance in many aspects of the transport system and the dominance of issues associated with private vehicle mobility.

Integration between transport and spatial planning has never occurred because of the inability to engage with the underlying political dimensions of many land use decisions and a failure to grasp the complicated macro-issues associated with the functioning of such a complex system. In addition, the fragmentation of responsibilities within and between spatial planning and transport planning agencies has given rise to a land use-transport system which is far from economic or efficient. Neither is it effective. Due to the priority and importance given to land use decisions, transport is treated solely as a derived demand and consequently, the performance of the transport system has been essentially reactionary and has never been capable of being optimised. Because of these characteristics, anticipated economic and population growth in urban areas will seriously compromise the situation still further.

Integrated, comprehensive planning must now occur within a broader reconstruction and development vision which extends beyond spatial restructuring, important though that may be, and includes all those factors associated with meeting basic needs, such as job creation, housing, infrastructure provision, with investments in the transport sector being integrated with other sectoral investments in an appropriate and well-structured development programme. In addition, the manner within which planning occurs must recognise new realities—the importance of establishing people-driven processes which are genuinely inclusive and empowering with all levels of government responding to people's development needs and aspirations.

POLICY STATEMENTS

Integration within the transport sector

Issue

It is important that transport policy development is both comprehensive and cohesive, that is, that strategic, reasoned decisions on all the interrelated transport policy aspects evolve together and are assessed collectively. In general, transport policy development has not been cohesive with policies on infrastructure investment programmes, public transport planning and operations and urban transport matters having evolved separately and to different degrees, often with no clearly defined links or broader relationship between them.

Policy

Transport policy must result in a single, comprehensive and integrated programme with mutual support and internal consistency between all transport variables. The key dimensions of integrated transport are:

- * operational efficiency of the existing transport system with the need for investment in additional transport infrastructure;
- * identifying the different modal options, establishing the preferred modal split and improving the range and quality of public transport services available;
- * determining appropriate pricing levels within the transport market, particularly the use of pricing instruments and other travel demand management techniques to restrain the growth in travel by private car and to encourage a shift to public transport;
- * reconciling the need for investment in transport infrastructure and financial support for other operational and management measures with available financial resources.

All transport plans must demonstrate that the proposed course of action has resulted from such a rigorous assessment of the various mix of transport policy instruments available.

Coordination within the transport sector

Issue

As well as policy integration between sectors within each level of government, there is also need for policy coordination within the transport sector between all levels of government. The intention is to ensure that there is consistency and agreement between them in order that the full resources of government can be brought to bear on any major initiative and to clarify the role and contribution each level of government is expected to make. Coordination on transport matters occurs between national and provincial governments in the form of MINCOM, a committee upon which the MECs in charge of transport in each of the nine provinces serve together with the national Minister of Transport. Technical coordination between national and provincial governments occurs within COLTO, the Committee of Land Transport Officials, and its various sub-committees.

Policy

It is intended to replicate this structure in the Western Cape, to bring together provincial government and third-tier government to discuss matters of common interest. It is intended to establish a provincial Transport Committee (PROVCOM), chaired by the MEC: Transport and Public Works, upon which political representation of third-tier government throughout the province would serve. In addition, it is intended to establish a provincial Transport Technical Committee (PROVTECH) comprising technical representatives of the third-tier government chaired by the Deputy Director-General: Transport and Public Works or his representative. It is through these two structures that coordination on transport matters between the various levels of government will be achieved within the Western Cape. The provincial Department of Transport and Public Works will provide strong direction and guidance on the nature of the transport policy it intends to pursue throughout the province and will prepare overarching plans and programmes which it will integrate with other sectoral policies through provincial Interdepartmental Committees and the provincial Development Council. Regional, district, metropolitan and local transport authorities will prepare transport plans in response to these policies, plans and programmes which will be integrated with broader developmental frameworks through both the local interdepartmental committees and the relevant development councils and development forums.

Integration between transport and land use

Issue

There is a direct relationship between transport and the form of the land use structure. The demand for movement is a reflection of the spatial distribution of land use activities while the availability of transport facilities is a primary determinant in the location and nature of development opportunities.

It is just not possible to bring about improvements in the operation and performance of the transport system to the scale necessary through intervention in the transport system alone. This would be unaffordable and would merely perpetuate the existing inefficient and inequitable land use system which has generated such a distorted and unsustainable pattern of movement demand in the first instance.

Policy

Strategic consideration of the relative roles of transport and land use is required to establish efficient, effective and equitable urban systems. The relationship must be firmly described and defined in sufficient detail to guide and control both the spatial distribution of land use activities and transport decision-making. To produce a transport system which is truly efficient, viable and affordable, and is sustainable into the future, it will be necessary to adopt policies such as containment, densification and mixed land use, leading to a fundamental restructuring of the land use system to reduce the demand for movement. In addition, appropriate legislation will be established at the national and provincial levels to ensure that transport and spatial development are integrated and that land use development proposals are subject to an approved land use/transport policy framework. The Department of Transport and Public Works will not be party to land use decisions which are not in conformity with such policy framework.

Integration between transport and development planning

Issue

The past emphasis of the various levels of government has essentially been on 'service delivery', that is, the provision, operation and maintenance of a number of 'service systems' such as infrastructure (transportation, water, sewerage etc.), the administration of land use planning regulations and controls, and the provision of such basic services as refuse removal. However, the aims and intentions of the Reconstruction and Development Programme have focused attention on the urgent need to prioritise social, economic and environmental development functions which were historically outside the perceived role of third-tier government.

With the allocation of responsibility to provincial and third-tier government to engage with issues of growth, development, reconstruction and redistribution, the context within which service delivery should occur has changed considerably. It necessitates the establishment of integrated, coherent socio-economic policy frameworks at all levels of government which result from planning procedures which are genuinely democratic and participative. Within this context, the various aspects of 'service delivery', of which transport forms a part, are viewed as the strategic instruments to be used in the attainment of far broader reconstruction and development aims, not as ends in their own right. It requires the crafting of a development strategy and programme where all the required sectoral instruments are integrated into a developmental whole.

Policy

A partnership between each tier of government and civil society will be established in the development and execution of policy that recognises the different needs and aspirations of all stakeholder groups and attempts to reach consensus through cooperation and compromise. This will enable comprehensive, integrated planning to occur and allow issues of equity, efficiency and sustainability to be openly addressed and acknowledged within the planning process.

However, it will remain the responsibility of each level of government to develop sectoral policies and, through the relevant Interdepartmental Committee and Development Council structures, to ensure integration between these policies in order that a coherent development framework is produced. The application of such policies, the plans and programmes which are made, together with priorities and budget allocations, should respond to the recommendations of the relevant Development Council or Development Forum.

The development and execution of transport policy is an integral part of this process and appropriate organisational structures, based upon the recommendations of the Provincial Development Council Act, will be developed at both second- and third-tier government levels to ensure that this occurs. While final political responsibility for the development and execution of policy will remain within government structures, such as provincial, metropolitan, district, local and rural councils, provincial support for proposed transport improvements will be dependent upon the relevant Development Council or Development Forum having been consulted and the proposals forming part of a fully integrated development programme.

TRANSPORT AND URBAN DEVELOPMENT

BACKGROUND

An urban system is extremely complex involving social, economic and environmental dimensions. There is an inherently stable relationship among these dimensions in any specific urban area which has a direct bearing on the way the urban system operates and how productive it is. No matter how efficient or inefficient, how equitable or inequitable, or how effective or ineffective the system is, this stability makes it extremely difficult to change. To do so requires planned intervention involving the reassessment of all policy variables—regulatory, pricing and investment—which are able to influence change in the spatial distribution of land use activities and the performance of the transport system as well as the relationship between the two.

For intervention to achieve the desired results a thorough understanding of the often difficult and complicated problems and issues confronting the urban areas of the Western Cape is necessary. Agreement on the broader development principles and internal consistency between these principles and spatial development and transport aims and objectives are fundamental requirements. The specific role of transport in improving current conditions should be established in terms of the agreed development principles through the process of comprehensive, integrated planning referred to earlier in this White Paper.

There are a number of structural problems related to the existing urban land use disposition which have produced generally low-density residential development and urban sprawl with opportunities largely concentrated in, or adjacent to, the more affluent and privileged areas. The majority of the urban population, especially the poor, live in remote areas with few economic opportunities or social amenities. This distorted and inequitable spatial development and economic structure favours growth in existing well-resourced areas and fails to produce sustainable economic growth on the scale necessary in the impoverished areas.

As a result many serious transport problems are evident of which the following are of particular concern. While most evident in the metropolitan area they are present to some degree in all the main urban areas.

- * The concentration and distribution of urban activities entails long journey distances and unbalanced flows on the transport system. Congestion occurs on certain parts of the movement system but generally the overall system is under-utilised. The cost to society in providing for movement is much higher than necessary and is experienced by the operator of public transport, the supplier of infrastructure, the transport user and also the non-user of transport, particularly through environmental and severance costs.
- * The rapid growth in travel which has occurred in the last 10-20 years has resulted in a significant environmental burden, a major increase in motorisation rates and liquid fuel utilisation, and a significant deterioration in the performance of the urban road system with significantly increased levels of congestion.
- * A major shift has occurred in the composition and performance of the public transport system, both between modes and within modes, with a pronounced change from rail and bus to minibus taxis. The public transport system is considered by the public at large as poor, inconvenient, unsafe, costly and limited, falling far short of socially acceptable standards.
- * Unrestrained growth in the use of private vehicles has contributed to the deterioration in the quality and performance of the public transport system and has contributed to a reduction in its market share.
- * Considerable fragmentation and division of responsibilities for planning and management of the overall transport system exists. A plethora of authorities and agencies, from private companies to a range of agencies at involved, leading to inconsistency, overlap and confusion. Many of the problems identified in the national policy framework—fragmented legislation, fragmented responsibilities, lack of comprehensive planning, regulatory deficiencies and lack of funding in the public transport market, and inefficient subsidy policies—are attributable to this organisational disarray.

The subsequent portions of this Section address the issues related to the first four abovementioned problems. The issues pertaining to the Institutional Structures are addressed in a later Chapter.

POLICY STATEMENTS: SPATIAL DEVELOPMENT CONSIDERATIONS

General principles of urban restructuring

Issue

There is need for fundamental reform centring on urban restructuring and the attainment of an efficient and effective urban system as the main requirements of future urban policy.

Policy

The Department of Transport and Public Works will assess land use/transport policy frameworks and urban transport plans on the contribution they make to urban restructuring and will allocate financial and other support only in instances when the following principles or urban restructuring are satisfied.

These principles are:

- * the reorientation of growth away from the periphery of the urban area towards the middle, concentrating growth at certain strategic sites and along certain corridors;
- * the promotion of higher density development;
- * the promotion of functional efficiency;
- * the more efficient utilisation of strategically located land;
- * the promotion of mixed land use;
- * the use of appropriate transport routes as key structuring devices in the promotion of accessibility, the integration of areas, and the establishment of development opportunities;

- * the essential role which public transport must play in the structuring process and in meeting the majority of movement needs.

An underlying urban development vision

Issue

There is a need for a unifying aim or vision to be declared for each urban area, based upon commonly agreed principles and values, and expressed as a set of policies and strategies.

Policy

The vision statement will constitute the urban development aim for the area and will be used to guide and co-ordinate sectoral policy, including transport. The declaration of an agreed urban development vision is an essential and necessary component of all urban transport plans submitted for approval. The vision should derive from dialogue between each of the various levels of government and civil society.

The role of transport policy in job creation

Issue

One of the overriding considerations in any urban development policy is the creation of jobs. Urban transport policy can have a significant impact on employment creation, through the number of jobs which can be provided directly within the transport sector itself and indirectly through the creation of development opportunities through the increased accessibility and effective use of land resulting from transport improvements.

Policy

The generation of employment within the transport sector will be an important consideration of provincial transport policy. The assessment of proposed urban transport plans will include an analysis of the net change in direct employment in the transport sector and the degree to which income generating opportunities have been broadened. The extent and nature of the changes which are anticipated to occur must be made explicit in all plans submitted for approval.

The use of transport routes as key structuring devices

Issue

The existing urban structure in all major urban areas in the Western Cape is distorted and fragmented. The need for restructuring and reintegration to produce urban systems which are both more equitable and efficient and better suited to the needs and requirements of the majority of people is generally recognised and supported.

Policy

An integral component of restructuring and reintegration will be the promotion of development corridors and nodes within which public passenger transport services provide the principal means of accessibility. Development will be discouraged in those areas currently less well served by public passenger transport services unless such areas form part of a longer-term strategic land use/transport plan which includes principal reliance on public passenger transport for accessibility.

Issue

While it is important that public transport should be used proactively in establishing development corridors, its role should extend to integrating areas and establishing local development opportunities as well.

Policy

To achieve this will require the establishment of a relatively-dense, tertiary-order road network upon which area-based public transport services and short-distance local traffic can occur, enriching opportunities in currently impoverished areas by integrating them into the broader urban framework. The establishment of development corridors integrated with such a network of lower order roads in each urban area where current deficiencies exist is a key aspect of provincial transport policy.

Issue

It is important to achieve the optimum utilisation of existing transport resources before consideration is given to expanding capacity. Limitations exist on the rate at which the transport system can be expanded and the form which such expansion can take and greater emphasis must be placed on ensuring greater conformity between the spatial distribution of land use activities and the carrying capacity of the various movement resources.

Policy

The Department of Transport and Public Works will assess urban land use/transport policy frameworks and urban transport plans on the degree of efficiency with which currently available movement resources are used. The intention of such policies and plans should be to utilise existing spare capacity as much as possible rather than necessitating the provision of new additional infrastructure. They should help to locate work, shopping and leisure activities as an integral part of residential development, so that walking can emerge as a feasible means of urban transport with public passenger transport able to satisfy the balance of journey needs.

In metropolitan Cape Town, a Metropolitan Spatial Development Framework has been adopted by the Cape Metropolitan Council which is based upon these principles. It is expected that this will form the statutory basis for future spatial planning in the metropolitan area. While the principles upon which it is based and the ideals it seeks to attain should inform all other urban planning exercises undertaken in the Western Cape, its proposals should not be seen as a physical model for all applications. Sensible translation and adaptation must take place in each area.

The role of pricing instruments in the performance of the land market

Issue

Urban development policies must recognise the importance of integrating land use and transport proposals into a single strategic plan. Bringing well-located undeveloped or under-developed land into productive use is of strategic importance as it contributes to redressing existing imbalances in access to opportunities.

Policy

A suitable combination of regulatory, pricing and investment policy instruments must be adopted to influence the behaviour of the land use market to ensure conformity with the land use/transport place framework and the urban transport plan and to ensure that the spatial distribution of land use activities adhere to that plan. Pricing instruments which should be used include the introduction of land use levies and grants. The introduction of various land taxes and grants to influence the price of land and advance the required objectives of spatial re-ordering is necessary to enhance the effective and equitable functioning of towns and cities. Concurrence will be sought between the relevant National Ministers and Western Cape MECs.

The levies and grants could take the following form:

- * a Development Tax which would be imposed on all non-residential developments which are inconsistent with the aims and intentions of an approved land use plan;
- * a Development Grant which would be paid on all non-residential development which advance the aims and intents of an approved land use plan;
- * an Undeveloped-Land Tax on undeveloped land strategically positioned in terms of any approved land use plan and associated with the establishment of development corridors or nodes. The intentions of such a tax are to increase the holding costs of undeveloped land, deter land exploitation and speculation and to bring well-located land into productive use.

Urban restructuring and the demand for movement

Issue

The intention of urban restructuring is to bring about a more equitable and efficient urban system in its entirety—encompassing social, economic and environmental factors. Increased efficiency in all these attributes will result if the demand for movement can be restrained and more productive use made of existing movement resources. A key component of the overall demand for movement is the length of trip involved. If average trip lengths can be reduced, there is a proportional reduction in the total requirement for movement resources.

Policy

The Department of Transport and Public Works will assess land use/transport policy frameworks and urban transport plans on the contributions that land use policies make to the reduction of average trip lengths in each urban area. For those areas where average trip lengths for the journey to work are greater than 10 km, a target of 20% reduction by the year 2010 will be adopted. In addition, a land use disposition must be adopted which minimises the amount of additional transport infrastructure which is needed by maximising the use of existing spare capacity.

POLICY STATEMENTS: TRANSPORT CONSIDERATIONS

General principles of urban transport policy

Issue

The overall intention of the provincial transport policy is to bring about a more effective and efficient urban system, primarily as a result of significant changes in urban form and structure. Existing movement demand should not be the primary informant for upgrading transport facilities where it entrenches spatial inefficiency. A strategic understanding must be reached and a balance struck between the needs of urban restructuring and meeting existing movement needs and requirements.

Policy

The Department of Transport and Public Works will assess land use/transport policy frameworks and urban transport plans on the contribution they make to urban restructuring and will allocate financial and other support only in instances when the following principles of urban restructuring are satisfied. The principles are to:

- * encourage the formation of more efficient and equitable land use arrangements which reduce the growth in demand for travel;
- * make better use of existing, available movement resources, particularly road space, rail facilities and public transport vehicles;
- * avoid an excessive demand for investment in major infrastructure in urban areas other than that necessary to integrate new or existing areas into the overall urban system of which they are part;
- * avoid the negative consequences of continued unrestrained growth in private mobility;
- * pursue a 'Public Transport First' policy which advances the interests of public transport over those of private transport, improving significantly the overall quality of public transport services available.

More productive use of available transport resources

Issue

While many less-developed areas are under-resourced with transport facilities, the urban areas of which they form part are relatively well endowed with major movement resources, both road space and public transport movement systems. However, because of the inefficient distribution of land use activities, all such movement systems are under-utilised, resulting in low levels of productivity and cost recovery. In addition, inadequate attention is often given to ensure that the optimum productivity of which the existing system is capable is being achieved before proposals are made to extend the system.

Policy

A rigorous, systematic and comprehensive approach will be adopted in each urban area to improve throughput on all links of the movement system by the widespread application of transportation system management and system engineering measures. The existing utilisation rates of all current movement assets will be required to be defined in all transport plans and a specific strategy adopted to increase utilisation rates. These strategies must be made explicit and the specific contribution urban management measures are expected to make in improving overall traffic conditions stated.

Approval will be withheld from any urban transport scheme or programme which has as its primary aim the facilitation of trips longer than the target average trip length for the transport area. This provision will not be applied if the scheme or programme is directed towards integrating new areas or realising strategic reconstruction and development objectives. Improvements can be considered where the primary intention is to improve system utilisation, that is to utilise existing spare capacity inherent in the system, either by removing a bottleneck or by the addition of a new link in the system. The extent and distribution of the improvement in system utilisation resulting from such an improvement should be demonstrated.

Increase in system capability should be targeted towards improving public transport operating conditions either through increasing the overall capability of the road system by general traffic management measures or through strategic investment in improvements specifically targeted at improving public transport throughput.

More equitable distribution of available road space resources

Issue

Increases in system capability should be targeted towards improving public transport operating conditions, either through increasing overall capability by undertaking specific traffic management measures which also benefit general traffic or through strategic investment in improvements specifically targeted at improving public transport throughput.

Policy

Increases in system capability will be targeted towards improving public transport operating conditions. Where public transport shares the same road space as general traffic, the allocation of available road space will be based upon the principle of maximising person-throughput rather than vehicle-throughput.

Restraint on private car use, particularly during peak periods

Issue

There has been a rapid increase in the use of private motor vehicles, particularly during the peak periods, with more trips and longer journeys occurring in most urban areas. This has resulted in a rapid increase in fuel utilisation and ever-worsening journey conditions. In metropolitan Cape Town this growth in trips and longer journeys has resulted in a rapid deterioration in environmental conditions, particularly atmospheric pollution. These high motorisation rates have also impacted negatively on the performance of the road-based public transport system in the metropolitan area, increasing operating costs and decreasing its attractiveness. However, there still remains considerable scope for increased car ownership if judged by world standards, with car ownership rates possibly doubling that of current levels within the foreseeable future. If the vehicle growth rates of the 1980s are retained throughout the 1990s, total vehicle volumes will have increased by a further 50% by the turn of the century, with the total number of cars having doubled in less than twenty years.

This will have a very negative impact on road network performance in most major urban areas with far higher private vehicle usage and higher levels of congestion and a significant reduction in operating speeds. This will result in an untenable position unless informed intervention takes place now and a measure of sustainability is achieved.

International experience has shown that an appropriate and rigorously enforced parking policy is one of the most effective measures in restraining growth in the use of private vehicles in urban areas and for encouraging greater use of public transport. It is anticipated that additional measures may be necessary over time such as access restriction for private cars, road pricing and area licensing.

The proposed parking policy must be consistent with the required modal split, the provisions for which will be contained in the transport plan. An integral component of such a plan will be the qualitative and quantitative improvements necessary to satisfy the needs of an expanding public transport market.

Policy

All transport plans will include a comprehensive parking policy indicating the amount of parking it is intended to provide on a zone by zone basis and the schedule of charges it is intended to adopt. This must be consistent with the required modal split and the amount of road space available for trips that terminate in each area. A register of all long-term parking bays must be kept and all public long-term parking must be charged. In addition levies will be imposed on all long-term parking, both public and private, on-street and off-street. Province will ensure that parking prices and parking levies are set at realistic levels in terms of Section 21 of the Urban Transport Act, as amended, or any other related Act.

Alter modal split in favour of public transport

Issue

Total trips and the distribution of trip lengths determine the total demand for movement. Mode choice determines the way in which such demand is to be accommodated, while the land use distribution determines the degree of relative efficiency with which movement resources can be provided. These are all susceptible to planned intervention. It is one of the strategic objectives of the national White Paper that the use of public transport should be promoted over private car travel, "with the goal of achieving a ratio of 80:20 between public transport and private car usage". The current mode choice figure in metropolitan Cape Town for the journey to work is 49:44:7 (public:private:walk). The actual figures for other large urban areas in the Western Cape are not known but are probably significantly lower, in favour of private transport.

Policy

The goal of altering modal split to achieve a greater proportional use of public transport must be actively pursued in all land use/transport policy frameworks and urban transport plans. For all urban areas, the existing modal split for the journey to work must be determined and realistic modal split targets established, consistent with other policy variables and with the intent of the national strategic objectives. Progress in the realisation of the stated modal split target must be regularly monitored and the target amended, if necessary, when the urban transport plan is reviewed.

TRANSPORT AND RURAL DEVELOPMENT

BACKGROUND

According to the 1991 census the province of the Western Cape has the second most urbanised population in South Africa, with about 87% of the total population living in urban areas. It is dominated by the Cape Town metropolitan area which has 66% of the total population and 71% of the urban population. Other urban areas account for 21% of the total population of the province. While only a small percentage of the total population, 13%, live in rural areas, this represents about 500 000 people, the majority of whom are poor, living on farms and in small rural settlements, which are remote from economic and social opportunities and from essential public services such as health, welfare and education. Also, the reliance by rural dwellers on walking as the principal means of transport and the absence of separate pedestrian facilities on rural roads, exposes them to excessively high safety risks, particularly at night.

The relative economic strength of each settlement is a function of the degree of specialisation which exists. Given a strong agricultural base in the Western Cape, and in the light of increasing export opportunities, the economic strength of rural settlements which possess a strong market-orientated infrastructure and resources is likely to grow. However, this potential must be viewed against a general decline in the economic performance of rural settlements throughout the province, relative to economic growth in the metropolitan area. Among the multitude of contributing factors, not least are the dual demographic and economic structure which exists in most of the settlements and the resultant system of economic dependency which has been established. Regulatory measures and the decline in rural manufacturing have resulted in an increasing impetus towards growth in the larger urban areas.

The increasing dominance of the metropolitan area and other major urban areas is exacerbated by the rapid deterioration in the quality of much of the rural road network, both surfaced and unsurfaced, which is further isolating many rural settlements and increasing rural production costs. These factors, together with the virtually complete absence of any form of public passenger transport service, are discouraging both investment and settlement and inhibiting the emergence of a viable economy.

POLICY STATEMENTS

The early establishment of a Mine Rural Development Strategy

Issue

The relationship between transport and development is as important in rural circumstances as in urban, if not greater, due to the absolute nature of poverty, the fragility of many existing rural systems and the scarcity of adequate structures and organisations to take responsibility for improving the situation. Consequently, transport initiatives must be part of a broader rural development strategy and be integrated with other sectoral initiatives into a structured development programme and plan.

Policy

An appropriate Rural Development Strategy for the Western Cape will include plans for the growth and development of small towns as one of the highest priorities and will require cooperation and collaboration between all provincial departments as well as district, local and rural councils. It will recognise the need to create balance in the system of settlements and recognise transport as one of the primary instruments. It will address local needs and nurture

local initiatives, encouraging value-added production through the establishment of local processing industries, and facilitating the mobilisation of the full economic capability of rural settlements and increasing the retention of wealth. To this end it will advance the formation of periodic markets to encourage local production, to strengthen the economic base and to act as a focus for the provision of mobile social services. It will ensure that people living in rural areas have access to the full range of essential public services to which they are entitled and social and economic opportunities through which development can occur.

The provincial Department of Transport and Public Works will actively encourage the establishment of a Rural Development Strategy for the Western Cape and will assist in the production of district development plans, if requested. District and local transport plans will form an integral part of such development plans, which require the approval of the provincial Department of Transport and Public Works. Because of the distinct and sensitive nature of rural transport issues and the degree of support anticipated to be necessary to encourage local initiatives, a Sub-Directorate: Rural Transport will be established in the provincial Department of Transport and Public Works.

Encourage a creative approach to transport provision

Issue

The transportation problems which are experienced in rural communities are numerous, but are generally characterised by remoteness, dependency and unaffordability. Distances to many basic services are great, making them either totally inaccessible or else accessible only at high transport costs, as the supply of public transport is restricted and a small number of service providers tend to exploit this situation. As a consequence, even where public transport does exist, it is often so expensive, in relative terms, that inaccessibility and immobility persist. In addition, because of the extent of poverty and the degree of remoteness which exist, farm workers are often totally reliant on farmers to provide for their most basic needs, including transport to the nearest small town.

Policy

The vital role of transport in ensuring the sustainability of emerging economic activity and in attaining minimum standards of access to public facilities is recognised. It is anticipated that transport proposals will form part of strategic approaches to development and will be endorsed by the relevant district development council. The support of the provincial Department of Transport and Public Works for such proposals will concentrate on:

- * small-scale, low capital-intensive initiatives which build capacity and capability amongst both existing and potential suppliers and operators of transport services;
- * local organisations and structures which show competence and resourcefulness;
- * actions which integrate and connect isolated rural settlements with each other and with the broader regional economy;
- * reducing the costs of transport of both people and goods.

Imaginative use of available transport services will be encouraged, diversity of use between different classes of passenger and goods services characterising success. Without compromising the current legal competencies of other Departments, consideration will be given to a number of initiatives, for example, the use of school buses for fare-paying passengers and the use of municipal vehicles to assist small farmers to convey goods to markets and deliver seed and fertiliser at marginal cost. In certain instances, subsidies will be made available to support such local initiatives in transport provision where they form part of an integrated development programme, including the establishment of periodic markets. This will extend to providing financial support to other departments, such as health, education, welfare, etc., which provide transport services. In other instances, where no services exist and the need for a diverse range of services has been identified, the responsible transport authority will arrange for such services to be provided by contract, the contract being structured in such a way as to facilitate the establishment of SMEs.

The provincial Department of Transport and Public Works will have the responsibility for ensuring that effective rural transport infrastructure facilities, including roads and services, are provided. It will also be responsible for granting permission for inter-provincial public transport services. The provincial Department of Transport and Public Works will give financial support to ensure the provision of socially necessary public transport services.

PUBLIC TRANSPORT AND PLANNING OPERATIONS

BACKGROUND

Urban public transport problems and issues in the Western Cape have a long history and are complicated and diverse. They have their origins in the inefficiencies and inequities of the land use disposition which makes it virtually impossible to operate a viable public transport system at reasonable cost due to the nature of travel demand which has to be accommodated. Low average residential densities, long trip distances and unbalanced flows have together resulted in low system utilisation with high costs of service provision and low cost recovery.

The operation of public transport in the Western Cape has never been a local authority responsibility, having been provided by a number of privately-owned bus companies and minibus taxi operators and, in the metropolitan area, a state-owned rail authority. Thus, public transport matters were relegated to secondary concern with the quality and extent of public transport services available being considered as matters essentially outside of local concern or influence. Consequently, appropriate organisational and institutional structures were not established to take local responsibility for the effective management of public transport and to ensure that it was operated in the broader public interest. As a result, until recently, there have been no substantive efforts to improve the overall quality of public transport or to integrate the broader issues of public transport planning and operations into the broader urban transport policy debate.

These factors have given rise to a multitude of very negative public perceptions towards public transport relating to quality of service, costs, safety, crime, crowding, frequency, reliability, shelter, and the availability of information. With the important role ascribed to public transport in future urban policy making, this is no longer acceptable and a major effort is required to significantly improve the situation.

Central to the intent of urban restructuring is a much-expanded role for public transport through the adoption of a policy which gives preference to public transport over general traffic and at all levels from policy consideration to the provision of infrastructure. The policy encourages the establishment of a vastly improved and extended network of public transport services which better address user needs and offer a genuine alternative to private mobility for the majority of people at prices which are affordable.

A truly viable and sustainable system will not come about unless there is absolute commitment to this course of action with broader spatial and transport policies being adopted which are consistent and supportive of this position. For a just and equitable transportation policy to be established, public transport must become the primary determinant of urban transport efficiency. If an urban area works well, based upon the extent, range and quality of its public transport services, and is accessible and affordable to all, then the urban system can be said to be efficient and the transport system just.

Public transport is under-financed and under-managed and is of secondary concern in the construction of policies and the ordering of priorities. Because the principle of sustainable transport does not rely on demand as the sole (or even primary) basis for policy, far greater attention must be paid to identifying the key problems requiring solution and to deal with them in a manner which achieves sustained, systematic improvements. In particular, every opportunity must be taken to improve and extend the range and quality of public transport services available to levels which are both socially acceptable and affordable while ensuring financial viability within the industry.

Unless an environment, in its widest sense, is created which is conducive to the establishment of truly viable and sustainable public transport systems, reconciling all policy variables to this common purpose, no amount of change within the industry itself will produce a system which is other than inefficient and costly.

POLICY STATEMENTS

The importance of planning

Issue

Public transport policies and strategies cannot be successful unless public transport is considered as an integral component of the land use structure and movement system necessary to support the overall development programme and specifically the spatial development programme.

Policy

For viable and affordable public transport systems to be established and to remain sustainable, public transport policies and strategies should form an integral part of overall developmental, spatial and movement policies contained in the overall land use-transport plan.

Consequently, full consideration must be given to the incidence and likely impact alternative movement and land use policies have on:

- * the potential market share of public transport, and
- * the cost of service provision.

An operational plan for public transport will be prepared for each urban area detailing the various management and operational issues it is intended to address. This will include a 'quality charter' which establishes optimum service levels and ensures that public passenger transport services are operated in the public interest, meet agreed standards and ensure acceptable standards of access to public passenger transport services by all, recognising the special needs of the poor, the elderly and the disabled. It should identify the routes and services to be submitted to public tender and the preparation of service specifications. The operational plan for public transport should ensure that the proposed network of routes and services are socially acceptable and affordable. It will form part of the overall land use-transport policy framework which itself will be an integral part of a broader urban development programme.

Maximum delegation to local authorities

Issue

To be successful, planning should be comprehensive and integrated, involving all modes of transport together with spatial and development considerations and should be undertaken by the lowest competent level of government. In particular, lower levels of government need to be equipped to accept full responsibility for the operational and functional performance of all forms of public transport in their area of jurisdiction and to actively engage in resolving current problems and issues and 'growing the industry'.

Policy

National and provincial government will provide resources and other forms of support, both to the industry and to the various transport authorities. Third-tier transport authorities will be equipped to accept full responsibility for the operational and functional performance of all forms of public transport in their area of jurisdiction. A number of ascribed provincial functions and responsibilities will subsequently be delegated.

The provincial Department of Transport and Public Works will retain responsibility for establishing overall policies, strategies and procedures and for determining appropriate norms and standards. It will also retain the responsibility for coordinating the activities of other transport authorities into an overall provincial programme and in assisting third-tier transport authorities in undertaking their responsibilities. It will, however, retain full responsibility for public transport services which cross areas of jurisdiction—for example, between regions and between provinces.

It is intended to delegate at least the following ascribed provincial functions and responsibilities to the metropolitan and local urban transport authorities:

- * the registration of all road-based public transport operators operating entirely within the specific area of jurisdiction, with copies to the provincial Registrar;
- * verifying that the performance, safety and financial stipulations have been satisfied by the applicant;
- * the granting of authority to operate, subject to an approved transport plan, with permit issuing to be performed by the provincial Permit Board;
- * the provision of business support and advice, liaison, coordination and the implementation of training.

The need for a gradual approach to reform in the public transport industry

Issue

Public transport is a major strategic industry which not only provides the means of access to employment for about half the metropolitan work force, but provides the sole means of mobility for a multitude of other trip purposes such as shopping, business, recreation and social. It is an essential service for people needing to access medical and social welfare facilities. There is considerable instability in the industry and it will take much effort to restore confidence and create the conditions for growth and stability which are required.

Policy

Because of its vital importance to so many people, during this period of change and transformation, every effort will be made to create and retain conditions of stability, confidence and calm, and the maintenance of acceptable levels of service. This will only be achieved by full consultation and involvement between the public transport industry and each local or metropolitan transport authority. This will take time, particularly in the larger urban areas, and the amount of consistent, applied effort that will be necessary must not be under-estimated.

The programme of transformation throughout the province will be considered in three distinct phases, phases 2A and 2B running concurrently:

Phase 1: Conversion to the proposed system of regulation in the form of permissions, contracts, or concessions, but with no change to existing operations:

All existing bus and taxi operators will be required to register with the provincial registrar. Procedures will be developed for legalising existing illegal operators. Existing bus permits on subsidised routes will be converted into interim contracts or into an interim concession for a network of routes. All current area-wide or radius permits for minibuses will be converted to route permits, all permits being changed to operating permissions.

Phase 2A: Building of capacity in the industry, together with the acquisition of performance data:

This will take the form of management and business training and assistance in the development of internal management systems, such as financial control systems, to enable the minibuses-taxi industry to participate in the formal system through tendered contracts. These and other incentives will only be available to formal, registered bodies such as companies, cooperatives or associations. At the same time, all existing bus and minibuses-taxi routes and services will be intensely monitored in order to build a comprehensive data base on all aspects of current performance—schedules, waybills, and all relevant cost and revenue data. This period will be coincident with the development of the operational plan for public transport, the preparation of which will involve all stakeholders.

Phase 2B: Building of capacity at the provincial and local levels of government:

As well as building capacity in the industry itself, it is as essential to build capacity and capability in those organisations which will be involved in the

regulation and administration of public transport. This also will take the form of management and business training and the development of internal management systems, such as financial control systems. The establishment of appropriate processes and procedures will be necessary to ensure consistency and uniformity throughout the province.

Phase 3: Restructuring of the industry and the implementation of the public transport plan:

The plan will identify the operating and service strategy it is intended to pursue and will form the basis of the packaging of services and the preparation of tender documents. Associations will be encouraged to form co-operatives, the underlying intention being to transform the industry into a number of formal, well-organised and well-structured business units. When contracts are put out to public tender, bus companies as well as taxi co-operatives will be able to submit tenders, either separately or jointly.

The role of rail

Issue

Metropolitan Cape Town is fortunate to have such a well-established, though ageing, rail system. Every effort should be made to enhance the performance of the system to ensure that the full potential of which it is capable is being realised. It must be satisfactorily integrated into the overall movement system and the existing infrastructure and facilities used optimally. This will require a comprehensive modernisation programme to ensure that the quality, availability and security of the service more closely meets existing and potential user needs and requirements. Any proposal to provide or extend mass public transport services, including rail services, must be consistent with overall development aims as well as issues of overall operational and economic efficiency.

Policy

Provincial government will be prepared to consider providing financial assistance for improving the utilisation of existing services, increasing the operating flexibility of existing lines, and in assisting in realising the full potential of the existing system. Before additional assistance will be considered for any proposal to extend mass public transport services, the development effectiveness of the proposal must be demonstrated, together with its operational and economic efficiency compared to a range of possible alternatives.

Issue

It is anticipated that the operational responsibility for rail services in the Western Cape will be devolved to province, but with the ownership of infrastructure and rolling stock being retained by the national transport authority.

Policy

Following the devolution of operational responsibility of rail services to the province, responsibility for the operation of the metropolitan rail services will be delegated to the metropolitan transport authority. Capital investment in new rail services will be a shared responsibility between national government and the metropolitan transport authority after consideration of the full range of possible alternatives at the metropolitan level, both within the transport market and between the transport and land use markets, and will respond to urban restructuring, the distribution of opportunities and the attainment of the broader principles of the RDP.

Operating subsidies should be on a "fixed formula" approach from central government and may be supplemented by contributions from both second- and third-tier government structures. Allocating financial resources between metropolitan areas on a common, defined basis would be seen as fair and just. In addition, it places responsibility for how the subsidy is applied, together with the consequences for transport and land use policies and the costs of rail operation where it rightly belongs—at the metropolitan level.

Restructuring the road-based public transport industry

Issue

The main problems facing the road-based public transport industry, comprising essentially buses and minibus-taxis, in metropolitan Cape Town are the lack of diversity and variety in the range of services provided and instability and violence in the minibus-taxi industry. At present, the industry is characterised on the basis of mode with little product or service differentiation within each mode. Growth in the public transport industry of the scale necessary will be unattainable unless there is increasing diversity in the range of services provided and a broader mix of vehicle sizes and capacities. The introduction of vehicle restraint measures and increased cost accountability within the private transport market through higher licence fees and parking charges will significantly increase the number of choice riders wishing to use public transport. International experience has shown that road-based public passenger transport is likely to be cost effective and meet passenger requirements and needs when there is product differentiation and a range of different services are provided. These different services may use a mix of different vehicles which meet the different levels of passenger demand for quantity and quality.

Policy

Each urban and rural area will establish a basic network of socially necessary services operating in the public interest. Appropriate norms and standards will be determined by the provincial transport authority in conjunction with metropolitan and local transport authorities and relevant user groups for both urban and rural applications. This basic network will be supplemented by a range of market-orientated services which respond to the broad mix of market need. Together with the network of socially necessary services they provide an area-wide network of integrated and coordinated services. The requirements for each type of service and the specific fare level which would apply to each would be determined as part of the operational plan for public transport. This is a form of regulated competition between different service types which may operate on the same route, or section of route. Competition on a route between the same services will not be permitted.

Broadening the service mix is based on achieving substantial growth in public transport through greater responsiveness to public demand. These characteristics of demand are constantly changing and new opportunities emerging. Transport authorities and operators alike must be sufficiently responsive to these opportunities and adaptive to changes in the existing market.

Specific support to the road-based public passenger transport industry

Issue

The central aim of provincial transport policy is the restructuring of the public transport industry and placing it on a sound operational and financial base. It encourages the establishment of a vastly enriched and diverse public transport system based upon maximising the utilisation of the existing rail system in the metropolitan area and with a significant expansion in the provision of road-based public transport services throughout the province.

Policy

The essential contribution of minibus-taxis in the provision of public mobility is recognised and is ascribed a key role in significantly expanding and improving the function which public transport must play in the metropolitan area and the province generally. Projected growth in the public transport industry will provide opportunities for reducing any imbalances which may exist in route allocation, permits and ranking facilities. An increasingly external, business-orientated focus with the essential aim of growing the industry and providing a far stronger economic base will be the primary objective.

However, the overriding intention is to establish a single, united road-based public passenger transport industry and to dispense with the artificial

distinctions which currently exist based primarily on vehicle size and capacity. Rather than treating bus and minibus-taxis as two distinct modes, each subject to their own specific regulations and controls, the entire road-based public passenger transport industry should be encouraged to grow and develop into a single entity, comprising a number of formal, well-organised and well-structured business units, and subject to a common set of regulations and controls. The industry would offer a range of service types with a broad mix of vehicles, supplied by a number of formally constituted organisations and groupings. The aim of providing provincial support and encouragement is to assist in bringing this change about.

A genuine partnership will be established between the industry and the various levels of transport authority. The partnership will start empowering and building capacity within the industry through the provision of specific training and the creation of specific business skills and resources where the need is greatest. The provincial transport authority, through the various metropolitan and local transport authorities, and with national support, will furnish the necessary assistance to enable a number of services to be provided. These benefits will only be available to those formally established business units which are prepared to enter into the partnership and who observe appropriate codes of conduct.

The following services will be provided where necessary:

- * supply more and better terminals and ranking facilities and establish management committees to manage such terminals, not only in traffic terms but in exploiting commercial opportunities which such facilities generate;
- * assist in the establishment of new routes and experimental services;
- * assist in the provision of service and maintenance facilities;
- * facilitate group insurance contracts, legal advice and assistance;
- * facilitate group discounts on vehicles, spares, tyres, etc.;
- * assist in the training of drivers and mechanics;
- * undertake market research and public relations for the industry as a whole;
- * facilitate the provision of business skills programmes;
- * assist in advertising, promotion and sales effort, particularly through the provision of information concerning routes, operating schedules, etc.;
- * help stimulate new business development (new routes and services, private hire, goods delivery, etc.);
- * help reduce all other input and running costs wherever possible as contained in the NTTT recommendations;
- * establish and maintain the provincial Taxi Office and the provincial Registrar.

Nevertheless, incentives by themselves will be insufficient to bring the necessary regulation and control back into the industry. It is intended that at all levels of authority and in all areas within the provincial area of jurisdiction there will be strict adherence to the rule of law. It is a priority of the provincial Department of Transport and Public Works to investigate current legal constraints which may inhibit effective law enforcement. If necessary, existing legislation will be amended and extended in line with this policy to ensure compliance and to fully equip all law enforcement agencies in undertaking their responsibilities and duties. Magistrates, together with provincial, metropolitan and local traffic police will have to be trained and empowered to implement and enforce such legislation.

The role of local authorities

Issue

Ensuring the provision of a socially acceptable public transport service has never been a local authority responsibility in the Western Cape. However, Schedule 4 of the Constitution ascribes executive responsibility for municipal public transport to municipalities under the concurrent legislative and executive authority of national and provincial government. As well as operational and service considerations, this responsibility entails the provision of appropriate infrastructure and the introduction of appropriate traffic management measures.

Policy

Local authorities will be encouraged to make substantial improvements in the viability of public transport operations by providing priorities for public transport vehicles, such as dedicated lanes, bus pre-emption at traffic signals, and separate routes for the exclusive use of public transport vehicles.

In addition, existing public transport services will be actively promoted by strengthening their 'presence', principally through better bus- and taxi-stop facilities, and appropriately liveried shelters for protection from the weather. In addition, on all routes, adequate information will be provided at stopping facilities showing at the very least the routes served and the services operated. Considerable efforts will be made to produce usable timetables for scheduled services which include either intermediate timings or approximate headways, as well as to provide effective and well-designed information displays at key stops. Services will be distinguished by the adoption of appropriate liveries and routes distinguished by the use of route numbers and destination blinds.

All public transport routes will be surfaced and adequately maintained, not only to ensure adequate levels of user comfort but to minimise the costs of service provision. In addition, all modal interchange facilities including bus and railway stations, taxi ranks and terminals will be properly constructed and maintained, adequate for the demand they are expected to accommodate. This will include adequate provision for pedestrian and cycle movement, not only at interchange points, but also to allow safe and convenient access to public transport routes from adjacent areas. They will reflect an image of good design, cleanliness, convenience and security. Every opportunity will be taken to exploit to the fullest the trading opportunities and facilities present.

To pursue the 'public transport first' policy, every effort will be made to increase the attractiveness of the existing public transport services and to increase ridership. This is an achievable task which will involve significant improvements in both the quantity and quality of services which are available. Long-standing issues which have given rise to high levels of public dissatisfaction, such as safety and security, must be resolved. Given the necessary cooperation and collaboration between authorities and associations and the appropriate allocation of authority, responsibility and accountability to local and metropolitan transport authorities, significant improvements are attainable. However, a central issue is that of funding. While province may make contributions from the provincial Land Transport Fund towards the costs of provision and maintenance of public passenger transport facilities, it is expected that local authorities will make adequate financial provision themselves to enable improvements of the scale necessary to occur.

Safety and security

Issue

Concern about the lack of personal safety and security on public transport services is a long-standing issue. The high incidence of crime associated with the rail system, the widespread dissatisfaction with the operating safety of minibus-taxis relating to exposure to accidents and driver behaviour, together with periodic conflict in the taxi industry, are the aspects of most concern to public transport users. A totally unacceptable situation has been allowed to develop, which is of extreme concern.

Policy

The incidence of violence, particularly against women, children, and the elderly, in and around public transport facilities will be addressed as a priority. As well as a general improvement in the availability and quality of facilities, there will be far more widespread use of automatic surveillance equipment, such as closed-circuit television facilities, which will be supplemented by a higher police profile and presence.

The introduction of Transit Safety and Security Officers as a joint effort between the South African Police Services, metropolitan and local government and community policing forums will be pursued jointly by the MEC: Transport and Public Works and the MEC: Safety and Security.

FREIGHT TRANSPORT

BACKGROUND

Responsibility for the regulation of road freight transport technically rests with the provincial Department of Transport and Public Works through the assignment of the Road Traffic Act. However, due to the need for standardisation as a result of its interprovincial characteristics, regulations governing virtually all aspects of road freight are determined by the national Department of Transport. Enforcement of these regulations, such as the licensing of vehicles, the issuing of operator permits, the transport of hazardous materials and abnormal loads, and the enforcement of vehicle weight restrictions does, however, rest with the provincial Department of Transport and Public Works as does the maintenance of infrastructure. The provincial Department of Transport and Public Works ability to discourage non-competitive and destructive behaviour is thus substantial.

POLICY STATEMENTS

Freight transport as an integral component of the overall movement system

Issue

Freight transport plays a key role in the provincial economy, linking markets to sources of production locally, provincially, nationally and internationally. Improved distributional efficiency at each of these levels would make a positive impact on the province's competitive stance and encourage growth in the provincial economy.

Efficiency is a product of cost and quality of service. Reliability is an important service quality while customers and suppliers also seek increased cost-effectiveness in the supply chain through minimising delivery times. While this applies at all levels of freight transport, Cape Town harbour in particular, could take greater advantage of potential time savings. High value cargoes between the primary industrial centres of the country and western hemisphere countries could move faster through Cape Town harbour, both by road and by rail, than through any other South African port, provided that modal transfer and delays are minimised. At present, delays frequently occur and adequate levels of reliability are not attained, resulting in competitive losses and avoidable costs to society.

Policy

Both the rail and road freight industry will be encouraged to grow and to use available resources more efficiently. To ensure the efficient distribution of goods throughout the province, adequate road and rail infrastructure will be provided to accommodate the increasing growth in freight traffic and to reduce the costs of freight transport. Specific attention will be paid to integrating the freight sector into the broader movement systems in urban areas, in order to minimise delays. In rural areas, attention will focus on the provision of an adequate infrastructure to reduce the transport costs of agricultural products. Particular emphasis will be placed on encouraging the integration of road, rail and maritime transport at the Cape Town harbour. It is envisaged that additional investment will be required to provide efficient modal transfer facilities and the elimination of bottlenecks. While this is a national responsibility, close support and encouragement will be provided by the provincial Departments of Transport and Economic Affairs as well as the local business community.

The importance of freight transport in developing countries

Issue

The provision of road-based freight services is essentially white-owned and is geared to meeting the needs of the formal, established economy, mainly the organised business, commercial and agricultural sectors. There is, however, already a latent demand for goods transport in the less-developed informal economy which will increase substantially with the introduction of mixed land use, the redistribution of opportunities and the introduction of rural development initiatives. Inadequate provision for the movement of goods at this scale retards development, restricting access to wider markets for local producers while increasing input costs. The reluctance of the established freight industry to engage in this market with resultant limited competition is resulting in higher product costs for the poorer sections of society. High entry costs and working capital requirements, as well as a shortage of management skills, inhibit the development and growth of local and small scale distribution networks.

Policy

The developmental effect of improvements in freight transport in marginalised and economically disadvantaged communities will be emphasised. The provincial Department of Transport and Public Works will assist regional development councils and local development forums in investigating the potential impact that improved freight services would have on local development initiatives. The Department of Transport and Public Works may assist in the establishment of strategic distribution networks which are cost effective and will address ways of stimulating the establishment of local freight contractors, possibly through the provision of financial guarantees or such other forms of assistance as are determined by overall development policies.

Improved enforcement of regulations

Issue

The continued growth in the road freight industry, particularly since deregulation, together with intense competition for the more lucrative routes and products and a lack of adequate controls has resulted in considerable vehicle overloading which is causing extensive damage to the provincial road network. Operators who adopt such practices are imposing very high costs on society in terms of a rapidly deteriorating road network and consequent increased costs of rehabilitation. Every action possible must be taken to eliminate this anti-social practice in the province.

Policy

The provincial Department of Transport and Public Works will be the responsible body for implementing the Road Transport Quality System and for ensuring that appropriate standards are being achieved. A national timetable has been established for the introduction of the RTQS and the NaTIS which the provincial Department of Transport and Public Works will take steps to expedite.

Vehicle weight restrictions and prohibitions on vehicle overloading will be rigorously enforced. The provincial Department of Transport and Public Works will ensure the provision of adequate weighbridge and vehicle inspection facilities throughout the province and the human resources to ensure that they are continuously operational by the responsible authorities. A new system of penalties will be introduced. Fines will be set at far higher levels, which adequately reflect the extent of the damage which overloaded vehicles cause. Fines for overloading will in future be paid into a provincial infrastructure fund which will be used to rectify the damage done by overloaded vehicles throughout the province and to contribute to meeting the costs of increased enforcement. In addition, offences will be recorded on the National Traffic Information System (NaTIS) and operators who persistently overload will have their operating permits withdrawn. Enforcement officers will be empowered to conduct full safety and roadworthy tests on all vehicles operating in the province. Greater attention will be given to enforcing the conditions related to the transport of hazardous materials. At present both the public and the emergency services are placed at risk by inadequate descriptions of hazardous cargoes which hinder and delay the appropriate response in the event of leakage or spillage. Furthermore, the provincial Department of Transport and Public Works will collaborate with the South African Police Services to ensure the safety and security of loads and to minimise the risk of vehicle hijacking. This will be achieved by a more visible enforcement presence as well as the expansion of secure overnight rest facilities.

CIVIL AND MARITIME TRANSPORT

BACKGROUND: CIVIL AVIATION

National government is the sole legislative and executive authority for domestic and international air transport, aviation safety and international and national airports. The former State airports and air traffic and navigation services were commercialised in 1993 by transferring the responsibility for the operation and management of the relevant infrastructure and services from the national Department of Transport to two companies, the Airports Company Limited (ACL) and the Air Traffic and Navigation Services Company Limited (ATNS). Cape Town International Airport is operated and managed by these companies. National government retains the sole legislative and executive responsibility for international and national airports unless otherwise resolved by national government to delegate responsibility to the provinces. An Airport and Air Space Management Sub-Committee of MINCOM has been established to determine policy and to set standards. Municipal airports are a local authority responsibility as defined in Part B of Schedule 4 of the Constitution but with national and provincial government retaining the concurrent legislative and executive authority to ensure effective performance by municipalities of this function.

Policy

A national policy on airports and airspace management is being formulated and, in future all stakeholders, including local authorities, will be consulted in the planning of airports. Provincial interest in airports centres on their contribution through business, freight and tourism to the provincial economy. The Department of Transport and Public Works is keen to ensure that facilities keep pace with anticipated growth in traffic, and meet the requirements of an increasingly sophisticated travel market. Each airport will be fully integrated into the broader urban movement system, both public and private, of which it forms part. Municipal airports will remain a local responsibility, but the provincial Department of Transport and Public Works will consider providing financial assistance where their continued existence is necessary to advance the overall development aims of the province and is consistent with an agreed development strategy. The provincial Department of Transport and Public Works will ensure that its interests continue to be represented on the Airport and Airspace Management Subcommittee of MINCOM and to ensure that adequate consultation occurs with the third-tier of government, where appropriate.

BACKGROUND: MARITIME TRANSPORT

The responsibility for port operation and administration is vested in national government. The three major ports in the province, Cape Town, Saldanha Bay and Mossel Bay, are owned by Transnet Limited, the port authority function being delegated to Portnet. It is the intention of national government to establish an independent port authority or authorities with the possibility of devolving the authority to provincial or metropolitan level. The responsibility for harbours, other than the regulation of international and national shipping, is a local government matter as defined in Part B of Schedule 4 of the Constitution but with national and provincial government retaining concurrent legislative and executive authority.

Policy

The provincial Department of Transport and Public Works will encourage improvements in the competitive position of ports and harbours in the province through the promotion of seamless intermodal operations, the enhancement of both road and rail freight efficiency and effectiveness, and integration of port operations into the local movement systems in order to enhance the provincial economy. Land in many small harbours is owned and administered by the provincial Department of Transport and Public Works which is therefore a stakeholder in the use and future development and growth of such harbours. It is recognised that the principal responsibility for such facilities falls under other provincial departments. The provincial Department of Transport and Public Works will ensure that its interests continue to be represented on the Shipping Technical Committee of MINCOM, and will also ensure that adequate consultation occurs with the third-tier of government, where appropriate.

THE PROVISION AND MAINTENANCE OF TRANSPORT INFRASTRUCTURE

BACKGROUND

The transportation infrastructure of the Western Cape represents a major asset which is the operational basis of economic and social interaction throughout the province and beyond. To ensure that such an important asset is adequately maintained, meets user requirements and is expanded and improved where necessary, it must be effectively managed, administered and financed.

POLICY STATEMENTS

Allocation of responsibility

Issue

While the provision and maintenance of rail infrastructure is a national responsibility, the provision and maintenance of road infrastructure is divided among a number of road authorities, with overlapping responsibilities, operating under diverse legislation and with conflicting priorities, particularly in urban areas.

Policy

Road legislation will be simplified and consolidated with responsibility rationalised among the various tiers of government. The principle of delegation of responsibility will be followed, allocating responsibility to the lowest level of competence. In the metropolitan area, all roads deemed of metropolitan significance, in essence the metropolitan distribution system, will become the sole responsibility of the metropolitan authority. This is the strategic road network of the area and the detailed considerations of its operational performance and integration with the metropolitan spatial strategy are matters of metropolitan concern. However, it is possible that there may be certain metropolitan roads which are retained as a provincial responsibility. The principles upon which these retentions are based, will be determined through discussion and negotiation at PROVCOM. All the remaining roads in the metropolitan area, in essence the access system, will remain the responsibility of the local sub-structure in whose area of jurisdiction such roads are located. The provincial Department of Transport and Public Works will seek to act as agent on behalf of the National Department of Transport.

Outside of the metropolitan area, province will take responsibility for all regional distributors, that is those trunk roads upon which the majority of long-distance, inter-regional traffic is concentrated. In urban areas, outside of the metropolitan area, the local authority will be the road authority for all roads within its area of jurisdiction, with the exception of regional distributors which pass through its area which will remain a provincial responsibility, and national roads for which the provincial Department of Transport and Public Works will seek to act as agent on behalf of the National Department of Transport for all national roads within the metropolitan area.

All other roads in the province, that is all roads outside of the metropolitan area and other local authority areas and with the exception of all regional distributors and national roads, will be the responsibility of the various regional or district authorities in whose area of jurisdiction such roads are located.

The provincial Department of Transport and Public Works will continue to subsidise expenditure on transport infrastructure in municipal areas in terms of an approved transport plan, giving priority to normal maintenance together with rehabilitation and reconstruction in order to protect existing resources. Specific motivation will be required to receive financial support for transport improvements and the provision of new infrastructure, illustrating how such investment fits into a broader development programme. The allocation of responsibilities for transport infrastructure between the

provincial Department of Transport and Public Works and district authorities in the Western Cape will be a matter of negotiation between these authorities.

Priorities for investment

Issue

The provision of infrastructure is concentrated primarily on meeting general traffic needs. There is inadequate attention being given to social and developmental considerations and there exists underprovision of resources for pedestrians, cyclists and public transport users, including such aspects as the provision of safe road-crossing facilities, adequate sidewalk and cycle facilities, and dedicated public transport lanes and routes. In addition, there must be a significant improvement in the quality of associated public transport infrastructure, from on-street bus and taxi stops to major modal interchange facilities.

Policy

Transport improvement schemes and the provision of new infrastructure which are strategic rather than tactical will receive support, those which incorporate the following main objectives receiving priority:

- * the integration of previously disadvantaged and isolated communities into the economic and social fabric of which they are rightfully part, both urban and rural, through the provision of new infrastructure or the upgrading of existing infrastructure. It is anticipated that such improvements will be essentially 'local' in nature, involving either the provision of an integrated, tertiary-order road system, the provision of a necessary link to enable such a system to be established or the surfacing of sections of road to minimise public transport operating costs;
- * the improvement of conditions for pedestrians, cyclists and public transport users through the provision and adequate maintenance of appropriate infrastructure and facilities such as stops, termini and modal interchange facilities. Such factors as seating, shelter and the provision of travel information in a pleasant and secure environment must be ascribed far greater importance;
- * the maximisation of the performance of the existing transport system by traffic engineering and traffic management measures with particular emphasis on:
- * the improvement of the operational performance of public transport routes,
- * the elimination of high accident risk locations.

Adherence to acceptable standards

Issue

It is important that the standard of infrastructure which is provided should be of a consistent and uniform quality throughout the province, both urban and rural. For roads, this extends not only to the various elements of the travelled way, but also to all other aspects associated with the road cross-section including verges, sidewalks, drainage and landscaping, together with the various forms of street furniture. The required standards are not consistently met, resulting in a lack of uniformity and order, often at variance with the general environmental quality of the area through which the road passes. At public transport interchanges even the most basic facilities are often not provided, to the detriment of user and operator alike, as well as to be inconvenient to occupiers of adjoining properties.

Policy

The provincial Department of Transport and Public Works will ensure that appropriate standards are maintained for all elements of transport infrastructure through the issuing of provincial guidelines, standards and targets and the dissemination of preferred professional practice and design approaches to which all tiers of government, including national, will be expected to conform. In addition, the Department of Transport and Public Works intends issuing guidelines for equal opportunity tendering for road maintenance, reconstruction and rehabilitation and the adoption of labour-based technologies to transfer the maximum amount of skills and resources into local communities.

TRAFFIC SAFETY MANAGEMENT

BACKGROUND

The strategic objective in road traffic management is to promote and implement efficient, integrated and coordinated road traffic management systems throughout the province, involving the role players in all functional areas of road traffic management. The aim is to:

- * improve road traffic safety;
- * enhance road traffic discipline;
- * protect the expensive capital in the road system; and
- * enhance administrative and economic order in the field of road traffic and transport.

It is important that specific objectives are met for each of these aims and performance indicators established to measure progress towards their attainment.

The promotion of traffic safety is the joint responsibility of three main disciplines:

- * traffic enforcement
- * traffic safety education
- * road and traffic engineering

The integration of the areas of functional responsibility of each of these disciplines is essential if the traffic safety problem confronting the Western Cape is to be adequately addressed.

POLICY STATEMENTS

Reallocation of functions of traffic departments

Issue

While the road accident rate in South Africa has reduced in the last decade or so, it remains unacceptably high and strategic intervention is urgently required and long overdue. The road accident problem is both an urban and a rural problem but with the overwhelming majority of accidents occurring in urban areas. The composition of road fatalities is heavily skewed towards pedestrian accidents and historically disadvantaged road users. The majority of serious and fatal road accidents occur at night with unacceptably high alcohol involvement.

Policy

The high incidence of alcohol involvement in road accidents is of particular concern and much greater effort must be made, both through more effective

enforcement and through better road user education to reduce the incidence of drunkenness and to change social attitudes. To enable traffic departments to concentrate on these functions and to significantly increase their enforcement and education profile, it is intended to review the allocation of other functions which they currently undertake, such as traffic engineering and parking management. While traffic departments would retain a strong advisory role in these matters, these functions are essentially engineering functions and will be undertaken by the relevant engineering departments.

Restructuring of traffic departments and reallocation of statutory responsibility for road safety

Issue

A bad safety record is often indicative of uncoordinated and fragmented management structures and a lack of institutional capabilities. This is the case in the Western Cape. While the underlying problems are many and varied, the fundamental cause is that no single authority has the statutory responsibility for road safety at the local, district, metropolitan or provincial authority levels. With the confusion and uncertainty that this has given rise to, action has been fragmented with unclear allocation of responsibility, authority or accountability for accident prevention measures. It is imperative that traffic law enforcement be substantially improved and restructured throughout the province.

Policy

To significantly improve the traffic safety situation in the Western Cape, it is important that each transport authority accept full responsibility and accountability for traffic safety within its area of jurisdiction. The provincial Department of Transport and Public Works will encourage and coordinate the activities of all transport authorities to achieve a consistent safety strategy and safety management programme throughout the province and will take responsibility for those actions that are best undertaken centrally. In addition, it will promote the implementation of models, such as TRAFMAN, at all traffic control offices throughout the province to identify and prioritise the most critical offences as well as locations for enforcement purposes.

In the metropolitan area it is proposed that the various traffic departments be consolidated into a single Metropolitan Traffic Agency. This agency will be incorporated into the Cape Metropolitan Council as one of the functions of the metropolitan transport authority. Its primary function will be enforcing the laws relating to moving-traffic violations and general traffic control. In the long term, all traffic departments outside of the metropolitan area will be rationalised, moving towards the establishment of a single provincial Traffic Agency which will incorporate all municipal traffic departments.

All engineering functions currently undertaken by traffic departments will be assigned to the engineering departments at each level of authority. The enforcement of parking regulations will remain a local authority responsibility. However, with a greatly extended enforcement and regulatory burden in terms of the nature of the proposed parking policies and the proposed decriminalisation of parking offences and stationary vehicle violations, consideration will be given to encouraging privatisation of all aspects of parking management and control.

Traffic departments will take over the function of responding to road accidents from the South African Police Service as part of the establishment and functioning of the accident bureaux. Additional capacity will have to be created within traffic departments to enable this situation to be achieved. This recommendation includes that traffic control services must be given the full powers and functions to investigate traffic offences, and that a traffic control service taking over these functions will provide a 24-hour service. For this purpose, traffic control services will be classified as emergency and essential services.

The Division of Traffic Safety Management will be established in the Department of Transport and Public Works to coordinate and evaluate road safety strategies and programmes in the Western Cape. It will undertake the following main functions:

- * responsibility for the provincial Traffic Agency and coordinating its activities with the Metropolitan Traffic Agency;
- * the development of appropriate educational programmes for application throughout the province and at all levels. Examples include school educational programmes, public awareness programmes and targeted programmes to change social attitudes to road safety issues;
- * the provision of advice and guidance on remedial scheme design and the prioritisation of projects for financial support;
- * the establishment of a joint task team involving all the functional areas within traffic safety in order to manage a holistic traffic safety management plan for the province;
- * the operation of the provincial Accident Bureau, to undertake statistical and geographical analyses throughout the province and to identify programmes for achieving accident reduction targets.

Increasing the standards of driver training and driver testing

Issues

To create safer conditions on roads, driver performance must be improved considerably, through the maintenance of adequate standards, through ongoing education and publicity programmes and sustained levels of enforcement, and through improved driver training and driver testing standards.

Policy

With assigned responsibility to province for driver testing, the standards of both driver training and driver testing will be increased. Legislation requiring all learner drivers to receive a specified minimum number of hours of formal training by a registered driving instructor will be introduced with the provision that membership by instructors of a recognised driver training control body, such as the South African Institute of Driving Instructors, will be a compulsory requirement. During the driving test there will be rigorous examination for both active and passive aggression on the part of drivers. The practical aspects of driver examinations which occur on public roads will be extended considerably to provide for this. The intention of the more extended testing is to ensure that defensive driving, characterised by care, courtesy and consideration, becomes ingrained and that aggressive driving is eliminated. Driver testing centres throughout the province must ensure the attainment of high standards. Provincial inspectorates must be established to control the quality of driver-training and -testing and to ensure that these standards are consistently achieved.

The role of the judiciary

Issue

There has been no major coordinated or systematic effort to address the road safety problem or to establish 'benchmarks' or accident reduction targets such as have been successfully adopted in other countries. Attempts have been frustrated by a lack of technical and judicial cooperation and an absence of political will. Reorganisation and restructuring, together with the specific allocation of statutory responsibility and the support of the proposed Directorate: Road Safety will do much to resolve this. However, to be successful, the judiciary must become a willing partner in the apprehension and punishment of transgressors. Currently this is not occurring due to a serious lack of staff and an unwillingness to accept modern enforcement aids, adopted and in common use throughout the rest of the world.

Policy

Given the delegated responsibility to province for road safety matters, the MEC: Transport and Public Works will approach the Minister of Justice and the Attorney-General of the Western Cape to request the following:

- * the establishment of dedicated traffic courts;
- * the establishment of a far higher structure of traffic fines and the introduction of prescribed minimum levels for each type of offence;
- * the decriminalisation of certain minor traffic offences, for example stationary vehicle offences;
- * the acceptance for evidential purposes those technological aids aimed at apprehending offenders and promoting traffic safety—for example, breathalysers and laser speed-timing devices.

The establishment of accident bureaux

Issue

Little can be done to deal with the accident situation until the detailed nature of the problem is clearly understood. This in turn requires that accident data are collected and analysed in a systematic manner. An effective working partnership between all the various agencies involved must be established to ensure a coordinated and sustained approach.

Policy

It is intended to promote the establishment of Accident Bureaux covering the entire province, charged with the responsibility to prepare and carry out appropriate programmes of measures designed to promote road safety and assigned the authority to implement such measures. These will form part of the technical engineering responsibilities at each appropriate authority. Each bureau will be responsible for traffic safety on the roads under its jurisdiction, will have the authority to implement accident reduction programmes, and will be accountable for traffic safety performance. Financial support for the establishment and operation of accident bureaux will be provided by the provincial Department of Transport and Public Works. This support will extend to the rapid acquisition and training of suitable staff.

Each accident bureau will be appropriately resourced and staffed. High standards of investigation will be expected. Each fatal accident will be investigated immediately to identify the main causal factors and to remedy any engineering or design deficiency which may exist. All sites at which more than five personal-injury accidents occur each year will be subject to detailed investigation. The accuracy of accident recording will be significantly improved.

Each accident bureau will be responsible for undertaking a traffic safety audit regularly and for establishing a safety strategy and safety management programme which includes data processing, accident investigation, remedial scheme design, accident research and scheme monitoring. Such units will provide guidance on accident prevention, and the implementation of safety measures at all road works. They will initiate liaison and dialogue between the various bodies responsible for engineering, enforcement, education, environmental improvement, planning and the provision of public transport, emergency and welfare services. All accident bureaux will be required to maintain mapped databases of all road accidents to enable regular detailed statistical and geographical analyses to take place. A standard package will be adopted throughout the province, such as the Microcomputer Accident Analysis Package (MAAP), produced by the TRL, to enable comparative analyses to take place. The costs of installation, configuration and support, such as training, will be met by the provincial Department of Transport and Public Works.

A member of the appropriate accident bureau will be designated as road safety officer. On all road improvement schemes this officer will have the statutory responsibility for ensuring that adequate road safety standards are maintained and to approve the design of diversions, temporary traffic control systems, all temporary signs, protective devices and temporary carriageway markings. The attainment of adequate traffic safety standards at both road maintenance and road construction sites will form part of the engineering specification. Penalty clauses for non-observance will be included and enforced. All road signs throughout the province will be improved to meet the new national policy on road signs, particularly relating to safety performance.

Improved vehicle testing procedures

Issue

The average age of vehicles in South Africa is steadily increasing and there are far too many examples of badly maintained vehicles using public roads, and even relatively new vehicles show many obvious deficiencies and inadequate maintenance. These vehicles pose a threat to the travelling public. Subjecting such vehicles to roadworthy tests only on transfer of ownership is insufficient to achieve an acceptable standard of safety performance.

Policy

An annual roadworthy test will be introduced initially for all vehicles five years old or older, proof of passing such test being a requirement prior to annual licensing and registration. Privately-owned service centres will be licensed to undertake such testing. Standards and adherence to testing requirements by the service centres will be rigorously enforced. Public service vehicles will be subject to a six-monthly Certificate of Fitness (CoF) examination. Given the assignment of the Road Traffic Act, the provincial Department of Transport and Public Works will introduce the necessary amendments to allow for the revised testing of vehicles. As resources for testing vehicles become established and the necessary control mechanisms introduced, the initial period before which vehicle testing is required will reduce to three years.

ENVIRONMENTAL SUSTAINABILITY

BACKGROUND

The relationship between people and their environment is a dominant concern of the late 20th century. It is generally accepted that continued population growth, accompanied in developing countries by continued urbanisation, is leading to increasing pressure on the environment and the deterioration and destruction of natural processes. The province of the Western Cape has a rich environmental heritage which must be well-managed if it is to be retained. While this includes the consideration of many factors, transportation merits primary consideration.

POLICY STATEMENTS

Issue

Inefficient urban land use systems have given rise to long average trip lengths and a disproportionate amount of travel. This has resulted in the environmental burden caused by transport being far greater than necessary. Growth in traffic, coupled with long trip lengths, has resulted in the rapid deterioration in operating conditions in the peak periods on most urban road networks. This has led to a rapid increase in vehicle emissions and the presence of large quantities of pollutants which is particularly noticeable in metropolitan Cape Town with the increasing incidence of photochemical smog.

Policy

A key determinant of the extent of the environmental burden which any urban area has to bear is the amount of travel which occurs on the road network. To move towards a position of environmental sustainability all urban transport plans will include the objective of reducing or to a least stabilising the amount of travel which occurs, particularly that occurring by petrol-engine vehicles, the main source of pollutants. This can be achieved by decreasing average trip lengths through more efficient urban structures, by increasing the proportion of travel which occurs by public transport, and moving towards the introduction of more environmentally sensitive methods of propulsion.

To encourage a reduction in pollution from petrol-engined vehicles, it is intended to study the effect of changing the basis of the annual private vehicle licence fee from mass to engine-capacity and the effect of offering discounts to vehicles fitted with catalytic converters.

The role of traffic and environmental management

Issue

The rapid deterioration in operating conditions on the main road system is also leading to many vehicles using local roads to by-pass areas of congestion. Such behaviour is environmentally intrusive, and reduces environmental quality and safety standards in residential areas. In general, meeting the needs

and requirement of motorised traffic through the provision of transport infrastructure has been regarded as a priority resulting in a traffic-dominated environment which has failed to meet the needs of other road users and which places a high environmental burden on occupiers of surrounding land and property.

Policy

A balanced approach to the design and management of urban movement systems will be adopted where the needs of motorised traffic are reconciled with broader social, developmental and environmental considerations. Extraneous through-traffic is becoming an increasing nuisance in many areas and a matter of widespread public concern. Traffic and environmental management measures will be adopted to maintain adequate environmental and safety standards on all routes and in all areas. Urban transport plans submitted for approval will contain clear statements relating to the particular traffic and environmental strategies that have been adopted and the environmental management programme it is intended to pursue.

The attainment of consistently high standards of environmental quality

Issue

Some insensitive and inappropriate road design in both urban and rural areas has resulted in the provision of road facilities out of scale with the area through which they pass and which conflict with the quality of the general landscape. In addition, the quality of public space associated with the provision of transport facilities generally requires significant improvement. Dust pollution in many townships and rural settlements, particularly adjacent to roads carrying public transport services, results from the low standard of construction and maintenance of such roads. On other routes, land which constitutes part of the road reserve, which is not used for the passage of vehicles, is often derelict and unkempt, its quality and standard often starkly contrasting with the quality of adjacent private space. This is often attributable to the adoption of inappropriate road reserve width and building lines.

Policy

The attainment of consistently high standards of environmental quality within the engineering design process in both urban and rural environments will be allocated far greater importance in the future. While a number of documents have been produced nationally which deal with producing a more integrated approach towards environmental issues and the impact of development programmes, the inherent environmental quality of basic road designs needs to be improved significantly. Of particular importance are issues of scale, parallelism and curvilinearity. Accordingly, a number of Design Guides will be produced by the Department of Transport and Public Works for application on all road schemes in the Western Cape, illustrating the best aspects of professional practice and how detailed design requirements can be reconciled with environmental factors.

While the provincial Design Guides will improve the quality of route location and functional design, the principles and procedures of Integrated Environmental Management will be incorporated into the existing procedures for road development. A standard method of approach for the environmental evaluation of all roads which is replicable from scheme to scheme will be developed and will be incorporated into all the stages of the development process of roads.

Acceptable environmental standards of existing roads must be consistently maintained. The Advertising on Roads and Ribbon Development Act, No. 21 of 1940, has been delegated to the provinces and, in the Western Cape, the provision of this Act will be strictly enforced in all environmentally sensitive areas and on all environmentally sensitive routes in rural areas. It is anticipated that new legislation will be promulgated to control roadside advertising in all areas, including urban and peri-urban areas. In addition, road reserve and building line requirements will be reviewed systematically and adjusted where appropriate.

SUBSIDIES

BACKGROUND

Operating subsidies

There is no definitive statement of the role and function of subsidy or the allocation of subsidy responsibilities between the various levels of government. The White Paper on National Transport Policy ascribes the funding of infrastructure and operations, including subsidisation, to provincial government apart from 'some infrastructural projects in the national interest'. The ownership of rail infrastructure and rolling stock will be retained by the national transport authority with either the provincial or metropolitan transport authority taking responsibility for the concession system which will replace the current deficit financing system. In addition, funding of operations, including those services operated under contract, will also be the responsibility of provincial or metropolitan transport authorities.

Subsidy considerations tend to focus on urban issues alone and fail to address the need for subsidy for rural operations where the need is often greater.

POLICY STATEMENTS

The role of operating subsidies in urban restructuring

Issue

The current level of operating subsidies which are being paid throughout the transport market is of serious concern, not only because of the very large amounts of money involved but also because of the rapid increase which has occurred in subsidy payments in the last 10-15 years. The current subsidy system is generally regarded as inefficient, failing to target subsidies effectively at the poor and disadvantaged. Concern has also been expressed about possible internal inefficiencies on the part of those operators in receipt of subsidy with subsidies leading to lower productivity and leakage into larger staffs, wages and unit costs. In addition, there are obvious inconsistencies which result from the exclusion of minibus-taxi operators from receiving subsidy.

The amount of subsidy together with its rapid growth in recent years is a reflection of the degree of inefficiency inherent in existing land use arrangements within the metropolitan area. Subsidy policy must do more than lead to improved efficiency in current allocation procedures and must address issues of urban restructuring, reducing both operator and user costs and reducing the need for subsidy.

Policy

The growth in subsidy in the medium to long term will have to be curtailed through urban restructuring thus reducing the average length of passenger trips by public transport while increasing the utilisation of existing public transport services through the provision of more balanced flows, thereby using existing spare capacity inherent in the system. This should come about from the adoption of mixed land use development and higher residential densities along selected development corridors. This will contain the costs of service provision and reduce the need for subsidy by increasing fare revenue for service providers, and will increase profits as assets are utilised more effectively. The provincial Department of Transport and Public Works will actively encourage and pursue the attainment of this objective.

Transport policies will be used pro-actively to encourage the development of a chosen land use structure through the establishment of major public transport corridors, even when the demand for such public transport facilities may not be justified initially. This will require a specific category of contract service where a predetermined level of service is provided to improve accessibility along a particular route or corridor to encourage a specific development response. The aim of such 'development subsidies' is to encourage and stimulate the location of land use facilities by the provision of a particular level of public transport service and service mix and will attract financial support from the provincial Department of Transport and Public Works. All services which attract provincial financial support will be adequately monitored to ensure that such payments are achieving the desired result.

The role of prices

Issue

The payment of subsidies seriously distorts the overall performance of the transport market, under-pricing of the various transport products inhibiting investment and expansion, resulting in reduced standards and an impoverished transport market. There has been a marked tendency to ignore the potential of pricing as an instrument of transport policy. The pricing policies adopted have had a major impact on settlement patterns, the efficiency of the urban economy, and the welfare of the population. They have also influenced the way in which the demand for alternative transport modes has developed, the number of different modes which are available and consequently the call for new improved or expanded transport facilities. Artificially low prices stifle the emergence of potentially more efficient systems, particularly in the public transport market, leading to strong arguments for extending the less efficient, subsidised services as demand increases, resulting in still further increases in subsidy.

Policy

A review of transport prices will be undertaken to establish a consistent basis for such prices which will reflect broader provincial policy and strategy. Such subsidies as are retained will be applied in a manner that will promote welfare by increasing the efficiency of the provincial economy, particularly through the improvement of public transport. This will require recognition of the distributional effects inherent in both the fare structure of public transport and the prices charged for private transport, with policies being adopted which are designed to foster specific change in land use and settlement patterns, as well as an equitable distribution of user charges between public and private transport users.

The need for increased levels of financial support

Issue

While the introduction of competitive tendering will improve the internal allocation efficiency of subsidy, it will not remove the need for continuing financial support for public transport. The provision of public transport services based upon socially agreed standards and operated in the public interest is likely to lead to greater coverage than at present and longer service duration, certainly in the evenings and weekends. This will lead inevitably to a substantial increase in the costs of service provision and the need for increased levels of financial support.

Policy

The identification of sources of funds which can be earmarked for public transport and which are sufficient to realise the objectives of a viable and markedly improved and expanded public transport industry, operating in the broader public interest, will be pursued as a matter of urgency. An immediate concern will be to equip the provincial Department of Transport and Public Works to take over the responsibility for the distribution of subsidy to meet the new policy objective and to develop, as a matter of urgency, an appropriate implementation strategy.

Funding as a shared responsibility

Issue

The funding of public transport operations and infrastructure, including the payment of operating subsidies, is identified in the national White Paper as a provincial function and responsibility. Fiscal powers for provincial and local governments in respect of their functional responsibilities will be required. It is unacceptable that the financial responsibilities for meeting the costs of service provision should be borne entirely by the provincial transport authority.

Policy

Subsidy obligations will be viewed as a collective responsibility to be shared among national, provincial, metropolitan, district and local authorities in a way which reflects and advances each of their own specific objectives and responsibilities. While funding will be channelled through a single authority, this does not prevent the various levels of government from providing financial support to advance their objectives and to meet their responsibilities consistent with their specific role and function. For example, it is appropriate that central government should accept certain financial obligations for addressing the effects produced by national policy and in furtherance of its general welfare obligations. It can be argued that national government should continue to compensate people who are locationally disadvantaged because of apartheid policies by providing basic minimum levels of access and mobility in urban and rural areas.

Policy: Larger urban areas

The national government has an additional responsibility to ameliorate some of the consequences of rapid urbanisation. A basic network of socially necessary road- and rail-based public transport services are required to ensure that minimum service levels are provided throughout the metropolitan area based upon socially agreed standards. As provincial government also has general welfare responsibilities in ensuring that minimum levels of public mobility are achieved in the province, meeting the costs of service provision for the network of socially necessary services must be a shared responsibility between central and provincial government.

However, financial support from national government to establish this network of socially necessary services can not be an indefinite commitment in view of the risk of merely perpetuating existing inefficient land use arrangements with the resulting continuation in the escalation of subsidy payments. Incentives must be provided to promote the restructuring and integration of both urban and rural areas.

A defined formula which allocates subsidy resources from central government to the various metropolitan areas on a common, consistent basis should be derived. There are a number of ways in which this is done in other countries based upon specific, measurable urban characteristics such as population, route length, seat kilometres etc. for certain prescribed minimum levels of service. Such an approach, adapted to the specific requirements of South African metropolitan areas is an ideal towards which central government should move. The programme of allocation and the amounts which will be provided will then be fixed in advance and will provide a timetable within which improvements in urban restructuring should take place. Allocation procedures will be transparent and visible. The principles upon which the recommendations of the Fiscal and Finance Commission are based, as contained in the Constitution, will inform the development of an appropriate set of guidelines on how this distribution could be effected.

It will be a provincial responsibility to provide financial support to enable broadening of the public transport mix to occur in order to achieve a positive social and economic impact. The proposed supplementary network of limited-stop and express services together with area-bound services characterise those services which would qualify for provincial support. These services will be provided by contract and by permission, with the metropolitan transport authority and the industry itself sharing responsibility for demonstrating the need and justification for their provision. Financial support will be provided by province with the balance of the costs coming from metropolitan sources.

Policy: Smaller urban areas

In smaller urban areas, it is also necessary to provide a basic network of socially necessary services and to broaden the service mix. Province will provide financial support for local authorities to ensure that this occurs. Matching financial contributions will be expected from these authorities.

Policy: Rural areas

In rural areas the need for public transport service provision is more varied and diverse. Where there is some transport provision already occurring which could be extended to provide a basic and rudimentary form of public transport service, the Department of Transport and Public Works will investigate the form and extent of financial support necessary for those vehicles to fulfil a broader role and function. In rural areas which are severely transport disadvantaged and where the opportunities do not exist for extending the role and function of existing transport services, the provincial Department of

Transport and Public Works will encourage local communities to promote their own public transport services through the establishment of SMMEs. In each instance, the motivation must come from the local or district council, be part of a broader development programme and approved transport plan and receive the support of the local RDP forum. The contract for the provision of the services will be written to facilitate the provision of dual services, possibly a mixture of goods and passenger services if required, and structured in a way which will enable people and communities too poor to acquire a vehicle on their own, to respond.

Supporting policies relating to capital subsidies

The main aim of provincial subsidies is to advance the overall intentions of provincial policy. This it will achieve through the planning response of lower levels of government and accordingly the provincial transport authority will support plans and programmes which advance these overall intentions. By ensuring adequate levels of coordination between different levels of transport authority, it is intended that the policies, plans and programmes of the different levels of authority are coincident. This is not an absolute requirement, but where programmes and plans are divergent from provincial policy, subsidy will not be provided.

The amount of money which will be available for both operating and capital subsidy will be determined to a degree by the amount of intergovernmental transfer which occurs, together with the amount which can be raised from provincial resources. The ability to forecast the amount and stability of the intergovernmental transfer will be dependent on the source of such funds from government which, in turn, will have a bearing on the stability of the provincial transport fund. Accordingly the provincial transport authority will attempt to increase income from financial resources currently available to it and lower levels of transport authority are strongly encouraged to follow suit by increasing income from currently available resources, particularly those prescribed in the Urban Transport Act.

Monies which become available from the provincial transport authority in terms of approved transport plans will be increasingly used towards subsidy programmes which are integrated with other sectoral programmes and attempt to achieve multiple objectives. It is intended to vary the degree of subsidy based upon the intentions of the programme and to move towards a block allocation towards each programme. It is intended to grant transport authorities certain discretionary powers of expenditure on projects within each programme.

Similarly, it is intended to move towards a fixed allocation between transport authorities, the aim of fixed allocations on programmes and between authorities being to introduce a measure of stability and forecastability on income from outside sources.

This method of provincial expenditure will be monitored and periodically reviewed once a clearer indication of how the various systems are responding are known, the allocation between authorities and between programmes possibly being changed in the future.

FINANCE

BACKGROUND

Current levels of funding provided by all levels of government for transport, including the funds provided from national sources for subsidising bus and rail services, are diminishing in real terms. They are generally considered to be far less than those necessary to address present infrastructural, operational and service related shortcomings. In addition, there has been no clear basis for reliably assessing the amount of financial support which can be expected from national sources. This has made strategic planning and programming difficult and has led to policy uncertainty and confusion.

POLICY STATEMENTS

Uncertainty of funding

Issue

It is essential that adequate and appropriate funding is provided by all levels of government to ensure that realistic and appropriate transport policy, consistent with broader reconstruction and development principles, is developed and implemented. The funds provided by each level of government should be consistent with its perceived role and function and should be used to advance its own particular goals and objectives. The sources of such funding should be stable, equitable and sustainable, and earmarked for particular transport programmes such as operating subsidies, public transport infrastructure provision, traffic management measures, maintenance and the provision of other transport facilities etc., to enable appropriate policy development, planning and programming to occur. The basis of assessment and the distribution of funds between provinces should be on a rational and agreed basis. Financial transfers should occur directly between successive levels of government and should not bypass intermediate levels of government.

Policy

The MEC: Transport and Public Works will attempt to have these principles adopted as national and provincial policy. The provincial Department of Transport and Public Works will collate all requirements for financial assistance which originate in the province and will allocate all funds received, including those earmarked for particular projects or specific uses.

Issue

It is neither acceptable nor feasible to adopt policies which cater for growth in travel by providing new or expanded facilities, particularly given the existing inefficient and inequitable nature of the major urban areas of the Western Cape. The growth in the demand for movement in urban areas is many times greater than the nation's ability, financially and environmentally, to match by supplying additional resources to meet the demand. Very real choices exist on the funding requirements of transport, the extent of the funding made available having a direct influence on the policy decisions which are made. While there is a basic minimum level of funding which is necessary to maintain existing transport resources and to carry out essential transport functions, the amount of additional funds which are required and the use to which such funds are put are strategic decisions.

Policy

The main thrust of transport policy will be sustainability; that is, the arrangement of transport variables to produce a situation which is increasingly stable over time. This requires the adoption of a broad package of policy measures, involving the use of regulatory, pricing and investment instruments in both the land and transport markets, to ensure that demand is reconciled with the transport resources and services which can be afforded.

Issue

Funding of public transport has not enjoyed a high priority in local authority financial provision as the planning and management of public transport has not been seen to be a functional responsibility of local government. Instead, it has been seen to be the responsibility of national government through subsidy obligations to private companies and state-run corporations. In addition, local authorities have placed undue emphasis on the provision of new infrastructure at the expense of the better management of currently available resources.

Policy

In future, the priorities for expenditure on transport in the province will be:

- * to integrate previously disadvantaged communities into the broader social and economic environment by improving accessibility through the provision of infrastructure where required and through the provision of socially necessary public transport services;
- * to bring into existence vastly improved and extended public transport services involving all current suppliers, including minibuses-taxi and other SMME transport operators, which meet social needs and requirements;

- to make more productive use of transport resources;
- to maintain the structural integrity of the existing transport infrastructure by timeous maintenance and rehabilitation;
- to build capacity and capability to enable transport authorities to adequately discharge their responsibilities;
- to improve the safety of the provincial road system through road safety improvement programmes;
- to ensure that comprehensive, integrated land use-transport planning is undertaken by all levels of government throughout the province.

Identification of additional sources of funding

Issue

All authorities have failed to recognise or respond to the integral role of prices in transport policy and have consistently undercharged many items, particularly both long- and short-term parking charges and vehicle licence fees. In addition, many urban authorities have not made full use of the opportunities in existing legislation for imposing levies to act as vehicle restraint measures. Had a more realistic set of transport prices been adopted, particularly relating to private vehicle usage, not only would it have addressed many issues relating to efficiency and equity but would have provided considerable additional local sources of income.

Policy

Provincial Department of Transport and Public Works

In order to contribute to meeting the financial obligations of the provincial Department of Transport and Public Works, vehicle licence fees will be increased to more appropriate and realistic levels. Vehicle licence fees will be paid into a provincial Transport Fund and become an important provincial source of funding for the provincial Department of Transport and Public Works. Such fees will supplement other funds transferred from national government and any other allocations from provincial government. Fines collected for moving-vehicle offences on roads, policed by the provincial Traffic Agency, must be allocated to a provincial infrastructure fund. These two sources will create the basis for dedicated funds to enable the provincial Department of Transport and Public Works to adequately undertake the powers and functions assigned to it and to provide the necessary assistance and support to third-tier government.

At present there is a marked disparity between the marginal cost paid by vehicle users and the marginal social cost, taking into account such externalities as congestion, environmental damage, road accidents and traffic law enforcement, the costs of which are all attributable to the use of vehicles. The price adjustments which will be made will bring private and social costs into line and relate to the attainment of broader transportation policies.

Vehicle licence fees are a direct form of taxation on motor vehicles which accrues to the provincial government. By world standards, South African licence fees for private vehicles are amongst the lowest and it is intended that such licence fees will be increased substantially to bring them more into line. In addition, it is intended to review the basis for the licence fee for private vehicles. Current licence fees for commercial vehicles are based on the mass of the vehicle which is related to the amount of damage that is done by the vehicle to the road system. However, being based upon nett rather than gross mass, this gives rise to an obvious inconsistency which is particularly disadvantageous to public service vehicles. Accordingly, it is intended to review the structure of licence fees for all commercial vehicles.

Urban Transport Authorities

A primary source of income that could accrue directly to urban transport authorities is that resulting from more realistic short-term and long-term public parking charges, together with a levy it is proposed should be imposed on all long-term parking, both public and private.

Commercial vehicles which use designated on-street loading and off-loading facilities are currently not charged for using such facilities. A supplementary annual licence called the 'C' licence will be introduced which will entitle commercial vehicles to make use of such facilities. Those commercial vehicles which do not use on-street loading and off-loading facilities will not require such a licence. Light delivery vehicles will be considered as private vehicles unless a 'C' licence is produced at the time of registration. The introduction of such a licence is to deter extremely large vehicles from undertaking deliveries in congested urban areas, to recover at least part of the costs of the provision of loading and off-loading facilities in urban areas and to meet part of the costs of enforcement. Further benefits are the more rational use of on-street loading and off-loading facilities and significant improvements in the performance of such facilities. Such a levy is permitted by the Urban Transport Act, the amount of the levy being determined or approved by the Premier. Enabling legislation will be introduced by the provincial Department of Transport and Public Works to ensure its application in all urban transport authority areas throughout the province.

All transport authorities will have to consider innovative and imaginative approaches to ensure sufficient funds for additional infrastructure and the provision of services. This will involve far greater public/private collaboration either through joint ventures in infrastructure provision or in concessioning for service provision.

INSTITUTIONAL STRUCTURES

BACKGROUND

The ability to respond to transport issues in the Western Cape is hampered by poor organisational arrangements with shared and overlapping responsibilities for land use and transport between different levels and departments of government. The result is inconsistency and confusion, imposing a severe handicap in the achievement of integrated and sustainable transport and land use policies and programmes. The assignment of various powers and functions from central to provincial government together with the rationalisation of local government provides a real opportunity for reorganising transport powers and responsibilities within the province. This will be achieved by creating a far more effective and appropriate management and institutional framework, properly equipped to undertake the necessary functions and responsibilities.

It is increasingly realised that it is in the area of institutional reform and the development of appropriate organisational and management structures that the greatest potential benefits lie in achieving substantial improvements in transport performance and productivity. The acceptance of subsidiarity and the delegation of transport functions, powers and duties to the lowest appropriate level of government is an important step in rationalising the exercise of powers and functions by the various levels of government and improving overall effectiveness.

It is the intention of the national transport authority to compile overarching land transport legislation which will detail the allocation and execution of national, provincial and local land passenger transport policies within the framework of the national White Paper.

POLICY STATEMENTS

The role of subsidiarity

Issue

Schedule 4 of the Constitution of the Republic of South Africa has allocated to the national and provincial governments concurrent responsibility for public transport, regional planning and development, road traffic regulation and urban and rural development. A municipality has executive authority in respect of, and the right to administer the local government matters in Part B of Schedule 4, including municipal public transport, subject to the restrictions of Section 155(6)(a) and (7). It is an inherent principle of the Constitution and the Transitional Local Government Act that land passenger transport powers and functions should be assigned to the lowest competent level of government.

The intention at all times must be to keep all necessary organisational and institutional structures, and the arrangements between them, as simple as possible. Authority, responsibility and accountability must be delegated to the lowest level of government to ensure that the best use is made of scarce

technical resources and to remove all bureaucratic impediments which hinder implementation capacity and capability. If there is clear understanding of the roles and responsibilities of each level of authority, the need for coordination is kept to a minimum and is only required where there is a degree of overlap or where the involvement of other levels of authority adds value to a programme or project.

Policy

With the devolution of authority together with accompanying legislation, the provincial government becomes the principal transport authority in the Western Cape, providing the necessary guidance and direction in addressing transport matters in the area. This responsibility will be discharged by the provincial Department of Transport and Public Works which will act as the provincial transport authority for the Western Cape. While it will play a leading role in addressing the transport problems of the area by providing strong policy direction and guidance, it is through its enabling and facilitating role in assisting third-tier government authorities in achieving their goals that it intends realising its own aims and objectives. It is by creating competence at this lower level of authority to develop their own transport plans and programmes, in the context of broader developmental aims and objectives and responsive to community needs and concerns, that the greatest progress will be made. However, it is recognised that in certain instances adequate competence will not exist. Under such circumstances, the provincial Department of Transport and Public Works will assist by providing technical support and guidance on request.

Metropolitan, district and local councils will be designated as transport authorities in their own right and will be required either to develop adequate competence or to have the function undertaken on an agency basis by another transport authority. In the metropolitan area, a metropolitan transport authority will be established in terms of the Local Government Transition Act, 1993, and the Cape Metropolitan Council could fulfil that role. It is essential that transportation, one of the primary forces in shaping the broader metropolitan environment, is integrated with spatial and development planning and is subject to full political control. In other district and local councils, each council will become the transport authority for that area.

The functions and responsibilities of properly constituted transport authorities

Issue

It is important that the Department of Transport and Public Works as the provincial transport authority should have a clearly defined role to distinguish its role from that of other transport authorities and to provide a framework within which the transport authorities can operate.

Policy

The principal functions of the provincial transport authority will be to:

- * develop, implement and monitor provincial land passenger transport policy and legislation, and periodically review such policies for continuing relevance and appropriateness;
- * establish provincial guidelines, standards and targets;
- * coordinate provincial transport policy between national government, metropolitan and district councils and integrate with other sectoral policies through the other departments of provincial government and through the provincial Development Council;
- * build capacity in the third tier of government authorities to enable them to take full responsibility for implementing national and provincial policies and to undertake the planning, design, construction, operation and maintenance of all aspects of transport operations and infrastructure within their area of jurisdiction;
- * act as the road authority for all roads under provincial jurisdiction, providing law enforcement services through the provincial Traffic Agency and road safety management services through the Division of Traffic Safety Management;
- * call for the preparation of transport plans and comment on all transport plans within the province;
- * provide dedicated funds from provincial sources in support of approved transport plans and administer funds obtained directly or on behalf of third-tier government authorities from the national transport authority.

Issue

With the emphasis which has been placed on subsidiarity, it is important to achieve competence and capability at local level. Consequently, it is necessary there is common understanding and agreement on the functions and responsibilities which a properly constituted transport authority would be expected to undertake.

Policy

Attention will be given to ensuring that each transport authority is able to adequately discharge the following powers and functions. It is anticipated that appropriate internal reorganisation and restructuring will be necessary and that technical assistance and support will be required from the Department of Transport and Public Works by some authorities.

Policy coordination

- * Develop transport policies, plans and programmes based upon national and provincial policies and guidelines, the broader developmental aims and objectives for the area and the proposed spatial distribution of land use activities.
- * Establish and undertake public consultation, participation and involvement processes which are genuinely inclusive and transparent as may be necessary to fulfil the requirements of transport provision.
- * Coordinate transport policy with national and provincial policies and integrate with other sectoral policies such as land use.

Strategic planning

- * Prepare integrated land passenger transport plans, programmes and budgets in which an appropriate balance is achieved between the need for new facilities, the improved performance of existing facilities and the choice of mode.
- * Manage traffic demand, especially by private vehicle, consistent with broader economic, energy, environmental, efficiency and equity considerations.
- * Undertake financial planning which matches the requirements of physical resources with the financial resources likely to be available.
- * Ensure consistency between transport plans and programmes and broader social, economic, developmental and environmental considerations.
- * Monitor the performance and productivity of the transportation system and the attainment of transportation aims and objectives with the aid of management systems coordinated by the provincial Department of Transport and Public Works.

Tactical Planning

- * Operate and manage the transport system to achieve optimum performance and productivity through appropriate parking management measures, route improvement schemes, intersection improvement schemes, other area-wide traffic and environmental management measures as well as public transport management measures, including the provision of adequate modal interchange facilities.

Operational planning

- * Maintain the transport system to achieve optimum performance, productivity and safety through the management and control of traffic signs, traffic signals, carriageway markings, skid resistance, and other related measures.
- * Develop and implement road and bridge maintenance and management programmes, primarily based on appropriate performance criteria and levels of service obtained from management systems coordinated by the provincial Department of Transport and Public Works, to ensure that the standard and quality of the road network is safeguarded.

Public transport planning and control

- * Ensure the provision of appropriate public transport services which meet community needs and requirements.
- * Evaluate the financial and operating statements of all operators in receipt of public funds and involved in providing public transport services.
- * Prepare tender specifications and call for, evaluate and award tenders for contracted public transport services.
- * Negotiate contracts for the supply of specific categories of services where required.
- * Remunerate service providers.
- * Control service delivery through the setting of standards, both operational and technical, and monitor contract performance.
- * Ensure that adequate infrastructure exists to enable efficient and effective public transport service provision.
- * Establish fare structures, fare increases and fare concessions for all modes in consultation with stakeholders, including service suppliers and funding agencies.
- * Market public transport services and ensure that adequate passenger information is provided.
- * Control the right to operate services and to use ranks and termini through permissions, contracts and concessions.
- * Ensure adequate coordination and integration between all public transport services.
- * Ensure the provision of adequate levels of public security on the public transport system.
- * Accident investigation and analysis
- * Establish appropriate accident bureaux and design appropriate remedial measures.
- * Enforcement
- * Educate and train all road users in the safe, efficient use of the transport system.
- * Promulgate and consistently enforce all traffic and transport regulations.
- * Financial control
- * Manage financial procurement and transfers.
- * Undertake budgetary coordination, management and reporting.
- * Administer and control financial management on all projects.
- * Communication
- * Respond to requests for information and assistance.
- * Promulgate and publicise all policies, plans and programmes.
- * Prepare and deliver an annual report to the MEC: Transport Public Works and other departments and levels of government.

Proper provision must be made within each transport authority to enable it to adequately discharge these powers. It is anticipated that appropriate internal reorganisation and restructuring may be necessary.

CHANGE MANAGEMENT**BACKGROUND**

Change management is the managing of the process of adaptation, by which organisations are equipped to develop a broader awareness and understanding of problems and issues, thereby enabling them to respond more appropriately and completely to current political and social reality and to do so in ways which are inclusive, participative and transparent, thus building credibility, trust and accountability with the communities they serve.

The adoption of the values and principles inherent in the Reconstruction and Development Programme, based upon the broadening of democracy and the principles of people-centred development, calls for a complete reassessment of the relevance and appropriateness of many current views and perceptions, including those relating to transport planning and operation. The reassessment must include the examination of the current composition and structure of many organisations and institutions to respond appropriately, and the mix and range of views and opinions which are available within such organisations and institutions. An appropriate institutional framework for decision-making and a more complete understanding of the scale, extent and mix of issues must be established.

POLICY STATEMENTS*Issue*

Many people feel that they are denied any real choice in matters of transport and are unable to influence decisions which potentially would have a profound effect upon their quality of life and the cost, convenience and safety of travel. Transport decision-making is seen to be non-representative and exclusive, being heavily skewed to an engineering approach to transport and primarily responsive to issues of road space optimisation and the overall efficient use of transport system capacity.

Policy

In the establishment of competent and able transport authorities at all levels of government in the Western Cape, close attention will be given to the professional composition of such authorities and the mix of skills which are available. While tactical and operational transport problems are often essentially technical in their nature, many transport problems are due to strategic considerations, being a product of the complex interaction between transport and spatial and developmental considerations. To resolve such problems needs the inclusion of a wide range of perceptions and understanding beyond those of physical planners, such as land use and transport planners, and include professional disciplines more concerned with social and community impacts of transport programmes on the poor, the use of transport in serving basic needs and the impact of transport on growth, development, reconstruction and redistribution. Such professional disciplines include sociologists, environmental planners, political scientists and development planners, being representative of disciplines concerned with equity and developmental considerations, especially the distributional effects and impact of policy.

The composition of such disciplines within any specific authority will not be prescribed but should be such as to encourage broad professional participation and involvement in transport decisions and a broadening of the skills base. Transport authorities will be expected to demonstrate a multi-disciplinary approach to the identification of transport problems and issues and their solution by the inclusion of an appropriate mix of professional disciplines within their strategic planning teams.

In addition, to increase the awareness and understanding of the entire range of transport issues which are confronted by people and their specific needs for assistance and support requires a thorough appreciation and understanding of community issues and the differing values and priorities which are involved. To enhance the appropriateness and relevance of proposed solutions, it is necessary to extend and enrich the range of perceptions available to transport authorities. To restructure organisations to more closely reflect the broader social and cultural structure they serve, affirmative action policies

and programmes will be adopted to redress gender and race inequalities at all levels of management within the existing organisational and institutional structures involved with transport. Such programmes will be accompanied by appropriate skills training to ensure that participants in such programmes are not disempowered by lack of education and training. Skills training will include mentoring, and short-term intensive courses together with long-term technical and skills training. In addition, to allow equity programmes to function efficiently, multi-culturalism workshops to improve interpersonal and intergroup relationships and to improve existing organisational attitudes and perceptions will form an integral part of these programmes.

Issue

In the final Constitution, it is stated that public administration must be broadly representative of the South African people with employment and personnel management practices based on ability, objectivity, fairness and the need to redress the imbalances of the past to achieve broad representation. These Constitutional provisions will be reflected in all transport administrations in the Western Cape.

Policy

In the provincial Department of Transport and Public Works, the problem of employment inequality will be addressed and the following procedure will be adopted:

- * a policy statement on race and gender affirmative action will be developed and communicated to all employees;
- * a Transformation Team, chaired by the Deputy Director-General, will be established which will develop, implement and coordinate this programme;
- * trade unions and all other employees will be consulted about the programme;
- * the statistical analysis and profile of the current workforce will be prepared;
- * all existing human resource development practices and policies will be reviewed;
- * specific estimates and objectives will be established with clear criteria, time frames and targets;
- * the programme will be monitored and periodically reviewed.

A public report will be prepared on the workforce profile and programme outline and progress towards the realisation of the estimates and objectives will regularly be made available. All other transport authorities will be encouraged to adopt similar procedures.

Issue

There is a lack of capacity and expertise in almost every aspect of transport planning and operations, particularly those associated with the better management and administration of existing transport facilities and resources. The existing movement system falls far short of the quality of performance and the levels of productivity and efficiency of which it is capable. However, there is also a widespread shortage of suitably qualified, trained and experienced staff to redress the situation. This will place very real constraints on the ability to substantially improve the situation within a realistic time frame, and is a cause of significant concern. Without an enhanced awareness and understanding of what constitutes a professionally competent traffic and transport office and the allocation of the necessary resources, together with strong political support, meaningful change and improvements of the scale necessary will not be forthcoming.

The absence of adequately trained staff will place a serious constraint on the ability to address the increasingly complex range of transport problems and issues in the Western Cape. This will inhibit the effective administration of powers and functions at most levels of government. For example, an Agency Responsibility Analysis which investigated the potential capabilities and resources which could be made available if a single metropolitan transport authority were to be established concluded that out of seven primary activities such a body could be expected to undertake, technical resources and abilities were deficient or inadequate in six. Similar, or even greater, potential deficiencies exist in all levels of transport authority.

Policy

It is essential that appropriate human resources development training programmes be established as a matter of urgency. Universities and Technicons in the province will be encouraged to enhance considerably the range of transport-related skills taught with particular attention being paid to highway engineering, traffic engineering, transportation planning, safety engineering and public transport planning and control. In addition, specialised international training organisations and agencies, with a proven record of practical experience in transport operation and management, will be approached to provide specialised training modules on particular aspects. The opportunities for establishing skills transfer programmes with transport ministries in other countries will be explored. These will be undertaken only once agreements have been reached on establishing appropriate organisational structures and determining adequate staffing levels.

Issue

The central tenet of change management is, establishing a new direction for an organisation in response to significant shifts in the external environment.

Policy

The organisational aims and intentions will be reassessed and values and principles redefined. The organisation will be assisted and helped to make that change. The involvement of both internal and external stakeholders will be sought and the redefinition of internal structures, policies and systems will be undertaken. It is only through revisioning that a new environment can be created within which new skills, awareness and understanding can flourish and new capabilities utilised to the full. Procedures and processes will be established to enable this to occur at each level of transport authority within the province.

POLICY PROGRAMMING AND IMPLEMENTATION

BACKGROUND

The proposed transport agenda for the province is extensive and ambitious, intended to produce measurable improvements in the quality and performance of the transport system within a realistic time frame. The range of issues it addresses is diverse, including many which had previously been outside of direct provincial control or interest. To adequately address these issues will require considerable adaptation and change by all organisations, agencies and governmental authorities involved with transportation in the province. Not only will this need significant shifts in attitude, perception, values and priorities, but also a marked increase in the range and competence of professional and technical skills available to undertake the greatly extended transport roles and functions of all governmental authorities.

An important priority is to initiate a systematic process of increasing implementation capacity through the combination of appropriate management structures and institutional capability and the creation of adequate skills and resource bases. The objective is to develop thoroughly professional transport administrations at each level of authority which will be able to competently discharge their full range of responsibilities. However, major policy shifts do not occur overnight; regrettably reform takes a great deal of time, consistency, commitment and constancy being essential requirements on the part of the reforming agency. Although the process can be accelerated, it significantly increases the amount of effort involved and exacerbates organisational and political obstacles.

PROGRAMME

The first three years following the adoption of these policies are critical. It is within this time period that additional funds will start to accrue to the provincial transport fund from the proposed increase in vehicle licence fees. The primary call on these additional funds will be to enable organisational and institutional transformation to be completed and adequate resource levels to be established to ensure that the priorities for expenditure in the province are realised.

key actions: Year 0 to Year 3

- * Disseminate policy.
 - Run training courses, workshops and seminars to ensure that the content of provincial transport policy is understood;
 - Prepare and issue provincial guidelines, standards and targets together with manuals on preferred professional practise, design approaches and management systems.
- * Build organisational and institutional capacity and capability:
 - establish appropriate institutional and organisational structures within all governmental authorities;
 - ensure the allocation of appropriate human resources, recognising the need for appropriate race and gender affirmative action;
 - build necessary skills and ability through intense training and broadening of the skills base.
 - establish integrated and coordinated planning processes and procedures;
 - identify agreed products of planning—objectives, criteria, standards and targets;
 - initiate reform in the public transport industry;
 - assist in establishing a Rural Development Strategy;
 - acquire and analyse information on system performance.

key actions: Year 3 to Year 7

- * Introduce private vehicle restraint measures.
- * Improve public transport service provision.
- * Implement urban restructuring proposals and integration with broader reconstruction and development aims.
- * Provide assistance to third-tier transport authorities as required.

key actions: post Year 7

- * Continue process of supporting growth, development, reconstruction and redistribution aims and objectives.

IMPLEMENTATION

To ensure that implementation is not frustrated by an inability to direct efforts consistently towards the achievement of defined policies and objectives, an independent and autonomous body should be nominated by the MEC: Transport and Public Works to advise him on the effectiveness of policy, the appropriateness of planning and institutional responses which are occurring at all levels of government and to generally monitor progress. Accordingly, it is intended to establish a provincial Transport Board in the Western Cape to advise the MEC: Transport and Public Works. Its role and function will be as follows:

- * Advise on the further development and implementation of transport policy throughout the province;
- * Advise on the powers and functions of any authority concerned with the implementation of transport policy;
- * Ensure that each authority implements transport policy properly in all respects;
- * Coordinate and supervise all matters concerning transport in the province;
- * Consider and approve all transport plans and identify changes or amendments which may be required;
- * Provide advice to the specialist committees dealing with transport and infrastructure of the provincial Development Council, regional Development Councils and Local Development Forums;
- * Ensure the development of appropriate guidelines and procedures for undertaking transport studies;
- * Recommend on the necessity for additional or supplementary legislation to enable provincial policies to be realised;
- * Ensure the adoption of appropriate management practices by all transport authorities, particularly those relating to the objectives and programmes of affirmative action and change management;
- * Ensure the regular collection and display of transport information relating to the performance and productivity of the transport system.

POLICY PROGRAMMING AND IMPLEMENTATION

The provincial Transport Board, or a sub-committee of that Board, will act as the Urban Transport Board as defined in the Urban Transport Act 78 of 1977 as assigned to the province in October 1995.

LIST OF COMMENTS RECEIVED ON THE GREEN PAPER

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MEYI 1997

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IMIBULELO

Isbe lezoThutho neMisebenzi yakwaRhulumente leNtshona Koloni labamba inkomfa yoboniswa yalo yokuqala ngoNovemba ka-1974. Loo nkomfa yasungula umsebenzi owathi wakhokelela kupapasho lwePhepha loGayo-zimvo (Green Paper) elimalunga noMgaqo-nkqubo wezoThutho kwiPhondo leNtshona Koloni ngoJuni ka-1996.

Phambi kokuba libhalwe elo Phepha loGayo-zimvo kwaye kwathunyelwa iileta kubantu abachaphazelekayo abali-1 500 kulo lonke eli phondo bebuzwa ukuba ngaba yeyiphi na imiba ebalulekileyo efanele kuqwalaselwa liphondo eli. Imiba emininzi nezinto ezininzi ezazingabaxolisi abantu namaqela nemibutho yaye yaqwalaselwa ekuqalweni kwale prowujekthi. Ngaphezulu kwaye kwenziwa nophando olunzulu malunga nemeko yothutho kwimimandla esemaphandleni, uphando olo ekwathi kulo kwahlolwa iingxaki eziphambili eziphathelele kuthutho kwiidolophu ezingaphaya kwama-35 eNtshona Koloni nakubunzima obufunyanwa ngabantu kule mimandla malunga nokukwazi ukufikelela ezindaweni.

IsiQulungo sePhepha loGayo-zimvo saye sahanjiswa kakhulu, kwathunyelwa iikopi zalo ezingama-4 000 ezishwankathelweyo kwiimbombo zone zeli Phondo. Kwafunyanwa izimvo ezibhaliweyo ezivela kwimibutho engaphaya kwama-30 kwaze kwabakho iindibano ezingaphaya kwama-20 ezibanjwayo kunye nabantu namaqela amaninzi achaphazelekayo. Lo msebenzi wokubonisana nokunika abantu inxaxheba waba nesiqhamo esiyinkomfa yesibini yoboniswa eyathi yabanjwa ngomhla we-14 Septemba 1996, neyathi yaziwa ngabantu abangaphaya kwama-300 abangabameli bemaqela asekuhlaleni, aboomasipala nabemibutho.

IsiQulungo sePhepha loGayo-zimvo lathi ke emva koku lenziwa izilungiso saza ke sakhutshwa njengePhepha loGayo-zievo khona ukuze uluntu ngokubanzi lube nakho ukuliqwalasela lize ke lingenise izimvo zalo ngalo. Usuku lokugqibela lokungeniswa kwezimvo yaba ngumhla wama-30 Novemba 1996.

Kubulelwa kakhulu ngenkxaso eyathi yanikwa yimibutho ngemibutho nangabantu ngabantu kwakunye nangezindululo nangezimvo ezathi zavakaliswa.

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INTSHAYELELO

Indlela yokwenziwa kwezinto neyokwabiwa kwezinto ezikhoyo apha eNtshona Koloni yenze ukuba kwendele ukuxhomekeka nentlupheko, into ke leyo eyenze ukuba indlela ekuhleliwe ngayo kwiindawo ekuhleliwe kuzo ibonakalise ukungahambi kakuhle kwezinto kwakunye nokunqongophala kobulungisa. Le ndlela yokwenziwa kwezinto ifumba indleko enkulu engafunekiyo emagxeni abahlali, ngakumbi abahluphekileyo. Kwimimandla yasemaphandleni apho imizi igqagqeneyo nalapho ixhomekeke kakhulu kulimo intlupheko noxhomekeko ziyagqagqisa, kwaye abantu abaninzi bagutyungelwe lilifu lentlupheko elibenza bangakwazi ukufikelela nakweziphambili iimfuno zabo ezifanele kufezekiswa.

Kwiindawo ezininzi, ezidolophini nasemaphandleni, abantu bayasokola ukuhamba ngenxa yokunqongophala kwezibonelelo zothutho lukawonke-wonke, kangangokuba abakwazi konke ukufikelela qho kwizibonelelo zentlalo eziphambili. Abanye abantu abanamalungelo okusebenzisa izithuthi kangangokuba nokuba bezikhona izibonelelo zothutho lukawonke-wonke bebengasayi kukwazi ukuzisebenzisa. Phantsi kweemeko ezinjalo ke abantu bahlala intlalo yobulolo bangadibani nabanye abantu, bangabi nawo namathuba kungabikho nangaciso bakwaziyo ukuyifumana. Kanti nakwiidolophu ezinkulu abanye abantu bafumanisa ukuba iinkonzo zothutho azisolisi kwaye azithembekanga, azinalukhuseleko, zinqabile nokunqaba ngakumbi ngala maxesha angengowokuya emsebenzini, zize zinqabe ngakumbi ebusuku nangempela-veki.

Kukhona ke nezinye iindawana ezithi zivelise ukungaxolisi eziphathalele kukwanda kwezithuthi ezisetyenziswa ngabantu ezingezozikawonke-wonke. Le nto yenze ukuba ibe ninzi ingxinano ezindleleni zasezidolophini, kangangokuba kuzo zonke iindlela kuninzi ukulibaziseka kwezithuthi zikawonke-wonke kwakunye nezo zabantu abahamba ngezabo, into ke leyo eyenza ibe mbi kakhulu imeko yendalo esingqongileyo, ngakumbi kwisixeko seKapa. Le ngxinano yenze ukuba abantu bakhalelele ukuba makwandiswe umthamo weendlela. Kambe ke loo nto ingakhokelela kwinto yokuba ingajiki le meko yokusetyenziswa komhlaba ingenampumelelo yabanga ukuba kwande amanani ezithuthi ezisezindleleni, into ke leyo eya kukwenza mandundu ukuxhomekeka nentlupheko.

Nakubeni kukho zonke ezi ngxaki eli phondo linazo izibonelelo zothutho. Zininzi iindlela ezinkulu ezingohola ezinxibelelanisa zonke iindawo ezinkulu, ngokukwanjalo nakwiindlela zomhlaba ezidibanisa imimandla yasemaphandleni kwakunye neefama. Kwimimandla yesixeko zininzi iindlelana eziphambukela kwiindawo ekuhlalwa kuzo, ngokunjalo nemigaqo kaloliwe. Kwiinkonzo zothutho lwasezindleleni kukho iibhasi neeteksi. Zonke ke ezi ndlela zothutho zibonakalisa utyalo-mali olukhulu kwizibonelelo zothutho lukawonke-wonke, oluyimfuneko kakhulu kuqoqosho lwaseNtshona Koloni ekufuneka lusoloko luginwe lukhuselekile.

Kambe ke apha eNtshona Koloni eyona ngxaki inkulu asikokunqongophala kwezithuthi zikawonke-wonke, koko ikwiindlela ekusilelwa ngayo ekunikweni kwezi nkonzo ngendlela enempumelelo neyanelisayo. Oku kungasebenzi kakuhle kwezi nkonzo kubonakala kwizinto ezininzi ekukho kuzo nochwangciso lwendlela yokusebenza, ukunxityelelaniswa komgaqo-nkqubo, uthintelo lolwaphulo-mthetho nokukhutshwa kwenkxaso-mali. Isiphumo sayo yonke ke loo nto luthutho lukawonke-wonke olungenamva namphambili. Akukho lunxibelelwano kwabo banemisebenzi abayinikiweyo, kwaye akukho migaqo-nkqubo ubumbeneyo mpumelelo elinakho eli sebe ukuba liyifikelele.

Ukuqulunqwa kweli Phepha leNgcaciso-nkqubo yomgaqo-nkqubo weNtshona Koloni kwezothutho kujoliswe ekubeni kulungiswe imeko yokungalingani ekhoyo nasekucetyweni ngokutsha kweendlela eya phambili.

Ulwaziso lwabantu ngomgaqo-nkqubo kuneziphumo ezibaluleke kakhulu. Lubophelela urhulumente okanye isigqeba sikarhulumente kwinqanaba elithile ukuba enze into ethile eya kuthi ibeke izinto ngokulandelelana kwazo, ize ke ibe sisiseko sokusetyenziswa kwemali karhulumente kwixa elizayo. Ngalo ndlela ke lwazisa abanye abantu namaqela achaphazelekayo, luze lubenze bakwazi ukuba basebenzise ezo ndawo zinenkqubela kulo migaqo-nkqubo, kanjalo banciphise naziphi na izinto ezingamatyheneba kuwo ebeziya kuthi zibachaphazele.

Umgqaqo-nkqubo wakwarhulumente ummo lo wawo uyinto enamanqanaba; awupheleli kuphela kwinqanaba elinye lakwarhulumente. Xa imisebenzi ihe yabiwa njengoko kuchazwa kwiShedyuli 4 ne-5 yoMgaqo-siseko nanjengoko kuya kuchazwa kuwo nawuphi na umthetho oyiLand Passenger Transport Act kwixa elizayo, kubalulekile ukuba inqanaba ngalinye likarhulumente livakalise ukuba umgaqo-nkqubo uyahambisana nenxaxheba yalo nemisebenzi yalo nendawo ephantsi kolawulo lwayo, kwaye uyahambelana neemfuno neemeko zalo nezabo baphantsi kwalo.

Injongo kukuba imigaqo-nkqubo yenqanaba eliphezulu likarhulumente malinike isikhokelo kwimigaqo-nkqubo yenqanaba elisezantsi kwalo ngokuthi lilandele imithetho elawula unxulumano phakathi kwala manqanaba. Kule meko ke imigaqo-nkquboyamanqanaba asezantsi karhulumente iba nenkcukacha eninzi kwaye ke loo nkukacha ikhona kwimigaqo-nkqubo yamanqanaba aphezulu karhulumente.

Ukwamkelwa kweli Phepha leNgcaciso-nkqubo yiKhabhinethi yesizwe kuthethele ukuhlahlwa kweendlela oya kuhamba ngayo umgaqo-nkqubo ngokubanzi. Injongo yeli Phepha leNgcaciso-nkqubo yezoThutho lePhondo kukwakhela phezu kwesi siseko nokuchaza iinjongo ezijongene nokukhawulelana neemfuno namathuba akhoyo kweli phondo, nawaqondayo amagunya anikwe amaphondo nezinye izigqeba zikarhulumente phantsi kwalo Mgaqo-siseko.

UMBONO NENKCAZO YOMNQOPHISO

Oyena ndoqo walo migaqo-nkqubo uchazwe apha kwinkcazo yoMbono neyoMnqophiso:

UMBONO

Kukusekwa kwenkqubo yothutho edityanisiweyo nefikelelekayo nelawulwa kakuhle nelondolozwa kakuhle apha eNtshona Koloni, nebonwa njengezisebenzisa ngempumelelo izibonelelo ezikhoyo nenobulungisa ebantwini ngendlela ethi ekhuthaza uphumezo lweenjongo leziphambili.

UMNQOPHISO

Kukusebenzisa ulwazi nobuchule obukhoyo bokucebisa nokuncedisa iziphathamandla zezothutho kulo lonke eli Phondo leNtshona Koloni khona ukuze zikwazi ukuphumezeka iinjongo zazo ngokuthi:

- * Kukhuthazwe umanyano kwezothutho nenkqubo ezibonakalisa iqaqambile isebenza ngempumelelo nezibonelelayo iimfuno zabantu kunjalo nje izixabisile;
- * kukuqinisekisa ukuba kubo bonke abaniki benkonzo yothutho kukho ulwazi nobuchule khona ukuze bakwazi ukuyifezekisa yonke imisebenzi abayinikiweyo yokuba banike inkonzo yothutho;
- * ukuncedisa nokucebisa zonke iziphathamandla ezenza uchwangciso khona ukuze ziqinisekise ukuba iziphumo zochwangciso ziyahambelana nemigangatho ebekiweyo yephondo eli;
- * ukubeka nokumisela imigangatho ephambili eyamkelekileyo yokusebenza ekufuneka onke amacandelo othutho ahambe ngayo.

IZIBAKALA EZIPHAMBILI NEZINDULULO**INTSUSA**

Esinye sezibakala eziphambili ze-RDP yimfuneko yokuba kubekho iphulo eliqinileyo nelimanyanisiweyo elijoliswe ekulungiseni ukungalingani kwexesha elidlulileyo kwakunye nokwandisa ulwazi nobuchule babantu nokuphucula isidima sabo. Loo nto ke ingenzeka xa kunokubakho unxibelelwano oluqinileyo phakathi kwamacandelo ngokwemigaqo-nkqubo yawo, naxa kunokusetyenziswa zonke izinto ezikhoyo nobuchule obukhoyo ukuze kufezekiswe injongo enye efanayo. Ngaphezulu loo nto iyayiguqula inkqubo yecandelo elithile ekubeni yinkqubo ephelile

ekujongeni imicimbi yecandle elithile elifana nesebe lezothutho, nokufezekisa iinjongo zalo lodwa, ibe sisixhobo sokuzisa uphuhliso lomgaqo-nkqubo nje ngokubanzi. Ngeso sizathu ke iinjongo zecandle elithile zilawulwa ziinjongo zophuhliso ngokubanzi kuwo onke amacandelo. Ingxoxo ephathelele kwezothutho iyanatyiswa ingapheleli kuphela ekuqwalaselweni ukusebenza kwecandle lezothutho negalelo lalo kwezoqoqosho, iye kubandakanya nophuhliso kwakunye neendlela ekunothi ngazo kufezekiswe umgaqo-nkqubo ophathelele kusetyenziso lomhlaba. Le nto ke iqinisekisa ukuba utyalo-mali kwezothutho lwayanyaniswa nenxaxheba yalo kuphuhliso kwaye lufanelekile xa lufanelekiswe neendleko zamathuba otyalo-mali kwamanye amacandelo. Ngalo ndlela ke ungxininiso luyasuka kwimveliso ephelela kumacandelo kuphela lu8bekwe kwintsebenziswano yamaphulo amacandelo ngamacandelo, anombono omnye neenjongo ezifanayo.

Le ndawo ke nguyena ndoqo walo naliphi na icandelo lezothutho elisakhulayo kulo naliphi na iphondo --- uthutho akufuneki ukuba luiqwalaselwe lodwa, koko kufuneka ukuba lubonwe njengento yokufezekisa iinjongo ezithile, ezikukuphumeza iinjongo zophuhliso ngokubanzi. Ngaphandle kokuba kuthathwe amanyathelo okuqulunqa imigaqo-nkqubo yokuphucula nokulungisa undonakele okhoyo, ukungalingani nokudlelana indla kuya kuhla kuqhuba, baze abantu bethu abaninzi bahlale behleli kwintlalo yentlupheko nokuxhomekeka. Loo nto ke ayinakuvunyelwa.

IZIBAKALA EZIPHAMBILI

Xa kuqwalaselwa umba wophuhliso olubanzi nolunabela kwintlalo ngokubanzi, kukho izibakala eziphambili ekufuneka usekelwe phezu kwazo umgaqo-nkqubo wezothutho. Nazi ke ezo zibakala:

Inxaxheba yezothutho ekudalweni kwamathuba emisebenzi. Umgano-nkqubo wezothutho othe waqulunqwa wasetyenziswa unefuthe elikhulu onalo ekudalweni kwamathuba emisebenzi—ngokuthe ngqo, ngokomthamo wezithuba zemisebenzi ezithi zivele ngakumbi kuthutho lweempahla ngeendlela kwakunye nothutho lukawonke-wonke, nelingathanga ngqo kuba uthutho luvula amathuba okufikelela kumathuba omhlaba nawengenelo athi akhokelele kuphuhliso. Zombini ke ezi ndlela zinokuthi zisetyenziswe ngeendlela ngeendlela ezahlukeneyo ezinokuthi zibe nefuthe kuphuhliso lwendawo ethile.

Ukuvandlakanywa kwefuthe lendlela abiwe ngayo amaphulo ezothutho. Umahluko okhoyo phakathi kwabantu abatyebeleyo nabahluphekileyo, abasezidolophini nabasemaphandleni ababekade besingelwe phantsi nababekade bebonelelwa uyalutshabhiswa uluntu lwethu. Ukuze ke ilungiseke le meko yokungalingani nale yokungafikeleleki ngokufanayo kwamathuba, ngakumbi lawo aphaathelele kutyalo-mali kwezothutho, kubalulekile ukuba liqwalaselwe ngokuphelele ifuthe lamaphulo ezothutho, nokuba lifuthe elithe ngqo okanye elingathanga ngqo. Abantu ekufuneka bavune ulutho kuloo maphulo kufuneka batyunjwe kunjalo nje nokutho olo baya kuluvuna kufuneka lucacisiwe khona ukuze singazibona siphinda singenakwakhona kwakulaa nkqubo indla yokungalingani. Kufuneka ukucalu-calulwa kwabantu abathile abafana namabhinqa nabantu abakhubazekileyo kufuneka luphele, kunjalo nje iimfuno zabo ezizodwa ziqwalaselwe xa kuqulunqwa izicwangciso namaphulo ezothutho.

IZIBAKALA EZIPHAMBILI NEZINDULULO

Ukwandiswa kwemveliso enokwenziwa licandelo lezothutho. Kukho iinkalo ezimbini ezinxulumeneyo—ukwandiswa kwezinto zokuhamba ezikhoyo ngoku nokuphuculwa kwendlela ezisebenza ngayo, kuze kubekho nenkalo yokuqinisa ulwazi osele luzibonakalisa ngakwicala lezothutho, ngakumbi kwezo ndawo zazikade zisingelwe phantsi. Nangona leya yokuqala inkalo iyinkalo efuna ubugcisa beengcali, ngakumbi obendlela yokusebenza neyokusetyenziswa komhlaba, le yesibini yona ijolise ngqo ebantwini, inenjongo yokuxhobisa abantu ngolwazi knangokuluphuhlisa nokuluxhasa olo lwazi ngokuphathalele kwiimfuno zabo kwezothutho. Ukwandiswa kwamandla abantu okuba bakwazi ukulawula izinto abanazo ngokwabo ngenjongo yokunceda abo bazifuna kakhulu kufuneka banikwe inkxaso ecetywe kakuhle banikwe nenkuthazo, kodwa kuyakwazi ukuba kuze nempucuko eninzi ngaphandle kwendleko epehezulu, ngakumbi kwezo ndawo zihlupheke zahleleka kakhulu.

Ukusekwa kolawulo olufikelelekayo nolunenkxaso noluziqwalaselayo ngokukhawuleza iimfuno. I-RDP ngumsebenzi oxhomekeke ebantwini, aze onke amanqanaba akwarhulumente wona abe zizixhobo ezisetyenziswa ngabantu ekuphumezeni nasekufezekiseni iinjongo zabo neminqweno yabo efanelekileyo. Ukuze uthutho luhambe kakuhle onke amanqanaba akwarhulumente achaphazelekayo kuthutho kufuneka akhawuleze ukuziqwalasela iimfuno zabantu, nokuba achaphazelekayo ngqo na okanye akachaphazeleki ngqo. Kufuneka kumiselwe izigqeba ezifanelekileyo ukuqinisekisa ukuba amathulumente ayaziswa neemfuno zabantu kwezothutho, aze ke nawo akwazi ukuba afake igxalaba ngqo ekufezekiseni kwezo mfundo. Ngaphezulu, xa kuqwalaselwa indlela ofume ngayo umsebenzi oluxanduva lokuphucula izihlala ezikhoyo kwezothutho kungoku nje naxa kuqwalaselwa imfuneko yokunikwa kwenkonzo yothutho esemgangathweni, kufuneka ubuchule bukarhulumente ekulawuleni nasekusebenziseni imigaqo-nkqubo buphuculwe kakhulu.

Ukusetyenziswa kweemali zephondo ngokunika iinkonzo noncediso-mali ngenjongo yokunceda abantu abahluphekileyo. Ukwenziwa kwamalungiselelo othutho, ngakumbi ukwakhiwa kweendlela, bekusoloko kujoliswe kwigcuntswana labantu ababenezinto ezininzi zokuhamba ezizezabo. Ukubonelelwa koluntu ngezithuthi zikawonke-wonke ibifudula iyinto ekucaca ukuba ibisiza mva, kunjalo nje kucaca ukuba eyona njongo ibikukulungiselela ezo ndawo zinemizi-mveliso ukuba zingasokoli kukungabikho kwezinto zokuhamba zabantu abeza kukuba ezidolophini nasemaphandleni amalungiselelo othutho akhoyo ebengasondeli nokusondela ekukwazini ukukhawulelana neemfuno zabo bantu bahluphekileyo. Kwixa elizayo kufuneka kuzanywe kukhangelwe indlela ekunokuthi ngayo kudalwe imeko yolingano apho kuthi kuphuculwe la malungiselelo akhoyo othutho ngeendlela eya kuwenza ukuba akwazi ukukhawulelana neemfuno eziphambili zothutho zize kananjalo zikhuthaze ukukhula, uphuhliso, uphuculo kwanokwabiwa ngokutsha kwezibonelelo zoluntu.

Ukubekwa kweentlawulo zokuhamba kumanqanaba afikelelekayo nafanelekileyo nahambelanayo neenjongo zoophuculo nolwabiwo ngokutsha. Indawo ebaluleke kakhulu ngumba wendlela ezibekwa ngayo iintlawulo zokuhamba. Umcimbi wokubekwa kweentlawulo zokuhamba yinkalo ebaluleke kakhulu kweicala lohlengahlengiso lwendlela yokusetyenziswa komhlaba, into ke leyo ethetha ukuthi kufuneka ube yinxenye yomgaqo-nkqubo wezothutho ezithilini. Iimeko ezimisise ngayo ngoku iintlawulo zezinto zokuhamba ayidibani tu nemeko ekuyiyo kwezoqoqosho nezintlalo. Indlela ezimisela ngayo iintlawulo zezinto zokuhamba kufuneka ikhe iqwalaselwe ngokutsha ngeliso elibukhali kakhulu, kunjalo nje ingasekelwa kwimeko yoqoqosho kuphela, koko kujongwa nemeko yentlalo neyemfuno, kwaye kufuneka ingqanyaniswa ngqo nophulo lophuhliso ngokubanzi. Isibakala esibalulekileyo sesokuba abo bakwaziyo ngokweentsiba zabo nentlalo yabo ukumelana nezi ntlawulo kufuneka ubukhulu boxanduva lokuthwala iindleko zothutho lubekwe emagxeni abo, luze ke uncediso-mali lugcinelwe abo luyimfuneko kakhulu kubo, abahluphekileyo nababekade besingelwe phantsi.

Ukuqinisekisa ukuba abantu banenxaxheba ekuthathweni kwezigqibo kunjalo nje izigqibo zithathwa ngokwentando yesininzi (ngokwedemokhrasi). I-RDP iyibethelela ngongqo indawo yonxulumano phakathi kwedemokhrasi nophuhliso noburhulumente obusezandleni zabantu. Uphuhliso luthi zeluhambe kakuhle abe urhulumente ukufutshane ebantwini, uyabaxhasa ebaxhobisa. Ukuze anyuke amazinga ophuhliso akwanelanga nje ukuba izigqibo mazingenziwa kwinkalo enye nokuba abantu mabanikwe inxaxheba ekuthathweni kwazo, koko kufuneka nokuba iqondakale kakuhle imisebenzi yawo onke manqanaba karhulumente. Kunyanzelekile ke ngoko ukuba iSebe lezoThutho neMisebenzi yakwaRhulumente lalule phakathi kwezigqibo ezifanele ukuthathwa lilo kkuhlala nezo zifanele ukuthathwa ngamanye amanqanaba karhulumente, ukuqinisekisa ukuba zonke izigqibo ezithathwayo kuwo onke amanqanaba karhulumente zithathwa abantu beyinikiwe inxaxheba ekuthathweni kwazo, nokunceda ekwandiseni ulwazi oluya kunceda inqanaba ngalinye likarhulumente ukuba liyiqhube ngokufanelekileyo nagempumelelo imisebenzi yalo yothutho nophuhliso.

IZINDULULO EZIPHAMBILI

Ngokwezi zibakala ziphambili zixelwe ngentla apha zithandathu izindululo osekulwe phezu kwazo umgaqo-nkqubo weSebe lezoThutho neMisebenzi yakwaRhulumente lephondo eli neziya kuthi zibe sisikhokelo salo kwinxaxheba yalo elifuna ukuba nayo kwimicimbi yeli phondo ephathelele kwezothutho. Ezo zindululo ke ziqukathwe kwezi ngcaciso zenjongo zilandelayo:

Ukumiselwa kwezikhokelo zomgaqo-nkqubo ezininileyo. Kulo lonke eli phondo kuya kumiselwa inkqubo yothutho esekulwe kwimigangatho ecacileyo nezithathela ingqalelo iimfuno zabantu. Ezo ke zizinto eziya kuba sisikhokelo samaphulo ocwangciso aya kuthi aqhutywe. ISebe lezoThutho neMisebenzi yakwaRhulumente lephondo liya kuthi likhokele ekucaciseni loo migangatho ekumiselweni kwenkqubo efanelekileyo nasekuqinisekiseni

ukuba loo migangatho isetyenziswa ngokufanayo. Liya kuba sisigqeba esifundayo esimana sihlengahlengisa ngokokujika kweemeko namathuba neemfuno nesisoloko sizama ukwenza izinto ngokufanelekileyo. Kuya kusekwa amakhonkco onxibelelwano asebenzayo ngenjongo yokuqinisekisa ukuba ulwazi nengcaciso kuyaphefumlelwa ngazo ngamanqanaba ahlukeneyo karhulumente.

Ukunikizelwa kwamagunya nemisebenzi kangangoko. Kubalulekile ukuba kubekho inkqubela ekufezekiseni imigaqo-nkqubo karhulumente wesizwe nowephondo ngokwezikhokelo zoMgaqo-siseko nezeminye ke imithetho efanelekileyo. Indlela ke eya kuthi ngazo le migaqo-nkqubo isetyenziswe inatyswe kwaye nezicwangciso eziya kuthi zenziwe namaphulo aya kuthi aqhutywe, zonke ezi zinto ziya kuba yimicimbi yeendawo ezahlukeneyo, kwaye ke iya kuba luxanduva lecanendo lezothutho ngalinye ukuba lenze izicwangciso zothutho ngokokukhokelwa ziimeko neemfuno zendawo leyo.

Ukuxhotyiswa ngolwazi kwezigqeba zoomasipala. Apho kufuneka ukuba kubekho ulwazi kwinqanaba loomasipala oluya kuthi lubancede ekuthwaleni uxanduva lweenkalo ezithile zemisebenzi namagunya ezothutho iSebe lezoThutho neMisebenzi yakwaRhulumente lephondo liya kuthi libancedise ngobungcali nangenkxaso khona ukuze bakwazi ukude bafikelele ekubeni babe nalo nabo olo lwazi lukumazinga afanelekileyo.

Ukuqhuba amaphulo afuna ulawulo endaweni yalawo afuna imali. Kwixa elizayo ugxininiso luya kubekwa kuqala kwinto yokusetyenziswa kangangoko kwezo zinto sele zikhona, kuze ke kongezwe kuzo xa ngaba oko kongeza kuyahambelana neenjongo zophuhliso ngokubanzi. Usemkhulu kakhulu umhlaba ofuna ukuphuculwa ngakwicala lokusebenza kakuhle phantse kwiinkalo zonke zothutho, into ke leyo enokuthi yenziwe ngokuphucula ulawulo; kambe ke into eya kubekwa phambili kukuba ezi zinto zikhoyo zothutho kufuneka kuzanywe ukuba zisebenze ngempumelelo nemfezeko kangangoko.

Ukuqinisekisa ukuba zonke izinto ezenziwayo ngakwicala lezothutho zisekelwe kwinqongo yophuhliso. Zonke izicwangciso namaphulo ezothutho aya kusoloko esayanyaniswa neenjongo zephulo lohuculo nophuhliso, nokuzama ukuphuculwa kwemeko yezoqoqosho nokulungisa umonakalo wokungalingani okhoyo ngoku kwanokukhawulelana neemfuno zoluntu.

Ukwayamania uthutho nomsebenzi wocwangciso omanyaniwayo. Zonke izicwangciso zothutho kufuneka ziyithathele ingqwalaselo into yokunxibelelana komgaqo-nkqubo wothutho nowokusetyenziswa komhlaba xa kuqwalaselwa iimfuno zezinto zokuhamba nendlela eziya kufezekiswa ngayo ezo mfuno, naxa kuqwalaselwa imfuno yotyalo-mali olongezelelekileyo neyokongezwa kwezibonelelo zothutho. Xa kuqwalaselwa indlela yokuqiniswa kothutho kufuneka ukuba kubekwe iinkalo ekufuneka ziphuyelwe ngakwicala lezothutho ngakumbi ngala maxesha zisetyenziswa kakhulu ngawo izinto zokuhamba, kujongwe nendlela ezisetyenziswa ngayo ezi zikhoyo nokuba zeziphi na izinto zokuhamba ezikhethwa kakhulu ngabakhweli. Loo nto ke iya kuxhomekeka kakhulu kulawulo oluqinileyo lezibonelelo zothutho khona ukuze kungabikho mfuneko yokuba zongezwe.

IINJONGO

Eyona njongo iphambili kukuba kukhlengahlengiswe inkqubo yothutho kulo lonke eli phondo khona ukuze isebenze kakuhle ngendlela enempumelelo neqinileyo kananjalo. Kufuneka kubekwe phambili indawo yokunikwa kwenkonzo esemgangathweni nesebenza kakuhle, kodwa ke loo nto kufuneka ingqanyaniswa nemfuno yokuba kubekho inguqu kwindawo eluqhutywa kuyo uphuhliso lomhlaba kwimimandla yasezidolophini nakweyasemaphandleni. Ukuze ke le njongo ikwazi ukufezeka kufuneka kubekwe izigqeba zolawulo ezifanelekileyo kuwo onke amanqanaba karhulumente eziya kuthi zikwazi ukusebenza zibe nolwazi olufanelekileyo.

Ezi njongo zisekelwe phezu kweenjongo zesizwe. Ezo njongo ke zezi zilandelayo, kwaye zijoliswe ekunikeni iphondo eli izikhokelo nemigangatho ekuqulunqeni kwalo umgaqo-nkqubo wezothutho walo:

- * ukusebenzisa umgaqo-nkqubo wothutho njengesixhobo sokukhula nophuhliso nophuculo kulo lonke eli phondo;
- * ukwayamania umgaqo-nkqubo wothutho neminye imigaqo-nkqubo yamanye amacandelo ngenjongo yokuqhuba iphulo lophuculo nophuhliso;
- * ukuncitshiswa kokungalingani kwamathuba okufikelela ngokusebenzisa uthutho nophuhliso lomhlaba njengezixhobo;
- * ukwandiswa kakhulu kwendlela ezisetyenziswa ngayo izinto zokuhamba esele zikhona ngokuthi kukhlengahlengiswe indlela yokusetyenziswa komhlaba kuphuculwe nendlela ezisebenza ngayo ezi zinto zikhoyo;
- * ukukhuthazwa kokusetyenziswa kwezigqeba zakwarhulumente kuwo onke amanqanaba karhulumente ezikwaziyo ukuqulunqa izicwangciso kakuhle nezinolwazi lolawulo lokusebenza nelokusebenzisa imigaqo-nkqubo nolokusebenzisa imali nolokuqinisekisa ukuthotyelwa komthetho kwezothutho lwasezindleni;
- * ukuqinisekisa ukuba enziwe onke amalungiselelo afunekayo ekunxibelelaniseni amanqanaba karhulumente onke;
- * ukuphucula imeko yokufikeleleka kolawulo lwezothutho nendlela eluzithobela ngayo iimfuno zoluntu;
- * ukuphucula umgangatho wazo zonke iinkalo ezichaphazeleka kucwangciso nolawulo nokusebenza kwezinto zokuhamba ngendlela;
- * ukuqinisekisa ukuba konke okwenziwayo kwenziwa elubala, kubandakanya bonke abachaphazelekayo nawo onke amanqanaba karhulumente nabo bonke abasebenzisi bezithuthi zikawonke-wonke;
- * ukukhawulelana neemfuno zabobonke abakhweli, ezolutsha, ezabadala, ezamabhinqa nezabakhubazekileyo nezezazo zonke ezinye iindidi zabakhweli;
- * ukwabiwa ngokufanelekileyo kwemali phakathi kwamamanqanaba ahlukeneyo karhulumente ngokwemisebenzi yawo;
- * ukuseka uvimba wemali oya kukwazi ukuncedisa iphondo eli ukuba likwazi ukumelana noxanduva lwalo lokunika inkonzo yothutho nokuyilondoloza nelokwenza zonke izibonelelo zothutho lukawonke-wonke;
- * ukufuna ezinye iindawo ezingoovimba ekunokufunyanwa kubo imali enokusetyenziswa ziziphathamandla zothutho ezithilini nasezidolophini;
- * ukukhusela utyalo-mali esele lukhona kwezothutho nezibonelelo zalo ngokuthi zilondolozwe kakuhle ezo zinto sele zikhona;
- * ukwenza izicwangciso zokucutha amanani abantu abasebenzisa izithuthi zabo ezidolophini ezinkulu ngakumbi xa bephangela;
- * ukwenza izicwangciso zokuba kusetyenziswe izithuthi zikawonke-wonke ezahlukeneyo kwiidolophu ezinkulu;
- * ukusekwa kwenkqubo yovandlakanyo neyokubeka iliso ngokufanayo kuthutho lwawo onke amanqanaba karhulumente ngenjongo yokukhawulezisa ukuhamba kwengcaciso nokufumaneka kwezimvo zoluntu;
- * ukuphucula indlela abanokukhetha ngayo abakhweli ngokuthi kunikwe inkonzo yothutho eqinileyo nefikelelekayo ngexabiso;

- ukukhuthaza ukunikwa kweenkonzo zothutho ezininzi kwezo ndawo zihluphekileyo ngenjongo yokukhawulelana neemfuno zabakhweli nezabaniki benkonzo zentlalo nezikarhulumente nezabavelisi;
- ukunika inkxaso kwimibutho yeedolophu ngeedolophu enika inkonzo yothutho encedisa le inikwa ngurhulumente;
- ukukhuthaza ukukhula nophuhliso nophuculo nolwabiwo ngokutsha kwamathuba ngokuthi kubekho intsebenziswano phakathi kwenqanaba ngalinye likarhulumente noshishino lothutho lukawonke-wonke;
- ukukhuthaza ukukhula nozinzo kushishino lothutho lukawonke-wonke ngenjongo yokuphucula amathuba otyalo-mali nawemisebenzi enokhuseleko;
- ukuluphucula kakhulu ukhuseleko kuzo zonke izinto zokuhamba zikawonke-wonke ngakumbi ngokuphathelele kwiingozi abajongana nazo ababhinjileyo, abantwana nabadala nabakhubazekileyo nabakhenkethi;
- ukuphuculwa kokhuseleko kwiingozi zendlela ngokuthi kuphuculwe ezobunjineli nangokuthi isetyenziswe ngqongqo imithetho yendlela ngokuthi kuqeqeshwe kufundiswe abasebenzisi beendlela;
- ukwenza zonke izibonelelo eziyimfuneko ekuqinisekiseni ukuba ishishini lezothutho lweempahla lwasezindleleni liyayithobela yonke imithetho;
- ukunyusa amazinga olondolozo lwezintika-mandla nokunciphisa ifuthe lothutho kwindalo esingqongileyo khona ukuze kuqinisekise uzinzo kwindalo esingqongileyo.

UCWANGCISO OLUPHANGALELEYO NOLUDITYANISIWEYO

Zintathu iinkalo ekufuneka lwenzeke kuzo ucwangciso oluphangaleleyo noludityanisiweyo:

- kwicandelo lezothutho ngokwalo;
- phakathi kocwangciso lothutho nolokusetyenziswa komhlaba, usetyenziso lomhlaba luyeyona ndawo kufuneka iqwalaselwe ekukhawulelaneni neemfuno zothutho;
- phakathi kocwangciso lothutho nelophuhliso ngenjongo yokufezekisa iinjongo zophuculo nophuhliso ngokubanzi.

Kwixa elidlulileyo ebekusoloko kungekho cwangciso oluphangaleleyo noludityanisiweyo phakathi kwala manqanaba. Ucwangciso lothutho belusoloko lujolisa kwinto yokwakhiwa kwezibonelelo zothutho ezitsha, kungabikho nto yenziwayo malunga nokuphucula ulawulo lwezi sele zikhona izinto zothutho okanye eyokuphucula indlela ezisebenza ngayo izithuthi zikawonke-wonke. Loo nto ke isiphumo sayo iye yaba kukusilela kwendlela yokusebenza kwiinkalo ezininzi zothutho nokusetyenziswa kakhulu kwezithuthi zabantu.

Ukunxiteyelaniswa kocwangciso lezothutho nolokusetyenziswa komhlaba aluzange lukhe lubekho ngenxa yokungaqwalaselwa kwefuthe lezopolitiko kwindlela yokuthathwa kwezigqibo eziphathelele kusetyenziso lomhlaba nokungabuqondi kakuhle ubunzulu bobunzima bemiba ephambili kwinqanaba lesizwe enxulumene nenkqubo exaka ngolu hlobo. Ngaphezulu ukwahlulwa kwemisebenzi yamaziko ajongene nocwangciso lokusetyenziswa komhlaba nolothutho kudale ukuba indlela osetyenziswa ngayo umhlaba kwezothutho ibe yengasebenzi kakuhle nengenaloqoqosho. Zombini ezi nkalo azisebenzi kakuhle. Ngenxa yokubekwa phambili kwezigqibo eziphathelele kusetyenziso lomhlaba indawo yothutho ibiye ithathwe njengenkalo eza emva kwale yokusetyenziswa komhlaba, into ke leyo eyenze ukuba ukusebenza kwenkqubo yothutho kube nokusilela kakhulu kungabikho ndlela yakuyiphucula tu. Ngenxa yezi meko ke ukwanda kwamanani abantu ezidolophini nokukhula kwezoqoqosho ekucingelwa ukuba kuza kubakho, zizinto eziza kuyenza ibe mandundu ngakumbi le meko.

Ucwangciso oluphangaleleyo noludityanisiweyo kufuneka ngoku luqhutywe lwayanyanise nombono wephulo lophuculo nophuhliso, mbono lowo ujonge ngaphaya komba wokuhlangahlengiswa kwendlela osetyenziswa ngayo umhlaba, kwaye kufuneka ubandakanye zonke izinto eziphathelele ekufezekiseni kweemfuno eziphambili ezifana nokudalwa kwamathuba emisebenzi, ubonelelo ngezindlu, ukwakhiwa kwezibonelelo zoluntu, luze ke notyalo-mali kwezothutho lwayanyanise notyalo-mali lwamanye amacandelo ngendlela efanelekileyo necwangcise kakuhle. Ngaphezulu indlela elwenziwa ngayo ucwangciso kufuneka iyithathele ingqalelo le meko intsha ikhoyo ngoku—ukubaluleka kokuphuculwa kwemisebenzi ebanika intaxheba abantu ngokubanzi nexhobisa onke amanqanaba karhulumente nehambelana neemfuno zabantu neminqweno yabo.

INGCACISO YOMGAQO-NKQUBO

Ukudityaniswa kwicandelo lezothutho

Umba

Kubalulekile ukuba uqulunqo lomgaqo-nkqubo wezothutho luphangalale kwaye ludibane, oko kukuthi iindlela ezicetywayo nezigqibo ezithathwayo malunga nazo zonke iinkalo zomgaqo-nkqubo wezothutho kufuneka zithathwe kunye kunjalo nje zivandlakanywe kunye. Isikakhulu kwixa elidlulileyo uqulunqo lwemigaqo-nkqubo yezothutho belusoloko lungadityaniswa namaphulo otyalo-mali kwizibonelelo, kuba ucwangciso lwezothutho nokusebenza kwezithuthi zikawonke-wonke neminye imiba ephathelele kuthutho lwabantu ezidolophini belusahlulwa, kunjalo nje kungabikho nto ibonakalisa ukudibana kwazo ezi nkalo.

Umgqo-nkqubo

Umgqo-nkqubo wezothutho kufuneka ukuba isiphumo sawo sibe ngumsebenzi omnye odibeneyo nonika inkxaso nofanayo ngendlela ezisebenza ngayo zonke iindidi zezinto zokuhamba. Iindawo eziphambili kuthutho oludityanisiweyo zezi zilandelayo:

- ukusebenza kakuhle kwezi sele zikhona izinto zokuhamba nemfuneko yokuba kutyalwe imali kwezinye izibonelelo zothutho;
- ukuqwalasela iindlela zokuhamba ezahlukeneyo, nezo zithandwa kakhulu ngabaantu nokuphuculwa komgangatho wenkonzo yothutho lukawonke-wonke;
- ukuqwalasela iintlawulo zezinto zokuhamba ezifanelekileyo apha kolu shishino lothutho ngakumbi ukusetyenziswa kweendlela zokubekwa kwamaxabiso nezinye iindlela zolawulo lothutho eziya kwenza ukuba abantu bakhuthazeke ukuba bayeke ukuphangela ngezithuthi zabo, koko bahambe ngezithuthi zikawonke-wonke;
- ukuzama ukuhambelana imfuno yokutyalwa imali kwezothuthonokuxhasa ngemali kunye neemali ezikhoyo.

Zonke izicwangciso eziphathel' kwezothutho kufuneka zibonakalise ukuba ezo zinto kucetywa ukuba zenziwe zivele kuvandlakanyo olubanzi lwemigaqo-nkqubo yothutho enokuthi isetyenziswe.

Unxibelelaniso apha kwicandelo lezothutho**Umba**

Njengokuba kufanele ukuba kukho unxibelelaniso lwemigaqo-nkqubo phakathi kwamacandelo akwinqanaba likarhulumente ngalinye, ikwanjalo nemfuneko yokunxibelelaniswa kwemigaqo-nkqubo kumacandelo othutho kuwo onke amaqanaba karhulumente. Injongo kukuqinisekisa ukuba aqhuba ngokufanayo nangemvane khona ukuze zonke izinto anazo urhulumente zibe nokusetyenziswa kumaphulo amatsha asungulwayo nasekucaciseni inxaxheba elindeleke kwinqanaba ngalinye likarhulumente. Unxibelelaniso lemicimbi yezothutho phakathi kukarhulumente wesizwe nabamaphondo lwenziwa ngekomitana ekuthiwa yiMINCOM ekukho kuyo uMphathiswa wezoThutho wephondo ngalinye kula alithoba, kunye noMphathiswa wezoThutho wesizwe. Unxibelelaniso lobugcisa kwezothutho phakathi kukarhulumente wesizwe nabamaphondo lwenziwa ngekomiti ekuthiwa yiCOLTO xa ifutshaniswa, iKomiti yaMagosa oThutho lweeNdlela (Committee of Land Transport Officials) neekomitana eziphantsi kwayo.

Umgaga-nkqubo

KwiNtshona Koloni kucetywa ukuba kusekwe kwa-izigqeba ezilolu hlobo zokusebenza phakathi kukarhulumente wephondo noomasipala khona ukuze kubonisiwane ngemiba yothutho ekuditywanayo ngayo. Kucetywa ukuba kusekwe iKomiti yephondo yothutho (iPROVCON) eya kuthi ibe nosihlalo onguMphathiswa wezoThutho neMisebenzi yakwaRhulumente nekuya kuthi kuyo kubekho abameli abavela koomasipala bephondo eli lonke. Ngaphezulu kucetywa ukuba kusekwe iKomiti yobuGcisa kwezoThutho (Transport Technical Committee—PROVTECH) eya kuthi ibe nabameli abavela koomasipala neya kuba nosihlalo onguMlawuli-Jikelele kwezoThutho neMisebenzi yakwaRhulumente. Ezi zigqeba ziya kuthi zozibini zisetyenziswe apha eNtshona Koloni ekunxibelelaniseni imicimbi yezothutho phakathi kwaminqanaba karhulumente. ISebe lezoThutho neMisebenzi yakwaRhulumente lephondo eli liya kuthi linike izikhokelo malunga nomgaqo-nkqubo wezothutho eliceba ukuba ulandelwe apha kweli phondo lonke, kwaye ke liya kuthi liqulunqe izicwangciso namaphulo ekuya kuthi kufanjwe ngazo ziikomiti zaMasebe ePhondo kunye neKhansile yoPhuhliso yephondo. Iziphathamandla zezithili, ezeengingqi, ezezixeko nezedolophu ziya kuqulunqa izicwangciso zothutho ngokwezikhokelo zale migaqo-nkqubo nezicwangciso eziya kuthi zayanyaniswa nezikhokelo zophuhliso ngokubaanzi ngeekomiti zamasebe nekhansile neeforum zophuhliso ezifanelekileyo.

Unxibelelaniso phakathi kothutho nendlela yokusetyenziswa komhlaba**Umba**

Kukho unxulumano oluthe ngqo phakathi kothutho neendlela osetyenziswa ngazo umhlaba. Ukufunwa kwezinto zokulamba kubonisa iindlela owabiwe ngazo umhlaba osetyenziswayo, kwaye ubukho bezibonelelo zothutho kuxhomekeke kubo ubukho bamathuba ophuhliso nokuba aphi na.

Akungeze kuphunyelelwe ekuphuculeni inkqubo yezinto zothutho lukawonke-wonke lude lufikelele kulo mgangatho kufuneka lube kuwo, xa kunokujoliswa kuphela kumba wothutho wodwa. Loo nto ayinakulunga kwaye kunjalo nje ingayiqhubela phambili le meko ikhoyo yokungasebenzi kakuhle nokungalingi kwendlela e ngayo umhlaba kuba idale ubugwenxa obuninzi ngakwicala lenkqubo yezinto zothutho lukawonke-wonke.

Umgaga-nkqubo

Ukuze kumiselwe inkqubo yothutho olunempumelelo kwimimandla yasezidolophini kufuneka ukuba kuqwalaselwe nzulu imeko yothutho kwakunye neyokusetyenziswa komhlaba. Olu nxulumano kukfuneka ukuba lucaciswe kakuhle ngokuthe gca ngenjongo yokunika isikhokelo nolawulo kwiindlela zokusetyenziswa komhlaba nasekuthathweni kwezigqibo eziphathelele kwezothutho. Ukuze kubekho inkqubo yothutho esebenza ngempumelelo nenon neya kuhlala ixesha elide, kuya kufuneka ukuba kulandelwe imigaqo-nkqubo yokuncitshiswa kodusha, eyokuxinaniswa kwezakhiwo nokuxutywa kweendlela osetyenziswa ngazo umhlaba, into ke leyo eya kukhokelela kuhlengahlengiso kwiindlela osetyenziswa ngayo umhlaba kuze ke kunjalo nje kuncitshiswe ukunqongophala kwezinto zokuhamba. Ngaphezulu kuya kufuneka ukuba kuwiswe imithetho efanelekileyo kwinqanaba likarhulumente wesizwe nakwabamaphondo ngenjongo yokuqinisekisa ukuba uthutho nophuhliso lomhlaba ziyadityaniswa nokuba izindululo eziphathelele kwiindlela zokusetyenziswa komhlaba ziyahambelana nezikhokelo ezivunyiweyo zomgaqo-nkqubo wothutho onkusetyenziswa komhlaba. ISebe lezoThutho neMisebenzi yakwaRhulumente alisayi kuzibandakanya konke nezigqibo ezihamba nxa nnye nezo zikhokelo zomgaqo-nkqubo.

Unxibelelaniso phakathi kwezicwangciso zothutho nezophuhliso**Umba**

Kwixa elidlulileyo onke amaqanaba karhulumente ebesoloko egxininisa ekunikweni kwenkonzo, oko kukuthi ukuqhutywa nokulondolozwa kweenkonzo ezithile ezifana nezibonelelo zentlalo (uthutho, amanzi, isuweji, njl), ukulawulwa kwezicwangciso zokusetyenziswa komhlaba neenkonzo eziphambili ezifana nokuthuthwa kwenkunkuma. Kambe ke iinjongo zePhulo loPhuculo noPhuhliso zijoliswe kwimfuno ephambili ekukulandelelanisa imisebenzi yophuhliso kwezentlalo, ezoqoqosho nendalo esingqongileyo ngokubaluleka kwazo, imisebenzi leyo eyayikade ingeyomisebenzi yoomasipala.

Oko kwathi kwanikwa oorhulumente bamaphondo noomasipala uxanduva lokuba bathathe inxaxheba kwimiba yokukhula, eyophuhliso, eyophuculo neyolwabiwo ngokutsha, imeko ezinkwa phantsi kwayo ezi nkonzo yajika kakhulu. Ifuna ukuba kuwo onke amaqanaba karhulumente kubekho izikhokelo zomgaqo-nkqubo wezentlalo noqoqosho ezidityanisiweyo ezizalwa lucwangciso oluhamba ngokwedemokhrasi ngokupheleleyo nabaninxaxheba kuzo abantu. Kule meko ukunikwa kweenkonzo ekukho uthutho kuzo kujongwa njengesixhobo esibaluleke kakhulu ekufezekiseni kweenjongo zophuculo nophuhliso ngokubanzi. Ifuna ukuba kucetywe isicwangciso sophuhliso namaphulo ophuhliso apho zonke izixhobo zamacandelo zidityaniswa kumisebenzi wophuhliso ngokubanzi.

Umgaga-nkqubo

Kuya kusekwa intsebenziswano phakathi kwenqanaba likarhulumente ngalinye nabahlali ngenjongo yokbua kuqulunqwe kusetyenziswe umgaqo-nkqubo ozithathela ingqalelo zonke iimfuno nemiqwenyo yabo bonke abachaphazelekayo nozama ukuba kufikelelwe kwimvane ngokuthi kusetyenziswane. Loo nto ke iya kwenza kube lula ukuba kubekho izicwangciso ezidityanisiweyo, yenze nokuba kube lula ukuba kuqwalaselwe imiba yobulungisa nokusebenza kakuhle neyozinzo.

Kambe ke kuhlala kuluxanduva lwenqanaba likarhulumentee galinye ukuba liqulunqe imigaqo-nkqubo yamacandelo alo lize ke lithi ngokusebenzisa iKomiti yaMasebe kunye neKhansile yoPhuhliso efanelekileyo lizamele ukuba loo migaqo-nkqubo idityanisiwe khona ukuze kubekho isikhokelo sophuhliso esibumbeneyo. Ukusetyenziswa kwaloo migaqo-nkqubo nezo zicwangciso nezo zicwangciso naloo maphulo kwakunye nolwabiwo lweemali kufuneka zihambelane nezindululo zeKhansile yoPhuhliso okanye iForum yoPhuhliso efanelekileyo.

Ukuqulunqwa nokusetyenziswa komgaqo-nkqubo wothutho kuyinxenye yalo msebenzi kwaye ke nezigqeba zakwarhulumente ezifanelekileyo nezisekelwe phezu kwezindululo zomthetho oyiProvincial Development Council Act ziya kuthi zisekwe kurhulumente wephondo nakulawulo lweedolophu ukuqinisekisa ukuba oku kuyenzeka. Nakubeni umsebenzi wokuqulunqwa nokusebenzisa umgaqo-nkqubo uya kuhlala usezandleni zezigqeba zikarhulumente ezifana nekhansile zephondo, ezezixeko, ezezithili, ezedolophu nezemimandla yasemaphandleni, inkxaso yephondo kolu phuculo lothutho lucetywayo iya kuba semagxeni eKhansile yoPhuhliso okanye eForum yoPhuhliso ekuya kuthi kubonisiwane nayo nezindululo ezo zibe yinxenye yomsebenzi wophuhliso oidityanisiweyo.

UTHUTHO NOPHUHLISO LWEEDOLOPHU

Ukusebenza kwenkqubo yothutho ezidolophini akukho lula kuba kubandakanya inkalo yezentlalo, eyezoqoqosho neyendalo esingqongileyo. Nakuyiphi na indawo kukho unxulumano phakathi kwezi nkalo noluthi lube nefuthe kwindlela esevenza ngalo inkqubo yothutho nakwimpumelelo yayo ekusebenzeni kwayo. Nokuba sele isebenza kakuhle okanye kakubi kangakanani na, nokuba inobulungisa okanye ayinabo, olu zinzo lwenza kube nzima ukuba ingajika. Ukuze kwenzeke oko kufuneka ukuba kubekho amanyathelo athathwayo abandakanya ukuvandlakanywa kwazo zonke iinkalo zomgaqo-nkqubo—eyolawulo, eyamaxabiso neyotyalo-mali—eziya kuthi zikwazi ukuzisa inguqu kwindlela osetyenziswa ngayo umhlaba nendlela elahleka ngayo uthutho lwabantu, kwakunye nonxulumano olukhoyo phakathi kwezi nkalo zombini.

Ukuze loo manyathelo athathwayo akwazi ukuba nezi ziphumo zifunekayo kufuneka ukuba ziqondwe kakuhle iingxaki ezinzima nemiba ekwanjalo ejongene nemimandla yasezidolophini kwiNtshona Koloni. Kufuneka kubekho uvumelwano ngeenjongo eziphambili zophuhliso ngokubanzi nangeenjongo zophuhliso lomhlaba kunye nezothutho. Kufuneka inxaxheba yothutho ekuphuculweni kwemeko ekuyiyo ngoku icaciswe ngokwemiqathango yophuhliso ekuvunyelwene ngayo nangokolucwangciso ludityanisiweyo lukhankanywe apha kweli Phepha leNgcaciso-nkqubo.

Kukho iingxaki ezithile eziphathelele kwindlela osetyenziswa ngayo umhlaba kwimimandla yasezidolophini nethe yenza ukuba kubekho iindawo zokuhlala ezinezakhiwo ezigqagqeneyo nokunaba kweedolophu, into ke leyo eyenze ukuba amathuba aphelele kuphela kwindawo ezityebileyo okanye kufuphi nazo. Ubuninzi babahlali basezidolophini, ngakumbi abantu abahluphekileyo, bahlala kwindawo ezikude ezinamathuba ambalwa kwezoqoqosho nezibonelelo zentlalo ezikwanjalo. Le meko inje ke yenza ukuba ukukhula kuphelele kuphela kwezo ndawo sele zineentsiba; ayikwazi ukuba izise ukukhula okufunekayo kwezoqoqosho kwezi ndawo zihluphekileyo.

Isiphumo soko kukuba kukho iingxaki zothutho ezikhoyo nezixhalabisayo ekukho kuzo ezi zilandelayo. Nakubeni ngathi zininzi kakhulu kwizixeko ezikhulu, ziyafumaneka kuyo yonke imimandla yasezidolophini:

- * Ukugqagqelana kweendawo zasezidolophini kuzala iihambo zemigama emide. Kwiindlela ezithile kukho ingxinano yezithuthi ngelixa kwezinye iindawo iindlela zinga setyenziswa ngokupheleleyo. Inkulu kakhulu indleko yoluntu ngenxa yokunikwa kwenkonzo yothutho, kwaye le ndleko iyiwa kakhulu ngabaniki benkonzo yothutho lukawonke-wonke, nabakhi bezibonelelo zothutho, kubakhweli kanti nabo bangengobakhweli, ngakumbi iindleko eziphathelele kwindalo esingqongileyo.
- * Ukwanda kwabasebenzi bezithuthi okuthe kwabakho kule minyaka ilishumi ukuya kwengamashumi amabini idlulileyo kuye kwaba ngumthwalo omkhulu kwindalo esingqongileyo kwanyusa namafutha ezithuthi asetyenziswayo kwathoba nomgangatho wokusebenza kweenkqubo zothutho kwanda nengxinano yezithuthi ezindleleni.
- * Kukho ukujika okukhulu kwizinto zokuhamba ezisetyenziswa ngabantu, kuba kukholise ngoku ukusetyenziswa iiteksi endaweni yeebhasi neetreyini. Uthutho lukawonke-wonke abantu balubona njengento engasebenzi kakuhle nelibazisayo nengenalukhuselo nenendleko ephezulu nesemgangathweni ophantsi kakhulu.
- * Ukunyuka kwamanani abantu abasebenzisa izithuthi zabo kuye kwazala ukhula komgangatho wendlela elusebenza ngayo uthutho lukawonke-wonke, kunjalo nje lwenze ukuba ehle amanani abantu abasebenzisa uthutho lukawonke-wonke.
- * Kusekukhulu ukungadityaniswa nokwahlukana komsebenzi wocwangciso nolawulo lwenkqubo yothutho lukawonke-wonke. Zininzi kakhulu iziphathamandla ezijongene nothutho, ukuqalela kwiinkampani ezizimeleyo ukuya kutsho kwezo zizezakwarhulumente kumanqanaba ngamanqanaba akhe nakumasebe ngamasebe akhe, into ke leyo ezala ukungafani kwindlela ekusetyenziswa ngayo. Iingxaki ezininzi ezithe zaveliswa kwisikhokelo sesizwe—imithetho eyahlukeneyo, ukungadibani ngemisebenzi, ukungabikho kocwangciso oluphangaleleyo, ukungabikho kweentsiba kuthutho lukawonke-wonke, nokungasebenzi kakuhle kwemigaqo-nkqubo yolawulo neyongcediso—zizalwa yile nto yokungabikho konxibelelwano.

Imihlathi elandelayo yesi sahluko iqwalasela imiba ephathelele kwezi ngxaki zine zidweliswe ngentla apha. Imiba ephathelele kwiZigqeba zikaRhulumente iqwalaselwa kwesinye isahluko esisezayo.

INGCACISO YOMGAQO-NKQUBO: IMIBA YOPHUHLISO LOMHLABA

Izibakala eziphambili kuhlengahlengiso lwasezidolophini

Umba

Kukho imfuneko yohlengahlengiso olukhulu ezidolophini nokufezekiswa kwenkqubo yothutho enempumelelo njengezona ziseko ziphambili zomgaqo-nkqubo weedolophu kwixa elizayo.

Umgaqo-nkqubo

ISebe lezoThutho neMisebenzi yakwaRhulumente liza kuzivandlakanya izikhokelo zemigaqo-nkqubo yokusetyenziswa komhlaba nezicwangciso zothutho ezidolophini ngokwegalelo ezilenzayo kuhlengahlengiso lweedolophu kwaye ke liya kukhupha nemali linike nenye inkxaso kuphela xa ngaba ziyafezekiswa ezi nkalo zilandelayo zohlengahlengiso lweedolophu:

- * ukutshintshwa kwento yokugxininisa ukukhula kwiindawo ezisembindini weedolophu kusiwe kwiindawo ezingaphandle nakwimityino ethile;
- * ukukhuthazwa koxinaniso lwezakhiwo;
- * ukukhuthazwa kwempumelelo kwindlela yokusebenza;
- * ukusetyenziswa ngobuchule komhlaba ome ezindaweni ezintle;
- * ukukhuthazwa kokuxutywa kweendlela osetyenziswa ngazo umhlaba;
- * ukusetyenziswa kweendlela zothutho ezifanelekileyo njengezixhobo eziphambili ekukhuthazweni kokufikeleleka kweendawo, ukudityaniswa kweengingqi nokudalwa kamathuba ophuhliso;
- * inxaxheba ekufuneka ithatyathiwe luthutho lukawonke-wonke kumsebenzi wohlengahlengiso nasekukhawulelaneni neemfuno zothutho.

Umbono wophuhliso lweedolophu

Umba

Kukho imfuneko yenjongo emanyanisiyo nombono omawuchazwe wendawo nganye, mbono lowo kufuneka usekelwe phezu kwezibakala nemgangatho ekuvunyelweneyo ngayo nezivakaliswe njengemigaqo-nkqubo nezicwangciso.

Umgaqo-nkqubo

Inkcazo yombono iya kuqulatha injongo yophuhliso lweedolophu kwindawo leyo kwaye iya kusetyenziswa njengesikhokelo nekhonco lokunxibelelanisa imigaqo-nkqubo yamacandelo ngamacandelo, ekukho kuwo nelothutho. Inkcazo yombono wophuhliso lweedolophu ekuvunyelwene ngawo uyimfuneko enkulu kuzo zonke izicwangciso zothutho lwasezidolophini ezithe zangeniswa ukuba zamkelwe. Umbono ngamnye kufuneka ukuba ube sisiphumo sothethwano noboniswano phakathi kwamanqanaba karhulumente onke kunye nabahlali.

Inxaxheba yomgaqo-nkqubo wezothutho ekudalweni kwamathuba emisebenzi**Umba**

Kulo naluphi na uphuhliso lwasezidolophini eyona nto iphambili kukudalwa kwamathuba emisebenzi. Umgaqo-nkqubo wezothutho lwasezidolophini unganelethe elikhulu kakhulu ekudalweni kwamathuba emisebenzi, nangona inani lemisebenzi ngenxa yezithuba zemisebenzi ezinokuthi ziveliswe ngendlela ethe ngqo apha kuthutho ngokwalo okanye engathanga ngqo ngenxa yokuba ukufikeleleka kweendawo kuya kuphuculwa nendlela setyenziswa ngayo umhlaba iya kujika.

Umgqo-nkqubo

Ukuvulwa kwamathuba emisebenzi kwezothutho kuya kuba yinkalo ebaluleke kakhulu kumgaqo-nkqubo wezothutho wephondo eli. Uvandlakanyo lwezi zicwangciso zothutho lwasezidolophini zicetywayo luya kubandakanya nokuqwalaselwa komba wenguqu kumathuba emisebenzi akwicandelo lothutho ngqo nokuba amathuba okwenza imali andiswe kangakanani na. Uhlobo lweenguqu ekucingwa ukuba ziya kubakho nobungakanani bazo kufuneka lucaciswe ngokuthe gca kuzo zonke izicwangciso ezingeniselwa ukuba zamkelwe.

Ukusetyenziswa kweendlela zothutho njengezixhobo eziphambili zohlehlengiso

Imeko ekuyiyo kwezothutho kwiidolophu ezinkulu zonke zaseNtshona Koloni ayixolisi kwaye kukho ukungahlangani okuninzi kweenkqubo zothutho. Ngoko ke inkulu imfuneko yokuba kwenziwe uhlehlengiso kwinkqubo yothutho khona ukuze isebenze kakuhle ibe nobulungisa, kunjalo nje ikhawulelane neemfuno zabantu abaninzi.

Umgqo-nkqubo

Enye inkalo ebalulekileyo kuhlehlengiso nohlanganiso lwenkqubo yothutho kukukhuthazwa kwemityino neengingqi zophuhliso eziya kuthi zihambe kuzo izinto zothutho lukawonke-wonke zenze ukuba kufikeleleke lula ezindaweni. Ukuba ngaba izicwangciso zothutho lukawonke-wonke aluzibandakanyi iindawo ezingenazithuthi zaneleyo ngoku, ezi ndawo azisayi kuba naluphuhliso luqhubekayo kuzo.

Umba

Nakubeni kubalulekile nje ukuba uthutho lukawonke-wonke lusetyenziselwe ukukhuthaza imityino yophuhliso, kufuneka inxaxheba yalo ibandakanye nonxibelelaniso lweengingqi ludale namathuba ophuhliso kananjalo.

Umgqo-nkqubo

Ukuze kwenzeke oko kuya kufuneka ukuba kubekho iindlela zezithuthi zikawonke-wonke ezinokuxinana noko apho zinokuqhutywa khona iinkonzo zothutho nalapho zinokuhamba khona izithuthi zikawonke-wonke ezenza imigama emifutshane, zize ke zivule amathuba kwiindawo ezihluphekileyo ngokuthi ziziqhagamshelanise neendawo zasezidolophini ezinkulu. Ubukho bemityino yophuhliso eqhagamshelaniswe ngeendlelana ezilolo hlobo kwidolophu nganye elungahambi kakuhle uthutho kuyo yinkalo ebaluleke kakhulu kumgaqo-nkqubo wezothutho wephondo.

Umba

Kubalulekile ukuba kuqwalaselwe indawo yokusetyenziswa kangangoko kwezi zinto zothutho sele zikho, phambi kokuba kucingwe ngokuzandisa. Zikhona iingxaki ezikhoyo kwisanta ezinokwandiswa ngaso izinto zothutho, nakwindlela oluya kuhamba ngalo olo lwandiso; ngoko ke kufuneka kuxininiswe kwinto yokuqinisekisa ukuba iindlela osetyenziswa ngazo umhlaba ziyafana nakumthamo ezinokuwuthatha izinto zokuhamba ezisetyenziswayo.

Umgqo

Isebe lezoThutho neMisebenzi yakwaRhulumente liza kuvandlakanya izikhokelo zemigaqo-nkqubo yothutho neyokusetyenziswa komhlaba nezicwangciso zothutho lwasezidolophini ngokwendlela ezisebenza kakuhle ngayo izinto zokuhamba esele zikho kungoku nje. Injongo yalo migaqo-nkqubo nezo zicwangciso kufuneka ibe kukusebenza kukuzisebenzisa kangangoko ezi zinto sele zikhona, endaweni yokwakha ezinye izibonelelo zothutho ezitsha. Kufuneka zincele ekwenzeni izigqibo malunga neendawo eziza kubekwa kuzo iivenkile, iindawo zolonwabo njengenxenywe yophuhliso lweendawo zokuhlala, khona ukuze abantu bakwazi ukuya ngeenyawo kuzo, zize ke zona izithuthi zikawonke-wonke zikwazi ukusetyenziswa kwimigama emide.

Kwisixeko seKapa kukho iSikhokelo soPhuhliso loMhlaba seSixeko esamkelweyo yiKhansile yeSixeko seKapa nesisekelwa phezu kwezi zibakala. Kulindlele ukuba esi Sikhokelo siya kuba sisiseko semithetho ephathelele kucwangciso lweendlela zokusetyenziswa komhlaba kwixa elizayo apha kulo mmandla wesixeko. Nangona izibakala esisekelwe phezu kwazo kwakunye neenjongo esijonge ukuziphumeza kufuneka zisebenze njengezikhokelo swizicwangciso zeedolophu apha eNtshona Koloni, izindululo zaso akufuneki zibonwe njengezikhokelo ezinokungena kwiimeko zonke. Kufuneka ukuba kwiindawo nganye kuqwalaselwe kakuhle ukuba zinokulungi-lingiswa njani ukuze zihambelane nemeko yendawo leyo.

Inxaxheba yezixhobo zokubeka amaxabiso kwindlela esebenza ngayo imariki yomhlaba**Umba**

Imigaqo-nkqubo yophuhliso yeedolophu kufuneka iyinike ingqwalaselo into yokubaluleka kokumanyaniswa kwezindululo eziphathelele kwiindlela zokusetyenziswa komhlaba nokuthutho zize zibe sisicwangciso esinye esidityanisiweyo. Kubalulekile ukuba imihlaba engenaluphuhliso okanye enophuhliso olungagqibelelanga mayiphuhlise ngokupheleleyo khona ukuze kupheliswe ukungahlangani kwamathuba.

Umgqo-nkqubo

Kufuneka kuqulunqwe imigaqo-nkqubo emanyanisiweyo yolawulo neyokubekwa kwamaxabiso neyotyalo-mali, khona ukuze ibe nefuthe kwiindlela zokusetyenziswa komhlaba ngenjongo yokuqinisekisa ukuba izikhokelo zokusetyenziswa komhlaba nezicwangciso zothutho ziyafana, nokuba iindlela zokusetyenziswa komhlaba zihamba ngokwesi sicwangciso. Iindlela zokubekwa kwamaxabiso ekufuneka zisetyenziswe zibandakanya ukuqaliswa kweentlawulo zokusebenzisa umhlaba noncediso-mali. Kuyafuneka ukuba kuqaliswe iintlobo ngeentlobo zeerhafu zomhlaba noncediso-mali khona ukuze oko kube nefuthe kumaxabiso omhlaba kananjalo kube nefuthe nasekufezekisweni kweenjongo ezifunekayo zokuhlehlengiswa kolwabiwo lomhlaba, into ke leyo eya kukhokelela ekubeni iidolophu nezixeko zikwazi ukusebenza ngempumelelo nangendlela enobulungisa. Kuya kuzanywa ukuba kubekho imvano phakathi kwabaphathiswa besizwe abafanelekileyo kunye nabaphathiswa beNtshona Koloni.

Iirhafu ezinokubizwa noncediso-mali olunokunikwa zisenokuma ngolu hlobo:

- * iRhafu yoPhuhliso ebizwa ngolwakhiwo ngalunye oluqhutywayo olungelolweendawo zokuhlala noluhamba nxamnye neenjongo zesicwangciso zokusetyenziswa komhlaba esivunyiweyo;
- * uNcediso-mali loPhuhliso olunokuhlawulwa ngolwakhiwo lonke olungelolweendawo zokuhlala noluzifizekisa iinjongo zesicwangciso zokusetyenziswa komhlaba esivunyiweyo;
- * iRhafu yoMhlaba ongaPhuhliswanga kwimihlaba engenalu phuhliso kodwa ikwiindawo ezifanelekileyo ngokwe miqathango yesicwangciso zokusetyenziswa komhlaba nenxulunyaniswa nokusekwa kwemityino yophuhliso okanye iingingqi zophuhliso. Iinjongo zaloo rhafu ilolo hlobo kukwandisa iindleko zokugcina umhlaba ongaphuhliswanga nokuthibaza ukusetyenziswa kakubi komhlaba nokukhuthaza ukuba imihlaba esezindaweni ezintle isetyenziswe ngendlela elulutho.

Uhlengahlengiso ezidolophini nokufunwa kwezinto zokuhamba

Umba

Iinjongo yohlengahlengiso ezidolophini kukuphucula iinkqubo zothutho zenziwe zibe nobulungisa nempumelelo kwiinkalo zonke—ekukho kuzo inkalo yezentlalo, eyezoqoqosho neyendalo esingqongileyo. Lungaluninzi uphuculo olunokwenzeka kwezi nkalo ukuba nje kunokuqwalaselwa into yokufunwa kwezinto zokuhamba, naxa ezi sele zikhona zinokusetyenziswa kakuhle. Eyona ndawo ibalulekileyo kule nto yokufunwa kwezinto zokuhamba bubude bemigama echanjwayo. Ukuba nje kunokuncitshiswa ubude beehambo, nokufunwa kwezinto zokuhamba kuyehla.

Umgqo-nkqubo

ISebe lezoThutho neMisebenzi yakwaRhulumente liya kuvandlakanya izikhokelo zomgaqo-nkqubo wokusetyenziswa komhlaba nowothutho kunye nezicwangciso zothutho zeedolophu ngokwegalelo lemigaqo-nkqubo yokusetyenziswa komhlaba ekuncitshiseni kwemigama yeehambo kwimimandla yasezidolophini. Kwezo ndawo apho umyinge womgama wohambo oluya emsebenzini ungaphezulu kweekhilometha ezilishumi (10 km), kufuneka kuzanyelwe ukuba ngonyaka ka-2010 ube loo mgama uhle nge 20. Ngaphezulu kufuneka umhlaba usetyenziswe ngendlela eyenza ukuba zihle izibonelelo zothutho ekufuneka zongeziwe ngokuthi kusetyenziswe ezi sele zikho ngokupheleleyo.

INGCACISO YOMGAQO-NKQUBO: IMIBA YEZOTHUTHO

Umba

Eyona njongo iphambili yomgaqo-nkqubo wothutho lwasezidolophini kukumisa inkqubo yothutho esebenza ngempumelelo, ngokuthi kuziswe inguqulelo kwindlela ekuhlile ngayo ezidolophini. Indlela ezifuneka ngayo izinto zokuhamba ngoku akufuneki ibe sisikhokelo esiphambili eluphuculweni sezibonelelo zothutho xa olo phuculo luza kubethelela kwale ndlela yokusetyenziswa komhlaba inganelisiyo. Kufuneka ukuba kubekho ukuqhagamshelaniswa kweemfuneko zohlengahlengiso ezidolophini nokuphunyezwa kweemfuno zezinto zokuhamba.

Umgqo-nkqubo

ISebe lezoThutho neMisebenzi yakwaRhulumente liya kuvandlakanya izikhokelo zomgaqo-nkqubo wokusetyenziswa komhlaba nowothutho kunye nezicwangciso zothutho zeedolophu ngokwegalelo ezinalo kuhlengahlengiso lweedolophu kwaye liya kukhupha imali nenye inkxaso kuphela apho ifezekiswayo le miqathango yohlengahlengiso lweedolophu:

- * ukukhuthazwa kwamanyathelo enza ukuba indlela osetyenziswa ngayo umhlaba inciphise ukufunwa kwezinto zokuhamba;
- * ukusetyenziswa bhelele kwezibonelelo zothutho esele zikhona ngakumbi iindlela, imigaqo yoololiwe kunye nezithuthi zikawonke-wonke;
- * ukuncitshiswa kwemfuneko yotyalo-mali kwizibonelelo eziphambili ezidolophini ngaphandle kwezo ziyimfuneko ekuqhagamshelaniseni iindawo ezintsha okanye esele zikhona neenkqubo zothutho zasezidolophini eziyinxenye yazo;
- * ukuncitshiswa kokukhula kwamanani abantu abasebenzisa izithuthi zabo;
- * ukulandelwa komgaqo-nkqubo othi 'uThutho lukawonke-wonke kuqala' okhuthaza ukusetyenziswa kwezithuthi zikawonke-wonke endaweni yokuba abantu basebenzise ezabo, into ke leyo enokuwuphucula kakhulu umgangatho weenkqubo zothutho ezikhoyo.

Eyona ndlela yokusetyenziswa ngokupheleleyo kwezinto zokuhamba esele zikhona

Umba

Ngelixa iindawo ezininzi ezingenaluphuhliso ngokwaneleyo zisokoliswa kukunqongophala kwezibonelelo zothutho, zona iindawo ezisezidolophini eziyinxenye yazo zime kakuhle ngakwicala lezibonelelo zothutho. Iindlela kunye nezinto zokuhamba. Kambe ke ngenxa yokuba indlela osetyenziswa ngayo umhlaba ingemanga kakuhle, ezo zibonelelo zothutho zonke azisetyenziswa ngokupheleleyo. into ke leyo eyenza ukuba ehle kakhulu amazinga omgangatho kube nzima nokufumana imbuyekezo ngeendleko ekuqondeni kuzo. Ngaphezulu, kukholiswa ngokungaxinini ngokupheleleyo kwinto yokunisekisa ukuba ezi zibonelelo zikhoyo zisetyenziswa kangangoko phambi kokuba kwenziwe izindululo malunga nokuzandisa.

Umgqo-nkqubo

Kwidolophu nganye kuya kuqhutywa iphulo eliqinileyo lokuphucula iindlela zothutho lukawonke-wonke ngokuthi lunatyswe kakhulu ulawulo lothutho namanyathelo obunjinieli. Kuya kufuneka ukuba kuzo zonke izicwangciso zothutho icaciswe ngokupheleleyo indlela ezisetyenziswa ngayo izibonelelo zothutho ezikhoyo, kuze ke kucetywe nendlela yokunyusa amazinga okusetyenziswa kwazo. Ezi zicwangciso kufuneka zenziwe zicace kakuhle, kunjalo nje negalelo elifanele kwenziwa lulawulo lweedolophu ukuze imeko yokusetyenziswa kweendlela iphuculwe.

Azisayi kuvunyelwa naziphi na izicelo zezikimu zothutho ezinjongo yazo iphambili ikukwenza lula ihambo ezingaphezu kwale migama iyimiyinge evunyiweyo yezo ndawo ziza kuhamba kuzo ezo zithuthi. Kambe ke lo miqathango awusayi kusetyenziswa ukuba ngaba isikimu eso sinenjongo yokuqhagamshelanisa iindawo ezintsha okanye eyokufizekisa iinjongo zephulo lophuculo nophuhliso ngokubanzi. Uphuculo lunokwenziwa xa ngaba injongo yalo kukunyusa amazinga okusetyenziswa kwezibonelelo zothutho esele zikhona, oko kukuthi ukusetyenziswa ngokupheleleyo kwezo zibonelelo zingasetyenziswa ngokupheleleyo, mhlawumbi ngokuthi kuphungulwe ingxinano yamaxesha athile okanye ngokongeza ezinye iindlela eziqhagamshelanisayo. Kufuneka ke kambe ukusebenza kolo phuculo ekusetyenziseni kwezibonelelo zothutho kubonakaliswe.

Ukwandiswa komthamo wezithuthi ezikhoyo kufuneka kujoliswe ekuphuculweni kwindlela ezisebenza ngayo izithuthi zikawonke-wonke, ngokuthi mhlawumbi kwandiswe amanyathelo olawulo lweendlela okanye ngokuthi kwenziwe uphuculo olujolise ekuphuculweni kwemeko yothutho ngokubanzi nje.

Ulwabiwo olufanelekileyo lomhlaba wokwakha iindlela**Umba**

Kufuneka kujoliswe ekwandisweni komthamo wenkqubo yothutho ngenjongo yokuphucula uthutho lukawonke-wonke ngokuthi kwandiswe umthamo ngokubanzi okanye ngokuthathwa amanyathelo athile olawulo losetyenziso-zindlela oluya kuthi luncede kuthutho nje ngokubanzi okanye ngokuthi kutyalwe imali kuphuculo lothutho lukawonke-wonke nje ngokubanzi.

Umgaqo-nkqubo

Ulwandiso kumthamo wenkqubo yothutho luya kuba nenjongo yokuphucula iimeko eluqhutywa phantsi kwazo uthutho. Apho izithuthi zikawonke-wonke zisebenzisa iindlela ezinye nezinye izithuthi ngokubanzi, kuya kufuneka ukuba kugxininiswe kwinto yokunyuswa kwamanani abantu abasebenzisa izithuthi zikawonke-wonke, kuthotywe awabo basebenzisa ezabo.

Ukuthotywa kwamanani abantu abasebenzisa izithuthi zabo, ngakumbi ngamaxesha ezixakeka kakhulu ngawo iindlela**Umba**

Lande kakhulu inani labantu abasebenzisa izithuthi zabo ngakumbi ngamaxesha ezixakeke kakhulu ngawo iindlela, into ke leyo eyenze ukuba kwiidolophu ezininzi zibe ninzi ihambo kunjalo nje zibe nde. Isiphumo sale meko ke kukunyuka kosetyenziso lwamafutha nokonakala msinya kweendlela. Kummandla wesixeko seKapa isiphumo sale meko ikwakuko nokuhla komgangatho wemeko yendalo esingqongileyo, ngakumbi ungcoliseko lomoya. Obu buninzi bezithuthi ezindleleni bunefuthe elibi kakhulu kuthutho lweendlela kwaye kunjalo nje kuyazonakalisa neendlela, into ke leyo enyusa iindleko yenze neendlela zingabi nambukeko. Kambe kukhangeleka ngathi amanani abantu abanezithuthi zabo aseza kunyuka xa kujongwa okwenzekayo elizweni apha ngokubanzi, kangangokuba la manani akhoyo ngoku angaphinda-phindeka kabini kungekudala. Ukuba ngaba amanani ezithuthi angakhula ngolu hlobo akhula ngalo phaya ko-1980 apha koo-1990, iya kuthi isiya kusithela le nkulungwane abe sele enyuka ngaphezu kwe-50, aphinda-phindeka kabini kwisithuba esingaphantsi kweminyaka engamashumi amabini.

Kwizixeko ezikhulu ezininzi le meko iya kuba nefuthe elibi kakhulu kwindlela eluqhuba ngayo uthutho, kuba xa kunyuke amanani abantu abazihambela ngezithuthi zabo nengxinano ezindleleni iza kuba ninzi, zize ke izinto zokuhamba zicotha kakhulu. Leyo ke iya kuba yimeko engamkelekanga, ngaphandle kokuba kungathathwa amanyathelo okuyilungisa.

Kumazwe angaphandle into ethe yenzeka kukuba kuthe kwakunyuswa iintlawulo zeendawo zokumisa izithuthi ehla kakhulu amanani abantu abasebenzisa izithuthi zabo kwenyuka awabamba ngezithuthi zikawonke-wonke. Kuyaqondakala ke ngoko ukuba nalapha kuya kufuneka kuthathwe amanyathelo okuthoba amanani abantu abahamba ngezithuthi zabo, amanyathelo afana nokunyuswa kweentlawulo zeendawo zokumisa kwakunye neelayisenisi.

Oku kunyuswa kweentlawulo zeendawo zokumisa izithuthi kucetywayo kufuneka kuhambelane nemiqathango ekwizicwangciso zothutho. Ezo zicwangciso ke kufuneka zibandakanye namanyathelo okuphucula iindlela ngohlobo oluya kwenza ukuba kube lula ukukhawulelana neemfuno zabantu kwezothutho.

Umgaqo-nkqubo

Zonke izicwangciso ziya kubandakanya nomgaqo-nkqubo wokusetyenziswa kweendawo zokumisa izithuthi kwakunye namaxabiso ekucetywa ukuwabiza ngokumisa izithuthi. Kufuneka ke kananjalo ezi zicwangciso zihambelane neendlela ezikhoyo ezingena kuloo ngingqi. Kufuneka kugcinwe irejista yeendawo zokumisa izithuthi ixesha elide kwaye zonke iindawo zokumisa izithuthi ixesha elide kufuneka zihlawulelwe. Ngaphezulu kuya kufuneka ukuba kubekho iintlawulo ezibizwayo ngazo zonke iindawo zokumisa izithuthi ixesha elide nokuba ziindawo zikawonke-wonke okanye zezizezabantu, nokuba zisezitrateni okanye azikho zitrateni. Iphondo eli liya kuqinisekisa ukuba zonke iimali ezihlawulelwa iindawo zokumisa izithuthi nemirhumo ebizwayo aziyi kubekwa kumanqanaba angafikelelekiyo, koko ziya kuhamba ngokwemiqathango yeCandelo 21 lomthetho oyiUrban Transport Act, njengoko wenziwa izilungiso, okanye ngemiqathango yawo nawuphi na omnye umthetho onxulumanayo nalo.

Ukujikwa kwemeko yokuhamba ngezinto ezininzi ezahlukeneyo kuhanjwe ngezikawonke-wonke**Umba**

Inani leehambo nokuba ziphi na ezo hambo zizinto exhomekeka kuzo indlela ezifunwa ngayo izinto zokuhamba. Indlela abakhetha ngayo izinto zokuhamba abantu yiyo ebonisa ukuba ngawaphi na amalungiselelo abanokuwenzelwa, kanti ke ukuhamba kakuhle kothutho kona kuxhomekeke kwindlela osetyenziswe ngayo umhlaba. Zonke ke ezi ziinkalo ezifuna ukuvelelwa xa kusenziwa izicwangciso zothutho. Yinjongo ephambili kakhulu yePhepha leNgcaciso-nkqubo lesizwe ukuba inani labantu abahamba ngezithuthi zabo lithotywe kangangokuba kwizithuthi ezingama-80 zikawonke-wonke, zibe ngama-20 ezabantu abahamba ngezithuthi zabo. Indlela ekuhanjwa ngayo ngoku eKapa xa kuphangelwa ime ngolu hlobo:

49:44:7 (ezikawonke-wonke; abahamba ngezabo; abahamba ngeenyawo). Kwezinye iidolophu ezinkulu apha eNtshona Koloni amanani achanekileyo akaziwa, kodwa kuqikelelwa ukuba aphantsi kakhulu awabantu abahamba ngezithuthi zikawonke-wonke, amaninzi ingawabo bantu bahamba ngezithuthi zabo.

Umgaqo-nkqubo

Zonke izicwangciso zothutho nazo zonke izikhokelo zothutho kufuneka ziyiqwalasele indawo yokunyuswa kwamanani abantu abasebenzisa izithuthi zikawonke-wonke. Kufuneka ke ukuba kummandla wedolophu kujongwe ukuba injani na imeko yokuhamba kwabantu abaphangelayo, kuze ke kuthathwe amanyathelo okuyimisa kakuhle, kuqatshelwa nezinye iinkalo zomgaqo-nkqubo, kujoliswe nasekufezekisweni kweenjongo zesizwe ngokubanzi. Kufuneka ukuba xa kuvandlakanya izicwangciso zothutho kujongwe nokuba ihambe njani na imeko yamanani abantu abasebenzisa izithuthi zabo nawabo basebenzisa ezikawonke-wonke, ukuze ke nayo ivandlakanywe ukuba kukho imfuneko.

UTHUTHO NOPHULISO LWEMIMANDLA YASEMAPHANDLENI

Ngokwezophumo zobalo lwabantu luka-1991 iNtshona Koloni ikwindawo yesibini ngokwamanani abantu abahlala ezidolophini apha eMzantsi Afrika, kuba i-87 yabantu beli phondo ihlala ezidolophini. Abaninzi babo bantu bakummandla weKapa apho one-66 yabantu beli phondo ne-71 yabahlala ezidolophini. Eminye imimandla yeedolophu ine-21 yabantu beli phondo bebonke. Abahlala kwimimandla yasemaphandleni bayi-13 kuphela, into ke leyo ethetha ukuba bangama-500 000 kuphela, kwaye ubuninzi babo ngabantu abahluphekileyo, abahlala ezifama nakwiindawana zasemaphandleni ezincinane kwaye bakude kakhulu kumathuba ezoqoqosho nezentlalo nakwiinkonzo eziphambili zempilo, ezentalontle nezemfundo. Enye into ngaba bantu kukuba baxhomekeke kakhulu ekuhambeni ngeenyawo, kwaye ke ngenxa yokuba kungekho malungiselelo bawenzelweyo, bubekeka esichengeni kakhulu ubomi babo, ngakumbi xa behamba ebusuku.

Izinga lemeke yezoqoqosho kwindawo nganye lixhomekeka ekubeni yintoni na eyenziwa kuloo ndawo. Njengokuba ulimo luqine kakhulu apha kwiNtshona Koloni nanjengokuba amathuba entengiso kumazwe angaphandle esiya ekhula nje, likhona ithemba lokuba kwimimandla yasemaphandleni enezibonelelo zentengiso imeko yezoqoqosho iza kuya iqina ngokuqina noko kwiphondo eli lonke, ngokwemeko elukhula ngayo

uqoqosho kwimimandla yesixeko. Zininzi iimeko ezikhokelele kule meko kwimimandla yasemaphandleni ekukho kuzo imeko yokuxhomekeka. Ukukhula komgangatho wemimandla yasemaphandleni kukhokelele ekunyukeni kwamanani abeza ezidolophini ezinkulu.

Ukunyuka kwamanani abantu abahlala kummandla wesixeko nakwiidolophu ezinkulu kwenziwa kakhulu kukhula komgangatho kwimimandla yasemaphandleni, kuba kaloku iindlela kule mimandla zidlakazekile kakhulu, ezinye azinatha ezinye zinayo, into ke leyo ekwenza kube nzima ukufikeleleka kwale mimandla, nendleko yokuya kuyo ibe phezulu kakhulu. Le meko ke idibene nokungabikho kothutho lukawonke-wonke ayiniki mdla kubatyali-mali, kwaye ayitsali bantu ukuba beze kuhlala kwezi ndawo, izinto ke ezo ezikuthintelayo ukukhula kwemeko yoqoqosho.

INGCACISO ZOMGAQO-NKQUBO

Ukukhawulezelwa kweSicwangciso soPhuhliso lweMimandla yaseMaphandleni

Umba

Unxulumano phakathi kothutho nophuhliso lubaluleke emaphandleni njengokuba lubalulekile ezidolophini, kwaye mhlawumbi nangaphezulu xa kucingwa ngeemeko zentlupheko emaphandleni nokunqaba kwezinto zokuhamba nokungabikho kwezigqeba nemibutho enokuthi isingathe umsebenzi wokuphuculwa kwezi meko. Ngoko ke ukubonelelwa kwale mimandla ngothutho kufuneka kube yenye yezinto eziphambili kumaphulo ophuhliso nophuculo aqhutywayo nacyutywayo kwezi ndawo.

Umgqo-nkqubo

ISicwangciso soPhuhliso lweMimandla yaseMaphandleni apha eNtshona Koloni siya kubandakanya nezicwangciso zokukhula nophuhliso kwiidolophu ezincinane ekuya kufuneka ukuba zibekwe phambili neziya kuthi zifune intsebenziswano phakathi kwamasebe ngamasebe karhulumente wephondo. Kuya kufuneka sikujonge ukuma kweendawo ezo size ke kwindawo nganye sibe nezibonelelo zothutho njengesinye sezixhobo zophuhliso. Kuya kufuneka sijolise kwiifundo zabahlali bezi ndawo kunjalo nje silungiselele ukusungulwa kwamaphulo ajoliswe ekusekweni kwemizi-mveliso nokuqiniswa kwemeko yoqoqosho neyokugcinwa kobutyebi bulapha kwezi ndawo zasemaphandleni. Ngaloo njongo ke siya kukhuthaza ukubanjwa kweemarike ngamaxesha athile khona ukuze kuqiniseke isiseko soqoqosho kunjalo nje sibe yiyo nendlela yokukhawulelana neemfuno zezentlalontle. Siya kuqinisekisa ukuba abantu abahlala kule mimandla bayazifumana zonke iinkonzo zakwarhulumente eziphambili, ngokunjalo namathuba entlalontle noqoqosho, izinto ezo abanelungelo lokuba mabazifumane.

ISEbe lezoThutho neMisebenzi yakwaRhulumente leNtshona Koloni liya kukhuthaza ukuqulunqwa kweSicwangciso soPhuhliso lweMimandla yaseMaphandleni, kunjalo nje liya kuthi lincediswe kangangoko ekuqulunqweni kwezicwangciso zophuhliso xa lithe lacelwa ukuba malenze njalo. Izicwangciso zothutho zezithili nezedolophu ziya kuba yinxenye yezo zicwangciso zophuhliso ziya kuthi zifune ukuba zamkelwe liSebe lezoThutho neMisebenzi yakwaRhulumente lephondo. ngenxa yokuba imeko yemimandla yangaphandle ifana yodwa kwaye nangenxa yenkxaso ekulindleleke ukuba iza kufunyanwa kuza kusekwa iCandelwana loLawulo lwezoThutho lwaseMaphandleni kwiSebe lezoThutho neMisebenzi yakwaRhulumente.

Ukukhuthaza ubuchule kwinkonzo yothutho emaphandleni

Umba

Zininzi iingxaki ezifunyanwa yimimandla yasemaphandleni ngakwicala lothutho kwaye zonke ezi ngxaki zisukela kwinto yentlupheko nokuba kude nokuqhela ukuxhomekeka kwabanye abantu nokungafikeleleki kwamaxabiso ezinto zokuhamba. Imigama eya kwizinto zokuhamba mide kakhulu kwaye nazo zinqongophele okanye amaxabiso ezo zikhoyo akafikeleleki. Baye ke bembalwa nabaniki benkonzo yothutho abanomdla wokuya kunika iinkonzo kwezi ndawo. Isiphumo soko ke kukuba kuthi nalapho zikhoyo izinto zokuhamba amaxabiso azo abe phezulu ngokokude kube nzima ukuba afikeleleke. Ngaphezulu, ngenxa yobunzulu bemeko yentlupheko nangenxa yokuba kude kwezi ndawo abasebenzi basezifama bona baxhomekeka ngokupheleleyo kwizithuthi zabanini-zifama, nokuba bafuna ukuya edolophini ekufutshane naloo fama bahlala kuyo.

Umgqo-nkqubo

Kubaluleke kakhulu ukuba kubekho inkqubo yothutho eqinileyo ukuze kubekho imeko yoqoqosho eqinileyo. Kulindleleke ukuba izicwangciso zothutho ziya kuyiqwalasela indawo yophuhliso nje ngokubanzi ekufuneka luqhutywe ziikhansile zezithili. Inkxaso yeSebe lezoThutho neMisebenzi yakwaRhulumente ke kulo mba iya kugxininisa kwezi nkalo zilandelayo:

- * amakhulwana amancinane okukhuthaza ukuxhotyiswa kwabantu ngobuchule nolwazi kwaba bantu baqhuba inkonzo yothutho nakwabo banokuthi ekuhambeni kwexesha babe ngabaniki benkonzo yothutho;
- * ukuncediswa imibutho nezigqeba ezikhoyo ezidolophini ezibonakalisa umdla nenkuthalo;
- * amalinge ajoliswe ekuqhagamshelaniseni iindawo zangaphandle ezigqagqeneyo kunye noqoqosho ngokubanzi;
- * ukuthotywa kweendleko zokuhamba zabantu nezokuthuthwa kweempahla.

Kuya kukhuthazwa ukuba izinto zokuhamba zisetyenziswe ngobuchule nentelekelelo, kunjalo kuqwalaselwe neendlela ngeendlela zokuthuthwa kweempahla nabantu. Ngaphandle kokutyeshela imithetho yeSebe kuya kuthi kuqwalaselwe nezinto ezifana nokuba kuthuthwe abantu neebhasi zabantwana besikolo baze ke bahlawule kuzo, nokuba kusetyenziswe izithuthi zikamasipala ekubeni kuncediswe abantu abangamafama amancinane ukuba bathuthwe izinto zabo ukuzisa emarikeni eziamana ukubakho. Kanti ke namalinge abahlali bezi ndawo ajoliswe ekunikweni kwenkonzo yothutho aya kuthi anikwe uncediso-mali ukuba ngaba loo malinge ayinxenye yomsebenzi wophuhliso ngokubanzi. Loo nto ke iya kunabisela uncediso kwiinkonzo ezifana neenkonzo zempilo, ezemfundo, ezentlalontle njl. Kwezinye iimeko apho kungekho zinkonzo zothutho, nalapho kuthe kwakho iifundo ezibonwileyo ukuba zikhona, iziphathamandla zothutho eziya kuthi zenze amalungiselelo okuba ezo nkonzo zinikwe neekhontakthi, zize iikhontakthi ezo zicwangciswe ngohlobo lokuba zikhuthaze ukukhuliswa kwamashishini asakhasayo.

ISEbe lezoThutho neMisebenzi yakwaRhulumente liya kuba noxanduva lokuqinisekisa ukuba inkqubo yothutho lwaseMaphandleni ihamba ngokufezekileyo nangempumelelo nokuba izibonelelo zothutho zikho ngokwaneleyo, ekukho kuzo ukwakhiwa kweendlela. Iya kuba lilo nelikhupha iipemethi zeenkonzo zothutho eziphakathi kwamaphondo ngamaphondo. ISEbe lezoThutho neMisebenzi yakwaRhulumente liya kuthi linike inkxaso-mali yokuqinisekisa ukuba kunikwa iinkonzo zothutho ezifunwayo ngabahlali.

UCWANGCISO LOTHUTHO LWABANTU NOKUQHUTYWA KWALO

INTSUSA

Ingxaki yothutho apha eNtshona Koloni yingxaki endala kwaye yingxaki enzima kakhulu. apho isuka khona le ngxaki kusekubeni umhlaba awuzange wabiwe ngokufanelekileyo ngokwendlela omawusetyenziswe ngayo, into ke leyo eyenza kube nzima ukuba kuqhutywe uthutho olunempumelelo nolukwaziyo ukumelana namanani abantu ekufuneka benikwe inkonzo yothutho. Ukugqagqana kwezakhiwo kwiindawo ekuhlalwa kuzo kwakunye

nobude bemigama ehanjwayo zizinto ezenze ukuba lungasetyenziswa ngokupheleleyo uthutho nokuba ibe phezu indleko yokuluhlaba, ibe yona ingeniso eluza nayo incinane kakhulu.

Apha eNtshona Koloni inkonzo yothutho ayizange ikhe ibe luxanduva, kuba yaba soloko iqhutywa ziinkampani ezizimeleyo naziiteksi ezizikhombi, kwakunye nothutho lwakwaloliwe ebeluyinkonzo enikwa ngurhulumente. Isiphumo saloo nto ke ibe kukuba imicimbi yothutho ibithathwa njengemicimbi engekho zandleni zamarhulumente, kunjalo nje ingeyonto iza phambili. Ngoko ke akuzange khe kude kubekho izigqeba zothutho ezisekwayo khona ukuze zithwale uxanduva lokunikwa kwenkonzo yothutho ngendlela enempumelelo neqinisekiso ukuba iimfuno zoluntu ziyakhawulelwa zonke. Ngoko ke ukuza kuthi ga kutsha nje bekusoloko kungekho malinge abonakalayo okuphucula imeko yothutho lukawonke-wonke okanye ukunxibelelanisa izicwangciso zothutho neminye imiba yophuhliso ngokubanzi.

Zonke ke ezi zinto isiphumo sazo kukuba uthutho emehlweni abantu belusoloko lubonwa njengento engenankqubela nalukhuseleko nehamba nolwaphulo-mthetho neneendleko eziphezulu nekungekho nkezeko ifumanekayo ngayo. Xa kujongwa ukubaluleka kothutho kwimigaqo-nkqubo yeedolophu kwixa elizayo, imeko enjalo ke ayisamkelekanga konke, ngoko ke kufuneka kuzanywe ukuba kuthathwe amanyathelo angqongqo okuyilungisa le meko.

Into engundoqo kuwo loo msebenzi ke kukuba kubekwe phambili into yothutho lukawonke-wonke, phambi kwazo naziphi na ezinye iindlela zokuhamba kuwo onke amanqanaba karhulumente ngokuthi kwakhiwe izibonelelo zothutho. Umgaqo-nkqubo onjalo ke ubeka phambili ukuphuculwa kweendlela nokukhuthazwa kwabantu ukuba basebenzise izithuthi zikawonke-wonke endaweni yokuba basebenzise ezabo.

Imeko enje ayingekhe ide ikwazi ukudaleka ngaphandle kokuba kukho ukuzimisela okukhulu kwinto yokukhuthazwa nokusetyenziswa kwimigaqo-nkqubo ehambisanayo neenjongo zophuhliso ngokubanzi nje. Ukuze kubekho umgaqo-nkqubo onobulungisa kufuneka uthutho lukawonke-wonke lubekwe phambili. Ukuba ngaba ingingqi ethile yasezidolophini inothutho olusebenza kakuhle oluyenza ifikeleleke lula kwaye neendleko zalo ziyafikeleleka kumntu wonke, ke inkqubo yothutho enjalo kungatshiwo ukuba isebenza kakuhle.

Uthutho lukawonke-wonke alunikwa inkxaso-mali ngokwaneleyo, kwaye aluthandwa njengenkalo ebaluleke kakhulu nefanele ukuba ibekwe phambili. Ngenxa yokuba uthutho olunempumelelo aluxhomekanga kuphela kumgaqo-nkqubo, kufuneka ukuba kuqwalaselwe iingxaki eziphambili neendlela ezinokusonjululwa ngazo ukuze kubekho impumelelo kuthutho. Eyona nto ibaluleke kakhulu kukuba ithuba ngalinye elivelayo kufuneka lisetyenziswe ekuphuculeni nokwandisa inkonzo yothutho eqhutywayo ibekwe kumgangatho owamkelekileyo nowenza ikwazi ukukhawulelana neemfuno zabantu ngokubanzi, kunjalo nje kuqinisekise nokuba ushishino lothutho alusileli ngakwicala lemali eliyenzayo.

Akusayi kuphunyelwa ekuziseni inkonzo yothutho enempumelelo nengenazindleko ziphezulu ngaphandle kokuba kungazanywa ukuba kudalwe imeko efanelekileyo yokuba kuqhutywe kuyo uthutho olunempumelelo nelomeleleyo.

INGCACISO ZOMGAQO-NKQUBO

Ukubaluleka kocwangciso

Umba

Imigaqo-nkqubo yothutho ayingekhe ikwazi ukuba nempumelelo ngaphandle kokuba uthutho luthathwe njengenxenye yeendlela zokusetyenziswa komhlaba nanjengenye yeendlela zokuxhaswa kwephulo lophuculo nophuhliso ngokubanzi, ngakumbi uphuhliso lomhlaba.

Umgaqo-nkqubo

Ukuze kukwazeke ukuba kuqhutywe inkonzo yothutho enempumelelo neqinileyo, kufuneka ukuba imigaqo-nkqubo yothutho ibe yinxenye yephulo lophuhliso ngokubanzi, kananjalo ingqamane nemigaqo-nkqubo yokusetyenziswa komhlaba equlathwe kwisicwangciso sothutho nokusetyenziswa komhlaba.

Ngoko ke kufuneka kunikwe ingqwalaselo kwifuthe lezinye iindlela zokuhamba nemigaqo-nkqubo yokusetyenziswa komhlaba:

- * kwindlela ezisetyenziswa ngayo izithuthi zikawonke-wonke
- * nakwiindleko zokunikwa kweenkonzo zothutho.

Kuza kuqulunqwa isicwangciso sothutho sengingqi nganye yasezidolophini esiya kuthi sicacise yonke imiba yolawulo neyeendlela zokusebenza. Eso sicwangciso ke siya kubandakanya isivumelwano ngomgangatho esiya kuthi sicacise amanqanaba ekufuneka kufikelelwe kuwo kwinkonzo yothutho lwabantu ukuze kukwazeke ukuba ziphunyezwe iimfuno zabo, ngakumbi ezabahluphekileyo nabakhubazekileyo. Kufuneka sichaze iindlela neenkono ezithe zangeniswa kwithenda yakwarhulumente kwakunye namalungiselelo ekufuneka enziwe. Kufuneka eso sicwangciso siqinisekisa ukuba iimfuno zabantu ziyaphunyezwa nokuba inkonzo leyo iyafikeleleka ngamaxabiso. Eso sicwangciso kuya kufuneka ukuba sibe nokungqamama nesicwangciso sophuhliso lweedolophu ngokubanzi.

Unikezelo koomasipala

Umba

Ukuze ucwangciso lube nempumelelo kufuneka ukuba lubandakanye zonke iinkalo nazo zonke izinto zokuhamba luqwalasele neendlela zokusetyenziswa komhlaba nophuhliso nje ngokubanzi, kwaye kufuneka luqhutywe lelona nqanaba lisezantsi likarhulumente. Kufuneka kunjalo nje la manqanaba asezantsi karhulumente axhotyiswe kangangoko ngobuchule nolwazi lokuhlaba zonke iindidi zothutho lukawonke-wonke kwiindawo eziphantsi kolawulo lawo nokuba akwazi ukusombulula iingxaki eziphathelele kuthutho.

Umgaqo-nkqubo

Urhulumente wesizwe nowephondo baya kunika inkxaso kwishishini lothutho nakwiziphathamandla zothutho. Oomasipala baya kuxhotyiswa ngolwazi nobuchule bokuba baluthwalele kubo uxanduva lothutho lukawonke-wonke kwiindawo eziphantsi kolawulo lwabo. Imisebenzi ethile yephondo iya kuthi ke ngoko inikezelwe kubo.

ISebe lezoThutho neMisebenzi kaRhulumente liya kuwugcina umsebenzi wokuqulunqwa imigaqo-nkqubo nezicwangciso nowokubeka imigangatho nowokuncedisa oomasipala ekwenzeni imisebenzi yabo. Kambe ke liya kuwugcina wona umsebenzi wokunika iinkonzo zothutho nowokunxibelelanisa umsebenzi woomasipala nowokuncedisa, kwakunye nowothutho oluphakathi kweengingqi ezahlukeneyo.

Kucetywa ukuba le misebenzi ilandelayo inikezelwe koomasipala:

- * ukubhaliswa kwabo bonke abaniki benkonzo yothutho lweendlela kwiingingqi eziphantsi kolawulo lwabo, baze ke bathumele iikopi zezo mpepha kuMbhalisi wephondo;
- * ukuqinisekisa ukuba bonke abo bafaka izicelo zokunika inkonzo yothutho bayayithobela yonke imiqathango yokhuseleko neyezemali;

* ukunika igunya lokuqhuba inkonzo yothutho ngokwesicwangciso esivunyiweyo, zize ke iipemethi zona zikhutshwe yiBhodi yeePemethi yephondo. Imfuneko yokwenziwa kweenguqulelo ngezigaba kushishino lothutho lukawonke-wonke

Umba

Uthutho lukawonke-wonke aluncedi nje kuphela abantu abaya emisebenzini abasisiqingatha sabaphangeli apha kwesi sixeko, koko luyimfuneko nakubantu abaya ezivenkileni, abahambela imicimbi yoshishino, abaya kwiindawo zolonwabo. Kananjalo luyimfuneko nakwabafuna ukuya kufika kwiinkonzo zempilo nezentlalo. Kuninzi ukungazinzi kodwa kweli shishini, kwaye luya kuthi ukuze lubekho kusetyenzwe kakhulu.

Umgqo-nkqubo

Ngenxa yokubaluleka kwalo uthutho kuya kuthi kusetyenzelwe ukuba kubekho uzinzo kulo ngeli thuba lenguqu, khona ukuze inkonzo yothutho enikwayo ibe kumgangatho ophezulu nowamkelekileyo. Loo nto ke ingenzeka xa kunokuthi kubekho ubambiswano phakathi kweziphathamandla zothutho kunye nabanika inkonzo yothutho. Loo nto ke iya kuthatha ixesha, ngakumbi kwiidolophu ezinkulu.

Umsebenzi wokuzisa inguqu kweli phondo lonke uya kuqhutywa ngezigaba ezithathu, kodwa ke isigaba 2A nesigaba 2B ziya kuqhutywa ngexesha elinye:—

ISigaba 1: Ukutshintshela kwindlela yolawulo esebenzisa iimvume, iikhontrakthi okanye, kodwa kungekho nguqu kwezi zinto zokuhamba zisetyenziswayo ngoku:

Bonke abanini beebhasi neeteksi kuza kufuneka baye kubhalisa kumbhalisi wephondo. Kuza kuqulunqwa iindlela zokwenza bonke abaniki benkonzo yothutho abangekho mthethweni babe semthethweni. Iipemethi zeebhasi kwiindlela ezinikwa uncediso-mali ziza kujikwa zibe ziikhontrakthi zexeshana. Zonke iipemethi zeeteksi ezizikhombi ezihamba ngokwemida ziza kujikwa zibe ziipemethi zeendlela, zibe zonke iipemethi zijikwe zaba ziimvume zokusebenza.

ISigaba 2A: Ukuxhotyiswa kwabakolu shishino ngolwazi nobuchule, kuqokelelwe nenkcukacha nenkqubo yokusebenza:

Oku kuya kwenziwa ngokunikwa koqeqesho khona ukuze abanini beeteksi bakwazi ukuba bathabathe inxaxheba kuqoqosho ngokubanzi ngokufaka iithenda zeekhontrakthi. Loo nkuthazo iya kulungiselelwa kuphela abakwimbutho ebhaliswe ngokusesikweni. Ngaphezulu zonke iindlela zeebhasi nezeeteksi ziza kubekwa esweni elibukhali kakhulu khona ukuze kugcinwe yonke inkcukacha malunga nendlela eziqhuba ngayo kuzo zonke iinkalo—amaxesha azo okuhamba, amanani abantu abathuthwayo, iindleko nengeniso. Kwangesi sigaba kuya kuqulunqwa isicwangciso senkqubo yezithuthi zikawonke-wonke, baze bonke abachaphazelekayo babe nenxaxheba kolo qulunqo.

ISigaba 2B: Ukuxhobisa ngolwazi nobuchule kwinqanaba likarhulumente wephondo nakoomasipala:

Kukwabalulekile nokuba njengokuba kuxhotyiswa abaqhubi beshishini lothutho, kuxhotyiswe nezo zigqeba zijongene nolawulo lothutho. Loo nto ke iya kwenziwa ngokunika uqeqesho kwiindlela zolawulo nezoshishino nakwezokulawula imicimbi yemali. Loo nto ke iya kunceda ekubeni iinkqubo ezisetyenziswayo zifane kulo lonke iphondo eli.

ISigaba 3: Uhlengahlengiso loshishino lothutho nokusetyenziswa kwesicwangciso sothutho lukawonke-wonke:

Esi sicwangciso siya kuchaza iindlela ekuza kusetyenzwa ngazo ekunikweni kwenkonzo yothutho kwaye ke neempepha zeethenda ziya kulungiswa ngokwemiqathango yaso. Imibutho iya kukhuthazwa ukuba mayiseke imifcla ngenjongo yokwenza ushishino olu lube nezigqeba zoshishino ezisekwe ngokusesikweni. Kuya kuthi xa kumenywe iithenda iinkampani zeebhasi nemibutho yabanini beeteksi iya kukwazi ukuba ifake iithenda zayo.

Inxaxheba yoololiwe

Umba

IKapa inethamsanqa lokuba ibe nothutho loololiwe esele kukudala luqhuba, nangona selubuguga noko. Kufuneka kuzanywe konke okusemandleni ukuba olu thutho lube semgangathweni ophezulu. Kufuneka lunxulunyaniswe ngokupheleleyo nothutho lukawonke-wonke ngokubanzi, kwaye izibonelelo kufuneka zisetyenziswe ngokupheleleyo. Loo nto iya kufuna ukuba kuqhutywe uphuculo oluninzi khona ukuze olu thutho lukwazi ukuba lukhawulelane neemfuno zabakhweli, kunjalo nje lube semgangathweni wale mihla. Nawaphi na amanyathelo athathwayo okuphucula le nkonzo kufuneka angqamane neenjongo zophuhliso ngokubanzi.

Umgqo-nkqubo

Urhulumente wephondo uzimisele ukuba angancedisa ngemali eluphuculweni lwale nkonzo yothutho yoololiwe ikhoyo khona ukuze ikwazi ukusebenza ngokupheleleyo. Kambe ke phambi kokuba alunike olo ncediso kufuneka ukuba kuboniswe ukuba le nkonzo inempumelelo kwindlela eqhuba ngayo.

Umba

Kuqikelelwa ukuba inkonzo yothutho yoololiwe apha eNtshona Koloni iza kunikezelwa kwiphondo eli, kodwa ke izibonelelo zona zihlale izezikarhulumente wesizwe.

Umgqo-nkqubo

Kuya kuthi ke yakuba inkonzo yothutho yoololiwe inikezelwe kwiphondo eli uxanduva lokuyiqhuba lubekwe emagxeni enkonzo yoololiwe yesixeko. Imali yokuqhuba le nkonzo kuya kuthi kwahlulelwane ngayo ngurhulumente wesizwe kunye neziphathamandla zesixeko emva kokuba kuthi kwaqwalaselwa zonke ezinye iindlela ezinokusetyenziswa ngakwicala lothutho lukawonke-wonke, kwaye ke kuya kuqwalaselwa nokuba inkonzo le iyahambelana neenjongo zophuhliso ngokubanzi njengoko zichaziwe kwi-RDP.

Uncedisomali kufuneka ibe sisixa-mali esithile esiya kuthi sivele kurhulumente wesizwe size ke songezwe ngurhulumente wephondo nangoomasipala. Ulwabiwo lwemali phakathi kwezixeko luya kuba nobulungisa kangangoko. Ngaphezu olu lwabiwo lwemali phakathi kwezixeko lubeka uxanduva olukhulu kwindlela esetyenziswa ngayo imali le, ngakumbi ngokwefuthe enokuba nalo kwimigqo-nkqubo yothutho neyokusetyenziswa komhlaba nakwiindleko zokuqhuba inkonzo yothutho yoololiwe.

Uhlengahlengiso kushishino lothutho lwasezindleleni**Umba**

Ingxaki enkulu ejongene nenkonzo yothutho apha eKapa ngakwicala leebhasi neeteki kukunqongophala kweendidi ngeendidi zezinto zokuhamba abanokukhetha kuzo abantu kwakunye nendaba nokungabikho kozinzo kunye neyemilo kwiinkonzo yeeteki. Kungoku nje kunzima ukuba umntu angakhetha uhlobo lwento yokuhamba afuna ukuyisebenzisa. Ukukhula okufunekayo kushishino lothutho akusoze kufikelelwe ngaphandle kokuba kunokwandiswa iindidi zezinto zokuhamba abanokukhetha kuzo abantu. Xa kunokuthi kuthathwe amanyathelo okunciphisa amanani abantu abahamba ngezithuthi zabo kunyuswe neentlawulo ezifana nezelayisenisi nezeendawo zokumisa izithuthi, loo nto ingalinyusa inani lezinto zokuhamba abanokukhetha kuzo abantu. amava kwamanye amazwe abonakalise ukuba xa abakhweli benezinto zokuhamba ezininzi abanokukhetha kuzo indleko yokuhamba iyehla. Kwimeko enjalo izithuthi zikawonke-wonke ezisetyenziswayo ezahlukeneyo zingakwazi ukukhawulelana neemfuno zabakhweli ngokomthamo nangokomgangatho.

Umgqo-nkqubo

Indawo nganye ekummandla wasezidolophini nakowasemaphandleni iya kuthi iseke inkonzo yothutho eyamkelekileyo. Iziphathamandla zothutho zesixeko zidibene nezoomasipala kwakunye nezinye izigqeba zothutho ziya kuthi zibeke imigangatho efanelekileyo ekufanele ukuba kuhanjwe ngayo. Le nkonzo iya kuthi inikwe inkxaso zezinye iinkonzo zothutho ngokweemfuno zabathuthi. Ezi nkonzo ziya kuthi ke zisebenze ngokumanyeneyo. Imiqathango yohlobo ngalunye lwenkonzo yothutho kwakunye namaxabiso ayo ziya kuthi zibeke ngokwesicwangciso sothutho lukawonke-wonke. Loo nto iya kuthintela ukhuphiswano phakathi kweendlela ezahlukeneyo zenkonzo yothutho eqhutywa kwindlela enye, kwaye alusayi kuvumeleka ukhuphiswano phakathi kweenkonzo ezisebenzisa iindlela ezinye.

Ukwandiswa kweendidi zezinto zokuhamba kusekelwe phezu kwenjongo yokukhulisa iinkalo zothutho lukawonke-wonke ngokuthi kuqwalaselwe iimfuno zabakhweli ngokubanzi. Kambe ke iimfuno zabakhweli ziyajika-jika njengokuba imeko zisiya zijika namathuba amatsha esiya evela. Iziphathamandla zothutho kwakunye nabaniki benkonzo yothutho kufuneka bawaqaphele la mathuba ajikayo, kunjalo nje bawalungiselele.

Inkxaso enikwa ushishino lothutho lwasezindleleni**Umba**

Injongo ephambili kumgaqo-nkqubo wothutho wephondo kukuhlengahlengisa ushishino lothutho nokuluqinisa ngakwicala lezemali. Ukhuthaza ukusekwa kweendlela ezahlukeneyo zothutho lukawonke-wonke nokuqinisekisa ukuba uthutho lwakaloliwe lusetyenziswa kangangoko kwisixeko esi nokuba ziyandiswa iinkonzo zothutho lwasezindleleni kulo lonke iphondo eli.

Umgqo-nkqubo

Igalelo leeteki ezizikhombi liyaqondwa kwaye nenxaxheba ezifanele kuba nayo ekwandiseni inkonzo yothutho lwalapha kwisixeko esi nakwiphondo eli ngokubanzi iyaqondwa. Ukukhula koshishino lothutho lukawonke-wonke kuya kuvula amathuba ekulungiseni umonakalo wokungalingani owenzeka mandulo ngakwicala lokunikwa kweendlela nakumalungiselelo ezibonelelo. Kuya kujoliswa kakhulu kwinjongo yokukhulisa ushishino olu nasekuqiniseni isiseko soqoqosho.

Kambe ke eyona njongo iyinkunzi iza kuba kukumanyanisa ushishino lothutho, khona ukuze kuphele oku kwahlukana kungaka kusekelwe kumahluko phakathi kwezithuthi ngokobungakanani bazo nomthamo wazo. Endaweni yokuthatha iibhasi neeteki njengeendlela ezahlukeneyo zothutho ezihamba ngokwemigaqo eyahlukeneyo nolawulo olwahlukeneyo, kufuneka lonke uthutho lwasezindleleni lunxityelelaniswe lukhule kunye njengenkonzo enye enezigqeba ngezigqeba ezahlukeneyo ezihamba ngokwemigaqo efanayo nolawulo olufanayo. Ushishino olu luya kuthi lunike inkonzo yezithuthi ezizindidi ngeendidi ezahlukeneyo ezinikwa yimibutho namaqela aseke ngokusesikweni. Injongo yokunika kwephondo inkxaso nenkuthazo kukuba makufezekiswe le nguqulelo.

Kuza kufuneka ukuba kudalwe amaqhina onxibelelwano nentsebenzisano phakathi kweziphathamandla zothutho nabaniki benkonzo yothutho. Le ntsebenziswano iya kuthi iqalise ukuxhobisa abaniki benkonzo yothutho ngolwazi nobuchule ngokuthi ibanike uqeqesho nangokuthi idale izibonelelo zoshishino apho iimfuno inkulu khona. Urhulumente wephondo encedisana nowedisizwe kwakunye noomasipala uya kuthi anike uncediso oluyimfuneko ukwenzela ukuba kukwazeke ukuba kunikwe inkonzo yothutho. Kambe ke olo ncediso luya kuthi lunikwe kuphela leyo mibutho ibhaliswe ngokusesikweni izimiseleyo ukuba ibe nenxaxheba kule ntsebenziswano nokuba iyithobele imigaqo yokuziphatha.

Ezi nkonzo zilandelayo ziya kuthi zinikwe apho kuyimfuneko:

- * ukwakhiwa kwezibonelelo ezifanelekileyo ezifana nezikhululo eziphuculiweyo kunye neekomiti zolawulo eziya kulawula ezi zikhululo, ngakwicala lokusebenzisa amathuba okushishina kwezi zikhululo;
- * ukuncedisa ekuvulweni kweendlela ezintsha;
- * ukuncedisa ekunikweni kwenkonzo nasekulondolozweni kwezibonelelo;
- * ukuncedisa ekufunweni kwee-inshorensi zamaqela neengeebiso zabomthetho;
- * ukuncedisa ekufunyanweni kwezaphulelo ekuthengeni izithuthi, iipatsi namatayala, njl;
- * ukuncedisa kuqeqesho lwabaqhubi;
- * ukuncedisa ngophando lweemarike nakunxibelelwano noluntu ngokubanzi;
- * ukuncedisa ekusungulweni kwamaphulo ophuculo lolwazi nobuchule kwezoshishino;
- * ukuncedisa kwizibhengezo nakumaphulo entengiso, ngakumbi ngakwicala lokukhutshwa kwengcaciso malunga neendlela namaxesha okuhamba;
- * ukuncedisa ekuvelisweni kwamathuba amatsha oshishino (iindlela ezintsha, neenkonzo ezintsha nokuqeshwa kwezinto zokuhamba nokuthuthwa kweempahla);
- * ukuncedisa ekuncitshisweni kweendleko apho kufanelekileyo ngokwezindululo ezikwi-NTTT;
- * ukusekwa kwe-Ofisi yeeTeksi yephondo noMbhali wephondo.

Kambe ke zonke ezi zinto zenkuthazo azizi kwanela ekuziseni ulawulo olufunekayo lokulawula olu shishino. Kucetywa ukuba kuzo zonke iingingqi eziphantsi kolawulo lweli phondo umthetho uya kuthotyela ngqongqo. ISebe lezoThutho neMisebenzi yakwaRhulumente lizimisele ukuba liyibeke

phambili into yokuqwalasela imithetho enokwenza ukuba kubekho amakroba ekuthotyeleni kwemithetho ephathelele kuthutho. Ukuba kukho imfuneko yoko imithetho ekhoyo iya kwenziwa izilungiso yandiswe khona ukuze ihambelane nalo mgaqo-nkqubo ukuqinisekisa ukuba zonke izigqeba ezijongene nokuthotyelwa komthetho zixhobiseke ekuhubeni umsebenzi wazo. Oomantyi kwakunye namagosa endlela ephondo, awesixeko naweedolophu kuya kufuneka baqeqeshwe baxhotyiselwe ukusebenzisa loo mithetho ithe yawiswa.

Inxaxheba yoomasipala

Umba

Apha eNtshona Koloni ukunikwa kwenkonzo yothutho efanelekileyo neyamkelekileyo akuzange kukhe kube luxanduva loomasipala. Kambe ke ngokweShedyuli 4 yoMgaqo-siseko uxanduva lothutho lukawonke-wonke ezidolophini lunikezelwa koomasipala phantsi kwegunya lokuwisa imithetho nokulawula likarhulumente wesizwe nabamaphondo. Njengokuba olu xanduva luphathalele kwinkonzo yothutho, lukwaphathelele nasekwakhiweni kwezibonelelo zothutho ezifanelekileyo nasekuqulunqweni kweenkqubo zolawulo lokusetyenziswa kweendlela ezifanelekileyo.

Umgqo-nkqubo

Oomasipala baya kukhuthazwa ukuba baziphucule iinkonzo zothutho lukawonke-wonke ngokuthi benze amalungiselelo ezithuthi zikawonke-wonke ezindleleni, malungiselelo lawo afana nokwenzela iibhasi neeteksi iileyini zazo zodwa ezindleleni, kwakunye neendlela ezizezezithuthi zikawonke-wonke kuphela.

Ngaphezulu kuza kukhuthazwa abakhweli ukuba basebenzise izithuthi zikawonke-wonke ngokuthi kuphuculwe izibonelelo ezifana nezitophu zeebhasi kunye neeteksi, kunjalo nje zenzelwe iisheltha zokukhusela abantu kwiimeko zezulu. Kananjalo kuzo zonke izitophu kuza kubakho inkcazelo ephelileyo malunga neendlela kunye neenkono ezikhoyo zothutho. Kuya kwenziwa konke okusemandleni ukuba kwenziwe iitimetable zeenkono ezikhoyo kuzo zonke izitophu. Iinkono neendlela ziya kuthi zahlulwe ngokusebenzisa iinombolo zeendlela nemibala eyahlukeneyo.

Zonke iindlela ziya kufakwa itha zilondolozwe ngononophelo khona ukuze abakhweli bahambe kakuhle nendleko yokunika inkonzo yothutho ingabi phezu. Zonke izikhululo—ezeebhasi, ezeeteksi nezikaloliwe—ziya kwakhiwa zilondolozwe kakuhle khona ukuze zikwazi ukumelana nomthamo wabahambi ekulindlele ukuba bazisebenzise. Loo nto ke iya kubandakanya nokulungiselelwa kwabahamba ngeenyawo nabahamba ngeebhayisikile, khona ukuze bakwazi ukuya kufika lula kwiindawo zokukhula izithuthi zikawonke-wonke. Ziya kucwangciswa kakuhle, zigcinwe zicocekile, zikhuselekile kananjalo. Ngaphezulu amathuba oshishino avelayo kwezi zikhululo aya kusetyenziswa kangangoko.

Ukuze kuthotywe amanani abantu abasebenzisa izithuthi zabo kuya kuphuculwa uthutho lukawonke-wonke lwenziwe lube nomtsalane. Le nto inokwenzeka lula ngokuphuculwa komgangatho wenkonzo yothutho lukawonke-wonke ekhoyo. Xa kunokuthi kubekho intsebenziswano phakathi kwabaniki benkonzo yothutho neziphathamandla zothutho naxa kuthe kwanikezelwa amagunya kwiziphathamandla zesixeko nakwezedolophu lungaba luninzi uphuculo olunokwenziwa. Kambe ke eyona ndawo iphambili ngumcimbi wemali. Nakubeni urhulumente wephondo enokufaka igxalaba ngeNgxowa yoThutho lweeNdlale kwiindleko zokunikwa kwenkonzo nezolondolozo lwezibonelelo zothutho lukawonke-wonke, kukwalindeleke nokuba oomasipala nabo babe negalelo abalenzayo, khona ukuze olu phuculo kufuneka lwenziwe luphumelele.

Ukhuseleko

Umba

Ingxaki enkulu ekukudala ikhona kukuxhalaba kwabantu ngendaba yokhuseleko kwizinto zokuhamba zikawonke-wonke. Izinto ezixhalabisa abakhweli kakhulu kwinkonzo yothutho lukawonke-wonke bubundlobongela basezityeyini, neendlela ezisebenza ngayo iiteksi kwakunye nemilo emana ukuqhambuka phakathi kwabaniki benkonzo yeeteksi. Imeko enganelisiyo iye yayekwa yanaba kakhulu.

Umgqo-nkqubo

Ubundlobongela, ngakumbi ungungcuthekiso lwababhinqileyo, abantwana nabantu abadala kwizithuthi nakwizibonelelo zothutho buya kuthi buqwalaselwe kuqala. Njengokuba kuza kwenziwa uphuculo oluninzi kwizibonelelo zothutho, kuza kufuneka ukuba kusetyenziswe nezixhobo zokuhlola ezifana neekamera ze-TV ezizisebenzelayo, neziya kuthi zinciphiswe bubukho bamapolisa awandisiweyo.

Usungulo lwephulo laMagosa oKhuseleko kwiZithuthi zikaWonke-wonke (Traffic Safety and Security Officers) ekubanjiswene ngalo ngamapolisa oMzantsi Afrika kunye neziphathamandla zesixeko nezedolophu kunye nezeeforum zobupolisa luza kunikwa inkxaso nguMphathiswa wezoThutho neMisebenzi yakwaRhulumente kwakunye noMphathiswa woKhuseleko noKhuseleko.

UTHUTHO LWEEMPAHLA

INTSUSA

Uxanduva lolawulo lwezithuthi zeempahla lusezandleni zeSebe lezoThutho neMisebenzi yakwaRhulumente ngokwemiqathango yomthetho oyiRoad Traffic Act. Kambe ke ngenxa yokuba kufuneka imigangatho ifane kuba kaloku uthutho lweempahla luphakathi kwamaphondo, yonke imigaqo yolawulo lwezithuthi zeempahla isezandleni leSebe lezoThutho lesizwe. Kambe ke uxanduva lokusetyenziswa kwale migaqo lusezandleni leSebe lezoThutho neMisebenzi yakwaRhulumente lephondo, izinto ezifana nokukhutshwa kweelayisenisi, iipemethi, ulawulo lwemiqathango yokuthuthwa kwezinto ezinobungozi, ukubekwa kobunzima bomthwalo kwakunye nokulondolozwa kwezibonelelo zothutho lweempahla. Ngoko ke lukhulu kakhulu uxanduva lweSebe lezoThutho neMisebenzi yakwaRhulumente lephondo lokuqinisekisa ukuba akukho kuziphatha kakubi namgangatho usezantsi kolu shishino.

IINGCACISO ZOMGAQO-NKQUBO

Uthutho lweempahla njengenxenywe yenkqubo yothutho ngokubanzi

Umba

Uthutho lweempahla lubaluleke kakhulu kuqoqosho lwephondo kuba luqhagamshelanisa iimarike neendawo zemveliso apha kwiphondo eli nalapha esizweni kanti nakwamanye amazwe. Xa ke lunokusebenza kakuhle uthutho lweempahla kwiphondo eli oko kungenza ukuba lukhule kakuhle uqoqosho kwiphondo eli likwazi nokukhuphisana nezinye iindawo.

Impumelelo ixhomekeka kumgangatho neendleko zenkonzo. Intembeko yeyona ntsika yomgangatho wenkonzo, kanti ke kwelinye icala naba banikwa inkonzo kwakunye nabavelisi bezinto ezo zithuthwayo banqwenela ukuba loo nkonzo ibe namaxabiso aphantsi, into ke leyo enokwenzeka ngokuthi amaxesha athathwayo ekuhanjisiweni kweempahla angabi made. Nakubeni loo nto kufuneka injalo kuwo onke amanganaba othutho lweempahla, izibuko leenqanawa laseKapa linokuba negalelo elikhulu ekuncitshisweni kwamaxesha okuhanjiswa kweempahla. Imithwalo ebalulekileyo esuka kwimizi-mveliso yeli isiya kumazwe akwisiqingatha somhlaba esisentshona ingakhawuleza kakhulu xa inokusukela kwizibuko leenqanawa laseKapa, nokuba ihamba ngezithuthi zasezindleleni okanye ngoololiwe, kunaxa isukela kulo naliphi na elinye izibuko apha eMzantsi Afrika, ukuba ngaba ke phofu kungancitshiswa ixesha elithathwayo xa kuthulelwa iimpahla kwenye into yokuthutha elolunye uhlobo. Kungoku nje

ikhulu kakhulu ukulibaziseka okwenzekayo kanti ke namazinga entembeko yenkonzo yothutho lweempahla akakabikho kumgangatho ofanelekileyo, into ke ezo ezenza ibe ninzi ilahleko neendleko zibe phezulu.

umgaqo-nkqubo

shishino lothutho, olwasezindleleni noloololiwe, luya kukhuthazwa ukuba izibonelelo ezikhoyo luzisebenzise ngokupheleleyo. Ngenjongo okuqinisekisa ukuba apha kwiphondo eli uthutho lweempahla luhamba kakuhle kangangoko kuya kuthi kwakhiwe iindlela nemigaqo yoololiwe ukulungiselela ukukhula koshishino lothutho, kuthotywe neendleko zokuhambisa iimpahla. Kuya kuthathwa amanyathelo aqinileyo okunxibelelanisa uthutho lweempahla kunye nenkqubo yothutho ngokubanzi apha kwimimandla yasezidolophini, khona ukuze kuncitshiswe ukulibaziseka. Kwimimandla yasezilalini kuya kuqwalaselwa umba wokwakhiwa kwezibonelelo zothutho lweempahla nokuncitshiswa kwendleko yothutho nemveliso yolimo. Kuya kugxininiswa kakhulu kumba wokunxibelelaniswa kothutho lwasezindleleni noloololiwe kunye nothutho lwaselwandle naya kwizibuko leenqanawe laseKapa. Kuqikelelwa ukuba kuya kufuneka olunye utyalo-mali olongezelelekileyo ukulungiselela ukutshintshelwa lweempahla kwezinye izinto ezilolunye uhlobo lokuthutha khona ukuze kuncitshiswe ulibaziseko nengxinano. Nakubeni olu iluxanduva karhulumente wesizwe iSebe lezoThutho neMisebenzi yakwaRhulumente kwakunye neleMicimbi yezoQoqosho aya kunika inkxaso nenkuthazo kangangoko, kanti ngokunjalo nabezoshishino nemveliso.

ukubaluleka kothutho lweendlela kumazwe asakuhlulayo

umba

nenkonzo zothutho lweempahla lwasezindleleni isikakhulu zinikwa ngabantu abaNhlophe kwaye zijolise kuphela kwimizi yorhwebo neyoshishino isikakhulu nekukudala imile nakwicandelo lolimo. Kanti ke iya isiba nkulu imfuneko yothutho lweempahla kwicandelo lamashishini asakhasayo, kwaye eza kunyuka njengokuba iindlela zokusetyenziswa komhlaba zisiya zixutywa nje namathuba esabiwa ngokutsha kukho namaphulo amatsha asungulwayo kwimimandla yasemaphandleni. Ukunqongophala kwezibonelelo zothutho lweempahla kule mimandla kuludodobalisa kakhulu ukuhlulisa, kwenze ukuba kube nzima koosomashishini bale mimandla ukuba bafikelele kwiimarike ezingaphandle kwale mimandla, kunyuse neendleko. Ukuba mathidala koosomashishini ukunika iinkonzo kule mimandla kwenza ukuba iindleko zemveliso zibe phezulu kwezona ndawo nabantu abahluphekileyo abaninzi. Ubuphezulu beendleko kwakunye nokunqongophala kwemali yokusebenza kwakunye nokunqongophala obuchule nolwazi kwezolawulo zizinto eziludodobalisayo uphuhliso nokukhula koshishino lothutho lweempahla kule mimandla.

umgaqo-nkqubo

kuza kugxininiswa ukuphuhlisa koshishino lothutho lweempahla kwimimandla ebikade isingelwe phantsi, ingahoywanga. ISebe lezoThutho neMisebenzi yakwaRhulumente liza kuncedisa iikhansile zophuhliso zezithili nezedolophu ekuphandeni ngefute loshishino lothutho lweempahla namaphulo ophuhliso asungulweyo. ISebe lezoThutho neMisebenzi yakwaRhulumente lisenokuncedisa elwakhiweni lwezibonelelo zothutho lweempahla ezingenandleko iphezulu, liqwalasele neendlela ekunokukhuthazwa ngazo ukuvulwa kwamashishini othutho lweempahla ngokuthi abahlawumbi abasomashishini banikwe uncediso-mali okanye naluphi na olunye uncedo oluyimfuneko ngokweenjongo zomgaqo-nkqubo wophuhliso.

iphuculo loqinisekiso lokuthotyelwa kwemigaqo

umba

ukukhula koshishino lothutho lweempahla lwasezindleleni kuzele ukhuphiswano olukhulu kakhulu, kukhutshiswa ngeendlela ezityebileyo kumgangatho lweemveliso ezifunwa kakhulu, into ke le ethe yakhokelela ekubeni kube nzima ukuthintela ukulayishwa kwemithwalo engaphaya obunzima obugunyazisiweyo okonakalisa iindlela zephondo. Abaniki benkonzo yothutho lweempahla abenza le nto babangela ukunyuka kweendleko uba kaloko iindlela zonakala msinyane neendleko yokuzilungisa nokuzilondoloza inyuke ngokukhawuleza kakhulu. Kufuneka kuthathwe onke manyathelo asemandleni okuba kuthintelwe lo mkhwa mbi kangaka, kweli phondo.

umgaqo-nkqubo

ISebe lezoThutho neMisebenzi yakwaRhulumente lephondo liya kuba sisigqeba esinoxanduva lokuqinisekisa ukuthotyelwa kwemigaqo yokugcina umgangatho ebizwa ngokuba yiRoad Transport Quality System nokuqinisekisa ukuba umgangatho wothutho lweempahla lwasezindleleni ukwizinga liphezulu. Sele ikhutshiwe itimetable yesizwe yokuqaliswa kokusetyenziswa kwale migaqo ye-RTQS ne-NATIS neliya kuthi iSebe lezoThutho neMisebenzi yakwaRhulumente lephondo lithathe amanyathelo okuyikhawulezisa.

Iza kujongwa ngqongqo into yokugqithiswa kobunzima bemithwalo yezithuthi iimpahla. ISebe lezoThutho neMisebenzi akwaRhulumente liya kuqinisekisa ukuba kukho izibonelelo zokuyeyishwa kwezithuthi ezithwele imithwalo yeempahla nezokuhlulwa kwazo kulo onke iphondo eli, kunjalo nje liqinisekise nokuba linabo ngokwaneleyo abasebenzi bokwenza lo msebenzi, khona ukuze lo msebenzi wenziwe rhoqo ezo ziphathamandla zifanele ukuwuhuba. Kuza kuqulunqwa inkqubo entsha yefayini. Iifayini ziza kunyuswa kakhulu ziyeelelaniswe nomonakalo buya kwenziwa sisithuthi eso silayishwe sadluliswa kubunzima obufanelekileyo. Iimali zefayini ziya kuthi zifakwe kwingxowa yephondo eya kuthi setyenziselwe ukujongana nokulungiswa komonakalo owenzeke kwizibonelelo zothutho lweempahla isetyenziswe nasekukhawulelaneni neendleko okuqinisekisa ukuthotyelwa kwemigaqo. Ngaphezulu, amatyala olwaphulo lwemigaqo aya kufakwa kuvimba wenkukacha wesizwe obizwa ngokuba iNational Traffic Information System (NATIS), kwaye abo baniki benkonzo yothutho bathe gqolo ngokwaphula imithetho baya kuhluthelwa iipemethi abo. Amagosa eendlela aya kuxhotyiswa ngolwazi nobuchule bokuhlola izithuthi ngakwicala lokhuseleko nokufaneleka kwazo ukuba zibe ezindleleni. Kuya kugxininiswa kakhulu kumba wemiqathango yokuthuthwa kwezinto ezinobungozi. Kungoku nje abantu kunye nabeenkonzo zingxamisekileyo babekeke esichengeni ngenxa yokungchazwa kakuhle kwezinto ezinengozi nokungathathwa msinyane kwamanyathelo xa kuthe wabakho izinto ezinobungozi ezichithekileyo okanye ezivuzileyo kwizithuthi. Ngaphezulu iSebe lezoThutho neMisebenzi yakwaRhulumente ephondo liya kusebenzisana neSebe leNkonzo zamaPolisa ekuqinisekiseni ukhuseleko ezindleleni nasekunciphiseni uqweqwediso lwezithuthi. Loo nto ke iya kuthi ize yenzeke kube kwandiswe inani lamagosa omthetho ezindleleni, kwakhiwe nezibonelelo zokulalisa kwabaqhubi ebusuku.

UTHUTHO LOMOYA NOLWANDLE

INTSUSA: IINQWELOMOYA

Rhulumente nguye kuphela onoxanduva lokuwisa imithetho yothutho lweenqwelomoya nolokulawula uthutho lweenqwelomoya ezihamba kweli zwe kunye nezozihamba kwamanye amazwe. Izikhululo zeenqwelomoya ezazifudula zilawulwa nguRhulumente wesizwe zaye zenziwa imizi yorhwebo ngo-1993, ngokuthi kunikezelwe ulawulo lwazo kunye nelezibonelelo ezikuzo neenkonzo zazo kwiinkampani ezimbini, iAirport Company Limited (ACL) neAir Traffic and Navigation Services Company Limited (ATNS), lusuzwa kwiSebe lezoThutho lesizwe. Isikhululo seenqwelomoya laseKapa silawulwa zezi nkampani. Urhulumente wesizwe kambe ke usalugcine kuye uxanduva lokuwisa imithetho ephathelele kuthutho lweenqwelomoya nelokulawula izikhululo zeenqwelomoya ezihamba kweli nezihamba kwamanye amazwe, ngaphandle kwalapho kugqitywe urhulumente wesizwe ukuba makalunikele kumaphondo olo xanduva. Kukho ikomitana esekiweyo eyiAirport and Air Space Management b-Committee yeMINCOM ngenjongo yokuba iqulunqe umgaqo-nkqubo ibeke nemigangatho yokusebenza. Izikhululo zeenqwelomoya zoomasipala

zona ziphantsi kolawulo loomasipala njengoko kuchazwa kwiSiquendu B seShedyuli 4 yoMgaqo-siseko wesizwe, kodwa ke urhulumente wesizwe kunye nabamaphondo basalugcine kubo igunya lokuwisa imithetho yokuqinisekisa ukuba oomasipala baqhuba kakuhle kulo msebenzi.

Umgqo-nkqubo

Kuqulunqwa umgaqo-nkqubo ophathelele kwizikhululo zeenqwelomoya kunye neendlela zeenqwelomoya emoyeni kwaye ke kwixa elizayo bonke abachaphazelekayo baya kuthi babandakanywe kumsebenzi wocwangciso lwezikhululo zeenqwelomoya. ISebe lezoThutho neMisebenzi yakwaRhulumente lizimisele ukuqinisekisa ukuba izibonelelo ezikhululweni zeenqwelomoya zikumgangatho ohambelanayo nemigangatho yamanye amazwe kwaye ziyakwazi ukumelana neemfuno eziya zisanda ngokwanda kule mihla nokwanda kweenqwelomoya. Isikhululo seenqwelomoya ngasinye siza kunxityelelaniswa nezinye iindlela zothutho ngokubanzi, olukawonke-wonke kunye nolwabucala, kuba luyinxenye yalo kakade. Izikhululo zoomasipala zona ziya kuhlala ziphantsi kolawulo loomasipala, kodwa ke iSebe lezoThutho neMisebenzi yakwaRhulumente liya kuthi liqwalasele umba wokuncedisa oomasipala ngemali xa ngaba kukho imfuneko yoko naxa ukwenza njalo kuya kuziqhubela phambili iinjongo zophuhliso ngokubanzi zephondo eli, kwaye kuyahambelana neenjongo zophuhliso zesizwe ngokubanzi. ISebe eli liya kuqinisekisa ukuba kulaa komitana yeMINCOM iyiAirport and Airspace Management Sub-Committee imicimbi elichaphazelayo iyaqwalaselwa, ngokunjalo nokuqinisekisa ukuba kukho uthethwano ngokwaneleyo phakathi kwalo kunye noomasipala xa kuyimfuneko ukuba makuthethwane.

INTSUSA: UTHUTHO LWASELWANDLE

Uxanduva lokusebenza kwamazibuko nolawulo lwawo lusezandleni zikarhulumente wesizwe. Amazibuko eenqanawe aphambili kweli phondo, iKapa, iSaldanha Bay neMossel Bay ngakaTransnet Limited kwaye ke isigqeba esigunyaziswe ukuwalawula nguPortnet. Urhulumente wesizwe uceba ukuseka isigqeba esizimeleyo samazibuko eenqanawe, ngenjongo yokuba aze nakumaphondo nakwizixeko kubekho izigqeba ezilolo hlobo. Uxanduva lwamazibuko eenqanawe loomasipala, ngaphandle kolawulo lweenqanawe ezihambisa imithwalo kweli nakwamanye amazwe, njengoko kuchaziwe kwiSiquendu B seShedyuli 4 yoMgaqo-siseko wesizwe, nakubeni igunya lokuwisa imithetho ephathelele kuthutho lwaselwandle lisezandleni zikarhulumente wesizwe nabamaphondo.

Umgqo-nkqubo

ISebe lezoThutho neMisebenzi yakwaRhulumente lephondo liya kukhuthaza uphuculo kwindlela asebenza ngayo amazibuko eenqanawe kweli phondo ngokuthi liphucule inkqubo yothutho lwasezindleni noloololiwe khona ukuze uqoqosho lwephondo eli lukhule. Kumazibukwana amancinane umhlaba ngoweSebe lezoThutho neMisebenzi yakwaRhulumente kwaye ulawulwa lilo; ngoko ke lingumthathi-nxaxheba kuphuhliso olunokuthi lwenziwe kuyo le mihlaba kwixa elizayo. Indawo yokuba uxanduva olukhulu lokulawulwa kwezi bonelelo luphantsi kwamanye amasebe karhulumente wephondo. ISebe eli liya kuqinisekisa ukuba imicimbi elichaphazelayo iya kuqwalaselwa kwiShipping Technical Committee yeMINCOM, kwaye liya kuqinisekisa kananjalo ukuba kukho uthethwano ngokwaneleyo phakathi kwalo noomasipala.

IZIBONELELO ZOTHUTHO NOLONDOLOZO LWAZO

INTSUSA

Izibonelelo zothutho apha eNtshona Koloni zezona ziseko lumiliselwe kuzo uqhagamshelwano kweli phondo nangaphandle kwalo ngakwicala lezoqoqosho nelezentlalo. Ukuze ke kuqinisekise ukuba esi siseko sibaluleke kangaka silondolozeke kakuhle kwaye siyakwazi ukukhawulelana neemfuno zabasebenzisi nokuze sandiswe siphuculwe, kufuneka ukuba kubekho ulawulo oluqinileyo nolunempumelelo kubekho nenkxaso-mali ngokwaneleyo.

IINKCAZO ZOMGAQO-NKQUBO

Ukwabiwa komsebenzi

Umba

Njengokuba uxanduva lokulondolozwa kwezibonelelo zothutho lwakwalololiwe lulolukarhulumente wesizwe, ulondolozo lwezibonelelo zothutho lweendlela lwabelwe iziphathamandla ngeziphathamandla ezahlukeneyo ezisebenza phantsi kwemithetho eyahlukeneyo kwaye zingafani nangoxininiso lwazo kwizinto emazibekwe phambili, ngakumbi kwimimandla yasezidolophini.

Umgqo-nkqubo

Imithetho ephathelele ezindleni iza kwenziwa lula, kunjalo nje inxityelelaniswe, kuze kwenziwe nohlengahlengiso loxanduva lwamanqanaba ahlukeneyo karhulumente. Kuza kulandelwa umgaqo wokunikezela ngomsebenzi, ukuze umsebenzi othile unikezelwe kwelona lisezantsi inqanaba likarhulumente. Kwisixeko seKapa zonke iindlela ekuqondwa ukuba ngokomsebenzi wazo nokusetyenziswa kwazo zibaluleke kakhulu kwisixeko esi, ziya kuthi zinikezelwe kulawulo lwesixeko esi. Ezi ndlela zinjalo ke ziindlela eziziintsika zesixeko esi; ngoko ke ulawulo lwazo noqwalaselo lokusebenza kwazo kufanele ukuba kube sezandleni zesixeko esi. Kambe ke ziya kuthi zibe khona iindlela ezilapha kwisixeko ezinokuthi mhlawumbi zihlale ziphantsi kolawulo lukarhulumente wephondo lmiqathango yokukhethwa kwezo ndlela ziza kusala phantsi kolawulo lukarhulumente wephondo kuya kuboniswa ngalo nePROVCOM. Zonke ke ezinye iindlela ezikwimimandla yoomasipala ziya kuba phantsi lwabo masipala zikubo. ISebe lezoThutho neMisebenzi yakwaRhulumente lona liya kusebenza nje njengekhonkco lokunxibelelana neSebe lezoThutho lirhulumente wesizwe eliya kuthi lilimele.

Ngaphandle kwesixeko esi urhulumente wephondo uya kuthi athathele kuye uxanduva lokulawula iindlela ezinkulu ezidibanisa iphondo eli namanye amaphondo. Kwimimandla yasezidolophini ngaphandle kwesixeko esi isiphathamandla seendlela iya kuba ngumasipala lowo zikumhlaba wakhe iindlela ezo. Ngaphandle kwezo ndlela zinde ziphantsi kolawulo lwephondo zigqitha kwimihlaba yabo, oko kukuthi iindlela zephondo kunye neendlela zesizwe eziya kuthi kezona zilawulwe liSebe lezoThutho neMisebenzi yakwaRhulumente lesizwe egameni leSebe lezoThutho lesizwe.

Ezinye iindlela ezingaphandle kwesixeko esi nezingaphandle kwemihlaba yoomasipala kodwa zingekho phantsi kolawulo lwephondo ziya kuthi zibe phantsi kolawulo lwekhansile zezithili ezilawula loo mihlaba zinqumla kuyo.

ISebe lezoThutho neMisebenzi yakwaRhulumente lephondo liya kuncedisa oomasipala ngemali ekwakhiweni kwezibonelelo ngokwemiqathango yesicwangciso esivunyiweyo, ligxinise ngakumbi kulondolozo nakulungiso nophuculo khona ukuze ezi zibonelelo sele zikhona zikhuselwe ekonakaleni. Xa oomasipala becela uncedis-mali kuya kufuneka ukuba bazicacise kakuhle iinjongo zabo, babonise kananjalo ukuba ngaba olo phuculo lwezibonelelo zothutho luhambelana kangakanani na neenjongo zophuhliso ngokubanzi. Ulwabiwo lwemisebenzi phakathi kweSebe lezoThutho neMisebenzi yakwaRhulumente kunye neziphathamandla zezithili apha eNtshona Koloni kuya kuthi kuthethwane ngalo nezi zigqeba.

Iindawo eziphambili kutyalo-mali

Umba

Izibonelelo zijoliswe kakhulu kusetyenziso-zindlela ngokubanzi. Akukho ngqwalaselo inikwa ngokwaneleyo ngakwicala lemiba yophuhliso

neyentlalo, kwaye anqongophele mpela amalungiselelo enzelwe abahamba ngeenyawo nangeebhayisikile nabasebenzisi bezithuthi zikawonke-wonke, amalungiselelo lawo afana neepheyivumente, iileyini ezibekelwe abasebenzisi abathile kuphela, kwakunye neendlela. Ngaphezulu kufuneka kubekho uphuculo lomgangatho wezibonelelo zothutho lukawonke-wonke, ukuqalela ezitophini zeebhasi neeteki ezitalatweni ukuya kutsho kwizikhululo zazo.

Imgaqo-nkqubo

Izikimu zophuculo nolwakhiwo lwezibonelelo zothutho eziya kuqwalaselwa kuqala zezo zibandakanya ezi njongo ziphambili zilandelayo:

- * ukubandakanywa kweendawo ebezikade zisingelwe phantsi zingahoywanga kuqoqosho ngokubanzi, kwimimandla yasezidolophini nakweyasemaphandleni ngokuthi kwakhiwe izibonelelo ezitsha okanye kuphuculwe nezo sele zikhona. Kuqikelelwa ukuba olo phuculo luya kuqhutywa ziidolophu lubandakanye ukwakhiwa kweendlela ezintsha ezithe zaxityelelaniswa okanye ukufakwa kweendlela itha khona ukuze kuncitshiswe iindleko zokuqhutywa kothutho lukawonke-wonke;
- * uphuculo lwemeko yezibonelelo zabahamba ngeenyawo, abahamba ngeebhayisikile nezabasebenzisi bezithuthi zikawonke-wonke ezifana nezitophu nezikhululo. Izinto ezifana nezitulo, iisheltha kunye nenkcazelo malunga nezithuthi namaxesha azo kufuneka zinikwe igqwalselo ephambili kunangoku;
- * ukuphuculwa kwendlela elusebenza ngayo uthutho lukawonke-wonke olukhoyo ngoku, ngokuthi kuthathwe amanyathelo okuphucula ulawulo lobunjini kunye nolosetyenziso-zindlela, kugxininiswe ngakumbi kwezi ndawo zilandelayo;
- * ukuphuculwa kothutho lukawonke-wonke kuzo zonke iindlela;
- * ukupheliswa kweendawo ezithandwa ziingozi zeendlela. Ukubambejela kwimigangatho efanelekileyo.

Umba

Kubalulekile ukuba umgangatho wezibonelelo ezakhiwayo ufane kuzo zonke iindawo zeli phondo, emaphandleni nasezidolophini. Ngokuphathelele ezindleleni oku ke kubhekisele kwizinto ezifana nemihlaba ephahle iindlela, iindawo zokutsiba iindlela, iipheyivumente, imisele yamanzi emvula nenkangeleko kwakunye nazo zonke izinto ngezinto eziyifanetshala yasesitalatweni. Imigangatho efunekayo akude kufikelelwe kuyo, into ke leyo eyenza ukuba kube kuninzi ukungafani nokunqongophala kophando, neendlela zingahambelani konke nendalo yezo ndawo zinqumla kuzo. Kwizikhululo zezithuthi zikawonke-wonke nezona ziphambili izibonelelo azikho, into ke leyo embi kakhulu kubasebenzisi bezi zithuthi nakubaniki beenkonzo zothutho lukawonke-wonke.

Umgqo-nkqubo

ISebe lezoThutho neMisebenzi yakwaRhulumente lephondo liya kuqinisekisa ukuba kulandelwa imigangatho efanelekileyo kwizibonelelo zothutho ngokuthi linike izikhokelo, lihambise nenkcazelo malunga neendlela ezifanelekileyo zokusebenza kuwo onke amanqanaba karhulumente ekubandakanyeka kuwo nelikarhulumente wesizwe. Ngaphezulu iSebe eli lizimisele ukunika izikhokelo malunga nokulingana kwamathuba okufaka kweethenda zokulondoloza iindlela nokuzilungisa kunye nokuziphucula nokusetyenziswa kwetheknoloji ekuxhotyisweni kweedolophu ngolwazi nobuchule nezinto zokusebenza.

ULAWULO LOKHUSELEKO EZINDLELENI

INTSUSA

Eyona njongo iphambili kulawulo losetyenziso-zindlela kukukhuthaza ukusetyenziswa kwenkqubo yothutho esebenza ngempumelelo nenxityelelanisiweyo kulo lonke iphondo eli, kubandakanywe bonke abathathi-nxaxheba kuzo zonke iinkalo zolawulo losetyenziso-zindlela. Injongo kukuba:

- * kuphuculwe imeko yokhuseleko ezindleleni;
- * kuphuculwe indlela yokuziphatha kwabasebenzisi beendlela;
- * kukuthintela ukusetyenziswa kwemali eninzi ezindleleni;
- * kukuphucula imeko yolawulo noqoqosho kwinkalo yokusetyenziswa kweendlela nakweyothutho.

Kubalulekile ukuba ezi njongo ziphunyezwe ngokunjalo kusekwe namanyathelo okuvandlakanya inkqubo kulo msebenzi wokuziphumeza ezi njongo. Ukuqinisekiswa kokhuseleko lwasezindleleni luxanduva lweenkalo ezintathu ekufuneka zibambisene:

- * inkalo yokubethelelwa kwemithetho yendlela
- * imfundiso ngokhuseleko lwasezindleleni
- * ubunjini basezindleleni nobosetyenziso-zindlela.

Ukunxityelelaniswa kwezi nkalo kubalulekile ekusonjululweni kweengxaki zokhuseleko lwasezindleleni kweli phondo leNtshona Koloni.

IINGCACISO ZOMGAQO-NKQUBO

Ulwabiwo ngokutsha lwemisebenzi yamacandelo osetyenziso-zindlela

Umba

Nakubeni amazanga eengozi zeendlela eMzantsi Afrika ehle kakhulu kwesi sithuba seminyaka elishumi edlulileyo akakanelisi la zikuwo ngoku, kwaye ke kufuneka kukhawulezwe kuthathwe amanyathelo okuwathoba. Inxaki yeengozi zeendlela ikho kwimimandla yasemaphandleni nakweyasezidolophini, nakubeni ithe kratya kwimimandla yasezidolophini. Isikakhulu abona bantu baninzi bafa kwiingozi zeendlela ngabantu abahamba ngeenyawo nabo bakwezo ndawo bezikade zisingelwe phantsi. Ubuninzi beengozi zeendlela ezimbi kakhulu zenzeka ebusuku, kwaye ubuninzi bazo zinxulumene notywala.

Umgagano-nkqubo

Ukuchaphazeleka kotywala kwiingozi zeendlela kuxhalabisa kakhulu, kangangokuba kufuneka kuthathwe amanyathelo angqongqo okuqinisekisa ukuthotyelwa kwemithetho kwakunye nawokufundisa abasebenzisi beendlela ngenjongo yokunciphisa iingozi zeendlela ezibangwa butywala. Ukuze amasebe ajongene nosetyenziso-zindlela akwazi ukugxininisa kumba wokuthotyelwa kwemithetho nokuze akwazi ukuqhuba kakuhle umsebenzi wawo wokufundisa abasebenzisi beendlela kufuneka imisebenzi awenzayo ivandlakanywe ngokutsha, imisebenzi efana nobunjineli basezindleleni nolawulo lweendawo zokumisa izithuthi. Nakubeni amasebe osetyenziso-zindlela eya kunika iingcebiso kule micimbi, le misebenzi yimisebenzi yobunjineli, kwaye kufuneka yenziwe ngamasebe obunjineli afanelekileyo.

Uhlengahlengiso lwamasebe osetyenziso-zindlela nokunikwa kwamagunya omthetho kukhuseleko lwasezindleleni**Umba**

Imeko yokhuseleko lwasezindleleni engemanga kakuhle idla ngokuba luphawu lokunqongophala konxibelelwano kwizigqeba zolawulo nokunqongophala kobuchule nolwazi kumaziko asburhulumenteni. Kunjalo kanye eNtshona Koloni. Nakubeni iingxaki ezibangela yonke le meko zininzi, eyona ngxaki ingamandla kukungabikho kwesigqeba saseburhulumenteni esinye esinoxanduva lokuqinisekisa ukhuseleko lwasezindleleni ezidolophini, ezixekweni, kwizithili okanye kwiphondo eli ngokubanzi. Ngenxa yokubhaleka nokungaqiniseki okubangwe yile meko umsebenzi wothintelo lweengozi ezindleleni uye wangabi nalunxibelelaniso, nendlela owabiwe ngayo yangacaci kakuhle. Kubaluleke kakhulu ukuba ukusetyenziswa kwemithetho yendlela kuphuculwe kakhulu kunjalo nje kuhlengahlengiswe kulo lonke iphondo eli.

Umgagano-nkqubo

Ukuze uphuculwe umgangatho wokhuseleko ezindleleni zaseNtshona Koloni kufuneka ukuba isiphathamandla sothutho ngasinye siluthwalele kuso uxundava lokuqinisekisa ukhuseleko kwiindlela eziphantsi kolawulo lwaso. ISebe lezoThutho neMisebenzi yakwaRhulumente lephondo liza kukhuthaza ukunxibelelaniswa kwemisebenzi yeziphathamandla sothutho zonke khona ukuze zikwazi ukuba nesicwangciso esifanayo solawulo losetyenziso-zindlela kulo lonke iphondo eli, kwaye liya kuthatha uxanduva lwayo yonke loo misebenzi ifanele ukuthathwa liphondo. Ngaphezulu liya kukhuthaza ukusetyenziswa kwezikhokelo ezifana neTRAFMAN kuzo zonke ii-ofisi zolawulo losetyenziso-zindlela kulo lonke iphondo eli zokuqwalasela olona lwaphulo lwemithetho lubi nokulandelelanisa ngokokubaluleka kwalo, kunjalo nje liqwalasele nezona ndawo zithandwa kakhulu ziingozi.

Kummandla wesixeko kucetyiswa ukuba amasebe osetyenziso-zindlela anxibelelaniswe abe phantsi kwesigqeba esinye esiyiMetropolitan Traffic Agency. Esi sigqeba siya kubandakanywa kwiKhansile yeSixeko seKapa njengomnye wemisebenzi yesiphathamandla sothutho sesixeko. Owona msebenzi waso uphambili iya kuba kukuqinisekisa ukuthotyelwa kwemithetho yendlela nokulawula usetyenziso-zindlela ngokubanzi. Ekuhambeni kwexesha onke amasebe osetyenziso-zindlela angaphandle kwesixeko esi aya kuhlengahlengiswa, khona ukuze kude kusekwe isigqeba sephondo esinye esaziwa ngokuba yiTraffic Agency esiya kuthi sibandakanye onke amacandelo osetyenziso-zindlela oomasisipala.

Yonke imisebenzi eyenziwa ngamasebe osetyenziso-zindlela ngoku iya kunikezelwa kumacandelo obunjineli kuwo onke amanqanaba karhulumente. Ulawulo lweendawo zokumisa izithuthi lona luya kuhlala ezandleni zoomasisipala. Kambe ke njengokuba uza kuya usiba mkhulu umsebenzi wokulawula iindawo zokumisa izithuthi ngokwale migaqo-nkqubo icetywayo, kuza kuqwalaselwa indawo yokunikela ulawulo lweendawo zokumisa izithuthi kwizigqeba zabucala kuzo zonke iinkalo.

Amacandelo osetyenziso-zindlela aya kuthatha umsebenzi wokujongana neengozi zeendlela owenziwa ngamapolisa kungoku nje, njengenxenywe yokusekwa kwesigqeba seengozi zeendlela. Kuza kufuneka abasebenzi bamacandelo osetyenziso-zindlela baxhotyiswe ngolwazi nobuchule obutsha ukuze bakwazi ukuwuthwala wonke lo msebenzi. esi sindululo sibandakanya nendawo yokuba iinkonzo zolawulo losetyenziso-zindlela kufuneka zinikwe amagunya apheleleyo okuphanda amatyala olwaphulo lwemithetho yeendlela, nokuba inkonzo eyenza lo msebenzi kufuneka isebenze ubusuku nemini. Ngoko ke inkonzo yolawulo lweendlela iya kuthathwa njengenkonzo eyimfuneko ephambili.

ICandelo loLawulo loKhuseleko eziNdleleni liya kusekwa liSebe lezoThutho neMisebenzi yakwaRhulumente khona ukuze linxibelelanise livandlakanye imisebenzi yokhuseleko lwasezindleleni apha eNtshona Koloni. Liya kwenza le misebenzi ilandelayo:

- * ukongamela isigqeba esiyiTraffic Agency nokunxibelelanisa imisebenzi yalo neMetropolitan Traffic Agency;
- * ukuqulunqa amaphulo emfundiso ngokhuseleko lwasezindleleni kwiphondo eli lonke kuwo onke amanqanaba. Imizekelo yaloo maphulo ngamaphulo aqhutywa ezikolweni, ukufundiswa koluntu namaphulo ajoliswe ekutshintsheni izimvo zabantu malunga nokhuseleko lwasezindleleni;
- * ukunikwa kweengcebiso nezikhokelo kuqulunqo lwezikimu zokufundisa nokucwangciswa kweeprowujekthi ngokokubaluleka kwazo ukuze zinikwe inkxaso-mali;
- * ukusekwa kweqela lokusebenza elimanyansiweyo elijongene nayo yonke imisebenzi yolawulo lweendlela khona ukuze kubekho isicwangciso esinye solawulo lokhuseleko lwasezindleleni kulo lonke iphondo eli;
- * ukusebenza kweZiko leeNgozi lephondo ekwenzeni uhlahlo lwamanani nolweendawo kulo lonke iphondo eli, lize ke liqulunqe namaphulo anokusungulwa ajoliswe ekuncitshisweni kweengozi ezindleleni.

Ukuphuculwa komgangatho woqeqesho novavanyo lwabaqhubi**Umba**

Ukuze iphuculwe imeko yokhuseleko ezindleleni kufuneka kuphuculwe umgangatho wabaqhubi ngokuthi basoloko befundiswa benikwa nenkcazelo, kubethelelwe ngqongqo ukuthotyelwa kwemithetho, kananjalo kuphuculwe woqeqesho novavanyo lwabo.

Umgagano-nkqubo

Njengokuba umsebenzi wokuvavanywa kwabaqhubi unikezelwe kwiphondo nje uza kunyuka umgangatho wokuqeqeshwa nowokuvavanywa kwabaqhubi. Kuza kuba sisinyanzelo ukuba abantu abafunda ukuqhuba mabagqibe inani elithile leeyure benikwa uqeqesho ngabafundisi bokuqhuba ababhalisiweyo nabangamalungu ombutho wabaqeqeshi babaqhubi ofana neSouth African Institute of Driving Instructors. Ngexesha lokuvavanyelwa ukuqhuba kuya kugxininiswa kakhulu ekukhangeleni ukuba umqhubi lowo undlongondlongo kangakanani na xa eqhuba. Uvavanyo lwabaqhubi olwenziwa ezindleleni luya kongezwa ukuze libandakanye nale nkalo. Injongo yolo vavanyo kukuqinisekisa ukuba into yokhuseleko ngokuthi abe nomgqalisela nembeko nentelekelelo iyabetheleleka engqondweni yomqhubi, kuphele ukuqhuba ngobundlongondlongo. Amaziko ovavanyo lwabaqhubi kulo lonke eli phondo kufuneka aqinisekise ukuba imigangatho iphezulu. Kufuneka kusekwe amaziko abahloli bephondo abaza kubeka iliso kumgangatho woqeqesho olunika abaqhubi, baqinisekise ukuba loo migangatho iyafikelelwa ngamaxesha onke.

Inxaxheba yeenkundla**Umba**

Apha kweli akukhange kukhe kubekho nkqubo inxityelelanisiweyo yokuqwalasela umba weengozi zasezindloleni okanye yokusungula amaphulo okunciphisa iingozi ezindloleni, njengoko kunjalo kwamanye amazwe. Amalinge ebesoloko ebhangiswa kukungabikho kwentsebenziswano neengcali neenkundla kwakunye nokungabi namdla kwabezopolitiko kule ngxaki. Le ngxaki iya kusombululeka kakhulu xa kunokuthi kubekho uhlehlengiso nolwabiwo lwemisebenzi ethile yasemthethweni lize ke neli Candelo loMlawuli woKhuseleko eziNdloleni licetywayo linikwe inkxaso. Kambe ke ukuze ibe nempumelelo yonke loo nto kufuneka ukuba iinkundla zizimisele nazo ukufaka igxalaba ekohlwayweni kwabaphuli-mthetho. Kungoku nje le nto ayenzeki ngenxa yokungabikho kwabasebenzi ngokwaneleyo nokungafunwa kokusetyenziswa kwezinto zobugcisa ezikhoyo kule mihla ezisetyenziswa kakhulu kwamanye amazwe.

Umqaqo-nkqubo

Njengokuba iphondo linikezelwe olu xanduva nje uMphathiswa wezoThutho neMisebenzi yakwaRhulumente uza kuqhagamshelana noMphathiswa wezoThutho wezoBulungisa noMtshutshisi-Jikelele eNtshona Koloni abacele ezi zinto zilandelayo:

- * ukusekwa kweenkundla ezijongene namatyala eendlela kuphela;
- * ukunyuswa kweefayini zamatyala eendlela kuqingqwe nobuncinane befayini kuhlobo ngalunye letyala leendlela;
- * ukuba abenza amatyalana okwaphula imithetho yeendlela efana nokumiswa kwezithuthi mabangathathwa njengabenzi bolwaphulo-mthetho lobundlobongela;
- * ukusetyenziswa kwezinto zobugcisa bale mihla ekubambeni abatyesheli bemithetho zize zisetyenziswe njengobungqina ezinkundleni—izinto ezifana nezokuvuthelisa, nezokubonakalisa isantya.

Ukusekwa kwamaziko eengozi zeendlela**Umba**

Akukho sisombululo sinokufunyanwa sale ngxaki yeengozi zeendlela ngaphandle kokuba ingxaki le iqondwe kakuhle. Nayo ke loo nto ifuna ukuba iinkcukacha zeengozi ziqokelelwe zivandlakanywe ngendlela ecwangcise kakuhle. Kufuneka ke ukuba kusekwe intsebenziswano phakathi kwamaziko athile achaphazelekayo ngenjongo yokuqinisekisa ukuba kusetyenzwa ngendlela efanayo enxityelelanisiweyo.

Umqaqo-nkqubo

Kucetywa ukuseka aMaziko eengozi zeendlela kulo lonke iphondo eli, aze ke abe nomsebenzi wokuqulunqa amanyathelo athile ajoliswe ekukhuthazeni ukhuseleko ezindloleni, anikwe kunye negunya lokuwasebenzisa loo manyathelo. Loo manyathelo aya kuba yinxenye yomsebenzi wobunjineli kwinqanaba likarhulumente ngalinye elifanelekileyo. Iziko ngalinye liya kujongana nokhuseleko ezindloleni ezikwiingqophansi kolawulo lwazo, kwaye liya kuba negunya lokusungula amaphulo okunciphisa iingozi zeendlela, kwaye liya kuba noxanduva lokuqinisekisa ukuqhuba kakuhle kosetyenziso-zindlela. Imali yokuseka la maziko iya kukhutshwa liSebe lezoThutho neMisebenzi yakwaRhulumente lephondo. Le nkxaso iya kubandakanya nomsebenzi wokuqeqesha abasebenzi abaya kuthi benze lo msebenzi.

Iziko ngalinye liya kunikwa abasebenzi abafanelekileyo nezinto zokusebenza ezaneleyo. Kuya kulindeleka ukuba umgangatho wophando ube phezulu kakhulu. Ingozi nganye enomntu obhubhileyo iya kukhawulezelwa ukuphandwa, kuqwalaselwe zonke izizathu ezikhokelele kuyo kulungiswe nemeko yendlela enokuthi kanti ibe negalelo nayo ekwenzekeni kwaloo ngozi. Zonke iindawo ekuthi kuzo kwenzekwe iingozi zide ziye esihlanwini ngonyaka kuya kwenziwa uphando olunzulu ngazo. Ubhaliso lweengozi kuya kufuneka luphuculwe kakhulu.

Iziko ngalinye liya kuba noxanduva lokuqinisekisa ukhuseleko ezindloleni nolokumana lusenza uvandlakanyo lweemeko zokhuseleko ezindloleni nolokwenzisa izicwangciso zolawulo lokhuseleko ezindloleni eziya kuthi zibandakanye nokuphendlwa kweenkcukacha, amaphulo olungiso lweendlela, uphando ngeengozi zeendlela. La maziko aya kuthi anike izikhokelo malunga nothintelo lweengozi nezokuthathwa kwamanyathelo okhuseleko kuzo zonke iindawo ezisetyenzwayo ezindloleni. Aya kuba ngamakhonkco okunxibelelanisa zonke izigqeba ezichaphazelekayo kubunjineli, kwezendalo esingqongileyo, kwezentlalo, kwezemfundo, kucwangciso, ekunikweni kwenkonzo zothutho lukawonke-wonke, nakwiinkonzo ezingxamisekileyo nezentlalo. Onke amaziko eengozi zeendlela kuya kulindeleka ukuba agcine oovimba beenkcukacha zeengozi, khona ukuze ube lula umsebenzi wokwenziwa kohlalo ngamanani. Kuya kusetyenziswa uhlobo olunye lokusetyenziswa kweekhompuyutha elifana mhlawumbi neMicrocomputer Accident Analysis Package (MAAP) eyenziwa yi-TRL, ukwenzela ukuba indlela yokuhlala ifane. Iindleko zokufakela ezo khompuyutha neyokuqesha abantu ekuzisebenziseni ziya kuthwalwa liSebe lezoThutho neMisebenzi yakwaRhulumente lephondo.

Umsebenzi weziko ngalinye uya kubizwa ngokuba ligosa lokhuseleko lwasezindloleni. Kwindawo nganye ekusetyenziswa indlela kuyo eli gosa lokhuseleko lwasezindloleni liya kuba negunya lokuya kuhlola liqinisekise ukuba imithetho ithotywe ngokufanelekileyo, lijonge nokuba ngaba iindlela eziphambukayo zenziwe ngokufanelekileyo, nemiqondiso yexeshana ibekwe ngokufanelekileyo na nokuba izinto zokukhusela zifanelekile na. Imigangatho ebekwayo kwiindawo ekkulungiswa nekwenziwa kuzo iindlela iya kuba yinxenye yemiqathango yobunjineli. Kuya kubekwa neentlawulo eziya kuhlululwa ngabo bayityeshelayo imithetho. Kuzo zonke iindlela zeli phondo imiqondiso yasezindloleni iya kuphuculwa khona ukuze ihambelane nomgaqo-nkqubo wesizwe malunga nemiqondiso yasezindloleni, ngakumbi leyo ichaphazela ukhuseleko.

Uphuculo lovavanyo lwezithuthi**Umba**

Umyinge weminyaka yokugcinwa kwezithuthi eMzantsi Afrika uya unyuka ngokunyuka, kangangokuba zininzi kakhulu izithuthi ezisezindloleni ezibonakalisa ukuguga nokuphathwa kakubi, kanti nakwezi zitsha zininzi ezibonakalisa amatyheneba neempawu zokungaphatheki kakuhle. Ezi zithuthi zinje ke ziyingozi kakhulu ebantwini. Akwanelanga konke ukuba ezi zithuthi zivavanyelwe ukufanela kwazo ukuba sendloleni kuphela xa zikhutshelwa kwabanye abanini, kuba loo nto yenza ukuba umgangatho ofanelekileyo wokhuseleko ungafikeleleki ngokwaneleyo.

Umqaqo-nkqubo

Kuza kuqaliswa inkqubo entsha yokuvavanywa kwezithuthi ekuya kuthi kuyo zonke izithuthi ezineminyaka emihlanu nangaphezulu zivavanywe qho ngonyaka, zize ke ilayisenisi zazo zingakhutshwa zingalwenziwanga olu vavanyo. Kuza kubakho amaziko angengowakwarhulumente aya kuthi anikwe igunya lokuba enze olo vavanyo. Loo maziko aya kunqongoziswa ngongqo ukuba abe nemigangatho ephezulu yovavanyo. Ezakwarhulumente zona izithuthi kuza kufuneka ukuba zinikwe iziqinisekiso zokufanela ukuba sendloleni zesithuba scenyanga ezintandathu. Njengokuba umthetho oyiRoad Traffic Act unikezelwe kumaphondo nje, iSebe lezoThutho neMisebenzi yakwaRhulumente lephondo eli liza kwenza izilungiso ezifunekayo kulo mthetho khona ukuze likwazi ukuhlaziya imiqathango yovavanyo lwezithuthi. Kuya kuthi ke njengokuba zisiya zisibakho izinto zokuvavanya neendlela zolawulo lovavanyo lwezithuthi lusiya luqina, iminyaka yezithuthi ezifanele kuvavanywa qho ngonyaka iya kuthotywa kwisihlanu ibe yemithathu.

UZINZO LWENDALO ESINGQONGILEYO**INTSUSA**

Unxibelelwano phakathi kwabantu nendalo ebangqongileyo yinto exatyiswe kakhulu apha kule nkulungwane yamashumi amabini. Yinto evunyiweyo ukuba ukunyuka kwamanani abantu nokukhula kweedolophu kumazwe asakhalayo zizinto eziyibeka esichengeni kakhulu indalo esingqongileyo nezala ukuhla komgangatho ekusebenzeni kwendalo nokutshabalala kwayo. Iphondo leNtshona Koloni linobutyebi bendalo obuninzi elufuneka bulawulwe ngobuchule ukuze bugcinakale kakuhle. Nakubeni zininzi iinkalo ezifanele ukuqwalaselwa kulo mba, umba wothutho ufanele ukuba uqwalaselwe kuqala.

INKCAZO YOMGAQO-NKQUBO**Umba**

Ukungasetyenziswa kakuhle komhlaba kukhokelele kwimiyinge yemigama ehanjwayo emide nokungalungelelaniseki kakuhle kwenkqubo yothutho. Isiphumo saloo nto ke kukubekeka esichengeni kwendalo esingqongileyo, kuba kaloku izinto zokuhamba ezisetyenziswayo zingaphaya kwemfuneko. Ukwanda kwamanani ezithuthi ezisebenzisa iindlela kwakunye nehambo ezinde kuzale ukudodobala kwemeko yothutho ngamaxesha ezixakeke kakhulu ngawo iindlela kwiidolophu ezininzi. Isiphumo sale meko ke kukuba imisi nezinye izimoko ezikhutshwa zizithuthi zandile kakhulu, into ke leyo ethetha ukuthi nongcoliseko lwandile, ngakumbi kwisixeko seKapa sona kukho kuso isimoko esidibene nenkqubo esininzi.

Umgqo-nkqubo

Ubunzima obuthwala yindalo esingqongileyo kwindawo nganye bungabonwa ngenani lezithuthi ezisezindleleni zaloo ndawo. Ukuze kuncitshiswe le meko yokuba sesichengeni kwendalo esingqongileyo kuya kufuneka ukuba kuncitshiswe inani lezithuthi ezisebenzisa iindlela ngakumbi izithuthi ezihamba ngepetroli, eyeyona nto iwungcolisa kakhulu umoya. Loo nto ke ingenziwa ngokuthi kucuthwe imiyinge yemigama ehanjwayo, oko kusenziwa ngezigqeba ezisebenza ngempumelelo, nangokwandisa inani labantu abasebenzisa izithuthi zikawonke-wonke nangokuzama ukuba kusetyenziswe izinika-mandla zezithuthi ezingenzi ngcoliseko luninzi.

Ngenjongo yokucutha ungcoliseko oluvela kwizithuthi ezihamba ngepetroli kucetywa ukuba kuqwalaselwe ukuba ngaba lingaba yintoni na ifuthe lokubeka ixabiso lelayisenisi yonyaka yezithuthi zabantu ngokobungakanani benjini yesithuthi eso endaweni yokuyibeka ngokobunzima baso, kananjalo kujongwe nokuba singaba yintoni na isiphumo sokubanika izaphulelo abantu abanezithuthi ezifakelwe izinto zokunciphisa ubutyhefu bemisi nezinye izimoko ezikhutshwa zizithuthi.

Inxaxheba yolawulo lwezithuthi nendalo esingqongileyo**Umba**

Ukuhla komgangatho kwindlela ezisebenza ngayo iindlela ezingoohola kwenza ukuba abaqhubi bezithuthi ezininzi bababaleke aba hola baye kusebenzisa iindlela ezisemacaleni ngenxa yokubaleka ingxinano kwaba hola. Loo nto ke iyibeka esichengeni kakhulu indalo esingqongileyo iwuthobe umgangatho wayo, yenze nokuba amazinga okhuseleko ehle kwiindawo ekuhlalwa kuzo. Isikakhulu ukwenziwa kwezibonelelo zothutho lwezithuthi ezihamba ezindleleni bekusoloko kubekwa phambili ngenxa yokuba kusetyenziswa kakhulu izithuthi njengeendlela zokuhamba, into ke leyo ethe yasilela kakhulu ekufezekiseni iimfuno zabanye abasebenzisi beendlela yayibeka esichengeni kakhulu nendalo esingqongileyo neyabantu abahlala kwiindawo ezingqongileyo zibonelelo zothutho.

Umgqo-nkqubo

Kuza kulandelwa inkqubo yokuqulunqa nokulawula uthutho ezidolophini ekuya kuthi ngayo kuzanywe ukuba kuqhagamshelane imfuno yezinto zokuhamba ezisebenzisa amafutha kunye neemfuno zentlalo, ezophuhliso kwakunye nezendalo esingqongileyo. Ukunyuka kwamanani abantu abasebenzisa izithuthi zabo kuyinxaki enkulu kakhulu kwiindawo ezininzi, kunjalo nje kuyinto exhalabisa kakhulu. Kuya kusetyenziswa ulawulo lothutho kunye nendalo esingqongileyo oluya kuthi luwugcine uphezulu umgangatho wokhuseleko nowendalo esingqongileyo kuzo zonke iindawo. Izicwangciso ezingeniselwa ukuba zamkelwe kuya kufuneka ukuba zicacise kakuhle ukuba ziceba ukuthatha manyathelo mani na ngokuphathelele kulawulo lokusetyenziswa kweendlela nolwendalo esingqongileyo.

Ukugcinwa komgangatho wendalo usoloko uphezulu**Umba**

Ukunganikwa kwengqwalaselo ephela ekucwangciseni kweendlela kwenze ukuba iindlela ezikhoyo zingahambelani neendawo ezenziwe kuzo, kunjalo nje ziyiphithikeze kakhulu inkangeleko yendawo ngokubanzi. Ngaphezulu, Umgangatho womhlaba onxulunyaniswa nolwakhiwo lwezibonelelo zothutho kufuneka uphuculwe kakhulu. Ukungcoliseka okwenziwa kukuqhuma okusuka ezindleleni kwiilokishi ezininzi neendawo zasemaphandleni ezininzi, ngakumbi ezo zikufutshane nezi ndlela kwenziwa kukungakhiwa kakuhle kwezi ndlela. Kanti ke kwezinye iindlela kufumaniseka ukuba umhlaba ophahle ezo ndlela ukholisa ukuba udlakazeke ubonakalise ukungahoywa, into ke leyo eyenza ukuba umgangatho wawo wahluke lee kulo ukufutshane nawo. Imbangi yale meko ke kukuba ububanzi bomhlaba ophahle iindlela abucetywanga ngokufanelekileyo.

Umgqo-nkqubo

Kwixa elizayo kuya kugxininiswa kakhulu kwinto yokubaluleka kokugcinwa komgangatho uphezulu kwizicwangciso zobunjineli kwimimandla yasezidolophini nakweyasemaphandleni. Nakubeni zininzi kakhulu iimpepha esele zikhutshiwe ezithetha ngokubaluleka kwento yokuthathelwa ingqalelo kwefuthe lophuhliso kwindalo esingqongileyo xa kuqhutywa uphuhliso, kusafuneka ukuba iphuculwe ingqalelo yefuthe lokwakhiwa kweendlela kwindalo esingqongileyo. Iinkalo ezibaluleke kakhulu zezokuba zingakanani na, neyokwahlukana kweziya kumacala ahlukeneyo kwakunye nokukrwelwa kwazo imigca. Ngoko ke iSebe lezoThutho neMisebenzi yakwaRhulumente liya kukhupha iZikhokelo zoCwangciso eziya kuthi zisetyenziswe kuzo zonke izikimu zeendlela apha eNtshona Koloni, ezibonisa ezona ndlela zifanelekileyo zokuqhutywa komsebenzi nezini inkukacha malunga neemfuno zendalo esingqongileyo ezifanele kuthathelwa ingqalelo xa kusenziwa izicwangciso zeendlela.

Nakubeni ezi Zikhokelo zoCwangciso ziya kuwuphucula umgangatho wokukhethwa kweendawo emakwakhiwe kuzo iindlela, kananjalo ziphucule nomgangatho wezicwangciso zeendlela, izibakala neenkqubo zoLawulo lweNdalo oLumanyanisiweyo ziya kubandakanywa kwiinkqubo ezikhoyo ngoku zolwakhiwo lweendlela. Kuza kuqulunqwa indlela efanayo yokuvandlakanywa kwefuthe lolwakhiwo lweendlela kwindalo esingqongileyo, ize ke loo ndlela isetyenziswe kuzo izigaba zolwakhiwo lweendlela.

Kufuneka ezi ndlela sele zikhona nazo zigcinwe zikumgangatho ozenza zingabi nafuthe libi kwindalo esingqongileyo. Umthetho oyiAdvertising on Roads and Ribbon Development Act No. 21 ka-1940 unikezelwe kumaphondo, kwaye ke apha eNtshona Koloni imiqathango yalo Mthetho iya kulandelwa ngqongqo kakhulu kuzo zonke iindlela ezipahlwe ziindawo ezifuna ulondolozo lwendalo kakhulu phaya kwimimandla yasemaphandleni.

Kucingelwa ukuba kuya kuwiswa imithetho emitsha yokuthibaza ukuxhonywa kwezibhengezo ecaleni kweendlela kuzo zonke iindawo, ezizezindolophini nezisemaphandleni. Ngaphezulu imihlaba ephahle iindlela iza kumana ukuvandlakanywa ihlengahlengiswa.

UNCEDISO-MALI

INTSUSA

Uncediso-mali lokusebenza

Akukho nkcazo ipheleleyo ikhoyo ichaza inxaxheba yamanqanaba ahlukeneyo karhulumente ngokuphathelele kuxanduva lokwabiwa nokunikwa koncediso-mali. IPhepha leNgcaciso-nkqubo yoMgaqo-nkqubo wezoThutho leSizwe lilunikezela kurhulumente wephondo uxanduva lokukhupha iimali zezibonelelo zothutho nezokuhutywa kothutho noncediso-mali ngokunjalo, ngaphandle kwaxa izizibonelelo ezithile ezilungiselelwe ukunceda isizwe ngokubanzi. Ubinini bezibonelelo zothutho lwakaloliwe kwakunye nobezinto zokulughuba olu thutho buya kuhla busezandleni zeziphathamandla zothutho zesizwe, zize ke zona iziphathamandla zothutho zamaphondo nezezixeko zithathe uxanduva lwenkqubo yolwaphulelo eza kuthi ithathe indawo yenkqubo yenkxaso-mali yetyala esetyenziswayo kungoku nje. Ngaphezulu ukuxhaswa ngemali kokuqhutywa kothutho, kubandakanywa nolo luhutywa phantsi kwekhontrakthi, nako kuba luxanduva lweziphathamandla zamaphondo nezezixeko.

Xa kuqwalaselwa umba woncediso-mali kukholiswa ngokujongwa imimandla yasezindolophini kuphela, zingaqwalaselwa konke iimfuno zemimandla yasemaphandleni nakubeni kulapho zininzi kakhulu khona.

INKCAZO YOMGAQO-NKQUBO

Inxaxheba yoncediso-mali lokusebenza kuhlengahlengiso lweedolophu

Umba

Izinga elikulo uncediso-mali olukhutshwayo ngoku kuwo onke amacandelo othutho liyaxhalabisa noko, kungekuko kuphela ngenxa yobuninzi beemali ezikhutshwayo, koko kukwanangenxa yokunyuka ngokukhawuleza kwiintlawulo zoncediso-mali kule minyaka idlulileyo ili-10 ukuya kweli-15. Uncediso-mali olukhutshwayo kungoku nje lubonwa njengolunganelanga, nolusilela kakhulu ekujoliseni kwabahluphekileyo nakwababekade besingelwe phantsi. Inkxalabo iye yavakaliswa nangokungasebenzi kakuhle kwabo baniki beenkonzo zothutho bathi banikwa uncediso-mali, imeko ke leyo ethi izale iziphumo ezingezihle kwakunye nokwandiswa kwabasebenzi imivuzo neendleko. Ngaphezulu, kukho ukungalingani okukhulu okwenziwa yinto yokuba abaniki benkonzo yothutho abaneeteki ezizikhombi abanikwa bona uncediso-mali.

Ukukhawuleza kokunyuka koncediso-mali kule minyaka imbalwa idlulileyo kubonisa amatyheneka akhoyo kungoku nje kwiindlela osetyenziswa ngazo umhlaba kummandla wesixeko. Kufuneka umgaqo-nkqubo woncediso ungaphelile ekuphuculweni kweenkqubo zolwabiwo ezisetyenziswayo ngoku, koko kufuneka lugqithele nakumba wohlengahlengiso lweedolophu, owokuthotywa kweendleko zabaniki-nkonzo nezabakhweli kwanowokuncitshiswa kwemfuneko yoncediso-mali.

Umgqo-nkqubo

Ukukhula koncediso-mali kwixesha elikufutshane neliphaya phambilana kuza kufuneka ukuba kuthityazwe ngokuthi kwenziwe uhlengahlengiso ezidolophini oluya kucutha umyinge wobude beehambo zabasebenzisi bezithuthi zikawonke-wonke luze ke njalo lwandise ukusetyenziswa kwezithuthi zikawonke-wonke ngokuthi kunikwe inkonzo yothutho oluqhuba kakuhle. Loo nto ke kufuneka yenzeke ngokuthi kuxutywe iindlela osetyenziswa ngazo umhlaba nangokwandiswa kwezakhiwo eziphahle imityino yophuhliso ethile. Loo nto iya kuzithoba iindleko zokunika inkonzo yothutho inciphise nemfuno yoncediso-mali ngokuthi inyuse imali engeniswa ziintlawulo zezinto zokuhamba kubaniki benkonzo yothutho, inyuse nengeniso njengoko izinto ziya kuba zisetyenziswa ngokuphumeleleyo. ISebe lezoThutho neMisebenzi yakwaRhulumente lephondo liya kukhuthaza lizamele ukuphunyezwa kwezi njongo.

Imigaqo-nkqubo yezothutho iya kusetyenziselwa ukukhuthaza uphuhliso lomhlaba othe wakhethelwa ukusetyenziswa ngokuthi kuvulwe imityino emikhulu yothutho lukawonke-wonke, nokuba ngaba apha ekuqaleni imfuneko yaloo nkonzo ikhangeleka ingekho ngako. Le nto ke iya kufuna ukuba kubekho iikhontrakthi zenkonzo yothutho apho kufunwa ukuphuculwa ukufikeleleka kweendawo ngendlela ethile okanye ngomtyino othile apho kufuneka kukhuthazwe uphuhliso. Injongo yoncediso-mali lophuhliso olulolo hlobo kukhuthaza ukunikwa kwenkonzo yothutho ekumgangatho othile nokuxuba iinkonzo kwanokutsala inkxaso-mali evela kwiSebe lezoThutho neMisebenzi yakwaRhulumente lephondo. Zonke iinkonzo ezinikwe inkxaso-mali ngurhulumente wephondo ziya kubekwa esweni kakhulu ngenjongo yokuqinisekisa ukuba loo nkxaso-mali iba nezo ziphumo zifunekayo.

Inxaxheba yamaxabiso

Umba

Ukukhutshwa koncediso-mali kuyakuqhwalalisa ukusebenza koshishino lothutho, kuze ukubekwa ezantsi kwamaxabiso eenkonzo zothutho kulibazise utyalo-mali nokukhula, into ke leyo esiphumo sayo ikukhula komgangatho nokudodobala kushishino lothutho. Bekusoloko kukho ukungasiwa so kwenxaxheba yamaxabiso njengesixhobo somgaqo-nkqubo wothutho. Imigaqo-nkqubo yokubekwa kwamaxabiso iye yaba nefuthe elikhulu kwiindlela ekuhleliwe ngazo, nasekusebenzeni kakuhle koqoqosho kwimimandla yasezindolophini nakwintlalontle yoluntu. Kananjalo iye yaba nefuthe nakwizinto zokuhamba ezizezinye eziye zafunwa ngabantu, nakwinani lezinto zokuhamba ezahlukeneyo ezikhoyo, yaza ke isiphumo saloo nto yaba zizikhalo zokuba makuphuculwe izibonelelo zothutho okanye mazongezwe. Amaxabiso aphantsi kakhulu ayakudodobalisa ukusebenza kothutho ngakumbi uthutho lukawonke-wonke, ize ke loo nto izale ezi zikhalo zokuba maziphuculwe iinkonzo ezinikwa uncediso-mali njengokuba esiya enyuka amanani abantu abafuna ukuzisebenzisa, kuze ke ngoku kufuneka ukuba makuphinde kunyuswe uncediso-mali.

Umgqo-nkqubo

Amaxabiso ezinto zokuhamba aza kuvandlakanywa ngenjongo yokuba kusekwe inkqubo efanayo yokubekwa kwamaxabiso apha kwiphondo eli. Uncediso-mali olusanikwayo luya kusetyenziswa ngendlela eya kuthi ikhuthaze intlalontle ngokukhuthi kuphuculwe imeko yokusebenza yezoqoqosho lwephondo eli, ngakumbi ngokuphuculwa kothutho lukawonke-wonke. Loo nto ke iya kufuna ukuba kuqwalaselwe ifuthe lamaxabiso ezinto zokuhamba zikawonke-wonke namaxabiso abizwayo ngezinto zokuhamba ezizezabantu, kuze ke kulandelwe imigaqo-nkqubo eya kuthi izise inguqu kwiindlela zokusetyenziswa komhlaba nakwezokuhlala, kanti ke nokwahlulwa ngokufanelekileyo kwamaxabiso kwabo basebenzisa izithuthi zikawonke-wonke nabo basebenzisa ezabo.

Imfuneko yokwandiswa kwamazinga enkxaso-mali

Umba

Nakubeni ukusetyenziswa kweendlela yeethenda ezinokhuphiswano iza kukuphucula ukusebenza kolwabiwo loncediso-mali, akusayi kuyisusa imfuneko yokuba kuqhutywe ngokunika uthutho lukawonke-wonke inkxaso-mali. Ukunikwa kweenkonzo zothutho ezisekelwe phezu kwemigangatho

ekuvunyelweneyo ngazo nezinenjongo yokunceda uluntu kuya kuyandisa imimandla ezinikwa kuzo ezi nkonzo, kunjalo nje kuzenze zizize, ngakumbi ezinikwa ebusuku nangempelaveki. Nakanjani na loo nto iya kukhokelela ekunyukeni kwendleko yokunikwa kwezi nkonzo nakwimfuneko yokunyuswa kwenkxaso-mali.

Umgako-nkqubo

Kuza kukhawulezwa kuzingelwe iindawo ekunokufunyanwa kuzo iimali zokuxhasa uthutho lukawonke-wonke neziya kwanela ukuba kukwazeke ukufezekiswa kweenjongo zothutho oluqinileyo noluphuculiweyo lwandiswa nokwandiswa nolusebenza ngenjongo yokunceda uluntu ngokubanzi. Into ekuza kufuneka ikhawulezisiwe kukuxhobisa iSebe lezoThutho neMisebenzi yakwaRhulumente ukuze likwazi ukuthwala uxanduva lokwaba uncediso-mali ngendlela eya kwenza ukuba zifezekiswe iinjongo zalo mgako-nkqubo mtsha neyokuqulunqa indlela efanelekileyo yokuwusebenzisa.

Ukunikwa kwenkxaso-mali njengoxanduva ekubanjiswanayo ngalo

Umba

KwiPhepha leNkcazo-nkqubo lesizwe ukunikwa kothutho lukawonke-wonke inkxaso-mali nokuhlululwa koncediso-mali lokuluqhuba kuchazwa njengoxanduva lukarhulumente wephondo. Kuya kufuneka ukuba oorhulumente bamaphondo noomasipala banikwe amagunya okusebenzisa imali ngokwemisebenzi abayithwalisiweyo. Ayamkelekanga into yokuba uxanduva lokunika inkxaso-mali nokuthwala iindleko zokunikwa kweenkonzo zothutho malube semagxeni eziphathamandla zothutho zephondo kuphela.

Umgako-nkqubo

Uxanduva lokunika uncediso-mali luya kubonwa njengomthwalo ekufanele ukuba kubanjiswane ngawo ngurhulumente wesizwe nabamaphondo noomasipala neziphathamandla zeekhansile zezithili ngendlela eya kuthi iphumeze iinjongo zabo ezahlukeneyo. Nakubeni inkxaso-mali iya kunikezelwa ngogunyaziwe omnye, loo nto ayithinteli ukuba amanqanaba karhulumente angayiniki inkxaso-mali yokuphumeza iinjongo zawo ezihambelana nemisebenzi neenxaxheba zawo. Umzekelo, kufanelekile ukuba urhulumente wesizwe akuvume ukuthwala uxanduva lokunika inkxaso-mali ejongene nokufezekisa iinjongo ezibekwe ngumgaqo-nkqubo wesizwe nokuzalisekisa uxanduva lwakhe ngokubanzi lokuqinisekisa intlalontle yoluntu. Kusenokuthiwa urhulumente wesizwe ufanele kuqhuba ngokubanika imbuyekezo abantu abahlala kwiindawo ezihlelekileyo ngenxa yenkqubo yocalu-calulo yamandulo ngokuthi abalungiselele izibonelelo zokuhamba ezikumgangatho owamkelekileyo kwimimandla yasezidolophini neyasemaphandleni.

Umgako-nkqubo: Imimandla yasezidolophini ezinkulu

Urhulumente wesizwe ukwanoxanduva lokulungisa ezinye zeziphumo zokukhula kweedolophu. Kukho imfuneko yenkonzo yothutho lukawonke-wonke lweendlela nemigaqo kaloliwe, ukuqinisekisa ukuba kuwo wonke ummandla wesixeko kunikwa inkonzo esemgangathweni ekuvunyelweneyo ngawo. Njengoko norhulumente wephondo naye enoxanduva lokuqinisekisa intlalontle ngokuthi abone ukuba uthutho lukawonke-wonke lukho ngokwaneleyo, umthwalo weendleko zokunikwa kwenkonzo yothutho kufanele ukuba kubanjiswane ngawo ngurhulumente wesizwe nowephondo.

Kambe ke inkxaso-mali evela kurhulumente wesizwe yokuseka ezi nkonzo ziyimfuneko ayinakuba luxanduva lwexesha lonke ngenxa yengozi yokuba kuthi kanti kuza kuqhutywa ngale ndlela yokusetyenziswa komhlaba inamatyhenaba, into ke leyo enokuzala ukwanda kweentlawulo zoncediso-mali. Kufuneka kunikwe inkuthazo yokuba kuhlenganiswe imimandla yasezidolophini neyasemaphandleni.

Kufuneka kuqulunqwe inkqubo efanayo yokwabiwa koncediso-mali oluvela kurhulumente wesizwe lusiya kwimimandla yezixeko. Kukho iindlela ngeendlela eyenziwa ngazo le nto kwamanye amazwe, nezisekelwe phantsi kwezibakala ezithile ezifana namanani abantu, ubude beendlela, njl kwiinkonzo ezikumanganaba athile. Indlela enjalo xa inokuthi ilungiselelwe iimfuno zemimandla yezixeko yaseMzantsi Afrika kufanele ukuba urhulumente azamele ukuyilandela. Inkqubo yokwabiwa neemali emazikhutshwe ziya kubekwa kwangaphambili kuze ke kubekwe namaxesha ekufanele ukuba ngawo kube sekuqhutywe ngomsebenzi wohlengahlengiso ezidolophini. Inkqubo yokwabiwa kweemali iza kuba yinto eselubala nebonakalayo. Izibakala ezisekelwe phezu kwazo izindululo zeKhomishoni yezeMali (Fiscal and Finance Commission), ngokokuqulathwa kwazo kuMgaqo-siseko, ziya kunceda ekuqulunqweni kwezikhokelo ezifanelekileyo zokuqhutywa kolu lwabiwo.

Umgako-nkqubo: Imimandla yasezidolophini ezincinane

Kwimimandla yeedolophana ezincinane kuyafuneka nakhona ukuba kunikwe inkonzo yothutho eyimfuneko nokuba kwandiswe ukuxutywa kweenkonzo. Iphondo liya kunika inkxaso-mali koomasipala ukuba baqinisekise ukuba oku kuyenzeka. Kuya kulindeleka ukuba aba masipala bakhuphe imali elingana naleyo bayinikiweyo.

Umgako-nkqubo: Imimandla yasemaphandleni

Kwimimandla yasemaphandleni imfuneko yenkonzo yothutho lukawonke-wonke yahluka-hlukene. Kwiindawo apho sele ikhona inkonzo yothutho eqhubekayo efuna ukwandiswa iSebe lezoThutho neMisebenzi yakwaRhulumente liya kuqwalasela ukuba ngaba iluhlobo luni na inkxaso-mali efunekayo kwezo ndawo nokuba ingakanani na ukuze ikwazi ukuxhasa ezo zithuthi zibe nakho ukunika inkonzo efunekayo. Kwimimandla yasezilalini ezitsala nzima kakhulu kwicala lothutho iSebe lezoThutho neMisebenzi yakwaRhulumente lephondo liya kukhuthaza abahlali ukuba ezindaweni zabo bayinike ngokwabo inkonzo yothutho ngokuthi baseke awabo amashishinana amancinane. Kwindawo nganye kufuneka ukuba inkuthazo ivele kwikhansile yedolophu okanye yesithili, kunjalo nje ibe yinxenye yephulo lophuhliso ngokubanzi neyesicwangciso sothutho esivunyiweyo, ize ke ifumane nenkxaso kwiforum ye-RDP yaloo ndawo. Kuya kubhalwa ikhontrakthi yokunikwa kweenkonzo ezahlukeneyo, mhlawumbi inkonzo yothutho lweempahla neyothutho lwabantu ukuba ngaba kukho imfuneko yayo, kwaye iya kumiswa ngohlobo lokuba abantu beendawo ezihlupheke kakhulu ukuba zinganezithuthi bakwazi ukuphendula.

Ukuxhaswa kwemigaqo ephathelele kuncediso-mali lokuthenga

Injongo ephambili yoncediso-mali lwephondo kukuphumeza iinjongo zomgaqo-nkqubo wephondo ngokubanzi. Le nto ke liya kuyenza ngocwangciso olwenziwa ngamanqanaba asezantsi karhulumente, kwaye ke iziphathamandla zothutho zephondo ziya kuxhasa izicwangciso namaphulo ajoliswe ekuphumezeni iinjongo ngokubanzi. Ngokuqinisekisa unxibelelwano phakathi kweziphathamandla zothutho kumanqanaba ahlukeneyo injongo kukwenza ukuba imigaqo-nkqubo kula manqanaba onke ifane. Kambe ke loo nto ayisosinyanzelo, kodwa ke apho izicwangciso namaphulo ahaba nxaanye nomgaqo-nkqubo wephondo akusayi kukhutshwa ncediso-mali.

Isixa-mali sokusebenza nesokuthenga esiya kuthi sikhutshwe siya kuxhomekeka ekubeni ingakanani na imali ethe yakhutshwa ngurhulumente wesizwe, size ke sidibane nemali enokuthi ifunyanwe liphondo ngezinye iindlela. Ukuba iya kuba ingakanani na imali ekhutshwa ngurhulumente wesizwe kuya kuxhomekeka ekubeni yena uyifumana phi na loo mali, mali leyo iya kuthi ibe nefuthe kuzinzo lwemali yephondo yokujongana nothutho. Ngoko ke iziphathamandla zothutho zephondo ziya kuzama ukuba ziyinyuse le mali ngemali eziyifumana kwiindawo ezifumanekayo ngoku, kwaye ke iziphathamandla zothutho zoomasipala ziyakhuthazwa ukuba nazo zizame ukwenza njalo ngokuthi zizame ukuzandisa iindawo ezifumana kuzo imali, ngakumbi ezo zixelwe kumthetho oyi-Urban Transport Act.

Iimali ezivela kwiziphathamandla zothutho zephondo ezikhutshwa ngokwemiqathango yezicwangciso zothutho ezivunyiweyo isikakhulu ziya kusetyenziswa kuloo maphulo adityanise nawamanye amacandelo nazama ukuphumeza iinjongo ezininzi. Kucetywa ukuba uncediso-mali lwahlulwa-hlulwe ngokweenjongo zephulo nokuba kukhutshwe isixa-mali esinye ngephulo ngalinye. Kucetywa ukuba iziphathamandla zothutho zinikwe amagunya athe chatha ngakwicala lokusetyenziswa kwemali kumaphulo aqhutywayo.

Kananjalo kucetywa ukuba iziphathamandla zothutho zabelwe imali emileyo, injongo yokwenza oko ikukuzama ukuzisa uzinzo kwimali evela kwezinye iindawo nokuba ikwazi ukuqikeleleka.

Le ndlela yokusetyenziswa kwemali liphondo iya kusoloko ibekwe esweni, imana ukuvandlakanywa kwakubonakala ukuba ziqhuba njani na iinkqubo ngeenqubo zothutho, ize ke mhlawumbi indlela ezabelwa ngayo imali iziphathamandla zothutho ijikwe kwixa elizayo.

EZEMALI

INTSUSA

Imali ekhutshwayo ngamanqanaba karhulumente ewonke yokunika uncediso-mali kwiinkonzo zothutho zeebhasi noololiwe, kudibene nevela kurhulumente wesizwe, iya isihla ngokuhla. Izinga ekulo libonwa njengelingaphantsi kakhulu kuleyo mali iyimfuneko ekujonganeni noko kusilelayo kwinkonzo ngakwicala lezibonelelo ezikhoyo nakwindlela esebenza ngayo. Ngaphezulu, bekufudula kungekho siseko sicacileyo kusekelwa phezu kwaso inkxaso-mali enokulindelwa kurhulumente wesizwe. Loo nto ke yenze ukuba kube nzima ukwenza ucwangciso, yaza kananjalo yakhokelela kukungaqiniseki ngakwicala lomgaqo-nkqubo.

INGCACISO ZOMGAQO-NKQUBO

Ukungaqiniseki kwenkxaso-mali

Umba

Kubalulekile ukuba onke amanqanaba karhulumente akhuphe inkxaso-mali efanelekileyo ngenjongo yokuqinisekisa ukuba kuqulunqwa umgaqo-nkqubo ofanelekileyo wezothutho nohambelanayo neenjongo zophuculo nophuhliso ngokubanzi. Imali ekhutshwe linqanaba ngalinye likarhulumente kufuneka ihambelane nenxaxheba yalo nomsebenzi walo, kunjalo nje kufuneka ukuba isetyenziselwe ukufezekisa iinjongo zalo. Iindawo evela kuzo loo mali kufuneka zibe ziindawo ezinozinzo nobulungisa nezilungiselelwe amaphulo othutho afana nokujongana noncediso-mali, ukulungiselela ngezibonelelo zothutho, amanyathelo olawulo lweendlela, ulondolozo lwezibonelelo zothutho nokwenziwa kwezinye, njl, khona ukuze kukwazeke ukuqulunqwa umgaqo-nkqubo wophuhliso ofanelekileyo nezicwangciso ezifanelekileyo. Isiseko sovandlakanyo nolwabiwo lwemali phakathi kwamaphondo kufuneka sibe sekuvunyelweneyo ngaso. Ukudluliswa kwemali esuka kwelinye inqanaba likarhulumente isiya kwelinye kufuneka ihambe ngqo, kungabikho nqanaba ilitsibayo.

Umgqo-nkqubo

UMphathiswa wezoThutho neMisebenzi yakwaRhulumente uya kuzama ukuba ezi zibakala zamkelwe njengomgaqo-nkqubo wesizwe namaphondo. ISebe lezoThutho neMisebenzi yakwaRhulumente lephondo liya kudibanisa zonke izicelo zenkxaso-mali ezisuka kwiphondo elo aze ke zonke iimali ezitifikileyo azabe, edibanisa nezo zabelwe iiprowujekthi ezithile okanye ukusetyenziswa ngeendlela ezithile ezichaziweyo.

Umba

Akufanelekanga kwaye akukwazeki ukuba kwamkelwe imigaqo-nkqubo ejolise ekuphuhliseni uthutho ngokuthi wenze ezinye izibonelelo okanye wandise ezi zikhoyo, ngakumbi xa kucingwa ngendlela egxekeke ngayo inkqubo yothutho apha kwimimandla yeedolophu ezinkulu apha eNtshona Koloni. Indlela ezifunwa ngayo izinto zokuhamba kwimimandla yasezidolophini ezininzi ingaphaya kokuba urhulumente wesizwe angakwazi ukukhawulelana nayo ngakumbi kwicala lezemali nelendalo esingqongileyo ngokuthi longeze izibonelelo ukukhawulelana nale ndlela zifunwa ngayo. Zininzi iindlela ekunokukhethwa kuzo ngakwicala lemfundo zenkxaso-mali yothutho, kwaye inkxaso-mali efumanekayo inefuthe elithe ngqo kwizigqibo ezenziwayo ngokuphathelele kwizigqibo ezithathwayo. Nakubeni kukho ubuncinane bomgangatho benkxaso-mali efunekayo yokujongana nezibonelelo zothutho nasekwenzeni imisebenzi yothutho, imali efunekayo neendlela eza kusetyenziswa ngazo sisigqibo esibaluleke kakhulu.

Umgqo-nkqubo

Eyona njongo iphambili yomgaqo-nkqubo wezothutho iya kuba kukuqinisekisa uzinzo, oko kukuthi ukubeka inkqubo yothutho ngendlela eya kwenza ukuba ibe nozinzo ixesha elide. Loo nto ke ithetha ukuba makusetyenziswe imigaqo-nkqubo ethe gabalala ebandakanya ukusetyenziswa kwezixhobo zemithetho nezokubekwa kwamaxabiso nezotyalo-mali kwiimarike zomhlaba nothutho, ngenjongo yokuqinisekisa ukuba ukufunwa kwezibonelelo neenkonzelo zothutho kuyahambelana nezinto zothutho ezikhoyo neenkonzelo ezinokunikwa.

Umba

Ukuxhaswa kothutho lukawonke-wonke alukhange lufumane nkxaso ingako koomasipala ngakwicala lemali ngenxa yokuba kaloku ucwangciso nolawulo lothutho ibingeyonto ithathwa njengoxanduva loomasipala. Endaweni yoko beluthathwa ngokuba yinto engumsebenzi karhulumente wesizwe ebefanele kuluthwala ngokuthi anike iinkampani ezingezozikarhulumente nezo ziqhutywa ngurhulumente uncediso-mali. Ngaphezulu oomasipala bebexinisa kakhulu kwinto yokwakhiwa kwezibonelelo zothutho ezitsha endaweni yokuphucula ulawulo lwezo sele zikhona.

Umgqo-nkqubo

Kwixa elizayo izinto eziya kubekwa phambili kwimali esetyenziselwa uthutho iya kuba zezi zilandelayo:

- * ukuqhagamshelanisa ezo ndawo bezikade zingahoyekanga kwintlobo nakuqoqosho yezo ndawo bezifudula zihoyekile ngokuthi kuphuculwe izinto zokuhamba ngokwakha izibonelelo apho ziyimfuneko nangokuzinika iinkonzo zothutho lukawonke-wonke ezifunekayo;
- * ukunikwa kweenkonzo zothutho eziphuculwe kakhulu nezithe zandiswa ekubandakanywa kuzo bonke aba baniki benkonzo bakhoyo ngoku, ekukho kubo abanini beetsi ezizikhombi kwakunye nabanye abaniki benkonzo yothutho abasakhasayo, ukuba bayaziphumeza iimfuno zentlalo;
- * ukuzisebenzisa ngokupheleleyo iinkonzo zothutho ezikhoyo;
- * ukuzigcina zisemgangathweni izibonelelo zothutho ezikhoyo ngokuthi zilondolozwe kakuhle zilungiswe ngexesha xa zithe zonakala;
- * ukuxhobisa oomasipala ngolwazi oluya kubenza bakwazi ukuwenza kakuhle umsebenzi wabo;

- * ukuphucula ukhuseleko kwiindlela zephondo ngokuthi kuqhutywe amaphulo okhuseleko lwasezindleleni;
- * ukuqinisekisa ukuba onke amaqanaba karhulumente enza izicwangciso eziditanyisiweyo zokusetyenziswa komhlaba nezothutho kulo lonke eli phondo.

Ukukhangelwa kwezinye iindawo ekunokufunyanwa kuzo imali

Umba

Zonke iziphathamandla ziye zasilele ekuqwalaseleni inxaxheba yamaxabiso kwimigaqo-nkqubo yothutho, kwaye izinto ezininzi bazibize amaxabiso angaphantsi kakhulu kulawo afanelekileyo, ngakumbi iintlawulo zeendawo zokumisa izithuthi ixesha elifutshane okanye elide, kwakunye nezelayisenisi. Ngaphezulu oomasipala abaninzi abayisebenzisanga ngokupheleleyo imiqathango ekwimithetho yokumisela iintlawulo eziphathelele kulawulo lwezithuthi. Ukuba ngaba bekubekwe amaxabiso ezothutho afanelekileyo loo nto ibingayi kunceda nje kuphuculo lweenkonzo zothutho, koko ibiya kuzisela oomasipala imali eninzi ephuma kwalapha kubo.

Umgagqo-nkqubo

ISEBE ILEZO THUTHO NEMISEBENZI YAKWA RHULUMENTE LE PHONDO

Ukuze iSebe lezoThutho neMisebenzi yakwaRhulumente likwazi ukumelana noxanduva lwalo lwemali kuya kuthi kunyuswe iintlawulo zeelayisenisi zezithuthi zibekwe kwizinga elibhele kuneli zikulo ngoku. Imali yeentlawulo zeelayisenisi zezithuthi ziya kugalelwa kwiNgxowa yoThutho yephondo zize ke zibe nguvimba wemali obalulekileyo eliya kuthi lidimbaze kuye iSebe lezoThutho neMisebenzi yakwaRhulumente lephondo. Ezo ntlawulo ke ziya kuthi zancedise ezinye imali ezivela kurhulumente wesizwe nezinye ke ezithe zakhutshwa ngurhulumente wephondo. Iifayini ezithe zaqokelelwa ngolwaphulo lwemithetho yendlela elawulwa siSigqeba soSetyenziso-zindlela (Traffic Agency) sephondo kufuneka ziye kugalelwa kwingxowa yezibonelelo zothutho yephondo. Aba vimba babini bemali baya kunceda iSebe lezoThutho neMisebenzi yakwaRhulumente lephondo ukuba likwazi ukuluthwala uxanduva olubekwe emagxeni alo, likwazi kananjalo nokunika oomasipala uncediso oluyimfuneko.

Kungoku nje mkhulu kakhulu umahluko phakathi kwentlawulo ekhutshwa ngabasebenzisi bezithuthi nendleko ekungenwa kuyo ziziphathamandla, ngakumbi xa kucingwa ngezinto ezifana nengxinano yezithuthi ezindleleni, umonakalo eziwenzayo kwindalo esingqongileyo, iingozi ezenzeka ezindleleni nolawulo losetyenziso-zindlela, izinto ezo zonke ezenziwa kukusetyenziswa kwezithuthi. Uhlengahlengiso oluza kwenziwa kumaxabiso luza kulungelelanisa iintlawulo zabasebenzisi bezithuthi kunye nezo zeziphathamandla ngenjongo yokufezekisa imigaqo-nkqubo yothutho ngokubanzi.

Imali zeelayisenisi yirhafu yezithuthi ethi iye kurhulumente wephondo. Ngokwemigangatho yehlabathi eli liphela iintlawulo zeelayisenisi zaseMzantsi Afrika zezinye zeziphantsi kakhulu, kwaye ke kujongwe ekubeni ezo ntlawulo zeelayisenisi ziya kuthi zizilungelelanise nemigangatho yehlabathi. Ngaphezulu kukwajongwe nokuba kuvandlakanywe indlela ezibekwa ngayo iintlawulo zeelayisenisi zezithuthi zabantu. Kungoku nje iintlawulo zeelayisenisi zezithuthi zorhwebo zisekelwa kubunzima bazo obuthi bunxulunyaniswe nomonakalo esibenzayo isithuthi eso endleleni. Kambe ke into yokujongwa kobunzima besithuthi sorhwebo bodwa ngaphandle komthwalo wazo inako ukuzilungiselela izithuthi zorhwebo ngelixa izindlela indlela ezikawonke-wonke. Ngeso sizathu ke kucetywa ukuba ivandlakanywe le ndlela yokubekwa kweentlawulo zeelayisenisi zezithuthi zorhwebo.

IZIPHATHAMANDLA ZOTHUTHO ZASEZIDOLOPHINI

Omye uvimba wemali ebezinokudimbaza kuye iziphathamandla zedolophu ziintlawulo ezifanelekileyo ezibizelwa iindawo zokumisa izithuthi ixesha elifutshane nelide, kwakunye nomrhumo oya kubekwa kuzo zonke iindawo zokumisa izithuthi ixesha elide, nokuba zizithuthi zabantu okanye zezikarhulumente.

Kungoku nje izithuthi ezisebenzisa iindawo zokumisa xa kuthulwa okanye kulayishwa iimpahla azihlawuli ngokumisa kwezo ndawo. Ke ngoku kukho enye intlawulo eza kukhutshwa ngezithuthi zorhwebo, ntlawulo leyo iya kuzinika igunya lokuba zingazisebenzisa ezo ndawo zokuthula nokulayisha—loo ntlawulo iya kubizwa ngokuba yi-C licence. Izithuthi ezingasebenzisi iindawo zokuthula nokulayisha ezisezitatweni azisayi kuyihlawulelwa le layisenisi zona. Izithuthana zokuhambisa iimpahla zona ziya kuthathwa njengezithuthi ezingezizo ezorhwebo, ngaphandle kokuba beziye zakhutshelwa i-C layisenisi xa bezibhaliswa. Injongo yale layisenisi kukuthibaza izithuthi ezikhulu ekuhambiseni iimpahla kwiindawo ezixineneyo ezidolophini, nokubuyisa inxenye yendleko yokuzilungiselela iindawo zokuthula nokulayisha nokuhlangabezana neendleko zolawulo. Enye into eya kuba luncedo kule nkqubo iya kuba kukusetyenziswa kakuhle kwezi ndawo zokuthula nokulayisha. Loo ntlawulo kuvumelekile ukubizwa kwayo ngokomithetho oyiUrban Transport Act, kwaye ke ubungakanani baloontlawulo bubekwa okanye bamkelwa yiNkulumbuso yePhondo. ISebe lezoThutho neMisebenzi yakwaRhulumente lephondo liya kuthi liwise imithetho eya kulenza likwazi ukuba likwazi ukuqinisekisa ukuba kuzo zonke iidolophu zeli phondo kuyenzeka konke oku.

Zonke iziphathamandla zothutho kuya kufuneka ukuba ziqwalasele iindlela zokuqinisekisa ukuba ziyayifumana imali yokongeza izibonelelo neyokunika iinkonzo. Loo nto ke iya kufuna ukuba kubekho intsebenziswano enkulu phakathi kukarhulumente nabantu ngokuthi kubanjiswane ngamaphulo okwakha izibonelelo.

IZIGQEBA ZASEBURHULUMENTENI

INTSUSA

Apha eNtshona Koloni into yokukwazi ukumelana neemeko zothutho idodotyaliswa kukuphutha kwezicwangciso eziphathelele kulwabelwano ngoxanduva lweendlela zokusetyenziswa komhlaba nolothutho ngamanqanaba karhulumente ahlukene. Isiphumo sayo yonke loo nto kukungenziwa kwezinto ngokufanayo nokuxakeka, izinto ke ezo ezithi zidale ukuqhwalela okukhulu ekufezekisweni kwemigaqo-nkqubo edityanisiweyo yothutho nokusetyenziswa komhlaba. Ukunikwa kwamaphondo amagunya amaninzi nemisebenzi ekwanjalo ngurhulumente wesizwe kwakunye nohlengahlengiso oluqhutywayo koomasipala kunokusetyenziswa njengethuba lokuba kuhlengahlengiswe amagunya noxanduva lwezothutho apha kweli phondo. Loo nto ke ingenzeka ngokuthi kuqulunqwe isikhokelo solawulo esifanelekileyo nesinempumelelo esiya kukwazi ukujongana nemisebenzi noxanduva oluyimfuneko.

Iya icaca ngokucaca into yokuba kuya kuthi ukuze kubekho uphuculo olululo nolufanelekileyo kwindlela esebenza ngayo inkonzo yothutho kuqale kuhlengahlengiswe izigqeba zaseburhulumenteni, kuqulunqwe nezinye izigqeba zolawulo ezifanelekileyo. Kulinyathelo elifanelekileyo ukuba amagunya athile nemisebenzi ethile ephathelele kwezothutho inikezelwe kwawona asezantsi nafanelekileyo amaqanaba karhulumente, kananjalo kulinyathelo elinokuyiphucula kakhulu indlela esebenza ngayo inkonzo yothutho.

Kuyinjongo yeziphathamandla zothutho zesizwe ukuba kuqulunqwe imithetho yesizwe eya kuthi inike inkcukacha malunga nokuqulunqwa kwemigaqo-nkqubo yothutho lweendlela yesizwe namaphondo needolophu nokusetyenziswa kwayo ngokwesikhokelo esichazwe kwiPhepha leNgcaciso-nkqubo lesizwe.

INGCACISO ZOMGAQO-NKQUBO**Inxaxheba yonikezelo****Umba**

IShedyuli 4 woMgaqo-siseko weRiphabliki yoMzantsi Afrika unika urhulumente wesizwe nabamaphondo uxanduva lothutho lukawonke-wonke olocwangciso nophuhliso lwezithili, ololawulo losetyenziso-zindlela nolophuhliso lwemimandla yasezidolophini neyasemaphandleni. Umasipala unegunya lokulawula ngokuphathalele kwimicimbi yolawulo lweedolophu ekhankanywe kwiCandelo B leShedyuli 4, ekubandakanywa kulo uthutho lukawonke-wonke, phantsi kwemiqathango yeCandelo 155(6)(a) no-(7). Kusisibakala esiphambili kuMgaqo-siseko wesizwe nakumthetho oyiTransitional Local Government Act ukuba amagunya nomsebenzi wokuqhuba uthutho lweendlela kufuneka zinikezelwe kwelona nqanaba lisezantsi lifanelekileyo likarhulumente.

Ngalo lonke ixesha injongo kufuneka ibe kukugcina zonke izigqeba zakwarhulumente eziyimfuneko ngendlela elula, ngokunjalo nonxibelelwano oluphakathi kwazo. Igunya, umsebenzi noxanduva zizinto ezo ekufuneka ukuba zinikezelwe kwelona nqanaba lisezantsi likarhulumente, ngenjongo yokunisekisa ukuba bonke ubuchule obukhoyo busetyenziswa ngokupheleleyo, nokuba ziyasuswa zonke izilibaziso ezizizithintelo. Xa inokucaca kakuhle inxaxheba noxanduva lwenqanaba ngalinye likarhulumente, iba ncinane kakhulu imfuneko yonxibelelaniso, kwaye ifane ibekho nje apho kuthe kwacaca ukuba kukhona ukudibana kwazo naxa ngaba olo nxibelelaniso lubonwa njengento enokunyusa umgangatho wephulo elithile okanye weprowujekthi ethile.

Umgqo-nkqubo

Ukunikezelwa kwamagunya kunye nemithetho ehamba nako kuthetha ukuba urhulumente wephondo leNtshona Koloni ngoku nguye isiphathamandla sezothutho esiphambili ekufuneka sinike isikhokelo kwimiba ephathalele kwezothutho kweli phondo. Lo msebenzi ke uya kwenziwa liSebe lezoThutho neMisebenzi yakwaRhulumente eliya kuthi lisebenze njengesiphathamandla sothutho sephondo leNtshona Koloni. Nakubeni liya kuthi libe nenxaxheba ephambili ekuqwalaselweni kweengxaki zothutho kweli phondo ngokuthi linike isikhokelo sokuqulunqwa komgaqo-nkqubo, oko liya kukwenza ngokuthi lincediswe oomasipala ekufezekiseni iinjongo zabo. Inkqubela eninzi iya kuthi ibekho ngokuthi kweli nqanaba likarhulumente kube lapho kuxhotyiswa kakhulu ngolwazi nobuchule bokuqulunqa izicwangciso zalo zothutho namaphulo alo othutho, aya kuthi ahambe ngokweenjongo zophuhliso ngokubanzi. Kambe ke iyaqondwa nendawo yokuba obu buchule nolu lwazi asizozinto ziya kusoloko zikhona kuzo zonke iinkalo. Kwiimeko ezinjalo ke iSebe lezoThutho neMisebenzi yakwaRhulumente lephondo liya kuthi lincediswe ngokunika inkxaso yobungcali linike nezikhokelo xa lithe lacelwa ukuba malenze njalo.

Ikhansile zezixeko ezezithili nezedolophu ziya kuthi zinikwe awazo amagunya ezothutho, kwaye ke ziya kuthi zicelwe ukuba ziphucule ulwazi nobuchule bazo okanye ke zinikezele imisebenzi ethile kwiigqeba ezithile ukuba ziziqhubele iinkonzo zothutho. Kummandla wesixeko kuya kusekwa isiphathamandla sothutho sesixeko ngokwemiqathango yomthetho oyiLocal Government Transition Act, 1993, kwaye ke iKhansile yeSixeko seKapa ingayithatha loo nxaxheba. Kubalulekile ukuba uthutho, oluyenye yeentsika ezixhasa isixeko ngokubanzi, maluhagamshelelaniswe nezinye izicwangciso zophuhliso nokusetyenziswa komhlaba nokuba malube phantsi kolawulo lukarhulumente ngokupheleleyo. Kwezinye izithili nezedolophu iikhansile ziya kuba ziziphathamandla zothutho.

Imisebenzi noxanduva lweziphathamandla zothutho ezisekwe ngokufanelekileyo**Umba**

Kubalulekile ukuba iSebe lezoThutho neMisebenzi yakwaRhulumente, njengesiphathamandla sothutho sephondo, libe nenxaxheba ecacileyo neyahlukileyo kwezinye iziphathamandla zothutho nokuba linike izikhokelo eziya kuthi zihambe ngazo ezinye iziphathamandla zothutho xa zisebenza.

Umgqo-nkqubo

Iindawo eziphambili kumsebenzi wesiphathamandla sothutho sephondo iya kuba zezi zilandelayo:

- * ukuqulunqa imigqo-nkqubo nemithetho yothutho lwasezindleni nokubeka iliso kwindlela eluqhutywa ngayo nokumana liyivandlakanya loo migqo-nkqubo khona ukuze ihambelane neemeko ekuzizo;
- * ukuqulunqa izikhokelo zephondo nokubeka imigangatho neenkalo emaziphunyelwe;
- * ukunxibelelanisa imigqo-nkqubo yothutho yesizwe neyexeko neyexhansile zezithili nokuyiqhagamshelana neyamanye amacandelo ngamanye amasebe karhulumente wephondo nangeKhansile yoPhuhliso yephondo;
- * ukuxhobisa oomasipala ngolwazi nobuchule khona ukuze bakwazi ukusebenzisa imigqo-nkqubo yesizwe neyephondo nokwenza ezabo izicwangciso, nayo yonke eminye imisebenzi ephathalele ekulawulweni kothutho kwiingingqi eziphantsi kolawulo lwabo;
- * ukuba sisiphathamandla esongamele zonke iindlela eziphantsi kolawulo lwephondo eli nokubeka imithetho yolawulo losetyenziso-zindlela ngeSigqeba soThutho sephondo (provincial Traffic Agency), nokulawula iinkonzo zokhuseleko ezindleni ngeCandelo loLawulo loKhuseleko eziNdleleni (Division of Traffic Safety Management);
- * ukuyalela ukuba kwenziwe izicwangciso zothutho lize ke linike izimvo ngazo zonke izicwangciso zothutho ezithe zaqulunqwa kwiphondo eli;
- * ukubeka ecaleni ingxowa-mali yokujongana nokuxhaswa kwezicwangciso zothutho nokulawula iimali ezithe zanikwa oomasipala ziziphathamandla zothutho zesizwe.

Umba

Njengokuba kugxininisiwa kwinto yokunikezelwa kwamagunya koomasipala, kubalulekile nokuba kugxininisiwe kwinto yokubaxhobisa ngolwazi nangobuchule. Ngoko ke kuyafuneka ukuba kubekho ukuvumelana nemvano ngemisebenzi ekuya kulindleka ukuba iqhutywe sisiphathamandla sothutho esibekwe ngokufanelekileyo.

Umgqo-nkqubo

Kuya kuqinisekiswa ukuba isiphathamandla sothutho ngasinye sinalo ulwazi nobuchule bokuqhuba le misebenzi ilandelayo. Kuqikelelwa nokuba kuya kufuneka kwenziwe uhlengahlengiso nokuba uncendo lobungcali oluvela kwiSebe lezoThutho neMisebenzi yakwaRhulumente luya kufunwa kakhulu zezinye iziphathamandla zothutho.

Unxibelelaniso lwemigaqo-nkqubo

- * Ukuqulunqa imigaqo-nkqubo, izicwangciso namaphulo asikelwe kwimigaqo-nkqubo nezikhokelo zesizwe nezephondo nakwiinjongo zephondo eli ngokuphathelele kuphuhliso ngokubanzi nakwiindlela ezicetywayo zokusetyenziswa komhlaba.
- * Ukuseka izigqeba namathuba othethwano nabantu nawokubanika inxaxheba kwimisebenzi eyenziwayo neqhutywa elubala ngenjongo yokufezekisa imifuno zothutho.
- * Ukunxibelelanisa imigaqo-nkqubo yothutho nemigaqo-nkqubo yesizwe neyephondo nokuqhagamshelana neminye imigaqo-nkqubo efana neyokusetyenziswa komhlaba.

Ucwangciso

- * Ukuqulunqa izicwangciso zothutho nokwenza uhlahlo-mali oluya kuhambelanisa imfuno yezibonelelo ezitsha kunye neyokuphucula indlela yokusebenza kwezo sele zikhona neyokuba abantu bakwazi ukukhetha izinto zokuhamba abafuna ukuzisebenzisa.
- * Ukulawula ukusetyenziswa kwendlela ngakumbi ngabantu abahamba ngezithuthi zabo ngendlela ezithathela ingqalelo iinkalo zoqoqosho, ezokusetyenziswa kwamafutha, indalo esingqongileyo neyokusebenza kakuhle nangobulungisa.
- * Ukuqulunqa izicwangciso zemali eziya kukwazi ukwenza imali enokufumaneka izilingane izinto zokusebenza ezikhoyo.
- * Ukuqinisekisa ukuba izicwangciso zothutho ziyahambelana neenjongo zophuhliso lwentlalo noqoqosho ngokubanzi kwaye ziyithathela ingqalelo esingqongileyo.
- * Ukubeka iliso kwindlela esebenza ngayo inkqubo yezothutho nasekufezekisweni kweenjongo zenkqubo yothutho ngoncedo lweenkqubo zolawulo ezinxityelelaniswa liSebe lezoThutho neMisebenzi yakwaRhulumente.

Ucwangciso lobuchule

- * Ukuqhuba nokulawula uthutho ngenjongo yokusebenza ngempumelelo kangangoko ngokuthi kulawulwe kakuhle ukusetyenziswa kweendawo zokumisa izithuthi, izikimu zokuphuculwa kweendlela, uphuculo lweziphambuka, nolunye usetyenziso-zindlela kwakunye namanyathelo olawulo lwendalo esingqongileyo kwakunye nawolawulo lothutho lukawonke-wonke ekukho kuwo nezibonelelo ezifanelekileyo zokutshintsha izithuthi.

Ucwangciso lwendlela yokusebenza

- * Ulondolozo lwenkqubo yothutho ngenjongo yokusebenza ngempumelelo nangokhuseleko ngokuthi kulawulwe imiqondiso yeendlela nemibhalo yasezindleni namanyathelo okuthintela ukutyibilika kwezithuthi ezindleni namanye ke amanyathelo alolo hlobo.
- * Ukuqulunqa amaphulo olondolozo lweendlela neebhulorho ngokwemiqathango yokufezekiswa kweenjongo yokusebenza ngempumelelo neyokugcina umgangatho wenkonzo uphezulu ngokuthi kusetyenziswe inkqubo enxityelelaniswa liSebe lezoThutho neMisebenzi yakwaRhulumente, ukuqinisekisa ukuba umgangatho weendlela ugcinwa uphezulu.

Ucwangciso nolawulo lwezithuthi zikawonke-wonke

- * Ukuqinisekisa ukuba kunikwa inkonzo yothutho lukawonke-wonke esemgangathweni nekwaziyo ukukhawulelana neemfuno zabantu.
- * Ukuvandlakanya iingxelo zemali zabo bonke abaniki benkonzo yothutho abafumana inkxaso-mali kurhulumente.
- * Ukuqulunqa izimemo zeethenda nokuvandlakanya iithenda zothutho lukawonke-wonke ezingenisweyo.
- * Ukungena kuthethwano ngeekhontrakthi zokunikwa kwezinto ezifunekayo kuthutho lukawonke-wonke.
- * Ukuhlawula abaniki benkonzo.
- * Ukulawula ukunikwa kwenkonzo yothutho ngokubeka imigangatho ngakwicala lokusebenza nakwelobuchule bokusebenza, nokubeka iliso kwindlela ezisebenza ngayo iikhontrakthi ekungenwe kuzo.
- * Ukuqinisekisa ukuba kukho izibonelelo zothutho lukawonke-wonke ezifanelekileyo ngokwaneleyo ezenza ihambe kakuhle inkonzo yothutho.
- * Ukumisela amaxabiso eentlawulo zokuhamba, ukunyuswa kwawo nokunikwa kwezaphulelo kuzo zonke izinto zokuhamba ngokubonisana nabo bachaphazelekayo ekukho kubo nabo banika inkonzo yothutho nabanika inkxaso-mali.
- * Ukubhengeza inkonzo yothutho nokuqinisekisa ukuba abakhweli basoloko beyinikwa ngokwaneleyo inkcazelo ngezothutho.
- * Ukulawula amalungelo okuqhuba inkonzo yothutho kunye nawokusebenzisa izikhululo zezithuthi ngokukhupha iipemethi neemvume.
- * Ukuqinisekisa ukuba kukho unxibelelaniso lwezinto zokuhamba zikawonke-wonke.
- * Ukuqinisekisa ukuba kukho ukhuseleko kwizinto zokuhamba zikawonke-wonke.
- * Ukuphanda nokuvandlakanya iingozi zasezindleni.
- * Ukuseka amaziko afanelekileyo okujongana neengozi zasezindleni nokuqulunqa amanyathelo othintelo lweengozi ezindleni.
- * Ukuqinisekisa ukuthotyelwa kwemithetho.
- * Ukufundisa nokuqeqesha bonke abasebenzisi beendlela malunga nokuqhutywa kothutho olunokhuseleko nempumelelo.
- * Ukuqulunqa imithetho yendlela nokuqinisekisa ukuthotyelwa kwayo.

- * Ukulawula iimali.
- * Ukulawula ukufunyanwa kweemali nokudluliselwa kwazo.
- * Ukwenza unxibelelaniso lohlahlo-mali nokulawula nokunika iingxelo ngalo.
- * Ukulawula iimali zazo zonke iiprowujekthi.
- * Ukuqinisekisa uqhagamshelwano.
- * Ukuphendula izicelo zabafuna inkcazelo noncedo.
- * Ukuqulunqa yonke imgaqo-nkqubo nokuyibhengeza, ngokunjalo nezicwangciso namaphulo.
- * Ukwenza ingxelo yonyaka nokuyingenisa kuMphathiswa wePhondo wezoThutho neMisebenzi yakwaRhulumente namanye amasebe namanqanaba karhulumente.

Isiphathamandla sothutho ngasinye kufuneka ukuba sithathe amanyathelo afanelekileyo okuqinisekisa ukuba siyakwazi ukuyenza le misebenzi. Kuqikelelwa ukuba kusenokufuneka ukuba kwenziwe uhlehlengiso lwangaphakathi.

ULAWULO LWENGUQU

INTSUSA

Ulawulo lwenguqu luthetha ukukwazi kwemibutho neenkampani ukumelana neenguqulelo ezithi zenzeke kwimeko ezisebenza kuzo nokuziqonda iingxaki nemiba ehamba noko kujika kweemeko kwakunye nokukwazi ukuhamba ngokweemeko zopolitiko nezentlalo, oko zikwenza ngokuthi zidlale iindlebe nabantu kunjalo nje zibanike inxaxheba, ukuze ke njalo bakwazi ukubona intembeko nokuzibeka phantsi kolawulo lwabantu.

Ukwamkelwa kwezibakala zePhulo loPhuculo noPhuhliso, i-RDP, ezisekelwe phezu kwedemokhrasi nakwinkqubo yokujolisa kophuhliso ebantwini, kufuna ukuba zivandlakanywe ngokutsha kujongwe ukufaneleka kwazo izimvo ezininzi ezikhoyo, ekubandakanywa kuzo nezo ziphathelele kucwangciso zothutho nokusebenza kwalo. Olo vandlakanyo kufuneka lubandakanye nokuqwalaselwa kwendlela eme ngayo imibutho emininzi namaziko kwakunye nezimvo ngezimvo ezikhoyo kuloo mibutho nalo maziko. Kufuneka kuqulunqwe isikhokelo esifanelekileyo sokuthathwa kwezigqibo kunjalo nje kuzanywe nokuba ziqondwe izimvo ngezimvo ezikhoyo nobungakanani bazo.

INGCACISO YEMIGAQO-NKQUBO

Umba

Abantu abaninzi banoluvo lokuba abaliniwa ilungelo lokukhetha kwimicimbi ephathelele kwezothutho nokuba abakwazi ukuba babe negalelo ekuthathweni kwezigqibo ezinokuthi kamva zichaphazele umgangatho wobomi babo kwakunye neendleko abangena kuzo, kwakunye nokhuseleko lwabo kwizinto zokuhamba. Indlela ezithathwa ngayo izigqibo eziphathelele kwezothutho ibonwa njengento engenalumelo nebhuphela bucala abanye abantu, negxininisa kakhulu kwezobunjineli neqwalasela kakhulu imiba ephathelele kwiindlela nokusebenza kwenkqubo yothutho.

Umgqo-nkqubo

Xa kumiselwa iziphathamandla zothutho kumanqanaba karhulumente onke apha eNtshona Koloni iya kuqwalaselwa kakhulu indawo yobuchule noqeqesho lwabantu abakuzo. Nakubeni iingxaki ezininzi eziye zibekho kuthutho izezobugcisa, ubuninzi bezi ngxaki benziwa isikakhulu yindlela ekwenziwa ngayo izicwangciso, into ke leyo eyenziwa bubunzima bokunxibelelanisa uthutho nezinye iindlela zokusetyenziswa komhlaba kunye neminye imisebenzi yophuhliso. Kanti ke ukusonjululwa kwezi ngxaki kufuna ukuba kungaqwalaselwa kuphela imiba ephathelele kucwangciso lweendlela nezicwangciso zothutho, koko kufuna ukuba kuqwalaselwe neenkalo ezifana noqeqesho nobuchule nolwazi, iimeko zentlalo, ifuthe kwiindawo ezihluphekileyo, ukukhawulelwa kweemfuno zabantu nefuthe lothutho kuphuhliso, ekukhuleni naseluphuculweni nolwabiwo ngokutsha. Abo bantu banoqeqesho ke babandakanya iingcali kwezintlalontle, iingcali kwezopolitiko neengcali kwezocwangciso ekufuneka bengabameli babantu abakwiinkalo ezijongene nophuhliso, ngakumbi ifuthe lemigaqo-nkqubo nelolwabiwo ngokutsha.

Ukumelwa kwezi nkalo kwiziphathamandla zothutho akusayi kuba sisinyanzelo, kodwa ke kufuneka kwenzelwe ukukhuthaza ukuba kubandakanywe nabo banoqeqesho kwiinkalo ezithile ukuze babe negalelo nenxaxheba kwizigqibo eziphathelele kwezothutho kwandiswe nobuchule kwiziphathamandla zothutho. Iziphathamandla zothutho kuya kulindleleka ukuba zibe neengcali zokubona iingxaki kwezothutho nokuza nezisombululo zezo ngxaki.

Ngaphezulu ukuze iqondakale imiba abajongene nayo abantu kwezothutho kwakunye neemfuno zabo zoncedo nenkxaso kufuneka ukuba kubekho ubunzulu ekuqondeni imiba yeendawo ngeendawo ekuhlalwa kuzo ngabantu kwakunye nokwahlukana kweemfuno zabo nemigangatho yabo. Ukuze ke zifaneleke izisombululo ezicetywayo kufuneka ukuba kwandiswe ulwazi nobuchule beziphathamandla zothutho. Ekuhlehlengisweni kwezigqeba ukuze zikwazi ukubonakalisa imeko yentlalo ezinika inkonzo kuyo kuya kufuneka ukuba kulandelwe imigaqo-nkqubo yobonelelo lwabo bebekade besingelwe phantsi, kunjalo nje kuqhutywe namaphulo okulungisa umonakalo wokungalingani ngokwesini nangokobuhlanga kumanqanaba karhulumente onke kwizigqeba ezinxaxheba kwezothutho. Loo maphulo aya kuhamba noqeqesho kubuchule bokuqinisekisa ukuba abo bathabatha inxaxheba kuwo abathintelwa kukungabi namfundo naluqeqesho ekwenzeni umsebenzi wabo. Uqeqesho luya kubandakanya ukubekwa kwabaqeqeshwa abo phantsi kweliso labathile abasele benabo obo buchule okanye olo lwazi, kwakunye nezifundo ezifutshane kwakunye nezide eziya kunikwa kwezobugcisa. Ngaphezulu ukuze la maphulo asebenze kakuhle kuya kuqhutywa neeworkshop ekubandakanywa kuzo abantu abanezithethe namasiko ahlukeneyo ngenjongo yokukhuthaza ubudlelwane phakathi kwabantu kwakunye namaqela nokuphucula izimvo ezikhoyo.

Umba

UMgaqo-siseko uthi inkonzo yakwarhulumente kufuneka ibe nabameli abasuka kuzo zonke iintlanga zaseMzantsi Afrika, ize ke nemiqathango yengqesho isekelwe phezu kofwazi nobuchule bomntu, ubulungisa nokungabi namkhethe naphezu kwenjongo yokulungisa umonakalo owenziwa kukungalingani kwangaphambili. Le Miqathango ibekwa nguMgaqo-siseko iya kuthi ilandelwe kulo lonke ulawulo lwezothutho apha eNtshona Koloni.

Umgqo-nkqubo

KwiSebe lezoThutho neMisebenzi yakwaRhulumente ingxaki yokungalingani kwasemsebenzini iya kuqwalaselwa ngolu hlobo:

- * inkcazo yomgaqo-nkqubo ngokuphathelele kubonelelo lwabo bebekade besingelwe phantsi ngenxa yesini sabo okanye ngenxa yobuhlanga babo iya kuqulunqwa baze ke bonke abasebenzi baziswe ngayo;
- * kuya kusekwa iQela leNguqu eliya kuba nosihlalo walo onguSekela Mlawuli-Jikelele eliya kuthi liqulunqe eli phulo lize lilisebenzise lilinxibelelanise;

- * imibutho yabasebenzi kunye nabo bonke abanye abasebenzi kuya kuboniswana nabo ngeli phulo;
- * kuya kwenza uhlahlelo nomzobo wokuma kwabasebenzi;
- * zonke iinkqubo ezikhoyo ngoku zophuhliso lwabasebenzi ziya kuthi zivandlakanywe, ngokunjalo nemigaqo-nkqubo;
- * kuya kwenziwa uqikelelo oluthe gca kuqulunqwe neenjongo ezinemiqathango ecacileyo, zisikelwe namaxesha okuba zifezekiswe ngawo kuchazwe neenkalo ekufuneka ziphunyelwe;
- * iphulo eli liya kubekwa esweni kakhulu lize limana ukuvandlakanywa.

Kuya kumana kukhutshwa ingxelo eya kufunyanwa luluntu lonke malunga nendlela eliqhuba ngayo iphulo eli linike nomfanekiso wokuma kwabasebenzi nekuya kuthi kuyo kunikwe inkcazo ngephulo eli. Zonke ezinye iziphathamandla zothutho ziya kukhuthazwa nazo ukuba mazenze njalo.

Umba

Kukho ukunqongophala kobuchule nolwazi phantse kuzo zonke iinkalo zocwangciso nokusebenza, ngakumbi kwezo zinxulumene nolawulo lwezibonelelo zothutho ezikhoyo. Inkqubo yothutho ekhoyo ngoku isilela kakhulu ngakwicala lomgangatho wayo. Kambe ke kukho nokunqongophala kakhulu kwabantu abanoqeqesho olufanelekileyo kunye namava okulungisa le meko. Loo nto ke iya kuwasokolisa kakhulu amalinge okuyiphucula le meko ngendlela ebonakalayo nangexesha elingelide ngaphaya kokufanelekileyo, into ke leyo eyenza ukuxhalaba okukhulu. Ukuba ngaba akukho kuyiqonda kakuhle imeko yothutho eqhuba kakuhle ukuba ifanele ukuba njani na nokuba kuthetha ukuthini na kanye ukunikwa kwezibonelelo ezifanelekileyo nokuqhutywa kakuhle kwee-ofisi zothutho, naxa kungekho nkxaso ifanelekileyo ifumaneka kwabezopolitiko, akukho nguqu icacileyo iya kuze ibekho.

Ukunqongophala kwabantu abanoqeqesho olufanelekileyo apha eNtshona Koloni kuya kukwenza kube nzima ukuba kusunjululwe iingxaki ezininzi eziphathelele kwezothutho. Loo nto iya kuludodobalisa kakhulu ulawulo lwemisebenzi namagunya amanqanaba karhulumente amaninzi. Umzekelo iziko lophando elibizwa ngokuba yiAgency Responsibility Analysis elathi laphanda ukuba bezingasebenza njani iziphathamandla zothutho ezizezesixeko esinye lafumanisa ukuba kwiinkalo ezisixhenxe ebekuzi kulindeleka ukuba lizisingathe, kwezintandathu zazo ubuchule nolwazi bezinqongophala kakhulu. Zininzi kangako okanye nangaphezulu, iinkalo ezisilelayo kuwo onke amanqanaba eziphatamandla zothutho.

Umgqaqo-nkqubo

Kubalulekile ukuba kukhawuleziswe kusungulwe amaphulo afanelekileyo ophuhliso lwabasebenzi. Iiyunivesiti neetheknikhoni ezikhoyo kweli phondo ziya kukhuthazwa ukuba zinabisele izifundo zazo kakhulu kubuchule nolwazi oluphathelele kwezothutho, ngakumbi izifundo eziphathelele kubunjinieli beendlela ezingoohola nobokusetyenziswa kweendlela, obezicwangciso zothutho, ezobunjinieli obujolise kukhuseleko nakwizicwangciso nolawulo lothutho lukawonke-wonke. Ngaphezulu kuya kuthethwa namaziko eengcali aphesheya anamva kwezothutho ukuba aqulunqe izifundo zoqeqesho kwiinkalo ezithile. Amathuba okuseka amaphulo okwabelana ngolwazi nobuchule namasebe ezothutho amanye amazwe kuya kufuneka ukuba aqwalaselwe. Oko ke kuya kuthi kwenziwe xa sele kwenziwe izivumelwano malunga nokusekwa kwezizigqeba ezifanelekileyo nokuqingqwa kwemigangatho ekufuneka ukuba ifikelelwe.

Umba

Eyona nkalo ingundoqo kulawulo lwenguqu luhlaziyo, ukuqulunqa iindlela ezintsha emayihambe ngazo inkqubo ngokokujika kweemeko.

Umgqaqo-nkqubo

Injongo zesebe nezikarhulumente ziya kumana ukuvandlakanywa kubekwe nezibakala ngokutsha. Isebe eli liya kuncediswa ukuba liyenze loo nguqu. Kuya kuzanywa ukuba bonke abachaphazelekayo babe nenxaxheba, kunjalo nje kuya kwenziwa uhlengahlengiso kwizigqeba, kwimigaqo-nkqubo nakwiinkqubo. Imeko entsha inokudalwa kuphela ngokumana kuhlaziyo ngenjongo yokuchumisa ubuchule nolwazi kangangoko. Kuza kuyilwa amanyathelo okwenza ukuba kube lula ukuphumelela kwalo msebenzi kuwo onke amanqanaba othutho apha kweli phondo.

UCWANGCISO LOMGAQO-NKQUBO NOKUSETYENZISWA KWAWO

INTSUSA

Inkqubo yothutho ecetywayo kwiphondo eli ibanzi kwaye ineminqweno emikhulu, inenjongo yokuzisa uphuculo lwenkqubo yothutho ngexesha elifanelekileyo. Imiba ngemiba eyiqwalaselayo mininzi kakhulu kwaye ibandakanya nemiba ebifudula ingaphaya kwamandla karhulumente wephondo kwixa elidlulileyo. Impumelelo yolu qwalaselo lwale miba luya kuxhomekeka kakhulu kwindlela ekujikwa ngayo izimvo nakwindlela ekuphunyelwa ngayo ukuguquka nokuguquka kweemeko kwizigqeba zakwarhulumente kunye namaziko anenxaxheba kwezothutho apha kweli phondo. Akusayi kwanela ukujikwa nje kwezimvo neembono kuphela, koko kuya kufuneka nokuba kuthathwe namanyathelo okwandiswa kolwazi nobuchule obuya kwenza abantu kuwo onke amanqanaba karhulumente bakwazi ukuluthwala uxanduva lwenxaxheba nemisebenzi yabo.

Into ekubalulekileyo ukuba ikhawulezelwe kukwandisa ubuchule ngokuthi kudityanise izigqeba ezifanelekileyo zolawulo. Injongo kukuqinisekisa ukuba kuwo onke amanqanaba karhulumente ulawulo lothutho luqhutywa ngobuchule kangangoko. Kambe ke imigaqo-nkqubo ayijiki ngemini enye; ngelishwa inguqu ithatha ixesha elide kakhulu, kwaye loo nto ifuna ukuzinikezela nokwenza izinto ngohlobo olunye kwabo bafuna ukuzisa inguqu. Nangona kunokuzanywa ukuba lo msebenzi ukhawuleziswe, oko kufuna ukuba kubhinqelwe phezu kakhulu kwaye kuyazandisa izithintelo ngakwicala lezopolitiko.

UMSEBENZI

Iminyaka emithathu yokuqala yokusetyenziswa kwale migaqo-nkqubo iza kuba nzima kakhulu. Kukweli xesha apho iimali ezongezelelweyo ziza kufika kwingxowa yothutho yephondo ivela kwiintlawulo zeelayisenisi ezinyusiweyo. Into yokuqala ekuza kufuneka ukuba zisetyenziswe kuyo ezi mali kukugqityezelwa komsebenzi wenguqu nokwandiswa kwezinto zokusebenza ukuqinisekisa ukuba izinto eziphambili ekufuneka kuchithwe imali kuzo kweli phondo zenziwe.

izinto eziphambili: Umnyaka 0 ukuya kumnyaka 3

- * ukuhanjiswa komgaqo-nkqubo:
 - ukuqhutywa kwezifundo zoqeqesho, iiworkshop, needibano zokuqinisekisa ukuba uyaqondwa umgaqo-nkqubo wephondo;
 - ukuqulunqa nokukhupha izikhokelo zephondo eziphathelele kwimigangatho ekufuneka kufikelelwe kuyo neenkalo ekufuneka ziphunyelwe, kukhutshwe kunye neencwadana ezichaza iindlela zokusebenza ngobuchule, nokuqulunqwa kweenkqubo zolawulo;
- * ukwandisa ulwazi nobuchule kubasebenzi:
 - ukusekwa kwezizigqeba ezifanelekileyo kuwo onke amanqanaba karhulumente;

- ukuqinisekisa ukuba abasebenzi babiwa ngokufanelekileyo kuqatshelwe ukubaluleka indawo yokubonelelwa kwabo bebekade besingelwe phantsi ngokobuni nangokobuhlanga;
- ukuqinisekisa ukuba ubuchule nolwazi zikhona ngokuthi kuqhutywe amaphulo oqeqesho ajolise ekwandiseni ubuchule nolwazi.

- * ukunxibelelanisa imisebenzi yokwenziwa kwezicwangciso;
- * ukuvumelana ngeenjongo nemigangatho ekufuneka ifikelelwe;
- * ukusungula inguqu kushishino lothutho lukawonke-wonke;
- * ukuncedisa ekusekweni kweZiko loPhuhliso
- * lwaseMaphandleni (Rural Development Strategy);
- * ukufumana nokuhlalutya inkcazo ngendlela eqhuba ngayo inkqubo yothutho.

izinto eziphambili: Umnyaka 3 ukuya kumnyaka 7

- * ukusungula amanyathelo okuthoba amanani abantu abasebenzisa izithuthi zabo;
- * ukuphucula ukunikwa kwenkonzo yothutho;
- * ukusebenzisa izindululo zohlengahlengiso kwimimandla yasezidolophini nokuyiqhagamshelanisa neenjongo zophuculo nophuhliso ngokubanzi;
- * ukunika iziphathamandla zothutho zoomasipala uncedo ezilufunayo.

izinto eziphambili: emva komnyaka 7

- * Ukuqhuba ngomsebenzi wokuxhasa iinjongo zophuhliso nophuculo ngokubanzi.

UKUSETYENZISWA

Ukuze kuqinisekise ukuba ukusetyenziswa kwale nkqubo akuphazanyiswa kukungakwazi ukufezekisa imigaqo-nkqubo neenjongo ezibekiweyo kuya kufuneka ukuba kunyulwe iziko elizimeleyo nguMphathiswa wezoThutho neMisebenzi yakwaRhulumente ukuba licebise kwindlela osebenza ngayo lo mgaqo-nkqubo nakucwangciso olwenziwa kuwo onke amanqanaba karhulumente. Iincedise nje ngokubanzi ekubekeni iliso kwindlela oqhuba ngayo umgaqo-nkqubo lo. Ngoko ke kucetywa ukuba kusekwe iBhodi yoThutho apha eNtshona Koloni eya kuthi icebise uMphathiswa wezoThutho neMisebenzi yakwaRhulumente. Inxaxheba nomsebenzi wayo ziya kuba koku kulandelayo:

- * Ukucebisa ngolunye uphuhliso olunokwenziwa kumgaqo-nkqubo wothutho kwiphondo eli lonke;
- * Ukucebisa ngamagunya nemisebenzi yesiphathamandla ngasinye esichaphazelekayo ekusetyenzisweni kwalo mgaqo-nkqubo wothutho;
- * Ukuqinisekisa ukuba isiphathamandla ngasinye siwusebenzisa ngokufanelekileyo umgaqo-nkqubo kuzo zonke iinkalo;
- * Ukunxibelelanisa yonke imicimbi ephathelele kwezothutho kwiphondo eli lonke;
- * Ukuqwalasela nokwamkela zonke izicwangciso zothutho nokujonga iinguqulelo nezilungiso ezinokuthi zenziwe kuzo;
- * Ukucebisa iikomiti zeengcali ezisingathe imicimbi yothutho nezibonelelo zothutho zeKhansile yoPhuhliso yephondo, ezeeKhansile zoPhuhliso zeZithili nezeForum zoPhuhliso lweeDolophu;
- * Ukuqinisekisa uqulunqo lwezikhokelo ezifanelekileyo zokuqhutywa kophando ngezothutho;
- * Ukwenza izindululo malunga nemithetho emayiwiswe eya kuncedisa ekufezekisweni kwemigaqo-nkqubo yephondo;
- * Ukuqinisekisa ukuba zonke iziphathamandla zothutho zilandela iinkqubo zolawulo ezifanelekileyo, ngakumbi ezo ziphathelele ekufezekisweni kweenjongo zobonelelo lwabo bebekade besingelwe phantsi nakulawulo lwenguqu;
- * Ukuqinisekisa ukuba ingcaciso ephathelele kwezothutho iqokelelwa ikhutshwe qho malunga nendlela eqhuba ngayo inkqubo yothutho.

IBhodi yoThutho yephondo okanye ikomitana ephantsi kwayo iya kusebenza njengeBhodi yoThutho lweeDolophu njengoko ichazwa kumthetho oyiUrban Transport Act 78 ka-1977, njengoko wanikezelwa kwiphondo ngo-Oktobha ka-1995.

Provincial Executive = ABAPHATHISWA BEPHONDO

MEC: Transport and Public Works = UMPHATHISWA WESEBE
LEZOTHUTHO NEMISEBENZI
YAKWARHULUMENTE

Provincial Transport Board = iBhodi yoThutho yePhondo
Provincial Department of Transport = iSebe lezoThutho lePhondo
Other Specialist Boards = Ezinye iBhodi zeeNgcali
Urban Transport Board = iBhodi yezoThutho lweeDolophu

IZIMVO EZIVAKALISIWEYO NGE PHEPHA LOGAYO-ZIMVO

Aba bantu balandelayo nale mibutho ilandelayo yathi yavakalisa izimvo zayo ngePhepha loGayo-zimvo emva kokuba likhutshiwe ngoNovemba ka-1996. Babulelwa kakhulu ngegalelo labo nomdla abathe bawubonisa.

Alberts, J
BKS Incorporated
Boland Voertuig Toetssentrum
Clanwilliam se Oorgangsraad
Coopers & Lybrand
De Villiers, E.M. Pr.Eng
DEAFSA
Departement Behuising, Plaaslike Regering en Beplanning, PAWK
Departement van die Stadsbeplanner, Kaapstad
Departement Vervoer en Publieke Werke, Afdeling Verkeersbeplanning
Departement Vervoer en Publieke Werke, Korporatiewe Dienste, Personeelbestuur
Departement Vervoer en Publieke Werke, Meganiese Dienste
Departement Vervoer, Pretoria
Elim Huis
ESKOM
Finansies & Korporatiewe Dienste, Wes-Kaapse Provinsie
Greathead, G J R, PrEng
Greyhound Coach Lines
Group Five Roads/Savage & Lovemore, Wes-Kaap
Interprovinsiale Koördinerende Verkeerskomitee
Jeffares and Green Incorporated
Kantey & Templar
Kantoor van die Minister van Onderwys en Kultuursake: Wes-Kaap
Landbou: Wes-Kaap
Minister van Landbou, Beplanning en Toerisme, Wes-Kaapse Provinsie
Minister van Plaaslike Regering
Ministerie Behuising, Wes-Kaap
Munisipaliteit George
Munisipaliteit Hopefield
Munisipaliteit Moorreesburg
Munisipaliteit Mosselbaai
Munisipaliteit Paarl
Munisipaliteit Sedgefield
NAAMSA
Suid-Afrikaanse Buro van Standaard
Suid-Afrikaanse Padfederasie
Suid-Kaapse Distriksraad
Test and Drive
Tour Operators Association
Uhlmann Withaus en Prins
V3 Consulting Engineers
Vereniging van Liggaamlike Gestremdes: Wes-Kaap
Wes-Kaapse Departement Onderwys
Wynherd, P
Wynlandse Distriksraad

ABATHATHI-NXAXHEBA KWINKOMFA YOKUQALA YOBONISWANO—UMSEBENZI WOVANDLAKANYO 1995

Anderson, S Departement Siviele Ingenieurs
Appel, A SANCO
Atkins, C Hoofingenieur: Paaie, WCSRD
Boule, J Development Action Group
Barnard, D A Spoornet
Bartlett, J A Munisipaliteit Vredenburg/Saldanha
Bassier, A Kaapstadse Stadsraad
Bedford, A K
Beukes, MJD Streeks H/K SA Polisiediens
Beyers, A Munisipaliteit Bellville
Booyesen, A J Consulting Engineers
Botes, F J Kaapstadse Stadsraad
Botha, B I TWA Communications
Boyer, M Chamber of Commerce and Industry
Boyes, R Munisipaliteit Vredenburg
Brummer, T SAITRP (Wes-Kaapse tak)
Busby, C Plaaslike Padvervoerraad
Chittenden, D APES
Clark, P
Clayton, D Stadsingenieur, KSSR
Clifford, J
Coetzee, C
Crous, W MTPB, KSSR
Cruic, R A Hawkins, Hawkins & Osborne
Daniels, C Provinsiale Openbare Vervoervereniging

Daniels, D Kaapstadse Stadsraad
Davidson, B Community Land Trust
De Bruin, J C Munisipaliteit Milnerton
De Tolly, P Olimpiese Bodkomitee
De Waal, L WPPP Association
Dickson, CIT
Dods, A FEDHASA
Du Plessis, J
Eadie, D Kaapstadse Stadsraad
Enticott, S J Ninham Shand
Ferreira, I Stad van Bellville
Fourie, N Wes-Kaapse Verteenwoordiger
Geldenhuys, L J
Genis, L WCTB
Greyling, M R
Grove, S Kommissaris van Omgewingsake
Hahn, P SARCC
Haiden, R M MTPB
Hall, C WCRSC
Harrison, A A Spoomet
Hendricks, D Die Burger
Herbst, H Dir. Departement Finansies
Hugo, F I Dept. Siviele Ingenieurs
Jolley, R Fairest Cape Association
Ketterer, K R
Keyse, H Kaapse Teknikon
Lotter, H MTPB
Luiters, W Hoof: Verkeer
Lunn, W G
Maans, D
Magaulela, B P Koördineerder ANC Kantoor
Malan, D Mediese Nooddienste
Maluka, G C SABOA
Manual, L
Matthee, F SAPD (Athlone)
Mehana, V
Mfeketo, N C
Michaels, N Verkeersdepartement, Kraaifontein
Michell, C SAPOA
Mollentz, J WCRSC
Momber, K
Momsen, K A SAIDI
Mostert, F Assistenthoof: Werke
Mrawu, R
Mtselu, B
Muller, C Community Service Branch
Munnik, P S Munnik's Town Coaches
Munton, D
Mzamo, WESGRO
Naude, A H Transportek, WNNR
Nieman, M Afrikaanse Sakekamer
Nompunga, T NAFCOC, Wes-Kaap
Ntsholo, J M SANCO
Oliver, G CAPTOUR
Payne, A Dept Omgewingsake
Payne, F Chamber of Commerce & Industry
Peden, M
Petersen, V E Munisipaliteit Pinelands
Power, G A
Prentice, J Intersite SARCC
Rall, J Hoofverkeersbeampte
Rautenbach, A Spoomet
Read, A
Rehana, Metro
Rerlinghuis Universiteit van die Wes-Kaap
Richardson, KSSR (Begroting & Navorsing)
Rivas, G Munisipaliteit George
Roberts, A COSATU
Robinson, L National Monuments Council
Rose, C A SARF
Rowe, M Plaaslike Raad Scarborough
Ruck, J
Schreuder, H J SAPD, Distriks HK
Shnaps, L M Stadsraad Bellville
Sidina, W
Skwatsha, G NAFCOC—Guguletu
Smit, H J WKSDR
Smit, W Verkeersbestuurder
Smous, J
Sole, P G SABOA

Stead, G
 Stegman, J
 Swanepoel, J Munisipaliteit George
 Theron, D P
 Threfter, E Plaaslike Raad Scarborough
 Tindlen, V Green Coalition
 Todeschini, F Stads- en Padbeplanner
 Traut, K M Munisipaliteit Milnerton
 Turner, C Munisipaliteit Parow
 Van der Spuy, J W
 Van Dijken, J Propnet
 Van Rensburg, R
 Van Wyk, J
 Viera, A Burgersentrum
 Visser, E
 Vivan, T SAPTOUR
 Whare, M A Munisipaliteit Milnerton
 Wheeler, I SAFREN
 Young, G Munisipaliteit Parow
 Zintl, S

INKOMFA YESIBINI YOBONISWANO—ULUHLU LWABATHATHI-NXAXHEBA KUMSEBENZI WOVANDLAKANYO WANGO-1996

Abrahamson, T Ninham Shand
 Adams, A M/P Disability A Group
 Alexander, W RC C
 Anderson, L
 Angel, N SK Distriksraad
 Arendse, C Konflikoplossing
 Atkinson, J Stanway Edwards & Association
 Barrington, Milnerton Verkeer
 Batembu, X Neap
 Bedeker, E
 Bedeker, V Neap
 Bekker, J Klein Karoo
 Benjamin, R WKPR
 Bergh, G WESSCO
 Bester, C Vise-konsultingenieur
 Bester, J Bloubergstrand
 Bester, J Klein Karoo
 Beukes, L Cape Metro Rail
 Botes, F
 Brand, T ESKOM
 Brown, L
 Chinappen, E Metro Transport Planning
 Conradie, Scottsdene HOP Forum
 Crous, K Departement Paaie
 Cullinan, M
 Daniels, W Scottsdene HOP Forum
 Davids, S Saboa
 Davidson, B Cape Comm. Land Trust
 De Vries, B
 De Waal, L Pedal Power Foundation
 Dennis, D
 Du Toit, J Stellenbosch Verkeer
 Du Toit, J Stellenbosch Stadsraad
 Du Toit, L Spoornet
 Dyriki, M Western Cape NGO Coalition
 Engel, J Vereniging vir Gestremdes
 Fisher, R
 Fortuin, B Adjunk-Hoof Verkeer
 Foster, E
 Fox, L Pedal Power Association
 Frater, W FCR
 Fredericks, F Nacap
 Frieslaar, Y Peninsula Technikon
 Fuller, C Stanway Edwards A
 Gasant, D NABCAT
 Gocini, T Guguletu HOP Forum
 Greathead, G
 Groenewald, L Kaapse Technikon
 Hans, P SARCC
 Harrison, A Cape Metro Rail
 Housebrook, P Airport Vehicle Testing
 Jappie, S SAMWU
 John, B SA Mineworkers Union
 Jordaan, P African Consulting Eng.
 Khan, S WESSCO
 Khun, J CMC
 Kingma, R M Transport Planning
 Kortjé, B Botrivier Oorgangsraad

Krause, R G. Arrow Bus Services
Lategan, O Klein Karoo
Liebenberg, J Test Drive Station
Lotter, S Kaapse Stadsraad
Lotz, P Cape Metro Rail
Madell, C
Makalina, M Dept Vervoer: Bisho
Malindi, B Umzamo Dev. Project
Maluka, G Saboa
Marais, F Welkom, Spoorinet
May, P Hawston Comm. A
Meader, T ND van Vervoer
Meyer, F SABOA
Minster, S UPRU
Mkuchane, E Cape Metro Rail
Motale, P Guguletu HOP Forum
Mosweu, D DOT North West
Ottervanger, H SK Distriksraad
Peterse, V Pinelands
Prodehl, J Oudtshoorn
Reinecke, B Klein Karoo
Robertson, R Ninham Shand
Sachane, J Accord
Sass, D Project Vote
Sayers, A P Development Council
Scott, I Cape Metro Rail
Serfontein, F Demokratiese Party
Sidina, W Guguletu HOP Forum
Skinner, D
Snel,
Snyman, Western Metropole
Snyman, C Dir. Verkeersveiligheid
Sonto, N New Cross Road
Stanbury, J Gibb Africa
Stander, H BKS
Starke, L Ceres
Strydom, J Klein Karoo
Swartz, J SABOA
Swift, W Klein Karoo
Theron, J Distrik Klein Karoo
Thomson, P Ninham Shand
Titus, T SABOA
Tomplin, P K Metropolitaanse Raad
Tonisi, M Neap
Tourell, G Private Test Station
Vollenhoven, B Humans Rights Advice
Vollenhoven, K Children Resource Centre
Weader, Project Vote
Weitsz, D Spoorinet
White, M SAA Consulting Engineers
Wilkinson, J KFD Wilkinson & Partners
Williams, A Botrivier Oorgangsraad
Williams, J Neap
Wollmar, R Neap
Ziervogel, K SAMWU

