THE NATIONAL TRANSPORT
MASTER PLAN 2050
A “SUSTAINABLE TRANSPORT FOR AFRICA”
PRESENTATION
TO
THE UNHABITAT,UITP,AND UATP
SEMINAR

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Your presentation here...
1. Problems
2. Project Approach
3. Progress to Date
4. Summary of Key Results
5. National Issues Apparent from NATMAP Analysis
6. Challenges
NATMAP 2050
AN INTEGRATED APPROACH
OUR PHILOSOPHY

• “TRANSPORT IS THE HEART BEAT OF THE ECONOMY”

• YOU PAY FOR A GOOD TRANSPORT WHETHER YOU HAVE GOT IT OR NOT

• NATMAP 2050 IS A 45 YEARS JOURNEY WHICH STARTED IN 2005 AND NOT AN OVERNIGHT EVENT

• LACK OF VISION AND PLANNING KILLS THE NATION

• INABILITY TO COMPREHEND THE IMPACTS OF CURRENT INVESTMENTS ON THE FUTURE OF OUR COUNTRY IS GOING INTO THE FUTURE BACKWARDS

• NATMAP 2050 IS THE FOUNDATION OF OUR FUTURE: CRYSTALLISING ALL FACETS OF TRANSPORTATION FOR GRADUAL AND SUSTAINABLE IMPLEMENTATION

• NATMAP 2050 IS MAKING RSA A LAND USE/TRANSPORT INTEGRATED PLANNING SOCIETY
PROBLEMS

- Poor land use/transport integrated planning
- Poor rural accessibility especially in predominantly rural areas of this country,
- Uncoordinated implementation of multisectorial land use committed developmental mega projects,
- Financing of transportation systems infrastructure facilities, rolling stock, and equipment competing with other public services sectors like health, education, housing, water, etc. for diminishing financial resources
- Infrastructure civil engineering problems-substandard secondary road network/backlogs;
- Obsolete railway infrastructure network, rolling stock and equipment;
- Infrastructure - maintenance deterioration - R26 Free State
- Institutional fragmentation
• Poor land use/transport integrated transport planning;
• Poor rural accessibility especially in predominantly rural areas of this country,
• Uncoordinated implementation of multisectorial land use committed developmental mega projects eg. Mining vs agriculture
• Population growth rates - 47-64m people living in RSA
• Rural-urban vs urban rural migration
• Growing unemployment in numbers
• Massive infrastructure civil engineering problems
• Massive backlog of secondary roads especially in predominantly rural areas of the former homelands
OUR FUTURE ROAD NETWORK
N1 FREEWAY JHB-PTA 2050?
RAILWAYS-Branch and main lines
AU Member States resolved in 2006 that member states should build Standard gauge-1435mm whenever they build new railway lines in order to enhance connectivity and Africa’s intra-trade.

EAC, COMESA, and SADC at the 28 November, 2008 Kampala Declaration, resolved to build a common railway network to provide seamless trade and travelling in three regions.

Gautrain will open soon; Moloto corridor has been approved by Cabinet, Johannesburg/Durban/Musina/Cape Town are potential corridors into the near future.

THE CHINESE RAILWAY REFORM HAS OCCURRED IN THE LAST 20 YEARS.
Chinese railways-high speed train
@ 320 km/h
INFRASTRUCTURE-MAINTENANCE

- Image of a road with potholes.
- Image of a newspaper headline saying 'SA’S ROADS TO HELL!'
- Image of a collapsed bridge.

These images illustrate the need for maintenance of infrastructure.
MAINTENANCE
The National Freight Strategy has established that doing business in South Africa is expensive. Estimates indicate that approximately 50-53% freight logistics costs are within the country. Currently there is a strong belief that overloaded trucks are contributory to the rapid deterioration of the secondary road network whilst avoiding payment of toll.
• Current debate is to reduce axle load from 9mt down to 8mt. in order to arrest the rapid deterioration of the secondary road network;
• We are examining commodity specific for appropriate modal split,
• We are examining the movement of freight vehicles during peak hours vs off peak hours in major urban areas
INFRASTRUCTURE FACILITIES - NON MOTORISED TRANSPORT
9 ACSA Airports have had to undergo major renovations in time for the WC2010. These will be part of the WC2010 development legacy.

The National Airports Development is to deal with all other domestic airports.
• South Africa has the longest coast line in Africa - 3200km
• Durban, East London, Coega, Port Elizabeth; and Cape Town Ports play a major role not only in Africa but throughout the whole world.
• We must therefore offer a world class facilities and services if we have to play a major role in the socio-economic development of our continent
• The National Ports Infrastructure Development Plan will enable us meet the future
2. PROJECT APPROACH

9 Regions based on Provincial Boundaries
Phased implementation -
  Phase: 1 Status Quo (Inventory);
  Phase: 2 Analysis;
  Phase: 3 Forward Planning;
  Phase: 4 Agenda for Action - 5 Years Development Plan

Appointment of 3 Consortia;
  - Eurecon: Free State, Eastern Cape, Northern Cape, Mpumalanga, North West;
  - SSI: Western Cape, Kwazulu Natal;
  - Ingerop: Gauteng, Limpopo
PROJECT APPROACH

Forward Planning Phase 3
• Project Planning
  ✓ Road
  ✓ Rail
  ✓ Air
  ✓ Port
• Critical Projects

Future Vision & Forecast Phase 2
• Future Model
  ✓ Land-use
  ✓ Economic Activity
  ✓ Population
  ✓ Infrastructure capacity

Action Agenda Phase 4
• Institutional
• Policy
• Programmes, projects, costs

Inventory & Data Analysis Phase 1
• Transport Infrastructure
  ✓ Road
  ✓ Rail
  ✓ Air
  ✓ Port
• Land-use
• Economic ability
• Population

Round Table Ph1 Report 1
Round Table Ph. 3 Report 3
Round Table Phase4 Report 4
Round Table Phase2 Report 2
3 PROGRESS TO DATE

- Provincial Phases 1-3 complete;
- National Phase 1 complete;
- Critical Stakeholders’ Round Table Conferences 1 and 3
- Interim GIS and Database
- Base year model 2005 (calibration completed)
4. SUMMARY KEY RESULTS

Population and economic forecasts
Scenario based economic forecasts

Gross Domestic Product

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<th>06-10</th>
<th>11-15</th>
<th>16-20</th>
<th>21-25</th>
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<th>31-35</th>
<th>36-40</th>
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<td>Middle</td>
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<td>5.88</td>
<td>6.00</td>
<td>6.04</td>
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<tr>
<td>Low</td>
<td>5.16</td>
<td>3.51</td>
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<td>2.22</td>
<td>1.70</td>
<td>0.91</td>
<td>0.45</td>
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Population and economic forecasts
Scenario based population growth (% per annum) forecasts
SUMMARY OF KEY RESULTS

Population and economic forecasts
Scenario based population forecasts

Comparison of Scenarios, 2005, 2025, 2050 (Middle variant scenario)
Population and economic forecasts
Scenario based population forecasts

Population Projections
5. NATIONAL ISSUES

- **Financial, legal, institutional, management**
  - Unclear and overlapping responsibilities
  - Planning authorities have no implementation authority
  - Efficiency of parastatal monopolies
  - Limited human resources and funding capacities at local and provincial level
  - Over-regulation and duplicating legislation

- **Energy and environmental**
  - Energy security (in context of rising costs)
  - Food security versus energy (bio-fuel) production
  - Need for minimising environmental impact
  - Resulting constraints on infrastructure use
From NATMAP it is evident that certain radical decisions must now be made in order for the transportation sector to meet its national, regional, continental, and global obligations. To this effect there is an urgent need for a homogenous, inclusive, interactive and rapid demand responsive decision making command post for all facets of transportation in order to:

- To save and/or arrest the rapid deterioration of all infrastructure facilities especially the secondary road network, and/or the railway network;
- Ensure adequate integration of transportation policies, planning, and operations;
- Overcome organizational and jurisdictional barriers to maximum utilisation of existing and new infrastructure facilities, rolling stock and equipment;
- Integrate the provision of new public transport infrastructure facilities with land use decisions that encourage development of growth points;
- Avoid poor coordination between different transportation modes and land use developments, through socio-economic development programmes;
- Establish a National Central Planning Agency to harmonise multi-modal planning, implementation, maintenance and operations;
- Expedite implementation of vertical separation of transport infrastructure facilities from transportation operations-(railways);
- Establish fully functional National Central Data Bank to ensure availability of demand and supply data required for forward planning and implementation.
OUR FUTURE

BE PART OF AFRICA’S PLANNED FUTURE
THANK YOU

END