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Transport
REPUBLIC OF SOUTH AFRICA

Presentation on the Proposed Road Policy Road Pavement Forum

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Prasanth Mohan, Bavuyise Tshangana
Directorate: Road Transport Research, Policy, Standards & Guidelines

CONTENT

- ▶ Mandate, vision and objectives
- ▶ Specific Outcomes
- ▶ Methodology
- ▶ Situational Analyses
- ▶ Focus Area, Intervention & Implications



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MANDATE

- ▶ **policy and strategy formulation** in all functional areas;
- ▶ **substantive regulation** in functional areas where DoT has legislative competence; implementation in functional areas where 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
- ▶ **stimulate investment and development** across all modes



VISION & MISSION

Vision

“Transport, the Heartbeat of Economic Growth and Social Development!”

Mission

“The Department of Transport of Transport aims to lead the development of efficient integrated transport systems by creating a framework of sustainable policies and regulations; and implementable models to support government strategies for socio-economic development”



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OBJECTIVES

- To introduce an over-arching Road Infrastructure Policy for South African Road Authorities;
- Prescribe national principles, requirements, guidelines, frameworks and national norms and standards;
- Determine responsibilities, applicability and scope (*who must carry it out, who must adopt it, who must comply with it, what sanctions are there for not applying it*);
- Identify and implement institutional reform regarding governance structures in the road infrastructure sector;
- Determine financial options for investments in the road infrastructure sector and enabling mechanisms for a Road Authority to implement projects using a particular investment option.

SPECIFIC OUTCOMES

- Increased jobs and skills development
- Development of technical expertise within delivery authorities/ entities
- Streamlined and regulated freight movement
- A move of certain freight from road to rail
- Safer roads
- Increased funding with improved governance
- Greater role for municipalities within roads management environment
- Clarity of duties and responsibilities across the various spheres of government and agencies
- Increased accessibility in urban and rural areas
- Policy certainty with clear and concise regulatory framework
- Enabling environment that will allow the successful implementation of other transport modes and strategies
- Integration of road transport with other transport modes and other economic activities
- Regional integration within the SADC environment
- Alignment with national developmental priorities





- Started with Road Infrastructure Policy
- consolidation & incorporation of the Road Infrastructure and the NMT and the Road Safety Policies into a single “ROAD POLICY
- Inclusion of “Green Roads” Focus Area – Sustainability Chapter

Performance 2014/15	Medium-term targets				
	2015/16	2016/17	2017/18	2018/19	2019/20
Draft Road Infrastructure Policy developed & submitted to EXCO	Submit the draft Green Paper of the Road Transport Policy to Cabinet	Stakeholder consultations on the Green Paper of the Road Transport Policy	Develop the White Paper on the Road Transport Policy	Submit the White Paper on the Road Transport Policy to Cabinet	Monitor implementation of the White Paper on the Road Transport Policy

Table 1: Summary of Deliverables

METHODOLOGY



Reality, issues & concerns

- Poor condition of roads
- Limited funding
- Limited capacity
- Institutional relationships not clear
- Road ownership not clear
- Road classification not complete
- Legal framework limiting
- Unsafe roads
- Roads not NMT friendly
- Roads not PT-friendly
- Overloading problematic
- Freight volumes increasing, especially road freight
- Rural access roads are poor



Strategies, policies, frameworks

- Freight strategy
- Overloading strategy
- NMT Strategy
- Public transport Action Plan
- Rural Transport Plan
- RISFSA
- White Paper
- NLTA
- S'hamba Sonke

ROADS POLICY
Purpose

What is needed?

- Increased jobs and skills development
- Technical expertise within delivery authorities/ entities
- Streamlined and regulated freight movement
- Safer roads
- Increased funding with improved governance
- Greater role for municipalities
- Clarity of duties and responsibilities
- Increased accessibility in urban and rural areas
- Policy certainty
- Enabling implementation
- Improvement of regional integration objectives within the SADC environment
- Alignment with national developmental priorities
-

Building blocks/ Focus areas

- Funding For Roads
- Management of Roads
- Technical Capacity within Roads Sector
- Legal Framework
- Enable job creation
- Road Safety
- Freight
- Public transport
- NMT & Universal access
- Travel demand management
- Rural access
- Regional integration
- Urban accessibility

Government's Strategic Plan

- Various policies/ plans
- National Develop Plan
- Address economic infrastructure (ROADS)

Department of Transport mandate

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

Mission
"The Department of Transport aims to lead the development of efficient integrated transport systems by creating a framework of sustainable policies and regulations; and implementable models to support government strategies for socio-economic development."



- ▶ Literature Review and Stakeholder Needs Analysis;
- ▶ Policy statements to address GAPS and Focus Areas;
- ▶ Actions required and implications to implement policy



SITUATIONAL ANALYSES

- ▶ Methodology
 - Literature review
 - Stakeholder consultation – Questionnaires and meetings
- ▶ Gaps
 - **Local government powers** – Disjointedness of the relationship between national, provincial and local government authorities regarding road management and policy-making
 - **Capacity at local levels** – dire skills shortage in SA at local government levels

SITUATIONAL ANALYSES

▶ Gaps (cont.)

- **Inter-regional and inter-modal linkages:** Planning and/or implementation poor and linkages of road infrastructure to other transport modes are inefficient
- Differentiation between **high-growth vs. low-growth** areas
- **Coordination between sectors** – Roads environment is common infrastructure used by various sectors
- **No minimum service levels for roads** and limited associated funding
- **Unequal distribution of roads infrastructure** between provinces as well as municipalities due to historical and economic reasons

Policy Statements & Focus Area

FOCUS AREA	INTERVENTION	APPLICABILITY	IMPLICATIONS
Management of Roads	<ul style="list-style-type: none"> • Technical Capacity 	<ul style="list-style-type: none"> • All Road Authorities 	<ul style="list-style-type: none"> • Develop and implement Infrastructure Service; Delivery Toolkit (Min. appropriate staff structure); • Implement Engineering Council Act; • Implement Project and Construction Management Act (Act No 48 of 2000); • Job reservation, Retrain or Transfer; • Revisit OSD provisions (skills retention strategy); • Inter-Governmental staff secondments.
	<ul style="list-style-type: none"> • Centralised Road Asset Management Systems 	<ul style="list-style-type: none"> • NDoT 	<ul style="list-style-type: none"> • NDoT to take total responsibility for the processing, management and warehousing of RAMS data; • Investments for IT Systems and Staff; • Operational budget; • Rollout of Government Immovable Asset Management Act (GIAMA) for the Roads Sector
	<ul style="list-style-type: none"> • Technical Norms, Guidelines and Standards 	<ul style="list-style-type: none"> • NDoT 	<ul style="list-style-type: none"> • NDoT to take total responsibility for the updating, ratification, warehousing, awareness and distribution; • Appropriate budget; • Formation and management of technical review panels; • Secondment of industry & retired experts means “Procurement Procedure Exemptions” required.

Policy Statements & Focus Area

FOCUS AREA	INTERVENTION	APPLICABILITY	IMPLICATIONS
Management of Roads (cont.)	<ul style="list-style-type: none"> • Maintain integrity of road reserve 	<ul style="list-style-type: none"> • All Roads Authorities 	<ul style="list-style-type: none"> • Future network development is not compromised, services can be located and accessed appropriately • issue directives and guidelines for trenching and ducting in the roads and the road reserve • Involves changes to legislation for the roll-out of Information and Communications Technology (ICT) infrastructure.
	<ul style="list-style-type: none"> • Proclaim abnormal load super-route 	<ul style="list-style-type: none"> • Provinces 	<ul style="list-style-type: none"> • The development of new infrastructure must not compromise these routes. • When planning for the future, the planners must be aware of the necessity to conserve the existing Strategic Routes
	<ul style="list-style-type: none"> • Active management of local streets 	All Roads Authorities	<ul style="list-style-type: none"> • Active liaison with Human Settlement Departments • Optimal mix and balance between road reserve, the services network and appropriate settlement densification

Policy Statements & Focus Area

FOCUS AREA	INTERVENTION	APPLICABILITY	IMPLICATIONS
Road Funding	<ul style="list-style-type: none"> Increasing PRMG & Ministers Powers 	<ul style="list-style-type: none"> NDoT 	<ul style="list-style-type: none"> Review of DORA Grant Conditions & Provisions for Minister of Transport to revise allocations Performance-based approach
	<ul style="list-style-type: none"> Introduce Road Grant for Local Government 	<ul style="list-style-type: none"> All Local Road Authorities 	<ul style="list-style-type: none"> “New Fund” from National Treasury Performance-based approach
	<ul style="list-style-type: none"> Additional revenue streams (mixed sources, including user-pay principle) 	<ul style="list-style-type: none"> NDoT 	<ul style="list-style-type: none"> NDoT to offer communication support to SANRAL; NDoT take greater responsibility for maintaining Inter-governmental support of “user-pay principle”; Public-private partnerships to be explored Municipalities and provinces must adopt and implement developer contributions/ tariffs Road reserve as an income generating source Toll Regulator or Single Transport Regulator
	<ul style="list-style-type: none"> Introduction / prescription of level of service and specified % of PES and LES on maintenance 	<ul style="list-style-type: none"> All Road Authorities 	<ul style="list-style-type: none"> Will be forced to allocate budgets to perform prescribed tasks; Possible amendments to NLTA and GIAMA with sections that become applicable to the Roads Sector
	<ul style="list-style-type: none"> Centralised and Cross Traverse Procurement 	<ul style="list-style-type: none"> NDoT & NT 	<ul style="list-style-type: none"> Review of National Treasury Policy; Process will lead to accreditation of some suppliers and disadvantage to others

Policy Statements & Focus Area

FOCUS AREA	INTERVENTION	APPLICABILITY	IMPLICATIONS
Institutional Relationships	<ul style="list-style-type: none"> Greater role for municipalities 	<ul style="list-style-type: none"> All Local Road Authorities 	<ul style="list-style-type: none"> Revisions in National Land Transport Act and Planning Frameworks; Local Government shall require additional funding to cater for an increase in their networks Subject to capacity and expertise Minister to intervene re poor performance Aligned with Back to Basics Strategy of COGTA
	<ul style="list-style-type: none"> Roles & Responsibilities, post reclassification process. 	<ul style="list-style-type: none"> All Road Authorities 	<ul style="list-style-type: none"> Possible road transfers from Provinces to Local Government and vice visa; Budget implications could mean a reduction if provinces lose their “assets” Roads Needs study must be updated
	<ul style="list-style-type: none"> Technical Support 	<ul style="list-style-type: none"> NDoT and Provinces 	<ul style="list-style-type: none"> Put in place MOUs to offer staffing support, project implementation support, procurement. Provisions required in DORA for the financial transactions, other there will non-compliance issues

Policy Statements & Focus Area

• FOCUS AREA	• INTERVENTION	• APPLICABILITY	• IMPLICATIONS
NMT & universal access	<ul style="list-style-type: none"> • NMT Plans for all planning authorities 	<ul style="list-style-type: none"> • All planning authorities 	<ul style="list-style-type: none"> • All planning authorities to develop NMT Plans, inclusive of UA • NMT and UA principles to be incorporated in all planning, designs and implementation • Roads infrastructure must be safe • Especially in urban areas; higher volumes and conflicts
	<ul style="list-style-type: none"> • UA regulations and guidelines 	<ul style="list-style-type: none"> • DoT 	
	<ul style="list-style-type: none"> • Integration with roads 	<ul style="list-style-type: none"> • DoT 	
Rural access	<ul style="list-style-type: none"> • Strategic rural roads upgrade plans, aligned with S'hamba Sonke Program 	<ul style="list-style-type: none"> • All Road Authorities 	<ul style="list-style-type: none"> • Strategic rural roads upgrade plans to be included in Integrated Transport Plans • S'hamba Sonke to be prioritised • Integrated planning at local authority level • Including rural paths and pedestrian bridges

Policy Statements & Focus Area

FOCUS AREA	INTERVENTION	APPLICABILITY	IMPLICATIONS
Urban accessibility	<ul style="list-style-type: none"> • Prioritise public transport, walking and cycling 	<ul style="list-style-type: none"> • Planning authorities 	<ul style="list-style-type: none"> • In certain urban settings, vehicles no longer have priority on certain roads; more sustainable modes to be prioritised • Assessing accessibility vs mobility function
	<ul style="list-style-type: none"> • Access management 	<ul style="list-style-type: none"> • DoT 	<ul style="list-style-type: none"> • Metros to develop Integrated Rapid Public Transport Networks and Congestion Management Strategy that illustrates urban accessibility options • Adoption of a long-term planning approach • Mobility function limited to higher-order strategic network
	<ul style="list-style-type: none"> • Travel demand management and Congestion Management 	<ul style="list-style-type: none"> • DoT & some planning authorities 	<ul style="list-style-type: none"> • Acceptance of congestion during peak hours • Develop technical guideline for TDM implementation • Implement TDM in a Demonstration City

Policy Statements & Focus Area

Focus Area	INTERVENTIONS	APPLICABILITY	IMPLICATIONS
Public transport	Planning and implementation of public transport	All Road Authorities and Planning Authorities	<ul style="list-style-type: none"> • Additional funding • Inclusion of PT in RAMS and PMS
	Integration of PT and new settlement planning	Planning Authorities Developers	<ul style="list-style-type: none"> • Developers must also provide PT facilities where required
	Promotion of Transit Orientated Development in parts of metros		<ul style="list-style-type: none"> • Roads can no longer be implemented and maintained in isolation of NMT and public transport requirements
	Cost-effective public transport systems		
	Integration with NMT		
“Sustain ability”	Still to be developed		

Policy Statements & Focus Area

Focus Area	INTERVENTIONS	APPLICABILITY	IMPLICATIONS
Freight	<ul style="list-style-type: none"> • Modal shift from roads to rail • Consolidation of freight • Freight charges • Truck stops • Inter-modality 	Road Authorities	<ul style="list-style-type: none"> • Additional Funding • Inter-regional freight transport from ports inland • Integration with rail sector
	Overloading control		<ul style="list-style-type: none"> • Self-regulation • Responsibility for overloading applies to all along logistics chain • Overloading control network along freight routes
Enable job creation	Labour-intensive technologies and methods of construction	All Road Authorities	<ul style="list-style-type: none"> • Incentive funding can lead to better commitment • Extended to municipal roads/streets
	Inclusive of casual, temporary and permanent opportunities.		<ul style="list-style-type: none"> • Not only focused on the creation of new jobs, but skills development as well.

Policy Statements & Focus Area

Focus Area	INTERVENTIONS	APPLICABILITY	IMPLICATIONS
Road Safety	<ul style="list-style-type: none"> • Safer road infrastructure • Compulsory Road Safety Audits 	All Road Authorities	<ul style="list-style-type: none"> • Additional Funding • Integrated road safety management; multi-sectoral
	<ul style="list-style-type: none"> • Improved data collection • Education of road safety practitioners 	All Road Authorities	<ul style="list-style-type: none"> • Training to all in road safety management
Regional integration	<ul style="list-style-type: none"> • Upgrade of approaches to Border posts • Separation of Freight & passenger vehicles • Regional development • Compatible policies 	SANRAL & Provinces with Boarder Posts	<ul style="list-style-type: none"> • Greater role for SANRAL on strategic routes, where required • Additional funding to SANRAL capital budget



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Thank you