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- **26 May**, Friday, for the issue of Friday **02 June 2017**
- **02 June**, Friday, for the issue of Friday **09 June 2017**
- **08 June**, Thursday, for the issue of Thursday **15 June 2017**
- **15 June**, Thursday, for the issue of Friday **23 June 2017**
- **23 June**, Friday, for the issue of Friday **30 June 2017**
- **30 June**, Friday, for the issue of Friday **07 July 2017**
- **07 July**, Friday, for the issue of Friday **14 July 2017**
- **14 July**, Friday, for the issue of Friday **21 July 2017**
- **21 July**, Friday, for the issue of Friday **28 July 2017**
- **28 July**, Friday, for the issue of Friday **04 August 2017**
- **03 August**, Thursday, for the issue of Friday **11 August 2017**
- **11 August**, Friday, for the issue of Friday **18 August 2017**
- **18 August**, Friday, for the issue of Friday **25 August 2017**
- **25 August**, Friday, for the issue of Friday **01 September 2017**
- **01 September**, Friday, for the issue of Friday **08 September 2017**
- **08 September**, Friday, for the issue of Friday **15 September 2017**
- **15 September**, Friday, for the issue of Friday **22 September 2017**
- **21 September**, Thursday, for the issue of Friday **29 September 2017**
- **29 September**, Friday, for the issue of Friday **06 October 2017**
- **06 October**, Friday, for the issue of Friday **13 October 2017**
- **13 October**, Friday, for the issue of Friday **20 October 2017**
- **20 October**, Friday, for the issue of Friday **27 October 2017**
- **27 October**, Friday, for the issue of Friday **03 November 2017**
- **03 November**, Friday, for the issue of Friday **10 November 2017**
- **10 November**, Friday, for the issue of Friday **17 November 2017**
- **17 November**, Friday, for the issue of Friday **24 November 2017**
- **24 November**, Friday, for the issue of Friday **01 December 2017**
- **01 December**, Friday, for the issue of Friday **08 December 2017**
- **08 December**, Friday, for the issue of Friday **15 December 2017**
- **15 December**, Friday, for the issue of Friday **22 December 2017**
- **20 December**, Wednesday, for the issue of Friday **29 December 2017**

## LIST OF TARIFF RATES FOR PUBLICATION OF NOTICES

**COMMENCEMENT: 1 APRIL 2016**

### NATIONAL AND PROVINCIAL

Notice sizes for National, Provincial & Tender gazettes 1/4, 2/4, 3/4, 4/4 per page. Notices submitted will be charged at R1000 per full page, pro-rated based on the above categories.

Pricing for National, Provincial - Variable Priced Notices		
Notice Type	Page Space	New Price (R)
Ordinary National, Provincial	1/4 - Quarter Page	250.00
Ordinary National, Provincial	2/4 - Half Page	500.00
Ordinary National, Provincial	3/4 - Three Quarter Page	750.00
Ordinary National, Provincial	4/4 - Full Page	1000.00

### EXTRA-ORDINARY

All Extra-ordinary National and Provincial gazette notices are non-standard notices and attract a variable price based on the number of pages submitted.

The pricing structure for National and Provincial notices which are submitted as **Extra ordinary submissions** will be charged at **R3000** per page.



## GOVERNMENT PRINTING WORKS - BUSINESS RULES

The **Government Printing Works (GPW)** has established rules for submitting notices in line with its electronic notice processing system, which requires the use of electronic *Adobe Forms*. Please ensure that you adhere to these guidelines when completing and submitting your notice submission.

### CLOSING TIMES FOR ACCEPTANCE OF NOTICES

1. The *Government Gazette* and *Government Tender Bulletin* are weekly publications that are published on Fridays and the closing time for the acceptance of notices is strictly applied according to the scheduled time for each gazette.
2. Please refer to the Submission Notice Deadline schedule in the table below. This schedule is also published online on the Government Printing works website [www.gpwonline.co.za](http://www.gpwonline.co.za)

All re-submissions will be subject to the standard cut-off times.

**All notices received after the closing time will be rejected.**

Government Gazette Type	Publication Frequency	Publication Date	Submission Deadline	Cancellations Deadline
National Gazette	Weekly	Friday	Friday 15h00 for next Friday	Tuesday, 12h00 - 3 days prior to publication
Regulation Gazette	Weekly	Friday	Friday 15h00, to be published the following Friday	Tuesday, 12h00 - 3 days prior to publication
Petrol Price Gazette	As required	First Wednesday of the month	One week before publication	3 days prior to publication
Road Carrier Permits	Weekly	Friday	Thursday 15h00, to be published the following Friday	3 days prior to publication
Unclaimed Monies (justice, labour or lawyers)	January / As required 2 per year	Any	15 January / As required	3 days prior to publication
Parliament (acts, white paper, green paper)	As required	Any		3 days prior to publication
Manuals	As required	Any	None	None
State of Budget (National Treasury)	Monthly	Any	7 days prior to publication	3 days prior to publication
Legal Gazettes A, B and C	Weekly	Friday	One week before publication	Tuesday, 12h00 - 3 days prior to publication
Tender Bulletin	Weekly	Friday	Friday 15h00 for next Friday	Tuesday, 12h00 - 3 days prior to publication
Gauteng	Weekly	Wednesday	Two weeks before publication	3 days after submission deadline
Eastern Cape	Weekly	Monday	One week before publication	3 days prior to publication
Northern Cape	Weekly	Monday	One week before publication	3 days prior to publication
North West	Weekly	Tuesday	One week before publication	3 days prior to publication
KwaZulu-Natal	Weekly	Thursday	One week before publication	3 days prior to publication
Limpopo	Weekly	Friday	One week before publication	3 days prior to publication
Mpumalanga	Weekly	Friday	One week before publication	3 days prior to publication
Gauteng Liquor License Gazette	Monthly	Wednesday before the First Friday of the month	Two weeks before publication	3 days after submission deadline
Northern Cape Liquor License Gazette	Monthly	First Friday of the month	Two weeks before publication	3 days after submission deadline
National Liquor License Gazette	Monthly	First Friday of the month	Two weeks before publication	3 days after submission deadline
Mpumalanga Liquor License Gazette	2 per month	Second & Fourth Friday	One week before	3 days prior to publication

**GOVERNMENT PRINTING WORKS - BUSINESS RULES****EXTRAORDINARY GAZETTES**

3. *Extraordinary Gazettes* can have only one publication date. If multiple publications of an *Extraordinary Gazette* are required, a separate Z95/Z95Prov *Adobe* Forms for each publication date must be submitted.

**NOTICE SUBMISSION PROCESS**

4. Download the latest *Adobe* form, for the relevant notice to be placed, from the **Government Printing Works** website [www.gpwonline.co.za](http://www.gpwonline.co.za).
5. The *Adobe* form needs to be completed electronically using *Adobe Acrobat / Acrobat Reader*. Only electronically completed *Adobe* forms will be accepted. No printed, handwritten and/or scanned *Adobe* forms will be accepted.
6. The completed electronic *Adobe* form has to be submitted via email to [submit.egazette@gpw.gov.za](mailto:submit.egazette@gpw.gov.za). The form needs to be submitted in its original electronic *Adobe* format to enable the system to extract the completed information from the form for placement in the publication.
7. Every notice submitted **must** be accompanied by an official **GPW** quotation. This must be obtained from the *eGazette* Contact Centre.
8. Each notice submission should be sent as a single email. The email **must** contain **all documentation relating to a particular notice submission**.
  - 8.1. Each of the following documents must be attached to the email as a separate attachment:
    - 8.1.1. An electronically completed *Adobe* form, specific to the type of notice that is to be placed.
      - 8.1.1.1. For *National Government Gazette* or *Provincial Gazette* notices, the notices must be accompanied by an electronic Z95 or Z95Prov *Adobe* form
      - 8.1.1.2. The notice content (body copy) **MUST** be a separate attachment.
    - 8.1.2. A copy of the official **Government Printing Works** quotation you received for your notice .  
(Please see *Quotation* section below for further details)
    - 8.1.3. A valid and legible Proof of Payment / Purchase Order: **Government Printing Works** account customer must include a copy of their Purchase Order. **Non-Government Printing Works** account customer needs to submit the proof of payment for the notice
    - 8.1.4. Where separate notice content is applicable (Z95, Z95 Prov and TForm 3, it should **also** be attached as a separate attachment. (Please see the *Copy Section* below, for the specifications).
    - 8.1.5. Any additional notice information if applicable.
9. The electronic *Adobe* form will be taken as the primary source for the notice information to be published. Instructions that are on the email body or covering letter that contradicts the notice form content will not be considered. The information submitted on the electronic *Adobe* form will be published as-is.
10. To avoid duplicated publication of the same notice and double billing, Please submit your notice **ONLY ONCE**.
11. Notices brought to **GPW** by "walk-in" customers on electronic media can only be submitted in *Adobe* electronic form format. All "walk-in" customers with notices that are not on electronic *Adobe* forms will be routed to the Contact Centre where they will be assisted to complete the forms in the required format.
12. Should a customer submit a bulk submission of hard copy notices delivered by a messenger on behalf of any organisation e.g. newspaper publisher, the messenger will be referred back to the sender as the submission does not adhere to the submission rules.

**GOVERNMENT PRINTING WORKS - BUSINESS RULES****QUOTATIONS**

13. Quotations are valid until the next tariff change.
  - 13.1. **Take note:** GPW's annual tariff increase takes place on **1 April** therefore any quotations issued, accepted and submitted for publication up to **31 March** will keep the old tariff. For notices to be published from 1 April, a quotation must be obtained from **GPW** with the new tariffs. Where a tariff increase is implemented during the year, **GPW** endeavours to provide customers with 30 days' notice of such changes.
14. Each quotation has a unique number.
15. Form Content notices must be emailed to the eGazette Contact Centre for a quotation.
  - 15.1. The *Adobe* form supplied is uploaded by the Contact Centre Agent and the system automatically calculates the cost of your notice based on the layout/format of the content supplied.
  - 15.2. It is critical that these *Adobe* Forms are completed correctly and adhere to the guidelines as stipulated by **GPW**.
16. **APPLICABLE ONLY TO GPW ACCOUNT HOLDERS:**
  - 16.1. **GPW** Account Customers must provide a valid **GPW** account number to obtain a quotation.
  - 16.2. Accounts for **GPW** account customers **must** be active with sufficient credit to transact with **GPW** to submit notices.
    - 16.2.1. If you are unsure about or need to resolve the status of your account, please contact the **GPW** Finance Department prior to submitting your notices. (If the account status is not resolved prior to submission of your notice, the notice will be failed during the process).
17. **APPLICABLE ONLY TO CASH CUSTOMERS:**
  - 17.1. Cash customers doing **bulk payments** must use a **single email address** in order to use the **same proof of payment** for submitting multiple notices.
18. The responsibility lies with you, the customer, to ensure that the payment made for your notice(s) to be published is sufficient to cover the cost of the notice(s).
19. Each quotation will be associated with one proof of payment / purchase order / cash receipt.
  - 19.1. This means that **the quotation number can only be used once to make a payment.**

**GOVERNMENT PRINTING WORKS - BUSINESS RULES****COPY (SEPARATE NOTICE CONTENT DOCUMENT)**

20. Where the copy is part of a separate attachment document for Z95, Z95Prov and TForm03

20.1. Copy of notices must be supplied in a separate document and may not constitute part of any covering letter, purchase order, proof of payment or other attached documents.

The content document should contain only one notice. (You may include the different translations of the same notice in the same document).

- 20.2. The notice should be set on an A4 page, with margins and fonts set as follows:

Page size = A4 Portrait with page margins: Top = 40mm, LH/RH = 16mm, Bottom = 40mm;  
Use font size: Arial or Helvetica 10pt with 11pt line spacing;

Page size = A4 Landscape with page margins: Top = 16mm, LH/RH = 40mm, Bottom = 16mm;  
Use font size: Arial or Helvetica 10pt with 11pt line spacing;

**CANCELLATIONS**

21. Cancellation of notice submissions are accepted by **GPW** according to the deadlines stated in the table above in point 2. Non-compliance to these deadlines will result in your request being failed. Please pay special attention to the different deadlines for each gazette. Please note that any notices cancelled after the cancellation deadline will be published and charged at full cost.
22. Requests for cancellation must be sent by the original sender of the notice and must accompanied by the relevant notice reference number (N-) in the email body.

**AMENDMENTS TO NOTICES**

23. With effect from 01 October 2015, **GPW** will not longer accept amendments to notices. The cancellation process will need to be followed according to the deadline and a new notice submitted thereafter for the next available publication date.

**REJECTIONS**

24. All notices not meeting the submission rules will be rejected to the customer to be corrected and resubmitted. Assistance will be available through the Contact Centre should help be required when completing the forms. (012-748 6200 or email [info.egazette@gpw.gov.za](mailto:info.egazette@gpw.gov.za)). Reasons for rejections include the following:
- 24.1. Incorrectly completed forms and notices submitted in the wrong format, will be rejected.
- 24.2. Any notice submissions not on the correct *Adobe* electronic form, will be rejected.
- 24.3. Any notice submissions not accompanied by the proof of payment / purchase order will be rejected and the notice will not be processed.
- 24.4. Any submissions or re-submissions that miss the submission cut-off times will be rejected to the customer. The Notice needs to be re-submitted with a new publication date.

**GOVERNMENT PRINTING WORKS - BUSINESS RULES****APPROVAL OF NOTICES**

25. Any notices other than legal notices are subject to the approval of the Government Printer, who may refuse acceptance or further publication of any notice.
26. No amendments will be accepted in respect to separate notice content that was sent with a Z95 or Z95Prov notice submissions. The copy of notice in layout format (previously known as proof-out) is only provided where requested, for Advertiser to see the notice in final Gazette layout. Should they find that the information submitted was incorrect, they should request for a notice cancellation and resubmit the corrected notice, subject to standard submission deadlines. The cancellation is also subject to the stages in the publishing process, i.e. If cancellation is received when production (printing process) has commenced, then the notice cannot be cancelled.

**GOVERNMENT PRINTER INDEMNIFIED AGAINST LIABILITY**

27. The Government Printer will assume no liability in respect of—
  - 27.1. any delay in the publication of a notice or publication of such notice on any date other than that stipulated by the advertiser;
  - 27.2. erroneous classification of a notice, or the placement of such notice in any section or under any heading other than the section or heading stipulated by the advertiser;
  - 27.3. any editing, revision, omission, typographical errors or errors resulting from faint or indistinct copy.

**LIABILITY OF ADVERTISER**

28. Advertisers will be held liable for any compensation and costs arising from any action which may be instituted against the Government Printer in consequence of the publication of any notice.

**CUSTOMER INQUIRIES**

Many of our customers request immediate feedback/confirmation of notice placement in the gazette from our Contact Centre once they have submitted their notice – While **GPW** deems it one of their highest priorities and responsibilities to provide customers with this requested feedback and the best service at all times, we are only able to do so once we have started processing your notice submission.

**GPW** has a 2-working day turnaround time for processing notices received according to the business rules and deadline submissions.

Please keep this in mind when making inquiries about your notice submission at the Contact Centre.

29. Requests for information, quotations and inquiries must be sent to the Contact Centre ONLY.
30. Requests for Quotations (RFQs) should be received by the Contact Centre at least **2 working days** before the submission deadline for that specific publication.

## GOVERNMENT PRINTING WORKS - BUSINESS RULES

### PAYMENT OF COST

31. The Request for Quotation for placement of the notice should be sent to the Gazette Contact Centre as indicated above, prior to submission of notice for advertising.
32. Payment should then be made, or Purchase Order prepared based on the received quotation, prior to the submission of the notice for advertising as these documents i.e. proof of payment or Purchase order will be required as part of the notice submission, as indicated earlier.
33. Every proof of payment must have a valid **GPW** quotation number as a reference on the proof of payment document.
34. Where there is any doubt about the cost of publication of a notice, and in the case of copy, an enquiry, accompanied by the relevant copy, should be addressed to the Gazette Contact Centre, **Government Printing Works**, Private Bag X85, Pretoria, 0001 email: [info.egazette@gpw.gov.za](mailto:info.egazette@gpw.gov.za) before publication.
35. Overpayment resulting from miscalculation on the part of the advertiser of the cost of publication of a notice will not be refunded, unless the advertiser furnishes adequate reasons why such miscalculation occurred. In the event of underpayments, the difference will be recovered from the advertiser, and future notice(s) will not be published until such time as the full cost of such publication has been duly paid in cash or electronic funds transfer into the **Government Printing Works** banking account.
36. In the event of a notice being cancelled, a refund will be made only if no cost regarding the placing of the notice has been incurred by the **Government Printing Works**.
37. The **Government Printing Works** reserves the right to levy an additional charge in cases where notices, the cost of which has been calculated in accordance with the List of Fixed Tariff Rates, are subsequently found to be excessively lengthy or to contain overmuch or complicated tabulation.

### PROOF OF PUBLICATION

38. Copies of any of the *Government Gazette* or *Provincial Gazette* can be downloaded from the **Government Printing Works** website [www.gpwonline.co.za](http://www.gpwonline.co.za) free of charge, should a proof of publication be required.
39. Printed copies may be ordered from the Publications department at the ruling price. The **Government Printing Works** will assume no liability for any failure to post or for any delay in despatching of such *Government Gazette(s)*.

## GOVERNMENT PRINTING WORKS CONTACT INFORMATION

#### Physical Address:

**Government Printing Works**

149 Bosman Street

Pretoria

#### Postal Address:

Private Bag X85

Pretoria

0001

#### GPW Banking Details:

**Bank:** ABSA Bosman Street

**Account No.:** 405 7114 016

**Branch Code:** 632-005

**For Gazette and Notice submissions:** Gazette Submissions:

**For queries and quotations, contact:** Gazette Contact Centre:

**E-mail:** [submit.egazette@gpw.gov.za](mailto:submit.egazette@gpw.gov.za)

**E-mail:** [info.egazette@gpw.gov.za](mailto:info.egazette@gpw.gov.za)

**Tel:** 012-748 6200

**Contact person for subscribers:** Mrs M. Toka:

**E-mail:** [subscriptions@gpw.gov.za](mailto:subscriptions@gpw.gov.za)

**Tel:** 012-748-6066 / 6060 / 6058

**Fax:** 012-323-9574

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**GOVERNMENT NOTICES • GOEWERMENTSKENNISGEWINGS**

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**DEPARTMENT OF AGRICULTURE, FORESTRY AND FISHERIES****NO. 121****17 FEBRUARY 2017**

PLANT BREEDERS' RIGHTS ACT, 1976 (ACT NO. 15 OF 1976)

**REGULATIONS RELATING TO PLANT BREEDERS' RIGHTS: AMENDMENT**

The Minister of Agriculture, Forestry and Fisheries acting under section 44 of the Plant Breeders' Rights Act, 1976 (Act No. 15 of 1976), has made the regulations set out in the Schedule.

**SCHEDULE****Definition**

1. In this Schedule 'the Regulations' means the regulations published by Government Notice No. R1186 of 12 September 1997, as amended by Government Notices Nos. R.1582 of 28 November 1997, R. 867 of 3 July 1998, R. 1285 of 16 October 1998, R. 323 of 19 March 1999, R. 604 of 14 May 1999, R. 1271 of 29 October 1999, R. 392 of 20 April 2000, R. 690 of 14 July 2000, R. 1078 of 3 November 2000, R. 387 of 18 May 2001, R. 667 of 27 July 2001, R. 512 of 3 June 2005, R. 545 of 15 June 2006, R. 1272 of 25 November 2008, R. 287 of 13 March 2009, R. 103 of 19 February 2010, R. 517 of 17 June 2011, R. 100 of 28 December 2012, R. 90 of 14 February 2014, R. 82 of 13 February 2015 and No. 39679 of 12 February 2016

**Substitution of Table 2 of the Regulations**

2. The following table is hereby substituted for Table 2 of the Regulations with effect from 1 April 2017.



TABLE 2

## FEES PAYABLE W.R.T. PLANT BREEDERS' RIGHTS: 1 APRIL 2017

No.	Purpose	Amount
1.	An application for the Plant Breeders' Right [Reg. 3(2)(f)]	R 2 366,00 each
2.	Examination fee for a plant breeders' right: Category A (agronomic, vegetable and pasture crops and annual ornamentals) [Reg. 3(2)(g) and /en (9)(1)]	R 3 881,00 each
3.a	Examination fee for a plant breeders' right: Category B (fruit, vines, citrus and perennial ornamentals) [Reg. 3(2)(g) and /en (9)(1)]	R 5 258,00 each
3.b	Examination fee for a plant breeders' right: Category B (white and yellow maize) [Reg. 3(2)(g) and /en (9)(1)]	R 4 432,00 each
4.	A claim to give priority in terms of section 8(2) of the Act to an application for the grant of the plant breeders' right [Reg. 4(2)(c)]	R 1 227,00 each
5.	An objection to the grant of a plant breeders' right [Reg. 8(1)(e)]	R 7 636,00 each
6.	Provision of results of tests and trials undertaken by the registrar, to the appropriate in a convention country or an agreement country [Reg. 9(3)]	Tariff to fluctuate with exchange rate. 350 CHF
7.	Obtaining of results of tests and trials in the event that such test and trials are undertaken by another appropriate authority in another country [Reg. 9(3)]	Tariff to fluctuate with exchange rate. 350 CHF
8.	Annual fee for a plant breeders' right [Reg. 13(1)(d)]	R 376,00 each
9.	An application for the issue of a compulsory licence in respect of a plant breeders' right [Reg. 13(1)(d)]	R 6 171,00 each
10.	Notice of the transfer of a plant breeders' right [Reg. 14(2)(b)]	R 1 026,00 each
11.	An application for the alteration or supplementation of the denomination approved for a variety [Reg. 15(1)(b)]	R 2 491,00 each
12.	An objection against the intended approval of an alteration or supplementation of the denomination approved for a variety [Reg. 15(3)(e)]	R 1 026,00 each
13.	An objection against the intended termination of a plant breeders' right [Reg. 16(1)(f)]	R 1 026,00 per right
14.	A notice of the voluntary surrender of plant breeders' right [Reg. 17(1)(b)(i)]	Free
15.	Inspection of the register of plant breeders' right [Reg. 20(2)]	Free
16.	Inspection of a document submitted to the registrar in connection with an application for the grant of a plant breeders' right [Reg. 21(2)]	R 627,00 per occasion
17.	A copy of any particulars in the register or of a document submitted to the registrar in connection with an application for the grant of a plant breeders' right [Reg. 21(2)]	R 11,00 per application plus R 2,00 per photocopy
18.	Submission of appeal against any decision or action taken by the registrar in terms of the Act [Reg. 21(2)]	R 5 282,00 each
19.	Examination of sample to determine varietal purity	R 3 881,00 (Cat A) R 5 258,00 (Cat B) R 4 430,00 (Cat B maize)



## GENETICALLY MODIFIED ORGANISMS ACT, 1997

(ACT No. 15 OF 1997)

**REGULATIONS: AMENDMENTS**

The Minister of Agriculture, acting under section 20 of the Genetically Modified Organisms Act, 1997 (Act No. 15 of 1997), has made the following regulations in the Schedule.

**SCHEDULE*****Definition***

1. In this Schedule "the Regulations" means the regulation published by Government Notice No.R 1420 of 26 November 1999, as amended by Government Notice Nos. R.828 of 21 June 2002, R.576 of 2 May 2003 and R.495 of 23 April 2004, R.478 of 27 May 2005, R.130 of 17 February 2006, R.41 of 26 January 2007, R.172 of 15 February 2008, R.46 of 30 January 2009, R.175 of 12 March 2010, R.106 of 18 February 2011, R.88 of 10 February 2012, R214 of 16 March 2012, R.89 of 08 February 2013 and No.96 of 14 February 2014, No.38458 of 13 February 2015, No.39679 of 12 February 2016.

***Substitution of Table 2 of the Regulations***

2. The following table is hereby substituted for Table 2 of the Regulations with effect from 01 April 2017:

"TABLE 2"

## FEES PAYABLE

Application	Fees
1. Importation and exportation of genetically modified organisms	R 558,00 each
2. Contained use of genetically modified organisms	R 1 637,00 each
3. Trial release of genetically modified organisms	R 3 892,00 each
4. General release or commodity clearance of genetically modified organisms	R30 231,00 each
5. Appeal	R 5 944,00 each
6. Extension permit	R 487,00 each
7. Registration of facilities	R 570,00 each
8. Commodity use permit	R 338,00 each

## GENETICALLY MODIFIED ORGANISMS ACT, 1997

(ACT No. 15 OF 1997)

## TARIFFS FOR SERVICES

The Registrar of Genetically Modified Organisms hereby makes known for general information that, with effect from 01 April 2017, tariffs for services related to the Genetically Modified Organisms Act, 1997 (Act No. 15 of 1997) be amended to the extent set out in the Schedule hereto.

## SCHEDULE

Nature of service, goods or supplies provided	Tariff
GMO Status Certificates	R237,00

Ms NL Mkhonza

REGISTRAR OF GENETICALLY MODIFIED ORGANISMS

**DEPARTMENT OF AGRICULTURE, FORESTRY AND FISHERIES**

NO. 122

17 FEBRUARY 2017

**FERTILIZERS, FARM FEEDS, AGRICULTURAL REMEDIES AND STOCK  
REMEDIES ACT, 1947 (ACT NO. 36 OF 1947)****REGULATIONS RELATING TO THE TARIFFS FOR THE REGISTRATION OF  
FERTILIZERS, FARM FEEDS, AGRICULTURAL REMEDIES, STOCK REMEDIES,  
STERILIZING PLANTS AND PEST CONTROL OPERATORS, APPEALS AND  
IMPORTS: AMENDMENT**

I, Senzeni Zokwana, Minister of Agriculture, forestry and Fisheries acting under section 23 of the Fertilizers, Farm Feeds, Agricultural Remedies and Stock Remedies Act 36 of 1947 (Act no.36 of 1947) hereby publish notice to amend tariffs as published in the Regulation R.207 of 1 April 2014 for comments by the general public.

The above mentioned Proposed Regulation Relating to Fertilizer, Farm Feeds, Agricultural Remedies and Stock Remedies, Sterilizing Plants and Pest Control Operators, Appeals, Imports and other services tariffs will be made available on DAFF website: [www.daff.gov.za](http://www.daff.gov.za) for public viewing at the following address route: Branch→ Agricultural Production, Health & Food Safety →Agriculture Inputs Control→ Gazette and notices→ press enter

Comments must be submitted in writing within 30 days of publication of this notice to:

Name: Jonathan Mudzunga  
Designation: Registrar: Act 36 Of 1947  
Postal Address: Private Bag X 343, PRETORIA, 0001  
Physical Address: 20 Steve Biko Street, Arcadia, PRETORIA  
Agriculture Place, Room LA-GF-09  
Fax: (012) 319 7179  
Email: [MalutaM@daff.gov.za](mailto:MalutaM@daff.gov.za)

**MR. SENZENI ZOKWANA (MP)**  
**Minister of Agriculture, Forestry and Fisheries**

## DEPARTMENT OF BASIC EDUCATION

NO. 123

17 FEBRUARY 2017

**GENERAL AND FURTHER EDUCATION AND TRAINING QUALITY ASSURANCE  
ACT, 2001 (ACT NO. 58 OF 2001)****APPOINTMENT OF PERSONS TO SERVE AS MEMBERS ON THE FOURTH  
UMALUSI COUNCIL FOR GENERAL AND FURTHER EDUCATION AND  
TRAINING QUALITY ASSURANCE**


I, Angelina Matsie Motshekga, Minister of Basic Education, have in terms of *sections 6(1), 6(2) and 6(6) of the General and Further Education and Training Quality Assurance Act, 2001 (Act No. 58 of 2001)*, appointed the following persons as members of the Fourth Umalusi Council for General and Further Education and Training Quality Assurance, for the remaining period until 7 June 2018:

**1. MEMBERS**

1.1 **Members nominated** in accordance with the requirements as stipulated in *section 6(3)(b) of the General and Further Education and Training Quality Assurance Act, 2001 (Act No. 58 of 2001)* to fill in two vacancies are:

No	Member	Position
1.	Adv MJ Merabe	Advocate: Education Law
2.	Mr D Hindle	Education Consultant

1.2 The two members shall serve on the fourth Council for the remaining period until 7 June 2018:

  
MRS AM MOTSHEKGA, MP  
MINISTER OF BASIC EDUCATION

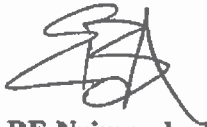
## DEPARTMENT OF HIGHER EDUCATION AND TRAINING

NO. 124

17 FEBRUARY 2017

**USE OF OFFICIAL LANGUAGES ACT, 2012 (ACT NO. 12 OF 2012)****LANGUAGE POLICY OF THE DEPARTMENT OF HIGHER EDUCATION AND TRAINING**

I, Bonginkosi Emmanuel Nzimande, MP, Minister of Higher Education and Training (DHET), in terms of Section 4 (2) of the Use of Official Languages Act, 2012 (Act No. 12 of 2012), hereby publish the DHET Language Policy for public knowledge.



**Dr BE Nzimande, MP**

**Minister of Higher Education and Training**

**Date:**

25/11/2016



# **LANGUAGE POLICY OF THE DEPARTMENT OF HIGHER EDUCATION AND TRAINING**

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## 1. INTRODUCTION

The Department of Higher Education and Training Language Policy, fulfills the prescripts of the Constitution of the Republic of South Africa (1996), amplified in the Use of Official Languages Act (2012). The Constitution provides for recognition and use of eleven (11) official languages. Further, it recognises the diminished use and inferior status of indigenous languages, therefore requiring government departments to take practical and positive measures to elevate the status and use of indigenous languages. In addition, the Constitution requires all official languages to be afforded parity of esteem and equitable treatment.

The Use of Official Languages Act (2012) provides for, amongst other requirements, the regulation and monitoring of the use of official languages by national government for government purposes; requires the adoption of a language policy and provides for the establishment of a national language unit by the department.

The Act came into operation on 2 May 2013 by Proclamation No. 10 published in Government Gazette No. 36392 of 26 April 2013. The Regulations to the Act came into effect on 5 February 2014 through Government Notice No. 10140 promulgated in Government Gazette No. 37398 of 28 February 2014.

The Department of Higher Education and Training (DHET) in its capacity as a national government department developed and adopted this Language Policy in fulfilment of the prescripts of the Constitution and the Act.

## 2. ACRONYMS

ACRONYMS	DEFINITION
<b>DHET</b>	Department of Higher Education and Training
<b>DG</b>	Director-General
<b>DLPS</b>	Directorate: Language Practice Services
<b>CIO</b>	Chief Information Officer
<b>IRC</b>	Information Resources Centre

### 3. GLOSSARY OF TERMS

TERM	DEFINITION
<b>Constitution</b>	The Constitution of the Republic of South Africa, 1996
<b>Act</b>	Use of Official Languages Act, 2012 (ACT NO. 12 OF 2012).
<b>Policy</b>	DHET Language Policy

### 4. PURPOSE

The purpose of the policy is to outline how the DHET complies with the prescripts of the Act and how it uses official languages to meet the communication and information needs of the citizens; articulate policy, services, benefits for and empower communities.

This policy document outlines the reasonable steps that the DHET takes to ensure meaningful access to its services and activities by all citizens of the Republic and persons with limited English proficiency, in compliance with the Constitution, the Use of Official Languages Act, 2012, the Promotion of Access to Information Act, 2000, the Promotion of Equality and Prevention of Unfair Discrimination Act, 2000.

### 5. POLICY STATEMENT

Recognizing and subscribing to the founding provisions espoused in Chapter 1 of the Constitution, the Department of Higher Education and Training is committed to providing quality, efficient, responsive and professional post-school education services to all the citizens of the Republic and the global community regardless of their language and status.

The DHET is also committed to the requirements of the Constitution, the Act and to recognition of all official languages by ensuring that these enjoy parity of esteem and equitable treatment through and in all its communication and interaction with communities and individuals.

The DHET is dedicated to linguistically accurate and appropriate deciphering of information that conveys the thought, intent, meaning and spirit of the message. Equal access to education including the rights to receive education in the official language or languages of choice and to establish and maintain

independent educational institutions is legally mandated by section 29 of the Constitution. The rights to equality and access to information are guaranteed in sections 9 and 32 respectively of the Constitution.

## 6. LEGISLATIVE FRAMEWORK

6.1 This policy is developed in accordance with requirements of the Constitution and, particularly Section 4 of the Use of Official Languages Act no 12 of 2012; sub-section 4(1) which requires that a national department and its entities must adopt a language policy on the use of all official languages.

6.2 In addition, the policy is also guided by the following legislative instruments, text and principle:

- Regulations promulgated in terms of section 13 of the Act;
- Promotion of Access to Information Act , 2000 (Act No. 2 of 2000);
- Promotion of Equality and Prevention of Unfair Discrimination Act, 2000 (Act No. 4 of 2000);
- The White Paper for Post-School Education and Training: Building an expanded, effective and integrated post-school system, approved by the Cabinet on 20 November 2013; and
- The Batho Pele principle.

6.3 Further, that the DHET complies with requirements of sub-section 4(4.2 (b)) which requires that the DHET must adopt at least three official languages that the national department and its entities use for government purposes as well as with sub-section 4 (2.(d) (i) and (ii)) which requires the DHET to use, where applicable, any other language other than official languages or South African Sign Language or Braille where applicable.

## 7. OBJECTIVES

The objectives of this policy based on the Act, Section 2 sub-sections (a) to (d), are:

- 7.1 to adopt and implement a language policy regarding the use of official languages by the department for government purposes;
- 7.2 to monitor compliance with the Act by the DHET;
- 7.3 to promote parity of esteem and equitable treatment of official languages in the Republic;

7.4 to facilitate equitable access to DHET services and information; and

7.5 to promote good language management by DHET for efficient public service administration and to meet the needs of the public.

## **8. PRINCIPLES**

The principles of this policy deriving from the Constitution and the Act, are:

- 8.1 Commitment to the recognition and promotion of the use of all eleven (11) official languages in the Republic to ensure constitutional language equity and rights;
- 8.2 Taking practical and positive measures to elevate the status and use of indigenous languages to instil and maintain healthy partnerships, social inclusion and cohesion;
- 8.3 Promotion of parity of esteem and equitable treatment of official languages in this democracy;
- 8.4 Promotion of good language management by the DHET to ensure efficient public service administration that meets the needs of the public and which ensures equitable access to services and information of the DHET;
- 8.5 Prevention of the use of any language for the purposes of exploitation, domination and discrimination within the DHET;
- 8.6 Enhancement of people-centeredness by addressing the interest, needs and aspirations of language communities through on-going discourse; and
- 8.7 Support of special redress programmes for previously marginalized official indigenous languages, and the learning and teaching of all the official languages of the Republic at all levels of education.

## **9. SCOPE OF APPLICATION**

The scope and application of this policy takes into account the language needs and cultural dynamics at national level and provincial contexts as outlined in 9.1 and in Table 1.

The following factors have been taken into consideration in arriving at the choice of official languages the DHET will use in each context/situation:

- Usage;
- Practicability;

- Expense;
- Regional circumstances; and
- The balance of the needs and preferences of the public it serves.

9.1 The DHET head office has adopted the following languages for official government business:

- **English**
- **Sepedi and**
- **isiZulu**

9.2 Regional offices have adopted at **least three** or more official languages and an **additional**, reserve or alternative language (see Table 1. C)

**TABLE 1.**

<b>A. PROVINCE</b>	<b>B. LANGUAGES USED</b>	<b>C. ADDITIONAL (when required)</b>
Gauteng	English; Setswana; and isiZulu	Sign Language and Braille
Mpumalanga	English; Sepedi; Xitsonga; IsiNdebele; and siSwati	Sign Language and Braille IsiZulu
Free State	English; Sesotho; and Afrikaans	Sign Language and Braille Setswana, IsiXhosa
Northern Cape	English; Sesotho; and Afrikaans	Sign Language and Braille Setswana, IsiXhosa
Eastern Cape	English; IsiXhosa; and Afrikaans	Sign Language and Braille Sesotho, IsiZulu
Western Cape	English; Afrikaans; and IsiXhosa	Sign Language and Braille

<b>A. PROVINCE</b>	<b>B. LANGUAGES USED</b>	<b>C. ADDITIONAL (when required)</b>
North West	English; Setswana; and Afrikaans	Sign Language and Braille
Limpopo	English; Sepedi; Xitsonga; and Tshivenda	Sign Language and Braille IsiNdebele
KwaZulu-Natal	English; and isiZulu	Sign Language and Braille IsiXhosa

9.3 Notwithstanding the above languages, the DHET will also use other official languages as and when required.

9.4 Public higher education institutions, Technical Vocational Education and Training colleges and Community Education and Training colleges should, with necessary changes, align their respective language policies with this policy.

9.5 The importance of the service which the DHET provides to the public is self-evident. Accordingly, the DHET takes all measures possible to provide language services sufficient to ensure that all citizens of the Republic enjoy comparable access to its services.

9.6 The chosen languages may not apply to electronic communication platforms such as the DHET website content.

9.7 Departmental publications, policies, forms, notices and adverts that are exclusively intended for public use will be translated into nominated languages as outlined in Table 1.

## **10. IDENTIFICATION OF AN INDIVIDUAL'S LANGUAGE PREFERENCE**

10.1 At first contact with members of the public or their representative, the designated staff members of the DHET will inform the individual or his or her representative that the DHET will provide an interpreter, including sign or foreign language, if the individual needs one and will enquire in which language the individual prefers to receive his or her service.

- 10.2 All individuals who indicate the need for an interpreter will receive language assistance to ensure that language is not a barrier to their access and participation. The need for an interpreter and the language needed will be noted down by the DHET dedicated staff members.
- 10.3 Individuals or groups requiring assistance in languages other than those nominated are required to apply for assistance to the Director-General ten (10) office days in advance of engagement with the department.

## 11. ROLES AND RESPONSIBILITIES

- 11.1 The Director-General is the Chief Information Officer of the DHET. The DG is the overseer of the implementation of this policy by staff within the DHET, colleges and all other public institutions directly accountable to the DHET.
- 11.2 Heads of DHET institutions must ensure the adoption and use of official languages in line with this policy and when required, report to the DG on the status of the use of official languages within the institutions.
- 11.3 The DHET views the provision of language access services to the general populace as being one of providing quality, efficient, responsive and meaningful service. With respect to its language access programmes, the DHET recognizes that ongoing monitoring and evaluation are essential to meeting the challenges inherent in effectively working with the public whose language and culture stem from literally across the Republic.

## 12. LANGUAGE SERVICES UNIT

- 12.1 Section 7 of the Use of Official Languages Act, 2012, prescribes that, every national departments, national public entity and national public enterprises, must:
- a) establish a language unit.
  - b) ensure that the language unit is provided with human resources, administrative resources and other resources necessary for its effective functioning.
- 12.2 The Director-General must therefore make available resources for the establishment and functioning of a national Language Unit with DHET Headquarters at Directorate level to be referred henceforth as ***Directorate: Language Practice Services (DLPS)***.

- 12.3 The head of DLPS will be responsible for facilitating the adoption, use of official languages, monitoring and redress where required.
- 12.4 The DHET will strive to equip its facilities with instant around-the-clock access to telephonic interpretation services covering most of the official languages in the Republic.

### **13. OPERATING PROCEDURE**

- 13.1 Unless required by circumstances other than provided for in this policy in table 1 (c), or unless this policy is reviewed, this policy will apply at all times for the purposes of use of official languages for government business.
- 13.2 Individuals who may wish to lodge a complaint shall do so in writing to the Director-General not more than thirty (30 days ) from the date on which language assistance was denied or was not of a minimum standard.
- 13.3 Any complaint lodged must provide full names, address and contact information of the complainant.
- 13.4 Any complaint lodged must provide full and detailed description of the complaint.
- 13.5 The DG will consider the complaint and respond in writing not later than three months after the complaint was lodged, informing the complainant of the decision.

### **14. REVIEW**

This policy will be reviewed when necessary or at least once within a period of five years.

### **15. PUBLICATION AND ACCESS**

- 15.1 This policy will be translated into all official languages according to the grid in Table 1.
- 15.2 This policy will be made available in Braille upon written request to the CIO.
- 15.3 This policy will be published on the DHET website and on the websites of its institutions.
- 15.4 This policy will be made available in paper form for reading or reference in all institutions of the DHET, in the IRC and DLPS.
- 15.5 The DHET will post in a conspicuous place in the reception area, a clear statement translated into the languages most commonly used among the local populace, of the availability of interpreter services. A statement to this effect will also be posted on the DHET website.



**DEPARTMENT OF HIGHER EDUCATION AND TRAINING  
LANGUAGE POLICY****APPROVAL**

<b>DEPARTMENT</b>	<b>DIRECTOR-GENERAL</b>	<b>SIGNATURE</b>	<b>DATE SIGNED</b>
<b>Higher Education and Training</b>	<b>Mr G F Qonde</b>		

**EFFECTIVE DATE:** \_\_\_\_\_

## DEPARTMENT OF HOME AFFAIRS

NO. 125

17 FEBRUARY 2017

**ALTERATION OF FORENAMES IN TERMS OF SECTION 24 OF THE BIRTHS AND DEATHS REGISTRATION ACT, 1992 (ACT NO. 51 OF 1992)**

The Director-General has authorized the following persons to assume the Forenames printed in *italics*:

1. Thembisa Deyi - 831205 1328 087 - 102 Palmiet Road, Clere Estate, SYDENHAM, 4031 - *Tembisa*
2. Sanele Antoni - 980116 1193 083 - 52 Mbombela Street, Zwide, PORT ELIZABETH, 6000 - *Vuyolwethu*
3. Motlalepule Elisa Kgang - 821105 0727 085 - 6555 Tladi Street, Constantia, KROONSTAD, 9499 - *Motlalepula Alisa*
4. Vuyolwetu Galeni - 870617 5769 086 - V 139 Gyokwe Crescent, Site B, KHAYELITSHA, 7784 - *Shaun*
5. Shuandre Gianne April - 921030 5136 083 - 6 Emerald Crescent, Highbury, KUILS RIVER, 7580 - *Zaan Gianne*
6. Rashree Shaik - 881019 0101 083 - 55 Carlisle Street, Flat 4, DURBAN, 4001 - *Raeesa*
7. Bonakele Annastasia Cele - 680315 0788 082 - 154 Dumgeem Building, Victoria Street, DURBAN, 4000 - *Maryam Bonakele*
8. Parusha Naidoo - 920907 0253 081 - 53 Stonehill Grove, Centenary Park, PHOENIX, 4068 - *Parushaa*
9. Khumbulani Aubrey Gwamanda - 911109 5216 087 - 9 Nesham Place, Westham, PHOENIX, 4068 - *Nduduzo Aubrey*
10. Hector Simangalis Msuthu - 830202 7294 083 - 1913 Phase 4, Inanda Glebe, INANDA, 4310 - *Simanga*
11. Buhle Mhlongo - 970705 0648 089 - 5803 Modranyane Street, Khuma Location, STILFONTEIN, 2551 - *Buhle Sindisiwe*
12. Tatlhego Colleen Kgomo - 980501 0103 086 - 208B Nape Street, Zone 1, DIEPKLOOF, 1864 - *Katlago Colleen*
13. Shogole Victor Morura - 861101 0995 088 - 35 Ga- Malekane, NGWAABE, 1058 - *Phogole Victory*
14. Bianca Jose Dos Ramos Barnett - 890922 0047 082 - 16 Saint Paul Road, Hurlyvale, EDENVALE, 1609 - *Bianca Jose Dos Ramos Teixeira*
15. Lucky Papa Khoabane - 830724 5995 080 - 2382 Rathebe Street, Zone 13, SEBOKENG, 1984 - *Lucky Rethabile*
16. Evelyn Martha Nkosi - 720127 0556 084 - 2311 Phase 4, Slovoville, MABOPANE, 0190 - *Nomsa Evelyn Martha*
17. Paulos Zamahi Ngwane - 740105 6675 088 - Rotodem 25, EVANDER, 2280 - *Zamani*
18. Siyavuya Manake - 980803 5598 082 - Po Box 1465, MATATIELE, 4730 - *Tsepang Siyavuya*
19. Vanessa Koete - 900429 0544 082 - 7812 Tshepiso North, Extension 4 Phase 5, Sharpville, VEREENIGING, 1930 - *Vanessa Nosizwe*
20. Ushendren Govender - 920405 5037 088 - 10 - 4th Street, EDENVALE, 1610 - *Lushen*
21. Xiluva Agreement Valoyi - 860217 1058 089 - 12798 Otlega Drive, Extension 8, KAGISO 2, 1754 - *Priyanka Dylan*
22. Suzan Manchoachoane Rapulana - 690127 0493 086 - 8447 Thorometsane Street, Zone 7, SEBOKENG, 1983 - *Suzan Lesimole*

23. Rosina Shishoka - 820225 1030 080 - Magatle Village, GOMPIES, 0631 - *Precious Rosina*
24. Ashika Ramkrishna Deeplaul - 720625 0207 087 - 28 Murray Avenue, MORNINGSIDE MANOR, 2057 - *Ashika Badul*
25. Paul Guy Newman - 960604 5078 081 - 14 Villa Palamos, 91 Letitia Street, Ridgeway, JOHANNESBURG, 2094 - *Paul Guy Kenneth*
26. Simon Lentsoetshipi - 980320 6195 081 - 2023 King Street, Lebaleng Location, MAKWASSIE, 2650 - *Simon Kemogetswe*
27. Akhona Kamana - 840803 5699 088 - 298 NU 17, Mdantsane, EAST LONDON, 5200 - *Mazizi Akhona*
28. Ntibaneng Maureen Tjabadi - 831125 0466 086 - Po Box 16, GLEN – COWIE, 1061 - *Mamaribe Maureen*
29. Gaborone Phumuza Michael Lesito - 700404 5554 081 - 870 Loerie Street, Extension 5, SILVERTON, 0184 - *Gaborone Phumuza*
30. Natia Goputso Makgalaka - 970708 0596 084 - 261 Khashani, GIYANI, 1390 - *Natia Kgopotso*
31. Doli – Nomahomba Constance Ndzuzo - 670130 0621 080 - Prickle Pair Road, Phase 4, Room 4843, VERULAM, 4320 - *Doli Constance*
32. Lakanane Patricia Mphelo - 810416 0368 082 - 519 Long Avenue, FERNDAL, 2194 - *Langanani Patricia*
33. Lawrance Lerato Masiu - 910223 5992 083 - 776 Mapara Street, Slovo Park, ELDORADO PARK, 9781 - *Abdul Latief*
34. Bonga Gumbi - 951112 6166 088 - 577 Seapoint Towers, DURBAN, 4023 - *Bonga Mamisa*
35. Mashoto Mogau Lusunzi - 980421 5730 082 - Lufule 2, SIBASA, 0970 - *Mashudu Tyson*
36. Jealeous Pilusa - 960517 5866 083 - House No 263, Mmamepitse Village, RUSTENBURG, 0333 - *Julius*
37. Sifiso Thulani Bhengu - 620806 5383 088 - Vaalkop, WASBANK, 2920 - *Gabriel Sifiso Thulani*
38. Maria Manasello Matji - 670707 0795 087 - No 530 Marokolong, HAMMANSKRAAL, 0400 - *Meikie Hephzibah*
39. Alvin Govender - 770927 5025 087 - 47 A Elongate Close, Cv Gardens, Countryview Extension 13, MIDRAND, 1687 - *Alvin Vivendren*
40. Nontobeko Bokola - 911211 0213 083 - 333 Mncilongo Street, Duncan Village, EAST LONDON, 5209 - *Sibahle*
41. Moipone Aletta Maposa - 891114 1023 085 - 11 East Point, Rivonia, SANDTON, 2196 - *Moipone Faith*
42. Celani Provencial Macu - 910820 6302 087 - No 8 Mutale Street, Florida Glen, ROODEPOORT, 1709 - *Celani Nhlakanipho*
43. Makatu Isaiah Mangojane - 730902 5551 084 - Room 23 Celmel Hoff Hill, KROONSTAD, 9500 - *King David*
44. Ikageng Frans Tsele - 980422 5559 083 - 1422 Dikereseng Section, PHATSIMA, 0356 - *Ikageng Frans Thabiso*
45. Welcome Zingisile Ndikandika - 700102 6842 089 - New Brighthen, MTHATHA, 5099 - *Welcome Mzoxolo*
46. Maphampu Gudwini - 980606 0990 083 - Goqwana Area, LUSIKISIKI, 4820 - *Nontle*
47. Tshidiso Patrick Kgoboko - 810328 5404 087 - 1232 Block H, BOTSHABELO, 9781 - *Retshidisitswe Patrick*
48. Khalini Moletsane - 880727 5844 082 - 10618 Signalhill Village, MAHIKENG, 2745 - *Khalini Mike*

49. Gaebee Sophy Mokedi - 950301 0522 088 - 129 A Malete Section, BRAKKUIL, 2854 - *Karabo Sophy*
50. Ntshotlang Maggie Thetele - 721006 0679 089 - 17182 Mac Seba Street, KIMBERLEY, 8300 - *Keorapetse Maggie*
51. Pulane Paulina Shaik Ahamed - 830314 0811 084 - 76 De Bult, PHUTHADITJHABA, 9866 - *Hajra*
52. Given Shihlangu - 950607 5740 081 - No 45- 2nd Avenue, ALEXANDRA, 2070 - *Titus Given*
53. Dimpa Lauwrence Molefe - 940124 6031 083 - 12 Primrose, GERMISTON, 1431 - *Mpho Lauwrence*
54. Molemi Lorraine Maboja - 750228 1053 080 - 589 Schoeman Street, Arcadia, PRETORIA, 0001 - *Godisamang Molemi Lorraine*
55. Itumeleng Sheldon Lekgwara - 930831 5598 084 - 73 -1st Avenue, Extension 7, SAULSVILLE, 0125 - *Kgarodi Itumeleng Sheldon*
56. Tliso Sarrie Malesa - 930414 1067 089 - A 120 Makause Informal Settlement, GERMISTON, 1400 - *Kagiso Sarrie*
57. Veronica Smith - 620221 0851 081 - 62 Bomvu Street, Leiden, DELFT, 7100 - *Miemie*
58. Feina Celia Jia - 950927 0304 083 - 6 Villa Deste, Marcus Road, BEDFORDVIEW, 2007 - *Celia*
59. Mziwabantu Bantu Faltein - 700202 6432 087 - 2A Minnie Street, DESPATCH, 6242 - *Mziwabantu*
60. Ngwako Lucas Mike Raditla - 590718 5205 086 - 58 Edison Street, Renstown, HAMMANSKRAAL, 0400 - *Lucas Ngwako*
61. Tlana Norah Makua - 740512 0838 085 - Phasefour, Schoonoord, SEKHUKHUNE, 1124 - *Sethogola Norah*
62. Thenjiwe Roxanne Mkhabela - 921022 1179 084 - Stand No 2347, Phoswa Section, PIET RETIEF, 2380 - *Thenjiswa Roxanne*
63. Jabulani Freddy Motloutong - 740828 5358 089 - 60 Mahabane Street, BOPHELONG, 1913 - *Jabulani Hassan*
64. Gerome Peter Sacks - 770916 5121 087 - 85 Evergreen Road, HANOVER PARK, 8000 - *Abdul Nasir*
65. Ntlhadi seng Emily Sejake - 760104 0505 081 - 1273 Sisulu Park, VEREENIGING, 1930 - *Nthabiseng Emily*
66. Lomile Engeline Khumalo - 900430 0351 080 - No 5625 Extension 3, ORANGE FARM, 1805 - *Angelina*
67. Mzoxolo Wellington Mbini - 821114 5614 082 - 32 Crystal Springs, 10 Lemonwood Road, CENTURION, 0157 - *Mzoxolo*
68. Mafiyosi Stawuti - 900904 5656 081 - No 30 Bank Colliery, MIDDELBURG, 1050 - *Mafa Egee*
69. Dhanalutchemee Sigamoney Marimoothu - 621120 0955 083 - Lot 242, St Patricks Road, UMZINTO, 4200 - *Rosemary*
70. Tashwell Jason Daniels - 921118 5142 084 - 20 Inkabave Street, No 2 Gateway, CAPE TOWN, 7100 - *La'eeq*
71. Siziwe Peter Plaatjie - 890101 5579 080 - 1350 Nanana Section, BATLHAROS, 8476 - *Sizwe*
72. Matshediso Dorothy Marivatse - 760126 0538 085 - Block 8 Unit 1, Mewsereds, CENTURION, 0157 - *Matshediso Dorothy Lelimo*
73. Nokuthula Andrieth Shongwe - 890721 0107 080 - 391 Mokoena Section, KATLEHONG, 1432 - *Nokuthula Minenhla Andrieth*
74. Efa Evah Mlambo - 610729 0662 086 - Ga – Ntamatie Village, GOMPIES, 0631 - *Mahlako Evah*

75. Thabiso Mmutlanyane - 861110 6432 087 - House No H 47, Dithakong Location, KURUMAN, 8460 - *Thabiso Obert*
76. Nomagnet Liwani - 980622 0745 088 - Zola Location, Mabethemba, QUEENSTOWN, 5320 - *Anelisiwe*
77. Mongezi Elliot Nthongoa - 840211 5866 089 - 41 Tarentaal Street, MEYERTON, 1960 - *Moeketsi Elliot*
78. Inocent Lindani Mohlala - 900806 1316 083 - 323 April Street, Thushanong Location, EMALAHLENI, 1035 - *Linda Innocentia*
79. Sentebaleng Lorraine Segoetlhe - 860504 0528 083 - 15613 Cecil Dibe Street, Phase 2, BLOEMFONTEIN, 9300 - *Lorraine Boitumelo*
80. Debby Irene Williams - 620224 0061 081 - 55 Stock Street, KALKSTEENFONTEIN, 7490 - *Delshaam*
81. Ronnie Legodi - 980328 5486 088 - 7239 Extension 6, MAMELODI EAST, 0122 - *Karabo Ronnie*
82. Dikeledi Mfomadi - 870428 0751 081 - 20 Barracuda Street, Emdo Park, POLOKWANE, 0699 - *Favour*
83. Ntombini Cynthia Nyawo - 680412 1067 085 - A 912 Thokoza, KWA DUKUZA, 4450 - *Nomastholokuhle Cynthia*
84. Sinthamani Mohun - 830823 0126 087 - 32 Rainwell Square, Rainham, PHOENIX, 4068 - *Rebecca Sinthamani*
85. Gander Ndlovu - 870324 5619 086 - 18 Outspan Road, South Hills, JOHANNESBURG, 2197 - *Onele Terrence Gardner*
86. Jacqueline Ledwaba - 860605 1377 089 - 405 Jansmuts Avenue, Blairgowrie, RANDBURG, 2914 - *Jane Jacqueline*
87. Nokuzola Phadima - 620309 0806 088 - 3279 Phosphorus Street, Migson Manor, Extension 7, LENASIA SOUTH, 1829 - *Nokuzola Grace*
88. Mhlupheki Melton Nkosi - 621221 5437 083 - 214 Sinzobile C, DAGGAKRAAK, 2491 - *Lizwi Melton*
89. Thebayabantsho Tshupe - 780209 5444 081 - 2181 Makupso Street, ROCKVILLE, 2020 - *Thebe-Ya-Bantsho*
90. Esther Fikile Zondo - 730331 0368 080 - 3418 Extension 6, BOPHELONG, 1911 - *Aysha Fikile*
91. Mphomotseng Zililo - 720820 1037 084 - 3642 Funda Street, Project 2 Mbekweni, PAARL, 7626 - *Mphomotseng Irene*
92. Chantelle Raynard - 821111 0159 089 - 40 D Johnvlei Walk, HANOVER PARK, 2264 - *Nuha*
93. Nthabiseng Magatikele - 751110 0893 089 - 731 East Bank Avenue, ALEXANDRA, 2090 - *Nthabiseng Johannah*
94. Elda Mpoyang - 940619 0523 084 - 8 Sally Street, Homelake Location, RANDFONTEIN, 1760 - *Gontlemang Sunette*
95. Sekopo Colin Sebetha - 980919 5712 083 - 18 Nombela Street, Extension 6, VOSLOORUS, 1475 - *Pontsho Sekopo*
96. Nondyebo Louw - 780915 0778 089 - 25 Married Quarters, Voorberg, PORTEVILLE, 6810 - *Nondyebo Mimi Angel*
97. Matsietsi Liesbet Seoli - 760228 0102 084 - 520 Makau Street, Wattville, BENONI, 1516 - *Grace Relebohile*
98. Johannes Motseothata Makhetha - 701217 5807 088 - 1535 Matshane Street, PAMPIERSTAD, 8566 - *Motse-o-Thata*
99. Carol Edwina Salim - 881221 0211 082 - C 260 New Mandela, ZWELETEMBA, 6852 - *Zainab Kashimah*
100. Kgaugelo Ach'Sah Maloka - 950209 0162 088 - 37 Dione Street, 176 Tsepo Section, TEMBISA, 1632 - *Kgaugelo Ashley Ach'sah*
101. Joseph Thubana - 750221 5094 085 - 4114 Mpinga Street, DAVEYTON, 1520 - *Philla Joseph*

102. Mamalente Hoelejane - 900202 2211 087 - Thabachicha Area, MOUNT FLETCHER, 4770 - *Mamalente Malefu*
103. Mari Maree - 680506 0039 084 - 12 Marlothi Street, Aloe Ridge, MIDDELBURG, 1050 - *Maria Chrisina Magdalena*
104. Eileen Akbar - 440727 0152 088 - 47 Stucker Court, LAVENDER HILL, 7945 - *Nabuwieya*
105. Heinrich Francios Abrahams - 730923 5166 087 - 2 Excelsior Road, Hex Park, WORCESTER, 6880 - *Hishaam*
106. Jaffa Andreas Human - 570317 5163 082 - 14 Lavinia Close, Dennewere, BLACKHEATH, 7580 - *Jefta Andreas*
107. Indrani Sheik - 590814 0051 086 - 17 Stormvoel Crescent, Extension 2, LENASIA SOUTH, 1829 - *Saffiya Indrani*
108. Lindsay Ann Bester - 650113 0671 085 - 34 Peta Court, Manenberg Area, ATHLONE, 7764 - *Gayaatuneesa*
109. Mogamat Nizaam Jamal - 720415 5004 089 - 110 Nelson Street, GOODWOOD, 7460 - *Nizaam*
110. Martina Baartman - 870721 1064 086 - 68 Cornflower Street, Groenheuwel, PAARL, 7646 - *Muleeka*
111. Mashooda Mahida - 740922 0195 081 - 112 Jeppe Street, MIDDELBURG, 1050 - *Mashooda Sadik Garasia*
112. Sanna Matras - 760925 0651 081 - 17 Baron Street, Avalon Park, KUILSRIVIER, 7580 - *Sanna Vicky*
113. Amanda Armand Bosch - 720604 1525 086 - 21 Almeida Street, Vanderstel, SOMERSET WEST, 7130 - *Amanda Samantha*
114. Nkhauliele Tserane - 930220 0726 082 - Potseng Village, MATATIELE, 5099 - *Nkhauhele*
115. Sana Jasmit Khumalo - 580927 5629 086 - Po Box 43, MPUNDULLE, 1057 - *Bizza Jasmit*
116. Nkhumiseni Ravele - 880707 1590 087 - Po Box 1763, SHAYANDIMA, 0945 - *Nkhumiseni Gloria*
117. Granny Ramogale Moramaga - 880927 0661 081 - 718 Matsitsi Monsteruis, NEBO, 1051 - *Dipolelo Ramogale*
118. Phixile Makete Shabangu - 930731 5047 084 - 5 Ernest Street, SPRINGS, 1560 - *Phixile Makete Daniel*
119. Mabule Jeffrey Phasha - 790811 5613 082 - 1478 Umthambeka Section, TEMBISA, 1632 - *Nonyana Jeffrey*
120. Simone Sila Malebana - 790903 5322 085 - No 1600 Jan Lion Catchet Street, Extension 7, DUVHAPARK, 1834 - *Sila Thuso*
121. Lizette Elaine Campbell - 780920 0088 083 - 71 River Road, BISHOP LAVIS, 7490 - *Lamees*
122. Howard Mark Treasurer - 780212 5175 085 - 6 Kogelberg Street, BISHOP LAVIS, 7790 - *Hasheem*
123. Shalene Engel - 811013 0190 084 - 49 Buitengracht Street, BELHAR, 7493 - *Sa'diah*
124. Nerissa Gail Davidson - 850819 0148 084 - 14 Heron Way, GRASSY PARK, 7945 - *Nuha*
125. Rozaan Van Den Heever - 851205 0264 080 - 189 Azalea Avenue, WILROPARK, 1724 - *Rozaan Daniel*
126. Rachel Kouter - 841011 0177 089 - 68 Protea Street, VILLIERSDORP, 6848 - *Halima*
127. Haneshree Dhanpal Chegwidden - 851008 0186 083 - 105 Erongo Avenue, Oakdene, JOHANNESBURG SOUTH, 2190 - *Haneshree Nerissa*
128. Sarel John August - 840301 5239 088 - 7b Renoster Road, MANENBERG, 7764 - *Junaid*
129. Jarques Bevan Scheuble - 840516 5248 082 - 12 Saffillan Court, Harrismith Street, SIDWELL, 6001 - *Jiyad*

130. Jane Pillay - 860408 0291 082 - 23 1st Way Campbell'S Town, Mount Edgecombe, PHOENIX, 4068 - *Nadia*
131. Joe-Ash Brown - 860304 5272 088 - 58472 Bayernmunich Street, Tafelsig, MITCHELLS PLAIN, 7785 - *Mogamat Shahied*
132. Carmen Michelle Witbooi - 800903 0014 081 - 77 Suikerbou Aveneu, Louwville, VREDENBURG, 7380 - *Kauthar*
133. Tinus Horn - 861220 5033 081 - 5 Katbos, Welgeronde, STELLENBOSCH, 7599 - *Marinus Van Tee*
134. Rudy Mark Christians - 861214 5261 081 - 19 Angora Close, Westridge, MITCHELLS PLAIN, 7789 - *Riyaz*
135. Alvita Desire Newman - 800328 0255 080 - 59 D Eltjieskraal Road, MANENBERG, 7764 - *Ateeqah*
136. Ivor Vincent Lewis - 880821 5102 086 - 262 Manenberg Avenue, MANENBERG, 7764 - *Ikraam*
137. Cameron Desmond Van Dieman - 880815 5158 080 - 4 B Hilary Drive, LAVENDER HILL, 7945 - *Qiyaam*
138. Mogamat Yaseem Kherekar - 880802 5186 089 - 8 Muscovey Road, ZEEKOEVLEI, 7941 - *Muhammad Yaseen*
139. Leroy Warley - 880520 5066 081 - 17 Farm Crescent, GRASSY PARK, 7941 - *Muhamad Naeem*
140. Shani Lee Klopers - 890327 0157 081 - 48 Buchuberg, Marchand De Kok Street, Pentagon Park, BLOEMFONTEIN, 9301 - *Shani-Lee*
141. Jean Diangelo Timotheus - 881118 5224 088 - 60 Matsonia Avenue, MALMESBURY, 7300 - *Jameel*
142. Ashley Raamdass - 881027 5087 082 - 223 The Quartz, 45 Zenith Drive, Umhlanga, DURBAN, 4319 - *Ash*
143. Joslin Ashton Ruiters - 881007 5198 089 - 33 Buwa Street, Blikkiesdorp, UITENHAGE, 6229 - *Ashton Jabu*
144. Nompulelo Precious Ntuli - 980303 0376 089 - No 7880 Osizweni, OSIZWENI, 2952 - *Nompumelelo Precious*
145. Mohopodi Ruphase Masekwameng - 780222 5906 082 - 21431 Avocado Crescent, Extension 29, PROTEA GLEN, 1818 - *Mogopodi David*
146. Philile Khumalo - 560821 0191 081 - 798 Extension 3, Chiawelo, SOWETO, 4309 - *Philile Mildred*
147. Duluxolo Maxwell Hawu - 770609 5579 087 - 1002 Phakamisa Township, KING WILLIAMS TOWN, 5620 - *Daluxolo Maxwell*
148. Kgotlele Sydney Lefifi - 801014 5267 085 - 927 Unit 6, Hilltop Drive, Heritage Hill Estate, CENTURION, 0157 - *Kgolagano Sydney*
149. Caroline Mmatshupo Makgopa - 770810 0511 089 - 447 Block X, SOSHANGUVE, 0152 - *Koko Mmatshupo*
150. Vusiwana Esmeralda Hlongwani - 850328 0624 086 - 9614 Southernwood Avenue, Extension 83, THE ORCHARDS, 0182 - *Busisiwe Esmeralda*
151. Seboko Dibakoana - 970106 0696 089 - Po Box 66, SHATALE, 1282 - *Angel Seboko*
152. Regogo Erick Nyathi - 790604 5532 083 - Stand No 778, Block C, KOMATIPOORT, 1340 - *Hezekiel Ndlovugatshen Boyabe*
153. Windy Mathibela - 970922 1367 086 - Stand 1404, Weltevrede, MDUTJANA, 0472 - *Wendy*
154. Aletta Christiena Davids - 520519 0750 083 - 35 Falken Road, Heideveld, ATHLONE, 7764 - *Abdia*
155. Stephan Shaw - 821015 5047 084 - 45 Willowbrook, Estate Van Dalen Road, RUIMSIG, 7123 - *Armin Stephan*



156. Justine Losper - 831030 0157 083 - 79 Vogelpleistreet, Wasbank, KUILS RIVER, 7580 - *Yasmine*
157. Gilbert Muvhali - 300610 5482 081 - Po Box 180, VHULAUDZI, 0900 - *Nematangari Gilbert*
158. Mabu Mathothe - 401218 0260 086 - Stand No 1139, Zone C, NAMAKGALE, 1391 - *Mabu Julia*
159. Romila Devi Khan - 500103 1004 081 - 184 Reservoir Road, Northdale, PIETERMARITZBURG, 3200 - *Laila*
160. Shiromanie Reddy - 680823 0154 080 - No 14 Cleome Drive, Acaciaville, LADYSMITH, 3370 - *Seema*
161. Fiona Peters - 690924 0916 086 - 28 Macireen Street, Tafelsig, MITCHELLS PLAIN, 7785 - *Ferouza*
162. Cornelius Davids - 870310 5178 082 - W 16 Waterfall, TULBAGH, 6820 - *Cleo*
163. Melissa Maud Pearce - 860311 0121 087 - 10 - 5th Avenue, Melville, JOHANNESBURG, 2092 - *Daniella Melissa*
164. Rahoema Natasha Goliath - 870428 0226 084 - 678 Delphinium Street, Reiger Park, BOKSBURG, 1459 - *Raheema Natasha*
165. Kim Thornton - 870610 0012 081 - 8 Brookdale Avenue, PINELANDS, 7405 - *Kim Scullard*
166. Yulene Boer - 871224 0114 084 - 11 Bloubos Crescent, Eastridge, MITCHELLS PLAIN, 7785 - *Yusrah*
167. Cassandra Naidoo - 871005 0208 087 - 24 College Drive, SILVERGLEN, 4092 - *Cassandra Dasanah*
168. Michelle Abi Gail Lukas - 870924 0115 087 - 3 St Wencelas Road, SEAWIND, 7945 - *Mishka*
169. Robyn Samantha Potgieter - 870921 0162 085 - Bushy Park Farm, Seaview Road, PORT ELIZABETH, 6001 - *Robyn Rose*
170. Marco Cornish - 870903 5234 085 - 35 Lepelhout Street, BONTEHEUWEL, 7764 - *Abdul Muizz*
171. Ernestina Masebina Caka - 680304 0294 085 - 11 Rietkooi Street, Pellisier, BLOEMFONTEIN, 9300 - *Ernestina Masebina Ntshidiseng*
172. Reedewaan Goodall - 340402 5235 087 - 14 St Lucia Court, HANOVER PARK, 7780 - *Richard*
173. Meagan Marais - 861227 0315 082 - 46 Dorothy Court, MANENBERG, 7764 - *Muneeba*
174. Kyle Sheldon - 870206 5362 082 - 39 A1 Ntree Crescent, Beacon Valley, MITCHELLS PLAIN, 7789 - *Kashief*
175. Haadiya Slamang - 291109 0239 084 - 4 Malone Avenue, CLAREMONT, 7708 - *Kamela Haadiya*
176. Dudley Davids - 440816 5536 088 - 36 Lodewyk Street, Promosa, POTCHEFSTROOM, 2520 - *Dudley Patrick*
177. Tlou Thabang Segogela - 890629 6233 083 - 22618 Bcelona, DAVEYTON, 1520 - *Maulaule Thabang*
178. Tshikiwani Dorries Chauke - 810515 0838 083 - Stand No 301, Ndengeza Village, GIYANI, 0826 - *Happy Dorries*
179. Zakho Nkululeko Radebe - 880914 5636 086 - Mbava Location, CATORIDGE, 3680 - *Zakhele Nkululeko*
180. Dianne Riley - 670923 0003 089 - 57 Upper Maynard Street, VREDEHOEK, 8001 - *Capella*
181. Natalie Scott - 771108 0108 082 - 92 Laingsberg Road, HEIDEVELD, 7764 - *Naeema*
182. Claudine Julies - 810811 0072 082 - 30 Juniper Street, BONTEHEUWEL, 7764 - *Fadwah*

183. Nosizwe Albertina Mokole - 660312 0992 081 - Site B Tr A 167 A, KHAYELITSHA, 7784 - *Ntsokoleng Albertina*
184. Nthokozisi Ernest Mfeka - 741113 5331 082 - Boboyi Location, Ward 20, PORTSHEPSTONE, 4240 - *Mthokozisi Ernest*
185. Phelani Mkhabela - 981025 5357 082 - 3 Formosa Drive, Panorama, PIETERMARITZBURG, 3200 - *Phelelani*
186. Thobekani Fikasande Nhlenyama - 960720 5958 088 - Po Box 1467, MBAZWANA, 3974 - *Fikasande Thobekani*
187. Bianca Da Costa Naicker - 890905 0069 081 - 55 Tokara Complex, 310- 3rd Road, Halfway Gardens, MIDRAND, 1686 - *Bianca Da Costa Dias*
188. Shaun Malcolm Gemell - 850114 5251 087 - 133 Mornay Street, RAVENSMEAD, 7493 - *Safwaan*
189. Paul Leon Lourens - 981002 5077 085 - 2 Cornelia Avenue, Framesby, PORT ELIZABETH, 6000 - *Paul – Leon*
190. Tsekiso Katleho Nicholas Lehasa - 980514 6002 087 - 10 Calde – Cott Street, Rietpark, WELKOM, 9459 - *Katleho Nicholas*
191. Peace Onathi Mandisa Nciki - 910322 0239 084 - Lot 100 Ocean Road, SEAPORK, 4241 - *Onathi Peace Mandisa*
192. Recardo Andile Nyateligade - 900125 6206 086 - Mabhanoyini 1 Village, BIZANA, 4800 - *Andile Recardo*
193. Alan Tokomi Patrick Seema - 620407 5810 087 - 135 Grootvlei Street, MOFFATVIEW, 1724 - *Tokomi*
194. Carol Mofokeng - 850315 1003 089 - 49 St Geogestreet, Southernwood, EAST LONDON, 5200 - *Carol Kgomotso*
195. Octavia Gama - 690414 0366 086 - No 21 A/23 Boerbox Street, Brackenhurst, Extension 2, ALBERTON, 1450 - *Octavia Nomsumbuluko*
196. Sihle Ntola - 980912 5598 081 - 9 Mtati Street, Hilcrest, MTHATHA, 5099 - *Sihle Siyanda*
197. Luchan Stoffel Oliphant - 980617 5016 089 - 13 Frans Puller Street, Heidedal, BLOEMFONTEIN, 9300 - *Luchan David*
198. Qamat Salih Cornelius - 501229 5193 080 - 65 Blesbok Avenue, Lotus River, CAPE TOWN, 7941 - *Salie*
199. Bophilo Fashion Mkhonto - 760717 5696 082 - 78 Xanthia Trust, BUSHBUCKRIDGE, 1280 - *Bophelo Fashion*
200. Sbongile Lorrene Gadla - 910310 0409 088 - 31 Toerien Street, WITBANK, 1035 - *Sibongile Lorrenne*
201. Ponatshego Joeline Wilson - 960411 0400 082 - 1367 Mogale Street, ZEERUST, 2865 - *Jolene Ponatshego*
202. Emma Ngwenya - 680131 0460 089 - 25 – 2nd Street, MALVERN, 2094 - *Ntombi Emmah*
203. Mbengwa Eric Mafoho - 701110 5785 083 - 7681 / 66 Extension 08, Phomolong, Phagameng, MODIMOLLE, 0510 - *Eric*
204. Hlamalani Glory Mhangani - 760829 0424 087 - 3549 Piketerberg Street, LENASIA SOUTH, 1820 - *Odete Goodnes*
205. Tjhabadikae Johannes Nthako - 820828 6589 081 - 7647 Zone 8, Meqheleng, FICKSBURG, 9730 - *Johannes*
206. Fundiswa Winthia Nkolovane - 820604 0882 081 - 900 David Street, New Crossroad, Nyanga, CAPE TOWN, 7784 - *Fundiswa*
207. Mathojane Eunice Malepe - 901019 0455 089 - 28812 Talane Street, Extension 5, MAMELODI EAST, 0122 - *Rammabele Eunice*

208. Elizabeth Dikobo Lesaoane - 910623 0547 081 - 14192 Alberto Street, Extension 13, JOUBERTON, 2574 - *Elizabeth Kedilatile*
209. Lord Makhitle Ramashija - 621219 5437 087 - 2327 Block L, SOSHANGUVE, 0152 - *Lord Mashao*
210. Noel Mkaza - 690709 5227 088 - 28 Sador Street, MIDSTREAM, 1692 - *Noel Mkhululi*
211. Trevor Christo Anthony - 870320 5088 082 - Cloelley 18 Street, Hexpark, WORCESTER, 6852 - *Tashreeq*
212. Nontlantla June – Rose Keswa - 880503 1015 088 - 1043 Maluti Township, MALUTI, 4240 - *Zintle Nontlantla June – Rose*
213. Happiness Foster - 850620 1434 089 - Stand No 9140, Extension 12, EMBALENHLE, 2285 - *Happiness Innocentia*
214. Nyanisile Mayeza - 640102 6607 089 - Mfundisweni Area, FLAGSTAFF, 4810 - *Nyanisile Elijah*
215. Galane Daniel Matlala - 960510 5498 080 - 3354 Oldwood Street, Tasbet, Extension 12, WITBANK, 1035 - *Mmashaga Michael*
216. Monique Botha - 800124 0107 086 - 2 Byrd Street, VANDERBIJLPARK, 1900 - *Miryam Elisheva Monique*
217. Dorcus Manhlanyane Thabilha Ndebele - 570320 0412 082 - 877 Mavimbela Street, Phola Extension, OGIES, 2235 - *Thabitha Dorcas Mantlhanyane*
218. Khangelane Makabane - 860728 5953 083 - 439 Nu 10, MDANTSANE, 5219 - *Khangelani*
219. King Makobe - 850923 6446 086 - No 6490 Zone 12, SEBOKENG, 1983 - *King Makhobalo*
220. Modise Isaac Nkata - 860731 5777 080 - 27 Struben Street, Rhoderdene, KIMBERLEY, 8300 - *Modise Kearabile*
221. Maswabi Masiteng - 811004 0878 083 - 5772 Las Vegas, Thabong, WELKOM, 9460 - *Maswabi Rachel*
222. Tlelisa Job Sekhoto - 480304 5350 082 - 16301 Geba Street, KAGISO, 1754 - *Hlelisa Job*
223. Ngwanamogoga Mateadi Molepo - 770313 0624 085 - 1896 Zone 3, SESHEGO, 0742 - *Moshibudi Johannah*
224. Elliot Ndamase - 581230 5176 086 - Corana Area, LIBODE, 5160 - *Elliot Sithembele*
225. Dumisane Moses Bahumi - 920219 6432 085 - 1851 Itumeleng, JAGERSFONTEIN, 9974 - *Lebogang Moses*
226. Onegirl Princess Tyopo - 511015 0135 087 - Qokolweni Location, MTHATHA, 5099 - *Onegirl Ntombenye Princess*
227. Rozane Pamela Abrahams - 591030 0790 081 - 12 Bizet Street, Delft, CAPE TOWN, 7100 - *Shahieda*
228. Yasmine Roberts - 781112 0118 081 - 9 Shellduck Crescent, PELICAN HEIGHTS, 7941 - *Janine Faith*
229. Ifthikar Maistry - 881002 6056 089 - 9 Edgar Street, NEW MODDER, 1501 - *Jojo*
230. Thaabet Barnes - 790522 5131 088 - 11 Skutter Plein, FACTRETON, 7405 - *Wesley*
231. Tofieka Davids - 760804 0266 085 - Flat No 30 Roy Mansions, Byrnes Road, WYNBERG, 7824 - *Tayfeeqah*
232. Richel Dos Santos Sardinha - 760513 0132 086 - 13 Rebecca Street, Florida, JOHANNESBURG, 1709 - *Richel Sally*
233. Ashley Olieslager - 761228 5110 081 - 14 Angelier Smeer, DYSELSDORP, 6628 - *Ashleigh*
234. Johanna Frederika Lennox-Goodenough - 760218 0149 086 - 4 Jubilee Close, EDGEMead, 7441 - *Jo*

235. Mashango Agnes Shirimani - 710603 0368 086 - Uitsig 57, MODJADJIDKLOOF, 0835 - *Agnes*
236. Dolloy Fumani Sehlangu - 730305 0398 081 - 31 Motaung Street, SAULSVILLE, 0125 - *Fumani*
237. Madimabe Dinah Mamefja - 860923 1031 089 - Stand K 303 Old Coronation, WITBANK, 1035 - *Mahlogonolo Dinah*
238. Andile May Masondo - 940530 0682 087 - 16/18 Davidson Lane, Meebensee, RICHARDS BAY, 3901 - *Andile Pearl*
239. Nomvula Sindisiwe Mkhize - 981118 0287 089 - A929 Inanda Newtown A, Skhephu Road, DURBAN, 4023 - *Nomvula Fathiati*
240. Cyprian Thulisa Ndelela - 900203 5883 088 - BB 361 King Jama Avenue, UMLAZI, 4060 - *Thulisa*
241. Dingile Dorothy Nyirongo - 730410 0451 086 - 3565 A Zone 10, MEADOWLANDS, 1852 - *Gloria Dorothy*
242. Ephraim Nyaka - 840413 5404 081 - 1108 Maokeng, Extension 1, TEMBISA, 1632 - *Thabo*
243. Sinenhlanhla Elizabeth Basi - 891029 0925 082 - Nkonyana Area, MSINGA, 3010 - *Sinenhlanhla Khethelo*
244. Thembinkosi Luyanda Mkhize - 771107 5841 085 - 190247 Shange Location, PIETERMARITZBURG, 3200 - *Thembinkosi*
245. Msindisi Pollen Duma - 831126 5635 089 - Emthandeni Store, ETSHANGA, 3670 - *Msindisi Paradise Pollen*
246. Melani Verona Moses - 860811 0287 085 - 25 Foxglove Avenue, Extension 31, Bethelsdorp, PORT ELIZABETH, 6059 - *Maleeka Melani Verona*
247. Dimpho Masakane - 901228 1307 088 - 486 Bheka Kingsway, BENONI, 1500 - *Dimpho Alice*
248. Andrea Donnalie Ariefdien - 851115 0141 081 - 14 Anchor Close, Admirals Hill, STRANDFONTEIN, 7798 - *Aaliyah*
249. Sandile Veggarr Mzolo - 910303 6654 088 - G 471 Sbusiso Mdakane Road, UMLAZI, 4031 - *Sandile Vegah*
250. Segokgo David Bantsheng - 790901 5874 089 - House No 424, Loopeng Village, KURUMAN, 8460 - *David*
251. Tshegofatso Eagerbod Marungwane - 800716 5407 088 - Mokgola Village, Sesamotho Region, ZEERUST, 2880 - *Pelogaerupe Tshegofatso*
252. Zibulele Mhambi - 930601 6357 081 - Room 63 Mohale Soek, West Deep No 3, CARLETONVILLE, 2499 - *Zibuzele*
253. John Cole - 741016 5264 080 - N Z Fiona Court, HEIDEVELD, 7764 - *Nazeem*
254. Ntombiyona Mbuyinazo - 970115 1315 086 - Dlomo Location, MTATA, 5099 - *Yonela*
255. Walter Applegate - 700804 5177 082 - 34 Arundec Court, Lavender Hill, RETREAT, 7948 - *Whalleed*
256. Basimanebotlhe Klaas Moteu - 871114 5814 087 - Setumo Park, MAHIKENG, 2745 - *Tshwaro Basimanebotlhe Klaas*
257. Kelebogile Jeminah Nawas - 830302 0566 089 - 41 Mosabeca Street, BLOEMHOF, 2660 - *Fatima*
258. Ashley Phillip Matlala - 901101 5454 083 - 5749 Extension 4, SOSHANGUVE, 0152 - *Ashley Tumelo*
259. Sidudla Ben Ntuli - 601015 5741 088 - Unit 57 The Orchards, Orchard Street, CRYSTAL PARK, 1501 - *Ben*
260. Molahluwa Judith Tsotetsi - 831128 0605 083 - 422/7 Section H, BOTSHABELO, 9781 - *Mantlenyana Judith*
261. Madodekhaya Zingisani Adalbert Tini - 620927 5925 080 - 6297 Extension 23, BUTTERWORTH, 4960 - *Madodekhaya Zingisani*

262. Nondumiso Malibonene Nkosi - 951012 0262 083 - Bhadorf Area, PAULPIETERSBURG, 3180 - *Nondumiso Malibongwe*
263. Avril Jeanette George - 610105 0186 089 - 3 E Brambe Way, BONTEHEUWEL, 7764 - *Adielah*
264. Bianca Klein - 890208 0022 089 - 14 A Seine Walk, MANENBERG, 7764 - *Yusrah*
265. Annah Phindile Aphane - 880918 1071 081 - Stand 83 Sun – City C, KWAMHLANGA, 1022 - *Annah Nkame Njakanjaka*
266. Tracy Petersen - 890122 0489 083 - 102 E Sonderend Road, MANENBERG, 7764 - *Toehiera*
267. Kabelo Daniel Masibilanga - 930215 5610 083 - 1459 Phala Street, Gardens, MAMELODI EAST, 0122 - *Daniel Grace*
268. Imelda Moroso Makola - 851103 0751 083 - Po Box 25, MASEMOLA, 1060 - *Moroso Emeldah*
269. Hrsikesa Das Ramjith - 971023 5196 081 - 8 Clairwood Crescent, MILNERTON RIDGE, 7441 - *Rishikesh*
270. Malati Nghonyama - 960720 0696 089 - Private Bag X 314, BUSHBUCKRIDGE, 1280 - *Fortunate Malati*
271. Colann Jacobs - 961217 6147 083 - 20 Lower Lea Smith, Groedal, FRANSCHHOEK, 7690 - *Muhammed*
272. Kurisani Clayford Mtileni - 850102 5698 084 - 2241 Mhlaba Drive, CHIAWELO, 1818 - *Nyiko Clayford*
273. Nontando Mwezeni - 910505 1347 084 - Block 2 799, NORTHAM, 0260 - *Nontando Nicolena*
274. Ethan Nicolas Balie - 900110 5185 085 - 5 Brecherweg, STEINKOPS, 8244 - *Deonay Olivia*
275. Matlhogonolo Charles Masilo - 860508 5364 089 - 2329 Extension 4, Dr Alfred Xuma Street, DIEPSLOOT, 2189 - *Matlhogonolo*
276. Reagan Abraham Boetie Hambley - 771209 5254 085 - Flat No Doof Joscho, Stink Wood Street, Flueroof, ROODEPOORT, 1709 - *Reagan*
277. Nomazizi Dlamini - 941225 0082 086 - 254 Sa Boulevard Street, Tsutsumani Area, ALEXANDRA, 2090 - *Nomazizi Hope*
278. Thomani Zitha - 961212 1015 088 - Po Box 642, XIMHUNGWE, 1281 - *Thomani Miyelani*
279. Matshinyamahlo Dorah Thema - 490924 0693 083 - Po Box 26, GA – MOTHIBA, 0276 - *Kwena Dorah*
280. Gunile Thobile Nkosi - 710615 0441 085 - 5787 Phola Park, PIET RETIEF, 2380 - *Gcinile Thobile*
281. Bonolo Joseph Poonyane - 831225 5948 086 - 10876 Zone 4, THABA – NCHU, 9780 - *Bonolo Komtane Joseph*
282. Nelly Malema - 720731 0357 086 - 18 Bentley Estate, Heatherdale, AKASIA, 0118 - *Basetsana*
283. Estina Manganyi - 420225 0157 086 - Private Bag X 9666, GIYANI, 0826 - *Estina Noria*
284. Morongwa Ange Marumo - 960504 6270 085 - Po Box 78, BAKONE, 0746 - *Morongwa Angel*
285. Xolisa Lingani - 860215 6343 084 - Sst Town Two 813, KHAYELITSHA, 7784 - *Tshepang*
286. Yonela Tsobo - 830212 0742 087 - 14414 Brook Street, Wallacedene, KRAAIFONTEIN, 7570 - *Phathiswa*
287. Kopedi William Bohlole - 840621 5512 089 - Himini Village, Stand No 10067, MOKURUANYANE, 0608 - *Manyoga*

288. Walter Jabulane Mphokane - 810502 6045 087 - Block 025, Marapong Housing, LEPHALALE, 0555 - *Au Walter Jabulane*
289. David Tshotlego Lebogang - 741001 5390 085 - 10132 Rooigrond, MAHIKENG, 2745 - *David*
290. Faniswa Mqaba - 740401 0984 083 - 57301 Nompumelelo Mzimubu, Beacon Bay, EAST LONDON, 5200 - *Faniswa Nolufezo*
291. Nomfundo Hicynthia Langa - 880909 1607 081 - Qhudení Reserve, NQUTU, 3880 - *Nomfundo Cynthia*
292. Simphiwe Manola Nkwanyana - 870420 6184 086 - Po Box 59, MKUZE, 3765 - *Simphiwe Mandla*
293. Ndiphiwe Gamalitsshoyo - 980925 6455 085 - B 776 Barcelona, GUGULETU, 7750 - *Abongile Ndimphiwe*
294. Henry Shaun Cloete - 970720 5169 080 - Crèche Straat 655, VREDENDOU NOORD, 8160 - *Shaun Henry*
295. Zack Eydn Harper Platt - 920203 5041 089 - 35 Opposition Street, MELMOTH, 3815 - *Wade Gary*
296. Lucille Melissa Southeate - 840227 0325 087 - 2 Irvine Street, MANENBERG, 7764 - *Laeegah*
297. Meagan Van Der Heyden - 890913 5182 081 - 19 Abner Street, STANFORD, 7210 - *Reagan*
298. Junaíd Roberts - 891224 5295 082 - 64 Kunene Way Portlands, MITCHELLS PLAIN, 7785 - *Justin - Lee*
299. Junita Henrietta Christians - 890805 0305 081 - 371 Daredu Street, Heinz Park, MITCHELLS PLAIN, 7785 - *Jamiealah*
300. Keenan Marais - 890110 5439 088 - 46 Dorothy Court, MANENBERG, 7764 - *Kashief*
301. Nazme Hendricks - 891004 5165 083 - 12 Dublin News, Dublin Street, Wood Stock, CAPE TOWN, 7925 - *Francisco*
302. Carla Herman - 890603 0044 085 - 31 Salvia Street, Lentegeur, MITCHELLS PLAIN, 7785 - *Maya*
303. Kylie Laverne Bobbert - 890529 0210 089 - 150 Jakkalsvlei Laan, BONTHEWELL, 7763 - *Aakifah*
304. Miliswa Abdulkadir - 800929 1187 089 - 6338 Tshawuka Street, Kwazakhele, PORT ELIZABETH, 6205 - *Marym Miliswa*
305. Anna Cloete - 830112 1094 084 - 57 Starline Street, PIKETBERG, 7320 - *Annalize*
306. Stanton Marshall - 870710 5381 083 - 28 Glenside Street, Morgan Village, MITCHELLS PLAIN, 7785 - *Samir*
307. Jeffrey Aubrey Pass - 870626 5071 088 - 30 Parrot Avenue, Lenasia, JOHANNESBURG, 1820 - *Rayaan*
308. Leviette Edwina Benjamin - 880220 0141 084 - 34 Milky Way, Salberau, ELSIES RIVER, 7490 - *Taskeen*
309. Monica Matshidiso Nkosi - 670930 0399 086 - 5 A Junction Road, Salt River, CAPE TOWN, 8000 - *Matshidiso*
310. Muntukathenjwa Dube - 651029 5412 086 - Mpumazi Reserve, ESHOWE, 3815 - *Mbuso Khetha*
311. Channel Fredericks - 950115 0155 081 - 1 Salamander Plein, FACTRETON, 7405 - *Chanel*
312. Nkosentsha Somagaca - 800912 5730 088 - 21825 Mandela Park, KHAYELITSHA, 7784 - *Nkosentsha Theophilus Jowen*
313. Donald Mmotong - 830125 5429 080 - House No 869, Tiama – Tiama Extension, TEMBISA, 1632 - *Donald Ramotjete*
314. Masikisela Meshack Thelejane - 870530 5924 082 - 4798 Phakamile Makaza Street, Siteview, GRABOUW, 7160 - *Mohau Meshack*



315. Lisa – Anne Charles - 910719 0176 085 - 51 Blockhurst Road, KENWYN, 7780 - *Layla*
316. Lydia Ramolobeng - 841105 0268 086 - 15 – 2nd Avenue, ALEXANDRA, 2090 - *Setlopa Asnath Lydia*
317. Gréschen Anne Jaffha - 880807 0213 085 - 2 Tolbos Street, BONTEHEUWEL, 7764 - *Gréschen*
318. Nyanga Mnyatama - 880709 5354 080 - 54 Bunga Avenue, LANGA, 7455 - *Nyanga Bulelane*
319. Eben Du Plessis - 901001 5046 089 - 144 Alethea Street, LYTTTELTON, 0140 - *Spencer*
320. Mulisa Ragau - 970529 1075 088 - Block F, THOHOYANDOU, 0950 - *Mulisa Primrose*
321. Funeka Njani - 791010 1286 089 - Ratshwene Section, Luka, PHOKENG, 0322 - *Nosango Funeka*
322. Nomaplieke Julia Phongoma - 781027 0804 086 - Vaalhoek 2, OKIEP, 8270 - *Vuyolwethu Julia*
323. Mpho Mabunda - 851009 5689 089 - 2 Napier Street, GREENPOINT, 1852 - *Howard Mpho*
324. Kgokong Samuel Molubi - 730714 5714 087 - 10 Patrys Street, KINROSS, 2270 - *Kgothatso Samuel*
325. Anthea Nizam Javed - 851210 0194 089 - 171- 3rd Avenue, Belmont Park, KRAAIFONTEIN, 7570 - *Hina*
326. Mahume Jacob Mosehle - 960902 5532 085 - 2105 Phomolong, Extension 6, MAMELODI EAST, 0122 - *Nthaki John*
327. Monyewane Derrick Maserumule - 960711 5920 087 - Stand No 141, TSIMANYANE, 1068 - *Nkopodi Derick*
328. Susarah Leorah Leonah Meiring - 770615 0204 084 - 15 Protea Street, WEMMERSHOEK, 7691 - *Leonah*
329. Johannes Malesela Phukubje - 720416 5291 080 - 26 Graceland Estate, Segal Street, Halfway Gardens, MIDRAND, 1686 - *Malesela*
330. Nkosiphendule Mkhonto - 941229 6074 089 - Nkunjimbini Area, LUSIKISIKI, 4820 - *Loyiso Nkosiphendulo*
331. Jabulile Chauke - 841109 0655 086 - 2652 Palm – Spring, Section J, Mafatsana, EVATON, 1984 - *Fatima*
332. Aletta Mollo - 710316 0654 088 - 635 A Kgaka Street, Zone 7, MEADOWLANDS, 1852 - *Aletta Pinkie*
333. Masehularo Sannah Shopo - 880111 0604 082 - House No 985, MAREETSANE, 2745 - *Shololo Minah*
334. Keatletsetse Matlholwa - 780323 0589 087 - 10532 Magogoe, MAHIKENG, 2745 - *Keatletsetse Charity*
335. Nomapha Xhelo - 901023 0874 083 - Julukuqu Area, MTHATHA, 5099 - *Nomapha Ziphelele*
336. Sibongosing Halalisani Victor Zuke - 810522 5697 084 - Vanini Court 63, Twist Street, Hilbrow, JOHANNESBURG, 2000 - *Sibongiseni Halalisani Victor*
337. Nandipha Cynthia Mtsali - 840330 0406 087 - 25772 Lange Street, N2 Gate Way, DELFT, 7100 - *Aisha*
338. William Sherlock Holmes - 510421 5065 082 - 25 Grace Street, NELSVILLE, 1200 - *Sherlock William*
339. Tshwanelo Princess Malinga - 950117 0220 089 - 219 Letshalemaduke, WITSIESHOEK, 9870 - *Neo Tshwanelo Princess*
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**INDEPENDENT COMMUNICATIONS AUTHORITY OF SOUTH AFRICA**

NO. 126

17 FEBRUARY 2017



**Independent Communications Authority of South Africa**

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**INDEPENDENT COMMUNICATIONS AUTHORITY OF  
SOUTH AFRICA**

**ICASA PREMIUM RATED SERVICES CODE OF CONDUCT REGULATIONS**

**REASONS DOCUMENT**

**A. INTRODUCTION**

1. The Independent Communications Authority of South Africa (the Authority) published the draft Regulations on the Code of Conduct for Premium Rated Services GG 39539 (the draft Regulations) on 17 December 2015, in terms of sections 69 (2) of the Electronic Communications Act, 2005 (Act No. 36 of 2005) (the ECA).
2. The draft Regulations were developed to guide and promote transparency in the provision of premium rated services by Individual Electronic Communication Service (IECS) and Individual Electronic Communication Network Service (IECNS) licensees and other parties who through the networks of IECNS licensees provide premium rated services.
3. In this document, the Authority sets out the reasons for the adoption of the final Regulations on the Code of Conduct for Premium Rated Services.

**B. BACKGROUND**

4. In 2012 the Authority published revised Numbering Plan Regulations in the Government Gazette 35737, these regulations released new numbering ranges dedicated to premium rated services. The Authority also sought the need for a code of conduct to guide the provision of such services in interest of transparency and best practice.
5. The Authority commenced the development of the code in consultation with stakeholders through an industry led numbering forum. The inputs of this forum were considered by the elected committee tasked with the promulgation of the regulations.
6. The overarching objective of these draft Regulations was to introduce mechanisms to protect the interest of the public and consumers. Thus ensuring that users of premium rated services are confident in the use of such services.

7. The draft Regulations set out to address the abovementioned objectives by:
  - 7.1 Setting out the conduct and ethical norms to be observed by licensees offering premium rated services (either directly or indirectly);
  - 7.2 Promoting fair and transparent practices in the provision of premium rated service and uniformity in premium rated service market practices; and
  - 7.3 Addressing consumer issues that are unique to premium rated services i.e. Automatic\ false subscriptions.

#### **C. PROCESS FOLOWED BY THE AUTHORITY**

8. Section 4 of the Electronic Communications Act of South Africa of 2005 ("the Act") prescribes the process that the Authority must follow in the promulgation of its regulations - Section 4(1) *"The Authority may make regulations with regard to any matter which in terms of this Act or the related legislation must or may be prescribed, governed or determined by regulation...."*.
9. Section 4 of the Act further guides on the consultation of the promulgated regulations in that:

*"(4) The Authority must, not less than thirty (30) days before any regulation is made, publish such regulation in the Gazette, together with a notice -*

*(a) declaring the Authority's intention to make that regulation; and*

(b) *Inviting interested parties to make written representations on the regulation.*

Furthermore, that

*(6) The Authority may conduct public hearings in respect of the draft regulations.”*

10. In light of the above guidance derived from the Act, the Authority published the draft regulation for public comment on 17 December 2015. Interested parties were invited to submit written representations within 30 days of the publication of the draft Regulations with the submission deadline being the 12<sup>th</sup> of February 2016.
11. Public hearings for the draft Regulations were convened on 31 March 2016. All parties that had made written submission with the exception of two parties, were represented.

#### **D. SUMMARY OF WRITTEN REPRESENTATIONS**

12. The Authority received 9 written submissions from interested stakeholders, namely:
  - 12.1 Cell C (Pty) Ltd (Cell C);
  - 12.2 Telkom SA SOC Limited (Telkom);
  - 12.3 Vodacom (Pty) Ltd (Vodacom);
  - 12.4 Wireless Application Service Providers' Association (WASPA);
  - 12.5 Neotel (Pty) Ltd (Neotel);
  - 12.6 Mobile Telephone Networks (Pty) Ltd (MTN);
  - 12.7 National Association of Broadcasters (NAB);
  - 12.8 Internet Service Providers Association (ISAPA); and
  - 12.9 Mr Solly Tayob.

13. There were several broad themes that emanated from the different submissions, which have been summarised below. The summary in this reasons document does not comprehensively address each and every submission made or point raised but attempts to address the primary submissions made.

*13.1      Scope of the draft Regulations*

13.1.1      Several submissions raised concerns on the scope of the draft Regulations with some proposing that the scope be limited to voice as there is an existing code for Premium Rated Services (PRS) data services.

13.1.2      Telkom proposed that the Authority withdraw the draft regulations as the scope of the draft regulations duplicates the functions of existing bodies. Alternatively, the Authority revise the scope of the draft Regulations and limit it to:

13.1.3.1      PRS voice services;

13.1.3.2      PRS SMS (35xxx and 45xxx); and

13.1.3.3      Premium rated USSD.

13.1.3      Vodacom proposed that the Authority consider appropriate alternative models such as co-regulation and/or self-regulation. It also proposed that the Authority consider the self-regulatory measures currently in force.

- 13.1.4 WASPA proposed a co-regulatory relationship in respect to PRS in light of the vast experience it has in the PRS market. They furthermore propose that its current code could be expanded to include provisions for PRS voice.
- 13.2 Most representations made during the public hearings also advocated for the option of co-regulation and/or self-regulation model.
- 13.3 The Authority has, as a mandate, enshrined in the Independent Communications Act of South Africa of 2000 (ICASA Act), to regulate electronic communications in the public interest.
- 13.4 It is in the public interest that the Authority drafted and developed the draft Regulations regarding the code of conduct for Premium Rated Services.
- 13.5 The ICASA Act prescribes that in exercising its function, the Authority shall be independent and subject only to the constitution and the law. Furthermore, that the Authority shall be impartial and perform its functions without interference.
- 13.6 The Authority would like emphasise that it is not adverse to co-regulate or self-regulate where appropriate. The Authority supports the resolutions of the National Integrated ICT Policy Review Report (Resolution 169).
- 13.7 However, it is implausible that the Authority adopt a co-regulation\self-regulation model that does not advance the objectives and mandate of the Authority as contained in the ICASA Act.

14. Premium Rated Service Providers (PRSPs), Individual Electronic Communication Service (IECS) and Individual Electronic Communication Network Service (IECNS) Licensees

14.1 A number of submissions raised concerns on the enforceability of the draft regulations to third parties.

14.2 Vodacom submitted that the draft regulations do not provide means to hold PRSPs directly accountable. Hence non-adherence carries no sanctions to the PRSPs. Licensees cannot be responsible for non-adherence by PRSPs. They further submitted that the draft regulations can only address services provided by licensees and not their third parties.

14.3 Telkom also submitted that the scope of the regulations be applicable to only PRSPs and not necessarily to licensees who do not directly provide premium rated services.

14.4 MTN requested that the Authority provide clarity on how to deal with PRSPs who may be able to avoid the jurisdiction of the Protection of Personal Information Act by housing their data in other legal jurisdictions.

14.5 Section 69 of the Act provides that:

*"(2) The Authority may develop different codes of conduct applicable to different types of services. All electronic communication network service licence and electronic communication service licensees must comply with the Code of Conduct for such services as prescribed."*



- 14.6 The Act is clear that compliance with a Code of Conduct for a service is inclusive of both an ECS and an ECNS licensee.
- 14.7 Furthermore, the Authority, as provided for under chapter 3 of the Electronic Communications Act of 2005, issues ECNS licensees to which licensees have an obligation to ensure that services provided over the licensed network comply with the applicable statutory prohibitions and obligations as provided by the Authority.
- 14.8 The Regulations on the code of conduct for premium rated services provide guidelines towards the provision of premium rated services and at best set minimum standards for PRSPs who may not be licensees but provide such services through the facilitation of a licensed network.
- 14.9 Thus the Authority has placed an obligation on all licensees (ECS and ECNS) to ensure that the service complies with the said regulations.

15. Development of the draft Regulations

- 15.1 Vodacom submitted that the Authority developed the draft regulations without consulting other interested parties particularly user organizations.
- 15.2 The Authority developed the Regulations on the code of conduct for premium rated services with inputs from interested industry stakeholders and publicly consulted on the draft regulations (paragraph 3 "Process followed by the Authority").
- 15.3 The Authority remains committed to an open dialogue and consultation with the public and interested parties.

## 16. Definitions

- 16.1 Cell C recommend that the conclusion of the draft regulations be held in abeyance pending the conclusion of the Numbering Plan Regulations (NPRs) as the draft regulations are dependent on the conclusion of the PRS definition currently underway in the NPRs.
- 16.2 ISPA advised that the Authority consult with the Film and Publication Board (FBP) on the definition and scope of adult services in light of the current amendments to the act.
- 16.3 Telkom submitted that the draft Regulations refer to the FBP guidelines on the definition of "adult services" and as these guidelines are currently being contested, reference to these guidelines would be unworkable.
- 16.4 WASPA on the other hand proposed that the Authority expand on the definition of "adult services" to *"Adult service" means a service containing material or adult experiences not appropriate for any persons under the age of 18 as classified in terms of the Film and Publication Board's Classification Guidelines issued classified as X18 by the Film and Publications Board in terms of the Film and Publications Act, Act No. 65 of 1996 or which would have been so classified had it been submitted for classification;"*
- 16.5 The Authority has noted that the FBP guidelines have provided a definition for "adult services" and such the Regulations have defined "adult services" in line with the prevailing definition as contained in the FBP guidelines.

## 17. *REGULATION 2*

- 17.1 Cell C sought clarity on the intention of sub regulation 2(3). Cell C is of the view that if provisions are dealt with in other legislations, ICASA should not include them in the draft regulations.
- 17.2 It should be noted that the Regulations only address matters specific to premium rated services (for ECS and ECNS licensees and not to broadcasting services). The Regulations are cognisant that certain provisions are dealt with extensively in other legislations and as such those provisions shall apply.

## 18. *REGULATION 4*

- 18.1 Cell C proposed a two-year change period or alternatively valid reasons for a deviation as it submits that ICASA would be interfering with commercial matters. While MTN proposed a 12-month period.
- 18.2 Both MTN and Telkom submitted that the frequency of migration reporting be revised and proposed a frequency of a quarterly basis and every 3 months respectively.
- 18.3 The process of migration of premium rated services commenced in 2012 with the publication of the 2012 NPR and as such, affected stakeholders have been sensitized of the migration.

- 18.4 The revised migration period took into consideration the above as well as a period that will have limited inconvenience to end users. As such the initial migration period of 6 months has been revised to 12 months.

## 19. REGULATION 5

ISPA submitted that licensees bind their PRSPs through commercial terms and furthermore licensees could bind PRSPs contractually to comply with the provisions of the code thereby creating indirect enforcement. But also submitted that at most licensees can prohibit misconduct on pain of termination but cannot ensure that PRSPs obey the law hence they recommended that the terms "reasonable steps" be used rather than the term "ensure".

## 20. REGULATION 6

- 20.1 MTN submitted that the Authority must be clear on the requirements for double opt-in as contained in sub regulation 6(3).
- 20.2 While Vodacom submitted that the opt-in requirement of sub regulation 6(3) is not practical nor appropriate for services that do not follow the subscription model.
- 20.3 Cell C submitted that sub regulation 6(4) was onerous, resource intensive and impractical. Cell C recommended that sub regulation 6(4) be removed as the subscriber has the option to opt out of the service by using the USSD and/or self-service portal.

- 20.4 In consideration of the above the sub regulations have been revised and contextualized.
- 20.5 In other texts pertaining to regulation 6, ISPA and Telkom were of the view that the 5 seconds announcement was too short and instead recommended a 10 seconds or 8 seconds announcement respectively.
- 20.6 Neotel was also of the view that the timeframe for the announcement was too short and also sought clarity as to who is responsible for the announcement. Neotel further recommended that the regulation make it clear that the announcement must be made before the call is answered
- 20.7 The timeframe requirement of 5 seconds has been revised to 10 seconds.
- 20.8 The Regulations speak to the current provisioning of premium rated services (on-net) in the absence of an adopted and approved off-net model. As such each respective licensee will advise its subscribers accordingly in line with the current model.

## *21. REGULATION 8*

- 20.9 MTN submitted that sub regulation 8 (1) maybe impractical due to the nature in which it assigns numbers. It submitted that it does not have control over which services are applied to service codes as that is done on an application level by the third party provider. Hence information required could be inaccurate.

- 20.10 MTN also proposed in sub regulation 8 (2) that the information be made accessible to the end user only if the information is relevant to the end user enquiring.
- 20.11 Neotel was of the view that the requirement of sub regulation 8(2) should be the responsibility of PRSPs and not licensees.
- 20.12 Vodacom submitted that it would not be able to comply with the requirement of sub regulation 8(2), as it submitted that it is not allowed to intercept the content of these services and would thus not be able to provide information on them. Vodacom however indicated that it would be practical to provide details for voice and only high level description for SMS\MMS

## 22. REGULATION 9

- 22.1 Cell C submitted that the requirements of the regulation are a repetition of the requirements in the Advertising Standards Association of South Africa (ASASA) code and the Consumer Protection Act (CPA), and are therefore unnecessary.
- 22.2 While MTN was of the view that the requirement under Regulation 9 would only be enforceable if the PRSP is the licensee, in the event that the PRSP is not a licensee this requirement would be impossible for the Authority to enforce.
- 22.3 Vodacom submitted that Regulation 9 should be removed as it is dealt with under the CPA.
- 22.4 As a result of the inputs received, **Regulation 9** has been deleted.

### 23. *REGULATION 14*

- 23.1 Cell C proposed that the regulation 14 be removed and only retain the contents of sub regulation 14(1) which it proposes that it should be rephrased to read as follows "All promotions and advertising of premium rated services must comply with requirements as prescribed in the Advertising Standards Authority of South Africa, Advertising Code of Practice and the Consumer Protection Act, 2008"
- 23.2 The draft Regulations take nothing away from the Advertising Code of Practice and the Consumer Protection Act, 2008 "code" and as such, the draft Regulations have aligned its provisions with the code.
- 23.3 The draft Regulations however do acknowledge that there is a need to place specific emphasis on advertising and promotional material emanating from premium rated services and thus provide provisions that are specific to the service.

### 24. *Regulation 16*

- 24.1 Cell C: recommend that "PRS voice services" be recorded on the bill as a total and each call be captured as follows: date, time, duration, destination number and amount in rands and cents per event where the destination is either 090/1/2.
- 24.2 ISPA submitted that the requirements of sub regulation 16(2)(a) is impractical due to the definition "premium rated service provider". The billing licensee may not necessarily be the terminating licensee.



24.3 ISPA further recommended that:

24.3.1 the definition of PRSP be amended to only include licensees and a not third party or amending sub regulation 16(1)(a) to "the name of the licensee to whom the premium rate number has been allocated";

24.3.2 Requirements of sub regulation 16(2)(b) are entirely impractical – the billing network operator would not know what services are being provided on each of the PRS numbers of the other licensee; and

24.3.3 Requirements of sub regulation 16(2)(c) and (d) are also impractical due to the inability of the billing licensee to have access to information of the terminating licensee.

24.3.4 Requirements of sub regulation 16(4) are impractical in instances whereby a subscriber has signed a debit order or has lodged a dispute on or after the due date.

24.4 As a result of the above submissions, sub regulation 16(2) has been revised.

24.5 Neotel was of the view that Regulation 16 requires significant manpower to support. Furthermore, sub regulation 16(4) may not necessarily be just as it requires the originating licensee not to recover costs pending an outcome however the terminating licensee still requires their termination costs.

- 24.6 The Authority would like to reiterate that the draft Regulations have been developed in light of the current provision of premium rated services (On-Net), however above principle of the point highlighted remain relevant and such the requirement placed by sub regulation 16(4) has been revised.
- 24.7 Majority of the respondents raised concerns with sub regulation 16(5) and (6).
- 24.7.1 ISPA submitted that the requirements make an attempt at "a one size fits all" solution. It submits that the amounts may be too high for an individual but too low for a corporate i.e. teleconferencing.
- 24.7.2 Hence ISPA proposed that amounts be removed and be replaced with "a specified threshold" which may be amended in accordance with the account holder's instructions.
- 24.7.3 Mr S Tayob submitted that the notification of advising for the charge of the PRS service should be done through an SMS and email to account for delivery failure. The notification should be sent by both the PRSP and the billing operator upon receipt of instructions from the PRSP.
- 24.7.4 He also proposed that if the charge exceeds R10.00 a day a legal agreement must be signed between the licensee/Premium Rated Service Provider and end user to ensure that the terms and conditions are clear. This agreement must also be required if the service is used for more than 20 days.

- 24.7.5 He further proposed that there should be a provision to blacklist licensees/PRSPs that are found to be abusing this facility, with possible criminal charges. Once a licensee/Premium Rated Service Provider is blacklisted, the billing network operator should block the licensee/Premium Rated Service Provider on their network.
- 24.7.6 Mr S Tayob submitted that PRS charges should be separate to an end users cell phone account. He also submitted that the word "reasonable" in sub regulation 16(3) is open ended. Furthermore, S Tayob recommended that limits be set to R50.00 and at R100.00 these services must be automatically terminated.
- 24.8 MTN were of the view that if an end-user has knowingly and willingly opted in to a service that will cost more than R200 per month then this should be sufficient authorisation from an end-user to be billed accordingly for the services consumed. If the end-user, no longer wants the services they should use the facility to opt out.
- 24.9 Neotel stipulated in its submission that the limits drafted in sub regulation 16(5) and 16(6) should not be the responsibility of the network operators to monitor usage. End users must request for call limits.
- 24.10 Vodacom submitted that the responsibility for PRS usage notifications to the end user lies with the PRSPs and not the licensees. And that the cost of building in a system to monitor usage would be substantial. While Telkom sought clarity on whether the R200 Limit applies for all PRS or per PRS.

- 24.11 The requirement under sub regulation 16(5) and (6) has been revised to account for the different requirement and needs of different subscribers (i.e. corporations' vs individual subscribers).
- 24.12 The requirement has also taken into consideration the resources required to provide such a functionality and weighed that against the public interest. As submitted by Mr. Solly Tayob it is common experience by subscribers to be alarmed by the invoice of the charges against their cell phone accounts.
- 24.13 Subscribers should be empowered and be provided with full knowledge of amounts credited or debited to their cell phone accounts, this is in the spirit of promoting transparency in the provision of premium rated services.
- 24.14 The provision has also taken into account the practicality of such a requirement. The limit requirement shall be per premium rated service.

## *25. REGULATION 17*

- 25.1 Cell C recommended that the same procedure as contained in the End User and Subscriber Charters be used when managing subscriber complaints on PRS.
- 25.2 Neotel submitted that disputes lodged will incur costs and as such the draft regulations must make provision for an origination cost which the originating network could off-set against the interconnection fees payable to the PRSP's terminating network. Neotel furthermore submitted that:

- 25.2.1 Disputes should not put the originating licensee "out of pocket" by allowing the end user to withhold payment.
- 25.2.2 This requirement favours a PRSP who has a financial benefit in discarding disputes at the expense of the originating network licensee.
- 25.2.3 As such it proposed a delayed payment billing of 90 days to PRSPs and terminating networks.
- 25.3 Mr Solly Tayob recommended that the contact number for queries\disputes should be a toll free number.
- 25.4 Meanwhile Vodacom submitted that it could not be held liable for sub regulations 17(1),(4),(5),(6),(7),(8),(11),(12),(13),(14),(15), and (16). It views that these requirements fall outside the Authority's jurisdiction as they go beyond the regulation of communications services as contemplated in the ECA. It further submits that they cannot cease and bar access to the service on its network as that would infringe on the rights of the PRSPs.
- 25.5 Vodacom further submitted that it is already committed to the end user and subscriber charters when it comes to dealing with complaints thus any regulation contemplated by the Authority in dealing with customer complaints should consider existing regulations covering the same.
- 25.6 The provision as contained in the End User and Subscriber Charters provide mechanisms for electronic communication services in general while the provisions contained in draft Regulations are specific to premium rated services.

- 25.7 The draft Regulations do not take away the provisions in the End User and Subscriber Charters and as such, as per sub regulation 2(3) *"If any other legislation provides for conditions for the provision of premium rated services that are more extensive than those set out in these Regulations, the extensive conditions shall prevail."*.

26. **REGULATION 18**

- 25.8 Most respondents submitted that the one-month timeframe was too short and proposed periods of either 3, 6 or 12 months.
- 25.9 In consideration of the submissions received the timeframe has been revised to six (6) months.

27. **THE AUTHORITY'S VIEW**

- 27.1 The Authority is of the view that it has followed the provisions as set out in the Act in the promulgation of these Regulations. The Authority has taken into consideration all submissions and representations made by stakeholders in the finalisation these Regulation (as each abovementioned regulation).
- 27.2 The Authority is satisfied that these Regulations meet the objectives which are fundamentally based on the interests of consumers and to promote transparency.

## DEPARTMENT OF PUBLIC WORKS

NO. 127

17 FEBRUARY 2017

**COUNCIL FOR THE BUILT ENVIRONMENT  
LANGUAGE POLICY**

The Council for the Built Environment (CBE) hereby promulgates its official Language Policy.

**1. PREAMBLE**

The Constitution of the Republic of South Africa (RSA) Act 108 of 1996 recognises 11 official languages; recognises the historically diminished use and status of indigenous languages and requires of the State to take practical and positive measures to elevate the status and advance the use of these languages. The Constitution further requires all official languages to enjoy parity of esteem and to be treated equitably.

To this end, the Official Use of Language Act 12 of 2012 was promulgated to, inter alia, provide for the regulation and monitoring of the use of official languages by national government for government purposes, to require the adoption of a language policy by a national department, national public entity and national public enterprise and the establishment of a language unit for a national department, national public entity and national public enterprise.

The Council for the Built Environment (CBE) as established in terms of section 2 of the Built Environment Act, No 43 of 2000 has, therefore, in compliance with the Use of Official Language Act, developed its Language Policy.

## **2. PURPOSE**

The purpose of the Language Policy is to outline how the CBE will comply with and implement the provisions of the use of the Official Languages Act, 2012, and to use the chosen official languages to communicate its mandate and services to its stakeholders and South African citizens.

## **3. SCOPE AND APPLICATION**

The provisions of this policy are applicable to all CBE employees, stakeholders and members of the public interacting with CBE.

## **4. NATURE OF CBE AND THE PROCESS TO DETERMINE OFFICIAL LANGUAGE**

The Council for the Built Environment (CBE) is a statutory body established under the Council for the Built Environment Act (no. 43 of 2000). It is an overarching body that coordinates the six built environment Professional Councils (Architecture, Engineering, Landscape Architecture, Project and Construction Management, Property Valuation and Quantity Surveying) for the purpose of instilling good conduct within the professions, transforming the professions and advising the South African Government on built environment related issues.

The CBE is currently located in Pretoria, and has not yet established a presence in other provinces. Various communication channels are used to educate stakeholders about the services the CBE offers.

## **5. THE CBE POLICY FOR OFFICIAL LANGUAGES**

The CBE is committed to making use of all eleven languages as set out in the Use of Official Languages Act, ACT No. 12 of 2012 where feasible, and as and when requested by members of the public.

### **5.1 Official languages**

The CBE has adopted the eleven official languages of the Republic of South Africa as its official languages for the purpose of this policy.

#### **The CBE will implement the following language usage measures:**

- a) The internal and external operational business language for the CBE will be English.
- b) The following languages are considered for engagements with stakeholders and the public for Government purposes:
  - i. IsiNdebele, isiXhosa, isiZulu and siSwati (Nguni group);
  - ii. Sepedi, Sesotho, Setswana (Sotho group);
  - iii. Tshivenda;
  - iv. Xitsonga;



v.English; and

vi.Afrikaans.

### **5.2 Factors to be considered on when to use the relevant official language**

- a) The preferred use of language to stakeholders;
- b) The practicality during the engagement with stakeholders; and
- c) The major language spoken during the engagements with stakeholders.

### **5.3 Other languages**

The CBE promotes multi-lingualism. Stakeholders, who require written or published information in a particular official language, where communication or information is not being provided in that language, may request for such communication or information to be provided in such official language. Such a request, must be in writing in the language being requested, and received by the CBE at least 60 (sixty) days prior to the communication or information being required.

## **6. ACCESS**

In accordance with the Official Languages Act, the CBE will make provision to serve every SA citizen, in their choice of official language. Although English is the official language used by the CBE in all of its business communication, requests will be accommodated for communication in any of South Africa's official languages.

**6.1** The language used for all of CBE's official written communication via formal documents, reports, policies and material documentation will be English. Requests for information in any other official language will be accommodated, as per the procedure outlined in 5.3 in this policy.

**6.2** In oral communication with stakeholders and the general public, the CBE will make every attempt to accommodate the language preference/s of the interlocutor.

**6.3** The website is presently available in English. Provision will be made to accommodate requests for information in any of the official language requested as per the procedure outlined in 5.3 in this policy.

**6.4 Persons with special needs will be accommodated as follows:**

- a) Any member of the public who requires information in braille will be required to inform the CBE in writing or telephonically and such information will be made available. Such a request, must be made and received by the CBE at least 60 (sixty) days prior to the communication or information being required.
- b) Any member of the public who wishes to communicate with the CBE in sign language must notify the Communications Department in writing at least 60 (sixty) days before the service is required, to enable the office to arrange accordingly.

**7. COMPLAINTS MECHANISM**

Any person who is dissatisfied with the use of official languages by the CBE may lodge a complaint addressed to the CBE, as indicated in terms of section 4(f) of the Use of Official Languages Act, 2012.

**7.1 Complaints must be lodged as follows:**

- a) In writing, within three months of the complaint arising.
- b) Any complaint lodged must state the following details: name and surname, physical and postal address, and contact information of the complainant.
- c) A complainant must provide a detailed description of the complaint.
- d) The CBE will consider the complaint and respond in writing, not later than three months after the complaint was lodged, informing the complainant of the outcome.

**8. LANGAUGE UNIT**

There will be no individual Language Unit at the CBE; the CBE Communications Unit will undertake the responsibilities of the Language Unit.

**8.1 The Communications Department will be entrusted with the following responsibilities of the Language Unit:**

- a) Advise the responsible accounting authority of the CBE on the development, adoption and implementation of the language policy;
- b) Monitor and assess the use of the official languages by the CBE;
- c) Monitor and assess compliance with the language policy of the CBE;
- d) Compile reports to be submitted to the national language unit in terms of section 6(2);

- e) Promote all official languages to enjoy parity of esteem and equitable treatment by the national government;
- f) Facilitate equitable access by the public to the services and information of the CBE; and
- g) Promote good language management by the CBE.

## **9. REVIEW OF THE POLICY**

The CBE will review the policy annually, or whenever the need arises.

## DEPARTMENT OF RURAL DEVELOPMENT AND LAND REFORM

NO. 128

17 FEBRUARY 2017

## AMENDMENT GAZETTE NOTICE NO: 142 OF 2015

## NOTICE OF AMENDMENT IN TERMS OF SECTION 11 (4) OF THE RESTITUTION OF LAND RIGHTS ACT, 1994 (ACT NO. 22 OF 1994), AS AMENDED

Notice is hereby given in terms of section 11(4) of the Restitution of Land Rights Act, 1994 (Act No. 22 of 1994) as amended, that an amendment is hereby made to gazette notice No. 142 of 2015 to include the following 8 individual claimants that have also lodged claims for restitution of land rights on portions of land that is located within the farm Mpapuli 278 MT, located in the Thulamela Local Municipality, Vhembe District of the Limpopo. These land claims were lodged between 26<sup>th</sup> April 1996 and 29<sup>th</sup> December 1998:

KRP NO	NAMES	ID NUMBER	CLAIMED PROPERTY
8076	Khosa Mamaila Rosie	6204070651080	Tshidzini
9194	Mtileni Risimati Wilson	6012035740082	Tshifudi
3774	Mathebula Modjadji Johanna	400808 0341 083	Ha-Mudzhiba
11944	Makondo Tsatsawani	320228 0203 083	Malavuwe
11744	Mabasa Nyanese	340218 0159 084	Malavuwe
3958	Miyambo Cathrinah Mphephu	590121 0519082	Tshifudi
9833	Chauke Mafemani James	4209145273085	Tshidzini
8958	Baloyi Mijaji Gladys	5603070563081	Tshikambe

Preliminary investigations that were done by the office of the Regional Land Claims Commissioner: Limpopo indicates that the claimants were dispossessed of land rights from areas (villages) such as Tshidzini, Tshifudi, Malavuwe, Tshikambe and Ha-Mudzhiba

All interested parties should take note that the office of the Regional Land Claims Commissioner: Limpopo is investigating these land claims. Any party that has an interest in the above-mentioned properties is hereby invited to submit in writing within 14 days of publication of this notice, any comments, objections or information under **KRP numbers quoted on the table outlining the claimants** as the reference number to:

The Regional Land Claims Commissioner: Limpopo  
Private Bag X9552  
Polokwane  
0700

Submissions can also be hand delivered to:

96 Kagiso House  
Corner Rissik & Schoeman Streets  
Polokwane  
0700



MR. L.H. MAPHUTHA  
REGIONAL LAND CLAIMS COMMISSIONER  
DATE: 2017/02/08



## DEPARTMENT OF RURAL DEVELOPMENT AND LAND REFORM

NO. 129

17 FEBRUARY 2017

**AMENDMENT OF THE GOVERNMENT GAZETTE NO. 31595 NOTICE 1415 OF 2008.****NOTICE OF AMENDMENT OF THE GENERAL NOTICE IN TERMS OF THE SECTION 11A (4) OF THE RESTITUTION OF LAND RIGHTS ACT, 1994 (ACT NO. 22 OF 1994), AS AMENDED**

Notice is hereby given in terms of Section 11A (4) that an amendment is hereby made to the Government gazette No. 31595 NOTICE 1415 OF 2008.

Mr. Johannes Mogane Mailula lodged a land claim on behalf of the Sekgopo Community. The land claim was lodged on the 28th December 1998. The claim complied with the requirements contained in section 2 of the Restitution Act of 1994, as amended.

The claim was gazetted in the Government Gazette No. 31595 Notice 1415 of 2008. This notice is hereby amended to include the farm Hillcrest 922 LS, which is a consolidation of the Remaining Extent and Portion 3 of the farm Netrech 832 LS. The farm Netrecht 832 LS was consolidated in January 2000 after the lodgement of the land claim by the Sekgopo Community. The farm Netrecht 832 LS, in its entirety, was gazetted in the above mentioned gazette notice, which is now subject of the contemplated amendment. Consequently, this means that the farm Hillcrest 922 LS is under claim by the Sekgopo Community.

All the portions of the farm Langkloof 826 LS were omitted in the above mentioned gazette. This amendment will necessarily include the said portions of the farm Langkloof 826 LS.

The farm Diepkloof 830 LS was erroneously gazetted as Remaining Extent of the farm Diepkloof 830 LS in the above mentioned gazette. This amendment gazette seeks to reflect the correct property description which is the farm Diepkloof 830 LS.

The details of the property are depicted in the table below as follows:

FARM	OWNER	TITLE DEED NO	EXTENT (ha)	ENDORSEMENTS	HOLDERS	CLAIMANT
Hillcrest 922 LS	Robert Knott Trust	T126973/2001	690.6626	I-1338/2014LG	None	Sekgopo Community
Remaining Extent of Langkloof 826 LS	Knott John Theunis Administrators	T10857/1959	183.7299H	B7/1964KKV	None	Sekgopo Community
Portion 1 of Langkloof	Knott Robert John	T42103/1988	113.2953H	LS, 826,1	None	Sekgopo Community
Remaining Extent of portion 2 of Langkloof 826 LS	Martheze Amanda	T138558/2000	127.4564H	I-1094/982C-2454/961	None	Sekgopo Community
Remaining Extent of Portion 3 of Langkloof 826 LS	Landkloof Landgoed Stiglingh Familie Trust	T43948/2006	84.7967H	LS, 826,3	None	Sekgopo Community
Remaining Extent of Portion 4 of Langkloof 826 LS	Badenhorst Alma	T12535/1998	23.9829	LS, 826,4	None	Sekgopo Community
Farm Diepkloof 830 LS	Knott John Theunis	T11031/1951	973.5343H	LS, 830	None	Sekgopo Community

The Office of the Regional Land Claims Commissioner: Limpopo is investigating this claim. Any party that has an interest in the above-mentioned property is hereby invited to submit in writing, within 14 days of publication of this notice, any comment, objection or information under reference number KRP 1924 to:



Office of the Regional Land Claims  
Commissioner  
Private Bag X 9552  
Polokwane  
0700

Submissions may also be delivered to:  
First Floor, 96 Kagiso House  
Corner Rissik & Schoeman Street  
Polokwane  
0700

Further note that the Regional Land Claims Commissioner reserves the right to amend this gazette notice in terms of Section 11 (A) of the Restitution of Land Rights Act (Act 22 of 1994), as amended, should it later be established that there are properties that have been inadvertently omitted or included.



MR. L.H. MAPHUTHA

REGIONAL LAND CLAIMS COMMISSIONER

DATE:

20/7/2018

## DEPARTMENT OF RURAL DEVELOPMENT AND LAND REFORM

NO. 130

17 FEBRUARY 2017

## AMMENDMENT GAZETTE NOTICE NO.144 OF 2015

## NOTICE OF AMENDMENT IN TERMS OF SECTION 11 (4) OF THE RESTITUTION OF LAND RIGHTS ACT, 1994 (ACT NO. 22 OF 1994), AS AMENDED

Notice is hereby given in terms of section 11(4) of the Restitution of Land Rights Act, 1994 (Act No. 22 of 1994) as amended, that an amendment is hereby made to gazette notice No: 144 of 2015 to include the following 6 individual claimants that have also lodged claims for restitution of land rights on portions of land that is located within the jurisdiction of Chibase Tribal Authority and the farm Chibase 213 MT, located in the Thulamela Local Municipality, Vhembe District of the Limpopo. These land claims were lodged between 14<sup>th</sup> September 1997 and 15<sup>th</sup> May 1998:

KRP No.	NAMES	ID NUMBER
9464	Hlengani Nyanisi Mthavini	4803100369084
9250	Mzamani Risenga Sampson	4901095592080
3669	Shilenge Mduwazi Richard	6401311564081
9324	Givha Namadzavho Anna	4612210508089
9565	Xirinda Gezani Albert	5706275762083
3028	Chauke Nyanisi	2811110450085

Preliminary investigations that were done by the office of the Regional Land Claims Commissioner: Limpopo indicates that the claimants were dispossessed of land rights from areas (villages) such as Tshikambe, Ha Masikhwa, Mutshendheni, Ngudza, Tshisahulu and Mapate villages. These villages are located within the jurisdiction of Chibase Tribal Authority and the farm Chibase 213 MT

All interested parties should take note that the office of the Regional Land Claims Commissioner: Limpopo is investigating these land claims. Any party that has an interest in the above-mentioned properties is hereby invited to submit in writing within **30** days of publication of this notice, any comments, objections or information under **KRP number quoted on the table outlining the claimants** as the reference number to:

**The Regional Land Claims Commissioner: Limpopo**  
**Private Bag X9552**  
**Polokwane**  
**0700**

Submissions can also be hand delivered to:

**96 Kagiso House**  
**Corner Rissik & Schoeman Streets**  
**Polokwane**  
**0700**

  
**MR. L.H. MAPHUTHA**  
**REGIONAL LAND CLAIMS COMMISSIONER**

DATE: 2017/02/08

## DEPARTMENT OF RURAL DEVELOPMENT AND LAND REFORM

NO. 131

17 FEBRUARY 2017

## AMENDMENT OF GAZETTE NOTICE NO 161 OF 2012

## GENERAL NOTICE IN TERMS OF SECTION 11 (1) OF THE RESTITUTION OF LAND RIGHTS ACT, 1994 (ACT NO. 22 OF 1994), AS AMENDED

Notice is hereby given in terms of section 11 A (4) of the Restitution of Land Rights Act, 1994 (Act No. 22 of 1994) as amended that the amendment is hereby made to gazette No: 161 of 2012 to include the following individual claimant. The lodged claim for restitution of land rights on portions of land that is located within the farm Molenje 204 LT in the Thulamela Local Municipalities, Vhembe District of the Limpopo. These land claims were lodged before the cut of date of 31<sup>st</sup> December 1998. The claimant is outlined in the table below:

KRP NO.	NAMES	IDENTITY NUMBER	CLAIMED PROPERTY	PARENT FARM
3664	Hlungwani Njakeni Tsikani	2406060345086	Pietbooi	Molonje 204 LT

Preliminary investigations that were done by the office of the Regional Land Claims Commissioner: Limpopo indicates that the claimants were dispossessed of land rights from Pietbooi Village which is inside the farm Molenje 204 LT.

All interested parties should take note that the office of the Regional Land Claims Commissioner: Limpopo is investigating these land claims. Any party that has an interest in the above-mentioned properties is hereby invited to submit in writing within 14 days of publication of this notice, any comments, objections or information under **KRP number quoted on the table outlining the claimant** as the reference number to:



The Regional Land Claims Commissioner: Limpopo  
Private Bag X9552  
Polokwane  
0700

Submissions can also be hand delivered to:

96 Kagiso House  
Corner Rissik & Schoeman Streets  
Polokwane  
0700

  
MR. L.H. MAPHUTHA

REGIONAL LAND CLAIMS COMMISSIONER

DATE: 20/7/2017

## DEPARTMENT OF TRANSPORT

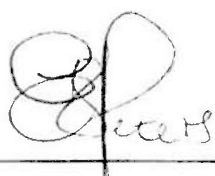
NO. 132

17 FEBRUARY 2017

## NATIONAL LAND TRANSPORT ACT, 2009 (ACT NO. 5 OF 2009)

## NATIONAL LAND TRANSPORT STRATEGIC FRAMEWORK (NLTSF)

In terms of section 34 (1) of the National Land Transport Act, 2009 (Act No. 5 of 2009), I, **Dipuo Peters**, Minister of Transport, after consultation with the MEC's hereby publish the National Land Transport Strategic Framework (NLTSF) contained in the schedule hereunder; to guide land transport planning country wide.



---

MS. DIPUO PETERS, MP

MINISTER OF TRANSPORT

DATE: 11 January 2017

## **National Land Transport Strategic Framework (2017 -2022)**



transport

Department:  
Transport  
REPUBLIC OF SOUTH AFRICA



# National Land Transport Strategic Framework (2017 -2022)

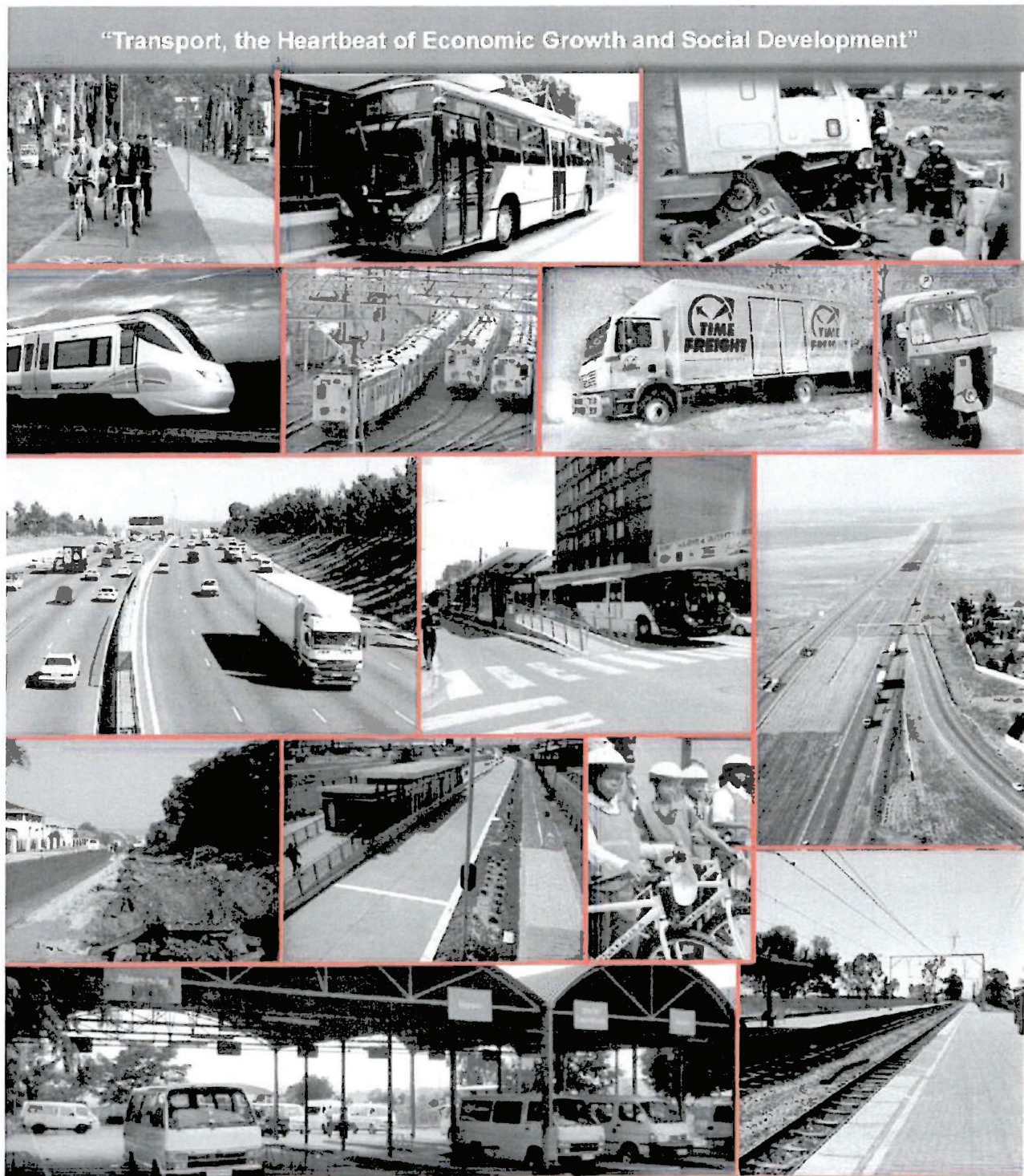
"Transport, the Heartbeat of Economic Growth and Social Development"



transport

Department:  
Transport  
REPUBLIC OF SOUTH AFRICA





## EXECUTIVE SUMMARY

This National Land Transport Strategic Framework (NLTSF) is a legal requirement in terms of National Land Transport Act, 2009, NLTA, (Act, No.5 of 2009), section 34. The NLTA empowers the Minister to prepare a National Land Transport Strategic Framework (NLTSF) at every five year interval. It embodies the overarching, national five-year (2015 to 2022) land transport strategy, which gives guidance on transport planning and land transport delivery by national government, provinces and municipalities for this five-year period.

The recent development in the transport environment at national, provincial and local level as well as the new strategic objective of the current administration dictates the proposed review and update of the NLTSF. The development of the NLTA of 2009 and its related legal requirements, the Public Transport Strategy and the Action Plan, the approval of the National Development Plan (NDP) by government, Draft scholar transport policy, National Transport Master Plan 2050 (NATMAP 2050), including the strategic imperatives of the current administration that might have an impact on the development of the NLTSF five year horizon and many other developments in the transport environment needed to be considered in the review and update of the Framework.

The NLTSF sets out strategic priorities to apply transport planning in achieving social, health, economic and environmental outcomes. The identified strategic priorities and outcomes link the Framework to the NDP, NATMAP, provincial transport and spatial planning, and broader strategies and plans at Local Government level.

The purpose of the NLTSF is:

- To serve as a five year framework for integrated land use transport planning
- To serve as an enabler of land use and transport planning aspects as guided by the National Development Plan (NDP) 2030
- To provide the guiding principles that integrates various modes of land transport within the planning context of the NDP and support wider relevant national legislation and policy
- To provide clarity and certainty about the transport planning priorities to enable effective decision-making about programmes and initiatives at all levels of government
- To align transport to sustainable development.

The NLTSF is not a Transport Strategy or a Transport Plan. The NLTSF is a framework for Transport Planning effectively for all spheres of Government and sets the overarching goals, vision, and objectives for each element of the transport system which would be reflected in the Provincial Land Transport Frameworks (PLTFs) and Integrated Transport Plans (ITPs). The success in achieving these objectives depends on the implementation of the transport programmes and projects that emanate from the respective PLTFs and ITPs reflected through the Key Performance Areas as defined in the NLTSF.

The overall vision of the NLTSF is to create:

**An integrated and efficient transport system supporting a thriving economy that promotes sustainable economic growth, provides safe and accessible mobility options, socially includes all communities and preserves the environment.**



An efficient, effective and sustainable transport system is one of the most critical factors for the performance of the South African economy, its growth and the creation of the employment and wealth necessary to help overcome the significant social challenges. An efficient transport system will further benefit export and transit links within the SADC region.

The NLTsf defines the strategies and policy intent of the Department of Transport relevant to key priority areas in land transport over the next five year period to achieve this vision. Whilst being prescriptive and detailed, it is sufficiently flexible in that stakeholders are expected to adopt the relevant intentions and guidance of the NLTsf and apply it to local needs and circumstances.

The functional areas that are covered include the following:

- 1) Integrated Land Use and Transport Planning
- 2) Urban Transport
- 3) Rural Transport
- 4) Public Transport
- 5) Non-Motorised Transport
- 6) Learner transport
- 7) Freight transport
- 8) Transport Infrastructure
- 9) Cross-border transport
- 10) Transport safety
- 11) Institutional management incorporating land transport information systems, Inter-Government relations and capacity to deliver; and
- 12) Funding

A vision, strategic intent and key performance areas have been developed for each functional area. Key performance indicators (KPIs) are provided to measure the effectiveness of the NLTsf, ensure accountability by the DoT and the planning authorities, and monitor value for money. These KPIs are intended to cascade into the PLTFs and the ITPs and subsequently escalate to the DoT annual monitoring and evaluation report on the performance of the Transport System.

Proper monitoring and review of the KPIs will ensure a balanced view at the national, regional and local levels of the critical role of transport services in reducing poverty, facilitating growth and contributing to achievement of key development targets and sustainability. The DoT established the National Transport Forum (NTF) which will assist the effectiveness of the NLTsf through all spheres of government.

Adequate funding for transport infrastructure and operations for new development, management and maintenance of the transport system is a prerequisite to achieving the goals and vision of the NLTsf.

The NLTsf requires that transport schemes including public transport investments should follow a rigorous formal appraisal that covers the full range of impacts of improved public transport systems and prioritise projects in accordance with the overarching goals of the NLTsf. All transport schemes and major Integrated Public Transport Networks (IPTN) project interventions must be supported by a strong socio-economic case for investment.

The NLTsf aims establish a legacy beyond 2022 based on the principle of sustainability and prioritising facets of the transport system that would create a firm foundation for the development of an integrated efficient transport system.

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## LIST OF ABBREVIATION

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**BBBEE** – Broad-Based Black Economic Empowerment

**BRT** – Bus Rapid Transit System

**CCTC** - Central Communications Transport Centres

**CITP** – Comprehensive Integrated Transport Plan

**COGTA**- Cooperative Governance and Traditional Affairs

**COTO** - Committee of Transport Officials

**CPTED**- Crime Prevention Through Environmental Design

**CPTR** – Current Public Transport Register

**CSIR** - Council for Scientific and Industrial Research

**DBE**- Department of Basic Education

**DBSA** - Development Bank of Southern Africa

**DEAT**- Department of Environmental Affairs and Tourism

**DMC** – Disaster Management Centres

**DOA** – Decade of Action

**DORA** – Division of Revenue Act

**DoT** – Department of Transport of South Africa

**eNATIS** - Electronic national administration traffic information system

**GIS** – Geographic information system, a computer system designed to capture, store, manipulate, analyse, manage, and present all types of spatial or geographical data.

**GHGE** – Green House Gas Emissions

**GVA** - Growth Value Add - a measure of economic concentration, employment and productivity

**HOV** – High occupancy vehicle

**ICC** - International Chamber of Commerce

**IDP** – Integrated Development Plans

**IGR**- Inter-Government Relations

**IPTN**- Integrated Public Transport Network

**IRPTN** – Integrated Rapid Public Transport Network

**ISRTS** – Integrated Sustainable Rural Transport Strategy

**ITF** – International Transport Forum

**ITP** – Integrated Transport Plans

**ITS** – Intelligent Transport Systems

**LUM** - Land Use Management

**MBT** - Mini-Bus Taxis

**MCCCC** – Municipal Central Communications Centres

**MTEF** - Medium Term Expenditure Framework (National Treasury)

**NATMAP** – National Transport Masterplan 2050

**NDP** - The National Development Plan (2030) published by the National Planning Commission in 2011

**NFLS** - National Freight Logistics Strategy

**NHTS** – National Household Travel Survey

**NIDC**- National Interdepartmental Committee

**NLTA** - National Land Transport Act, 2009

**NLTSA** - National Land Transport Strategic Framework, is a legal requirement in terms of Section 21 of the National Land Transport Transition Act, 2000 (NLTTA), (Act, No. 22 of 2000) which was replaced by the National Land Transport Act, 2009 (NLTA)

**NLTTA** National Land Transport Transition Act, 2000

**NMT** – Non-Motorised Transport

**NPC**- National Planning Commission appointed by the Presidency of the Republic of South Africa

**NPTR** – National Public Transport Regulator

**NRSS** –National Road Safety Strategy

**NRTR** –National Road Traffic Regulations

**NTF** – National Transport Forum

**OLAS** - Operating Licence Administration System

**OLS** – Operational Licence

**OSBP** - One Stop Border Posts

**PICC** – Presidential Infrastructure Coordinating Committee

**PLTF** – Provincial Land Transport Framework

**PRE** – Provincial Regulatory Entity

**PRASA** – Passenger Rail Agency of South Africa

**PT** – Public Transport

**PTISG** – Public Transport Infrastructure and Systems Grant

**PTOG** – Public Transport Operations Grant

**RAI** – Rural Access Index

**RAMS** – Road Access Management System

**RTI** – Rural Transport Infrastructure

**RTS** – Rural Transport Services

**RTQS** – Road Transport Quality System

**SADC** – Southern African Development Community, an Intergovernmental Organisation

**SANRAL** – South African National Roads Agency Limited

**SARS** – South African Revenue Services

**SOV** – Single-Occupant Vehicle

**SPLUMA** – Spatial Planning and Land Use Management Act

**Stats SA** – Statistics South Africa

**TAT** – Transport Appeals Tribunal

**TDM** – Transport Demand Management

**TER** – Transport Economic Regulator

**TMH** – Technical Manual for Highways

**TRH** – Technical Recommendations for Highways

**TSM** – Transport Supply Management

**UNFCCC** – United Nations Framework on Climate Change

**UTG** – Urban Transport Grant

## 1 INTRODUCTION

The National Land Transport Act, 2009, (NLTA) empowers the Minister of Transport to prepare a National Land Transport Strategic Framework (NLTSF) at five year intervals, to guide land transport planning countrywide, without detracting from the constitutional planning functions of provinces and municipalities.

This document sets out the National Land Transport Strategic Framework (NLTSF) for South Africa over the next five years. This version of the NLTSF supersedes the previous version published in 2006. The National Land Transport Strategic Framework, is a legal requirement in terms of Section 34 of the National Land Transport Act, 2009 (NLTA), (Act, No. 5 of 2009) aimed at guiding land transport planning countrywide.

Transport is essential for many aspects of daily life. It provides opportunities for people to gain access to jobs, leisure and social activities as well as vital services, including education and health. Furthermore, transport connects businesses with customers and suppliers. Transport networks are essential arteries of a vibrant economy. Transport is a catalyst for development and economic growth. However, transport activities can also have profound effects on our environment, communities, social and personal wellbeing. The NLTSF seeks to provide a strategic framework that will guide planning decisions for all modes of land transport including integration with airports and harbours.

The strategic drivers as defined in the National Development Plan 2030 are job creation, poverty alleviation, and reduced inequality, hence the need to improve access to employment, education and leisure, efficient movement of goods and services, minimise the negative impact on the environment, and promoting social inclusion. The NLTSF sets out strategic priorities to apply transport planning in achieving our social, health, economic and environmental outcomes.

Therefore a number of overarching goals have been developed against which all transport planning considerations should be weighed:

- Follow an incremental process starting with the 'back to basics' approach
- Planning and investment should support economic development
- Ensure well integrated land use and transport planning decision-making
- Promote social inclusion and accessibility
- Improve safety and security for all transport users
- Reduce the impact of transport on the environment
- Promote sustainable transport modes

The NLTSF defines the strategies and policy intent of the Department of Transport relevant to key priority areas in land transport over the next five year period. The NLTSF confirms the broad overarching strategies relevant to land transport planning in South Africa applicable to a wide variety of functional areas. Whilst the NLTSF describes what needs to be done, it is sufficiently flexible in that stakeholders are expected to adopt the relevant intentions and guidance of the NLTSF and apply it to local needs and circumstances.

## 1.1 Purpose of the NLTSF

The NLTA, Act 5 of 2009, defines the NLTSF as a Strategic Framework that informs integrated transport planning countrywide. The Framework should therefore:

- Define National Objectives & Policy Statements that give direction to transport on a National scale;
- Encourage the coordination and integration of transport nationally;
- Form the basis for the preparation of the Provincial Land Transport Frameworks (PLTFs) and Integrated Transport Plans (ITPs); and
- Provide a reporting mechanism on the progress of the respective transport plans and projects through the KPIs in the NLTSF.

Translating these legislative prescriptions into policy terminology, the **purpose of the NLTSF** is:

- To serve as a five year framework for integrated land use and transport planning
- To serve as an enabler of land use and transport planning aspects as guided by the National Development Plan (NDP) 2030
- To provide the guiding principles that integrates various modes of land transport within the planning context of the NDP and support wider relevant national legislation and policy
- To provide clarity and certainty about the transport planning priorities to enable effective decision-making about programmes and initiatives at all levels of government
- To align transport to sustainable development.

## 1.2 The role of the Department of Transport

The Department of Transport's mandate is to maximize the contribution of transport to the economic and social development goals of our country by providing fully integrated transport operations and infrastructure.

The main roles of the Department of Transport and its public entities are:

- Policy and strategy formulation in all functional areas covering civil aviation or air transport, maritime transport, public transport as well as road transport;
- Substantive regulation in functional areas where the DoT has legislative competence;
- Implementation in functional areas where the DoT has exclusive legislative competence;
- Leadership, coordination and liaison in all functional areas;
- Capacity building in all functional areas;
- Monitoring, evaluation and oversight in all functional areas; and
- Stimulating investment and development across all modes.

The DoT is responsible for developing transport policy in South Africa while provinces and local government are responsible for executing policy mandates. This is achieved by means of provincial legislation and regulation, policy and guidelines, by-laws, strategies and



government and coordinate and approve municipal plans. Metropolitan and District Municipalities prepare Comprehensive Integrated Transport Plans (CITPs) and Local Municipalities prepare Local ITPs, and are required to fund and implement an integrated transport system.

### 1.3 Supporting current policy direction

The recent development in the transport environment at national, provincial and local level as well as the new strategic objective of the current administration are significant, given the continuous changing transport environment. These adjustments have been reflected in this Framework to ensure that its content remains relevant and valid, while considering strategic developments within the transport policy and strategy environment.

The NLTsf specifies the strategic priorities and outcomes that links the Framework to the NDP, NATMAP 2050, provincial transport and spatial planning, and broader strategies and plans at Local Government level.

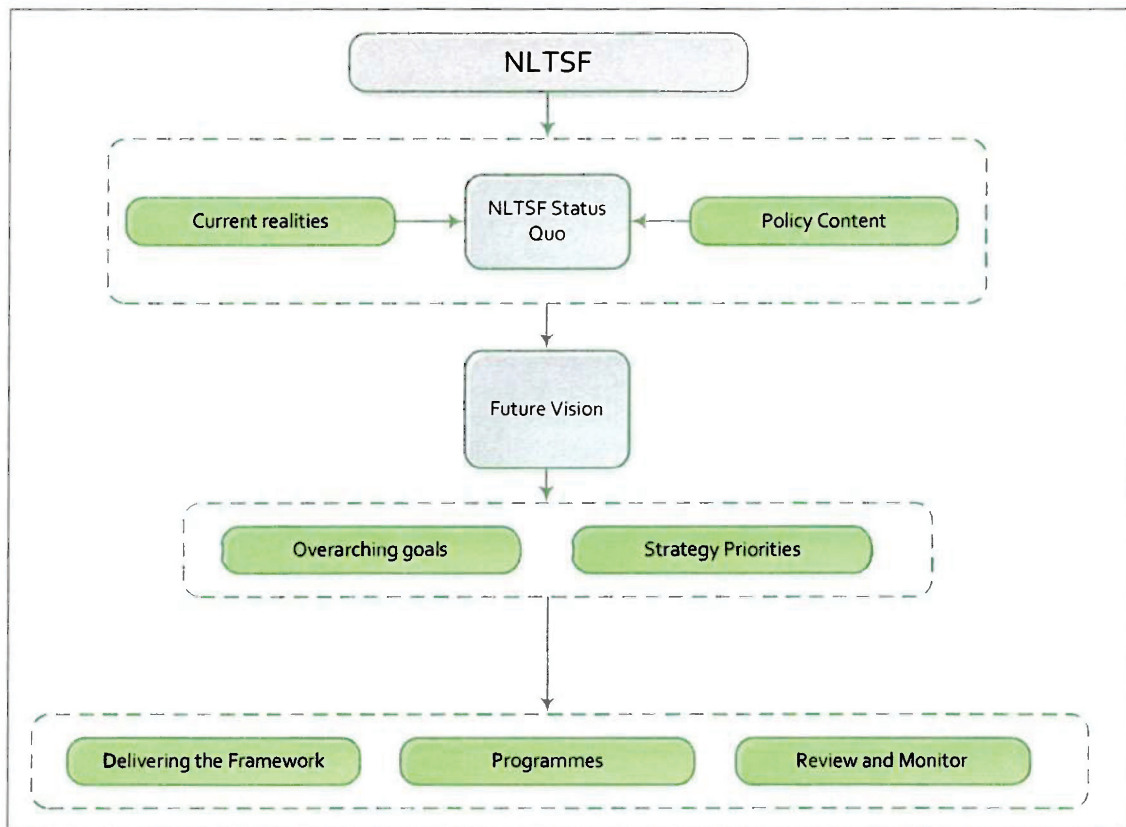
The NLTsf reflects on the current legislative framework, policies, and strategies as a benchmark. Several international Transport Strategies and Frameworks were reviewed as a benchmarking exercise for the development of this NLTsf.

### 1.4 Structure of the document

**Figure 1** shows the process in preparing the Framework. The Framework ensures that:

- a clear vision of the integrated transport system we desire, is defined with supporting objectives;
- the three spheres of Government and other stakeholders collaborate to develop an integrated transport system (not systems);
- Progress is measured through key performance indicators in the monitoring and evaluation program by the Department of Transport.

The policy framework and the current realities in transport inform the vision and key priorities for Transport in South Africa for the period 2017-2022. The NLTsf is neither a Transport Strategy nor a Transport Plan. The NLTsf is a framework for Transport Planning effectively for all spheres of Government and sets the overarching goals, vision, and objectives for each element of the transport system which would be reflected in the PLTFs and ITPs. The success achieving these objectives depends on the implementation of the transport programmes and projects that emanate from the respective PLTFs and ITPs reflected through the Key Performance Areas defined in the NLTsf. Hence, the Department of Transport together with the respective planning authorities will report on the KPIs annually. In order to achieve this, a number of suitable indicators of performance were identified to measure the effectiveness of the transport system.



**Figure 1 Structure of the NLTsf**

The document is set out in the following parts:

**Chapter two** outlines the legislative and policy context for the NLTsf, relevant statutory powers and responsibilities for the three spheres of Government in context of Transport Planning;

**Chapter three** reflects on current realities and challenges and derives the key priority areas to focus on during the 2017-2022 period;

**Chapter four** outlines the vision, objectives and outcomes that the Framework seeks to achieve. It further provides some overarching goals and sets out how long-term outcomes are grouped in order to focus transport planning

**Chapter five** outlines the key strategic transport elements with the vision, strategic intent and objectives for each element.

**Chapter six** outlines the action plan to achieve implementation through the NLTsf, and

**Chapter seven:** Explains how the Framework will be reviewed, monitored and how progress is evaluated.

## 2 POLICY CONTEXT FOR THE NLTSF

The philosophy adopted in developing the NLTSF was to start with the broader policy framework and strategic intentions of these policies. The NLTSF specifies the outcomes and strategic priorities that links the Framework to the NDP, the MTSF, DOT Strategic Plan, NATMAP 2050, provincial transport and spatial planning, and broader strategies and plans at local government level.

### 2.1 National Development Plan 2030

The National Development Plan (2030) published by the National Planning Commission in 2011 is regarded as the highest level of policy, capturing government's overall strategic objectives and should therefore guide any decision-making in South Africa. The Plan sets out a multidimensional framework to bring about a virtuous cycle of development, with progress in one area supporting advances in others. Given the complex nature of development, the Plan defined six interlinked priorities:

- Uniting all South Africans around a common programme to achieve prosperity and equity;
- Promoting active citizenry to strengthen development, democracy and accountability;
- Bringing about faster economic growth, higher investment and greater labour absorption;
- Focusing on key capabilities of people and the state;
- Building a capable and developmental state; and
- Encouraging strong leadership throughout society to work together to solve problems.

To enable inclusive sustainable development, the NDP defined a number of strategic aims in "writing a new story for South Africa":

- Creating jobs and livelihoods;
- Expanding infrastructure;
- Transitioning to a low-carbon economy;
- Transforming urban and rural spaces;
- Informing education and training;
- Providing quality health care;
- Building a capable state;
- Fighting corruption and enhancing accountability; and
- Transforming society and uniting the nation.

As a follow on to NDP, government developed the Medium Term Strategic Framework (MTSF) to help prioritise projects and programmes in South Africa that would work towards achieving the aspirations of the NDP.



*"All the work that government is doing between now and 2019 is practically the implementation of the NDP. We urge business and other sectors to also institutionalise the NDP in their planning processes and programmes so that we can move the country forward together." (President Jacob Zuma, 2015)<sup>1</sup>*

The NDP acknowledges the increasing living costs, and intends to address the drivers of the cost of living to enable workers' wages to go further. Improving the standard of living includes amongst others, better access to public transport, safe communities, education and skills development, health care, housing and basic services, etc. The NDP acknowledges that Government faltered by promoting employment and building houses further from job opportunities.

As a result, the NDP in its entirety recommends several transportation related interventions to improve the quality of life for all citizens, whilst addressing job creation, poverty reduction, and inequality through those proposed interventions.

## 2.2 Medium Term Strategic Framework

The Medium Term Strategic Framework (MTSF) is Government's strategic plan for the 2014-2019 electoral term. It reflects the commitments made in the election manifesto of the governing party, including the commitment to implement the NDP. The MTSF sets out the actions Government will take and targets to be achieved. It also provides a framework for the other plans of national, provincial and local government.

The MTSF highlights Government's support for a competitive economy, creation of decent work opportunities and encouragement of investment. This is the first MTSF to follow the adoption of the NDP in September 2012.

The aim of the MTSF is to ensure policy coherence, alignment and coordination across government plans as well as alignment with budgeting processes. Performance agreements between the President and each Minister will reflect the relevant actions, indicators and targets set out in the MTSF.

Within the NDP vision, key policy instruments developed in the previous term will continue to drive government's policy agenda. Focus areas and targets highlighted in the MTSF will inform the core elements of the budgetary submissions that national departments make to the government's budgeting process, through the Medium Term Expenditure Committee. Similarly, Integrated Development Plans of municipalities and the Provincial Growth and Development Strategies of provinces will take into account the priorities identified in the MTSF towards the ideal of integrated and aligned planning across the three spheres of government. It was therefore essential that the strategic intent of the MTSF be considered in the development of the priority areas for the NLTSP.

The 2014-2019 electoral mandate focuses on the following priorities:

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<sup>1</sup> [http://www.engineeringnews.co.za/article/nominations-to-be-sought-soon-for-new-planning-commissioners-2015-02-23/rep\\_id:3182](http://www.engineeringnews.co.za/article/nominations-to-be-sought-soon-for-new-planning-commissioners-2015-02-23/rep_id:3182)

- Radical economic transformation, rapid economic growth and job creation
- Rural development, land and agrarian reform and food security
- Ensuring access to adequate human settlements and quality basic services
- Improving the quality of and expanding access to education and training
- Ensuring quality health care and social security for all citizens
- Fighting corruption and crime
- Contributing to a better Africa and a better world
- Social cohesion and nation building.

The MTSF provides a framework for prioritising and sequencing government programmes and development initiatives for the next five years with very clear direction on the strategic focus for the next five years, viz.:

- Radical economic transformation - Government's programme of radical economic transformation is about placing the economy on a qualitatively different path that ensures more rapid, sustainable growth, higher investment, increased employment, and reduced inequality. The NDP sets an annual growth target of above 5% by 2030 and emphasises measures to ensure that the benefits of growth are equitably shared.
- Improving service delivery - Over the past 20 years Government has massively expanded access to basic services, but backlogs remain and the quality of services is uneven. In addition to ensuring universal access, the challenge is therefore to improve the quality and consistency of services, which requires improvements in the performance of the public service, municipalities and service providers.

It is noted that many priorities in the NDP are not about new policies and programmes but rather about giving effect to existing laws and policies and improving the implementation process. Policy uncertainty and organisational instability have sometimes impeded progress. The policy consistency provided by the NDP, and taken forward through the election manifesto of the governing party and the MTSF, allows greater impetus to be given to implementation. It also allows new programmes, legislation and regulations to be assessed against long-term goals and priorities.

The MTSF is structured around 14 priority outcomes as follows:

1. Quality basic education
2. A long and healthy life for all South Africans
3. All people in South Africa are and feel safe
4. Decent employment through inclusive growth
5. A skilled and capable workforce to support an inclusive growth path
6. An efficient, competitive and responsive economic infrastructure network
7. Vibrant, equitable, sustainable rural communities contributing towards food security for all
8. Sustainable human settlements and improved quality of household life
9. Responsive, accountable, effective and efficient local government

10. Protect and enhance our environmental assets and natural resources
11. Create a better South Africa and contribute to a better Africa and a better world
12. An efficient, effective and development-oriented public service
13. A comprehensive, responsive and sustainable social protection system
14. A diverse, socially cohesive society with a common national identity

## 2.3 South Africa's Strategic Integrated Projects

Supporting the aims of the NDP, government adopted an infrastructure plan that is intended to transform the economic landscape of South Africa, create a significant number of jobs, strengthen the delivery of basic services to the people of South Africa and support the integration of African economies. Cabinet established the Presidential Infrastructure Coordinating Commission (PICC) to integrate and coordinate the long-term infrastructure. The PICC assessed the infrastructure gaps through spatial mapping which analyses future population growth, projected economic growth and areas of the country which are not served with basic services. Based on this work, eighteen Strategic Integrated Projects (SIPs) were developed to support economic development and address service delivery.

The Infrastructure Development Act (Act 23 of 2014) section 8(4)(a) states that every organ of state must ensure that its future planning or implementation of infrastructure or its future spatial planning and land use is not in conflict with any SIP implemented in terms of the Act.

As it is imperative, the DoT, Provinces and Municipalities will elevate the transport related SIPs in its respective Integrated Transport Plans. Of the 18 SIPs identified the following transport oriented SIPs are reinforced in the NLTsf:

- SIP 2 – Durban-Free State-Gauteng Logistics and Industrial Corridor: Strengthen the logistics and transport corridor between SA's main industrial hubs; improve access to Durban's export and import facilities, raise efficiency along the corridor and integrate the Free State Industrial Strategy activities into the corridor and integrate the currently disconnected industrial and logistics activities as well as marginalised rural production centres surrounding the corridor that are currently isolated from the main logistics system.
- SIP3 - South Eastern node & Corridor Development: Promote rural development through a new dam at umZimvubu with irrigation systems and the N2-Wildcoast Highway which improves access into KZN and national supply chains; strengthen economic development in Port Elizabeth through manganese rail capacity from Northern Cape, a manganese sinter (NC) and smelter (EC); possible Mthombo refinery (Coega) and trans-shipment hub at Ngqura and port and rail upgrades to improve industrial capacity and performance of the automotive sector.
- SIP5 - Saldanha-Northern Cape Development Corridor: Develop the Saldanha-Northern Cape linked region in an integrated manner through rail and port expansion, back-of-port industrial capacity (which may include an IDZ) and strengthening maritime support capacity to create economic opportunities from the gas and oil activities along the African West Coast, and for the Northern Cape, the expansion of iron ore mining production.
- SIP6 - Integrated Municipal Infrastructure Project: Develop a national capacity to assist the 23 least resourced districts (17 million people) to address all the maintenance backlogs and upgrades required in water, electricity and sanitation bulk infrastructure.

The road maintenance programme will enhance the service delivery capacity thereby impact positively on the population.

- SIP7 - Integrated Urban Space and Public Transport Programme: Coordinated planning and implementation of public transport, human settlement, economic and social infrastructure and location decisions into sustainable urban settlements connected by densified transport corridors.
- SIP11 - Agri-logistics and rural infrastructure: Improve investment in agricultural and rural infrastructure that supports expansion of production and employment, small-scale farming and rural development, including facilities for storage (silos, fresh-produce facilities, packing houses); transport links to main networks (rural roads, branch train-line, ports), fencing of farms, irrigation schemes to poor areas, improved R&D on rural issues (including expansion of agricultural colleges), processing facilities (abattoirs, dairy infrastructure), aquaculture incubation schemes and rural tourism infrastructure.
- SIP17 - Regional Integration for African cooperation and development: Participate in mutually beneficial infrastructure projects to unlock long-term socio-economic benefits by partnering with fast growing African economies, to complement the Free Trade Area in South, Central and East Africa. The projects involving transport, water and energy also provide competitively priced diversified, short, medium to long-term options for the South African economy.

## 2.4 Sustainable Development

The NLTSP supports the aims and priorities outlined in the NDP recognising its holistic view to encouraging sustainable development. The aim of sustainable development is to meet the needs of the present without compromising the ability of future generations to meet their own needs. The South African Government is committed to developing a sustainable future for the country. The NDP vision is that South Africa's transition to an environmentally sustainable, climate change resilient, low-carbon economy and just society will be well under way by 2030.

Sustainable development calls for an integrated approach, which considers the inter-relationship between transport, and the three key aspects of sustainability which are: the environment, the economy and society as a whole. The Department of Transport is determined to secure positive change through planning for and ensuring cohesive interaction of social, economic and environmental improvements, by addressing the following:

- Committing at the United Nations Framework Convention on Climate Change (UNFCCC) to reduce greenhouse gases by 34% from business as usual by 2020
- Developing a Transport Sector Strategy on Climate Change and Environmental Protection
- Supporting green technology and clean fuels
- Developing an integrated public transport system
- Encourage a shift towards sustainable transport modes
- Addressing congestion mitigation and improving air quality



Transport policies can contribute to a sustainable future by supporting a strong and prosperous economy and helping to promote safe healthy living. The impact of transport on the social, economic and environmental fabric of our nation is fully recognised. A sustainability strategy should serve to provide a positive benefit to the communities not only in terms of job creation and poverty alleviation, but also in terms of ensuring safe, secure and affordable access to the transport network.

The NLTsf therefore acknowledge its role as enabler in bringing about economic growth, spatial integration and social wellbeing of all living in South Africa through land transport. Therefore sustainability - and the three key aspects of sustainability, namely the environment, the economy and society as a whole - is the underlying thread connecting this framework and subsequent planning.

## 2.5 DoT Strategic Plan

The Department of Transport's Strategic Plan is aligned with government's overall strategic objective of placing our economy onto a new job-creating and more equitable growth path. It is mandated to maximize the contribution of transport to the economic and social development goals of our country by providing fully integrated transport operations and infrastructure. Consequently the DoT Strategic Plan focuses on the facilitation of the following areas:

- Job Creation
- Rural Access and Mobility
- Economic Development
- Poverty Alleviation
- Rail, road and aviation transport integration and planning
- Infrastructure Development and Maintenance
- Public Transport

The DoT's strategic goals and objectives outlined in the DOT Strategic Plan are well aligned with the NDP and the MTSF. The NLTsf is aligned with the DoT Strategic Plan recognising its focus and capturing its strategic thrusts. The following are the key departmental outcomes in the DoT Strategic Plan:

- An efficient and integrated transport infrastructure network for social and economic development: The Department will ensure the maintenance and strategic expansion of the road network, and support the development of road asset management system in rural and provincial authorities. In addition, the Department will support rail and ports efficiency and enhance capacity and competitiveness.
- A transport sector that is safe and secure: The Department will implement various policy interventions that seek to reduce the number of incidents in the road, rail, aviation and maritime environment.
- Improved public transport system: Public transport is a critical strategic imperative in the Department's service delivery agenda. Over the medium term, the Department will implement measures to ensure an effective, efficient, affordable and accessible public transport system in both urban and rural areas through, among others, the implementation of integrated public transport networks, and establishment and

strengthening of regulatory entities, acquisition of new rail rolling stock, and development and upgrading of priority passenger rail corridors.

- Increased contribution to job creation: The Department will prioritise job creation through the implementation of an industry empowerment model, the finalisation and approval of the maritime policy underpinned by industry development, and broad-based black economic empowerment (BEE).
- Improved rural access, infrastructure and mobility: The Department will improve rural access by assisting municipalities in developing road asset management systems, which will assist in the implementation of the Road Infrastructure Strategic Framework of South Africa.
- Increased contribution of transport to environmental sustainability: The Department will implement measures aimed at reducing the impact of transport on climate change by supporting more energy efficient modes of freight and passenger transport and promote the use of cleaner fuels.

## 2.6 National Transport Master Plan 2050

The primary driver of the National Transport Master Plan (NATMAP 2050), by the Department of Transport, is “to develop a dynamic long-term and sustainable land use multi-modal transportation systems framework for the development of infrastructure facilities, interchange terminal facilities and service delivery that is demand responsive to national / provincial/ district and /or any socio-economic growth strategies, and / or any sectorial integrated spatial development plans”.

The NATMAP 2050 defined a number of overarching objectives to support its strategic intent, including the following:

- Maximizing utilisation of existing infrastructure facilities;
- Development of future infrastructure facilities and improve operations;
- Development of an up to date and accurate central land use / transportation Data Bank - Geographic information system (GIS);
- Promoting effectiveness and efficiency of maritime Transport;
- Integrating multi-modal public passenger transportation;
- Determining the economic role of transport; and
- Integration of transport and land use development.

The NLTSF is aligned with the overarching objectives of NATMAP 2050.

## 2.7 NLTSF 2006

Looking ahead and defining the purpose and role of the NLTSF it was necessary to reflect on the 2006 NLTSF and consider the changing transport landscape. The 2006 NLTSF contained strategies for 15 functional areas with outputs and actions on how to achieve those outputs:

1. Public Transport;
2. Land use restructuring;
3. Roads;

4. Cross-border road transport;
5. Freight transport;
6. Inter-provincial transport;
7. Rural Transport;
8. Traffic safety and enforcement;
9. Transport for persons with disabilities;
10. Non-motorised transport;
11. Transport and environment;
12. Tourism and transport;
13. Inter-modalism and integration of transport planning;
14. Transport and the 2010 World Cup; and
15. Conflict resolution.

Although the main purpose of the review and update of the NLTsf was not meant to analyse or critic the 2006-2011 NLTsf, it was necessary to use the 2006-2011 NLTsf as a basis for the development of the 2017-2022 NLTsf. It was also necessary to undertake an assessment of the NLTsf outcomes against Customer KPI Targets and NLTsf outcomes against KPI Targets in order to understand the extent of its implementation.

#### **National Key Performance Indicators**

The tables below are a summary of the progress made by the various government organs relative to the KPIs set out in the NLTsf (2006 -2011).

#### **Progress assessment of NLTsf outcomes against Customer KPI Targets**

KPI Strategic Aim	NLTsf Target/KPI	Progress
Improve Public Transport usage	Reduce commuter travel time Modal shift to Public Transport	Marginal increase in Public Transport usage but slight decrease in private vehicle. Public Transport usage decrease to 39.% in 2013, from 40% in 2003 (Stats SA;2013)



KPI Strategic Aim	NLTSF Target/KPI	Progress
Promotion of access to public transport	<p>Not specific for urban</p> <p>Increase % of rural population living within 2 km.</p> <p>Reduce the number of Household spending more than 10% of income on transport</p>	<p>9% decline in poverty levels but 48 % remain below poverty line (R548/m) [NPC, 2011].</p>
Traffic Safety	Number of road traffic fatalities per vehicle type.	As of 2012/13 a 0.79% (110) reduction in road fatalities.
	Number of road traffic pedestrian fatalities.	Fatalities per 100 000 inhabitants was at 27.6 (avg. of developed countries 6 – 10%). The worst in the world (ITF, 2013)
	Number of road traffic fatalities per 100 million vehicle km per vehicle type	Pedestrian make up 35% of all road deaths (opportunity = NMT)

#### Progress assessment of NLTSF outcomes against KPI Targets

KPI Strategic Aim	NLTSF Target/KPI	Progress
Public Transport Reform (Taxi Recap Program)	% of taxi fleet recapitalised (remove at least 10,000 roadworthy vehicles by Dec 2006 which is approx. = 8% of fleet)	Over R 2.0 Billion over budget and behind schedule.

KPI Strategic Aim	NLTsf Target/KPI	Progress
Land Use restructuring	Amount of non- residential Floor space and number of housing units developed in corridor and densification /infilling projects in Metropolitan Municipalities.	Public Transport corridors have been identified at least 6 cities and some have been rolled out .i.e. entering phase(s) 1B of the implementation of the IPTN/BRT  Urban population Continues to growth from 46 to 49 %( 2005 -2011) in SA urban areas .i.e. spatial disparity continues.
Freight Transport	Number of Over loaded trucks  % of cargo carried by rail	Construction of new weigh bridges .i.e.  15 – 20% of truck are overloaded .i.e. over 70 % of SA freight carried by road.  The “diesel” issue rail vs. road. Moloto Corridor Feasibility study complete
Rural Transport	Amount of Transport expenditure by government in 13 priority rural nodes, for infrastructure and for operations.	15% growth to 6.7 Bn in allocation to Provincial Road Maintenance Grant 2008/9 -20011/12 (DoT Plan, 2011) and expected 10 % increase.  Completion of the development of the rural transport strategy and NMT policy
Funding	Review models for transport projects under DoT .i.e. investor relations promotion  Participate in 4 infrastructure investment projects in the provinces/municipalities  Research and review industry policies and funding frameworks.	Currently 84 % of Road infrastructure costs are paid for by government with deficit raised from tolls (16%).  Implementation of the GFIP and Gautrain as new models for funding.  The roll out of Integrated Public Transport Network IPTN projects.  Review of funding frameworks incomplete due to capacity constraints

Some of the key changes taken into account since 2006 include the following:

- NLTTA No.26 of 2006 was replaced by the NLTA No. 5 of 2009. The NLTA no.5 of 2009 – changes into the NLTA Draft Amendment Bill (National Land Transport amendments Bill), 2012/2013;
- NLTA (Integrated Transport Plans) – identification of transport projects of national importance, functions as provided in the NLTA, institutional arrangement;
- Public Transport – national initiatives such as the Public Transport Strategy and Action Plan 2007 which made provision for Integrated Rapid Public Transport Network IRPTN development;
- Land use restructuring – taking into account the interface of land uses and transport, (Spatial Planning and Land Use Management Act, 2013 Act3);
- Roads – recognising the importance of access roads in rural areas;
- Rural transport - alignment of rural transport strategies with national rural development initiatives and consideration to the Rural Transport Strategy of South Africa (2007);
- Non-motorised transport – NMT forms a more integral component in transport and land use planning;
- Environment and Transport - consider the environmental impact of transport, the Transport Action Plan and Moving SA;
- Learner Transport Policy – consider latest policy direction and objectives;
- National Freight Logistics Strategy – the review of the National Freight Logistics Strategy;
- Rail – Passenger Rail Agency of South Africa (PRASA's) National Strategic Plan 2012, Transnet's investment programme and the proposed single transport economic regulator.

Having consulted stakeholders widely, the 2006 NLTsf functional areas were revised reflecting the changed emphasis in the transport industry. The updated NLTsf has been developed as an interactive framework and guiding reference in order to give strategic direction on transport planning, how it links to development and land transport delivery by national government, provinces and municipalities.

## 2.8 International benchmarking

As part of the review and update of the NLTsf 2006, a benchmarking process was required as part of the Phase 2 project deliverables. The objective of the benchmarking process was to establish best practices in transport strategy formulation and presentation. Transport policy or plans formulation and execution differs around the world and shows that every country has a unique approach reflecting local circumstances, but with a common thread of logic and purpose. In executing the evaluation and comparison of various transport strategies and plans, six factors were considered to enable a consistent evaluation / comparison framework, viz.:

- Context – typical issues and challenges being faced and how the strategy / plans suggest they be resolved;
- Report structure;
- Typical functional areas / strategic themes considered;

- Strategy formulation – linking issues or challenges to strategies aimed at addressing issues;
- Choice of KPIs and / or evaluation of progress; and
- Policy approaches.

The key issue faced by any government is its need to develop long-term strategies that are flexible enough to change and adapt to the dynamics of the present, while at the same time preparing for the challenges of the future. In order to achieve this, a clear understanding is required about the ever changing transport environment and the strategic link between transport, the economy and the role transport plays in facilitating economic growth.

Ten countries were selected for benchmarking. The countries were chosen according to their level of developmental stage (e.g. developing countries, developed countries) as there is a direct correlation between the level of development of a country and its quality of transport infrastructure and services.

The methodology and rational for the benchmarking exercise is described in more detail in a separate report to the DoT.

The common themes derived from the benchmarking exercise are:

- Integrated Transport
- Global competitiveness
- Sustainability
- Intergovernmental Relations/Arrangements
- Safety
- Liveable Communities
- Infrastructure Management and Maintenance
- Public Transport
- NMT
- Freight and Logistics
- Research
- Professional Capacity

## 2.9 Other strategies and policies

The NLTsf needs to be compatible and supportive of a wide range of other strategies and policies relevant to transport including those highlighted below. The NLTsf has been developed by taking account of the policies and strategies contained in the following strategy and policy documents, but not limited to:

- Moving South Africa (1998);
- National Freight Logistics Strategy;
- Road Freight Strategy for South Africa, Department of Transport (2011);

- PRASA National Strategic Plan (2012);
- Transnet Long-term Planning Framework (2012);
- Non-Motorised Transport (NMT) Policy (2012);
- Spatial Planning and Land Use Management Act (2013);
- Transport Action Plan (2010);
- Public Transport Strategy (2007);
- Public Transport Action Plan; Phase 1 (2007-2010) Catalytic Integrated Rapid Public Transport Network Projects / Public Transport Strategy and Action Plan Department of Transport
- Action Plan to guide the provision of accessible public transport systems in South Africa, draft for discussion (2009);
- Implementation strategy to guide the provision of accessible public transport in South Africa (2009);
- Decade of Action and Arrive Alive (2011);
- National Spatial Development Perspective (2006);
- A guide to the national planning framework (2009);
- Rural Transport Strategy of South Africa (RTSSA) (2007);
- National Learner Transport Policy (2014);
- Road Infrastructure Strategic Framework for South Africa (2006);
- Infrastructure Development Act (2014);
- White Paper on National Transport Policy (1996); and
- Green Paper: National Strategic Planning (2009).

The recent development frameworks in the transport environment at national, provincial and local level as well as the new strategic objective of the current administration are significant, given the continuous changing transport environment. These adjustments are reflected in this Framework to ensure that its content remains relevant and valid, while considering strategic developments within the transport policy and strategy environment.



## 3 CURRENT REALITIES

This chapter defines current trends, the context and realities as well as the challenges and issues faced in transport. In order to guide the focus of the NLTsf it was important to understand the current realities, and challenges, define the gaps and current challenges to inform the way forward for the 2017-2022 period.

### 3.1 Background

An efficient, effective and sustainable transport system is one of the most critical factors for the performance of the South African economy, its growth and the creation of the employment and wealth necessary to help overcome the significant social challenges. An efficient transport system will also help unlock its export and transit links with the SADC region.

Investment in all aspects of transport to increase capacity and improve operational and organisational efficiency has to be continuous and in many cases absorb a significant amount of public sector funds. All too often inadequate investment provision is made and insufficient attention given to improving ongoing managerial and organisational inefficiencies. This is then reflected in wider economic inefficiencies and high transport cost with consequent knock-on effect to customers and businesses.

Government is faced with many challenges when it takes a view of the current transport sector to see whether it is fit for purpose to meet the requirements imposed upon it by the present and more importantly the anticipated growth in our economy. The distances between population centres and the dependency on transport, means that there is a critical reliance on securing efficient, reliable and cost effective networks. The transport industry is highlighted by the current administration as a key contributor to South Africa's competitiveness in global markets and plans were unveiled to spend billions to improve the country's roads, railways and ports.

However, South Africa faces a number of challenges in its transport industry as well as its spatial disposition that delays ambitions in meeting the aspirations outlined in the Department of Transport Strategy, the NDP and NATMAP 2050. This chapter explores these factors in creating a better understanding about where we are starting from in terms of:

- National transport trends that have occurred over the past decade demonstrating how transport policies in South Africa have an impact (positive / negative)
- The current realities in transport South Africa
- The challenges facing the South African transport industry

Looking forward there is need to view transport holistically as an integrated system and not in terms of each mode independently. The challenge is to unlock value in the wider economy through investing selectively and creatively in sustainable schemes that help to realise South Africa's potential as a globally competitive trading nation.

To demonstrate how transport policies in South Africa have an impact (positive and negative) on transport performance, this section highlights some of the key national transport related trends observed in South Africa over the past decade. Data from various sources such as Statistics South Africa, World Bank, International Road Federation, Road Traffic Management Corporation, and the Department of Transport, were analysed to determine the specific trends related to transport. A detailed description of the results is provided in **Appendix A**. This analysis was supported by desktop review of relevant literature, policy content, and benchmarking and stakeholder consultation. Through this process a number of key priorities or strategic thrusts were identified.

The trends and current realities associated with each of these priority areas or strategic elements of the transport system are described in the following sub-sections.

### 3.2 Key challenges

Against the background of the current realities, the following key challenges facing the South African transport industry have been summarised:

#### 3.2.1 South Africa's spatial disposition

South Africa's spatial disposition is a direct consequence of its past inequalities. More than two decades after democracy the country has a mixed picture - the witting creation of deeply divided communities characterised by social and economic inequality, segregated land use patterns, great disparities in levels of education, the inadequate and the inefficient provision of transport infrastructure to serve the needs of all its people and inequitable access to labour and economic markets.

The low income people in South Africa spend about 40% of their income on transport. The high cost of mobility and the constraint it places on the lower income earners limits their ability to access healthcare, social and economic opportunities (Statistics South Africa, 2013). Mobility has a profound effect on poverty where incidence of low mobility and unaffordable public transport would restrict entire households from economic opportunities.

The MTSF clearly states that the structure of urban and metropolitan areas, which are characterised by fragmented residential settlement patterns, underdeveloped business areas in townships and long travel times between home and work is one of the critical spatial challenges in South Africa. The NHS survey shows that the average journey time for all modes of transport is one hour and the proportion of people travelling for over one hour has increased between 2003 and 2013. In addition over 50% of the population walk for more than 90 minutes to the closest health care facility. This raises the cost of living, limits the scope for shift work and makes it difficult for the unemployed to seek work. It also increases service delivery costs and constrains business development. The physical remoteness and low population densities of both urban and rural areas impacts the ability of transport to support national economic and social development objectives.

The challenge within the context of transport is to empower the transport industry to help reverse some of the negatives of spatial segregation. Transport plays a fundamental and game changing role in bringing about a more integrated society. Spatial integration is required to address spatial fragmentation and urban sprawl.



Government's approach to urban development is therefore focused on integrated and better located residential development, investment in public transport networks, support for economic development and job creation and stronger collaboration between municipalities, local business chambers and civil society stakeholders.

In summary, spatial distortion divides and/or prevents inclusive development and liveable communities, resulting in physical remoteness and low population densities, adversely affecting travel cost, in turn giving rise to poor accessibility. The lack of employment opportunities in rural areas is the main cause for migration to urban areas.

### 3.2.2 Transport impact on the environment

Section 24 of the Bill of Rights states that, "Every person has a right to an environment that is not harmful to their health and wellbeing". Land-based transport must therefore be planned and implemented such that it minimises its harmful impact on the environment. According to the DEAT, National Climate Change Response Green Paper, 2010, South Africa has a high carbon dioxide per capita figure. Greenhouse gas emissions have increased rapidly in recent years relative to the previous 10 years (World Bank, 2013). Given the developing nature of the South African economy, it is expected that emissions will grow as development goals are pursued. The sectors that generate the most carbon dioxide emissions are production activities that use large quantities of coal or electricity and the transportation sector.

The South African transport industry, including households use of petroleum, accounts for 10.5% of total CO<sub>2</sub> emissions<sup>2</sup>. In the context of the Department of Transport Strategic Plan 2013/14 (Revised), the transport industry is not meeting its target of reducing carbon emissions by 10% per annum.

Any transport related strategy should aim to move towards a low-carbon economy. South Africa committed at the United Nations Framework Convention on Climate Change (UNFCCC) to reduce greenhouse gases by 34% from business as usual by 2020.

The DoT is currently investigating the Transport Energy Consumption Study. The study will reveal the extent of Transport contribution to greenhouse gases, and also provide a strategy to reduce transport contribution to energy consumption.

### 3.2.3 Integrated transport planning

Land use and transport planning has historically been considered inter-dependently. Over the past few decades this has changed with more emphasis on integrating land use and transport planning. It is however seen that transportation follows development, responding to accessibility needs created by land use decisions outside of transport authority's control. At the same time, local planning authorities increasingly separated commercial, employment, social and residential areas, increasing the need for travel over longer distances.

South African cities are structurally fragmented and have many areas which lead to social and economic exclusion. This has resulted in long travel times and distances for many commuters situated in township areas. Current land use planning contributes further to urban sprawl since new housing developments are planned on land which is still on the periphery of the new municipal areas and far from urban centres, economic opportunities and transport networks.

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<sup>2</sup> National Treasury, South African Emissions per sector, 2010

The current reality however is that transport planning in South Africa is uncoordinated and occurs in modal and sectorial silos. There is also a lack of consistency between transport and land use planning practice. This means many transport projects that can derive increased economies of scale and efficiencies from integration are being implemented and planned in isolation. The disjointedness between transport and land use planning is, for example, demonstrated where spatial planning policy has resulted in low settlement density and or spatial segregation which are not supported by appropriate accessibility options or public transport provision, for example, where cheap land is bought on the outskirts of urban areas for mass low cost housing purposes, without providing adequate accessibility and mobility options, thereby perpetuating marginalisation. Zoned property, road and rail reserves are not adequately protected, resulting in illegal land invasion/occupation. For example, properties zoned for schools that are not developed are illegally occupied, resulting in the school being developed further away from the community, and learners have to travel further. Such fragmentation, results in higher transportation costs across the board, increasing subsidies, lack of opportunities to access employment, increased poverty and reduced economic productivity.

Proactive integration of land use and transport planning is a core function of the municipality. For example, new housing and commercial developments require Traffic Impact Studies. Historically, traffic impact studies provided greater emphasis on single occupancy vehicles and less focus on public transport, and the developer was obligated to provide part of the road infrastructure, while the Municipality is supposed to address mass transit operations and infrastructure! However, the lack of intervention by the Municipality results in 'illegal' public transport operators claiming new routes to the new developments, which sometimes results in conflict and violence. Municipalities are mandated to prepare Public Transport Plans (PTPs) to address rationalisation of public transport services and Operating Licence Strategies (OLS) incorporating potential new routes. The Municipality could then provide a municipal public transport service or outsource the service to an approved operator, restricting the number of routes according to the Operating Licence Strategy, thereby preventing oversupply of services, and potential violence and fatalities.

Whilst it is a legal requirement that all major cities prepare and implement Integrated Development Plans (IDP's) and ITPs, a basic review suggests that very often plans are simply produced to fulfil statutory compliance with little action or follow through in terms of implementation.

In summary, Land use and transport planning does not take place within an integrated systems framework (but in silos) in turn leading to a lack of modal integration.

### 3.2.4 Urban transport

South Africa is experiencing rapid growth of urban areas mainly due to migration from the rural areas to the cities, and influx of foreign nationals. According to the National Household Travel survey (2013), over 35% of South Africa's people live in cities with a population above 1 million; South Africa's population has grown by about 8% from 40 million in 1994 to 52 million in 2013. 21 million people (about 40% of the national population) live in the five largest cities in South Africa. The large urban concentrations are the economic heart of the country. More than 57% of GVA (Growth Value Add - a measure of economic concentration, employment and productivity) is centred in these five cities, with Gauteng accounting for 35% total GVA.

The development of peripheral residential areas disadvantage urban dwellers resulting in long travel distances and inefficient public transport service.

The transport system is fragmented, inefficient and not coping well with rapid urbanisation. Effective, efficient and inclusive urban transport systems are a prerequisite for economic development and for social equity and cohesion. Maintaining mobility and accessibility by all modes in appropriate locations will ensure social connectivity and economic growth. As the transport system grows it is likely to add additional inefficiency in transport cost resulting in severe economic constraints and eventually social breakdown. Urban Transport development is a key focus area for the National Land Transport Strategy. The emphasis needs to be on building on the recent upswing in investment focusing on initial roll-out of quality public transport to set out and implement a comprehensive sustainable urban transport strategy focused on appropriate public transport and NMT development.

Transport requires intensive, consistent investment into an appropriate and sustainable transport system. DoT assessments indicate that the funding backlog in public transport capital investment is about R300bn from the "lost years" between 1985 and 2006. The current operating shortfall of commuter rail and contracted formal bus operations stand at R9bn. Current public transport operations fare revenue cover about 35% to 40% of operating cost, while global best practice for compact cities cover about 60% of public transport operating costs. The low cost coverage and low productivity of urban public transport is due to the use unaffordability, low densities, long travel distances, as well as modal and structural inefficiencies. This strategy must cement long-term funding commitments and tie in clear and ambitious spatial redevelopment targets along with binding obligations to manage travel demands as an example of the necessary strategic responses to tough choices that will have to be taken to contain any further road network expansion if not for primary public transport use.

South Africa, similar to many other developing countries and emerging economies, is experiencing a rapid increase in demand for motorised travel, essentially following the same path as developed nations. Continued high rates of population growth, rapid urbanisation and the aspiration towards consumerism are causing transport needs and demands to expand.

Against the background of low quality public transport options, the emerging middle class aspire to the use of private motor vehicles while many of the poor remain stranded. Attempting to meet all transport demand through a pro-private motor vehicle approach is massively costly, inequitable, and unsustainable and, as has been conclusively proven, impossible worldwide.

Cities throughout the developed world have moved through a 40 year phase of mass motorisation. Traffic speeds, which initially increased, have dropped significantly and consistently through most of this phase and the majority of cities have reached critical levels of peak traffic. Most governments now realise that solutions to improving urban transport conditions do not lie in providing for unabated motor vehicle growth.

The evidence is undisputable; attempting to cater for increased volumes of traffic whilst maintaining or increasing current average speeds of motorised traffic requires massive investments and guarantees ever worsening emissions, fossil fuel dependence, spatial dislocation and severance whilst not offering any assurance of sustained speed improvements.



*"If city governments wish to invest wisely in transportation...they will understand the futility of trying to save time through attempts to increase the average speed of private motor vehicles. This argument applies to any city in the world." (Gotschi, & Mills, 2008).*

Actual capital funding injections that commenced in 2006 enabled some targeted interventions to commence in the five main metropolitan cities. Specifically the investments from 2006 to date have centred on the following:

- Gautrain rapid rail R25bn capital expenditure between 2006 and 2010.
- Capital investment into BRT systems (PTISG) total of R32bn between 2006 and 2014.
- Commuter Rail annual capital support up from around R5bn to 11bn in 2014/15 marking the initiation of the PRASA recapitalisation programme.

In metropolitan areas only one third of passengers are using formal bus and rail services, with the mini-bus taxi sector transporting two thirds. The strategy is to progressively upgrade and formalise most or all urban public transport operations as currently implied by the DoT's Public Transport Strategy.

If all urban public transport was formalised to an enhanced quality on the basis of current spatial structures the annual shortfall could total well over R20bn per annum, a yearly sum considering South Africa's fiscal constraints is probably excessive. Therefore substantial increases in operational funding will need to be matched by major increases in productivity and cost recovery.

The first phase of IRPTN rollouts is currently operational. It is too early to assess whether these investments have any catalytic impacts on spatial re-integration, but as yet these services are not demonstrating cost recovery levels above the levels of current commuter rail or regular contracted bus services.

Because such a large proportion of all public transport is rendered by mini-bus taxi services, enhancing this sector could offer significant benefits. However, if done inappropriately, could add significant costs (substantial subsidies) without concomitant increases in productivity.

The success and financial feasibility of all planned IPTN interventions rely on increasing urban densities, mix use development and increasing the modal share of public transport among choice users. The range of strategies and measures to ensure these outcomes, are fundamental to achieving better operational cost recovery in future systems. Without doubt, substantial public transport investments are vital, yet this investment will not significantly improve the urban economy or public transport effectiveness unless equal attention is placed on spatial development densification.

### 3.2.5 Rural transport

Rural areas account for about 40% of South Africa's population with about 21 million inhabitants living in rural areas. A central legacy of apartheid is the persistence of dense rural settlements with limited economic opportunities in the former "homeland" areas, which have particularly high rates of unemployment.

The remoteness from major economic hubs and low population densities often means that the provision of public transport infrastructure and services in remote areas is financially unviable. The result is the isolation of rural communities with limited mobility options, which in turn results in the inability to access economic opportunities in the formal labour market. This contributes to perpetuated poverty. The implementation of rural transport is hampered by a lack of prioritised funding and technical or managerial capacity to oversee the roll-out of projects at district level. Rural Transport includes the following components:

- Rural Transport Infrastructure (RTI) – Includes all transport related infrastructure, ranging from proclaimed district or feeder roads, to village-level roads and non-motorised infrastructure such as tracks, trails, paths and footbridges, most of which are often not proclaimed or registered.
- Rural Transport Services (RTS) – Includes services provided by operators of all modes of motorised and non-motorised transport and private users (e.g. head loading, private vehicular transport, intermediate transport, animal-drawn carts, etc.).
- Integrated Public Transport Networks (IPTN) – Relates to the provision of improved accessibility and mobility by integrating public transport services between modes. Rural IPTN's also aim to promote integration of transport infrastructure among modes.

The Rural Access Index (RAI) is the percentage of people who live within 2km (or equivalent to a walk of 20-25 minutes) of an all-season road as a proportion of the total rural population. An "all-season road" is a road that is accessible all year round by the prevailing means of rural transport (often a pick-up or a truck which does not have four-wheel-drive). Predictable interruptions of short duration during inclement weather (e.g. heavy rainfall) are accepted, particularly on low volume roads<sup>3</sup>. The RAI for South Africa in 1993 was 21%, which is relatively low. Another study was carried out by the DoT in 2014. The results have not been published.

Furthermore, government places the need to improve rural infrastructure and service centres as a key strategic priority in the MTSF. The trends identified around travel modes and patterns from the NHTS for 2003 and 2013 show that (Statistics South Africa, 2013):

- The use patterns of public transport have changed significantly between 2003 and 2013 in rural areas, with general increases in the percentage of households who used taxis (from 57.4% to 75.0%), buses (24.5% to 29.6%) and trains (0.7% to 1.8%).
- Since 2003, there has been a decrease in the percentage of workers who walked all the way to work. The decrease was more significant in rural areas where it decreased from 52.5% to 38.3%. This represents a 14.2 % point decrease.
- One in five workers walked all the way to work in South Africa. The majority (40.6 %) of those who walked all the way to work were from rural areas.
- In 2013, 81.2 % of learners from rural areas were recorded walking all the way to school, followed by taxi commuters with 4.5%. There is a significant relationship between high percentage of learners that walk all the way and income levels. From households with the lowest income quintile, 85% of the commuters walk all the way to school.
- Rural learners (8.1%) were more likely than metropolitan (2.7%) or urban learners (3.0%) to walk more than 60 minutes.

<sup>3</sup> World Bank. Rural Access Index: A Key Development Indicator, March 2006

Compared to 2003, rural households are the only subgroup that have seen a significant decrease in access time to selected services, even though rural travellers still need more time than their urban and metropolitan counterparts. Over time, households living in rural areas had better access to public transport and had reduced travel times when compared to in 2003.

### 3.2.6 Public transport

The trends identified around travel modes and patterns from the NHHS for 2003 and 2013 show that (Statistics South Africa, 2013):

- The majority (more than 60%) of public transport users, particularly in urban areas, travel by mini-bus taxis;
- The BRT systems and Gautrain are currently transporting less than 1% of the travelling population in their respective cities;
- In 2013, about 57% of the population lived within a five minute walk to public transport but this is 4% lower than in 2003 showing a negative trend.
- The number of people living more than 15 minutes from a public transport stop has increased between 2003 and 2011 which implies accessibility has reduced in the past decade.
- The DoT's assessment indicate a funding backlog in public transport capital investment totalling around R300bn resulting from under-investment between 1985 and 2006.
- The current operating shortfall of commuter rail and contracted formal bus operations stands at R9 billion. These operations are covering an average of around 35-40% of their operational costs at present. A typical average of progressive, efficient, compact cities is upwards of 60%. The low cost coverage and low productivity the urban public transport systems is due to user unaffordability, low densities, long travel distances as well as modal and structural inefficiencies.

The fragmented nature of institutional governance over public transport resulted in South Africa not achieving one urban transport system, but rather a fragmented transport system in urban areas. As a result, public transport in South Africa is inefficient and not sufficiently customer focused with poor levels of reliability, predictability, comfort and safety, with the exception of Gautrain and BRT.

The scope of public transport encompasses sustainable forms of transport including non-motorised transport (NMT) in South Africa's urban and rural contexts. The lack of integration between PT and NMT counteracts the full benefit that these efficient modes offer, including social accessibility, support of economic growth and effective mass mobility. There is an expressed need for better linkage between both modes in a more focused and systematic way. This means NMT needs to be recognised and accepted as a form of local transport.

The majority (83%) of learners either walk (63.4%) or use public transport (20.1%) to access institutions of learning. These statistics demonstrate the role of public transport and NMT in being a significant mode of travel by learners (opposed to the use of the private car).

The PRASA National Strategic Plan recognises some fundamental issues affecting the delivery of rail service and, if these are successfully addressed, the level and quality of service that can be provide will be transformed, strengthening rail's role in the local transport network, such as:



- improving the safety, security, resilience, reliability and efficiency of the network
- connecting current and new economic or growth nodes (including major airports, ports and industrial development zones)
- supporting the main economic development corridors
- improving accessibility and connectivity to marginalised communities
- promoting better integration between land use planning and railway development to promote densification and sustainable development and to play to rail's strength in supporting high volumes of travel
- developing rail as the high-volume backbone of each province's integrated transport network, thereby contributing to the development of a modern, integrated, high quality, affordable and customer focused public transport system

The PRASA National Rail Plan seeks to improve the service provided to the travelling public and to capitalize on the opportunity provided by planned Government investment in new rolling stock, new signalling, stations and three pilot Modernisation Corridors demonstrating the impact of an integrated approach to investment on rail corridors.

A variety of regulations already exist in the South African urban transport setting, including the registration of vehicles and the RTQS safety standards. One area stands out, however, as needing more effective regulation is the mini-bus taxi industry. The roots of the taxi industry are in the informal sector, and it has continuously been a primary source of empowerment opportunities for historically disadvantaged segments of the population. Part of the legacy of the apartheid past is therefore an industry with no effective regulatory structure, yet one that also now carries the majority of urban mass transport trips in South Africa.

Current public transport planning also does not sufficiently integrate feeder services, and the move to a corridor approach will create even more need to do this properly. Very few customers make intermodal transfers, in part because the system is not planned or physically laid out on a basis that encourages or permits such transfers. Optimising the modes for line haul along corridors will require increased coordination across modes and schedules to permit lower density traffic to feed into the corridors.

In summary, public transport is not sufficiently customer focused and inefficient with poor levels of reliability, predictability, comfort and safety. It does not reflect the world class aspiration of the NDP 2030. The fragmented nature of institutional governance over public transport is also not helpful. Despite introducing IRPTN's or other plans and policy supporting the integration of modes, the implementation to date is biased towards BRT.

### 3.2.7 Non-motorised transport

Non-motorised transport is any means of transportation not supported by a motor. This includes cycling, walking, skateboard, wheelchairs and making use of animal-drawn carts or hand-pushed trolleys. Most people use a mix of motorised transport and NMT to travel. Non-motorised transport is a mode of transport in its own right and in many instances it is either the only available mode of transport and/or the most affordable one. The following statistics from the 2013 National Household Travel survey (NHTS) (Statistics South Africa, 2013) are relevant to non-motorised travel:

- In South Africa 21% of people use walking as their main mode of commuting to work and 1.3% use cycling;



- In rural areas 38% of people walk all the way to places of work, while the national percentage is 20% and this translates into a total of 3 million workers walking all the way to work. Across provinces the highest percentage of workers who walk to work are in Gauteng (19%), and Kwa-Zulu Natal (16%).
- 42% of people earning up to R500 per month walk to work, but this has reduced from 58% in 2003. In the R500 to R1000 per month income group 43% walk to work. This is significant and highlights the need to better understand the importance of and provision for NMT in South Africa.
- Cycling has traditionally been a mode of transport in rural areas, although it is increasingly becoming an urban mode of transport. The 2013 household survey indicated that cycling is used to cycle to work by 0,6% of commuters in the metros, 2,2% in the remaining urban areas and 1,8% in rural areas.
- Non-motorised transport is of particular importance for travelling to school or other educational institutions. A significantly high number of commuters and scholars walk to work and school respectively. The 2013 household survey shows that 68% of scholars walk to school and 81% scholars in rural areas walk to school.
- Walking as a main mode to access educational institutions is also prevalent at 63% using walking as the main mode of transport and in provinces such as the Eastern Cape and Limpopo over 75% walk all the way to institutional institutions.

If properly planned, cycling and pedestrian networks can act as a feeder to public transport. This approach is already being undertaken in cities implementing IRPTNs.

Due to the bicycle being a low cost form of mobility, it has the potential to aid in bringing about equity and greater accessibility for people who cannot afford public transportation or the purchasing of a motor vehicle. In many semi-rural areas in South Africa, people use bicycles as key mode of transport to generate income by ferrying goods for various informal and small businesses. Cycling and walking aid in providing a minimum level of mobility that is required for economic and social participation.

A shift towards NMT will have a multitude of benefits for the transport system (socio-economic, environmental, safety, health, convenience, affordability, reducing congestion, etc.). Therefore it is important that cities and municipalities to not only provide mainstream NMT considerations in planning, provide safe NMT infrastructure but also develop programmes that will attract new cyclists and pedestrians.

### 3.2.8 Learner transport

In the past the absence of a national policy on learner transport resulted in fragmented provision of learner transport services administered by the Provincial Departments of Education and Department of Transport. The first national learner transport policy was developed in 2009, which endeavours to *address the challenges of accessibility and safety of learners*<sup>4</sup>.

Learner Transport is the joint responsibility of the Department of Transport and the Department of Basic Education. Consequently, the amount of funding made available for learner transport varies and is generally insufficient to meet the existing need. The operationalization and management of learner transport has also taken different forms in the various provinces.

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<sup>4</sup> Draft Learner Transport Policy, 2009

Learners have difficulty accessing educational institutions due to the inadequacy of learner transport and insufficient schools in areas where they live. The ability of learners to access to learner transport has remained a significant challenge. This is compounded by the long distances they have to travel to get to school, threats to the safety and security and the cost of transport. The 2013 NHTS shows that walking remains the most commonly used form of transport among learners, with 5,5million (63 %) of learners walking to places of education and of those 93,6% walk up to 15 minutes. Between the years of 2003 and 2013, the NHTS identified a decrease in walking to places of education. The provinces with a high proportion of learners travelling for longer than 30 minutes are KwaZulu-Natal and, to a lesser extent, the Eastern Cape, Mpumalanga and North West Province.

The number of deaths of child pedestrians on the roads; who get killed while walking long distances to and from schools; those that get killed in vehicles that are not roadworthy and those whose grades are affected by exhaustion for taking long walks to school is a major concern. Gauteng has the highest incidence of public transport usage for educational purposes, by far the largest number of people travelling for this purpose, and also the highest percentage paying R200 or more per month (Statistics South Africa, 2003).

A new National policy on Learner transport was issued in 2015<sup>5</sup> to provide a uniform framework and an enabling environment for government and other stakeholders to address learner transport challenges. The aim of the policy is to provide an institutional framework to facilitate the provision of learner transport in order to ensure that learner transport is rendered in an appropriate and coordinated manner. In this regard, it is recommended that a national interdepartmental committee (NIDC) and provincial joint planning committees will be established. The institutional arrangement will strengthen oversight and integrated reporting on the implementation of the Policy.

The target group for subsidised transport is learners who attend grade R to 12 and live in areas where they do not have access to public transport services and have to walk long distances to school.

### 3.2.9 Accessible transport

One of the strategic objectives for Land Passenger Transport that is presented within the White Paper on National Transport Policy, 1996, is to: "ensure that passenger transport services address user needs, including those of commuters, pensioners, the aged, learners, the disabled, tourists and long distance passengers". Notwithstanding the policy intention, universal access to Public Transport is very poor across the range of modes.

The concept of Universal Access is for the design of the facilities and environments to be such that they are useable, safe and comfortable for use by all people with the widest range of physical and cognitive abilities and to the greatest extent possible, without the need for adaptation or specialised features. Other terms used to describe Universal Access include barrier-free design, fully accessible design, inclusive design, assistive design, adaptive design, design-for-all, lifespan design, or human-centred design.

Currently most metropolitan municipalities are at various stages of initial implementation of accessible public transport. There are also different initiatives at municipal level to invest in NMT infrastructure. Public Transport in South Africa generally has low accessibility and poor levels of universal access.

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<sup>5</sup> National Learner Transport Policy, 2015

### 3.2.10 Cross-border transport

South Africa's borders are critical points for facilitating the unimpeded movement of goods and people; however there are currently severe bottlenecks in commercial supply chains and journeys of cross-border travellers. These capacity constraints cause excessive delays of goods which in turn increases the cost of freight. These delays also impact passenger transport.

Funding is not adequate for the strategic projects identified at borders which could benefit the country and cross-border operations have limited productivity having a knock-on effect on supply chain management and the regional economy.

The performance of the cross-border transport system along the regional corridors depends to a large extent on the following factors:

- Quality and competitiveness of transport and logistics services;
- Capacity and condition of public infrastructure used by these services; and
- Domestic, bilateral, and multilateral policies and regulation of these services and trade.

The latter issue of policies and regulation is of particular importance in cross-border transport as it relates to border crossing procedures for both import and export trade and transit shipments. In general, transport and logistics services are seldom of primary concern because this function is mostly the responsibility of the private sector. The exception occurs where government is heavily involved in providing these services e.g., rail transport services, or there are significant constraints on market access. In terms of infrastructure, the problem is usually poor condition, insufficient capacity or lack of physical integration. The latter is common at all border posts, but can be addressed through "One Stop Border Post" (OSBP) initiatives.

The policy framework for the regional transportation system is captured in the SADC Protocol on Transport (1996).

### 3.2.11 Freight transport

Freight Logistics forms a very important element of the economic growth in the country, the SADC, the African Continent and the Global Village. The South African freight industry is dominated by strong competition between the main land modes, road and rail. This problem is exacerbated by the distance of the strategic freight corridor between Durban and Gauteng being primarily road focused. The result is a serious imbalance of 88% of the freight by weight moved by road, and only 12% moved by rail. This results in underutilised rail infrastructure and intermodal facilities with excessive pressure on road infrastructure to carry freight that could be on rail.

Freight movement by road has a significant impact on the national road network and results in high transport cost in the logistics value chain. This prevents South Africa from being competitive in a global market and attracting sufficient international investment in supporting economic growth.



South Africa's borders are critical points for facilitating the unimpeded movement of goods and people. However there are currently bottlenecks in commercial supply chains and journeys of cross-border travellers. The capacity constraints especially at border posts causes excessive delays of goods (and to passengers), this in turn increases the cost of freight particularly due to standing charges exerted on operators/customers. There are positive indications of progress towards increasing capacity with some busy crossings now operating 24 hours a day.

In summary, freight movement by road has a significant impact on the national road network and results in high transport cost in the logistics value chain. This impacts South Africa's competitiveness in a global market and attracting sufficient international investment in supporting economic growth.

### 3.2.12 Infrastructure

South Africa has missed a generation of capital investment in roads, rail, ports, electricity, water and sanitation, public transport and housing. To grow faster and in a more inclusive manner, the country needs a higher level of capital spending in general and public investment in particular<sup>6</sup>. The current infrastructure allocations relative to GDP is about 7%.<sup>7</sup> The NDP calls for a gross fixed capital formation of about 30% of GDP by 2030 to see a sustained impact on growth and household services. The NDP calls for effective, reliable, economical and smooth-flowing transport corridors.

Roads and Railways are intended to be facilitators of connectivity and mobility – enablers of economic growth. However; roads particularly have become bottlenecks due to congestion and pavement damage by excess axle loads of trucks.

The South African network has a total length of 750 000 km of road network, of which an estimated 17.6% of the network comprises of public roads which are not formally gazetted by the Authority (un-proclaimed gravel roads) (SANRAL, 2014). Of the proclaimed road network, 25.5% is paved and 74.5% is gravel roads.

The road network is characterised by wide disparity in condition, among the different categories. In 2013, SANRAL recorded that 26% of municipal and provincial roads were in a poor to very poor condition and 38% in a good to very good condition (SANRAL, 2014). The management and maintenance of roads is relatively average in Provincial and Municipal departments while the SANRAL operations meets/exceeds world standards with 48% of the SANRAL network in good to very good condition (SANRAL, 2014). Although national roads exceed world standards, close to 80% of the national road network has exceeded its 20 year structure lifespan and as such, highlights the critical need for effective and appropriate maintenance.

The implementation of road infrastructure in Provinces and Municipalities is generally constrained by the lack of a functional Road Asset Management System (RAMS), and engineering expertise for planning, management and implementation of projects. The procurement process is another constraint, where Supply Chain (procurement process) lacks engineering expertise to appoint the appropriate skills for the best engineering solutions, resulting in poor service delivery, and wasted expenditure.

<sup>6</sup> National Development Plan, 2011

<sup>7</sup> Consulting Engineers South Africa, 2013

Provinces are required to demonstrate road maintenance plans and budget applications based on RAMS. Municipalities are currently not required to motivate road projects through RAMS. SANRAL is currently assisting some provinces and municipalities with data collection and pavement management. However, there is need for progressive data collection and subsequent planning, management and implementation road projects at provincial and municipal government.

Rail infrastructure is in poor condition and in urgent need of modernisation and its capacity is limited by aging infrastructure and rolling stock. Typical rail operations are slow, unreliable and delayed by inadequate handling facilities at intermodal hubs which further exacerbate this situation.

The road and rail infrastructure is generally under-maintained with a lack of strategic focus and prioritised funding.

Pedestrian and cycling facilities are not mandatory infrastructure with new developments. There are retrofitting provisions through BRT projects but the simplicity and relatively lower cost of such projects expects much more success.

Public transport investment increased at 15% per year from 2006. In the short-term, to harvest these investments, future asset management and increased use of existing assets must be a priority.<sup>5</sup>

In summary, rail and rural road infrastructure in particular have been neglected and under-maintained. This is in part due to the transport industry competing for funding from the fiscus with other government/public sector services and funding allocated to key priority areas.

### 3.2.13 Transport safety

#### **Road Safety**

South Africa currently has one of the worlds' worst road safety records at ±31.9 fatalities/100,000 people per annum<sup>8</sup> with the DoT estimating the cost to be in excess of R133 billion per annum<sup>9</sup> (while comparable countries such as Argentina or Columbia at 12 fatalities/100 000 people per annum) . The proportion of pedestrian, driver, and passenger fatalities are almost equal in South Africa. The major contributors to these appalling statistics are poor behaviour with over 90% of crashes following some form of traffic violation; and un-roadworthy vehicles. For example, the quarterly *Brake & Tyre Watch* road safety initiative by *Fleetwatch* magazine<sup>10</sup> in 2013 discontinued 68 out of 110 (62%) heavy vehicles tested. These two factors alone demonstrate the broad disregard for safe driving practices and regulations that are prevalent in South Africa.

South Africa has committed to and is participating in the United Nation's campaign "Decade of Action for Road Safety 2011-2020". The key focus areas of the Strategy forming part of this campaign are the "4Es" - enforcement, education, engineering, and evaluation. This approach is recognised as the 'World's Best Practice'<sup>2</sup> in driving road safety improvements. Where thoroughly applied a decline in crashes and significant improvements in statistics are shown. For example, Sweden, France, and Australia have shown reductions of over 50% in crash rates.

<sup>8</sup> RTMC Strategic Plan 2014-2019, 2014

<sup>9</sup> Department of Transport, SA Road Safety Strategy 2011-2020

<sup>10</sup> <http://fleetwatch.co.za/brake-and-tyre-watch/>

Upon joining this initiative the goal set by South Africa was to, by 2015, reduce road fatalities by 50% over the five year period 2011 to 2015. This has not been achieved with only a nominal reduction in fatalities over the period. Given that the application of the 4Es approach as adopted by the National Road Safety Strategy has been internationally proven to result in significant improvements the only assumption that can be drawn is that it has not been effectively applied in South Africa.

Thus, road safety remains a key challenge faced by the South African society and the Department of Transport.

### **Rail Safety**

The Rail Safety Regulator (RSR) is the designated authority regarding all Rail Safety incidents and provides support to the Police Services in the case of security related incidents. The RSR's 2013/2014 State of Safety Report indicates that the number of operational incidents reported increased from the previous year by 7% to 4,587. South Africa compares favourably with the international data when it comes to rail safety. However, there is still a drive to improve these statistics.

Key issues regarding the safety of the general public are the non-adherence to safe driving practices at level crossings and the accessing of the rail reserve / crossing of rail lines in uncontrolled areas by pedestrians.

### **Transport Security**

Security of people on the transport system is becoming a serious concern with the number of instances of direct crime such as hijackings, robberies, muggings, public transport related violence, road rage, industrial action, etc. A further concern is the disruption to transport operations and closing of roads and rail routes due to industrial action and service delivery protests.

According to the Rail Safety Regulator State of Safety Report (2013/2014), there was a marked increase in the number of recorded security related incidents on rail – a 14% increase from 4,124 in 2012/13 to 4,703 in 2013/14 with theft and vandalism being the most prevalent. Personal safety related incidents reported amounted to only 283 which is understated as not all incidents are reported.

### **3.2.14 Institutional arrangements**

An effective well managed transport system includes coherent policies, unified urban and transport planning responsibilities, sound structure of the public transport industry and appropriate regulatory and supervisory framework and transportation information management enabling transportation providers to make better decisions.

There is a general lack of implementation of existing regulations and policy with regulatory funding not being spent where required. This is recognised in the NDP which states that government needs not only to better coordinate collaborative investment by businesses, and provincial and local government into key infrastructure projects, but to shape its institutional, policy and regulatory environment in order to enable investment, realise the desired efficiencies, improve infrastructure delivery, and contribute to economic growth and employment creation. It recognises that it is not about new policies and programmes but rather about giving effect to existing laws and policies and improving their implementation.



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The many layers of governance (across national, provincial and municipal spheres) are not conducive to integrated planning and implementation. Further, there is a general lack of proactive involvement and coordination between the public sector and private sector, labour, and other stakeholders, resulting in unnecessary delays in project development and service delivery.

The less than optimal management of public transport services for example exacerbate operational inefficiency and high cost/subsidy for public transport. Transport sector decision-making and the associated control over budgets is extremely fragmented. Planning responsibility lies primarily with municipalities, commuter rail services are a national function managed by PRASA, provinces are responsible for the contracting of subsidised bus services and the regulation of operating licences (mostly mini-bus taxis and tourism transport), and since the promulgation of the National Land Transport Act in 2009 the twelve largest municipalities have been made responsible for implementing new bus rapid transit services.

No single institution has effective overall responsibility for achieving an integrated transport system; resulting in a tendency for investment decisions and service delivery to be driven by the interests of service suppliers rather than by an integrated, user driven approach. A widely agreed policy intention since the 1996 White Paper, confirmed by the National Land Transport Act 2009, has been to make metropolitan and larger city governments the locus of responsibility for public transport, integrating with its land use planning responsibilities. However, apart from the transfer to these municipalities of conditional grants for implementing bus rapid transit projects, little progress has been made in assigning regulatory functions or expanding responsibilities in managing subsidised rail and bus contracts.

Similarly, law enforcement is fragmented between the three spheres of government, resulting in inconsistent application of the road traffic regulations, such as overload control, public transport operating licences, etc.

Making metropolitan and large city governments the locus of responsibility for urban transport including all public transport necessarily creates financial risks for these authorities. Thus assignment of responsibility needs to be accompanied by appropriate mechanisms to effectively manage such risks. Achieving better institutional alignment between provinces, municipalities and PRASA in a manner that makes metropolitan government the key locus for decision-making in line with the National Land Transport Act 2009 would facilitate better integration between different types of public transport, enabling optimal matching of transport types to demand patterns. However, improving institutional alignment will require addressing the special circumstances of Gauteng, which contains three adjacent metropolitan areas which need to coordinate their transport approaches.

The integration of functions to a dedicated tier of government may determine an integrated transport system, operational efficiency, economies of scale, and increased funding.

Perhaps the most substantial short-term obstacle to achieving the policy objectives of the transport system is the lack of institutional and management capacity, especially at the local level. The uneven capacity of local government is a major constraint to effective and efficient service delivery. Municipalities operate in varying socio-economic circumstances and diverse levels of capacity. This manifests itself in the realm of land use and transport planning, tendering and contract management, and setting and promulgating regulations.

### 3.2.15 Funding

Current funding instruments available to the national, provincial and local transport authorities includes funds allocated through the Division of Revenue Act (DORA) comprising the Equitable share and Conditional Grants such as Provincial Road Maintenance Grant, Public Transport Infrastructure and Systems Grant, Public Transport Operations Grant, and Municipal Infrastructure Grant. User pay fees are generated through fees such as toll fees, vehicle license fees, fuel levies, carbon tax from vehicle sales; private sector bulk services contributions, parking, cross-border fees, etc. The financial markets contribute to transport funding such as Foreign Direct Investment mainly for Public Private Partnership projects, issuing of bonds, loans, etc.

The South African public sector invests about R50bn per annum on transport infrastructure and operations of public transport, while the private sector also invests in road infrastructure (the approximate proportion of investment is not known, but is substantial through private sector development bulk services contributions). However, there is need for additional investment to enable a sustainable transport system. The institutional fragmentation in transport has also lead to a multiplicity of authorities tasked with one or other element of the total transport system, resulting in inefficiencies. Another challenge is that the different components of the system are optimising against their own internal objectives often at the expense of the total transport system objectives. This is in the main due to the absence of a system level approach to investment in transport infrastructure.

Generally, funding is not aligned with policy objectives. The transport vision calls for an integrated, efficient, reliable, affordable, etc., transport system. This requires exorbitant levels of infrastructure and operational funding over a long period of time. The current policy and fragmented transport systems are not feasible and not sustainable. The integrated transport system must be affordable to both the authorities and the customer.

## 3.3 Summary of the current realities in the transport industry

The immediate challenges faced in transport that are constraining policy objectives have defined the key priority areas or thrusts to be focused on in the next five years. The fundamental challenges to the progress and roll-out of the national strategies are:

- **Public transport** integration, safety, accessibility, and efficiency remains a constant challenge even though an exorbitant amount of money was spent and continues to be spent on the IRPTN program and subsidies; one dimensional investment such as upgrading commuter rail rolling stock and Bus Rapid Transit relative to an integrated public transport system;
- Motorised private transport, be it the private car or mini-bus taxis, is the **dominant** mode;
- 88% of freight by weight is moved by road and 12% by rail reflecting a significant imbalance in the freight transport system; the cost of **freight logistics** is increasing where transport costs is the most signification component; cross-border operations (border control) limits productivity with a significant impact on the logistics value chain and the economy;
- South Africa's **road fatalities** and traffic accidents levels are among the worst in the world and show no significant reduced trend, indicating that the road safety strategy to date is not yielding effective results;

- With the exception of the national road network, the **road and rail infrastructure** is generally under-maintained and a lack of strategic management and maintenance system, and subsequently funding;
- The provision of **pedestrian and cycling facilities** are still not mandatory for new developments;
- Land use planning priorities and interventions to ensure increased desertification and targeted growth along core corridors are not happening at a fast enough pace and decision-making is not as yet properly integrated with urban transport plans. A lack of strategy and programme implementation for transport **funding** for transport operations and infrastructure; and
- A lack of **institutional and management capacity** is one of the most substantial short-term obstacles in achieving the policy objectives for transport.

## 4 NLTsf VISION

The policy framework within which the NLTsf operates is set out in Section 3 and the challenges identified in Section 4 serve to construct and condition the overall land transport vision for the Department for Transport. In order to achieve this, some key overarching strategic intentions were identified.

South Africa's transport policy intentions are comprehensive and address the strategic drivers such as sustainability, economic development, job creation and poverty alleviation, inequality, etc. The transport policy framework also demonstrates strategic intent, while the planning, funding and execution of transport plans and projects are relatively incongruent. The Transport Policy framework emphasis customer focus, while the recent transport statistics indicate perpetual inefficiency and infrastructure degradation.

### 4.1 Land transport vision

The vision for land transport to improve transport services and infrastructure is often driven or influenced by other strategies as indicated in the Introduction and Chapter 3. The NLTsf will help to enable the implementation of those strategies. Inevitably, therefore, the vision does not prescribe specific outcomes, but guiding principles which can be responsive to other strategies as they emerge.

The overall vision of the Department for Transport in the context of the policy framework within which the NLTsf operates and current national imperatives are to create:

*An integrated and efficient transport system supporting a thriving economy that promotes sustainable economic growth, supports a healthier life style, provides safe and accessible mobility options, socially includes all communities and preserves the environment*

The following are key strategic objectives over the next five years:

- a much improved sustainable public transport system with better and safer access, more frequent and better quality services and facilities to an agreed standard;
- significant reduction in road fatalities;
- greater mobility options particularly for those who do not have a car;
- safer and easier cycling and walking;
- better infrastructure, links and interchange with other means of transport;
- an improved and better maintained road and rail network;
- improved journey time reliability on all modes;
- different travel patterns and transport usage and, where appropriate, reduced need to travel by motor vehicles from having achieved an integrated land use and transport system;



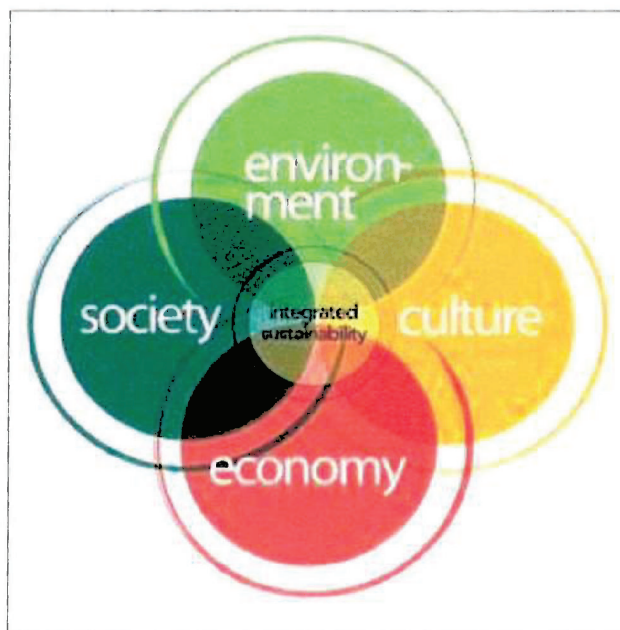
- a transport system that is consistent with the real needs of people living in different parts of South Africa and with differing abilities to afford travel;
- a transport system that charges the traveller a fair reflection of the costs of making a journey;
- a transport system that supports focused funding of transport priorities;
- developed sufficient institutional human capital to drive the vision of transport; and
- A transport response that supports rural transport development.

To achieve the bold vision for transport a number of objectives were developed. The objectives are aimed at supporting the wider vision of sustainability. The objectives aim to set an exciting new focus for transport and helps demonstrate clearly the case for supporting and investing in land transport.

## 4.2 Department of Transport's position on Sustainability

In general, sustainability encompasses a holistic consideration of economic, social, and environmental progress—usually referred to as sustainability dimensions—with a long-term perspective. **Figure 2** illustrates the integration of the environment, society, culture, and the economy in order to develop a sustainable transport system in South Africa.

**Figure 2 Dimensions of sustainability as defined in the NTF**



The National Transport Forum (2014) defines sustainable transport as transport that:

- Meets the needs of the present generation without compromising the ability of the future generations to meet their transport needs;
- Meets the basic access and development needs of individuals, companies and society;
- Is affordable, operates fairly and efficiently, offers a choice of transport mode, and supports a competitive economy, as well as balanced regional development;

- Is transport that is reliable, predictable and safe for all users; and
- Limits emissions and waste within the planet's ability to absorb them and uses renewable resources at or below their rates of generation.

The Department of Transport is equally determined to secure positive change through planning for and ensuring cohesive interaction of social, economic and environmental improvements. The approach accords with the NDP, the priorities of the MTSF and the National Transport Forum vision. This means working to five shared principles viz.:

- Work to achieve an efficient, competitive and responsive economic infrastructure network;
- enhancing vibrant, equitable and sustainable rural communities;
- achieve sustainable human settlements and improved quality of household life;
- promote a good responsive, accountable, effective and efficient local government; and
- protect and enhance our environmental assets and natural resources

Transport policies can contribute to a sustainable future by helping to promote healthy living and supporting a strong and prosperous economy. Transport has a significant impact on the social, economic and environmental fabric of the nation and the DoT aligns its vision to realise a dynamic, multi-modal sustainable transport system for South Africa.

### 4.3 NLTSF overarching goals

The value of transport is generally underestimated. Transport is a catalyst for economic development, job creation, social development, and general quality of life. The transport portfolio requires greater attention in all spheres of Government and the private sector.

A number of objectives or overarching goals were classified to support the wider vision of sustainability described above. The objectives support each other, for example, promoting better integration between land use planning and transport planning to encourage densification will create the high volumes of travel required to justify certain large public transport investments. These overarching goals for transport are:

- Incremental development with a 'back to basics' approach
- Integrate land use and transport planning
- Promote social inclusion and accessibility
- Improve safety and security
- Reduce transport impact on the environment
- Promote sustainable transport modes

#### 4.3.1 Incremental development with 'back to basics' approach

An incremental approach is required to address the gradual implementation of the NLTSF through ITPs and subsequent derived projects. For example, the implementation of the Public Transport Strategy refers to two pillars to be implemented over three phases (time periods). The incremental application of accessibility in the Public Transport Strategy over time is demonstrated in Table 1.

In this particular example on Accessible Transport, it is evident that phase 1 for Pillar 1 was not implemented as an accelerated recovery and catalytic project. Similarly, efficiency improvements for existing public transport services were not implemented in the stipulated timeframe, instead BRT was implemented which was part of the Phase 2 program. Hence, the current focus in the forthcoming planning period, considering the current resource constraints and economy, is to initially focus on the basics, while incrementally developing the advanced transport system.

**Table 1 Roll-out of the Public Transport Strategy's Two Pillars and their effect on the accessibility of public transport**

	<b>Phase One (Up to 2010) Accelerated Recovery &amp; Catalytic Projects</b>	<b>Phase Two (Up to 2014) Promote and Deliver Basic Networks</b>	<b>Phase Three (Up to 2020 and beyond) Advance and sustain accessible networks (national roll-out)</b>
<b>Pillar 1 - Modal Upgrading of Existing Public Transport Services</b>	Provision of low cost accessible features throughout existing PT system e.g. step heights, grab rails and high contrast livery	Introduction of higher cost accessible features throughout existing PT system e.g. real-time passenger information and access for passengers using wheelchairs	Fully accessible for all passengers throughout PT system
<b>Pillar 2 - Provision of Integrated Rapid Public Transport Networks and Rural Public Transport Packages</b>	Piloting of fully accessible Integrated Rapid Public Transport Corridors Piloting of a number of rural public transport services that are accessible including periodic access and learner services and demand responsive brokering services	Roll-out of fully accessible Integrated Rapid Public Transport networks Preparation of District Network Plans to provide accessible rural public transport services	Full accessibility for all passengers throughout PT system Roll-out of accessible periodic rural public transport services (access and learner) and demand responsive brokering services

The Department of Corporate Governance and Traditional Affairs developed the Back to Basics program for service delivery at local government level. However, the program involves all three spheres of Government. Government's goal is to improve the functioning of municipalities to better serve communities by getting the basics right. The building blocks for the back to basics approach are as follows (<http://www.gov.za/about-government/back-basics>):

**Basic services: Creating decent living conditions**

Municipalities must:

- Develop fundable consolidated infrastructure plans.
- Ensure infrastructure maintenance and repairs to reduce losses with basic services including roads, public transport and human settlements.
- Ensure the provision of Free Basic Services and the maintenance of Indigent register.

**Good governance**

Good governance is at the heart of the effective functioning of municipalities. Municipalities will be constantly monitored and evaluated on their ability to carry out the following basics:

- The holding of Council meetings as legislated.
- The functionality of oversight structures, Section 79 committees, audit committees and District IGR Forums.
- Whether or not there has been progress following interventions over the last three to five years.
- The existence and efficiency of anti-corruption measures.
- The extent to which there is compliance with legislation and the enforcement of by-laws.
- The rate of service delivery protests and approaches to address them.

**Public participation**

Measures will be taken to ensure that municipalities engage with their communities. Municipalities must develop affordable and efficient communication systems to communicate regularly with communities and disseminate urgent information. The basic measures to be monitored include:

- The existence of the required number of functional Ward committees.
- The number of effective public participation programs conducted by Councils.
- The regularity of community satisfaction surveys carried out.

**Financial management**

Sound financial management is integral to the success of local government. Performance against the following basic indicators will be constantly assessed:

- The number of disclaimers in the last three to five years.
- Whether the budgets are realistic and based on cash available.
- The percentage revenue collected.
- The extent to which debt is serviced.
- The efficiency and functionality of supply chain management.

**Institutional capacity**

There has to be a focus on building strong municipal administrative systems and processes. It includes ensuring that administrative positions are filled with competent and committed people whose performance is closely monitored. Targeted and measurable training and capacity building will be provided for councilors and municipal officials so that they are able to deal with the challenges of local governance as well as ensuring that scarce skills are addressed through bursary and training programs. The basic requirements to be monitored include:



- Ensuring that the top six posts (Municipal Manager, Finance, Infrastructure Corporate Services, Community development and Development Planning) are filled by competent and qualified persons.
- That the municipal organograms are realistic, underpinned by a service delivery model and affordable.
- That there are implementable human resources development and management programs.
- There are sustained platforms to engage organised labour to minimise disputes and disruptions.
- Importance of establishing resilient systems such as billing.

#### 4.3.2 Support economic development

Transport is a key enabler in any successful economy in that it provides the means of moving people and goods. An ineffective and inefficient transport system stifles economic growth in that the access to opportunities may well be restricted and that mobility may be costly from a financial, social, and/or environmental perspective. As an example, congestion drives up fuel consumption, increases emissions and is extremely time consuming.

Improved access to employment and education also contributes to the country's long-term prosperity. Poor access is one of the major barriers facing the unemployed; more especially in rural South Africa.

The NLTSF aims to enable economic growth, development, and job creation by connecting current and new nodes as development corridors and by making better use of and maintaining the transport system, comprising:

- economic development corridors;
- regional economic competitiveness;
- efficiency in transport operations
- upgrading and maintenance of transport infrastructure;

The benefits are:

- Reduced travelling costs;
- Reduced need for building vast car parks on valuable land in the city centres that could have otherwise been used as highly priced office or retail space;
- Reduced reliance on rapidly decreasing oil supplies;
- Reduced reliance on imported fuels;
- Job creation;
- Increased property value in and around the core business areas and adjacent to public transport stations;
- Improved integration between various sectors;
- Community development and upliftment;

- Improved living standards; and
- Tourism.

#### 4.3.3 Reduce transport impact on the environment

Transport has a significant role to play in adapting to the impacts of climate change. The NDP vision is that South Africa's transition to an environmentally sustainable, climate change resilient, low-carbon economy and just society will be well under way by 2030.

Rising concentrations of greenhouse gases are recognised to be causing global climate change. Transport, through the use of fossil fuels, is one of the top three sources that produce greenhouse gases, and accounts for around 10 per cent of CO<sub>2</sub> emissions in South Africa according to the GHG Inventory for South Africa: 2000–2010.

Reducing emissions from the transport sector is a key element of achieving a sustainable transport system. However, transport is a significant driver of economic growth and social wellbeing. So, given the growing demand for transport, the reduction of emissions poses a particular challenge.

Effective reduction of emissions requires a multifaceted approach which may incorporate both a reduction in the need to travel and through the use of technologies some of which may already be available. An integrated planning approach is thus key to reducing emissions (as well as energy usage).

Emissions can be reduced by making smart choices, as individuals, about what, when and how to drive. The Department of Transport does not have a specific strategy on addressing transport's contribution to climate change and/or air pollution. The key variables through which to influence pollution levels/air quality are:

- the number of trips and distance travelled;
- land use (densification) and travel demand management
- congestion management;
- using public transport and NMT as a mode of transport;
- the fuel efficiency of vehicles;
- supporting the reduction in greenhouse gases and other emissions; and
- Reducing traffic congestion.

#### 4.3.4 Integrate land use and transport planning

Better integration between land use planning and transport planning offers by far the biggest impact to the impact that transport has on the environment and sustainability. It can do so by encouraging densification and sustainable development, by creating local clusters of economic activity that require less mobility and by developing multi-modal logistic chains to cut wasteful and unnecessary trips. Some of the principles would include:

- Supporting compact community development and land use intensification that will support high volumes of travel required for public transport;
- Providing efficient land use and traffic policy enforcement;



- Efficient transport information management to enable data driven planning by developing a central land use / transportation data bank using GIS.

#### 4.3.5 Promote sustainable transport modes

The DoT aims to encourage the change in transport by shifting to more energy efficient modes or routes—such as shifting from road to rail; or shifting passengers from private vehicles to public transport and non-motorised modes.

Ensuring sustainable access – especially by public transport, walking and cycling – is an integral element of planning new services and facilities.

Further, investment in sustainable modes of transport such as new designs of public transport vehicles can be expensive, but the benefits are much greater and can help towards achieving long-term economic sustainability.

#### 4.3.6 Promote social inclusion and accessibility

Transport plays a central role in our daily lives. Availability and accessibility of transport influence where people live and work, leisure options, and opportunities to socialise. The success of the Department's equality and social justice agenda depends to a significant degree on the effectiveness of the transport system. Good access to public transport is essential to increase the life chances of the most disadvantaged and people living in deprived communities.

Where services and facilities cannot be provided in the immediate locality, transport services can contribute to social justice by:

- Helping more people into jobs and creating better jobs and skills
- Improving health and providing access to social services
- Reducing air and noise pollution from transport
- Developing strong and safe communities

#### 4.3.7 Improve transport safety and security

Perceptions of safety are an important factor in how people use the transport system. Feelings of vulnerability can encourage captive public transport to shift to private car when they can afford it and it can deter car-users from switching to public transport. A safe and secure public transport system can benefit society by:

- Reduced accident rates, particularly for vulnerable road users, as well as improved perceived safety for all modes of transport;
- Work to eliminate traffic-related fatalities, and address concerns of personal safety and security;
- Public transport operators to carry out schemes to improve security on vehicles and at stations; and
- Enable people of all ages and abilities to travel efficiently and safely;

#### 4.4 Renewed focus for the NLTSF

The NLTSF was developed as a guiding reference to give strategic direction to transport planning at all spheres of government. Having consulted stakeholders widely, the 2006 NLTSF functional areas were rationalised reflecting the changed emphasis in the transport industry. A radical and focused approach is required to deal with fundamental challenges in transport which implies a renewed focus. In bringing about change and to support the vision the following functional areas were developed:

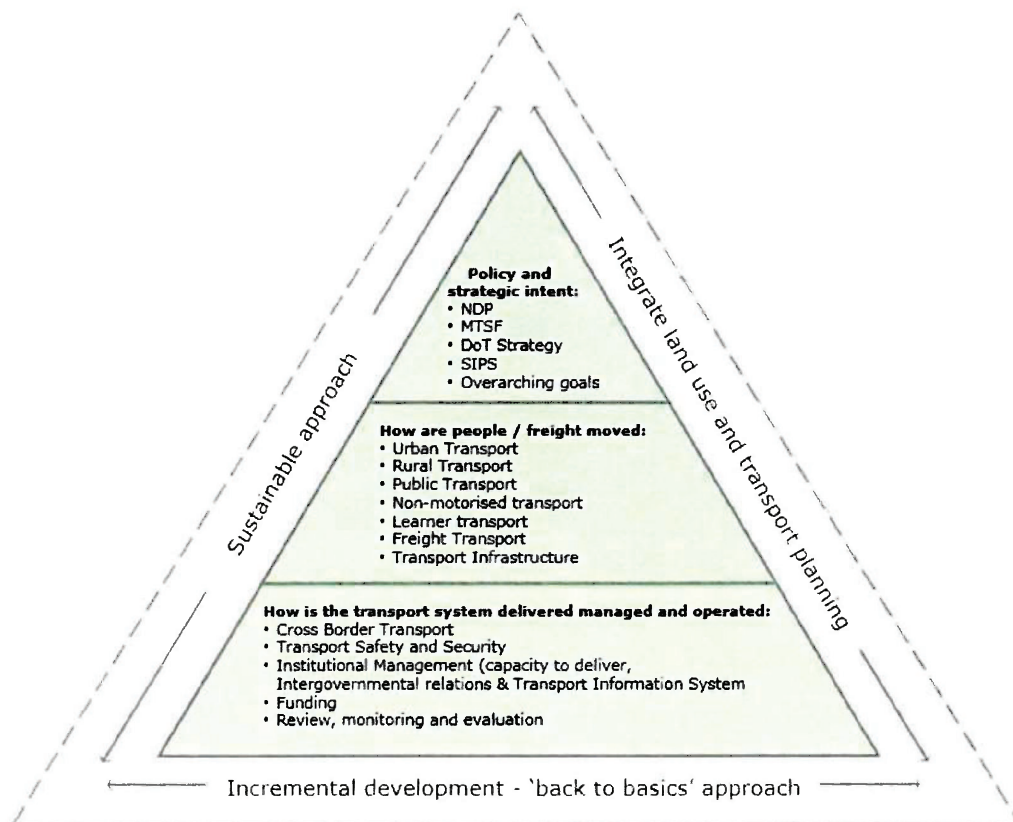
- 1) Integrated Land Use and Transport Planning
- 2) Urban Transport
- 3) Rural Transport
- 4) Public Transport
- 5) Non-Motorised Transport
- 6) Learner transport
- 7) Freight transport
- 8) Transport Infrastructure
- 9) Cross-border transport
- 10) Transport safety
- 11) Institutional management incorporating land transport information systems, Inter-Government relations and capacity to deliver; and
- 12) Funding

## 5 THE STRATEGIC FRAMEWORK

The Strategic Framework describes what is required to realise the vision and overarching objectives for land transport in South Africa considering current challenges and what can be achieved over the next five years. The intent behind the approach of developing the framework is driven by the need for an appropriate affordable transport system that supports access to opportunities while considering sustainability, social aspects and the environment.

Sustainability - and the three key aspects of sustainability, namely the environment, the economy and society as a whole - has therefore been the underlying thread connecting this framework. The goal of sustainable transportation is to ensure that environment; social and economic considerations are factored into decisions affecting transportation activity. For economic growth and social equity reasons it is vital to establish efficient transport systems to meet growing demand as sustainably as possible. These would include a transport system that consumes less energy, reduce pollution, have a minimal impact on the environment and provide equity of access for people and goods<sup>11</sup>.

**Figure 3** describes the philosophy in deriving the framework. The broader policy framework and intents informed the vision and key priorities for land transport in South Africa.



**Figure 3 Land transport strategic philosophy**

<sup>11</sup> Transportation Association of Canada, <http://www.vtpi.org/tdm/tdm67.htm>

The NDP vision is that South Africa's transition to an environmentally sustainable, climate change resilient, low-carbon economy and just society will be well under way by 2030. As a follow on to NDP, government developed the Medium Term Strategic Framework (MTSF) to help prioritise projects and programmes in South Africa that would work towards achieving the aspirations of the NDP. The Framework is further aligned with the Presidential Infrastructure Coordinating Commission Strategic Integrated Projects (SIPs) which have been developed to achieve the goals and objectives of the NDP and MTSF. It is imperative that the DoT, Provinces and Municipalities align its transport planning with these policies and the SIPs.

This Chapter outlines the vision, strategic intent and key performance areas for each key strategic element that were identified as the renewed focus of the NLTSF. The success in implementing the transport programmes and projects that emanate from the respective PLTFs and ITPs are reflected through the key performance areas defined in the NLTSF.

## 5.1 Integrated Land Use and Transport Planning

### Vision

Transport infrastructure and operations form an integral part of land use planning and are designed, planned and managed in an integrated manner to prioritise densification, promote public transport over private transport, improve local accessibility and lower the carbon impact.

### Strategic Intent

A key strategy of the NLTSF is to encourage efficient land and transport planning to enable better decision-making and positive outcomes. Transport projects can and should derive increased economies of scale and efficiencies from integration and coordinated planning. Land use and transport planning should be consistent with the SIP7 programme ensuring that transport planning (and its proponents/executors) becomes a key contributor and consideration within the broader planning and development environment at all spheres of government. Key considerations of social, environmental and economic factors with a longer term horizon framed on the basis of a shorter term delivery perspective.

The DoT and Provincial Government do not have full control over land use; however, they can choose to spend resources in areas where local governments are focusing on effective land use planning. It will not be sufficient for transport planning authorities to present plans which show the potential for structural change. Planning guidelines require spatial development plans to be integrated with the ITP and the IPTN and that the implementation of these plans be closely monitored to ensure compliance. There need for guarantees in place that corridor densities will increase in parallel with IPTN roll-out and that service distances will be limited to defined urban edges. In so doing the costs of IPTNs can be contained and a positive cycle of densification and increasingly efficient public transport can take hold.

Fundamental to long-term solutions will be the integration of public transport and land use planning to achieve a change in the spatial layout of the cities. This includes changing land use so as to shorten travel distances, creating bi-directional passenger flows throughout the day, and reducing the high differential between peak and off-peak demand. Strategies to support the densification of the cities in specific nodal areas and along identified corridors will assist in reducing the costs of public transport.



While solutions are needed to address the access needs of low income residents in poorly located, distant areas, transport subsidies should be applied in ways that help drive the restructuring of urban form rather than accommodate and subsidise further sprawl which will lead to demands for further increases in subsidies.

### Objectives

The key objective of this strategic element is to ensure that macro transport sector planning is integrated and coordinated with all land use to facilitate multi-modalism on an ongoing basis. Transport's multidisciplinary nature necessitates a comprehensive, intermodal approach and integrated transport planning is therefore a positive way towards more sustainable transport systems.

Integrated transport planning takes into account transport system interdependencies, interactions between transport and land use, transport safety, traffic congestion, parking, travel demand management and accessibility. Collectively, integrated transport planning will help to identify and prioritise transport infrastructure and service improvements to meet community needs as well as government objectives.

The minimum requirements for the preparation of PLTFs and ITPs need to be updated with the necessary guiding principles around land use and transport integration to clarify growth and development goals and guide DoT investment. The principles will be designed to help authorities develop land use and transport plans in an integrated manner, prioritise investments and implement policies in each so that they work together to further the national objectives. The process involved in developing these principles will also play an important role in transforming cross-government communication into cross-government coordination and action.

The overarching vision of the DoT's Public Transport Strategy and Action plan (2007 to 2020) was to implement a continuous and incremental upgrading from the current basic commuter service to an upgraded modal service and then an integrated rapid public transport network. This was positioned as three clear phases where the first phase aimed to stabilise the existing passenger transport service delivery environment as well as to recover from the accumulated neglect of decades of under-investment. A review of the transport spend in South Africa shows that the incremental approach to improving the transport system as intended by the 2007 to 2020 Strategy have not been met. Despite significant investment in the BRT systems, the goal for the metropolitan cities to achieve a mode shift of 20% of car work trips to public transport networks by 2020 is not being achieved as shown by the modal share for work trips trends in **Appendix A**.

It is therefore recommended that the public transport strategy and action plan be revised to provide an update on recommended approaches in the major centres as well as covering recommended interventions across all public transport modes and all areas and all spatial typologies. This work should also draw on rail planning, rural transport plans and non-motorised plans and fully reflect the successes, challenges and limitations of the public transport investment strategy being followed from 2006 to date. The review must objectively assess lessons of implementation so far and seek improved efficiencies in IPTN implementation as well as address the critical issue of institutional capacity and funding constraints.

**Key Performance Areas**

- Update the public transport strategy and action plan;
- All Planning authorities to maintain and update a Transport Model that informs the Strategic Road Network Plan, Land Use Development, and subsequently informs the infrastructure investment and implementation plan, and funding needs. District and Local Municipalities could consolidate networks by developing strategic models for the region, and subsequently share resources and professional expertise for planning, management and implementation;
- All Planning Authorities to maintain and update a database of traffic and pedestrian counts;
- Develop appraisal guidelines and assessment criteria for all transport projects/schemes;
- Update Minimum Requirements for the preparation of PLTFs and ITPs;
- All Provinces to update PLTFs to be relevant in this planning period (2015 to 2022);
- All Municipalities to prepare and/or update Comprehensive, District, and Local Municipal ITPs incorporating Public Transport Plans comprising of IPTN, Rationalisation plan, Operating Licence Strategy and any Land Use Plans;
- Reduce monthly household disposable income spend on transport; and
- Reduced journey times on all modes of transport.

**5.2 Urban transport****Vision**

Promote and invest in appropriate and sustainable and integrated urban mobility which supports economic development and social inclusion.

**Strategic Intent**

South Africa is experiencing rapid growth of and migration to main urban areas. 40% of the population live in the five largest cities in South Africa and this number is currently increasing at a rate of 4% per annum. An efficient transport system serving well planned cities is a vital lifeblood for the effective urban function. Transport systems require intensive, consistent investment into appropriate and sustainable transport systems - congestion mitigation and improve air quality from transport related activities.

It is a well-accepted approach worldwide that efficient urban transportation implies putting effective public transport first. In South Africa, transport policy focus has progressively shifted towards giving greater priority to public transport (and more recently to non-motorised transport) over the provision for accommodating private transport. This has resulted in a series of integrated quality public transport programmes and planning and implementation of IPTNs. The success and financial feasibility of all planned IPTN interventions rely on increasing urban densities, mix use development and increasing the modal share of public transport among choice users. The range of strategies and measures to ensure these outcomes are fundamental to achieving better operational cost recovery in future. Without doubt substantial public transport investments are vital, yet this investment will not significantly improve the urban economy nor public transport effectiveness unless equal attention is placed on spatial densification.



Spatial integration in the urban context is key to reduce urban sprawl, integrate different communities (mixed income and mixed tenure), land use activities (mixed-use: commercial, retail, recreational, transport, residential, social services, etc.) and encourage the shift from a single motor car urban design concept to a new urban design concept based on public transport. Greater public and government awareness of transport's land use requirements will be promoted, and effective, coordinated land use and transport interventions will be initiated to counter unsustainable urban sprawl and unacceptably long travel distances.

The integration of public transport and land use planning to achieve change in the spatial layout of the cities is fundamental to achieving the long-term objectives of a sustainable transport system. This includes changing land use so as to shorten travel distances, creating bi-directional passenger flows throughout the day, and reducing the high differential between peak and off-peak demand. Strategies to support the densification of the cities in specific nodal areas and along identified corridors will assist in reducing the costs of public transport.

Commuter rail considerations must be fully integrated with urban development plans and be assessed as part of an integrated multi-modal transport and urban restructuring strategy. The recommendations of the PRASA Strategic Plan (2012) should input into multi-modal assessments of the appropriate serving approach and development of IPTNs and ITPs. High demand stations, should be regarded as major local attractors and be the focus for future mixed development. In this way progressive improvements in modal efficiencies will be achieved.

Where quality public transport systems are combined with and supported by excellent walking and cycling linkages, a complete transport solution is provided. Beyond the core capital investment in infrastructure being focused on the main corridors for rail and BRT systems, the cost of providing feeding services to trunk lines are very expensive given the low urban densities and the necessary transition to put in place formal bus operations to replace informal and sub-economic mini-bus taxi operations. A major opportunity exists to significantly improve cycling and walking links to these primary public transport systems. The potential benefits to overall transport system effectiveness and urban functioning through much more comprehensive inclusion of NMT provision must form a central pillar to urban transport strategy.

In South Africa, the transport sector is the second largest contributor (after the energy sector) to carbon emissions. Actions to reduce the transport related carbon emissions profile also support the urban development needs, namely promoting public transport over private car use, de-congesting roads through travel demand measures, shifting a greater proportion of freight onto rail, better spatial planning to limit urban sprawl, and investing in sustainable modes of transport such as NMT.

### **Objectives**

- Provide an efficient urban transport system in all Metros that complements economic activity supplemented by appropriate systems such as an Intelligent Transport System, Travel Demand Management, and Transport System Management through a central Transport Management Centre.
- Promote the development of an urban land use restructuring programme as part of the Urban Renewal Strategy. A clear and unambiguous document setting out requirements in support of urban corridor development and densification/infilling will be developed and published. The transport sector in government will support and make inputs to the Urban Renewal Strategy by means of a three-pronged urban restructuring initiative aimed at

(a) urban corridor development, (b) densification and infilling, and (c) rationalisation of transport and housing strategies.

- Support the implementation of corridor development and densification strategies and other aspects of IDPs that are effectively aligned with municipal transport plans. While solutions are needed to address the access needs of low income residents in poorly located, distant areas, transport subsidies should be applied in ways that help drive the restructuring of urban form rather than accommodate and subsidise further sprawl which will lead to demands for further increases in subsidies.
- Provide greater priority to public transport and to non-motorised transport.
- Develop stronger institutional alignment between provinces, metros and PRASA in a manner that makes metropolitan government the key locus for decision-making in line with the National Land Transport Act (2009) to ensure better integration between different types or modes of public transport, enabling optimal matching of transport modes and services to demand patterns.
- Develop actions to reduce the transport related carbon emissions profile.

#### **Key Performance Areas**

- Measure mode share and mode shift trends towards sustainable transport modes
- Measure and optimise traffic network performance (speed-density, traffic flow rate, queue length, delay, etc.) and where appropriate implement ITS, TDM, TSM and TMCs and incident management.
- Increase spend on transport
- Improved service quality and safety of public transport
- Improve access to main public transport nodes by improved walking links (20min or 1,5km), cycle networks and full cycle implementation programmes (within a radius of 5km) and prioritising NMT
- Assess land use and transport integration by measuring average travel distance and balanced/bi-directional flows
- Undertake Household Travel Surveys every five years
- Air quality monitoring and management – measure levels of particulate matter and develop actions to reduce greenhouse gas emissions.

### **5.3 Rural transport**

#### **Vision**

Focus rural transport infrastructure investment so that the rural transport system can become a catalyst for sustainable economic development while improving access to social services and economic opportunities within the context of sustainable development and in accordance with the aims of the Rural Transport Strategy of South Africa (2007).

### **Strategic Intent**

Lack of mobility in rural areas is one of the key drivers of migration into urban areas and impedes social and economic development of rural communities. Increasing the number of rural people with sustainable access to rural transport is expected to be very significant for the development of lower income countries<sup>12</sup>. Increasing mobility and access to rural communities will unlock social and economic benefits and provide them with access to education, health and other social amenities.

The remoteness from major economic hubs and low population densities isolates rural communities from the mainstream economy which impacts on the ability of transport to support national economic and social development objectives in these areas. The provision of transport infrastructure and services are generally not feasible and therefore it is important to also address issues of community sustainability.

In rural areas, the most effective way of improving access to essential services is by improving links between key rural nodes and employment nodes. Improving the lower order roads which links rural communities to the higher order road network will make rural transport both more accessible and more affordable, by reducing operating costs for road-based providers like taxis and buses.

An assessment and review of the relevance and success of the Integrated Sustainable Rural Transport Strategy (ISRTS) is required. This should be developed based on the progress made with the 13 rural nodes in the ISRTS and the success of any of the interventions. The rural access index of rural communities requires a review and update in order to develop a strategic rural road network plan with clear budget requirements for rural road network infrastructure upgrades and maintenance. Improvement in rural access is a key requirement for achieving a number of the Millennium Development Goals such as halving poverty, increasing access to education, reducing maternal mortality and improving child health<sup>5</sup>.

The DoT is in the process of finalising the National Guiding Framework for the preparation of Integrated Public Transport Networks for District Municipalities. Although some District Municipalities prepared IPTNs, there are several other municipalities that are yet to address District IPTNs, which will address improved rural public transport service and infrastructure.

### **Objectives**

The strategic objectives are:

- To improve economic and social access for rural communities;
- Improving access to essential services by improving links between key rural nodes and employment nodes or higher order road network; and
- Alignment of rural transport strategies with national rural development initiatives.

The DoT is also in the process of updating the Rural Transport Strategy (RTS). The Draft 2014 RTS promotes three major "action plans" viz.:

- Road maintenance and NMT promotion strategy;
- Continued Integrated Transport Planning in terms of District Municipality IDP programmes; and

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<sup>12</sup> World Bank. Rural Access Index: A Key Development Indicator, March 2006

- Development of Integrated Public Transport Network Plans in terms of the Public Transport Strategy

#### **Key Performance Areas**

- Review the Integrated Sustainable Rural Transport Strategy and key rural communities for investing in transport and access
- Develop actions and measure impact of rural transport interventions on safety and travel time
- Improve rural accessibility to improve population having access to some form of transport and determine the accessibility index of key rural communities
- Develop a strategic rural road network upgrade and maintenance plan with budgets for rural road network infrastructure upgrades and maintenance
- Establish the rural transport forum at district level
- Measure Rural Access Index (which measures the number of people living within two kilometres of an all-season road and/or transport service, as a proportion of the total rural population)
- Measure and report on performance of rural public transport service using the following performance indicators:
  - Cost per passenger trip
  - Fare revenue per passenger trip
  - Passenger trip time
  - Operating subsidy per passenger trip
  - Vehicle revenue kilometres
  - Customer satisfaction index
  - Number of passengers
  - Vehicle operating cost
  - Number of bicycle distributed to rural learners

## **5.4 Public transport**

### **Vision**

Ensure sustainable, equitable and uncongested mobility and accessibility “in liveable cities and districts through integrated public transport networks (IPTNs)” (Public Transport Strategy 2007), Ensure that passenger transport services are customer focused and “address user needs, including those of commuters, pensioners, the aged, learners, the disabled, tourists and long distance passengers” Public Transport Action Plan (2009).

### **Strategic Intent:**

To promote a safe, reliable, effective, efficient, coordinated, integrated and environmentally friendly public transport system by developing norms and standards as well as regulations and legislation to guide the development of public transport for rural and urban passengers and to regulate inter-provincial public transport and tourism services.



The initial priority for Public Transport should be a radical improvement to operations, infrastructure, and quality of service that are customer focused; improved significantly for the current users and subsequently stimulate mode shift, especially from single occupancy cars. Public Transport improvements should focus on fleet upgrades, safety, security, reliability and efficiency, universal access, and special needs passengers; and complementary travel demand management measures such as HOV lanes, reversible lanes, integrated ticketing and fare management, etc.

To monitor and evaluate the implementation of the Public Transport Strategy and the National Land Transport Act (DoT), the Public Transport Strategy and Action Plan seeks to transform public transport service delivery by 2022. The strategic thrust is to stabilise the current passenger transport service delivery environment, enhance the institutional building blocks, fast track service improvements, and incrementally enhance and expand the passenger transport system. The linkage between public transport and NMT should start from initial phases of development planning and joined with transport planning to avoid infrastructural disparities and costly retrofits at later stages.

In order to provide effective public transport systems, as dictated by South African policy intent, substantial investments into both capital and operational funding are required.

The PRASA Strategic Plan (2012) proposed a bold plan to transport and modernise passenger railways, while improving integration between rail and other public transport modes to make it easier for passengers to use railway services as part of the wider integrated transport system. Commuter rail considerations must be fully integrated with urban development plans and be assessed as part of an integrated multi-modal transport strategy.

Because such a large proportion of all public transport is rendered by mini-bus taxi services, enhancing this sector could offer significant benefits but needs to be done in a way that does not add significant costs in the form of subsidies whilst improving productivity. This should include the improvement of standards, and regulation of the mini-bus taxi industry. The rationalisation of the public transport system is supposed to address duplication, parallel, and competing services, and potentially address the oversupply of mini-bus taxi services. The rationalisation of the public transport system has a significant impact on the number of operating licences issued and the subsequent cost to government.

Historically the major part of the public transport supply was left to the industry with little control. A stronger connect is required between the IPTNs, the issuing of operating licences to the industry as well as oversight of public transport services in terms of regulation, enforcement and quality assurance in accordance with the plans.

It is of critical importance to recognise the country's fiscal affordability challenges and the productivity limits due to the low density environment. Appropriate technical solutions must be proven to ensure the achievement of optimal social and economic return and all IRPTN corridors should be studied in detail to determine the relevant mode technology (quality bus, BRT, LRT, etc.) to promote the mode that offers the best cost/service trade-off for a given corridor.

Access to transport for people with disabilities must be improved in a manner that promotes incremental integration into the mainstream of public transport. Provide accessible transport across all modes of public and pedestrian transport by providing 'reasonable accommodation' for persons with disabilities initiated by prioritising high-impact, lower-cost actions.

## Objectives

The objectives of the Public Transport Strategy through Integrated Rapid Public Transport Networks (IRPTN) are as follows:

- Place 85% of residents of the large cities within 1km walking distance of the IRPTN
- Link major origins and destinations (including airports, hospitals, recreational facilities, etc.)
- Reduce journey times to a level that is car-competitive (under 60 minutes for door-door commuter travel time)
- Implement 16-24 hour services through attaining peak frequencies for priority trunk road and rail corridors at every five minutes, off-peak frequencies every 10-30 minutes and hourly late night services
- Use of a hybrid service structure incorporating elements of both trunk-feeder services and direct services
- Peak frequencies of 10 minutes and off-peak frequencies of 20-30 minutes
- Quality infrastructure to ensure excellent customer service through protection from the elements, pre-board fare collection, security, comfort, reliability, etc.
- Monitoring and control of operations through ITS
- Integrated Ticketing and Fare Management System
- Reinforce TOD with the IRPTN

The National Public Transport Strategy has three phases that should be addressed in the respective Planning Authorities' Public Transport Plans, and implemented accordingly. The IRPTN should include passenger rail where rail is the primary trunk network and all other modes are integrated with rail as one transport system. IRPTN corridors should be studied in detail to determine the relevant mode technology (quality bus, BRT, LRT, etc.) to promote the mode that offers the best cost/service trade-off for a given corridor.

One of the five thrusts of the Implementation Strategy is continuous upgrading of existing systems (modal upgrading). The public transport infrastructure systems grant is to provide for accelerated planning, construction and improvement of public and non-motorised transport infrastructure and services, where projects support an integrated network approach as defined in the Public Transport Strategy and in the National Land Transport Act incorporating:

- integration between different public transport services, including non-motorised transport infrastructure
- fare integration between different services
- marketing integration with unified branding and
- institutional integration between the services



One of the conditions of the Public Transport Operational Grant is that designs and business plans detailing subsidised services will have to be approved by the Public Transport Integration Committee comprising of the three spheres of Government to ensure alignment with Integrated Public Transport Networks (IPTNs). A more rigorous review of projects and funding requirements over the project life-cycle should be developed that assesses the feasibility of all project applications. Applications should be built around a business case that articulates:

- Appropriate technical design built on a full options analysis,
- Full life-cycle costing that incorporates capital and operational requirements,
- Financial analysis of sources of income that details fare revenue and local income stream projections,
- Rationalisation of all public transport operations,
- Socio-economic analysis enabling assessment of benefits versus costs incurred, and
- Institutional, management and contractual arrangements for the transition and ongoing project management.

Feasibility studies for the devolution of passenger rail services to the Metropolitan Municipalities should be carried out. The IRPTN must seek to rationalise public transport services to eliminate competition and redundancies, and implement gross cost contracts for subsidised services.

#### **Key Performance Areas**

- Improve Public Transport efficiencies in accordance with the objectives of the Public Transport Strategy through Integrated Rapid Public Transport Networks (IRPTN).
- Review subsidised public transport contracts based on rationalised routes and services and use economic and social indicators to measure the efficiency of the services:
  - Number of passengers
  - Vehicle operating cost
  - Cost per passenger trip
  - Fare revenue per passenger trip
  - Passenger trip time
  - Operating subsidy per passenger trip
  - Vehicle revenue kilometres
  - Customer satisfaction index
- Increase commuting to work trips by public transport and walking.
- Implement a rigorous formal appraisal methodology for major IPTN project interventions and funding applications supported by a strong socio-economic case for investment which covers the full range of impacts of improved public transport systems.
- Implementation of 'reasonable accommodation' for persons with disabilities initiated by prioritising high-impact, lower-cost actions.

- Increase the proportion of households in rural areas within 1km of an hourly (weekday) public transport service.
- Update the comprehensive public transport development strategy and action plan. This plan would supersede the 2007 Public Transport Strategy providing an update on recommended approaches in the major centres as well as covering recommended interventions across all public transport modes and all areas covering all spatial types. This work should also draw on rail planning, rural transport plans and non-motorised plans and fully reflect the successes, challenges and limitations of the public transport investment strategy being followed from 2006 to date. The updated Strategy must objectively assess lessons of implementation so far and seek improved efficiencies in IPTN implementation as well as address the critical issue of institutional capacity. The update will also incorporate Technology Choice Analysis (feasibility studies) to determine the most appropriate, cost effective and sustainable mode of transport for a corridor.

## 5.5 Non-motorised transport

### Vision

NMT is to become a desirable means of accessing opportunities and services and is a primary consideration within the context of land use and transportation planning, civil engineering, transport infrastructure provision and safety. Cycling or walking in and around communities is both safe and reliable, for school children, leisure cyclists and those commuting to work on a daily basis. For each commute, wherever the destination or purpose of the commute, it is possible for NMT to be the mode of choice.

### Strategic Intent

NMT is an integration element of the overall transport system and is a mode of transport in its own right. Hence, NMT must be planned on a systems basis comprising not just physical access ways but all the supportive elements to ensure equitable, convenient and safe use of the NMT network.

Walking is the ubiquitous mode of transport among learners and lower income people, and therefore emphasis should be placed on providing comprehensive NMT facilities. Inconsistencies and oversights within the regulatory frameworks will result in role-players not treating the NMT agenda with gravity and emphasis it deserves. The starting point should therefore be to address policy and legislative gaps as well as the need for a national directive as well as guidelines and standards that would ensure consistent planning and designs that receive the necessary funding.

Inconsistencies and oversights within the regulatory frameworks will result in role-players not treating the NMT agenda with gravity and emphasis it deserves. The starting point should therefore be to address policy and legislative gaps as well as the need for a national directive, guidelines and standards that would ensure consistent planning and designs that receive the necessary funding.

A major opportunity exists to significantly improve cycling and walking links to trunk routes. Where quality public transport systems are combined with and supported by excellent walking and cycling linkage, a complete transport solution is provided.

A lack of integration between public transport and NMT counteracts the full benefit that these efficient modes offer, including social accessibility, support of economic growth and effective mass mobility. There is an expressed vital need for better linkage between both modes in a more focused and systematic way. A wide range of coordinated activities and functions is required for successful NMT implementation and improvement programmes. Components include:

- Provision of unimpeded (no light poles, road signs, informal traders, etc.) minimum of 2m wide sidewalks and minimum 1.5m wide cycle lanes as a standard requirement for all municipal roads
- Signage & way finding
- Communication, travel planning and education
- Provision of Universal access for pedestrians, cyclists, and people with disabilities
- Enforcement
- Maintenance
- Raising awareness and advocacy

### **Objective**

Promote high quality public transport networks where NMT is a basic provision in all transport planning and infrastructure projects.

The potential benefits to overall transport system effectiveness through much more comprehensive inclusion of NMT provision forms a central pillar to the transport strategy.

The linkage between public transport and NMT starts from initial phases of development and transport planning to avoid infrastructural disparities and costly retrofits at later stages.

### **Key Performance Areas**

- Development of National guidelines and standards for non-motorised transport (pedestrians and cyclists) as a sub-sector of the transport system to ensure consistent planning and designs that receive the necessary funding
- Development of Complete Streets Plans incorporating universal access
- Length of quality sidewalks and cycle lanes constructed/maintained within 1.5km of main public transport nodes
- Length of cycle networks with supported full cycle implementation programmes along targeted desire lines with high potential for cycling
- Use of appropriate best practices in NMT design
- Pedestrian, cycling and motorist safety campaigns, enforcement of high-risk traffic behaviours and evolution of laws and attitudes with improvements in motorists' consideration for NMT users as mutual street users
- Investment in safe NMT facilities for learners at schools and surrounding areas
- Number of bicycles distributed through the Shova Kalula program
- Increase NMT modal share (walking and cycling) for educational and commuting trips

## 5.6 Learner transport

### Vision

A safe, reliable and integrated transport service that caters for the needs of learners. (National Learner Transport Policy 2015)

### Strategic Intent

The National Learner Transport Policy was developed in collaboration with the Department of Basic Education (DBE) and other stakeholders and aims to address the challenges of accessibility and the safety of learners. The environment within and the manner in which learners accessed centres of learning experienced serious challenges, among others, no services at all, unsafe and unsecure methods that were used, uncoordinated services, unscrupulous operations and non-standardised methods.

The majority (83%) of learners use either NMT (63.4%) or public transport (20.1%) to access institutions of learning. These statistics demonstrate the role of public transport and NMT in being a significant mode of travel by learners. The DoT is committed to the provision of safe and reliable learner transport. . In pursuit of the vision for the provision of learner transport, the Department seeks to prioritise the policies contained in the National Learner Transport policy and translate these into practical service delivery initiatives.

### Objective

Provide transport that allows learners to get to and from educational institutions safely, securely and affordably and improve the quality of life for learners and students. This access should be primarily through public or non-motorised transport that is safe, secure, convenient and affordable.

Intergovernmental coordination must ensure that adequate infrastructure is provided for learner transport. Learner transport infrastructure plans must be incorporated into the ITPs, and no learner transport is required where there is a public transport service.

Provincial DoTs must ensure that learner transport services are integrated in order to render an effective and efficient system. Provinces, in consultation with Local Government, must ensure that learner transport services are accessible to learners in both the urban and rural areas by addressing the following:

- Planning is fundamental to the success of learner transport provision through establishment of a joint planning committee on learner transport with representatives of the provincial department of transport, provincial department of education and municipalities.
- Identification of learners who will be provided with subsidised services to feed into the planning process as well as the actual implementation of those plans to ensure that learners who qualify for subsidised learner transport services are provided with such services.
- Develop learner transportation framework inclusive of a policy, operating standards, safety guidelines and a code of conduct for drivers and learners.
- Develop educational programmes aimed at empowering vulnerable learners.
- Work with communities to develop safe walking and cycling to school programmes and ensure the safety and security measures are taken while learners are being transported.



- Monitoring and evaluation of the learner policy objectives through an independent assessment undertaken every three years on the impact of programme implementation.

#### **Key Performance Areas**

- Reduction in journey time for learners
- Reduction in injuries and fatalities
- Length of pedestrian and cycle facilities constructed/maintained
- Improvement on punctuality of learners
- Potential impact on academic performance
- Monitor and evaluate the learner transport provision programmes, transport services and the impact of the policies
- Prepare standard conditions of contract, operational requirements and performance specifications for learner transport service providers
- Registration and licensing of learner transport operators and demarcation of learner transport vehicles
- Provide for the design of a route network and the design of such a transport service in order to ensure learner transport is accessible and safe for all learners.
- Every rural based learner to access school within one hour
- Accessibility mapping for learners in urban and rural areas
- Increase funding for learner transport
- Monitor how younger children travel to school to encourage the habit of using a sustainable means of transport at an early age.

## **5.7 Freight transport**

### **Vision**

Provide safe, reliable, effective, efficient and fully integrated transport operations and infrastructure which will best meet the needs of freight customers at improving levels of service and cost in a fashion which supports government strategies for economic and social development whilst being environmentally and economically sustainable (National Freight Logistics Strategy 2006).

### **Strategic Intent**

The freight transport system must deliver increased value creation by:

- Increased value to customers through increasing the competitiveness of businesses
  - Improving reliability and transit time for freight
  - Lowering transport system costs
- Increased profitability and sustainability in the transport industry
  - Decreasing the distorting effects of cross-subsidisation
  - Increasing the potential to reinvest

- Promoting value-based competition over price-based competition
- Internalising externalities to the maximum degree possible
- Decreased burden on the fiscus
- Funding the non-commercial activities, to the extent that they achieve important national objectives, and if the cost of the user paying exceeds what is affordable to the customer group

The three modes of land freight transport are road, rail, and pipeline. However, the intermodal association include freight hubs, ports, harbours, and airports. Therefore the strategic goals for the three modes of freight transport, whilst incorporating inter-modalism, are as follows:

Road: "The road freight sector is a catalyst for economic growth as part of an integrated, efficient and sustainable freight transport system, whilst acting responsibly to preserve the road infrastructure." (Draft Road Freight Strategy for South Africa 2011)

Rail: Rail is a major carrier of freight with strong customer focus and high efficiencies. It is competitive in both the bulk freight and finished goods sectors with good linkages to "the last mile" for the local distribution.

Pipelines: Pipelines are an integral part of and strong alternative to bulk liquid/gas transport as appropriate.

Hubs and Ports: Freight hubs, ports, and logistics parks are upgraded, developed and maintained, and strategically located to enhance economic growth and optimise efficiency.

### **Objective**

Freight movement has a significant impact on the national transport network and results in high transport cost in the logistics value chain. This constrains Southern Africa from being competitive in a global market and attracting sufficient international investment in supporting economic growth in the region. The primary objective is to reduce the cost of freight logistics and influence market forces to transform industry practice and behaviour, while maintaining profitable operations.

Another objective in terms of freight transport is to address the competition between the main land modes, road, rail, and pipeline and address the modal imbalance by facilitating the potential mode shift between modes, basically to address road congestion, road safety, and logistics cost.

### **Key Performance Areas**

- Increased investment in freight transport infrastructure
- Promote a 24-hour economy as a mechanism to reduce cost and provide more robustness in delivery schedules
- Improve heavy goods vehicle safety performance; roadworthiness; and self-regulation (RTMS certification and compliance)
- Reduction in overloading by enforcing limits on axle limits and gross vehicle mass
- Reduction in overloading by maintaining consistency in overload control limits between SADC, national, provincial and municipal authorities



- Provision of alternative routes for the transport of hazardous materials
- Reduction in the cost of freight logistics
- Optimise road, rail and pipeline freight balance
- Separation of freight and commuter rail infrastructure to improve efficiencies in both sectors
- National (and SADC) strategic plan for freight hubs, terminals, logistics parks, and ports

## 5.8 Transport infrastructure

### Vision

Safe, reliable, effective, efficient and fully integrated transport operations and infrastructure which best meets the needs of freight and passenger customers at improving levels of service and cost in a fashion which supports government strategies for economic and social development whilst being environmentally and economically sustainable" (Road Infrastructure Strategic Framework, 2006)

### Strategic Intent

Although the regulatory framework prioritises public transport over private transport implying decreasing investment and disincentives for private cars, it is imperative to understand that an efficient and effective transport system depends on a primary road and rail network that is proactively managed and maintained.

Therefore, all spheres of Government will continue to develop, and maintain transport infrastructure for all modes including motorised and non-motorised modes, as well as intermodal facilities.

### Objectives

It is critical that current road infrastructure funding mechanisms are assessed and any short comings identified. Further, although funding for the upgrading of the road network seems to be a problem, it can be stated that a lack of institutional capacity contributes to the backlog in road infrastructure provision through insufficient planning of road networks and projects.

The infrastructure will use sustainable materials where practical and feasible. The development, management, and maintenance of transport infrastructure has great potential for skills development and to generate employment, whilst delivering basic services, improving safety, and enhancing access and mobility.

Authorities will maintain an asset management system to ensure strategic planning and funding for transport infrastructure. All spheres of Government responsible for transport infrastructure will have functional infrastructure/asset management systems to plan, manage and maintain, and implement transport infrastructure incorporating motorised and non-motorised transport needs.

It is feasible to consolidate RAMS for regional networks for District and Local Municipalities and share professional resources over the region for planning, management and implementation; instead of each municipality pursuing its individual RAMS and professional expertise.

Provinces have a road maintenance funding program from Treasury known as S'Hambe Sonke. Similarly, there should be a dedicated funding program for Municipalities. Just as the S'Hambe Sonke program is aligned with RAMS, so should road funding for Provinces and Municipalities be aligned with the provision of professional expertise; either full time employees or contracted professional staff.

### **Key Performance Areas**

- Provinces and Municipalities (and associated agencies) to operate a GIS based Asset Management System (pavement, bridges and structures, stormwater drainage, road signs and road markings, etc.)
- All transport infrastructure funding for Provinces and Municipalities (and associated agencies) to be motivated through the asset management system
- All transport infrastructure funding to be aligned with professional engineering expertise in the Provinces and Municipalities (and associated agencies)
- Three year MTEF for Infrastructure Investment and maintenance plans to be based on the asset management system
- All Provinces and Municipalities (and associated agencies) to prepare a Strategic Road Network Plan
- Review the standard road cross-sections to provide space for dedicated cycle lanes and sidewalks as a standard road cross-section

## **5.9 Cross-border transport**

### **Vision**

To facilitate seamless and integrated movement of people and goods, to reduce system costs as well as transit and turnaround times to enhance trade and economic development in the SADC transport system.

### **Strategic Intent**

Moving freight and passengers across borders require compliance with specific procedures which are mandated and supported by the relevant legislation of both countries sharing the border, consistent with the SADC Protocol on Transport. Policy and regulation are of particular importance in cross-border transport as it relates to border crossing procedures for both import and export trade and transit shipments. The optimisation of freight and passenger movement assumes a corridor approach to ensure that all bottlenecks in the supply chain are addressed.

The efficient movement of passengers and freight through the transport system including road, rail, pipeline, and border posts should be facilitated through operational procedures integrated with infrastructure and relevant, contemporary technology.

Therefore, the DoT, Transnet, and Cross-Border Road Transport Agency with the support of the respective local Municipalities, road authorities, South African Revenue Services (SARS), etc., will ensure the facilitation of an efficient transport system by providing sufficient capacity, law enforcement, infrastructure, operations, etc.

### Objectives

- The Cross-border transport system and operations to be efficient and streamlined to facilitate the legal movement of goods and people in the region, to complement the Free Trade Area in South, Central and East Africa, according to SIP17 (Regional Integration for African Cooperation and Development), in association with the proposed Border Management Agency.
- Participate in mutually beneficial infrastructure projects to unlock long-term socio-economic benefits by partnering with fast growing African economies with projected growth ranging between 3% and 10%.
- Optimise regional trade through the Regional Spatial Development Initiatives (regional corridors)
- Improve levels of service for passengers and freight at border posts.
- Reinforce the Spatial Development Initiatives through Road, Rail, border posts, and ports infrastructure development
- Harmonise road traffic enforcement regulations, road freight as well as passenger transport standards, and guidelines to ensure consistency for the regional travelling public, and seamless movement across borders. For example, vehicle fitness standards and roadworthy certification, permissible axle mass load and gross vehicle mass, etc.
- Infrastructures at most border posts require significant investment to accommodate the growth of movement in freight and passengers between countries. Multiple stakeholders are involved in sourcing, designing, constructing and operating the required infrastructure and clear policy guidelines and regulations are required to manage the investment efficiently.
- Traffic management strategies such as the use of intelligent transport systems (ITS) at border posts are beneficial for the accommodation of increased traffic volumes.
- Traffic data to be collected at border posts so that planning of facilities is matched to demand.
- Development of One Stop Border Posts is the ultimate scenario where an integrated border management approach facilitates information and facility sharing to eliminate duplication of processes.

### Key Performance Area

- Operational efficiency at border posts
- Investment in infrastructure upgrades and maintenance
- Harmonised Regional Transport regulation, guidelines, and standards

## 5.10 Transport safety and security

### Vision

Safe and efficient road transport, contributing to economic growth and development, through improved cooperation and compliance from road users, the business and NGO community and public and private sector interventions.<sup>13</sup>

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<sup>13</sup> National Road Safety Strategy 2011 - 2020

A 50% reduction in incidents and deaths by 2020 with further annual decreases of 10% and zero tolerance for non-compliance.

### Strategic Intent

In the SADC region, South Africa has the highest fatality per 100k population. South Africa also has the highest motorisation level of 190 vehicles per 1000 population (Setting the UN Decade of Action for Road Safety in motion in the SADC Region, 2011). High proportions (about 40%) of road fatalities were pedestrians. These statistics are significantly higher relative to global benchmarks. Rail Safety and Security currently also has a poor record in South Africa (RSR Annual Report, 2014).

Therefore, significant effort is necessary to address transport safety and security in south Africa, hence the need to improve transport safety and security to reinforce liveable cities and communities by implementing the Road Safety Strategy, addressing Rail Safety and security, and passenger, pedestrian, cyclist safety, and work zone safety (with elevated emphasis on women and children). The target for 2015 was to reduce the number of fatalities by 50%. It is evident that South Africa is not achieving its road safety objectives. The poor road safety record has detrimental socio-economic impacts. South Africa can learn a great deal from countries like Sweden, France, and Australia that have shown significant reduction (-50%) in accident rates, achieved through effective enforcement, education, engineering interventions, and evaluation ("4" Es); with sufficient political and financial support from key stakeholders in the transport industry.

Therefore the strategic intent is to achieve a 50% reduction in incidents and deaths by 2020 with further annual decreases of 10%. Through the dedicated and committed application of the *National Road Safety Strategy 2011 to 2020* achieve:

- Improved driver and road user behaviour through education and enforcement programmes,
- Appropriate engineering that facilitates and improves road safety for all users, and
- An evaluation and monitoring programme that provides **accurate incident statistics countrywide.**

### Objectives

The implementation of the United Nations Decade of Action for Road Safety will enable the DoT to address road fatalities and remains one of the priority areas for the DoT. Their experience to date is that road safety campaigns must be conducted throughout the year through the 365 Days Road Safety Programme. The DoT will be more stringent in the application of regulation of road transport operations, law enforcement on issues such as vehicle and driver fitness, speed, etc. The implementation of these measures will be prioritised by provincial and local authorities as well.

Rail Safety and Security currently also has a poor record in South Africa. Significant improvements to rail safety have the potential for mode shift for passengers from road-based transport to rail. The safety and security on Gautrain is probably the standard to aspire to. Grade crossings and on-board safety will receive continuous monitoring.



The National Road Traffic Regulations, 2000 should review the rules of the road to add duties of motorists towards pedestrians and cyclists. The duty should be on motorists to give way to pedestrians and cyclists at all times and they should take proper care when passing or overtaking cyclists. It should further be amended to create specific offences of colliding with or endangering pedestrians and cyclists with strict penalties for such offences (Department of Environmental Affairs, 2015).

Passenger, pedestrian, and cyclist safety, specifically in urban areas, will be enhanced through 24-hour monitoring by visible policing, and Central Communication Centres (CCTC). Such interventions may stimulate greater interest in walking, cycling, and public transport.

Construction work zone safety requires stringent application of the Occupational Health and Safety procedures to ensure zero fatalities and injuries on construction projects. All spheres of Government and private sector implementing transport projects will adhere to OHS requirements to achieve zero incidents at work zones.

Law enforcement will be professional and consistent in implementing the road traffic regulations and influencing driver behavioural change.

It is critical that all spheres of government take a lead on Transport Safety and prepare MTEF action Plans, with budgets and human resources to implement Transport Safety plans. These plans should be reflected in the respective ITPs and IDPs.

Transport Safety is a national priority and will be addressed with the similar passion, effort, and resources that were once committed to the HIV/AIDS pandemic in the recent past in South Africa.

The overriding objective is to **reduce road crashes and their associated fatalities and injuries** thereby realising the Vision and meeting the Strategic Intent. The primary requirement is to **ensure that all levels of Government are informed of, understand and are actively implementing** the National Road Safety Strategy 2011-2020 (NRSS). This is premised on the fact that South Africa has been a party to the United Nation's Decade of Action (DoA) for Road Safety since its inception in 2011 with very little evidence of success.

International experience shows that "an adequately funded lead agency and a national plan or strategy with measureable targets is crucial components of a sustainable response to road safety."<sup>14</sup> Thus **capacitating and adequately funding** the RTMC (as the designated national agency for Road Safety) and the various Provincial and Municipal Authorities have to be a primary objective. Without this the implementation of the Strategy will fail.

**Implementing the SA Road Safety Strategy 2011-2020 by all spheres of government** as it has been developed and accepted remains the next key objective. This will require a multifaceted approach based on the five pillars identified within the DoA as key to successfully improving road safety. These pillars are:

1. Road safety management
2. Safer roads and mobility (NRSS: *Infrastructure*)
3. Safer vehicles
4. Safer road users (NRSS: *Road User Behaviour*)
5. Post-crash Response (NRSS: *Post-crash care*)

<sup>14</sup> Global Plan for the Decade of Action for Road Safety 2011-2020

To enable this, the 4Es approach of *enforcement, education, engineering interventions* and *evaluation* will become the accepted norm for “driving” road safety over the next five years. All levels of government will, through a systems based approach, apply these as follows:

- *Enforcement*: A zero tolerance approach towards illegal and irresponsible behaviour, tightening and stringent application of regulations, visible policing, etc.
- *Education*: Through a multi-sectorial approach identifying and engaging all stakeholders / influencers educate authorities, business and civil society in the approach and requirements of creating a safer road environment for all. The initiatives arising from this cannot be ad hoc but must be communicated consistently, frequently and broadly.
- *Engineering*: Going beyond just pure engineering of road facilities the approach will consider safety in design and network management for all road users with a specific focus on pedestrians and cyclists, vehicle standards, integrated and appropriate design in terms of both land use and user needs, the requirements of sustainable development, catering for human error, **safety of all** during construction (i.e. all road users and construction staff). A further objective here is to implement the Crime Prevention through Environmental Design (CPTED) approach of addressing personal safety (security).
- *Evaluation*: Success can only be confirmed or failures identified through monitoring and evaluating the outcomes of initiatives. An effective evaluation system is key to delivering on commitments to the DoA.

### Key Performance Areas

The integrated strategy on Road Safety must be addressed in the respective Transport Plans, and implemented through multi-sectorial effort with private and public sectors, focusing on the highest risk factors through:

- Institutional
  - RTMC function and resources to take ownership of the Road Safety Strategy
  - Increase funding (at least 10% of infrastructure spend)
  - All spheres of government to implement Transport Safety plans reflected in the respective ITPs and IDPs.
- Enforcement
  - Constant daily visibility of officers (DoT 365 day program in accordance with the Decade of Action for Road Safety 2011-2020)
  - Independent oversight to address corruption and fraud
  - Independent oversight and audit at licensing centres
  - Investment in technology for officers such as in-vehicle real-time access to a comprehensive road transport offence register, eNaTIS, breathalyser testing, video cameras, etc.
  - Moving violations including speed, seat belt compliance, baby seats, driver and vehicle licences, public transport operating licences, etc.
  - Vehicle roadworthiness by annual vehicle testing for all vehicles over three years old and six monthly for public transport and heavy goods vehicles



- Freight and passenger overload control
- Increase in the self-regulation program for heavy vehicle operators
- Education
  - Road Safety programs in schools, tertiary education institutions and businesses
  - Public relations to engage the general public and creating continuous awareness
- Engineering
  - Creating a safe environment for pedestrians and cyclists where dedicated sidewalks and cycle lanes are mandatory requirements in all infrastructure development projects
  - Improvement of the road environment through proactive Road Safety Audits on the strategic road network within each planning authority
  - Construction work zone safety application to aim for zero incidents at work zones.
- Evaluation
  - Comprehensive data collection and extensive research to address prevailing conditions, local challenges, root-cause analysis, and relevant interventions and advancements, planning, and monitoring.
  - A project review system whereby changes/trials implemented can be valued - systems, engineering, communication, etc.
- Emergency Medical Assistance: Improving post-crash care
  - Incident Management Systems expanded beyond the National Road Network, and incorporated in the Municipal Central Communications Centre/Disaster Management Centre
  - Road Accident Fund has appropriate local and regional offices
  - Post-crash counselling provided by hospitals

The ultimate performance indicators are the reduction in crashes, injuries and fatalities in the transport system.

## **5.11 Institutional management**

The institutional management is governed by three key aspects which are addressed in this section viz., Capacity to deliver Intergovernmental relations and Transport information systems.

### **5.11.1 Capacity to deliver**

#### **Vision**

A professional organisation with qualified transport professionals equipped and empowered to develop and manage an integrated transport system.

**Strategic Intent**

An effective public sector structure at all levels of transport planning, implementation and management that is adequately resourced and appropriately skilled to plan and deliver the requirements of the transport strategy within each level of Government.

**Objectives**

Institutional capacity across the sector is seen as a significant barrier to the effective and efficient implementation of transport management and improvement, even where financial resources are in abundance. Addressing the sector's capacity constraints will compliment any accelerated funding and implementation plan.

It is feasible to consolidate RAMS and Transport Models for regional networks for District and Local Municipalities and share professional expertise over the region for planning, management and implementation; instead of each municipality pursuing its individual Operational Systems and professional expertise. Thus, there is potential to share professional resources.

The provision of professional resources may be reinforced through funding approvals, where Treasury and the Department of Transport will endorse funding based on the availability of professional expertise; either full time employees or contracted professional staff.

**Key Performance Areas**

- Number of professionally registered personnel in Civil Engineering, Traffic Engineering, Transport Economics, Town Planning, Urban Design, and Transport Planning.
- Establishment and professional operation of the National Public Transport Regulator, Public Regulatory Entities, Transport Economic Regulator, and Transport Appeals Tribunal.

**5.11.2 Intergovernmental relations****Vision**

Integrated Land Use, and Transport Planning through vertical and horizontal coordination within and between the various spheres of Government and its agencies.

**Strategic Intent**

Develop an integrated land use and transport system by promoting a holistic multi-modal approach towards integrated land use and transport planning and implementation through collaboration and consultation. The National Transport Forum will serve as the support vehicle for land transport planning coordination through vertical and horizontal integration.

**Objectives**

All three spheres of government have a key role in integrated land use and transport planning, coordination, implementation and maintenance of an integrated transport system for South Africa. Integrated transport planning and implementation need a greater effort in coordination and collaboration within and between government structures. Although the three spheres of Government and its agencies are autonomous, they are required to work together on decision-making and coordination of budgets, policies, activities, information sharing, and granting approvals, authorisation, exemption, licence, or permission for the implementation of projects.

The Intergovernmental Relations Framework Act (Act 13 of 2005) provides a framework for the three spheres of Government and all organs of state to facilitate coordination in the implementation of policy and legislation, within the principle of cooperative governance set out in Chapter 3 of the Constitution. The Act makes provision for intergovernmental forums on National, Provincial and Municipal level.

Regulation and control in context of service delivery, spending of budgets, potential job creation, stimulating the economy, etc., can be tedious, time consuming, costly and counterproductive when addressing strategic planning and infrastructure development. For example, the approval of an occupational Health and Safety Plan by the Department of Labour could take up to six months to approval; and a Record of Decision for an Environmental Impact Assessment could take up to twenty-four months by the Department of Environmental Affairs.

Intergovernmental relations encompass all the complex and interdependent relations among various spheres of government as well as the coordination of public policies among national, provincial and local governments through policy alignment, reporting requirements, fiscal grants and transfers, the planning and budgetary process and informal knowledge sharing and communication among officials. Intergovernmental relations also refer to the fiscal and administrative processes by which spheres of government share revenues and other resources. These overall objectives are to be achieved by an intergovernmental system that ensures mutual consultation on policy and legislation, resolving disputes, coordinated strategic planning; and accountability for performance and expenditure in terms of legislation.

For example, addressing the upgrade, maintenance, or re-routing of a national road through a town, may be achieved through the principles of intergovernmental relations framework, where the local municipality and the road agency collaborate to address the project through the ITP, routine road maintenance program, weighted contribution of funding by proportioning through traffic and local traffic, etc.

Another example is the development and implementation of multidisciplinary projects that requires approval, authorisation, exemption, licence, or permission from various departments in the three spheres of government. In the spirit of the Intergovernmental Relations Framework Act and the Infrastructure Development Act, the project steering committee should consist of persons representing the relevant departments and organs of state affected by the project so that processes are addressed proactively and efficiently.

Thus, the ultimate objective is to achieve efficiency and expediency in the functioning of the Intergovernmental Relations Forums and Project Committees.

### **Key Performance Areas**

The **National Transport Forum** will embrace the vision of intergovernmental relations for Integrated land use and transport planning in South Africa; provide practical advice to all spheres of government in planning and implementation of integrated and sustainable transport projects; facilitate the development of technical standards and guidelines for projects and programmes; coordinate and share data, data collection, and research, share best practice, and share resources and capacity building, etc.

- Facilitate the consolidation of planning boundaries for District and Local Municipalities to achieve economy of scale for planning, management and implementation; by sharing transport models, RAMS, data collection, professional expertise, etc.

- Efficiency in processing statutory requirements such as approvals, authorisations, exemptions, licences, or permissions, such as Record of Decision for Environmental Impact Assessment, Water Use Licence, Occupational Health and Safety Plan, etc.
- Facilitate research, and update technical guidelines and standards in the Urban Transport Grant (UTG), Technical Recommendations of Highways (TRH), and Technical Manual for Highways (TMH) series
- Approval of outstanding draft documents such as TMH16 South African Traffic Impact and Site Traffic Assessment Manual
- Devolution of functions to a single planning authority to achieve integration, operational efficiency, economy of scale, etc.
- Proactive stakeholder engagement involving the public sector, private sector, trade unions, etc.

### 5.11.3 Transport Information System

#### **Vision**

Establishment of a functional land transport information system that informs integrated land use and transport planning, infrastructure development, and operations.

#### **Strategic Intent**

An informed transport authority, adequately resourced and skilled to plan and deliver the requirements of the five year transport plan based on contemporary, reliable data and empirical analysis

#### **Objective**

To provide secure, reliable and accessible transport related information. Before 2020, each transport authority will have an established legacy, resourced and functioning body that oversees the management of the various aspects of the transport system and its subsystems.

#### **Key Performance Area**

Technology is a necessary tool to enhance transport planning and management. The integrated transport system is dependent on updated data systems such as eNaTIS, Operating Licence Administration System, RAMS, Transport Modelling, etc. Therefore, the three spheres of government will ensure a fully functional and updated GIS based Land Transport Information System.

### 5.12 Funding

#### **Vision**

Fiscally innovative, and appropriately prioritised funding aligned with the objectives and deliverables of national policy and strategic priorities for an integrated land transport system that provides efficient, reliable, and affordable access and mobility for people and goods

#### **Strategic Intent**

To ensure the provision of adequate funding for transport infrastructure, and operations for new development, management and maintenance of the transport system.



## Objectives

There is need for greater focus on the fact that relatively little is being done to manage the existing transport system. The transport profession continuously demands resources for preservation of assets, safety and security, professional institutional capacity and infrastructure and operations management, and innovative implementation of travel demand management and transport system management.

The paradox to affordable transport and an integrated transport system, is the high cost for sustained operations and well maintained infrastructure. The DoT is committed to the detailed programming of the strategies and actions of the NLTSF as part of its budgeting and planning processes as required by the Public Finance Management Act. The DoT is further committed to the funding of the NLTSF through its existing budgets and through leveraging additional sources from Treasury and innovative funding and financing mechanisms. Furthermore, the DoT is committed to working closely with other spheres of government and the Treasury to ensure that adequate resources are available for the effective implementation of the mandate that the NLTSF obligates the transport industry in all spheres of Government. Thus, there is need for an overall increase in funding for land transport based on the following investment categories:

- annualised capital and operational requirements to maintain the current transport system and to provide basic improvements
- capital and operational investment to address the backlog progressively
- capital and operational investment for upgrading and expansion of the transport system
- Ring-fence funding strategy for transport

However, major projects require comprehensive appraisal and evaluation methodology which incorporates whole life assessment of investment, full costing approaches, the inclusion of wider economic and social impacts based on empirical analysis. These evaluations should be conducted at an overall sub-subsector level and for all major projects, and should provide a clear unconstrained indicator for funding priorities, where business plans are developed per project indicating the levels of subsidy, positive cash flow, debt, finance costs, transport pricing, etc. Treasury and the DoT will align funding for Transport with strategic outcomes such as RAMS, professional expertise, Air Quality Improvement, Congestion Management, etc.

## Key Performance Areas

- A life-cycle cost approach for management and preservation of assets, and proposed transport projects.
- MTEF and DORA allocations for Public Transport Infrastructure and Systems Grant (PTIS) and Public Transport Operations Grant (PTOG).
- Financial modelling for revenue based projects, such as public transport projects.
- Economic evaluation of proposed infrastructure projects.



## 6 HOW WILL THE FRAMEWORK BE DELIVERED?

Enabling the delivery of the NLTsf is very important. The DoT is committed to the implementation and funding of the strategies and actions set out in this framework. The NLTsf in itself is a framework to guide the provincial and municipal transport plans. This section briefly provides the role of the various entities in preparing and implementing Transport Plans, aligned with the NLTsf.

The National Land Transport Act (NLTA) Section 34 (1) & (4) states the National Land Transport Strategic Framework (NLTsf) "must guide land transport planning countrywide". It is within this context that the Framework was prepared. It is the role of the Department of Transport to ensure the delivery of this Framework and annual reporting on the key performance areas.

The Framework is a synthesis of transport policy by the Department of Transport. This was done by consulting widely to reach a consensus between stakeholders. The Department therefore expects all planning entities to prepare transport plans within the context of the policies and principles in this Framework. However, the Framework is not intended to prescribe the requirements of the respective transport plans.

The DoT has recently established the National Transport Forum (NTF) which will assist the effectiveness of the NLTsf through all spheres of government

### 6.1 Development of programmes

The mechanism to deliver the Strategy and the Vision within the Transport Framework are programmes and actions developed through the PLTFs and ITPs at provincial and municipal government respectively.

The Department of Transport has a direct role to play in implementing national strategy and components of the Framework and translating national strategy into programmes (e.g. SIP's), projects and action and will support where appropriate the programme development at Provincial and Local levels. The Department of Transport is as much reliant on influencing South African central institutions as on developing its own programmes to deliver national strategies. It is therefore expected that programmes will need to be flexible and evolve with time.

The strategies selected need to be translated into programmes / projects. Once programmes have been developed, they will need to be prioritised using a common basis of assessment. The Common Basis Assessment should be used by all authorities to prioritise and make decisions on programme development to ensure that programmes help achieve the Vision of a coordinated transport system. In prioritising among strategies and in programme development it will be important to have a clear view of their real impacts and if the desired targets were achieved.

Translating strategies into programmes / projects requires decision criteria to test the relative costs, benefits and the extent to which the programmes / projects meet the national and local strategic objectives.

The development of the programmes will inevitably result in competing demands for scarce resources, both those of the Department and other key organisations, agencies and stakeholders. The guiding principle will be that the adopted programmes should provide overall value. These programmes will be developed and prioritised using the conventional transport assessment criteria of accessibility, economy, environment, safety and integration and the national strategic objectives and wider local objectives of the authority concerned reflected in the Common Basis Assessment. The criteria can help to determine the overall value and priority of projects in meeting the wider aims of the Department and the particular needs of local areas together with the guiding principles set out in the Strategy and the Vision in the Framework. Only those programmes / projects ranked very strongly should be considered for business case development or a feasibility study.

## 7 REVIEW, MONITORING AND EVALUATION

A practical approach is proposed which includes proper monitoring and review of the key performance indicators. The key performance indicators are necessary to measure the effectiveness of the NLTsf, ensure accountability by the DoT and the planning authorities, and monitor value for money.

In context of the "Back to Basics" program for service delivery by Cooperative Governance and Traditional Affairs (COGTA), there are several long overdue facets of integrated transport planning that must be prioritised, to establish a firm foundation for the development of an integrated transport system. The NLTsf is intended to establish a legacy beyond 2020 based on the principle of sustainability.

The purpose of transport indicators is to ensure a balanced view at the national, provincial and local levels of the critical role of transport services in reducing poverty, facilitating growth and contributing to achievement of key development targets and sustainability. Chapter 4 contains facts and trends, sets out the challenges, and presents some of the evidence available, which were taken into account in choosing the key performance indicators.

The key performance indicators in the NLTsf are intended to cascade into the PLTFs and the ITPs and subsequently escalate to the DoT annual monitoring and evaluation report on the performance of the Transport System.

Therefore, the DoT with the support of the Provinces, Municipalities, and will monitor and evaluate the key performance areas, and report progress on the KPAs in the DoT annual report.

Generally transport schemes including public transport investments have not been subjected to a rigorous formal appraisal methodology. Significant effort needs to be made in this area to better cover the full range of impacts of improved public transport systems. All transport schemes and major IPTN project interventions must be supported by a strong socio-economic case for investment. Appraisal guidelines should be developed for transport projects to include a suitable set of assessment criteria to discriminate between / prioritise projects in accordance with the overarching goals of the NLTsf.

Table 2 provides the KPIs and indicates the main implementation sphere (N = national, P = provincial and **Me** = Metros, **Mu** = municipal, **O** = other, (such as PRASA, SANRAL, CBRTA) with respect to rolling out the particular actions. Consultation may, however, involve other spheres of government, stakeholders or users. An **indicator** is defined as a variable selected and defined to measure progress towards an objective, whereas a **target** is defined as a specific, attainable, realistic, measurable, and timely objective.

The "✓✓" in Table 2 mark indicates which sphere has the lead coordinating and monitoring role in the cases where more than one government sphere is involved.

Table 2 Key Performance Indicators

Strategic Element	KPI	Target	Responsibility Matrix				
			N	P	Me	Mu	O
<b>Integrated Land Use and Transport</b>	Update Public Transport Strategy and Action Plan	2016	✓✓				
	Update minimum Requirements for the preparation PLTFs & ITPs	2015	✓✓				
	Update PLTFs	2015/2016	✓	✓✓			
	Journey time to work and school (door-to-door) by all modes	45min (urban) / 30min (rural)	✓	✓	✓✓	✓✓	
	Reduce monthly household disposable income spend on transport	Reduction in proportion of households spending more than 10% of disposable income on transport	✓	✓	✓✓	✓	
	Review/update the NLTSF	2021/2022	✓✓				
	Densification of corridors and Transit Oriented Development (increase in GLA; and/or housing units)	Increase in GLA and/or housing units			✓✓		
	Transport Model	Planning authorities with updated and maintained Transport Models		✓	✓✓	✓✓	✓
<b>Public Transport</b>	Increase commuting to work trips by public transport and walking	70% by 2022	✓	✓	✓✓	✓	✓
	Increase in the proportion of households in rural areas within 2km of a transport service	40% by 2022	✓	✓✓		✓	
	Quality walking links to main public transport nodes in 20min or 1km radius	Kms of NMT network created	✓	✓	✓✓	✓✓	✓
	Quality cycle links	Kms of cycle lanes created	✓	✓	✓✓	✓✓	✓

Strategic Element	KPI	Target	Responsibility Matrix				
			N	P	Me	Mu	O
	PTOG (operations)	Subsidy (R) Subsidy per km Subsidy per passenger	✓✓	✓	✓	✓	✓
	PTISG (infrastructure)	Spend on public transport infrastructure (R)	✓✓	✓	✓	✓	✓
	Safety	% reduction in incidents, fatalities and injuries on rail	✓✓	✓	✓	✓	✓✓
	Utilisation	Vehicle utilisation during peak and off-peak periods	✓	✓✓	✓✓	✓	
	Green House Gas Emissions	Reduce GHG emissions by 10% from current levels by 2020	✓	✓✓	✓✓	✓	
	Quality of Service	Customer satisfaction index	✓	✓	✓	✓	✓
	Promotion of Public Transport	ROI on marketing spend for Public Transport	✓	✓✓	✓✓		
	Accessibility	Number of buses, stations, and stops per corridor that provides access for special needs			✓✓		
	Regulation and Control of Public Transport	Number of operating licences issued		✓✓	✓		
	Reliability of scheduled services	95%		✓	✓		✓
<b>Urban Transport</b>	Attainment or maintenance of air quality standards	Annual monitoring of: - Ozone - Carbon Monoxide (CO) - Particulate Matter (PM)	✓	✓	✓✓		



Strategic Element	KPI	Target	Responsibility Matrix				
			N	P	Me	Mu	O
Rural Transport	Traffic network performance	Traffic flow rate Queue lengths Network delays Person trips-km		✓✓	✓✓	✓	✓
	Household survey every five years	2018	✓✓	✓			
	Congestion Management	Average V/C ratio; and LOS D		✓	✓		✓
	Review the Integrated Sustainable Rural Transport Strategy	2016	✓✓				
	Strategic rural road network upgrade and maintenance plan with budgets	2016	✓	✓✓			
	Performance of rural public transport services	Cost per passenger trip Fare revenue per passenger trip Passenger trip time Operating subsidy per passenger trip Vehicle revenue kilometres Customer satisfaction index Number of passengers Vehicle operating cost Number of bicycles distributed to rural learners	✓	✓✓			
	Investment in safe NMT facilities for learners at schools and surrounding areas	No of schools	✓	✓	✓	✓	

Strategic Element	KPI	Target	Responsibility Matrix				
			N	P	Me	Mu	O
Non-Motorised Transport	Improve rural access index to improve rural population having access to some form of transport	Improve rural accessibility to 50% in five year intervals	✓✓	✓			
	Increase in the proportion of rural roads in good and fair condition	Pavement Condition Index		✓	✓	✓	
	Rural access improved to eliminate constraints on the time which all children have to participate in education	% of schools in rural areas with reliable access	✓	✓		✓	
	Rural access improved for reliable supply of inputs to health facilities	% health facilities with reliable rural access	✓	✓		✓	
	Development of National guidelines and standards for non-motorised transport	Standardised national guidelines and design manuals	✓✓	✓			
	Development of Complete Streets plans incorporating universal access	Spend on implementing Complete Streets (R)		✓	✓✓	✓	
	Increase commuting by cycling	1% cycling mode share in work trips by 2022		✓	✓✓	✓	
	Climate impact value of cycling and walking		✓✓	✓	✓	✓	
	Learner Transport	Number of bicycles distributed	✓✓	✓			
		Spend on learner transport (R)	✓✓	✓			

Strategic Element	KPI	Target	Responsibility Matrix				
			N	P	Me	Mu	D
Cross-border Transport	Contract, operational requirements and performance specifications developed for learner transport service providers	Implemented in all provinces by 2022	✓✓	✓			
	Monitor and evaluate the learner transport provision programmes	Punctuality of learners	✓	✓✓			
		Accessibility mapping for learners in urban and rural areas	✓	✓✓			
	Monitor travel behaviour / mode choice of learners	Majority share in sustainable modes	✓	✓✓	✓	✓	✓
	Operational efficiency at border posts	Waiting time/delay for freight and passengers at border posts	✓✓				✓
		Investment in infrastructure upgrades and maintenance at border posts (R)	✓✓				✓
	Harmonised Regional Transport policies and standards Investment in infrastructure upgrades and maintenance	Axle load limits, vehicles and road technical standards, and Road Traffic Regulations harmonised between for SADC	✓✓				✓
		Update the SADC Road Traffic Signs Manual	✓✓				✓
		Measure progress on the SADC Decade of Action for Road Safety Implementation Plan with ASANRA	✓✓				✓
	Investment in infrastructure upgrades and maintenance	National Roads based on the regional corridor network	✓				✓✓
		Rail corridor based on the regional corridor network	✓✓				✓

Strategic Element	KPI	Target	Responsibility Matrix				
			N	P	Me	Mu	O
Freight transport		% reduction in transport cost for SADC	✓✓				✓
	Optimise road, rail and pipeline freight balance	% mode split	✓✓				✓
	Reduction in the cost of freight logistics	As reported by the annual state of logistics report by the CSIR	✓✓				
	Reduction in overloading by enforcing limits on gross vehicle mass	% reduction in overloading		✓✓	✓	✓	
	Improve heavy goods vehicle safety performance; roadworthiness; and self-regulation	% increase in RTMS certification and compliance	✓	✓✓			
	Provision of alternative routes for the transport of hazardous materials and/or heavy goods vehicles in urban areas	Number of towns/cities with alternative routes for hazardous materials		✓	✓	✓	✓
	Separation of freight and commuter rail infrastructure to improve efficiencies in both sectors	Current shared network vs dedicated network	✓✓				✓
	National (and SADC) strategic plan for freight hubs, terminals, logistics parks, and ports	National Strategic Freight Plan & Implementation Plan	✓				✓✓
Road infrastructure	Mode shift from road to pipeline and rail	Strategy to be developed by the DoT	✓✓				
	Asset Management System	Provinces with updated asset management system		✓✓			

Strategic Element	KPI	Target	Responsibility Matrix				
			N	P	Me	Mu	O
		Metropolitan and District Municipalities with updated asset management system			✓	✓	
	Infrastructure Spend	Updated strategic road network plan; and MTEF implementation plan	✓	✓	✓	✓	✓
	S'Hambe Sonke Road Maintenance Program	% budget on transport infrastructure provided	✓	✓✓			
		% budget spent on transport infrastructure	✓	✓✓			
		Km maintained	✓	✓✓			
	Improve the condition of classified road network	Pavement Condition Index – improvement from "poor" to "fair" and "fair" to "good"	✓	✓	✓	✓	✓
	Social Investment	Number of people employed through infrastructure projects	✓	✓✓			✓✓
		% budget on labour	✓	✓✓			✓✓
	NMT	Km of road with standard cross-section including sidewalk and cycle lanes		✓	✓	✓	
		Km sidewalks built					
		Km cycle lanes built					
	ITS	% budget spend on ITS	✓	✓	✓	✓	✓
Rail infrastructure	Consistent pricing for road infrastructure for each category of road	Cost/km		✓	✓		✓
	Asset Management System	Rail condition Index	✓				✓✓



Strategic Element	KPI	Target	Responsibility Matrix				
			N	P	Me	Mu	O
Transport safety and security	Infrastructure Spend	PRASA asset management system	✓				✓✓
		TRANSNET asset management system	✓				✓✓
		Updated strategic rail network plan; and MTEF implementation plan for PRASA and TRANSNET	✓				✓✓
		% budget on rail infrastructure provided	✓✓				✓
		% budget spent on rail infrastructure	✓				✓✓
	Social Investment	Number of people employed through rail infrastructure projects	✓	✓			✓
		% budget on labour	✓	✓			✓
	Root-cause study into the contributors to road incidents and crashes	Study based on data analysis leading to clear recommendations	✓✓				✓
	Reduction in the number of crashes expressed as the number of people per 100 million vehicle kilometres	% budget on training and development (academic and internships)	✓✓				✓
	Reduction in the number of crashes expressed as the number of people per 100 million vehicle kilometres	10% reduction in fatalities year on year	✓✓				✓
	Transport Safety Budget	10% of transport infrastructure spend	✓✓				✓
	Pedestrian, cycling, work zone and motorist safety campaigns	Ongoing	✓✓				✓

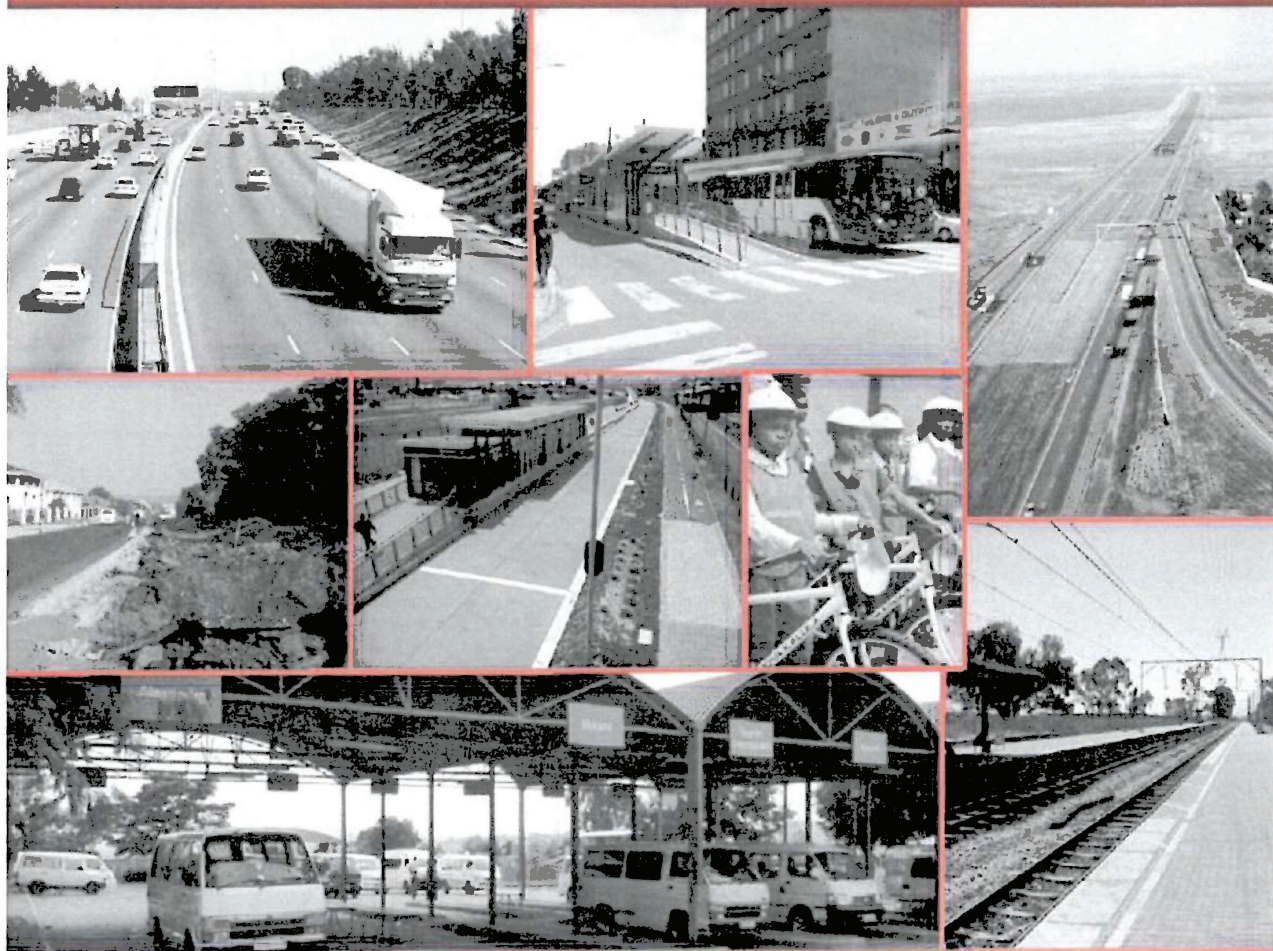
Strategic Element	KPI	Target	Responsibility Matrix				
			N	P	Me	Mu	O
<b>Inter- Government Relations</b>	Turnaround time for approvals, licences, R.O.D, etc.	To be determined by NTF and IGR process	✓	✓	✓	✓	✓
	Research	Update of Standards and Guidelines such as Research Reports, TMH and TRH, etc.	✓✓				✓
		Final adoption of standards, guidelines, etc. by COTO	✓✓				
<b>Transport Information Systems Management</b>	Fully functional and updated GIS based Land Transport Information System	eNaTIS OLAS National Transport Register	✓✓	✓	✓	✓	
<b>Funding</b>	A life-cycle cost approach for management and preservation of assets, and proposed transport projects	No. of feasibility studies with positive cost benefit ratio	✓	✓	✓	✓	✓
<b>Capacity to Deliver</b>	Increase professionally registered personnel	Number of professionally registered personnel in Civil Engineering, Traffic Engineering, Transport Economics, Town Planning, Urban Design, and Transport Planning.	✓	✓	✓	✓	✓

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## APPENDIX A TRANSPORT RELATED TRENDS

"Transport, the Heartbeat of Economic Growth and Social Development"



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## APPENDIX A

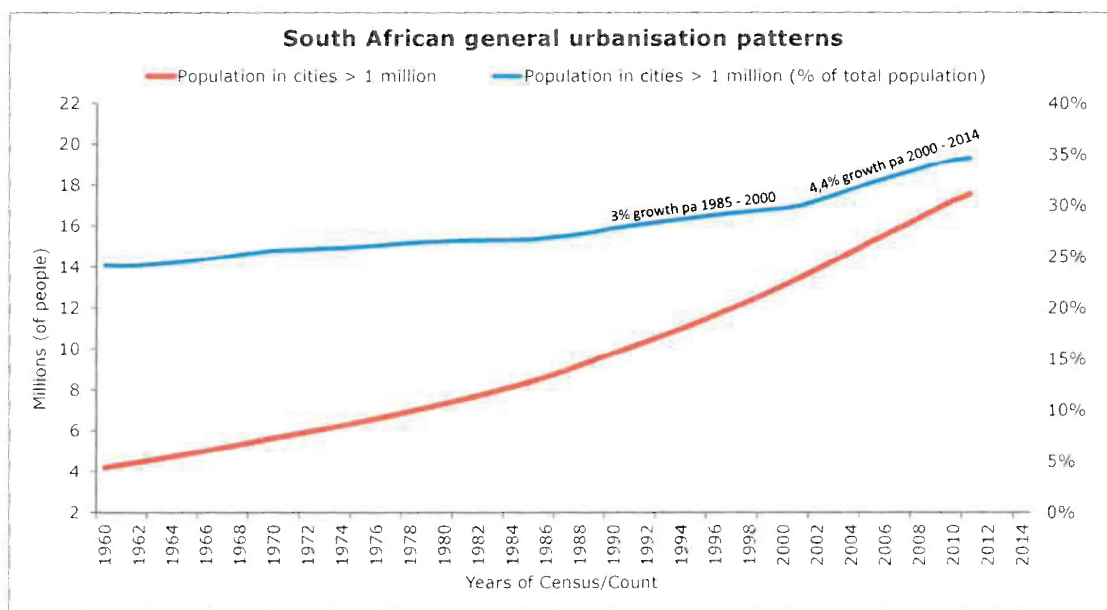
### A1 Transport Related Trends In Past Decade

#### A1.1 Urbanisation and population growth

Today over 35% of South Africa's people live in cities with a population above 1 million. **Figure 4** shows South Africa's urban population is doubling every 20 years implying that there will be twice as many people living in South African cities by 2045.

This is consistent with global trends revealing that by 2050 over 70% of the world's population will live in urban areas. The trend indicated in **Figure 4** demonstrates that urban areas are major attractors of people seeking employment, business and socio-economic opportunities.

**Figure 4** also shows how the urban population growth rate has increased slightly over the past decade. It is however observed that urban areas have higher growth rates mainly due to rural-urban migration.



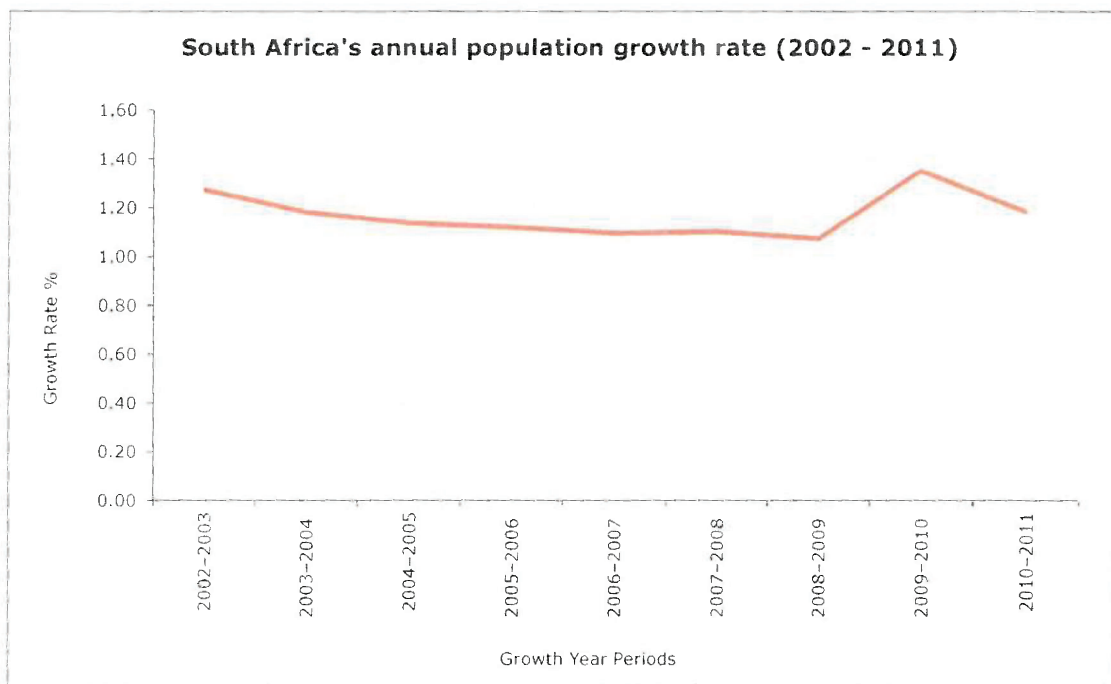
**Figure 4 SA general urbanisation patterns**

Source: (Statistics South Africa, 2013)

**Figure 5** illustrates South Africa's population growth is about 8% from 40 million in 1994 to 52 million in 2013. This implies an increased demand land use, services, transport, infrastructure, etc.

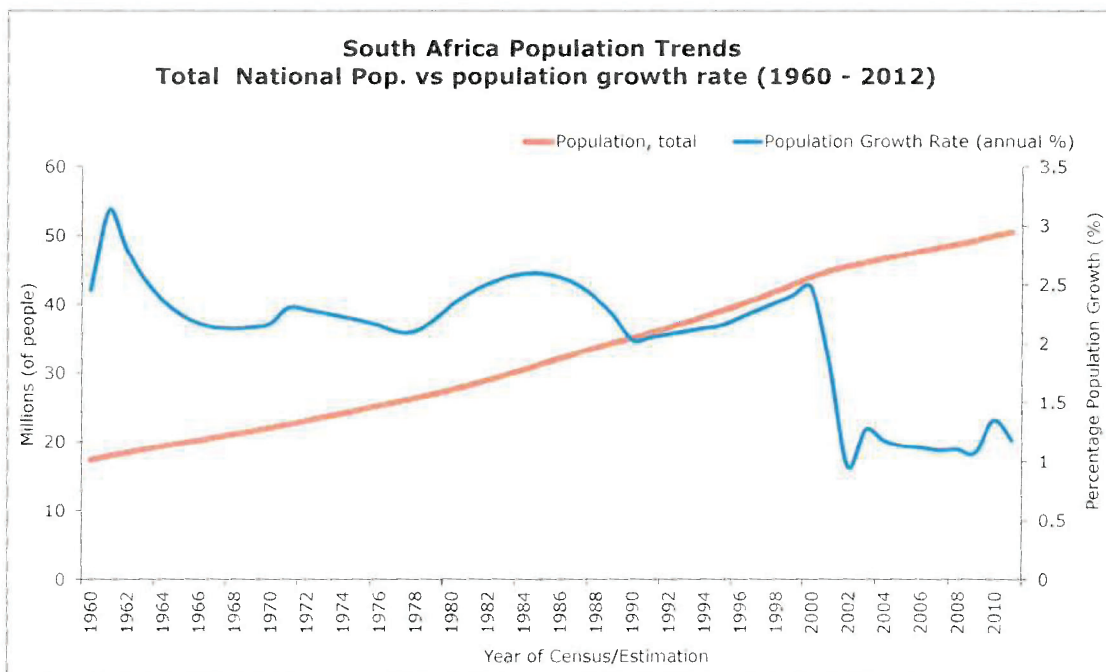
**Figure 6** illustrates the gradual increase in population (in orange) and the annual population growth rate since 1960.





**Figure 5 SA population growth rate 2002 – 2013**

Source: (Statistics South Africa, 2013)

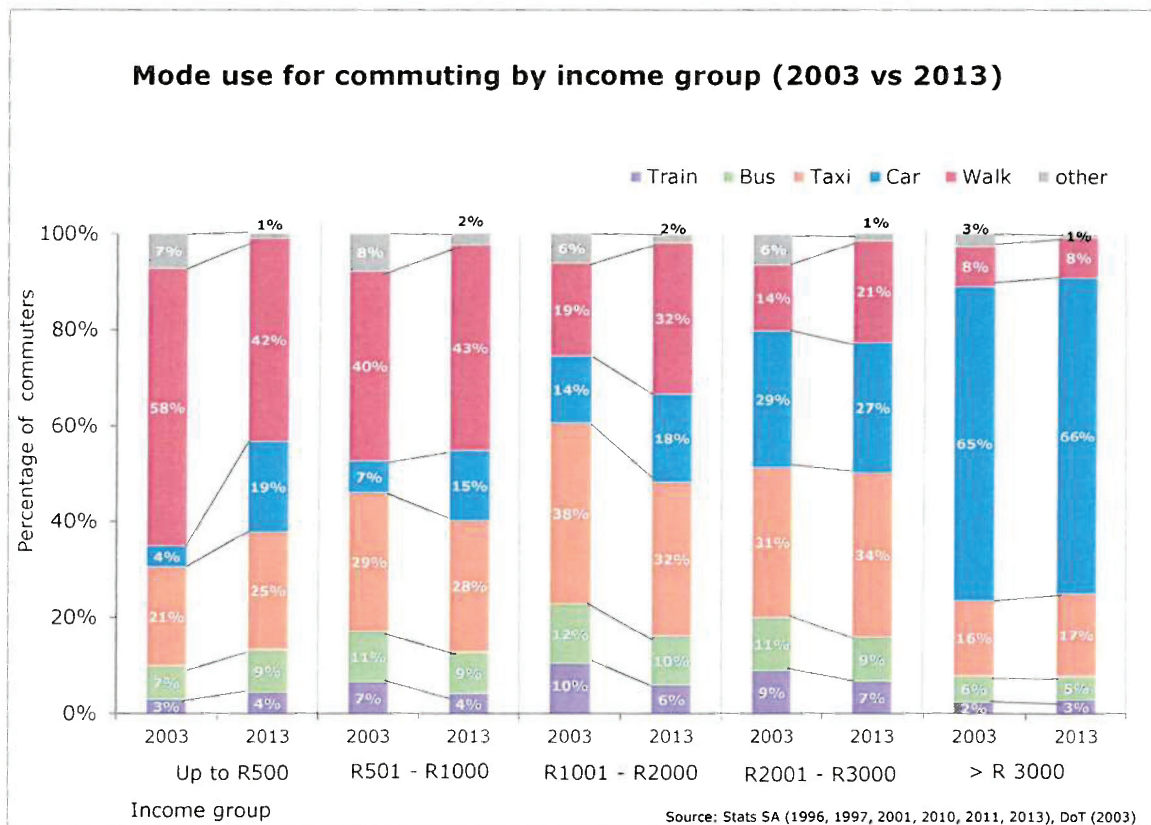


**Figure 6 Total SA population growth vs annual growth rate**

Source: (Statistics South Africa, 2013)

### A1.2 Mode used by income group

**Figure 7** highlights that there has been a decrease in the number of commuters from the lower income group who walk to work and a substantial increase of 15% of commuters that make use of a car as mode of transport in the R1,000 to R2,000 income group. On the other hand, there has not been a significant change in the mode for commuters earning more than R 3,000 per month.



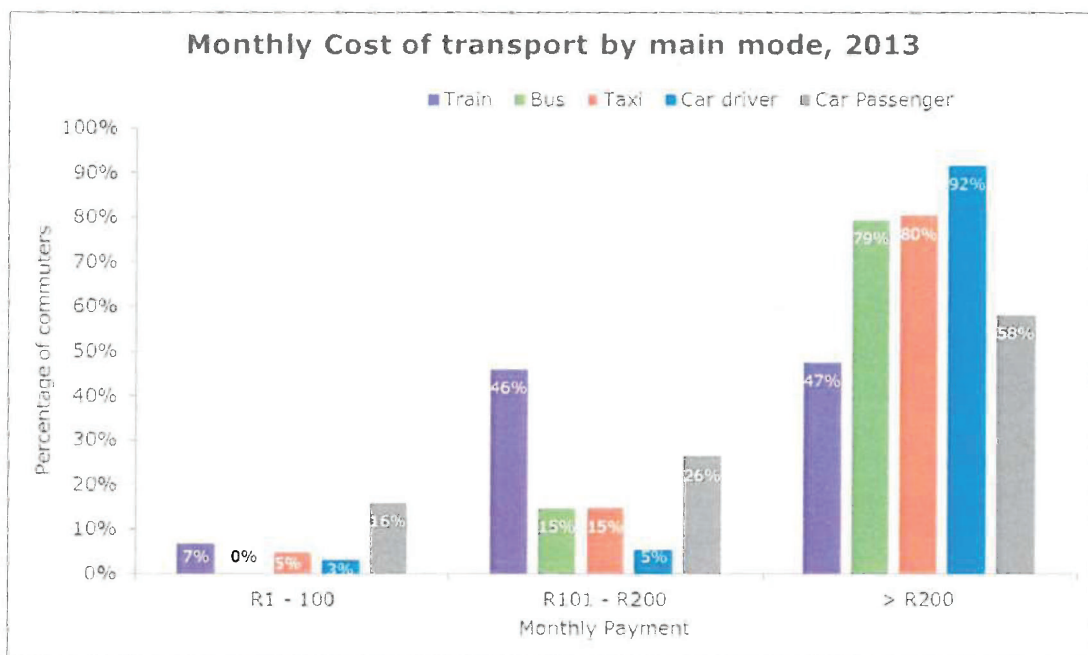
**Figure 7 Mode use for commuting by income group**

Source: (Department of Transport, 2003), (Statistics South Africa, 2013)

### A1.3 Monthly disposal income spent on transport

**Figure 8** highlights that a using a car as a passenger was the least expensive mode of travel compared to all other modes with 16% of commuter from the low income group. Travel costs are higher for those who drive cars, spending an average of R 1,011 monthly followed by those who use the bus and spend on average R 417.00 on the mode (Statistics South Africa, 2013).

South Africa spend about 40% of their income on transport cost alone and the trend is worsen. The high cost of mobility and the constraint it places on the lower income earners limits their ability to access healthcare, social and economic opportunities (Statistics South Africa, 2013).

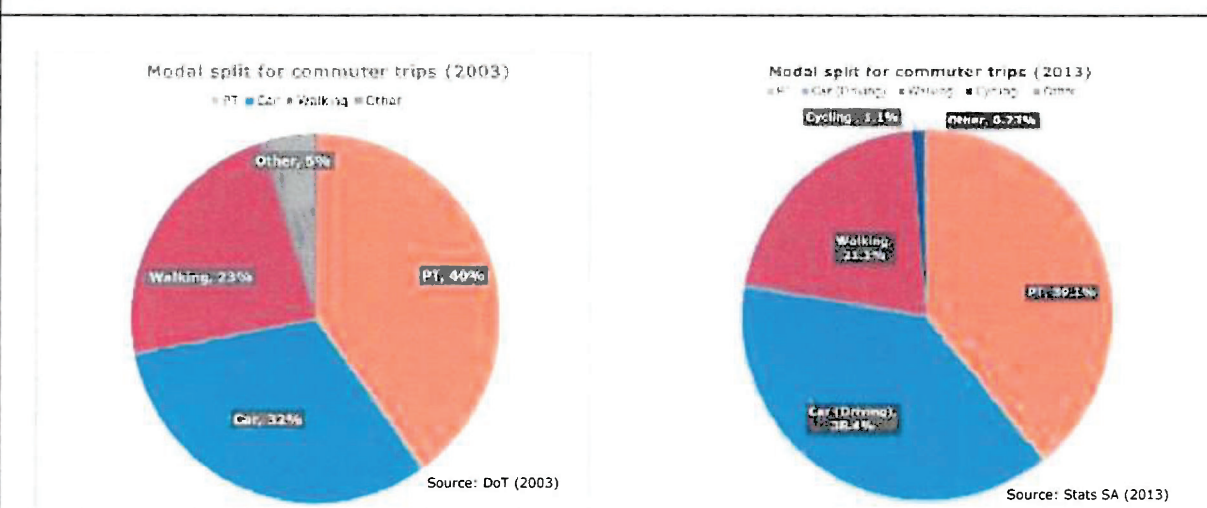


**Figure 8 Monthly cost of travel 2013**

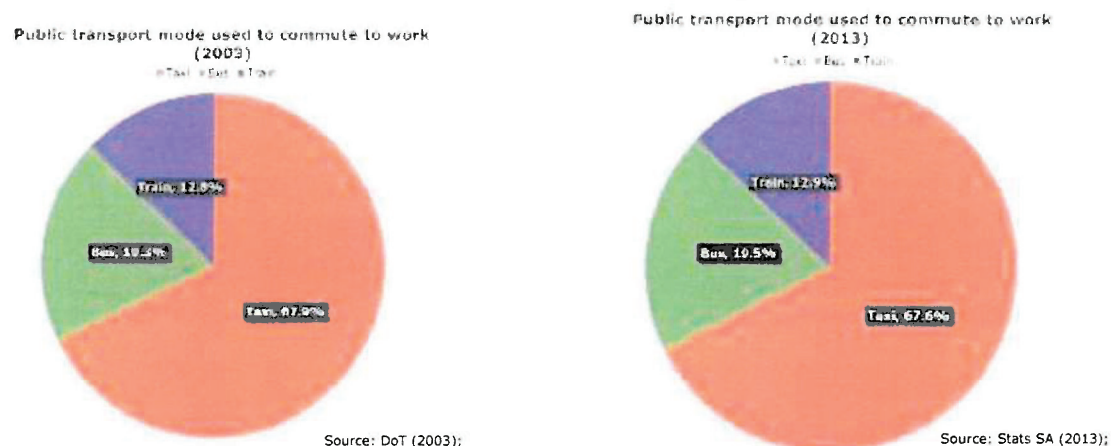
Source: (Statistics South Africa, 2013)

## A1.4 Travel modes

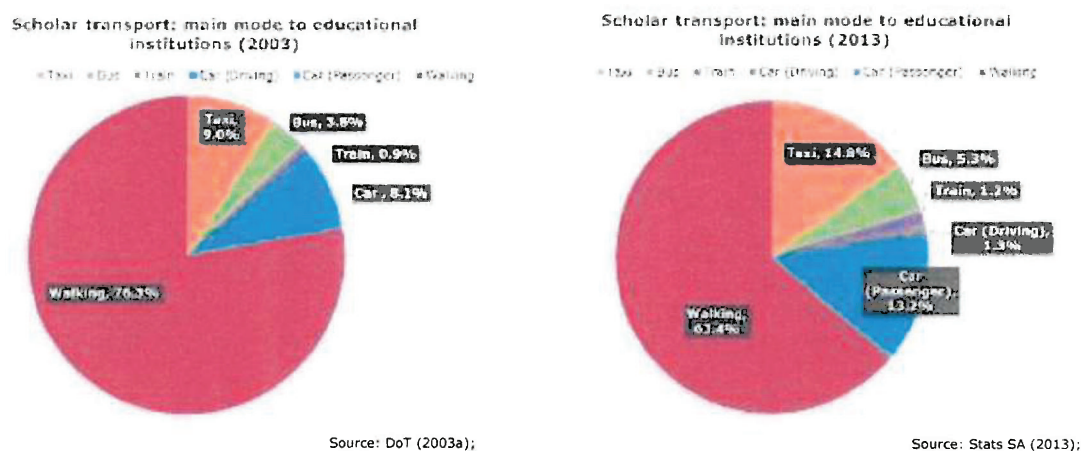
**Figure 9 SA commuter modal split 2003 and 2013**



The 2003 National Household Travel Survey data shows that in 2003 public and non-motorised transport used to account for 40% and 23% of commuters respectively as mode of travel to and from work. The pie chart on the right illustrates a slight decrease in the usage of cars and public transport in 2013, and commuters resorting to NMT as a mode of transport with 21.1% of the commuters using walking as a mode (Department of Transport, 2003), (Statistics South Africa, 2013).

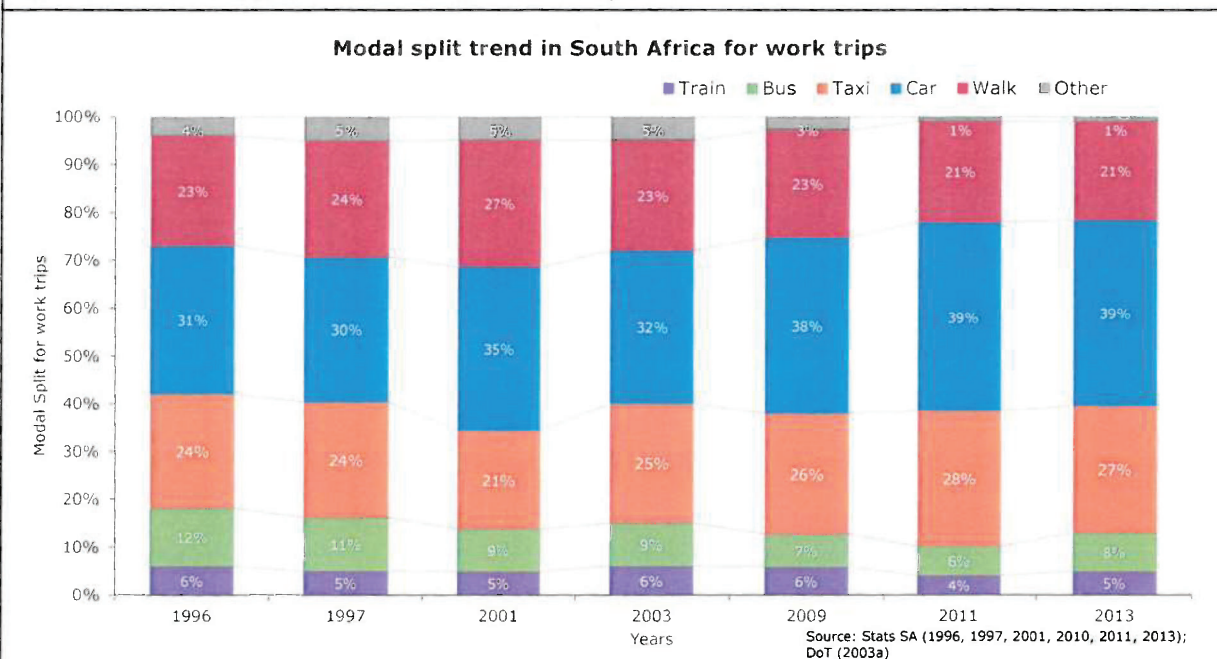
**Figure 10 Commuter transport public transport modal split 2003 and 2013**

**Figure 10** demonstrates little change in the public transport modal split between the years of 2003 – 2013. A slight reduction in taxi users and negligible increases in train and bus usage is also observed over this period. (Department of Transport, 2003) (Statistics South Africa, 2013).

**Figure 11 Learner transport main mode 2003 and 2013**

**Figure 11** shows the decrease in walking to places of education between the years of 2003 and 2013 towards the taxi and modes. Furthermore, walking is still the most commonly used form of transport among learners, with 63 % of learners walking to places of education. This implies emphasis should be placed on providing NMT facilities and improved safety for learners at schools and surrounding areas (Department of Transport, 2003) (Statistics South Africa, 2013).



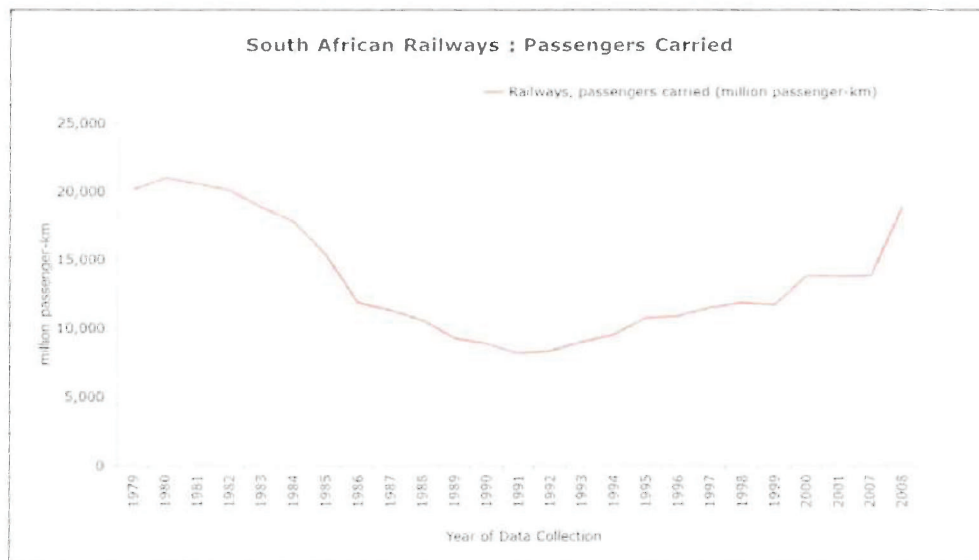
**Figure 12 Modal split trend in SA for work trips**

**Figure 12** shows the trend of the modal split for commuters travelling to work. The use of cars (39%) and Taxis (27%) is still the most dominate transport mode in South Africa, despite investments in modern transport systems including Gautrain, and Rea Vaya and MyCity. The BRT systems and Gautrain are currently transporting less than 1% of the travelling population in their respective metros (Statistics South Africa, 2013).



### A1.5 Passenger rail volumes in South Africa

The passenger rail volumes trend from 1979 to 2008 is illustrated in **Figure 13**. The passenger volumes dropped between the years of 1980 and 1991. From 1992, the volumes for rail commuters gained momentum and increased to 18, 865 million passengers per km in 2008 (World Bank Data, 2012).

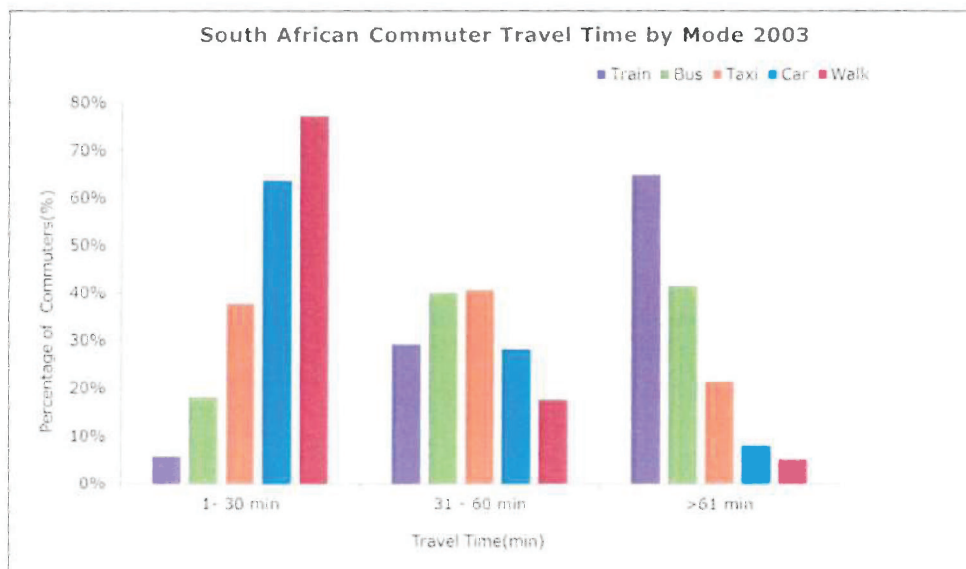


**Figure 13 SA Passenger rail volumes.**

Source: World Bank Data, 2013

### A1.6 Travel time by mode

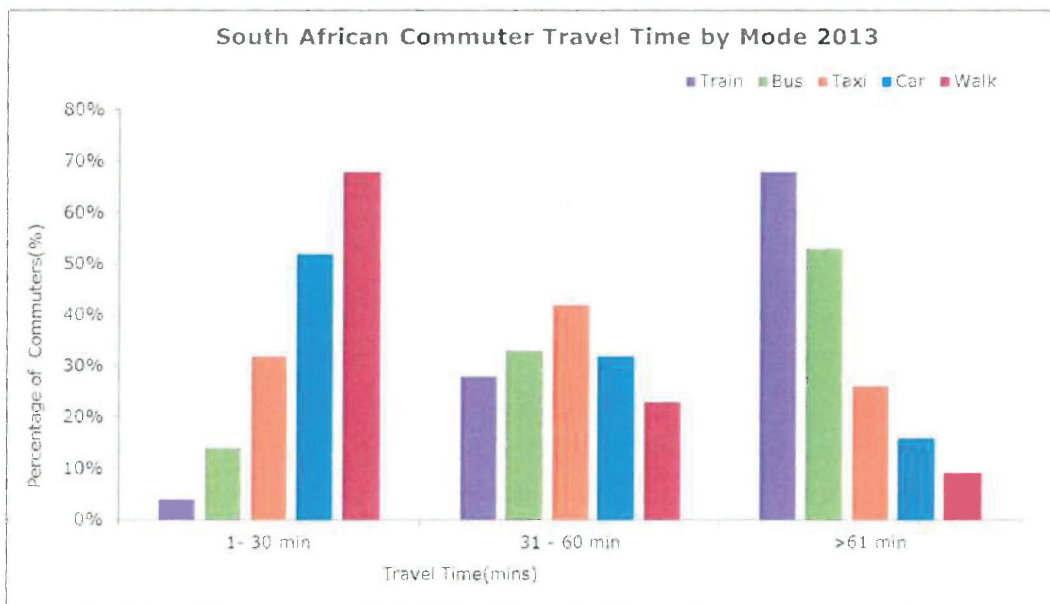
**Figure 14** below reflects increasing travel time by mode between 2003 and 2013.



**Figure 14 Travel time by mode (2003)**

Source: (Department of Transport, 2003)

This is largely as a consequence of increased demand on transport, resulting in road traffic congestion due to the increasing rate of private car ownership, having a knock-on effect on public transport modes (notably bus and taxi). The spatially distorted nature of our cities and towns from pre-1994 planning practices and their perpetuation since, also contributes to travel time increases.

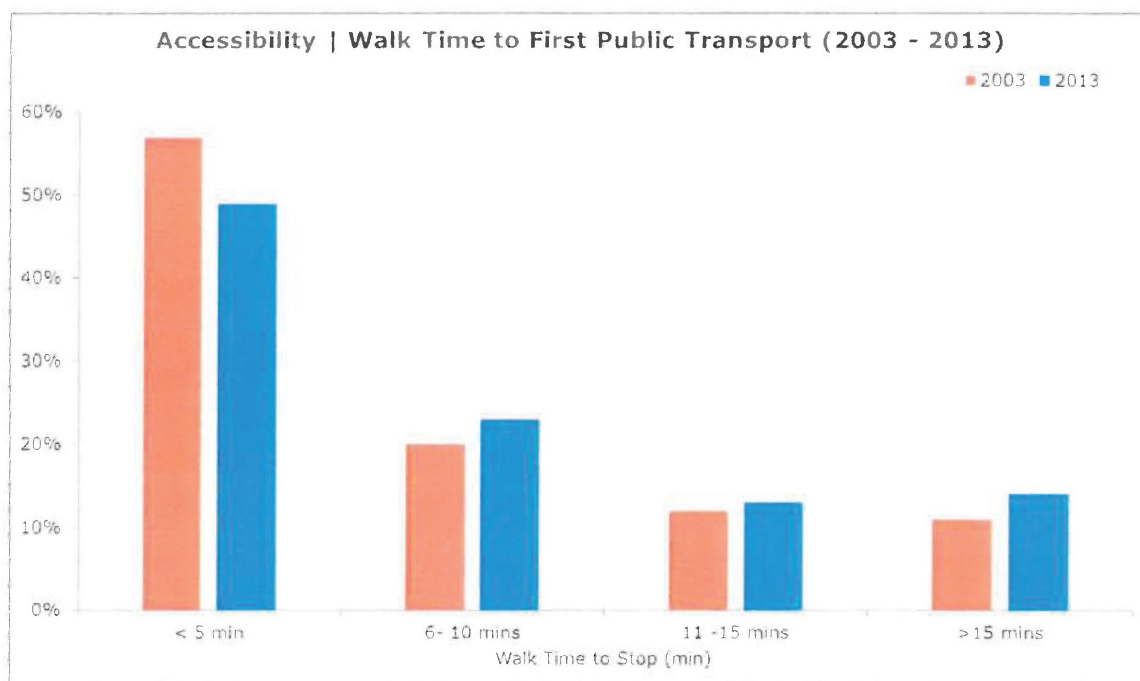


**Figure 15 Travel time by mode (2013)**

Source: (Statistics South Africa, 2013)

From **Figure 15** above, it is seen that buses and trains are the slowest mode of travel. About 66% of train journeys undertaken is in excess of 60 minutes. Taxis remain the fastest mode of public transport with average journey times of 51 minutes. Journeys on foot and those by car have the shortest journey times, with 60% of those on foot and 55% of car trips being less than 30 minutes.

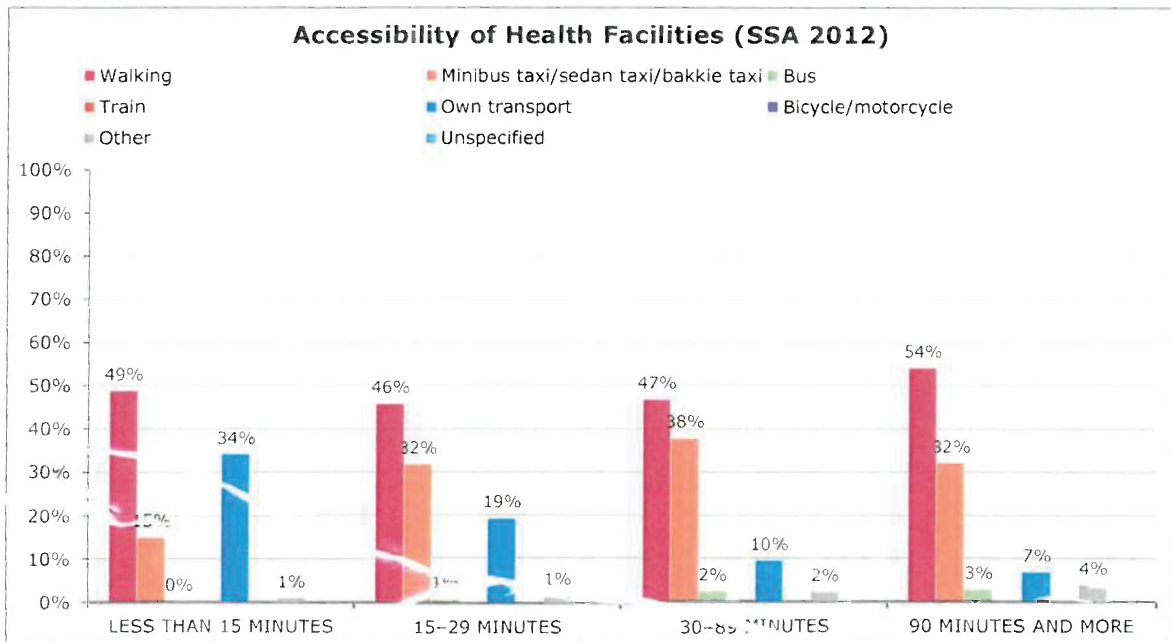
**Figure 16** below shows that about 57% of the population is able to access public transport within a five minute walk. The number of people living more than 15 minutes from a public transport stop has increased by at least 3% between 2003 and 2011, which implies accessibility has reduced in the past decade, whilst those living less than five minutes from public transport has reduced by 4%.



**Figure 16 Walk time to the nearest public transport stops (bus, taxi or train)**

Source: (Department of Transport, 2003); (Statistics South Africa, 2013)

**Figure 17** shows that 54% of the populations walk for more than 90 minutes to the closest health care facility, followed by a 49% of the population that can access the facility less than 15 minutes of walking. This implies that a large number of commuters are not conveniently located from social amenities, and taxis are considered to be the next fastest mode of transport to use.

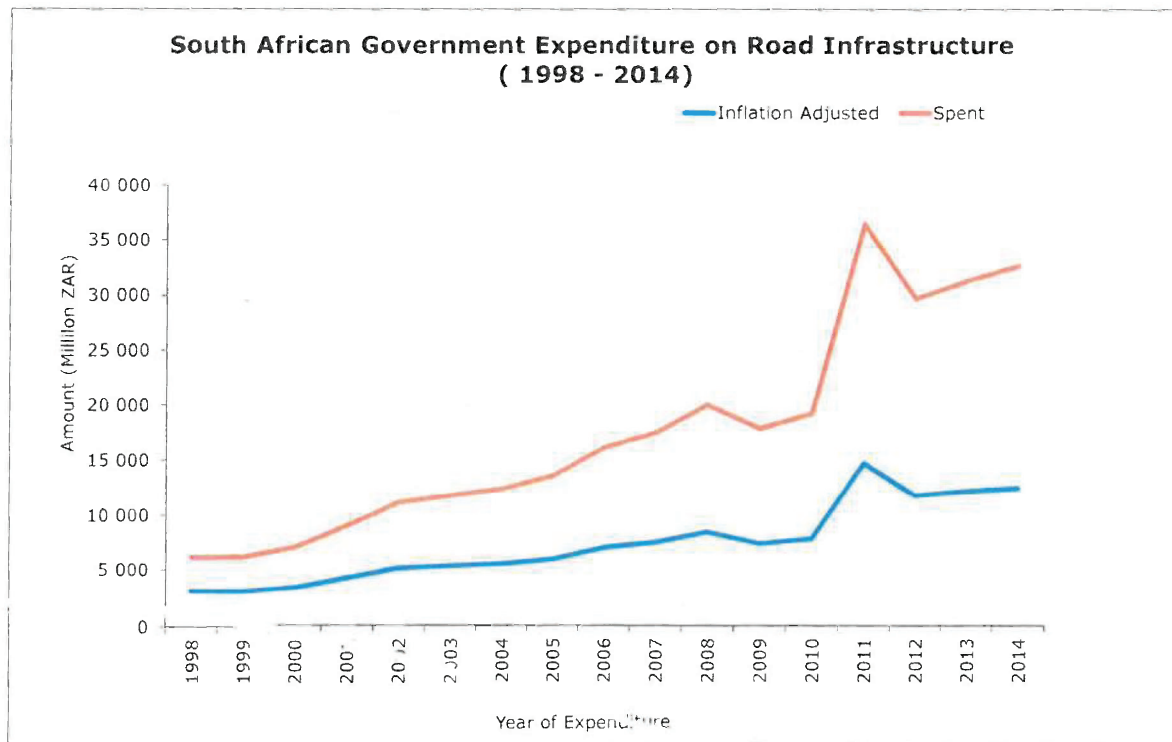


**Figure 17 Access to health facilities**

Source: (Statistics South Africa, 2013)

## A1.7 Infrastructure expenditure

The government's annual expenditure on road infrastructure has steadily increased from around R3 billion to about R13 billion between 2000 and 2012. Considering over 66% of South Africans commute by public transport and about 34% by car, the question that arise is why is only R3.7 billion spent on public transport infrastructure (a third of road infrastructure expenditure).



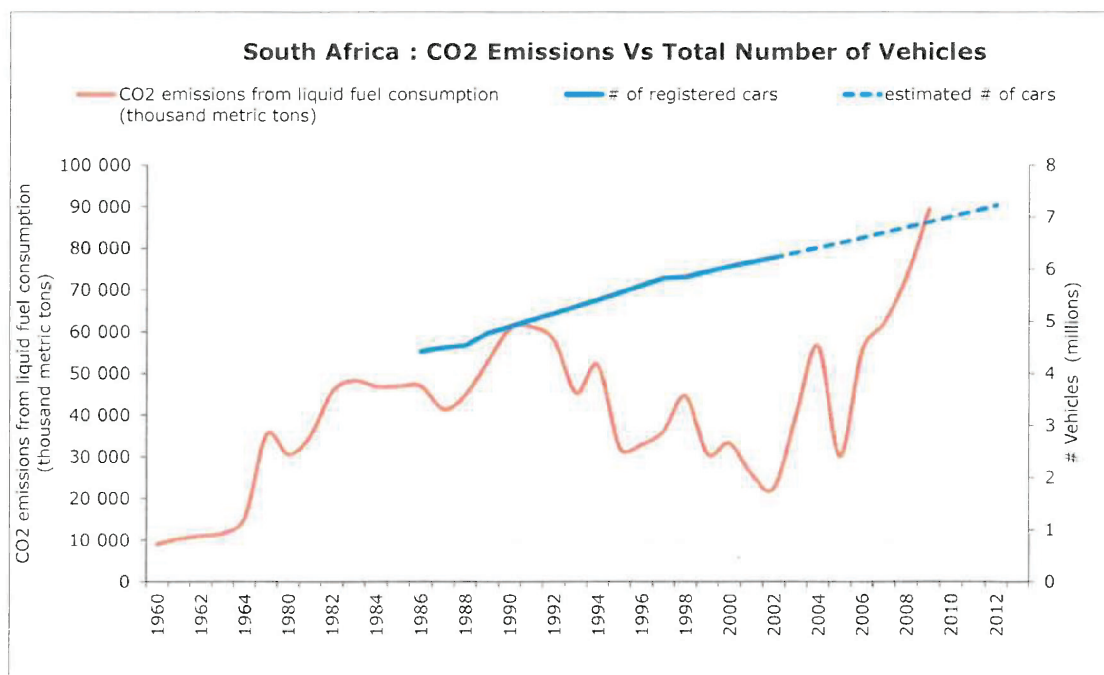
**Figure 18 Government Expenditure on road infrastructure**

Source: DoT Annual Report 2012



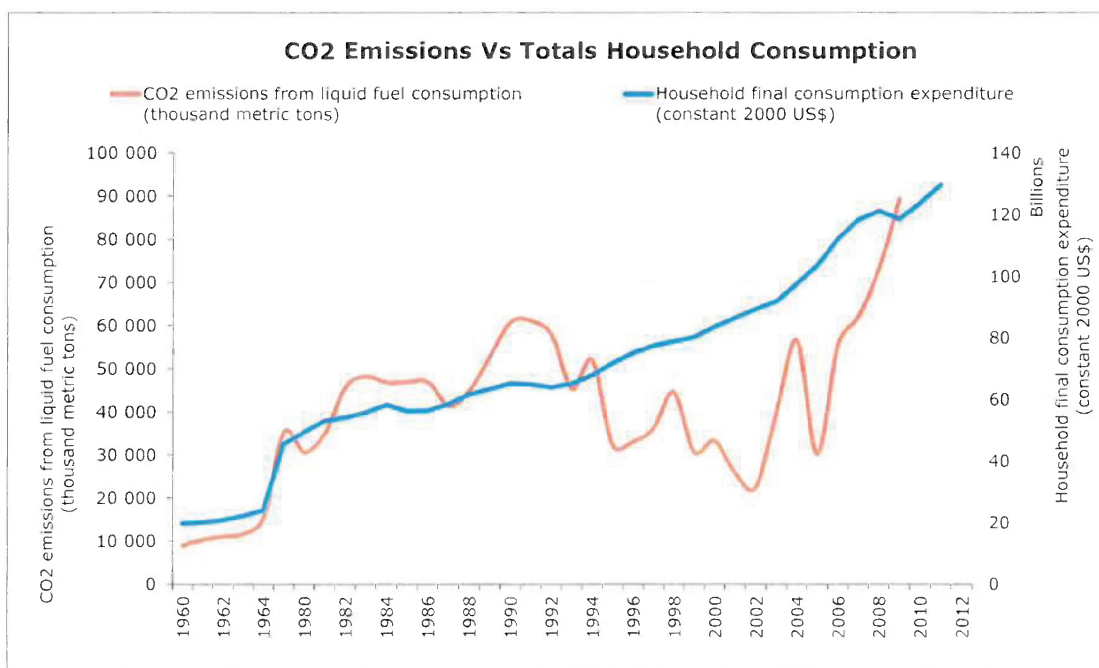
## A1.8 Greenhouse gas emissions

The environmental toll of our unsustainable travel patterns is reflected in Figure 19 and **Figure 20**, showing how greenhouse gas (GHG) emissions have increased between 1980 and 2012.



**Figure 19 CO2 Emissions in relation to rising household consumption levels**

Source: World Bank Data, 2013

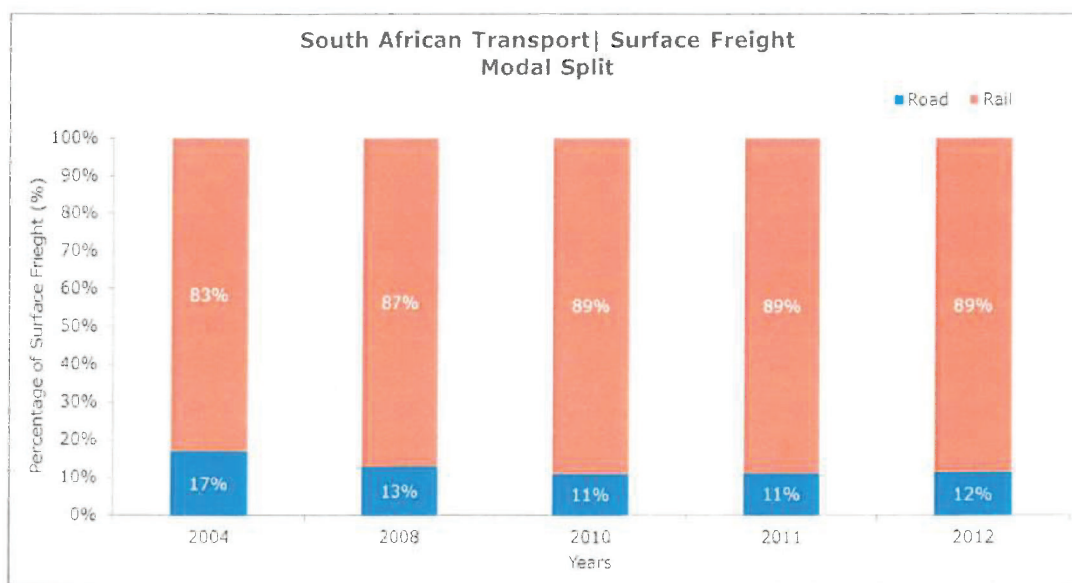


**Figure 20 CO2 Emissions in relation to rising vehicle consumption levels**

Source: World Bank Data, 2013

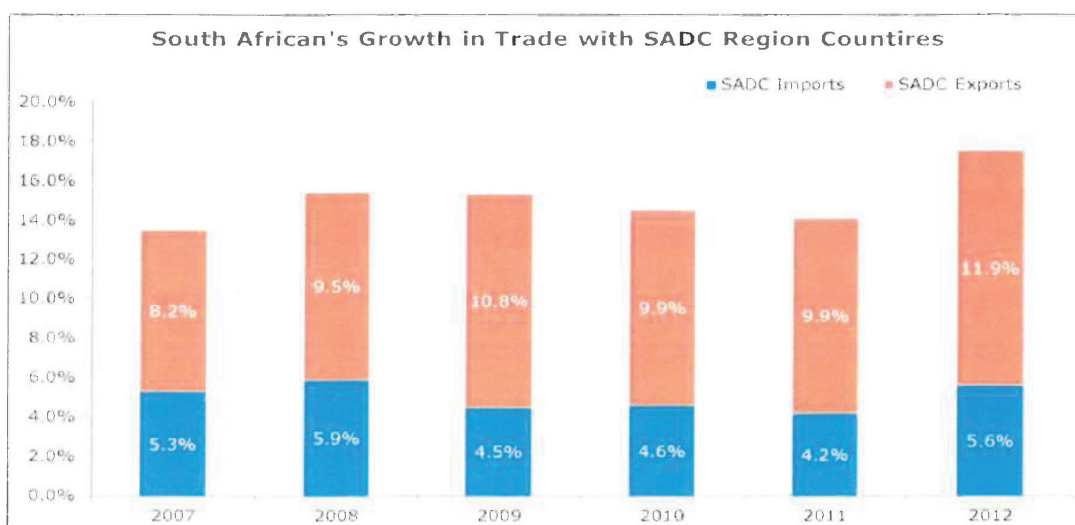
## A1.9 Freight modal imbalance

**Figure 21** demonstrates the imbalance in the way we move our goods. It shows a significant imbalance of 88% of freight moved by road and only 12% by rail. This results in an underutilised railway system.

**Figure 21 Road/Rail freight modal imbalance**

Source: (Transnet, 2012)

**Figure 22** below illustrates the overall upward trend in regional and cross border trade between South Africa and its SADC partners. South Africa's borders are critical points for facilitating the unimpeded movement of goods and people, however there are currently bottlenecks in commercial supply chains and journeys of cross border travellers. These capacity constraints causes excessive delays of goods (and to passengers), which in turn increases the cost of freight.



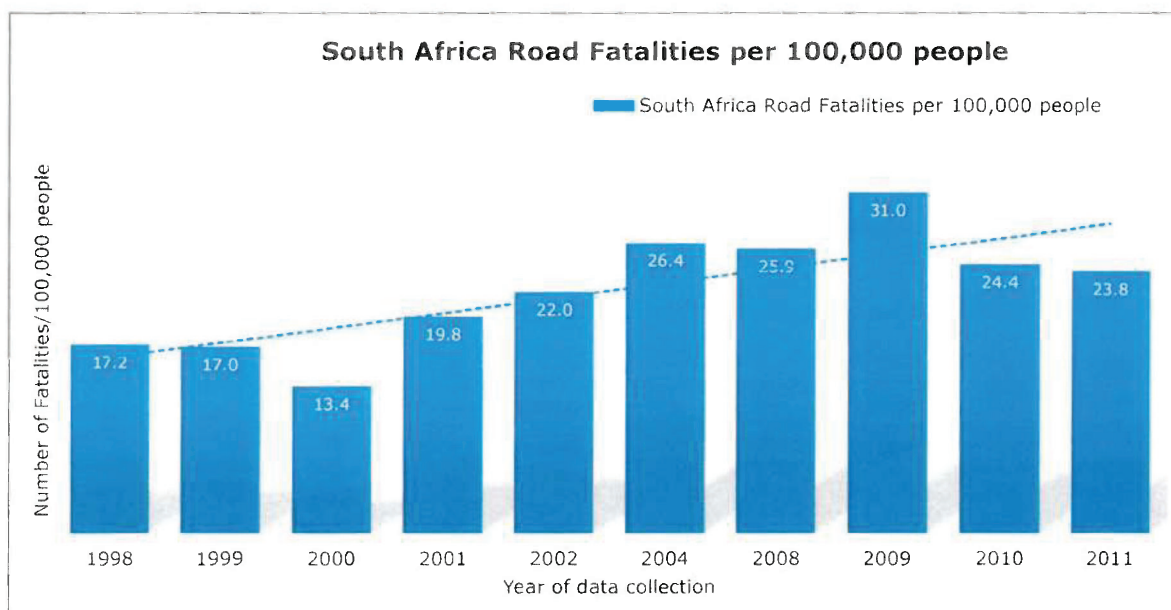
**Figure 22 SA's SADC trade growth**

Source: (CSIR, University of Stellenbosch, Imperial Logistics, 2014)

**A1.10 Road safety**

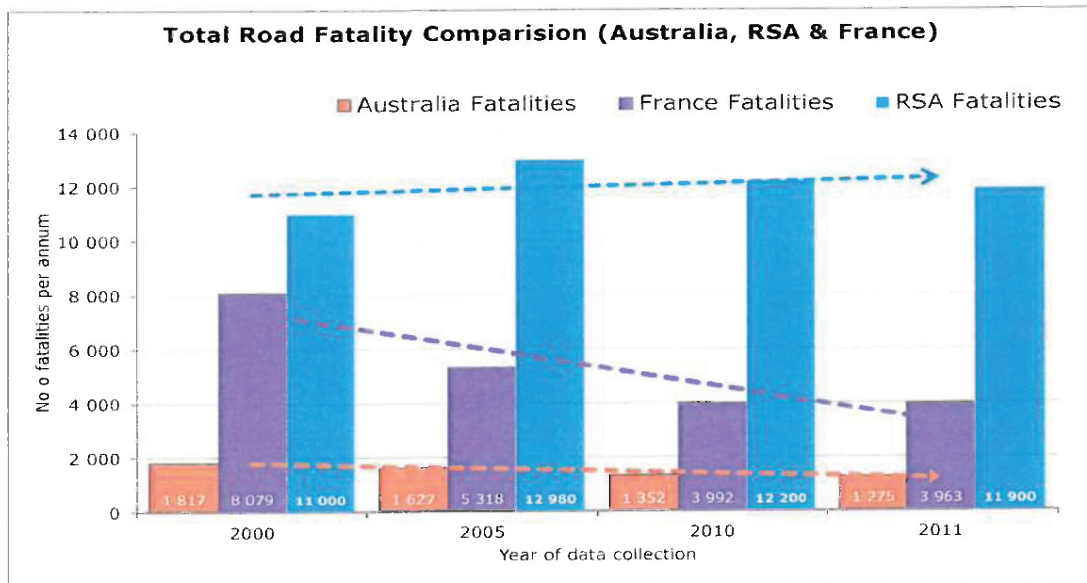
South Africa has one of the worlds' worst road safety records at  $\pm 26$  fatalities/100,000 people while comparable developed countries have an accident rate as low as 3.2 fatalities/100,000.

**Figure 23** below illustrates that South Africa's road fatality statistics have worsened between 2001 and 2011 and that South Africa is not achieving its road safety objectives. The poor road safety record; has detrimental impacts on South Africa's economic productivity.

**Figure 23 SA road fatalities trends**

Source: (Road Traffic Management Corporation(RTMC), 2000 - 2011)

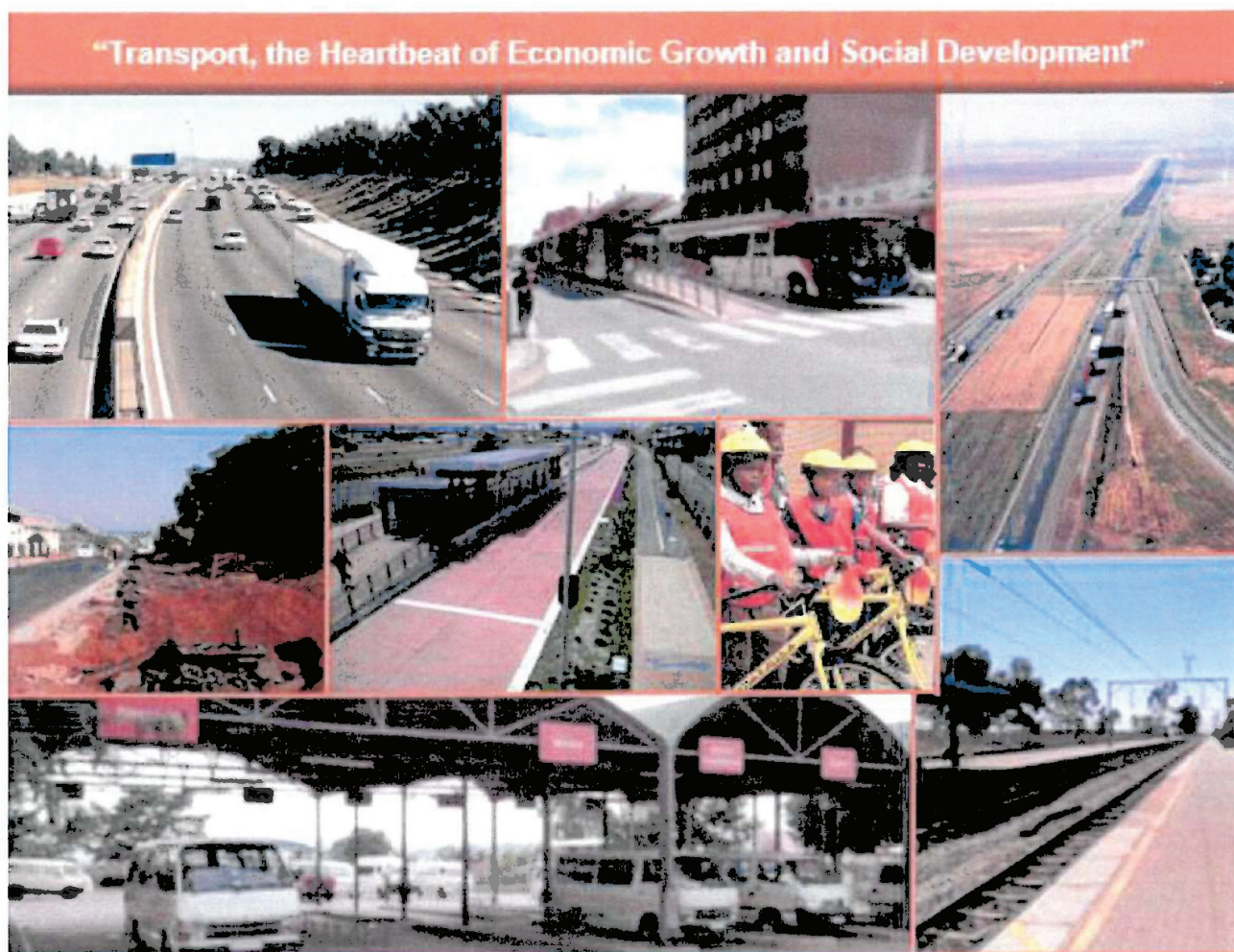
South African accident statistics are poor when compared with Europe (France) and Australasia. **Figure 24** illustrates a comparison between the mentioned countries in 2000, 2005, 2010 and 2011. In all the years analysed, Australia has the least road fatalities per annum whilst the number of fatalities in RSA is significantly higher than France and Australia.



**Figure 24 Total road fatality comparison**

Source: International Road Federation, 2014





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**GENERAL NOTICES • ALGEMENE KENNISGEWINGS**

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**ECONOMIC DEVELOPMENT DEPARTMENT****NOTICE 113 OF 2017****COMPETITION TRIBUNAL****NOTIFICATION OF DECISION TO APPROVE MERGER**

The Competition Tribunal gives notice in terms of rule 35(5)(b)(ii) of the “Rules for the conduct of proceedings in the Competition Tribunal” as published in Government Gazette No. 22025 of 01 February 2001, that on 01 February 2017 it approved without conditions the merger between Kagiso Capital (Pty) Ltd and Kagiso Tiso Holdings (Pty) Ltd.

(CDM case no.: LM192Jan17)

**The Chairperson  
Competition Tribunal**

**ECONOMIC DEVELOPMENT DEPARTMENT****NOTICE 114 OF 2017****COMPETITION TRIBUNAL****NOTIFICATION OF DECISION TO APPROVE MERGER**

The Competition Tribunal gives notice in terms of rule 35(5)(b)(ii) of the “Rules for the conduct of proceedings in the Competition Tribunal” as published in Government Gazette No. 22025 of 01 February 2001, that on 18 January 2017 it approved without conditions the merger between AMDEC Investments (Pty) Ltd and Culemborg Investment Properties (Pty) Ltd.

(CDM case no.: LM184Dec16)

**The Chairperson  
Competition Tribunal  
Competition Tribunal**

**ECONOMIC DEVELOPMENT DEPARTMENT****NOTICE 115 OF 2017****COMPETITION TRIBUNAL****NOTIFICATION OF DECISION TO APPROVE MERGER**

The Competition Tribunal gives notice in terms of rule 35(5)(b)(ii) of the “Rules for the conduct of proceedings in the Competition Tribunal” as published in Government Gazette No. 22025 of 01 February 2001, that on 16 January 2017 it approved without conditions the merger between Kgalagadi Alloys Proprietary Limited and Kalagadi Manganese Proprietary Limited.

(CDM case no.: LM169Nov16)

**The Chairperson  
Competition Tribunal**

**ECONOMIC DEVELOPMENT DEPARTMENT****NOTICE 116 OF 2017****COMPETITION TRIBUNAL****NOTIFICATION OF DECISION TO APPROVE MERGER**

The Competition Tribunal gives notice in terms of rule 35(5)(b)(ii) of the “Rules for the conduct of proceedings in the Competition Tribunal” as published in Government Gazette No. 22025 of 01 February 2001, that on 25 January 2017 it approved without conditions the merger between Holdco, DevCo and AssetCo and Aldwych Power Holdings Limited & Aldwych International Limited, Cabeolica S.A and Cenpower Generation Company Ltd .

(CDM case no.: LM171Nov16)

**The Chairperson  
Competition Tribunal**

**ECONOMIC DEVELOPMENT DEPARTMENT****NOTICE 117 OF 2017****COMPETITION TRIBUNAL****NOTIFICATION OF COMPLAINT REFERRAL**

The Competition Tribunal gives notice in terms of Section 51(3) & (4) of the Competition Act 89 of 1998 as amended, that on 11 January 2017 it received a complaint referral from Interested and Concerned Property Owners against Erinvale Homeowners Association. The Complainant alleges that the respondent engaged in a prohibited practice in contravention of section 5 of the Competition Act 89 of 1998.

(CDM case no.: CRP202Jan17)

**The Chairperson  
Competition Tribunal**

## DEPARTMENT OF ENVIRONMENTAL AFFAIRS

## NOTICE 118 OF 2017

**NATIONAL ENVIRONMENTAL MANAGEMENT: PROTECTED AREAS ACT, 2003  
(ACT NO.57 OF 2003)****NOTICE OF INTENTION TO DECLARE CERTAIN LAND SITUATED IN THE EASTERN CAPE PROVINCE AS PART OF THE ADDO ELEPHANT NATIONAL PARK**

I, Bomo Edith Edna Molewa, Minister of Environmental Affairs, hereby give notice of my intention to declare the properties listed in the Schedule hereto as part of the Addo Elephant National Park, under section 20(1)(a)(ii), read with section 33(1)(a) of the National Environmental Management: Protected Areas Act, 2003 (Act No. 57 of 2003).

Members of the public are invited to submit to the Minister, within 60 days after the publication of the Notice in the *Gazette*, written presentations on or objections to the intention, to the following addresses:

By post: The Director-General: Department of Environmental Affairs  
Attention: Ms S Mancotywa  
Private Bag X447  
PRETORIA  
0001

By hand at: 473 Steve Biko Road, Arcadia, Pretoria, 0083.

By e-mail: [smampe@environment.gov.za](mailto:smampe@environment.gov.za)

Any inquiries in connection with the notice can be directed to Ms Mancotywa on 012 399 9514.

Comments received after the closing date may not be considered.



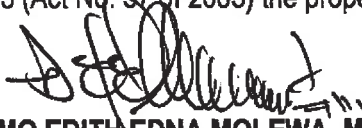
**BOMO EDITH EDNA MOLEWA**  
**MINISTER OF ENVIRONMENTAL AFFAIRS**

**SCHEDULE**

1. Portion 1 of the Farm Wellspark No.37, Division of Uitenhage, Eastern Cape Province, measuring 475.5201 (Four Seven Five comma Five Two Zero One) hectares and held by the Deeds Transfer No. T204/2012; and
2. Portion 289 of the farm Strathsomers Estate No.42, Division of Uitenhage, Eastern Cape Province, measuring 198.4714 (One Nine Eight Four Comma Four Seven Four) hectares and held by the Deed of Transfer No.T33632/2008.

**DEPARTMENT OF ENVIRONMENTAL AFFAIRS****NOTICE 119 OF 2017****NATIONAL ENVIRONMENTAL MANAGEMENT: PROTECTED AREAS ACT, 2003 (ACT NO. 57 OF 2003)****DECLARATION OF LAND TO BE PART OF WEST COAST NATIONAL PARK IN TERMS OF NATIONAL ENVIRONMENTAL MANAGEMENT: PROTECTED AREAS ACT, 2003 (ACT NO. 57 OF 2003)**

I, Bomo Edith Edna Molewa, Minister of Environmental Affairs, hereby declare by virtue of the powers vested in me by Section 20(1)(a)(ii) of the National Environmental Management: Protected Areas Act, 2003 (Act No. 57 of 2003) the properties listed in the Schedule as part of the West Coast National Park.



**BOMO EDITH EDNA MOLEWA, MP**

**MINISTER OF ENVIRONMENTAL AFFAIRS**



## SCHEDULE

1. Portion of the property indicated by the figure A B C D E F G H I J K L M N O P Q R S T U V W X Y Z A1 B1 C1 D1 E1 F1 G1 H1 J1 K1 L1 M1 N1 P1, measuring 1183,3995 hectares of land, as will more fully appear from Diagram S.G No.74/2013 being a portion of the following farms:

151 Marais Müller Yekiso

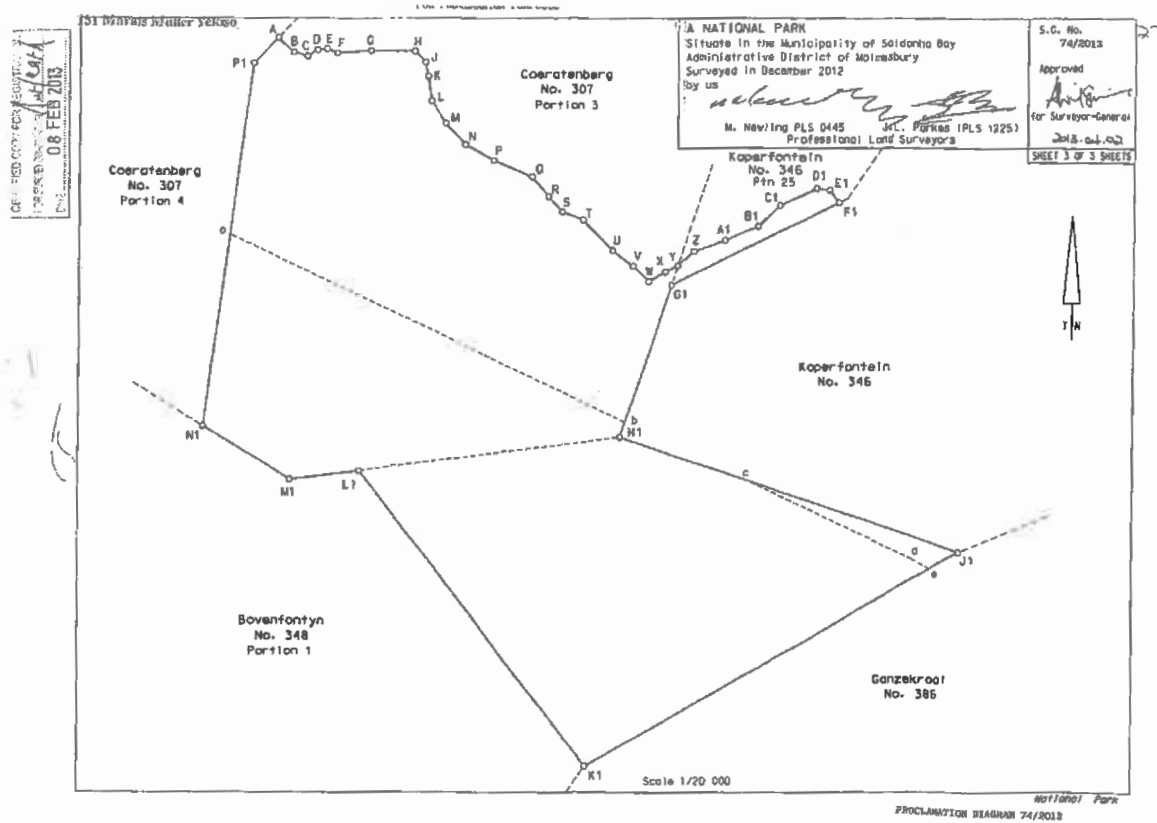
FOR PROCLAMATION PURPOSES

29

CERTIFIED COPY FOR REGISTRATION  
FOR SURVEYOR-GENERAL  
DATE 08 FEB 2013

<b>Description of beacons</b> H1 Light rail section fence post J1 L1 M1 N1 Rail section fence post K1 Wooden fence post P1 Light rail section at base of fence post All others are 16mm round iron pegs		S.G. No. 74/2013 Approved <i>[Signature]</i> for Surveyor-General 2013.02.04 SHEET 1 OF 3 SHEETS		
<b>Servitude notes</b> 1. The line ob represents the centre line of an electric power line servitude 31.00m wide vide Dgm No. 636/77, annexed to D/T (Form 307/3) 2. The line cde represents the centre line of an electric power line servitude 31.00m wide vide Dgm No. 639/77, annexed to D/T (Form 347)				
SCHEDULE OF FARMS				
Description of figure subject to Nature Reserve	Area	Form	Diagram No.	Deed No.
1. A B C D E F G H J K L M N P O R S T U V W X Y H1 L1 M1 N1 P1	678.7941 Ha	Portion 3 of the Farm Coerotenberg No. 307	3050/1938	1939. .6954
2. Y Z A1 B1 C1 D1 E1 F1 G1	16.0458 Ha	Remainder of Portion 25 of the Farm Kaperfontein No. 346	10617/53	1955. .8740
3. L1 H1 J1 K1	488.5555 Ha	The Farm Kersbosch Dam No. 347	111/1869	Mat. O. 5-24
The figure A B C D E F G H J K L M N P O R S T U V W X Y Z A1 B1 C1 D1 E1 F1 G1 H1 J1 K1 L1 M1 N1 P1 represents 1183,3995 Hectares of land, being A NATIONAL PARK over the farms as listed in the schedule Situate in the Municipality of Saldanha Bay Administrative District of Malmesbury, Province of the Western Cape. Surveyed for the purposes of proclaiming a National Park in terms of section 20(1) of the Protected Areas Act, 57 of 2003 in December 2012 by us <i>[Signatures]</i> M. Newling PLS 0445 J.L. Parkes (PLS 1225) Professional Land Surveyors				
This diagram is annexed to No. K191/14 Dated i.f.o. 2014-07-28 Registrar of Deeds	The original diagrams are as listed in the schedule LPI 00460000	File No. MALM.307,346 & 347 S.R. No. 30/2012 Comp. BH-1B (13647) BH-1BD (13650) BH-1DA (13655) BH-1DB (13656)		

Proclamation Diagram National Park 74/2013



## DEPARTMENT OF ENVIRONMENTAL AFFAIRS

## NOTICE 120 OF 2017

NATIONAL ENVIRONMENTAL MANAGEMENT: BIODIVERSITY ACT, 2004  
(ACT NO. 10 OF 2004)DRAFT BIODIVERSITY MANAGEMENT PLAN FOR THE CLANWILLIAM SANDFISH, *LABEO*  
*SEEBERI*

I, Bomo Edith Edna Molewa, Minister of Environmental Affairs, hereby withdraw Government Notice No. 406, Gazette No. 39899 dated 1 April 2016, and hereby give notice of my intention to publish the Biodiversity Management Plan for the Clanwilliam Sandfish (*Labeo Seeberi*), under section 43(3) read with section 100 of the National Environmental Management: Biodiversity Act, 2004 (Act No. 10 of 2004), set out in the Schedule hereto.

Members of the public are invited to submit to the Minister, within 30 (thirty) days after the publication of the notice in the *Gazette*, written comments on, or objections to the following addresses:

By post to: The Director-General: Department of Environmental Affairs  
Attention: Ms Humbulani Mafumo  
Private Bag X 447  
Pretoria  
0001

By hand at: Environment House, 473 Steve Biko Road, Arcadia, Pretoria, 0083.

By e-mail: [hmafumo@environment.gov.za](mailto:hmafumo@environment.gov.za) or by fax to: 086 541 1102 or (012) 399 9586.

An electronic copy of the draft Biodiversity Management Plan for Clanwilliam Sandfish can be downloaded from the following link: <http://www.environment.gov.za/Documents/>.

Comments received after the closing date may not be considered.



**BOMO EDITH EDNA MOLEWA**  
**MINISTER OF ENVIRONMENTAL AFFAIRS**

**DEPARTMENT OF ENVIRONMENTAL AFFAIRS****NOTICE 121 OF 2017****NATIONAL ENVIRONMENTAL MANAGEMENT: PROTECTED AREAS ACT, 2003  
(ACT NO.57 OF 2003)****INTENTION TO DECLARE CERTAIN LAND SITUATED IN THE WESTERN CAPE PROVINCE AS  
PART OF THE TABLE MOUNTAIN NATIONAL PARK**

I, Bomo Edith Edna Molewa, Minister of Environmental Affairs, hereby give notice of my intention to declare the property listed in the schedule hereto as part of the Table Mountain National Park, under section 20(1)(a)(ii), read with section 33(1)(a) of the National Environmental Management: Protected Areas Act, 2003 (Act No. 57 of 2003).

Members of the public are invited to submit to the Minister, within 60 days after the publication of the notice in the *Gazette*, written presentations on or objections to the intention to the following addresses:

By post: The Director-General: Department of Environmental Affairs  
Attention: Ms S Mancotywa  
Private Bag X447  
**PRETORIA**  
0001

By hand at: 473 Steve Biko Street, Arcadia, Pretoria, 0083.

By e-mail: [smampe@environment.gov.za](mailto:smampe@environment.gov.za)

Any inquiries in connection with the notice can be directed to Ms Mancotywa at 012 399 9514.

**Comments received after the closing date may not be considered.**



**BOMO EDITH EDNA MOLEWA**  
**MINISTER OF ENVIRONMENTAL AFFAIRS**

**SCHEDULE**

1. The remainder of the Farm Kleinplaats No. 976, Cape Division, Western Cape Province, measuring 327. 8075 (Three Two Seven Comma Eight Zero Seven Five) hectares and held by the Deed of Transfer No: T20983/1985.



**DEPARTMENT OF ENVIRONMENTAL AFFAIRS****NOTICE 122 OF 2017****NATIONAL ENVIRONMENTAL MANAGEMENT: PROTECTED AREAS ACT, 2003  
(ACT NO. 57 OF 2003)****NOTICE INTENTION TO DECLARE CERTAIN LAND SITUATED IN THE NORTHERN CAPE PROVINCE AS PART OF THE MOKALA NATIONAL PARK**

I, Bomo Edith Edna Molewa, Minister of Environmental Affairs, hereby give notice of my intention to declare the properties listed in the Schedule hereto, as part of the Mokala National Park, under section 20(1)(a)(ii), read with section 33(1)(a) of the National Environmental Management: Protected Areas Act, 2003 (Act No. 57 of 2003).

Members of the public are invited to submit to the Minister, within 60 days after the publication of the Notice in the *Gazette*, written presentations on or objections to the intention, to the following addresses:

By post: The Director-General: Department of Environmental Affairs  
Attention: Ms S Mancotywa  
Private Bag X447  
**PRETORIA**  
0001

By hand at: Environment House, 473 Steve Biko Road, Arcadia, Pretoria, 0083.

By e-mail: [smampe@environment.gov.za](mailto:smampe@environment.gov.za)

Any inquiries in connection with the Notice can be directed to Ms Mancotywa on 012 399 9514.

**Comments received after the closing date may not be considered.**



**BOMO EDITH EDNA MOLEWA**  
**MINISTER OF ENVIRONMENTAL AFFAIRS**

**SCHEDULE**

1. The Remaining Extent of Portion 2 of the Farm Scholtzfontein North No. 137, Division of Herbert, Northern Cape Province, measuring 856.6376 (Eight Five Six Comma Six Three Seven Six) hectares and held by the Deed of Transfer No. T374/2016;
2. The Remaining Extent of Portion 9 of the Farm Scholtzfontein North No. 137, Division of Herbert, Northern Cape Province, measuring 428.3221 (Four Two Eight Comma Three Two Two One) hectares and held by the Deed of Transfer No. T374/2016; and
3. Portion 10 of the Farm Scholtzfontein North No. 137, Division of Herbert registration district, Northern Cape Province, measuring 433.9766 (Four Three Three Comma Nine Seven Six Six) hectares and held by the Deeds Transfer No. T374/2016.

**DEPARTMENT OF ENVIRONMENTAL AFFAIRS****NOTICE 123 OF 2017****NATIONAL ENVIRONMENTAL MANAGEMENT: PROTECTED AREAS ACT, 2003  
(ACT NO. 57 OF 2003)****CORRECTION NOTICE: LAND DECLARED AS PART OF THE GOLDEN GATE HIGHLANDS NATIONAL PARK**

I, Bomo Edith Edna Molewa, Minister of Environmental Affairs, hereby correct Government Notice No. 1239, published under Government Gazette No. 31619 on 21 November 2008 by removing the following Portions of the Farm 1903 in the Harrismith District from being part of the Golden Gate Highlands National Park:

- (a) Portion 80 of the Farm 1903 in the Harrismith District in the extent of 635. 5965 hectares;
- (b) Portion 81 of the Farm 1903 in the Harrismith District in the extent of 185. 1147;
- (c) Portion 82 of the Farm 1903 in the Harrismith District in the extent of 96.7969 hectares; and

I, hereby, further amend Schedule 2 to the National Environmental Management: Protected Areas Act, 2003 (Act No. 57 of 2003) by the removal of Portions 80, 81 and 82 of the Farm 1903 in the Harrismith District from the list of lands declared as part of the Golden Gate Highlands National Park, in terms of section 20(6)(b) of the National Environmental Management: Protected Areas Act, 2003 (Act No. 57 of 2003).



**BOMO EDITH EDNA MOLEWA**  
**MINISTER ENVIRONMENTAL AFFAIRS**

**DEPARTMENT OF ENVIRONMENTAL AFFAIRS****NOTICE 124 OF 2017****NATIONAL ENVIRONMENTAL MANAGEMENT: PROTECTED AREAS ACT, 2003  
(ACT NO. 57 OF 2003)****INTENTION TO DECLARE CERTAIN LAND SITUATED IN THE NORTHERN CAPE PROVINCE AND  
WESTERN CAPE PROVINCE AS PART OF THE TANKWA KAROO NATIONAL PARK**

I, Bomo Edith Edna Molewa, Minister of Environmental Affairs, hereby give notice of my intention to declare the property listed in the schedule hereto as part of the Tankwa Karoo National Park, under section 20(1)(a)(ii), read with section 33(1)(a) of the National Environmental Management: Protected Areas Act, 2003 (Act No. 57 of 2003).

Members of the public are invited to submit to the Minister, within 60 days after the publication of the notice in the *Gazette*, written presentations on or objections to the intention to the following addresses:

By post:       The Director-General:  
                  Department of Environmental Affairs  
                  Attention: Ms S Mancotywa  
                  Private Bag X447  
                  **PRETORIA**  
                  0001

By hand at:    473 Steve Biko Street, Arcadia, Pretoria, 0083.

By e-mail:      [smampe@environment.gov.za](mailto:smampe@environment.gov.za)

Any inquiries in connection with the notice can be directed to Ms Mancotywa at 012 399 9514.

**Comments received after the closing date may not be considered.**



**BOMO EDITH EDNA MOLEWA**  
**MINISTER OF ENVIRONMENTAL AFFAIRS**

**SCHEDULE**

1. The Farm Taaiboschplaata No.62, Division of Sutherland, Northern Cape Province, measuring 2 194, 8390 (Two One Nine Four Comma Eight Three Nine Zero) hectares and held by the Deed of Transfer No: T31278/2014.



**INDEPENDENT COMMUNICATIONS AUTHORITY OF SOUTH AFRICA  
NOTICE 125 OF 2017**



**ELECTRONIC COMMUNICATIONS ACT, 2005 (ACT NO. 36 OF 2005)**

**APPLICATIONS FOR THE TRANSFER OF LICENCES FROM KSS  
TECHNOLOGIES (PTY) LTD TO LYCAMOBILE SOUTH AFRICA (PTY) LTD**

1. The Independent Communications Authority of South Africa ("the Authority") hereby gives notice in terms of section 9(5) of the Electronic Communications Act, Act No.36 of 2005, as amended, that after considering applications for the transfer of one Individual Electronic Communications Service Licence and one Individual Electronic Communications Service Network Licence from KSS Technologies (Pty) Ltd to Lycamobile South Africa (Pty) Ltd, the transfer applications have been approved.
2. The reasons for the Authority's decision on the application are available at the Authority's library in Sandton, Block D, Pinmill Farm, 164 Katherine Street during office hours or on ICASA's website: [www.icasa.org.za](http://www.icasa.org.za).



**RUBBEN MOHLALOGA  
ACTING CHAIRPERSON**

**DATE:** 02 / 02 / 2017

DEPARTMENT OF LABOUR  
NOTICE 126 OF 2017

**VARIATION OF SCOPE OF THE BARGAINING COUNCIL FOR THE FURNITURE  
MANUFACTURING INDUSTRY OF THE SOUTH WESTERN DISTRICTS**

I, Johannes Theodorus Crouse, Registrar of Labour Relations, hereby, give notice in terms of section 109 of the Labour Relations Act, 1995, that, following an application by the above-mentioned Council, its scope has been varied as contained in the Annexure hereto.

  
REGISTRAR OF LABOUR RELATIONS

**ANNEXURE**

The scope of the abovenamed Bargaining Council has in terms of section 58 of the Labour Relations Act, 1995 been varied.

With effect from.....7 February 2017.....the Council is registered in respect of: -

Furniture Manufacturing Industry as defined hereunder in the Magisterial Districts of George, Knysna, Mossel Bay and Oudtshoorn.

"Furniture Manufacturing Industry" or "Industry" means, without in any way limiting the ordinary meaning of the expression, the industry in which employers and their employees are associated for the manufacture, either in whole or in part, of all types of furniture, components of furniture, bedding, curtains, blinds, upholstery and/or re-upholstery and will, inter alia, include but not be limited to the following:

(a) Furniture

Manufacturing, assembling, repairing, staining, spraying, polishing, re-polishing, wood machining, veneering, woodturning, carving, assembling,

painting, spraying, cutting, edging, drilling, wood bending, laminating and/or papering/foiling, of board.

"Board" means any type of wood or wooden or related product or any other substitute material, amongst others being: laminated board, fibre board, chip board, block board, veneer board, pressed board.

Furniture manufacturing will also include the manufacturing, repairing, polishing, assembling, cutting, drilling, edging, re-polishing, staining, spraying either in whole or in part of: pianos, organs, kitchen cupboards, attached wall cupboards, built-in cupboards, free standing cupboards, bars or built-in bar counters, cane, wicker or grass furniture, cabinets including cabinets for musical instruments and radios, wireless or television cabinets, coffins, educational novelties', draw and draw fronts, doors and cupboard doors irrespective of size, bathroom cupboards, cupboard tops, and furniture for tea-rooms, restaurants, offices, churches, schools, libraries, hotels, other educational institutions, conference centres and theatres.

(b) Bedding

The manufacturing, assembling, repairing, covering, re-covering of: mattress bases, mattresses, box-spring mattresses, foam mattresses, spring mattresses, overlays, bolsters, pillows, cushions for studio couches, spring units, sleeper couches and studio couches.

"Studio Couch" means an article of furniture, which is designed for seating and for conversion into a double bed or two or more beds and of which the frames may also be constructed mainly of metal and the seating and/or sleeping surfaces consist of mattresses and/or cushions.

(c) Upholstery

The upholstering or re-upholstering of any furniture, or item of furniture, bedding, seating, pelmets, mattress bases, foam mattresses and/or cushions and the making of loose covers and/or cushions.

(d) Curtain making

The making, altering, repairing and hanging of curtains and/or blinds made mainly of fabric, wood, cane, wicker, reed or grass. Curtain making includes window treatment, cutting of rails and rods, fitting of pelmets, curtains, blinds and associated products.

*J. T. Crouse*  
REGISTRAR OF LABOUR RELATIONS

DATE *7-02-2017*

**NON-GOVERNMENTAL ORGANIZATION  
NOTICE 127 OF 2017**

**NON-GOVERNMENTAL ORGANISATION  
SOUTH AFRICAN DENTAL TECHNICIANS COUNCIL**

Take notice that Notice 864 published in Government Gazette 40480 dated 9 December 2016 is hereby withdrawn.

**NON-GOVERNMENTAL ORGANIZATION****NOTICE 128 OF 2017****NON-GOVERNMENTAL ORGANISATION****AGENCY FOR FOOD SAFETY (AFS)****AGRICULTURAL PRODUCT STANDARDS ACT NO. 119 OF 1990****INVITATION OF COMMENTS ON THE PROPOSED INSPECTION FEES**

The Chief Executive Officer of the designated assignee, Agency for Food Services, hereby invites comments on the proposed inspection fees. Agency for Food Safety has been designated in terms of section 2(3)(a) of the Agricultural Product Standards Act No. 119 of 1990 to apply sections 3(1) and 4A of the said Act with respect to all regulated animal products (poultry meat and eggs, as well as any other meat and meat products for which regulations may be promulgated).

Comments are hereby invited with respect to the proposed inspection fees from all affected stakeholders and they should reach the CEO: Agency for Food Safety by **no later than 30 days from the date of publication of this notice**.

**PROPOSED INSPECTION FEES****ABATTOIRS, PRODUCTION AND PACKAGING PLANTS**

<b>Animal Products</b>	<b>Rate</b>	<b>Inspection Site</b>
Poultry Meat	R0.015 per carcass	Abattoirs; Production and Packaging Plants
Egg	R0.0015 per egg	Production and Packaging Plants
<ul style="list-style-type: none"> <li>Rates include laboratory costs</li> </ul>		

**ADDITIONAL INSPECTION SITES****Poultry Meat and Eggs**

Normal Time (8am – 5pm)	R400.00 per hour
Normal Overtime	R450.00 per hour
Sundays & Public Holidays	R500.00 per hour
Kilometre Rate	R4.50 per kilometre

- Laboratory costs will be invoiced
- Where hourly rates are charged, a minimum fee for an hour will be charged. Thereafter time will be charged in half hour segments. The same principle will be applied to overtime and Sunday time.

All proposed levies exclude Value Added Tax (VAT). All the rates will be valid from 1 March 2017 until further notice

**Comments may be submitted in writing to:**

CEO: Agency for Food Safety, Mr Louis Visagie

Fax: 086 231 0391

Email: [comments@afsq.co.za](mailto:comments@afsq.co.za)



## DEPARTMENT OF TRADE AND INDUSTRY

## NOTICE 129 OF 2017

## INTERNATIONAL TRADE ADMINISTRATION COMMISSION

CUSTOMS TARIFF APPLICATIONSLIST 01/2017

The International Trade Administration Commission (herein after referred to as ITAC or the Commission) has received the following applications concerning the Customs Tariff. Any objection to or comments on these representations should be submitted to the Chief Commissioner, ITAC, Private Bag X753, Pretoria, 0001. Attention is drawn to the fact that the rate of duty mentioned in these applications is that requested by the applicant and that the Commission may, depending on its findings, recommend a lower or higher rate of duty.

**CONFIDENTIAL INFORMATION**

*The submission of confidential information to the Commission in connection with customs tariff applications is governed by section 3 of the Tariff Investigations Regulations, which regulations can be found on ITAC's website at <http://www.itac.org.za/documents/R.397.pdf>.*

*These regulations require that if any information is considered to be confidential, then a non-confidential version of the information must be submitted, simultaneously with the confidential version. In submitting a non-confidential version the regulations are strictly applicable and require parties to indicate:*

- ❑ Each instance where confidential information has been omitted and the reasons for confidentiality;*
- ❑ A summary of the confidential information which permits other interested parties a reasonable understanding of the substance of the confidential information; and*
- ❑ In exceptional cases, where information is not susceptible to summary, reasons must be submitted to this effect.*

*This rule applies to all parties and to all correspondence with and submissions to the Commission, which unless clearly indicated to be confidential, will be made available to other interested parties.*

*The Commission will disregard any information indicated to be confidential that is not accompanied by a proper non-confidential summary or the aforementioned reasons.*

*If a party considers that any document of another party, on which that party is submitting representations, does not comply with the above rules and that such deficiency affects that party's ability to make meaningful representations, the details of the deficiency and the reasons why that party's rights are so affected must be submitted to the commission in writing forthwith (and at the latest 14 days prior to the date on which that party's submission is due).*

*Failure to do so timeously will seriously hamper the proper administration of the investigation, and such party will not be able to subsequently claim an inability to make meaningful representations on the basis of the failure of such other party to meet the requirements.*

**1. CREATION OF A REBATE PROVISION FOR:**

“Motor cars and other motor vehicles principally designed for the transport of persons (excluding commercial vehicles or buses) including station wagons and racing cars classifiable under tariff subheading 87.03, which were manufactured 40 years prior to the date of importation or such motor cars of any age which is determined to be an International collector’s vehicle by the International Trade Administration Commission (ITAC) and subject to the issuing of an ITAC import permit (and subject to import control conditions) authorising the importation of the particular vehicle, under such conditions as ITAC may allow by specific rebate permit”

**APPLICANT:****Franschhoek Motor Museum (Pty) Ltd**

L’O Marans Estate  
R45 Wine Route  
Franchhoek  
7690

**Enquiries:** ITAC Ref: 23/2016, Enquires: Ms. Pateka Busika, Ms. Mukeliwe Manyoni and/or Mr. Daniel Thwala, Tel: 012 394 3595/3676/5162 or alternatively email [pbusika@itac.org.za](mailto:pbusika@itac.org.za) /[mmanyoni@itac.org.za](mailto:mmanyoni@itac.org.za)/ [dthwala@itac.org.za](mailto:dthwala@itac.org.za).

**REASONS FOR THE APPLICATION:**

**The applicant submitted *inter alia*, the following reasons for the application:**

- I. The company conducts its museum on a global platform whereby it promotes to and attracts visitors from around the world;
- II. The company actively promotes its vintage and/or internationally collectible motor vehicles to the general public by restoring, maintaining and putting them on display and providing detailed technical and historical information on them and thereby promoting cultural awareness and creation of employment;
- III. The current customs duties on the subject product negatively impacts on the attempts to collect, safeguard and promote vintage and/or internationally collectible motor vehicles of significant historical and cultural value into South Africa as these duties add a substantial additional cost to the vehicle, decreasing the Museum’s buying power and making it uncompetitive; and
- IV. The motor vehicles are not imported for general automotive use and do not compete with the locally manufactured vehicles.

**PUBLICATION PERIOD:**

Representation should be made within **four (4)** weeks of the date of this notice.

**2. REDUCTION IN THE RATE OF CUSTOMS DUTY ON:**

“Rack and pinion steering assemblies (excluding power-assisted types and those of subheading 8708.94.10) classifiable under tariff subheading 8708.94.20 from 20% ad valorem to free of duty”

**APPLICANT:**

**Masterparts (Pty) Ltd**  
24 Warrington Road  
Kenilworth  
Cape Town

**Enquiries:** ITAC Ref: 21/2016, Enquires: Mr. Mashudu Lukhwareni/ Mr Daniel Thwala,  
Tel: 012 394 3661/5162 or email [mlukhwareni@itac.org.za](mailto:mlukhwareni@itac.org.za)/[dthwala@itac.org.za](mailto:dthwala@itac.org.za).

**REASONS FOR THE APPLICATION:**

**The applicant submitted, the following reason(s) for the application:**

- I. There is no longer a local manufacturer of the subject products in the SACU region and the current duty only serves as an unnecessary cost raising effect.

**PUBLICATION PERIOD:**

Representation should be made within **four (4)** weeks of the date of this notice.

**DEPARTMENT OF TRADE AND INDUSTRY****NOTICE 130 OF 2017****INTERNATIONAL TRADE ADMINISTRATION COMMISSION OF  
SOUTH AFRICA****NOTICE OF INITIATION OF THE SUNSET REVIEW OF THE ANTI-DUMPING  
DUTY ON UNFRAMED GLASS MIRRORS ORIGINATING IN OR IMPORTED FROM  
INDONESIA**

In accordance with the provisions in Article 53.1 of the Anti-Dumping Regulations, any definitive anti-dumping duty shall be terminated on a date not later than five years from the date of imposition, unless the authorities determine, in a review initiated before that date on their own initiative or upon a duly substantiated request made by or on behalf of the domestic industry, that the expiry of the duty would be likely to lead to continuation or recurrence of dumping and injury.

On 24 June 2016, the International Trade Administration Commission of South Africa (the Commission) notified all interested parties, through Notice No. 365 of 2016 in *Government Gazette* No. 40088, that unless a duly substantiated request is made by or on behalf of the SACU industry, indicating that the expiry of the anti-dumping duty against the imports of unframed glass mirrors originating in or imported from Indonesia would likely lead to the continuation or recurrence of dumping and injury, the anti-dumping duty on unframed glass mirrors originating in or imported from Indonesia will expire on 19 April 2017. A detailed response to the Commission's sunset review questionnaire was received from PFG Building Glass, a division of PG Group (Pty) Ltd on 28 October 2016.

## THE APPLICANT

The application was lodged by PFG Building Glass, a division of PG Group (Pty) Ltd the sole producer of unframed glass mirrors within the SACU.

The Applicant alleges that the expiry of the duty would likely lead to the continuation or recurrence of dumping and the recurrence of material injury. The Applicant submitted sufficient evidence and established a *prima facie* case to enable the Commission to arrive at a reasonable conclusion that a sunset review investigation of the anti-dumping duty on unframed glass mirrors originating in or imported from Indonesia be initiated.

## THE PRODUCT

The anti-dumping duty subject to this sunset review is the duty applicable to unframed glass mirrors, of a thickness of 2 mm or more but not exceeding 6 mm classifiable under tariff subheading 7009.91 originating in or imported from Indonesia.

## THE ALLEGATION OF THE CONTINUATION OR RECURRENCE OF DUMPING

The allegation of continuation or recurrence of dumping is based on the comparison between the normal values and the export prices.

The normal value for Indonesia was determined based on a quotation from a price quotation from a research company in Indonesia. The export price for Indonesia was determined based on the import statistics obtained from the South African Revenue Services (SARS) for the dumping period. The dumping margin was determined to be 38.55%.

On this basis, the Commission found that there was *prima facie* proof of the likelihood of the continuation or recurrence of dumping.

## THE ALLEGATION OF RECURRENCE OF MATERIAL INJURY

The Applicant alleges and submitted sufficient evidence to show that it would experience a decline in sales, price undercutting, price depression, price suppression, capacity utilisation, profit, output, return on investment, employment, and growth, if the duty expires.

On this basis, the Commission found that there was *prima facie* proof of the likelihood of the recurrence of material injury.



## PERIOD OF INVESTIGATION

The investigation period for dumping is from 01 July 2015 to 30 June 2016 and the injury investigation involves the evaluation of data for the period 01 July 2013 to 30 June 2016, and 2017 estimates in the event the duty expires.

## PROCEDURAL FRAMEWORK

Having decided that there is sufficient evidence and a *prima facie* case to justify the initiation of an investigation, the Commission has begun an investigation in terms of section 16 of the International Trade Administration Act, 2002 (the ITA Act). The Commission will conduct its investigation in accordance with the relevant sections of the ITA Act, the World Trade Organisation Agreement on Implementation of Article VI of the GATT 1994 (the Anti-Dumping Agreement) and the Anti-Dumping Regulations of the International Trade Administration Commission of South Africa (ADR). Both the ITA Act and the ADR are available on the Commission's website ([www.itac.org.za](http://www.itac.org.za)) or from the Trade Remedies section, on request.

In order to obtain the information it deems necessary for its investigation, the Commission will send non-confidential versions of the application and questionnaires to all known importers and exporters and known representative associations.

The trade representative of the country of origin has also been notified.

Importers and other interested parties are invited to contact the Commission as soon as possible in order to determine whether they have been listed and were furnished with the relevant documentation. If not, they should immediately ensure that they are sent copies. The questionnaire has to be completed and any other representations must be made within the time limit set out below.

## CONFIDENTIAL INFORMATION

Please note that if any information is considered to be confidential then a non-confidential version of the information must be submitted for the public file, simultaneously with the confidential version. In submitting a non-confidential version the following rules are strictly applicable and parties must indicate:

- X where confidential information has been omitted and the nature of such information;
- X reasons for such confidentiality;
- X a summary of the confidential information which permits a reasonable understanding of the substance of the confidential information; and

- X in exceptional cases, where information is not susceptible to summary, reasons must be submitted to this effect.

This rule applies to all parties and to all correspondence with and submissions to the Commission, which unless indicated to be confidential and filed together with a non-confidential version, will be placed on the public file and be made available to other interested parties.

If a party considers that any document of another party, on which that party is submitting representations, does not comply with the above rules and that such deficiency affects that party's ability to make meaningful representations, the details of the deficiency and the reasons why that party's rights are so affected must be submitted to the Commission in writing forthwith (and at the latest 14 days prior to the date on which that party's submission is due).

Failure to do so timeously will seriously hamper the proper administration of the investigation, and such party will not be able to subsequently claim an inability to make meaningful representations on the basis of the failure of such other party to meet the requirements.

Subsection 33(1) of the ITA Act provides that any person claiming confidentiality of information should identify whether such information is *confidential by nature* or is *otherwise confidential* and, any such claims must be supported by a written statement, in each case, setting out how the information satisfies the requirements of the claim to confidentiality.

In the alternative, a sworn statement should be made setting out reasons why it is impossible to comply with these requirements.

Section 2.3 of the ADR provides as follows:

*"The following list indicates "information that is by nature confidential" as per section 33(1)(a) of the Main Act, read with section 36 of the Promotion of Access to Information Act (Act 2 of 2000):*

- (a) management accounts;*
- (b) financial accounts of a private company;*
- (c) actual and individual sales prices;*
- (d) actual costs, including cost of production and importation cost;*
- (e) actual sales volumes;*
- (f) individual sales prices;*
- (g) information, the release of which could have serious consequences for the person that provided such information; and*
- (h) information that would be of significant competitive advantage to a competitor;*

*Provided that a party submitting such information indicates it to be confidential*

## **ADDRESS**

The response to the questionnaire and any information regarding this matter and any arguments concerning the allegation of dumping and the resulting material injury must be submitted in writing to the following address:

### **Physical address**

The Senior Manager: Trade Remedies            1  
International Trade Administration Commission  
Block E – The DTI Campus  
77 Meintjies Street  
SUNNYSIDE  
PRETORIA  
SOUTH AFRICA

### **Postal address**

The Senior Manager:  
Trade Remedies 1  
Private Bag X753  
PRETORIA  
0001  
SOUTH AFRICA

## **PROCEDURES AND TIME LIMITS**

The Senior Manager: Trade Remedies 1, should receive all responses, including non-confidential copies of the responses, not later than 30 days from the date hereof, or from the date on which the letter accompanying the abovementioned questionnaire was received. The said letter shall be deemed to have been received seven days after the day of its dispatch.

Late submissions will not be accepted except with the prior written consent of the Commission. The Commission will give due consideration to written requests for an extension of not more than 14 days on good cause shown (properly motivated and substantiated), if received prior to the expiry of the original 30-day period. Merely citing insufficient time is not an acceptable reason for an extension. Please note that the Commission will not consider requests for extension by the Embassy on behalf of foreign producers.

The information submitted by any party may need to be verified by the Investigating Officers in order for the Commission to take such information into consideration. The Commission may verify the information at the premises of the party submitting the information, within a short period after the submission of the information to the Commission. Parties should therefore ensure that the information submitted would subsequently be available for verification.

Specifically, it is planned to verify the information submitted by the foreign producers within three to five weeks subsequent to the submission of the information. This period will only be extended if it is not feasible for the Commission to do it within this time period or upon good cause shown, and with the prior written consent of the Commission, which should be requested at the time of the submission. It should be noted that unavailability of, or inconvenience to appointed representatives, will not be considered to be good cause.

Parties should also ensure when they engage representatives that they will be available at the requisite times, to ensure compliance with the above time frames. Parties should also ensure that all the information requested in the applicable questionnaire is provided in the specified detail and format.

The questionnaires are designed to ensure that the Commission is provided with all the information required to make a determination in accordance with the ITA Act and the ADR. The Commission may therefore refuse to verify information that is incomplete or does not comply with the format in the questionnaire, unless the Commission has agreed in writing to a deviation from the required format. A failure to submit a non-confidential version of the response that complies with the rules set out above under the heading *Confidential Information* will be regarded as an incomplete submission.

Parties, who experience difficulty in furnishing the information required, or submitting information in the format required, are urged to make written applications to the Commission at an early stage for permission to deviate from the questionnaire or provide the information in an alternative format that can satisfy the Commission's requirements. The Commission will give due consideration to such a request on good cause shown.

Any interested party may request an oral hearing at any stage of the investigation in accordance with Section 5 of the ADR, provided that the party indicates reasons for not relying on written submissions only. The Commission may refuse an oral hearing if granting such hearing will unduly delay the finalisation of a determination.

Parties requesting an oral hearing must provide the Commission with a detailed agenda for, and a detailed version, including a non-confidential version, of the information to be discussed at the oral hearing at the time of the request.

If the required information is not received in a satisfactory form within the time limit specified above, or if verification of the information cannot take place, the Commission may disregard the information submitted and make a finding on the basis of the facts available to it.

Should you have any queries, please do not hesitate to contact investigating officers, Ms Regina Peta at telephone number +27 12 394 3737 or Mr Brian Same at telephone number +27 12 394 3922 or Mr Emmanuel Manamela +27 12 394 3632 or at fax number +27 12 394 0518.

**DEPARTMENT OF WATER AND SANITATION**

**NOTICE 131 OF 2017**

**NATIONAL WATER ACT, 1998 (ACT NO. 36 OF 1998)**

**REGULATIONS REQUIRING THAT THE TAKING OF WATER FOR IRRIGATION  
PURPOSES BE MEASURED, RECORDED AND REPORTED**

The Minister of Water and Sanitation has in terms of section 26 of the National Water Act, 1998 (Act No. 36 of 1998) made the regulations in the Schedule hereto.



NP MOKONYANE

MINISTER OF WATER AND SANITATION

DATE: 09.09.16

## SCHEDULE

### Definitions

1. In these Regulations any word or expression to which a meaning has been assigned in the Act shall have the meaning so assigned and unless the context indicates otherwise:-

**“authority”** means the water management institution responsible for compliance monitoring and enforcement of the taking of water for irrigation purposes;

**“irrigation”** means the watering of fields or beds to produce agricultural crops or grazing;

**“the Act”** means the National Water Act, 1998 (Act No. 36 of 1998);

**“water measuring device”** means a device which can be used to measure and record the volume of the flow of water in an open channel or a closed conduit; and

**“water user”** for the purposes of these Regulations means a person or water management institution who takes water from a water resource for the purpose of irrigation.



### **Objective of Regulations**

2. The Regulations prescribe requirements and procedures to be followed to measure the water taken from water resources, including in-stream dams, by water users who are required to measure the water that they take for irrigation purposes.

### **Application**

3. These Regulations apply to all taking of water from a water resource for the purpose of irrigation where the water user is required to measure such water.

### **Measuring of water use**

4. A water user who is required to measure water that is taken from a water resource or who is required to install and operate a water measuring device to measure water taken from a water resource must, at the water user's expense install, maintain and use a water measuring device in compliance with regulation 5.

### **Installation and use of water measuring devices and record keeping**

5. The water user contemplated in regulation 4 must—

(a) in accordance with the requirements and conditions imposed by the authority install a self-registering water measuring device that is suitable for the water to be measured;

(b) install the water measuring device according to the specifications of the supplier of the device;

(c) install the water measuring device in such a manner that the measuring and recording mechanisms thereof are sealed and secured so as to be reasonably free from damage or vulnerability to tampering or sabotage;

(d) operate and maintain the water measuring device in accordance with the requirements and specifications of the supplier thereof and the requirements and conditions required by the authority and keep a record of such operation and maintenance;

(e) record the volumes measured for each calendar month at the end of the month, or at the frequency and times stipulated in the water use authorisation, instruction to measure or other requirement to measure;

(f) keep a record of all the data obtained from the water measuring device, including the volumes recorded in terms of sub-paragraph (e), for at least five years; and

(g) ensure the accuracy of the water measuring device by having its accuracy verified at least once every five years or for such period as required by the manufacturer, whichever is the shortest period, by a person or an institution accredited to verify the accuracy of the device and furnish proof of such verification and the accuracy of the water measuring device to the authority within thirty days after the verification.

### **Keeping of records**

**6.** A water user must—

(a) keep and store the records referred to in regulation 5(f) safely and securely;

(b) within seven days from the last day of each month, use the records to provide the authority with—

- (i) the measured monthly volume, or
- (ii) the volume for the period and at the times stipulated in the—
  - (aa) water use authorisation;
  - (bb) instruction to measure;
  - (cc) other requirement to measure; and
- (iii) any other information required by the authority,  
in a way and a format required by the authority;
- (c) on demand, make the record of the monthly volumes and information provided available to the authority or an authorised person appointed in terms of section 124 of the Act for inspection.

#### **Directive to comply**

7. The authority may direct a water user, at the water user's expense, where it has reasonable grounds to believe that the water user is not complying with the provisions of regulation 5, to comply therewith and furnish proof of such compliance to the satisfaction of the authority within one month of the date of receipt of the directive.

#### **Directive to have accuracy of water measuring devices verified**

8. In addition to the compulsory period mentioned in regulation 5(g), the authority may at any time, on reasonable grounds, direct a water user, at the water user's expense, to have the accuracy of the water user's water measuring device verified, by a person or an institution accredited to verify the accuracy and to furnish proof of such

verification and the accuracy of the water measuring device to the authority within thirty days of the directive.

### **Offences**

9. Any water user who negligently or intentionally—
- (a) fails to comply with the provisions of regulation 4, 5 or 6(b) and (c); or
  - (b) fails to comply with any directive issued in terms of regulation 7 or 8;
- is guilty of an offence.

### **Maximum penalties**

10. On conviction of any offence contemplated in regulation 9, the water user is liable to a fine or imprisonment for a period not exceeding five years.

### **Short title**

11. The Regulations are called the Regulations Requiring that the Taking of Water for Irrigation Purposes be Measured, Recorded and Reported.







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