###### National Assembly

###### Question Number: 2800

**2800. Adv A de W Alberts (FF Plus) to ask the Minister of Transport:**

(1) With reference to his answer to question 2618 on 7 September 2017, how the closure of the roads adjoining O R Tambo International Airport will address the problems and offences mentioned in the reply;

(2) whether any scientific study has been undertaken in this regard; if not, (a) why not and (b) on what grounds is the decision based; if so, (i) what are the relevant and (ii) where can die study be obtained for scrutiny;

(3) whether the study includes an environmental impact study and traffic impact study; if not, why not;

(4) whether attention has been given to the impact that the decision will have on traffic flow, particularly the bottleneck that could be caused and that could result in a traffic tailback as far as the R21 freeway;

(5) what are the mitigating steps that the relevant authorities will take regarding the (a) traffic flow, (b) deprivation of the comfort in respect of the embarcation and disembarcation of flight passengers, (c) deprivation of the loading and unloading area of parking operators en destruction of their businesses, (d) disadvantagement and/or destruction of any other businesses that depend on the use of the relevant roads and (e) air pollution of queuing cars that have to travel along the side roads of the Airports Company of South Africa (ACSA), including gas emission pollution inside the ACSA parking buildings?

**Reply:**

**Airports Company South Africa SOC Limited (ACSA)**

(1) Restricting public access to the upper and lower roadways will prevent vehicles from gaining easy access to the terminal building, this is measure to enhance security and reduce opportunitistic criminal activities. A case in point was experioenced on the 21st October 2016, when the airport experienced an armed robbery at 09h30, opposite the KFC outlet. This incident occured inside the main passenger terminal building, wherein armed men accosted a staff member from one of the retail stores whilst enroute to bank the takings of the previous evening. The staff member concerned was accompanied by two private security officers whose responsibility was to ptotect the movement of cash. The armed robbers ovepowered the private security officers and dashed off with the suitacse. A get away car was awaiting the criminals outside Piece a Piazza on the upper frontage road. The get away car was parked at the front door of the terminal which enabled the robbers to get away without any difficulity.

The risk of having an improvised explosive device detonated close to the terminal building which may result in a significant disruption to the airport and to the economy is a threat that must be take into consideration, noting the vulnerability of airports on Landside.

Restricted access of the airport frontage roads will further assist the poorly resourced law enforcement agencies with effective managemnt and reduction of illegal touting activities which takes place on a daily basis opn the airport’s frontage roadways. The illeagl touters will be easily identifiable and better managed by all law enforcement agencies.

Restricted access of frontage roads at O.R. Tambo Intrenational Airport is further informed by Amendment 15 to Annex 17 of International Civil Aviation Organisatioon (ICAO) which states that “ this amendment includes a definition of behaviour in relation to the implementation of security controls. It also includes new/revised provisons on Landside Security, behviour detection, innovation in aviation security amd Man-Portable Air Defence Systems (MANPADS).” Annex 17 is attched to this response for ease of reference.

The amendment was adopted on 23rd November 2016, effective on 3rd April 2017 and applicable from 3rd August 2017.

(2). (a) An internal assessment was done by the airport’s industrial engineers as a preliminary study to establish traffic patterns and vehicle counts. This is not a scientific study.

b) The restriction is necessitated by the safety and security requirements and in the interest of the airport users and its employees.

(1) the assessment considered vehicle counts using the roadway in 10 minute intervals during the peak hours in the month of June 2017.

(11) The preliminary traffic analysis is an internal document of the Airports Company of South Africa.

(3) An environmental impact assessment is not required as no major infrastructure changes are being proposed.

(4) whether attention has been given to the impact that the decision will have on traffic flow, particularly the bottleneck that could be caused and that could result in a traffic tailback as far as the R21 freeway;

Currently the traffic already backs up towards the freeway during peak time. We do not foresee this to be exacerbated. The current behavior of the users of the frontage roadways results in severe congestion due to some users parking for extended periods of time thereby preventing other users easy access.

(5) what are the mitigating steps that the relevant authorities will take regarding the (a) traffic flow, (b) deprivation of the comfort in respect of the embarcation and disembarcation of flight passengers, (c) deprivation of the loading and unloading area of parking operators en destruction of their businesses, (d) disadvantagement and/or destruction of any other businesses that depend on the use of the relevant roads and (e) air pollution of queuing cars that have to travel along the side roads of the Airports Company of South Africa (ACSA), including gas emission pollution inside the ACSA parking buildings?

a) ACSA cannot comment on behalf of the ‘relevant authorities’

b) Embarkation and disembarkation can take place in the multi story parking facilities at the airport. This will be of greater comfort and will enhance the safety of passengers.

c) All pick ups and drop off can take place in the multi story parking facility at the airport. the Airports Company of South Africa will embark on fair and transparent process with entities wanting to do business on its property.

d) The use of the public roadway to conduct one’s private businesse will require formal approval from the relevant authorities. Public users that use the airport frontage roaway as a throughfare can use alternate roads instead of the roadways alongside the terminal building.

e) The side roads are opened air roadways that will not be adversely impacted. We do not forsee that there will be an increase in air polution due to the restrcted access of the frontage roaways.

Our parking facilities comply with the design requirements as approved by the relevant municipality. Our parking facilities are not roadways and have to be used a parking facility. Owners of vehicles will be required to switch off their engines once parked.