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[ OF CIVIL ENGINEERS

SUBMISSION  
TO

THE  
NEGOTIATING  
COUNCIL

VIA THE NATIONAL TRANSPORT  
POLICY FORUM

TRANSPORTATION ENGINEERING DIVISION

AND

RAILWAY AND HARBOUR ENGINEERING DIVISION

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A. SUBMISSION OF TRANSPORTATION ENGINEERING DIVISION  
B. SUBMISSION OF RAILWAY AND HARBOUR ENGINEERING DIVISION

SOUTH AFRICAN INSTITUTION OF CIVIL ENGINEERS (SAICE)

TO THE CONSTITUTIONAL DEVELOPMENT TECHNICAL COMMITTEE  
' OF THE NATIONAL NEGOTIATION COUNCIL

VIA THE NATIONAL TRANSPORT POLICY FORUM

#### BACKGROUND

At the time of the formulation of the NTPF's submission to the Negotiation Council, neither the Transportation Engineering Division of SAICE, nor its Railway and Harbour Engineering Division were official members of the NTPF, and could therefore not contribute towards that submission.

It was felt by the two divisions that they have an obligation to also contribute towards this crucial process and, therefore, provide these comments as a supplement to the NTPF's submission. Only broad principles related to constitution matters are addressed.

#### CONTRIBUTION BY THE TWO DIVISIONS OF SAICE

The Transportation Division of SAICE represents approximately a thousand professional engineers and technologists specialising in transportation. Most professional engineers practising in transport policy formulation, administration, planning, design, operations, traffic management and the other fields related to the application of technology in transport are members of this division of SAICE.

The Railway and Harbour Engineering Division of SAICE, in turn, represents approximately 450 professionals and technologists from a number of related fields.

SAICE feels that it is ideally equipped to provide technical support to ensure that the changing transportation needs of the community are adequately addressed during this critical phase of our country. This is even more evident from the fact that SAICE is an apolitical organisation representing professionals from all political spheres.

One of the motivations for SAICE to consider its input into the constitution making process is that transportation has often been neglected in the past, which is illustrated inter alia by:

by the inability to ensure affordable mobility to low-income groups;

° the deterioration of the rail passenger system;

° the deterioration in the condition of roads;

the erratic investment in transport infrastructure (provision and maintenance) during the past decade.

The initial drafts of the Constitution being negotiated furthermore illustrates an apparent lack of addressing transportation issues.

#### THE CRUCIAL ROLE OF TRANSPORT

The SA Institution of Civil Engineers totally supports the NTPF's submission with respect to the crucial role of transport in the well-being of our whole society.

## A. SUBMISSION OF THE TRANSPORTATION ENGINEERING

### DIVISION OF THE SOUTH AFRICAN INSTITUTION OF CIVIL ENGINEERS

#### INVOLVEMENT OF THE PRIVATE SECTOR

The private sector plays a vital role in the transportation system. Particularly road transport of both goods and passengers (e.g. combi-taxis) relies to a large extent on the involvement of the private sector. Individuals and companies furthermore provide their own transport, or make use of public or private transport.

It is, therefore, firstly necessary that central government provides the legal framework and the necessary policies within which the private sector can operate effectively. Secondly, the authorities should manage the system, particularly to regulate and coordinate the working of the system at local and regional level.

Thirdly, the general public and the respective stakeholders should also participate in the decisions of government at all tiers. This is to ensure that the politicians who carry the responsibilities for decisions have sufficient advice and information from users, other people affected, and professionals and experts at their disposal to enable them to adequately evaluate the implications of their decisions.

#### RECOMMENDED POWERS

Although the gist of the NTPF's submission with respect to the recommended powers is supported, it is felt that the roles and functions of regional and local government should be addressed to the same level of detail as proposed for the Central Government.

Furthermore, the allocation of powers should not be done in a too simplistic manner. By way of illustration: the government function of planning can, for example, not be allocated to any single tier of government, but each level of government will have planning responsibilities in accordance with the transportation system needs at that particular level.

Funding sources are another example of the above. The NTPF's submission that funding sources be allocated to second tier government is supported. Whereas this may be the predominant source, however, it is submitted that funding will also be necessary at local and central levels of government, in order to ensure their proper functioning.

### 3. NATIONAL STATUTORY BODIES AND INTEGRATED PLANNING

It is recognised that each transport mode should have a body to consider issues of concern to that particular mode of transport. However, all modes of transport should be planned and managed not in isolation, but in an integrated manner, so as to ensure that proper coordination is achieved. It is furthermore necessary that these bodies be composed of public as well as the relevant private representatives of all major constituencies including business and labour.

### 4. APPORTIONMENT OF FUNCTIONS

The following apportionment of functions between the different tiers of government is submitted as supplementary to Appendix B of the NTPF's submission. It is important to reiterate that only the major functions are addressed below, and that it should not be construed to imply that these functions should be carried out at a single level only.

CENTRAL SPR LOCAL/METROPOLITAN  
GOVERNMENT GOVERNMENT GOVERNMENT

[T o o] e e i y

ational Transport Policy

Implementation of regional  
transport policy within National  
Policy

Implementation of local  
transport policy within National  
Policy

Guidelines and  
preparation of national  
guide plans

Standards and preparation of  
regional plans

Preparation of local and  
metropolitan plans

National Funding

SPR Funding

Metropolitan transport funding

Coordination between  
regions and between  
National Statutory Bodies

Coordination between  
metropolises or local authorities

Coordination between public  
transport services

Provide legal framework

Authorization

Operations and Administration

Coordination with other  
government functions

Regulation

Transportation management,  
monitoring and control

Traffic Safety (national  
roads)

Traffic Safety (SPR roads)

Traffic Safety (local roads)

Research

Provision of Infrastructure

Provision of Infrastructure

B: SUBMISSION OF THE RAILWAY AND HARBOUR ENGINEERING DIVISION  
OF THE SOUTH AFRICAN INSTITUTION OF CIVIL ENGINEERS

The Division recognises that social upliftment will require massive funding and that national policy should be directed at stimulating the economy to higher levels of growth. Essential to a vibrant economy is a good transportation system wherein the different modes are integrated to provide fast and reliable service at lower costs.

South Africa has an existing widespread rail network providing internal communication, which is linked to good harbours for access to global markets. The ability to run and maintain the harbours and failways for all classes of traffic has been proven. Links are already established to neighbouring states, and good liaison exists at management and operating level thus providing a gateway for trade with Africa. The rail system together with a well developed road system provides the opportunity to optimise the modes available for general national prosperity.

Commuters are confined to localised areas, but here also the best integration of taxi, bus, car, and light and heavy rail systems needs to be developed for efficient and affordable transportation serving the needs of individuals and underpinning commerce and industry.

In order to optimise the Country's transportation systems, it is necessary to ensure that the different modes compete on an equal basis. Ideally, all road users should contribute to the cost of roads in direct proportion to their use thereof, and funding for expansion or upkeep of the different transport modes should be done on the basis of optimising the whole transportation system. Legislation should be aimed, and enforced, with the view of creating a level playing field, after which free market forces should determine the extent to which the different modes are utilised.

With the objective of sustained economic growth and the creation of wealth for social upliftment and general well being, inter-regional transportation modes need to be coordinated at national level, whereas regional modes would require co-ordination at SPR level.

Transportation is essential to trade and the general well being of the people. Recognition of its vital role and economic significance needs to be embodied in the Constitution so that appropriate strategies can be developed for optimum utilisation.