###### National Assembly

Question Number: 490

**Mr D America (DA) to ask the Minister of Transport:**

(a) How is the National Transport Master Plan (Natmap) being incorporated into (i) her department and (ii) each entity reporting to her, (b)(i) how is the implementation of the Natmap being monitored and (ii) by whom and (c) what are the timelines and time frames in this regard? NW544E

**REPLY**

**Department**

1. **i) Incorporation of NATMAP into DOT plans**

During the development of NATMAP 2050, an extensive consultation approach from the municipalities, provinces and agencies (bottom-up approach) was undertaken and that culminated into a product informed by plans from various stakeholders.

The NATMAP 2050 Synopsis Report was submitted to the Cabinet on the 18th September 2013 and amongst others Cabinet approved that the Presidential Infrastructure Coordinating Commission (PICC) Management Committee (MANCO) and the Minister of Transport review the proposed NATMAP 2050. In line with the above Cabinet resolution, the Department has reviewed and updated the NATMAP 2050 Synopsis Report and awaiting the Plan’s endorsement by PICC MANCO before it is resubmitted to Cabinet for approval.

NATMAP 2050 Synopsis Update specifies outcomes and strategic objectives linked to key government policies that includes DOT Strategy amongst others. Its objectives will be delivered by linking key proposals with broader national policy areas, the MTSF 2014–2019, NDP 2030 and National Infrastructure Plan (NIP).

**ii) Incorporation of NATMAP into Entities Plans**

Based on the bottom-up approach that was adopted throughout the development process of NATMAP 2050, different implementing agencies will have to develop their own implementing plans in line with the interventions proposed on the Synopsis Update report. Upon submission of their strategic plans, the Minister will be ensure that implementation of NATMAP 2050 is finds a clear expression in their plans moving forward.

1. **i) Implementation Monitoring**

The Department will regularly monitor the implementation of this Plan by engaging implementing agents in terms of getting the reports and serving on different fora or committees that will oversee the implementation of NATMAP 2050 interventions.

**ii) By Whom**

The Deputy Director General: Integrated Transport Planning will oversee the implementation process and supported by Chief Director: Macro Sector Planning and Director: Master Planning, Implementation and Review.

1. **Timelines**

Interventions indicated on the draft NATMAP 2050 Synopsis Update documents are categorised with the following timeframes:

1. Short term: 5 years (2015-2020)

2. Medium term: 10 years (2020-2030)

3. Long Term: 20 years (2020-2050)

It is worth noting that the Performance Agreement between the President and the Minister of Transport, says that by June 2016, the Integrated National Transport Plan should be developed and approved.

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

1. (i) Not applicable to ACSA.
2. NATMAP seeks to achieve “An integrated, smart 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”. ACSA supports this vision by ensuring that the Airport Development Plans are aligned with relevant policies and through on-going stakeholder consultations.
* NATMAP recommended the Aerotropolis concept as a means of promoting the integration of airport development with its surrounding land-uses.  At the OR Tambo International Airport (ORTIA), ACSA and the Ekurhuleni Metropolitan Municipality have developed an Aerotropolis Master Plan including an implementation plan for the City of Ekurhuleni and ORTIA. The Plan was completed at the end of 2015 and implementation of catalyst projects has commenced.
* At the Cape Town International Airport (CTIA), ACSA and the City of Cape Town are undertaking a study to determine the feasibility to pursue the Aerotropolis concept as a development strategy for the CTIA and surrounding area. This approach is also being considered in eThekwini for the King Shaka International Airport (KSIA), which includes the Dube Trade Port. The KZN Department of Economic Development, Tourism and Environmental Affairs commissioned an Aerotropolis Master Plan Study, which is expected to be completed by the end of 2016.
* The concept is also being explored at other ACSA airports, in particular in Bram Fisher International, East London and Port Elizabeth Airports through consultation with the respective Local Authorities.
1. N/A (i) N/A and (ii) N/A
2. ACSA is not in a position to respond to part (c) of the question.

**Air Traffic & Navigation Services SOC Limited (ATNS)**

(a)(i) Not applicable to ATNS

(a)(ii) ATNS has been consulted by the DoT and has provided comments and input in respect of the National Airport Development Plan and National Civil Aviation Policy.

(b)(i) N/A (i) N/A and (ii) N/A

(b)(ii) N/A (i) N/A and (ii) N/A

(c) Not applicable to ATNS

**South African Civil Aviation Authority (SACAA)**

1. (i) Not applicable to SACAA
2. (ii) The National Transport Master Plan is not applicable to the South African Civil Aviation Authority

(b) N/A (i) N/A and (ii) N/A

(c) N/A

**Passenger Rail Agency of South Africa (PRASA)**

(a)(ii) There is good alignment between the Natmap and PRASA’s Strategic Plan (2012). Both plans identify short, medium and long term requirements through to the year 2050. The recent update of the Natmap 2050 Synopsis provided a further opportunity to strengthen and align the rail plan and requirements going forward.

Furthermore, PRASA’s Strategic Plan is incorporated in the company’s Corporate Plan focussing on the MTEF period (3-year) ahead. Key performance areas (KPAs) and milestones are identified in the plan. The KPAs are monitored and reported to the Department of Transport on a regular basis.

**Railway Safety Regulator (RSR)**

Natmap is not incorporated by the RSR.

**Ports Regulator (PRSA)**

The Ports Regulator has not received any directive in this regard from Department of Transport.

**Roads Entities:**

* 1. (ii) The National Land Transport Strategic Framework 2015–2020 (NLTSF) which defines the strategies and policy intent of the Department of Transport with regard to integrated transport and land use planning country-wide over the five year period, incorporates the overarching objectives of Natmap along with National Development Plan 2030 Strategic Aims, Medium Term Strategic Framework (2014-2019) and transport oriented Strategic Integrated Projects (SIPs) as identified by Presidential Infrastructure Coordinating Commission (PICC).

Entities are expected to adopt the relevant intentions and guidance of the NLTSF and adjust it to local needs and circumstances. This will enable them to implement local planning intent interpreted and guided by national policy.

**South African Maritime Safety Authority (SAMSA)**

The National Transport Master Plan (NATMAP) provides an overarching integrated plan for the improved movement of people and freight in South Africa and as such informs and forms the basis for integrated planning within and across the various modes of transport. The South African Maritime Safety Authority is tasked with the mandates of:

1. Ensuring the safety of life and property at sea
2. To combat and prevent the pollution of the marine environment by ships
3. Promoting the Republic’s maritime interests

SAMSA is therefore responsible for the efficient, safe, secure and environmentally sustainable movement of inbound and outbound seaborne freight through our national port infrastructure. To this end, SAMSA has aligned its plans towards realising the NATMAP vision by pursuing the following objectives and priority actions in line with other governmental plans:

1. Delivering an efficient, safe, secure and environmentally sustainable maritime transport system by
* Protecting the environment;
* Promoting safety and wellbeing; and
* Infrastructure enhancement and management.
1. The socio economic development of South Africa’s maritime sector by undertaking the following:
* **Grow the economy** - this incorporates the pursuit of NATMAP priority actions of growing the economy fuelled by the marine transport development programme under the Operation Phakisa portfolio, specifically focusing on making better use of the maritime transport network, increasing its contribution to GDP and the creation of wealth for the country.
* **Freight integration -** The promotion of developing a competitive integrated national supply chain perspective by working together across the freight transport value chain from Pit, Port to Market.