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ibuyya

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CONNECTING AFRICA



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PROVINCE OF KWAZULU-NATAL
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CONNECTING AFRICA

IBUYA CONNECTING AFRICA 2012

Connecting Africa : Southern Africa's Transport Infrastructure Programme
and its Continental Perspectives

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THE AGENCY P26406



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pilots through the School of Ports and obtained new tugs for the ports of Durban, Ngqura and Richards Bay. We are committed in investing to make South Africa the hub of African Trade. **We are the backbone of the economy and we will stop at nothing to keep everything moving.**

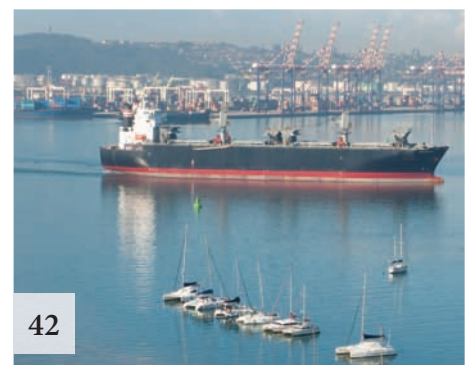
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PRASA is implementing a bold plan to transform and modernise passenger rail services to a safe and reliable public transport service by 2015 through the New Rolling Stock Acquisition Programme. Government has already set aside R 137 billion towards the programme over the next 20 years (R 123 billion for the new rolling stock acquisition and R14.5 billion for infrastructure upgrading and the construction of new depots). PRASA has also invested R25.9 billion towards its own Capital Investment projects over the next three years. The Capital Investment projects will complement the planned new and modern rail fleet through the upgrading of rail signaling, station improvement projects, security and communication upgrades, station access to name a few.

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prasa

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OF SOUTH AFRICA



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MESSAGE FROM DR. SIBUSISO NDEBELE NATIONAL MINISTER OF TRANSPORT, REPUBLIC OF SOUTH AFRICA CHAIRPERSON OF THE AFRICAN RENAISSANCE



Dr Sibusiso Ndebele

◀ *Welcome to the 14th African Renaissance Conference.*

Since inception, the annual African Renaissance Conference has proved to be one of the main platforms for the exchange of ideas, views and programmes on the pertinent issues affecting Africa's development and progress.

The 14th edition of the African Renaissance is based on the theme: "Connecting Africa: Southern Africa's Transport Infrastructure Programme and its Continental Perspectives".

Transport is the heartbeat of the economies of most countries. It also contributes immensely to social development. The planning, development, maintenance and operation of transport infrastructure is critical to regional development. The Southern African Development Community (SADC) has developed a SADC Transport Master Plan, which will inform transport planning at country level. The overall purpose of transport planning is to facilitate mobility and access to opportunities, while facilitating trade, regional integration and free movement of people. The SADC protocol on the facilitation of Free Movement of People depends on transport infrastructure for its effectiveness.

Connecting Africa through infrastructure is key to sustainable economic and social growth on the continent, as it allows for movement of goods and people. It is this infrastructure network which connects firms, villages, towns and cities, and leads to global markets and destinations. Connecting Africa is also about empowering the people of Africa to have better control over their lives through access to resources such as technology, public transport, health facilities and education, which will improve their living standards. Empowerment creates positive people who are the cornerstone for the advancement of the development agenda for Africa.

Over the past few years, the Department of Transport in South Africa has embarked on a concerted effort to develop and improve South Africa's transport system to serve as a catalyst for socio-economic development, particularly the movement of goods and passengers. This programme is set to continue through the National Transport Master Plan (NATMAP 2050) which, in part, states "Transport will support and enable government strategies, particularly those for growth, development, redistribution, employment creation and social integration, both in South Africa and in the Southern African region." Similar examples of recognizing the central role of transport abound in the SADC region.

Balanced investment in transport infrastructure will lead the country to efficient and sustainable growth, mobility and community access. South Africa's freight transportation network is vital in facilitating economic growth for the country and the southern African region. It is important that we reduce the cost of doing business and ensure that our economy remains competitive in global markets. We are now entering an interesting phase of transport integration with regards to road-based logistics, ports, road, aviation and rail as well as the safety and security of transport services and infrastructure.

The Tripartite of SADC, COMESA and East African Community has embarked on Corridor Development as a guiding principle for transport infrastructure planning, development, operation and maintenance in the region. The North-South Corridor is a critical example of the work that the community of nations in Southern and South East Africa is doing to improve the lives of the people of the region. In turn, each country is developing its own internal network of transport corridors. It is envisaged that by 2030 this network will be so interlinked that transportation and movement of goods and people in the region will be seamless.

At the same time, the various trade hubs in the region will connect with improved export and capacity through our sea-ports, roads and railways to many countries in Africa and further around the globe. In line with the African Union's prioritization of the North-South Corridor, the South African government will commit a huge proportion of the transport infrastructure expenditure on developing this corridor, which is one of the busiest corridors in the region.

By talking the language of African connectivity and development, this African Renaissance forum has entered the centre stage of the global discourse of the 21st century. We are one with the world in promoting inter-modal transport systems, transport corridor development, transport investments through partnerships while paying attention to sustainable development imperatives.

We welcome you all to this 14th African Renaissance Conference. It is hoped that our deliberations will be productive and bear fruit. Working together, we can ensure that Africa realizes and lives the dream of a connected future.

Our own challenge is to find institutional mechanisms to keep the transport infrastructure programme alive with research, development, innovation and decisive leadership.

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WELCOME BY PREMIER OF KWAZULU-NATAL DR ZWELI MKHIZE



PROVINCIAL GOVERNMENT
PROVINCE OF KWAZULU-NATAL



Dr Zweli Mkhize

◀ *The Province of KwaZulu-Natal welcomes all delegates to the African Renaissance Conference 2012. KwaZulu-Natal has positioned itself as the home of the African Renaissance celebrations as well as an important venue for many high profile national and international events that are hosted in South Africa.*

The year 2012 is of special significance in South Africa and in Africa, as the oldest liberation movement, the African National Congress celebrates its centenary. The ANC was formed in 1912 to unite the African people and spearhead the struggle for fundamental political, social and economic change. People in all corners of the globe acknowledge that a large part of that rich heritage has its roots in KwaZulu-Natal. Not only did this Province produce Dr John Langalibalele Dube, the first President of the ANC, it also gave our heroic struggle Pixley ka-Isaka Seme, Josiah Gumede, Albert Luthuli and Jacob Zuma amongst the many heroes who have led the liberation struggle. It is also important to note that many of the delegates who attended the founding conference of the ANC in 1912 came from beyond South Africa. They came from Botswana, eastern part of Zambia, Swaziland and Lesotho to name a few. However the primary theme of the conference was that of African unity.

President Zuma said, "When we celebrate the ANC 100th Anniversary, we do so fully aware that the ANC is not just a South African liberation movement." The ANC belongs to the continent, and the many people in Africa who share its perspective and its vision to build a society characterised by peace, prosper-

ity, equality and stability. It is because of this reason that the theme of the centenary celebrations is: Unity in Diversity. This embodies the ANC's mission to unite all the people of this country and create a country which can be a shining star in the firmament of other nations. It is important to be aware that the Centenary celebration must herald hope for the next 100 years to come - not only for the ANC or South Africa but for the entire continent.


The African Renaissance movement recognizes that we can mobilize our economic freedom as effectively as people were mobilized for liberation across the continent. It is essential that Africa works as together as one to utilise all our human and natural resources. The African Renaissance is about the future where Africa trades and interacts on an equal basis with the world and we have thrown off the shackles of poverty and colonialism.


The theme for the African Renaissance Conference 2012 is Connecting Africa: Southern Africa's Transport Infrastructure Programme and its Continental Perspectives. The province of KwaZulu-Natal is making progress in establishing sound facilities for transportation and freight logistics. The new Dube Trade Port, the Ports of Richards Bay and Durban as well as the newly announced dug-out port will provide an effective platform for forging trade linkages between provinces within the country, with neighbouring states and the rest of the world.

The African Renaissance Conference seeks to create a platform to promote dialogue and share goals for infrastructure planning and to promote intraregional trade and integration. It is essential that we all work together to put dialogue and plans into action so that a practical way forward for Africa's growth is achieved. Action is necessary to take Africa forward towards prosperity and a better life for all her people.

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WELCOME BY PROFESSOR SIHAWUKELE NGUBANE CHAIRMAN OF THE AFRICAN RENAISSANCE ORGANISING COMMITTEE



Prof Sihawukele Ngubane

◀ *“Connecting Africa: Southern Africa’s Transport Infrastructure Programme and its Continental Perspectives” is the theme for the African Renaissance Conference 2012. South Africa is an economic powerhouse of Africa and as such has an important role to play as a catalyst for action especially in the SADC region.*

iBuya Connecting Africa 2012 illustrates that Africa is on the move. In 2011 we dealt with local content; this year we have included the SADC region in pursuit of reaching out to the rest of the continent. There are action plans in place that are implementable in a period of four to five years with the aim of moving the people of the continent forward. The Youth Conference will take the initiative further as young people are the future leaders and decision-makers and must be aware of our agenda. Next year we will retain the theme of continental initiatives on connectivity and regional integration.

The support for regional integration in southern Africa by the SA Government is emphasized in the dti’s Industrial Policy Action Plan (IPAP) 2012. Integration forms part of the Cross Border Road Transport Agency agenda of finding common goals towards addressing and improving transport, trade and economic development in the SADC region. The development of transport corridors is intrinsic to boosting integration and to creating a larger marketplace for Africa. Cooperation on development projects between the various countries on the North South Corridor will promote connectivity from Durban, to Dar-es-Salaam in Tanzania. Similarly, the initiatives in the Maputo Corridor are unlocking potential in the region and enabling trade. On a local level the KwaZulu-Natal is taking note of its position as a “Gateway to Africa” by creat-

ing a vast logistics platform establishing an efficient supply chain network.

However regional integration cannot occur without infrastructure in place. An emphasis of this conference is the role played by transport in promoting connectivity. Transnet is a key role player and much capital has been earmarked for investment in projects that will build South Africa’s capacity to trade. Regional integration and infrastructure development require capacity and funds, which is a need identified in the SADC’s Regional Indicative Strategic Development Plan. Nevertheless, Africa is increasingly being acknowledged as an attractive investment destination as emphasized in both Deloitte’s and Ernst and Young’s opinions.

The concepts of regional integration and co-operation are taken further through Peace Parks which create vast conservation areas that straddle national borders. Promoting these areas is just one of the goals of RETOSA, which also aims to promote tourism and investment awareness in the region.

While the role of government is apparent in making plans and putting policies in place, input from the business sector is pivotal to economic success. That Africa is attractive as a business destination is highlighted by the success of entities such as Standard Bank, MTN and Grindrod to name but a few. The necessity for the public and private sector to work together is well evidenced by the role of Tongaat Hulett in a variety of KwaZulu-Natal’s flagship projects.

Of significance, we cannot forget the people of Africa. While we are trying to grow our economies, all enterprises, whether they are the construction of a railway, a road or transporting goods from a port, have impacts on the social welfare of the people’s lives. The work of the North Star Alliance highlights the human face of truck drivers in Africa and the harsh reality of their lives. Similarly the Phelophepa trains make a real difference in the lives of people who are reached by these remarkable mobile clinics.

Africa Day is held on 25 May each year to pay tribute to the people of the continent’s rich heritage, diverse languages, ethnicity and cultural backgrounds. Our mother tongue language moulds our identity and affects the way we think and act, but through learning other languages we grow our life experience and connect with the people of our continent.

The future well being of Africa is evident in Africa’s spirit. May we celebrate our African Renaissance for the people of Africa and for the spirit of the youth of tomorrow. Africa must rise in leading the world rather than following it.

In welcoming you to the 14th African Renaissance I also wish to thank the African Renaissance team who have worked tirelessly in making sure that this festival is up to your expectations.

“The darkest thing about Africa has always been our ignorance of it.” George Kimble

CONNECTING AFRICA 2011 : ANNUAL AFRICAN RENAISSANCE CONFERENCE

The “Connecting Africa”, 13th annual African Renaissance Conference was proudly hosted by the Province of KwaZulu-Natal in August 2011 at the Durban ICC. The conference was attended by 700 delegates from across Africa and the globe. The theme for the conference was Connecting Africa: Creating a Global Gateway into Africa. The vision for “Connecting Africa” via road, rail, air and sea takes the African Renaissance to the next level where our people are economically and socially connected.

Cooperation is the Key

Minister for Transport, Dr Sibusiso Ndebele in his capacity as Chairman of the African Renaissance Trust began with the statement that cooperation is the key to Africa’s future and will open the door and keep it open forever. Of note is that road, air and rail links should not only connect factories and logistics hubs but also the people of Africa. All sectors of society need to work together to deliver a holistic programme to create the foundation for sustainable socio-economic development.

The Premier of KwaZulu-Natal, Dr Zweli Mkhize said that the African Renaissance Conference illustrates the importance of the managerial and spiritual development of our business and government leaders,

which has been at the core of the historical leadership of Africa. He stated, “For Africa to be free, everyone needs to experience economic and political freedom.” The artificial divisions put in place by the infamous 1884-1885 Berlin Conference resulted in an assortment of geometric boundaries that divided Africa into fifty irregular countries. These divisions created not only vulnerable societies and nations but also left a legacy of a divided continent even long after its political demise. Dr Mkhize also stated that the African Renaissance is about the future where Africa trades and interacts on an equal basis with the world. A consequence of the divisions created by the Berlin Conference is apparent in the lack of connecting infrastructure in Africa. The lack of infrastructure is a major impediment to trade both to and from the continent.

This view was supported by KZN Economic Development and Tourism MEC Michael Mabuyakhulu who said that a key element in elevating the competitive potential of a country is to cluster with other countries in the region, which will serve to address the barriers of unemployment, poverty and inequality on a regional basis.

Regional Integration

Dr Rob Davies, National Minister of Trade and Industry stressed that there is a need for regional integration coupled with the

need for industrial development. The Tripartite Agreement with SADC, East African Community and COMESA brings together the combined buying power of millions of people. Africa is rich in natural resources but not in industrialization. This deficiency results in few opportunities for beneficiation and an over-reliance on commodity exports. Minister Davies reinforced the importance of the beneficiation of minerals, food processing and pharmaceutical products. He stated that the creation of free tradezones across the region is a necessity and also acknowledged the significant opportunities existing on the African continent.

Minister Erkki Nghimtina MP, Namibian Minister of Works and Transport in an overview of the Trans-Kalahari Corridor (Namibia, Botswana and South Africa) also stressed that regional integration is an integral part of the SADC region. He stated that improvement to rural access roads is a fundamental precondition for the development of rural areas. The benefits of such investment are channeled through to society by providing access to state services such as health, education, agricultural extension, and the provision of information. Although employment on road construction could be considered as temporary, the short-term injection of cash can often provide the necessary start capital for the poor to diversify their livelihoods. The Minister concluded that economic integration and rural development should remain core to the developmental agenda.

Infrastructure Development

Minister for Public Enterprises Malusi Gigaba in his speech, “The Role of State-Owned Enterprises in African Infrastructure Development”, emphasized that the nature of infrastructure investment is long term and requires a relatively sophisticated policy, regulatory and industrial environment for it to be sustainable. By virtue of its location, South Africa has a key role as an infrastructure and logistics hub into Africa. In order for progress to be made we must build on our competitive advantages and establish strong linkages across the continent. The “Connecting Africa” theme sees the roll out of transport



Minister of Transport Dr Sibusiso Ndebele



Dr Zweli Mkhize

Mr Malusi Gigaba

Dr Rob Davies

Mr Nhlanhla Nene

Mr Michael Mabuyakhulu

Mr Mel Clark

corridors across the continent connecting landlocked countries to ports, and mines to processing plants, by road and rail. Examples include the Maputo Corridor, the North South corridor, and the East West Corridors.

In keeping with the South Africa's role in 'Connecting Africa', Sibulele Dyodo, National Department of Transport (DoT), presented The National Transport Master Plan. In general transportation in South Africa is characterised with problems such as the deterioration of rails services, road infrastructure maintenance and institutional capacity deficiencies in the sector. The Plan states that by 2050, transport in South Africa will meet the needs of freight and passenger customers for accessible, affordable, safe, frequent, high quality, reliable, efficient and seamless transport operations and infrastructure. Transport will support and enable government strategies, particularly those for growth development, redistribution, employment creation and social integration,

in the Southern African region.

It is important that the DoT in conjunction with the private sector finds the suitable involvement of all parties to achieve the shared transport vision. Mel Clark, Chair of the Dube Tradeport, presented the King Shaka Airport development programme as an example of a sound private and public partnership. The programme delivers to the broader objectives of job creation, enterprise development and forms an integral component in the North Durban corridor development plan.

Contributing to Growth

The conference also gave voice to the role of various parastatals, municipalities and the private sector in contributing to Africa's socio-economic growth. Other speakers included:

- ▶ Air Connectivity in Africa, Monhla Hlahla, CEO Airports Company SA
- ▶ ICTe Broadband Strategy, Kanyi Gasa, CEO iLembe Enterprises

- ▶ Youth IgniteSA, Marc Rosenberg and Lynette Ntuli
- ▶ Public/ Private Partnership Property Developments; Cornubia Development and Riverhorse Valley, Cyril Gwala, Development Director Tongaat Hulett Development
- ▶ Packaging for Africa: What sells, Linda Pampallis, CEO for Thompsons Africa
- ▶ Case for Conversion from Road to Rail, Siyabonga Gama, Transnet Freight Rail
- ▶ Guest Speaker at the Banquet, Deputy Minister for Finance Nhlanhla Nene

The Youth Conference preceded the main African Renaissance Conference and is a platform to share knowledge. Lynette Ntuli reported that the Youth Conference held on the 2 August 2011 aimed at grappling with challenges and opportunities that young people on the African continent face with reference to Africa being the last truly emerging market. A major feature of the conference was the launch of IgniteSA.com. Marc Rosenberg said that the website aims to create a platform for all South Africans to share knowledge, network and promote themselves or their businesses.

Taking Charge

As stated by Minister Gigaba, "We must proceed from the premise that Africa is one continent; that the people of Africa are one people and therefore their unity is paramount to the pursuit of her development. Integration and connectivity are key elements of this new way of thinking."

In order for forward momentum to occur, Minister Ndebelele urged the delegates to take the concept of African connectivity into the practical implementation of plans and strategies. This call for action was echoed by Minister Gigaba whose question to the delegates was, "What are we post colonial Africans going to do to take charge of our future and become masters of our own destiny in the 21st Century!"

african Renaissance





“ I dream of a realisation of the unity of Africa, whereby its leaders combine in their efforts to solve the problems of this continent ”

NELSON MANDELA

About Us

With a powerful combination of talent and skills to establish our nation as an African and global 'powerhouse'; and by opening up the communication channels between aspirant; young and established professionals and entrepreneurs from all walks of life, Ignitesa.com has designed a platform that will not only network its members; but will enrich; resource and empower communities.

IgniteSA.com aims to:

- Provide personal and business growth opportunities, through partnerships with other organisations and our own established network
- Create an interactive; multi-cultural online platform for South Africans, with a focus on featuring current affairs; painting a picture of the future of South Africa; Global challenges; Corporate Activities, Entrepreneurial, and Educational Opportunities.
- Users will be able to profile themselves, their business, interests, opportunities, events, videos and ask questions on a social media platform.
- Make connections and receive exposure to top business minds through events organised by IgniteSA.com and private events.
- Present topical and relevant information to its members and the community at large.

- Establish IgniteSA.com in every province of South Africa and major cities abroad, encouraging interaction across colour; culture, industry and class. By doing this we will broaden networking opportunities for individuals and unite under the South African flag.
- Inspire an inspirational and positive attitude in the mind-set of all South Africans.

Approach

.....
Give a man a fish and you feed him for a day.

Teach a man how to fish and you feed him for a lifetime

(Chinese proverb)
.....

IgniteSA.com hosts events; discussion groups and online forums throughout the year, focusing on relevant and topical issues.

We believe that our vision has the ability to unite our country... one small step at a time. Irrespective of our colour, culture or background, we are all South Africans with the power to transcend thinking and start doing! Stop criticizing and start finding solutions! Stop divisions and start forming friendships! Stop hating and start loving! Stop taking and start giving!

Overview

The next decade will likely mark the first decade since the industrial revolution when emerging economies will add more to global growth figures than all the developed nations of the world combined.

Africa is clearly a continent full of opportunities for all walks of life. It can be argued that this continent is the last, truly emerging market.

In South Africa we boast some of the most breathtaking scenery in the world. Our diversity as people is complemented by a generous abundance of landscapes; climates; cultures and traditions, forming a rich and colourful nation with an enthralling history.

We possess first world infrastructure, top class educational institutions, and South Africa regularly produces highly skilled professionals in all spheres.

The world is growing; developing and consuming at a rate hard to keep pace with. We are in the middle of a technology boom. The sky is the limit in terms of what may lie ahead in this sector. It is important to stay connected to the front-runners as communications and the way we do business changes every day.

It is hard to imagine how business will be conducted in 10 - 20 years; and the transition from fixed to virtual offices is closer than it may appear. Resources are

becoming increasingly sought after and in this regard one need not look further than Africa for solutions.

At a glance, Africa boasts an abundance of riches: 10% of the world's reserves of oil, 40% of the world's gold, and 80 - 90% of the chromium and platinum metal group. These are just known reserves; and there is no doubt that more riches lie undiscovered.

Africa hosts approximately 30% of the planet's mineral reserves yet only contributes 7% to the world's major metals market... Opportunities therefore do exist in many other sectors.

It is important that we equip ourselves to capture the many opportunities that lie ahead; by creating a channel; a platform for all South Africans to gain relevant exposure to networking opportunities and information.

The African Renaissance Conference and Festival acts as a perfect catalyst to support and define our movement.

We want to create an opportunity for young South Africans to celebrate what is right about our beautiful country and embrace all that it has to offer on a platform they best utilise – social media!

IgniteSA.com are excited to be involved and associated with the African Renaissance Youth Pioneers Conference again this year. We are focusing our conference on further education, employment and entrepreneurial opportunities that exist within a number of industries.

IT STARTS WITH YOU . . .

Driving IgniteSA

Two of the enthusiastic people driving IgniteSA, give their views both on the opportunities for youth in South Africa and the African Renaissance Youth Pioneers Conference.

Lyle Krause, Founding member of IgniteSA and CEO: I'm passionate about living in South Africa and about the opportunities that exist in our amazing country. It is however up to our generation to look past the instant gratification mindset to see that we have a responsibility to our children to ensure the country is a better place for all to live in 30 years time. As young people we need to embrace opportunities brought by technology. With IgniteSA you can promote yourself, your industry, the products and services you offer online while you extend your business portfolio and network. It is also a platform

for South Africans to find content and conversation that is relevant to us as a valuable news source.

Lynette Ntuli, Founding member and CEO of Durban Invest: Young, dynamic and part of the changing face of women in business; I bring a combination of operational and strategic experience; the aptitude to effectively deal with the challenges and realise the opportunities that the business world presents;

a willingness to lead; innovate; play with a winning team and learn. The years that I have been involved in industry has been defined by growth; continuous learning and the passion to stay a part of and contribute positively to the economy through all the disciplines I currently am exposed to.

The sphere of youth; emerging professional and business development is a dynamic; exciting and engaging and IgniteSA.com is privileged to play a role in this space through the African Renaissance event and our various communications; information and events platforms. We look forward to a second year of world class speakers; ideas and solutions and another 20 years of making them happen in a Proudly South African way.

info@ignitesa.com

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IgniteSA founder members Lyle Krause; Lynette Ntuli; Dax Barker; Marc Rosenberg



ignitesa.com

“ Economic growth in Africa is expected to outpace every other region over the next decade.

Evidence of this came in the first 5 months of 2010 where private-equity firms raised \$2.8 billion in Africa-focused funds.

Africa remains the most attractive region globally in terms of the risk-reward ratio.”

DAVID RUBENSTEIN, MD OF CARLYLE GROUP

THE WORLD IS COMING TO AFRICA LET'S BE READY

A new web-based networking platform called IGNITESA.com has been developed; focused on profiling you and your business and is set to take the South African social media space by storm!

You can now profile yourself, your industry, the products and services you offer, events, specials – online - whilst extending your business portfolio and network.

IgniteSA.com is best described as a niche; user friendly and business needs specific social networking tool.

A significant limiting growing factor amongst young South African businessmen and women is that their professional networks are not growing at the rate of economic and business growth.

This platform addresses that – IgniteSA.com will help you establish links with new associates and companies in your industry, across borders and advertise without limitation to a specific target market. The next generation wave of South African business professionals communicate through multiple social media sites and will continue to do so well into the future.

IgniteSA.com allows the user to link Twitter accounts, Facebook pages, RSS feeds and their blogs and websites, which represents the first fully integrated social media site for business and individual profiles.

A series of events and networking opportunities will be hosted by IgniteSA throughout the year, allowing businesses and individuals to meet and showcase their goods and services; and delegates to gain valuable exposure in return.

All our events are filmed and posted to the website so that no one misses out. The shared information is available at the fingertips of young South Africans worldwide...

IgniteSA.com is starting a revolution. The world is coming to Africa and there are opportunities to share in. We need to be prepared and market our talents and ideas on a visible; relevant platform.

It is our vision that IgniteSA.com will develop into a network where foreign and local investors will be channelled to source contacts and business opportunities... and go on to create employment and enterprise development opportunities too!

IgniteSA.com allows you to post photos, videos, event details, amongst a host of easy to use functions.

Join this great movement and stay connected with each other. We are moving forward together. Meet us at the future.

Sign up at

WWW.IGNITESA.COM

ETHEKWINI MUNICIPALITY : DOING THINGS BETTER



His Worship the Mayor
James Nxumalo

◀ Durban has become known around the world as major African city. The name Durban, which strictly speaking relates to the City of Durban, has come to be associated more broadly with the local government area officially known as

the eThekweni Municipality. The eThekweni Municipality Area consists of 2297km², of which 36% is rural and a further 29% is peri-urban. The municipal area stretches from Umkomaas in the south, including some tribal area in Umbumbulu, to Tongaat in the north, moving inland to Ndwedwe, and ends at Cato Ridge in the west.

The city has a number of challenges and social needs such as providing equitable access to water, sanitation, energy and transport. While significant progress has been made in all areas, there is still some distance to go towards addressing these challenges. The city's vision is that "By 2020, eThekweni Municipality will be Africa's most caring and liveable city." To realise this vision, there are basic elements that all citizens, the business community and visitors must have:

- ▶ Ease of movement in the city
- ▶ A safe environment in all parts of the municipal area

- ▶ Access to economic opportunities
- ▶ Resources to afford what the city offers
- ▶ A clean and green city
- ▶ Homely neighbourhoods
- ▶ Access to services, in particular municipal, health and education services

Continued economic growth and the steady improvement of living standards, access to reliable transport and better working conditions in the city will ensure that Durban's economy grows. It is imperative to create a city which is more accessible and where people can happily live, work and play. In addition, having work and home closer together with better transport systems will lower the cost of living as well as stimulate the local economy. More efficient transport systems would enable business operations to stay open for longer hours and provide shifts to their work forces, boosting both employment opportunities and profits.

The eThekweni Municipality has three main thrusts in order to grow the economy and provide much needed employment opportunities, these are: Ports and logistics, manufacturing and tourism and eventing.

Ports and Logistics

The municipality's aims to optimise its existing transport and logistics system and infrastructure for the movement of goods and services. This significant sector seeks to improve efficiencies and capacity in the key logistics nodes through support programmes for sea, air and land freight.

Manufacturing

The manufacturing sector is key to the local economy and a number of clusters have been established together with private partners to support various sectors, including the automotive, clothing and textile, wood processing, maritime and the ICT sector. These clusters assist in devising best-practice models for enhancing global competitiveness. By enhancing the sectors competitiveness the municipality hopes to address the various challenges affecting the economy such as leaner production methods, human and technology skills, value-chain alignment and benchmarking programmes.

Tourism and Eventing

Durban is a prime holiday destination with a wide range of things to do. The Moses Mabhida Stadium has been built to Olympic specifications and is able to host local and international events as was showcased by the FIFA World Cup. Football in the province also has much potential to grow as does the popularity of the AmaZulu Football Club brand with its associated economic opportunities. The ICC Durban is proud to have hosted one of the world's largest conferences; the 17th (COP 17) Conference of Parties of the United Nations Framework Convention on Climate Change.

Green City

Durban is also becoming known as Africa's green city. The city has devised a set of greening principles, approaches and strategies which will continually be integrated into infrastructural projects. The pioneering waste management and recycling system has also resulted in a major CO₂-emission reduction that helps slowing climate change on a local, national and global scale. In the long term the green landfilled sites and the efficient waste management system will help improving the air quality and the quality of life for the citizens of Durban and South Africa.

With its firm partnerships with business, proactive delivery, and sound financial track record it comes as no surprise that the eThekweni Municipality is KwaZulu-Natal's top metropolitan municipality. As a key gateway to trade in the country, Africa and the world, Durban is best placed to offer your business an environment in which to prosper.



The Moses Mabhida Stadium

ADDRESSING AFRICA'S INFRASTRUCTURE CHALLENGES

Inadequate infrastructure remains a major obstacle towards Africa achieving its full economic growth potential. With Africa seen as one of the world's fastest growing economic hubs, meeting the demand for



André Pottas

key infrastructure has been identified as a priority. This translates into exciting opportunities for global investors who are willing to look past the traditional Western view of Africa as a homogenous

block and undertake the detailed research required to understand the nuances and unique opportunities of each region and each individual country, writes André Pottas, Deloitte Corporate Finance Advisory Leader for sub-Saharan Africa.

◀ Adequate Infrastructure crucial to Africa's long-term growth

One of sub-Saharan Africa's top developmental challenges continues to be the shortage of physical infrastructure. Greater economic activity, enhanced efficiency and increased competitiveness are hampered by inadequate transport, communication, water and power infrastructure. The world is eager to do business with Africa, but finds it difficult to access African markets, especially in the interior, due to poor infrastructure.

Physical infrastructure covering transportation, power and communication through its backward and forward linkages facilitates growth; while social infrastructure including water supply, sanitation, sewage disposal, education and health, which are in the nature of primary services, has a direct impact on the quality of life.

Without the infrastructure, Africa will not achieve the growth levels expected or required. Infrastructure planning and investment are therefore critical if Africa's

huge economic and developmental potential are to be realized.

Africa's economic growth and development are intrinsically linked to infrastructure development, but it is the push-pull relationship with commodities that has become the driving force for infrastructure development in the region.

Large commodity finds, like oil and gas in East and South-East Africa, as well as the huge demand – particularly from Asia – for agricultural and natural resources, including minerals such as iron ore, platinum, coal and copper are driving the need for infrastructure. In turn, investment in infrastructure needed to extract and move these commodities to global markets (rail and port infrastructure) continue to drive Africa's economic growth.

The lack of infrastructure is a serious obstacle to growth and development and results in a low level of intra-African trade and trade with other regions. The continent accounts for 12% of the world population but generates a mere 1% of global GDP and only 2% of world trade. Despite this, six of the world's ten most rapidly expanding economies are now located in sub-Saharan Africa. This gives even more reason for speedy infrastructure transformation.

Rapid population growth also places enormous challenges on existing, and often obsolete and poorly maintained infrastructure and resources. In many African countries, infrastructure limitations, notably in power and logistics, inhibit productivity at least as much as other institutional challenges, such as weak governance, onerous regulation and lack of access to finance.

Studies, such as that by the Infrastructure Consortium of Africa (ICA), have shown that poor road, rail and harbour infrastructure adds 30-40% to the costs of goods traded among African countries.

A recent World Bank study on infrastructure also highlighted challenges in this regard for continental economic development. It found that the poor state of infrastructure in sub-Saharan Africa, that is electricity, water, roads and information

and communications technology (ICT), reduced national economic growth by two percentage points every year and cut business productivity by as much as 40%.

It is estimated that about US\$93-billion is needed annually over the next decade to overhaul Sub-Saharan African infrastructure. About two-thirds or \$60-billion of that is needed for entirely new infrastructure and \$30-billion for the maintenance of existing infrastructure.

The continent as a whole will need at least US\$50-billion per annum over the next 20 years if it is to meet its basic water, power and transportation needs.

Only about \$25-billion annually is being spent on capital expenditure, leaving a substantial shortfall that has to be financed.

Backlogs an opportunity for investors

While inadequate infrastructure may be the single biggest threat to Africa's long-term growth, at the same time it also represents a significant opportunity for investors to finance physical infrastructure assets such as ports, railway lines, toll roads, power stations, hospitals and broadband ICT. With governments across the continent committing billions of dollars to infrastructure, Africa is at the start of a 20 to 30-year infrastructure development boom. There are, however, certain preconditions that private investors typically require before committing themselves to projects with the lengthy payback periods that attach to infrastructure assets. For example, they want to be involved in projects that are high priority for governments and thus are likely to come to a conclusion. They do not want to be involved in projects where there are no clear implementation timelines or where the timelines are repeatedly moved out. They will also focus on markets where there is a guarantee of long-term policy stability and revenue certainty and where there is institutional capacity within government to make projects happen.

On the positive side, in recent years much of Africa has experienced heightened political stability, improved governance and transparency and become increasingly

open to regional and global integration. Regional integration can contribute significantly to reducing infrastructure costs, by allowing countries to capture scale economies and manage regional public goods effectively. This will continue to attract global investors seeking growth opportunities beyond the depressed Western markets of Europe and North America.

Funding

Funding remains a key challenge. African governments have historically financed a sizeable share of the continent's infrastructure development on balance-sheet, and infrastructure rollout has thus been constrained by budgetary restrictions. For the continent's infrastructure backlogs to be cleared, some form of collaboration with private sector players is a necessary and important precondition.

There is also a strong need to diversify the available sources of funding by developing domestic and regional capital and debt capital markets and boosting public-private partnerships (PPPs). These markets are generally not well developed in Africa, outside of South Africa, although that is slowly changing. Countries like Nigeria, Kenya and Ghana have recently seen substantial growth in their capital markets.

Capital projects in Africa are typically funded by government out of the national budget and/or with long-term debt funding from development finance institutions and commercial banks due to the lack of a project bond market in Africa to fund the development phase of projects. In developed markets, these are funded with development bonds in the development phase and then refinanced with infrastructure funds once they are up and running and the development risk has been removed. Africa thus needs to look at developing these two markets to fill the current infra funding gap. As an example, India has over 100 Infrastructure Funds focused on the Indian market, while Africa currently only has 6 for the continent as a whole.

Also, we are starting to see institutional investors in the US and Europe, eg pension

funds and other fixed income investors, looking for long duration assets, beginning to explore project finance opportunities in Africa, to enhance the current low returns on assets in their home markets. This is a timely and exciting opportunity for African governments to supplement available sources of project finance. What is needed is to educate international investors on regional and individual country nuances, so that they begin to see beyond the traditional western view of 'Africa' as a single and homogenous market.

Public-Private Partnerships

Governments and public authorities are increasingly turning to Public Private Partnerships (PPPs) to deliver efficient and cost-effective infrastructure and services. PPPs can help public sector entities shorten delivery times, share risks, achieve better value for their money and increase innovation in their infrastructure rollout and provision of services. Such partnerships allow private sector organizations to apply their skills and experience to infrastructure development and operation and mobilize finances for long-term infrastructure investments.

Despite their potential, however, PPPs are highly complex policy instruments and must be fully understood and professionally implemented and managed if they are to deliver on their potential. The infrastructure gap – the amount of investment required to meet core infrastructure needs – is large and growing. On average, developing countries need to spend 5% of their gross domestic product (GDP) annually on infrastructure capital expenditures in order to sustain and expand essential public infrastructure. This constant challenge requires bold approaches and practical solutions, such as PPP.

Deloitte involvement in infrastructure development

It is through this model of co-operation between the public and private sectors that Deloitte seeks to further cement its involvement in infrastructure development on the continent. Deloitte has a strong presence in Africa and sees the speedy economic development of the continent as paramount. With a staff compliment of more than 5000 people, it has over a century's experience on the continent. Of specific relevance is the sub-Saharan Africa infrastructure advisory team, based out of Johannesburg, Nairobi, Dar es Salaam, Accra and Lagos, and comprising specialists in the areas of economics, financial modelling, project finance, PPP, legal, tax, procurement and fundraising.

It is this wealth of knowledge and expertise that Deloitte utilises in contributing towards the continent's economic renaissance. We are focussed on creating partnerships and providing a wide range of solutions that will support Africa's infrastructure transformation and industrial growth.

World Bank, (2009), "Africa's Infrastructure: A Time for Transformation", Washington

SOME FAST FACTS

Africa's economy is estimated by the World Bank to be US\$ 1.44 trillion.

Africa has nearly a billion people with 1000 languages spread over 53 countries.

By 2025, the population of Sub-Saharan Africa is expected to reach 1.1 billion, despite an estimated 5 500 Aids related deaths a day.

Africa is home to 34 of world's 48 poorest countries.

South Africa is the economic powerhouse of Africa with a GDP valued US\$587.5 billion (purchasing power parity) and making up nearly a quarter (22.7%) of the continent's total. It is followed by Egypt (12.9%), Algeria (9.7%) and Nigeria (7.4%)

PROMOTING SUSTAINABLE AND EQUITABLE ECONOMIC GROWTH

◀ *SADC's Vision is that of a common future, a future within a regional community that will ensure economic well-being, improvement of the standards of living and quality of life, freedom and social justice and peace and security for the people of Southern Africa. This shared vision is anchored on the common values and principles and the historical and cultural affinities that exist between the people of Southern Africa.*

The Southern African Development Community (SADC) headquartered in Gaborone, Botswana, has a membership of 15 Member States, namely; Angola, Botswana, Democratic Republic of Congo (DRC), Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Seychelles, South Africa, Swaziland, United Republic of Tanzania, Zambia and Zimbabwe.

The Regional Indicative Strategic Development Plan

The Regional Indicative Strategic Development Plan (RISDP) and the Strategic Indicative Plan for the Organ (SIPO) are the frameworks for SADC regional integration that provide SADC Member States with a consistent and comprehensive programme of long-term economic and social policies. The RISDP 2005 – 2010 was developed in order to address challenges facing the region in terms of socio-economic growth and development. A desk assessment of the RISDP in 2011 has revealed that in the period under review important policies, protocols and frameworks have been developed, adopted and approved by the various governing structures of the SADC.

SADC's Priorities

In the foreword to the report, Dr Tomaz Augusto Salomão, SADC Executive Secretary, states that "Poverty eradication is central to the SADC region's agenda. However it is realised that poverty will not be removed nor deeper levels of regional integration realised while good political, economic and corporate governance are not in place. These fundamentals are prerequisites for sustainable socio-economic development in the SADC region." As such SADC's priorities are clear. These are stated as:

- ▶ Trade, economic liberalisation and development
- ▶ Infrastructure in support of regional integration
- ▶ Politics, defense and security co-operation
- ▶ Food security
- ▶ Environment and management of trans-boundary natural resources
- ▶ Social and human development
- ▶ Gender and development
- ▶ Statistics
- ▶ Science and technology

Progress to Date

The report states that progress has been made, although the implementation of some aspects of the RISDP started late and is behind schedule due to human resources' constraints. A major problem is that resources were not set aside by the majority of the member states for the planning and implementation of RISDP programmes at national level. In addition many of the SADC National Structures – where they were created – did not possess the requisite capacity to coordinate the implementation of the RISDP Programmes. As a consequence many of the set targets have not been realised. As such an important milestone in the Regional Integration Agenda, the Customs Union – which was envisaged to be set up in 2010 – was not established. The existence of multiple memberships by SADC member states has complicated the efforts of attaining the Custom Union as planned.

Infrastructure and Services Cluster

As infrastructure and service delivery is central to regional integration the report on this top priority has been identified as being of special relevance to the goals of the SADC region. The sectors of cooperation of the Infrastructure and Services cluster are: (i) Energy; (ii) Tourism; (iii) Communication; (iv) Transport; (v) Meteorology; and (vi) Water.

The report concludes that general progress for infrastructure projects has been limited. However preparatory work was undertaken in terms of the development of enabling policies, systems and processes in areas that were considered to have achieved limited progress.

Some achievements in the Transport cluster include:

- ▶ A Model Legislative Provisions on Investment in Transport Act and on road Network Financing and Management was developed to promote sustainable sources of funding for the maintenance and upgrading of transport infrastructure.
- ▶ Road Funds Administrations were established in eight states and a Harmonised Road User Charging System established.
- ▶ Regional guidelines for the control of vehicle overloading have been developed.
- ▶ 86 projects have been identified for investment in road networks and 36 projects for rehabilitating road bridges in Angola and DRC.
- ▶ The construction of missing transport links' projects such as the Beira-Lobito corridor, railways- Trans Kalahari Corridor, Ponta Techobanine and waterways (Shire Zambezi Waterway) have been developed.
- ▶ In recognition of the need for an integrated transport system, a corridor implementation system has been developed. Feasibility studies on priority corridors are underway.
- ▶ Terms of reference for the liberalisation of road transport markets have been developed.

There is a need to develop capacity in the project coordination unit of the transport sector, specifically in the rail sector. It is in this area, considered a priority for the region, where support could make a difference in infrastructure delivery to SADC Member States.

The Future

A current review is underway to chart the way forward for the next 10 years of implementing the RISDP.

The goal of this new review is to reflect on the key issues that should become priorities in the next phase of implementation.

For the full report see <http://www.sadc.int/english/current-affairs>

AN AFRICAN GROWTH STORY

◀ *Ernst & Young's Africa Attractiveness Survey provides evidence of the growing interest in the African continent as an investment destination and the place to do business. Africa has many elements of a compelling investment proposition – natural resources, rapid economic and population growth, maturing political systems, and a rapidly improving environment in which to do business.*

In a global context in which rapid growth markets are dominating capital flows and investor attention, a diverse group of African economies, including the likes of Nigeria, Ghana, Angola, Ethiopia, Tanzania, Mozambique, and Zambia, are among the fastest growing in the world, with growth of 7%+ over a sustained period.

At the same time, many of the companies that have pursued a longer term Africa growth strategy are generating excellent returns from their investments. In fact, empirical analysis reveals that ROI from investments in Africa have consistently been among the highest (if not the highest) in the world since the 1990s.

For companies seeking to grow and investors seeking higher returns, the African growth story should therefore stand out. While most developed economies continue to struggle, Africa clearly offers an exciting opportunity for investment and growth, and an alternative to the ultra-competitive Asian and other rapid growth markets.

However, in spite of the positive growth trends, our research shows that the entire continent of Africa only attracted 5.5% of global FDI projects last year. This is an increase from the 4.5% of last year, but less than India and substantially less than China. In fact, overall since 2003, Africa has only attracted 4.3% of global FDI projects, compared to India's 6% and China's 10.5%. Our view is that this does not fully reflect the attractiveness of a region that not only has one of the world's highest long term economic growth rates, but is also making strong progress towards political reform, macroeconomic stability and social development.

One key factor in this apparent lag in FDI is a perception gap between the prior negatively held beliefs about the continent and the positive reality of the African growth story over the past decade. As a result many investors still seem to approach the con-

continent with greater caution than they do other emerging market regions.

Most prominent among the concerns of potential investors are perceptions of political risk. This despite the tremendous progress made in terms of democratisation and governance. The reality in Africa is that the one party state is increasingly the exception rather than the rule in most parts of Africa. Most African countries have transitioned or are transitioning towards some form of participatory democracy, and this process of political liberalisation has also been accompanied by a significant decline in armed conflict across the continent.

Africa is also often perceived as being inherently corrupt. While corruption no doubt remains a big challenge in Africa, perceptions that corruption is rampant across the continent or that African countries are inherently more corrupt than other emerging markets do need to be challenged. Certainly the extent to which corruption is a major issue varies widely across the continent. Several Southern African countries, island nations such as Mauritius and Cape Verde, as well as the likes of Ghana in West Africa and Rwanda in East Africa, all rank relatively well on various measures of corruption. On Transparency International's most recent Corruption Perception Index, for example, there are 13 African countries that rank higher than India, and a remarkable 35 countries rank higher than Russia.

Similarly, many investors will view Africa as being a more challenging place to do business in than other emerging market regions; this despite the fact that in the World Bank's most recent Ease of Doing Business rankings, 14 African countries rank ahead of Russia, 16 above Brazil and 17 above India.

While perceptions of higher risks in Africa still linger, our research and experience suggests that investment into Africa, while still relatively low in global terms, is picking up, with strong growth from emerging economies in Asia and the Middle East, a resurgence in investment over the last few years from developed markets like the USA and UK, and remarkably strong growth in intra-African investment, led by South Africa, Nigeria and Kenya. A window of opportunity does still remain open, but the perception gap is being bridged and competition across the continent is intensifying.

For companies and investors looking for long term sustainable growth, we are in no doubt that the time to act on the Africa opportunity is now.

Director at the Ernst & Young Africa Business Center™: Michael Lalor

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Midmar Dam

KEY ACTION PLANS FOR REGIONAL INTEGRATION



Clementine Noblecourt

◀ *The third revised Industrial Policy Action Plan (Ipap) for financial years 2012-13 and 2014-15 was recently launched by the SA Department of Trade and Industry. Ipap aims to scale up government interventions to retain and grow the country's industrial base. The revised plan focuses on labour-intensive and value-adding manufacturing sectors including agro-processing, green industries, metal fabrication and the transport equipment sector. Of significance are the new sections on special economic zones (SEZs) and regional integration.*

The section on regional integration comprises a range of programmes that give effect to the SA government's commitment to support regional economic development and integration in the Southern African region and beyond. The focus on regional integration is based on an analysis which shows that trade barriers are not the main impediment to raising Africa's intraregional trade levels, which remain almost trivial when compared with goods and services flows in other territories. Instead, the main constraints relate to the absence, or inadequacy, of the physical infrastructure linkages required to facilitate trade flows, as well as the continent's under-developed production structures, which decreases the opportunity for trade in complementary value-added products

Complementary Trade

Department of Trade and Industry Minister Rob Davies explains that in Africa,

we have a situation where all of us are exporting primary products outside our continent and importing value-added products from outside our continent. Intraregional trade should be based on complementarities, whereby one country typically exports what another country, in the same region, imports. Currently, many exported products compete with, rather than complement, each other.

South Africa is a slight exception, owing to the fact that the country sells value-added products across the continent. Local manufacturing exports to the continent are a significant part of our total trade with the continent. The Ipap document begins to explore what is needed to facilitate development integration by dealing with the real barriers to us trading among ourselves. "We will not be able to simply promote South African value-added products without engaging in a process of industrialisation in the rest of the continent," Davies said.

Industrial Development

South Africa is committed to working with fellow African states on a bilateral and multilateral basis to strengthen existing agreements and programmes to deepen industrial development. Concrete areas for cooperation have been identified, which include:

Industrial Financing Standards

▶ The development of skills needed for industrialisation

- ▶ The establishment of joint infrastructure development projects
- ▶ The development of regional value chains
- ▶ The provision of technical assistance for policy and institutional development

Key Action Programmes

These include the identification and establishment of:

- ▶ Programmes to work in collaboration with African countries to strengthen technical infrastructure capacity
- ▶ Relevant international and regional standards that need to be adopted or adapted for use by the agro-processing, mineral beneficiation and pharmaceutical sectors – singled out as priority sectors by the 19th Conference of African Ministers of Trade and Industry
- ▶ Measurement capabilities to support the development of the agro-processing, mineral beneficiation and pharmaceutical sectors
- ▶ Accreditation support for the agro-processing, mineral beneficiation and pharmaceutical sectors, including an arrangement that will facilitate the acceptance of accredited certification, inspection and testing in many African markets based on single accreditation.
- ▶ Accredited testing, certification and inspection services that will be required by the agro-processing, mineral beneficiation and pharmaceutical sectors.

Cross-Border Infrastructure And Sector Development

To promote regional industrial development and integration, the development of cross-border infrastructure will be promoted. In 1996, the Government of South Africa launched its Spatial Development Initiatives (SDI) Programme to provide support measures to attract investors into selected, viable projects in regions with growth potential and overcome existing constraints. This approach heralded a shift from a narrow focus on transport corridors to a broader focus on regional development linked to strategic investments. By the end of 2001, the focus shifted to the Regional SDI Programme (RSDIP) within the SADC region. The RSDIP has recently been reconfigured in consultations with Angola, the Democratic Republic of Congo, Mozambique, Namibia and Tanzania, resulting in a range of proposed SDIs earmarked for support over the three-year period from June 2010 to August 2013.

Key Action Programmes

Promote the North – South corridor, with principal road and rail routes linking the port of Durban to DRC

2012/13 - 2014/2015: Scope and roll-out road and rail links in partnership with regional economic communities

Roll out of in-country spatial development initiatives within the continent

2012/13 – 2014/2015: Leveraging trade and investment in oil and gas sectors based on synergies between South Africa and Angola.

2012/13 – 2014/2015: Finalise and implement recommendations of the SDI scoping study on the Trans – Caprivi and Trans Cunene Corridors.

2012/13 – 2014/2015: Scoping study on Bas-Congo Development Corridor.

2012/13 – 2014/2015: Set up iTSCi minerals traceability scheme in North Kivu, South Kivu, and Katanga provinces of the DRC.

2012/13: Update SDI programme business plan with Mozambique.

2012/13: Scoping Study on Agro-Processing and Minerals/Energy Beneficiation Opportunities and pre-feasibility study

for development of regional value chains.

2012/13: Initiate pre-feasibility study for the Malawi-Tanzania Industrial Development Cluster (MTIDC) Project.

2012/13: Set up and Implementation of the High-Impact iTRCi Scheme in Rwanda and Burundi.

2012/13 – 2014/15: Partner with countries in the region to scope possible areas of cooperation to fast-track infrastructure development in order to support industrialisation through bilateral and established multilateral arrangements.

Funding

The Industrial Development Corporation and the Development Bank of Southern Africa will be encouraged to play an expanded regional role and that South Africa will also work with African banks to secure “funding lines” for the productive sectors, such as manufacturing, agro-processing and minerals beneficiation. South Africa also plans to work with its Brics partners to liberate financing for industrialisation and infrastructure initiatives.



Sasol Synfuels converts coal and natural gas into fuel components

TRANSPORT CORRIDORS : ENABLING TRADE

◀ Signs reading “Roadworks ahead” and long waits of impatient drivers at stop-go traffic control points accompany most road upgrades and the construction of the North-South Corridor road is no exception. Currently road construction underway in Tanzania, Botswana and Zambia is part of the process involved in establishing an integrated Africa. In the future, the new road will seamlessly link Dar es Salaam in Tanzania to Durban on the KwaZulu-Natal coast.

The road construction forms part of the Transport Corridor Programme, which is a holistic multimodal and sub-regional approach to facilitate cross-border trade, reduce transport delays and costs, promote transit and transport regulations. The goal is to help landlocked countries access international markets more easily. The facilitation of intra and inter-regional trade is not an option, it is an imperative. Almost all countries that have ever achieved sustained growth have done so through sustainable trade. Without trade, individuals, communities, countries and regions cannot reduce poverty or achieve economic growth. Africa needs to focus on creating a local market on the continent, as the expansion of the domestic market has been central to recent economic growth in emerging countries.

Many African nations are landlocked, which reduces their ability to trade. However geographical location is only part of the problem. While wide ranging trade agreements can facilitate trade, the improvement of the transport of goods within, across and through countries, without the delays and increased costs that are often incurred, must be addressed. Through a system of routes with a seaport as a starting or ending point, corridors enable greater connectivity with the global expectations of modern world trading partners.

Speaking at the 5th Africa Economic Forum, the Minister of Trade and Industry Rob Davies said South Africa's assistance in developing transport corridors aimed to remedy such problems. Davies said “South Africa is helping neighbouring African countries to develop various transport corridors in a bid to boost regional integration and create a larger marketplace for Africans”. Davies added that poor transport



Gideon Mendel

links between African countries had long stifled trade between the continent's states. He said the development of a grand trade agreement between Southern African Development Community (SADC), the East African Community (EAC) and the Common Market for Eastern and Southern Africa (Comesa) would open up a market of 26 countries consisting of 500 - 700 million people.

South African President Jacob Zuma on the occasion of the 4th International Trade and Investment Conference said “It is widely known that Africa's inadequate infrastructure is one of the main factors inhibiting trade, integration and economic development. “The aim of corridor development is not only to focus attention on improving the infrastructure of routes but also the quality of transport and other logistic services. The flexibility and diversity of services offered on corridors forms part of their successful functioning.

North-South Corridor

South Africa has been tasked to champion the North-South Corridor as a presidential lead project by the COMESA-EAC-SADC Tripartite. The corridor covers eight coun-

tries of COMESA, SADC and the EAC and comprises 8559km of road, rail, border posts, weigh bridges and ports. The Corridor links the port of Durban to the Copperbelt in DR Congo and Zambia and has spurs linking the port of Dar es Salaam and the Copperbelt, and Durban to Malawi.

The various projects comprising the programme involve many inter-related projects that represent an innovative approach to supporting and developing physical infrastructure. The programme includes:

- ▶ Improvements to road, railway and ports infrastructure, as well as information and communications technologies
- ▶ Improvements to physical and procedural improvements at border crossings through conveniences such as one-stop border posts as well as trade facilitation measures
- ▶ Increasing the power generation and energy trade potential of the Southern African Power Pool with new power generation and transmission investments.

An aim of the North-South Corridor is to enable producers and traders to be more

competitive, thereby creating higher levels of economic growth, employment creation and reduce poverty. Some tangible objectives of the programme are to:

- ▶ Promote public- and private-sector investment
- ▶ Give operators multiple choices of road and rail networks
- ▶ Reduce transport costs and transit times for traffic between Dar es Salaam and Lusaka of about 25 per cent
- ▶ Reduce the travel time by road between Lusaka and Durban by 10 per cent
- ▶ Reduce the transit times at the Chirundu border post between Zambia and Zimbabwe by 20 per cent
- ▶ Reduce transit costs and times for traffic between East Africa and Southern Africa
- ▶ Increase hydroelectric supply in the region

The North-South Corridor Conference, Lusaka, Zambia attended by several heads of state held in April 2009 was an important milestone to highlight infrastructure requirements along the Corridor. Since April 2009 the total network of 8,599 km of North-South Corridor roads, across seven countries have either been upgraded, are in design or are at planning stages. A progress review of road network conditions was carried out by TradeMark Southern Africa during 2009/10. This review found that:

- ▶ 2,403 km of roads were in good condition and required nothing more than routine maintenance;
- ▶ 5156 km of roads would be in good condition for two to five years, but would require upgrading or rehabilitation design to start in the short to medium term; and
- ▶ 1041 km of roads required immediate rehabilitation or upgrading.

Funding

The Implementation of the North-South Corridor programme is coordinated and supervised by the Tripartite Task Force, with technical and financial support from TradeMark Southern Africa - a £100 million, five -year programme funded by the UK Department for International Development that is supporting deeper economic integration of the southern and eastern Africa region.

A recent grant agreement was signed on 19 March 2012 in Lusaka by the Zambian Minister of Finance and National Planning, Hon Alexander Chikwanda and the Development Bank of Southern Africa (DBSA) International Division Group Executive, Mr Admassu Tadesse. COMESA Secretary-General, Mr Sindiso Ngwenya, also signed the Agreement. DBSA is the Tripartite Trust Account Fund Manager appointed by the Regional Economic Communities (RECs).

Speaking at the signing ceremony, Mr Ngwenya, who is the Chairperson of the Tripartite Task Force, said this was a momentous occasion as the grant comprises the first amount of money committed from the Trust Account. The Trust Account gives preference to cross-border infrastructure projects, which support trade and trade facilitation for the benefit of more than one member state.

Zambia's Minister of Finance, Hon Alexander Chikwanda commended the RECs for providing funding. He said, "The road stretch to be worked on connects the ports of Durban and industries of South Africa, to those of Zimbabwe, running through Chirundu in Zambia, up to the copper mining fields of the Copperbelt, North-Western Province and right up to the Katanga province of the Democratic Republic of Congo. The same transport infrastructure will facilitate traffic that goes to Tanzania, Kenya and Uganda."

"This corridor is indicative of the large economic benefits that will accrue, if transport infrastructure is strengthened and inter-linked. It also allows the countries concerned to benefit as they are all connected through major trade centers," Chikwanda added.

The Tripartite Trust Account of the Common Market for Eastern and Southern Africa, East African Community and the Southern African Development Community has given two grants totaling US \$29.85 million to the Government of Zambia for regional infrastructure projects. One grant of US \$23 million will help to complete construction of the 24km link of the Lusaka-Chirundu road. This stretch leads to the One Stop Border Post at the Zambia-Zimbabwe border at Chirundu.

The second grant of US \$6.64 million will be invested in a new weigh bridge in Kafue district, south of Lusaka.

Sources

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Voice of Government: A closely connected Africa, Jimmy Manyi
Website: <http://www.thenewage.co.za>

TradeMark South Africa
Website: <http://www.trademarksa.org>

The Development of Trade Transit Corridors in Africa's Landlocked Countries
Website: <http://www.uneca.org/aria4/chap7.pdf>

Key Facts

- ▶ Countries involved - Botswana, Democratic Republic of Congo, Malawi, Mozambique, South Africa, Tanzania, Zambia and Zimbabwe
- ▶ Road Network - 8599 km in seven countries. The costs of rehabilitating and maintaining the entire NSC road network to a good standard is estimated at US\$9.1 billion (of which US\$5.9 billion is for capital investment and US\$3.1 billion is recurrent costs)
- ▶ Rail Network - upgrading 600 km of rail at US\$800m
- ▶ Ports - priority port upgrading and development, including Dar es Salaam at US\$800m
- ▶ Priority power generation and transmission projects including:
 - ▶ Zambia-Tanzania-Kenya Interconnector construction estimated cost \$800m and expected to trade 2,800GW of electric power annually;
 - ▶ Zambia-Tanzania-Kenya Interconnector - Project implementation Unit /SPV being established
 - ▶ Zambia-DR Congo Interconnector project

MADE IN AFRICA : PEACE PARKS FOUNDATION

◀ *“I know of no political movement, no philosophy and no ideology which does not agree with the peace parks concept as we see it going into fruition today. It is a concept that can be embraced by all. In a world beset by conflicts and division, peace is one of the cornerstones of the future. Peace parks are a building block in this process, not only in our region, but potentially in the entire world.”*

- Dr Nelson Mandela

The concept of peace parks is a global one, tracing back to the 1930s when Canada and the USA created the ambitious Waterton Glacier International Peace Park. The idea was and remains compelling: an opportunity to think beyond political boundaries to accommodate gene pools, water flow, wildlife movement and the propagation of plant species; an opportunity to unlock regional economic development, share the conservation of biodiversity and promote regional peace and stability by demonstrating the benefits of cooperation.

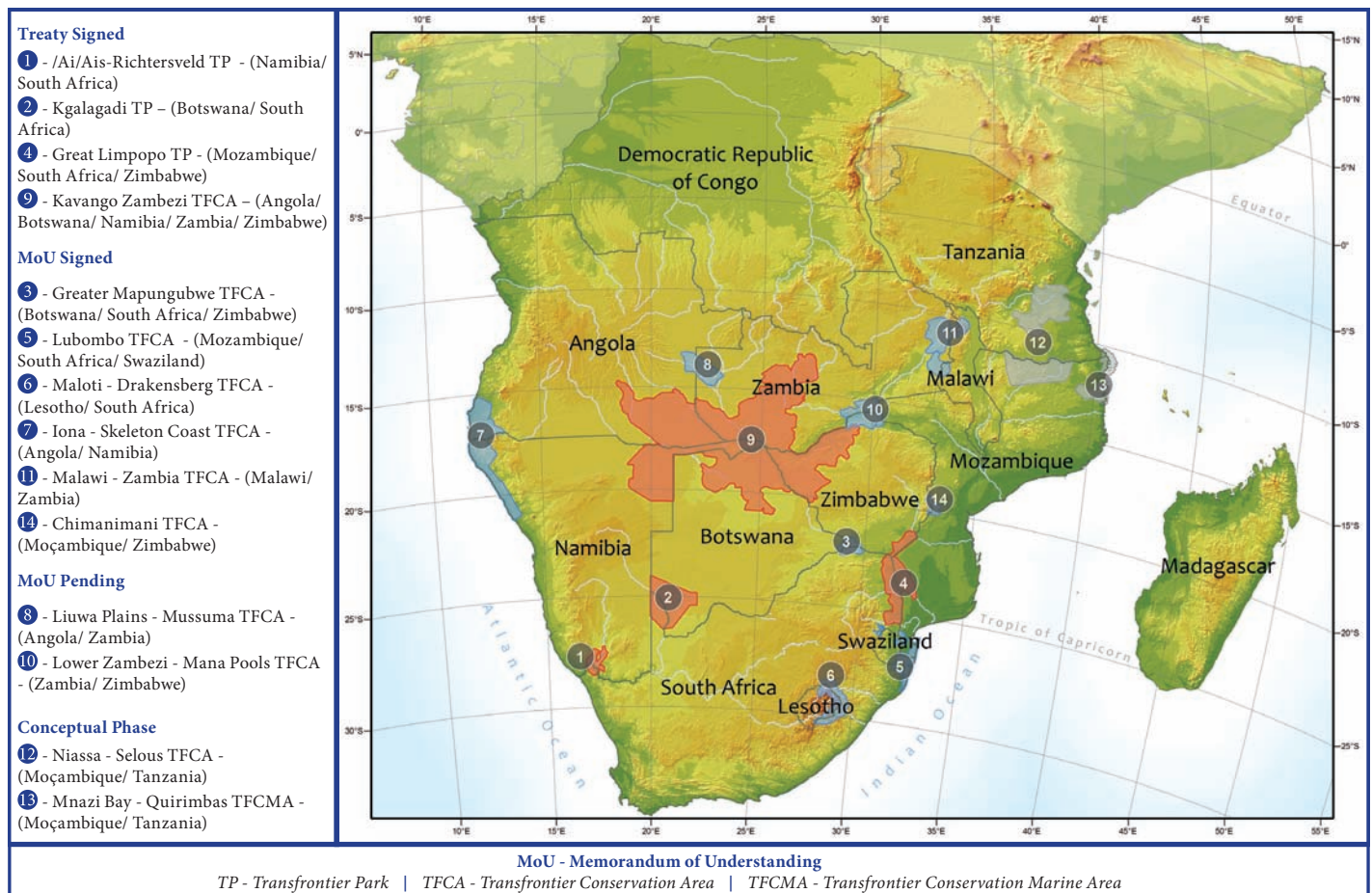
By 1988 the idea had taken root within the World Conservation Union. Initially they identified 70 potential transfrontier conservation areas (TFCAs) in 65 countries around the world, but today the figure stands at 223 TFCAs in 113 countries. It was in Africa, however, that the peace parks concept truly sparked into life. The brave dream of contiguous TFCAs in southern Africa began its realisation in the mid-1990s in the discussions of visionary leaders as they contemplated a new era of regional peace, democracy and development.

In the years since, it has been the political will of leaders in southern Africa, and the efforts of an organisation set up to champion the peace parks concept, that has seen the vision of peace parks taking shape on the subcontinent. Spearheaded by Dr Anton Rupert, and with President Nelson Mandela and HRH Prince Bernhard of the Netherlands as co-founding patrons, Peace Parks Foundation was founded on 1 February 1997 to facilitate the creation of TFCAs throughout southern Africa.

One of the objectives of the Southern African Development Community (SADC) Protocol on Wildlife Conservation and Law Enforcement of 1999 is to “promote the conservation of shared wildlife resources through the establishment of transfrontier conservation areas.”

The concept of the region’s peace parks is as glorious as it is audacious: vast conservation areas that straddle national borders, of sufficient extent to incorporate entire biomes; of sufficient integrity to restore the ancient patterns of diverse ecological communities, and of sufficient vision to reconnect the shared cultures of tribal peoples, dislocated when colonial rulers arbitrarily imposed Africa’s borders.

At nearly 900 000 km², southern Africa’s peace parks today incorporate over half of the declared conservation estate in the region. This is larger than France and the United Kingdom combined. These parks are as astounding in their extent as in their natural magnificence, the immense richness of their biodiversity and the importance of their cultural heritage.





Michael Viljoen

The establishment of each peace park is complex and far-reaching, involving many stakeholders. The typical process involves distinct phases of activity, which can take many years to achieve. Peace Parks Foundation facilitates each of the development phases, which includes engendering political support, promoting joint planning and management structures, boosting good governance and capacity building, and optimising the delivery pipeline to ensure donor funding finds its way to projects on the ground.

Peace Parks Foundation is focused on delivering fully functioning peace parks that are both ecologically intact and able to create sustainable regional benefit flows. Measurable strategies have been put in place to achieve this. Interventions are based on four fundamental pillars: securing space, training wildlife managers, training tourism managers and improving accessibility. At a macro level, the Foundation is often contracted by governments and aid agencies to facilitate the development planning process for a peace park. This process is extremely inclusive, embracing local communities, government agencies, NGOs and the private sector.

Southern Africa has 14 TFCAs in various stages of development (see map). Of these, the Kavango Zambezi (KAZA) TFCA is set to become the world's biggest trans-frontier conservation area, spanning some 444 000 km² (similar in size to Sweden).

KAZA TFCA is situated in the Okavango and Zambezi River basins where the borders of Angola, Botswana, Namibia, Zambia and Zimbabwe converge. It embraces the wetland ecosystems of the Zambezi and Okavango rivers to form a vast contiguous wilderness, wetland and wildlife area that includes 36 national parks, game reserves, community conservancies and game management areas.

KAZA TFCA encompasses some of Africa's iconic wildlife areas: the Caprivi Strip, Chobe National Park, the Okavango Delta (the largest Ramsar Site in the world) and the Victoria Falls (a World Heritage Site). The area promises to be southern Africa's premier tourist destination with the largest contiguous population of African elephant (around 250 000) on the continent.

On 18 August 2011 at the SADC Summit in Luanda, Angola, the presidents of the

Republics of Angola, Botswana, Namibia, Zambia and Zimbabwe signed a treaty that formally and legally established the Kavango Zambezi TFCA. By signing the treaty, the five partner states aim to ensure that the natural resources they share across their international borders along the Kavango and Zambezi River basins are conserved and managed prudently for present and future generations within the context of sustainable development. Tourism development in the TFCA will be one vehicle for socio-economic growth in the region, aimed at improving the livelihoods of the primary beneficiaries of this TFCA - the people that live within and around the TFCA and who bear the opportunity costs for biodiversity conservation.

The peace parks of southern Africa present a powerful vision of a shared ecological heritage and a mutually sustainable future. This is indeed an African dream to inspire a jaded world.

Peace Parks Foundation
www.peaceparks.org

THE ESSENCE OF AFRICA : EXPERIENCE SOUTHERN AFRICA

◀ *Southern Africa has become a tourism and economic powerhouse of the African continent. The Regional Tourism Organisation of Southern Africa (RETOSA) is a permanent body and legal entity of the Southern African Development Community (SADC) responsible for tourism growth and development.*

The SADC region is a unique tourist destination with natural wonders, fascinating cultures and interesting activities. The SADC/ RETOSA member countries are Angola, Botswana, Democratic Republic of Congo, Lesotho, Madagascar, Malawi, Mauritius, Mozambique, Namibia, South Africa, Seychelles, Swaziland, Tanzania, Zambia and Zimbabwe.

In part, the aims of RETOSA are to increase tourism to the region and to create investment awareness for tourism development in the region. RETOSA works together with the region's national tourism organisations, the private sector and media partners. There is a never-ending source of tourism investment opportunities. These include upgrading and improvements to national parks, accommodation and hotels, community tourism, joint ventures, tourism operations and transport platforms, conference facilities and heritage sites. The list is endless.

In order to promote the region RETOSA participates at a number of international fairs. First of all, locally, the organisation participates in the annual INDABA fair in Durban, South Africa, and then also participates at Sanganai-Hlanganani in Zimbabwe. Internationally, RETOSA, participates at the World Travel Market (WTM) in London; the ITB in Berlin, Germany; TOP RESA; and FITUR in Spain.

RETOSA board meetings are held in a different member country each time to give host countries an opportunity to showcase unique attractions and promote inter-regional relationships, experience and knowledge. The more countries and people know of each other's tourism products and heritages the better they are able to promote each other, which ultimately would lead to improved tourism across member countries.

There are 15 products in the name of the countries of the SADC region that offer a



Craig Oliver

value for money experience. The following examples illustrate some of the highlights the region's countries offer tourists.

Angola

The capital city of Luanda together with its port is a major attraction. The beaches and islands provide for a relaxing holiday and water sport is on offer for those who prefer action. Kissama National Park, 70km south of Luanda, is being completed restored and is inhabited by a wide spectrum of animals and birdlife.

Botswana

Botswana is home to the Okavango Delta – one of the truly unspoiled wildernesses and most sought after destinations in the world. Here you will find over 122 mammals, 71 species of fish, 444 species of birds, 64 species of reptiles and 1300 species of flowering plants.

Democratic Republic of Congo (DRC)

The Congo River, the second longest river in Africa, flows throughout the Congo, one of the largest rainforest areas in the world. Congo's dense forest is shared with Rwanda, where you find rare animals such as the white rhino and the gorilla which are also one of the protected animals in the world today. The capital city of Kinshasa ties with Johannesburg as the third largest city in Africa.

Lesotho

Lesotho with its majestic beauty and rug-

ged simplicity is often described as the "Mountain Kingdom" or the "Kingdom in the Sky". Thaba-Boisu is a flat topped mountain and the most famous historical site in Lesotho. It is here that King Moshoeshoe 1 established his citadel and the Basotho nation.

Madagascar

Madagascar's isolation from the continent of Africa has enabled the evolution of unique flora and fauna. Today more than 80% of the wildlife occurs nowhere else. The lemurs are one of the first primate families to evolve and are of global importance. Lemur watching tours will take you to the best wildlife reserves the island has on offer.

Malawi

Malawi offers it lake, landscape and wildlife in one of Africa's most beautiful countries. Lake Malawi occupies a fifth of Malawi and its clear tropical waters team with more fish species than any other lake on earth. Although Lake Malawi is major tourist attraction development has been restricted so that visitors can enjoy long stretches of uninhabited golden lakeshore.

Mauritius

The island of Mauritius is very unique because of its soft sandy beaches and turquoise sea with exotic coral reefs. There are many opportunities for activities such as snorkeling, scuba diving, kayaking, jet skiing, motor boating or parasailing or

CROSS BORDER ROAD TRANSPORT AGENCY

◀ The Role of Cross Border Road Transport in Promoting Regional Integration

The Cross Border Road Transport Agency is a government entity that manages the cross border road transport industry. The Agency is mandated to provide for cooperative and coordinated advice, regulation, facilitation and law enforcement in respect of cross-border road transport. In addition it is responsible for the administration and implementation of the C-BRT Act. This includes, amongst others, the authorisation, by means of a permit regime, of all commercial cross-border road transport from South Africa into the Southern African Development Community (SADC) Region.

In addition, the Agency delivers on its mandate through its core functions which include Regulation, Facilitation, Law Enforcement and Advisory.

The CBRTA's transactional day-to-day tasks entail licensing, through permits, of cross-border movements of freight and passenger transport operators. This licensing work is supported by the efforts of the Road Transport Inspectorate to ensure that carriers operate within the parameters of the law. The Inspectorate monitors compliance through the execution of cross-border road transport inspections, which entail stopping and checking whether operators who are transporting people or goods across our borders legally or not.

The Facilitation and Industry Development Division is tasked with building and maintaining relationships between the Agency

and the cross-border industry players, i.e. carriers, governmental authorities, industry associations and counterparts from neighbouring SADC countries. The aim of maintaining these relationships is to ensure that the Agency and its stakeholders find common goals towards addressing and improving transport, trade and economic development in the SADC region.

Since its establishment, the Agency has gone through various phases of transformation in an effort to find better ways of delivering on its mandate of driving the regional harmonisation agenda. It recently adopted a Changing Gears Strategy which is intended to strategically reposition and strengthen its role in improving and promoting social and economic development and regional integration through road transport.

This Changing Gears Strategy responds to the need to:

- ▶ Improve unimpeded flow of freight and passengers in the region;
- ▶ Liberalise market access progressively in respect of cross-border freight transport;
- ▶ Introduce regulated competition in respect of cross-border passenger transport; and
- ▶ Reduce operational constraints for the cross-border road transport industry as a whole.

The CEO of the CBRTA, Mr Siphon Khumalo said, "Through this strategy, we are grappling with the question of how to tackle the challenge of ensuring the un-



Siphon Khumalo delivers a speech during a two-day Cross Border Road Transport Indaba

impeded flow of goods and passengers through South African borders to and from the neighbouring countries."

The strategy is founded on fostering collaborative partnerships and will thus not be realised unless the Agency builds collaborative partnerships with other players in the border environment in order to free the flow of passengers, goods and services and consequently assist in the process of integrating South Africa with the SADC region, and the integration of SADC with the rest of the African continent.

The Agency created various platforms that provide for robust engagement with key governmental and industry role players such as quarterly Stakeholder Forum meeting and the Cross Border Road Transport Indaba. The Indaba is a biannual conference which draws the attendance of transport custodians and experts from all the SADC countries as well as the broader African continent. The rationale behind these structured engagements is to afford all the stakeholders the opportunity to collectively discuss the challenges that are facing the cross border road transport industry.

The Cross Border Road Transport Agency is a statutory entity established in 1998 under the Cross Border Road Transport Act, No. 4 of 1998, as amended. The Cross Border Road Transport Act, as amended ("the C-BRT Act"), a guiding legislation, governs the overall existence of the Cross-Border Road Transport Agency ("the Agency") and gives effect to various bilateral and multilateral agreements that regulate cross-border road transport.



MEC for Mpumalanga Department of Public Works, Roads and Transport, Dikeledi Mahlangu, Transport Minister, S'bu Ndebele, CEO of CBRTA, Siphon Khumalo and the Director General for the Department of Transport, George Mahlalela take a walk during a joint roadblock operation.

DELIVERING VALUE



King Shaka International Airport

◀ *Since inception in 1993, Airports Company South Africa Limited (ACSA) has transformed a fragmented, infrastructural parastatal into a focused, profitable and commercial enterprise that is market-driven and customer service oriented. ACSA's network of airports play a dominant role in the South African aviation industry, handling over 98% of the country's commercial air traffic.*

ACSA owns the OR Tambo International, Cape Town International, King Shaka International, Bloemfontein International, George, East London, Kimberley, Port Elizabeth International, and Upington International. These nine airports handle more than 270 000 aircraft landings and 17 million departing passengers annually. The numbers all add up to ACSA being Africa's premier airports authority.

Numerous international awards won by certain of its airports over the years confirm that the Company has largely succeeded in this aim. Airports Company South Africa, Cape Town International Airport (CTIA) has been awarded the Best Airport in Africa by the Airports Council International (ACI) in the Airport Service Quality (ASQ) global awards 2012.

CTIA is Africa's most award winning airport, last year also having scooped the ACI Best Airport in Africa Award as well as the Best Improved Airport as well as the Internationally recognised Skeyrax Award for Best Airport for staff service excellence. "The consistency with which is the airport achieves these award confirms our commitment to continuous improve-

ment and demonstrates that the airports achievements are not once off", says Deidre Davids, Communications Manager, Airports Company South Africa: Cape Town International Airport.

Other airports in the ACSA stable who won 2012 ASQ awards include King Shaka International Airport as 3rd Best Airport in Africa, Upington International Airport for Best Regional Airport and East London Airport as the Most Improved Airport in service excellence.

Since its commencement in 2006, the ASQ Awards have become the world's leading airport passenger satisfaction benchmark with over 200 airports participating in over 50 countries.



King Shaka International Airport

ACSA has also spread its wings internationally. In 2006, ACSA and a consortium comprising the Indian company GVK and South African listed company, Bidvest, won a concession to manage Mumbai International Airport (MIAL). ACSA has an airport operations agreement with the consortium, effectively becoming the airport operator for MIAL. ACSA considers MIAL an exciting and valuable investment.

ACSA recently won a bid for the expansion, maintenance and operation of Guarulhos, Brazil's busiest airport. ACSA won 51% of the concession and Infraero, a company from Brazil, the remaining 49%. ACSA said it would provide airport management through a technical service agreement. The concession is for a 20-year period.

"This will enhance ACSA's brand and better position it in the market place as a serious participant in global airport investment and management," ACSA's acting managing director Bongani Maseko said in a statement.

Some of the tasks included preparing detailed operational plans for the 2013 Fifa Confederations Cup, the Pope's visit for the World Youth Day in 2013, and the 2014 Fifa World Cup.

ACSA intends to pursue similar ventures in Africa.

THE MAPUTO CORRIDOR : INFRASTRUCTURE AND TRADE FACILITATION CREATING AN ENVIRONMENT FOR REGIONAL INTEGRATION

◀ A New Phase Of Development And Partnership

The Maputo Corridor is currently seeing a renewed phase of growth towards a maturing transport corridor, with many aspects of the corridor seeing investment in additional services, improvements in systems and processes and greater awareness of the need for collaboration and partnership in ensuring the development of this region. This corridor represents enormous opportunities for growth and the potential of increased growth brings with it the important push towards greater liberalisation, greater unification, and a deeper sense of regional integration and greater trade facilitation than ever before. The AU, COMESA, SADC and NEPAD principle of regional integration is one of the aspects that this region of eastern southern Africa has managed to get right in many ways, because of the significant investment in infrastructure over the past decade. As such, the transport corridor has played a vital role in making regional integration a reality, and has contributed to increased trade and investment in the region.

Mozambique's consistent growth of 7.2% in recent years has outshone most of its neighbours, and this represents a considerable benefit to the region. The investment in the Port alone since 2003 has seen a greater strategic focus of investment:

- ▶ \$64million in roads, rail, warehouses, quay rehabilitation, tugs, equipment and operations
- ▶ \$20 million in dredging the channel to a depth of 11m
- ▶ \$61million investment in the container terminal in equipment, cranes and infrastructure
- ▶ \$60million investment in equipment and infrastructure in the Matola Coal terminal, and
- ▶ \$20million investment in the other terminals, namely the car terminal, the vegetable oil terminal, the sugar and citrus terminals and the ferro slab

This amounts to a massive \$225million investment in the port; a factor which underlines the huge confidence in the Port of Maputo to deliver on its vision to become a significant multi-function multi user regional port. The Port's 20 year Master Plan envisages a further \$1,2 billion in-

vestment with projected cargo volumes reaching 48,6 million tonnes by 2030.

One Stop Border Operation For Cargo At Lebombo/Ressano Garcia

One of the key features of MCLI's work over the past 8 years has been the emphasis on the need for a 24 hour One Stop Border Post (OSBP) at Lebombo/Ressano Garcia. Both governments committed to this as far back as 2006. However, the initial plan for a R1.9 billion facility was reassessed due to the impact of the economic downturn in 2009 which had a direct impact on the financial capacity of the governments to go ahead with the initial plan to redesign and build a new one stop facility. In a phased approach to the OSBP, the Freight Bypass road was completed in June 2010 and this has had a major impact on the transit times of cargo moving between the two countries because of the one stop operation applied to cargo movement. Trucks moving into Mozambique are cleared by customs and immigration at the Lebombo Border Dry Port and are able, in many cases, to complete a cargo discharge at the port and achieve a turnaround time to the border within five and a



First ever truck on OSBP freight bypass road, 11 June 2010

half hours which is a significant achievement in cross border freight movement. Trucks moving to South Africa are similarly cleared at KM4 on the Mozambique side of the frontier to ensure that there are minimal delays in the movement of goods.

During the second half of 2011, the SARS Customs Modernization process, a new electronic interface system, was rolled out at Lebombo and has contributed significantly to faster clearing of goods across the border. This, together with the implementation of the Single Electronic Window System in Mozambique, currently being piloted in the Port of Maputo, will contribute significantly to ensuring a smoother, paperless clearing process, and will also contribute to minimizing the customs risks on both sides of the border.

A 24 Hour One Stop Operation Is Increasingly Urgent

The importance of a 24 hour One Stop operation at the border post cannot be overemphasized. With between 600 and 1000 trucks per day into the port, the efficiency of Port Maputo's 24 hour operation is compromised by the limited operating hours at the border post. Currently cargo is cleared from 06h00 to 22h00. The bottleneck at the dry port increases during the 22h00 to 06h00 period and creates unnecessary inefficiencies which are not acceptable at this stage of the corridor's development. This congestion can take from between one and three hours to clear, depending on the volumes. This cannot continue if this corridor is to develop its full potential as an economically viable option for importers and exporters and for efficient general trade moving on the corridor. A 24 hour operation for both freight and passengers is critical.

Rail On The Maputo Corridor

The rail challenges on the corridor have seen some positive developments with renewed commitment by both CFM (the Mozambican Ports and Railways authority) and Transnet Freight Rail looking more closely at achieving increases in capacity and efficiency on the rail corridor. Transnet Freight Rail CEO, Siyabonga Gama has emphasised the need for the



Transport of vesels using the corridor

partnership to move towards functioning as if the border did not exist. With the increase in numbers of trains to 35 trains per week and increased investment alluded to by both Mr Gama and Eng. Rosario Mualeia, Executive Director of CFM, the impetus of these improvements and investments will ensure increased mobility and flow of cargo in the region. The rail partners have, through excellent use of current resources, succeeded in reducing the turnaround time of trains from 200 hours to 90 hours on the Maputo corridor

The N4 Toll Road

The increase in road traffic is also a good barometer of growth in the region. Trans Africa Concessions, the bilateral PPP toll road concessionaire, has reported an 11% per annum increase in truck traffic alone. This has obvious implications for the maintenance of the road, but the weighbridges are fully operational along the entire stretch of the road from Gauteng to Maputo. The Maputo Plaza, designed to carry 22 000 vehicles per day, carries anything up to 44 000 per day and 52000 during peak periods. This situation is being addressed by the use of E-Ticket and fast lanes which has relieved some of the congestion. The Moamba Toll Plaza sees

an average of 700 freight vehicles per day, and is a clear indication that the freight corridor is busy and growing.

MCLI, which is a non-profit membership organisation with a focus on ensuring efficient movement of freight on the Maputo Corridor, continues to facilitate, communicate and engage with stakeholders in the public and private sector and to participate in key engagements which will ensure that the corridor continues to grow and to ensure that business, and particularly freight business, in the region receives priority service in its support of regional integration and the increase of trade on this strategic corridor.

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LOOKING TO AFRICA

◀ *South African port operator Transnet Port Terminals (TPT) intends maximising on the enormous growth market represented by Africa, by forming partnerships with other African ports and promoting the country as a regional hub for the rest of the continent.*

TPT Chief Executive, Karl Socikwa, said the state-owned port operator had previous experience outside South Africa, which could help to position African ports as the growth engines of their respective economies.

This is in support of nine strategic transport sector objectives set out by the African Union and NEPAD (New Partnership for African Growth). These focused on enhanced efficiency of transport infrastructure, services and key transport corridors to strengthen the economic and social development of the African continent.

Key intra-continental initiatives being pursued by TPT include:

- ▶ Offering services such as port terminal operations, consulting, training, equipment maintenance and IT systems to other African ports
- ▶ Regional port planning and port pairing initiatives with other African ports

▶ Memorandums of Understanding (MOU) with other African countries.

Said Socikwa, “South Africa, as the most developed country in Africa, offers the infrastructure and services to unlock the region’s frontiers. By facilitating the supply of goods and providing essential infrastructural services, TPT can play a vital role in the South African government’s New Growth Path strategy. This strategy seeks to widen the market for South African goods and services through a stronger focus on exports to the region’s rapidly growing economies.”

He said TPT’s past experience outside of South Africa included assistance with terminal operating systems, port consultation and training programmes in ports such as those in Namibia, Kenya, Cameroon and Mauritius. The former Portcon International consultancy arm of sister division Transnet National Port Authority (TNPA) had likewise carried out work in Ghana between 2001 and 2004.

A regional port planning strategy between South Africa’s deepwater Port of Ngqura and other ports in the region is now underway to leverage opportunities.

TPT had also attracted the attention of African ports thanks to the superior port

operations training programmes and facilities offered at the Transnet School of Ports, located in the Port of Durban, where TNPA also offers highly sought after marine training.

Africa’s Growth Potential

With a potential of one-billion consumers, the continent’s ascension into one of the fastest growing economies has created massive demand for infrastructure, goods and services.

International terminal operators are moving into Africa’s ports with great speed and developments over the next three years in Kenya, Mozambique and Tanzania will see a total of more than US\$689 million spent on port upgrades.

Socikwa believes Transnet and TPT boast the economies of scale to position themselves as regional freight operators in other African countries and to remove barriers that negatively impact trade transiting through the SADC region.

“South Africa has an invaluable role to play as neighbouring countries – and outside agencies – up their game on infrastructure development in their connecting corridors,” he adds.

About Transnet Port Terminals

Transnet Port Terminals is a division of Transnet Limited, South Africa’s state-owned freight transport and handling company.

It provides efficient and reliable cargo-handling services at terminals situated across seven South African ports – Durban, Richards Bay, Cape Town, Saldanha, Port Elizabeth, Ngqura and East London. TPT customers include shipping lines, freight forwarders and cargo owners.

Operations cover import and export operations across the following cargo sectors: Containers, Mineral Bulk and the Agricultural Bulk and RoRo Sector.

For information, visit
www.transnetportterminals.net



Deep water Port of Ngqura

PRESIDENT ZUMA LAUNCHES THE PORT OF NGQURA

◀ *The President of the Republic of South Africa, Dr Jacob Zuma, officially opened the state-of-the-art deep water Port of Ngqura on the 16 March 2012. The event marked a major milestone in the country's infrastructure development efforts and commitment to regional economic development.*

Just outside Port Elizabeth, in the Eastern Cape, the port a green fields project, has been in construction for the past 12 years. Transnet has invested over R10 billion to develop the facility. Once complete, this port will boast a four-berth container terminal, a Liquefied Natural Gas (LNG) facility as well as a bulk and break-bulk berth. Transnet has earmarked Ngqura as a transshipment hub linking trade routes between the East and the West.

South Africa needs strong, globally competitive and globally connected port operations capabilities to integrate the regional container system and capture a larger share of international container traffic.

A container hub in South Africa can bring substantial benefits to regional economies and cargo owners by reducing total supply chain costs through improved connectivity, improved service levels and, by attracting more shipping lines, lead to increased competition in the shipping industry.

The event was attended by major players in the global shipping, logistics and transport industries, regulators, key ministers in the economic cluster, members of the community as well as members of the provincial government.

In designing the port, Transnet integrated its plans with the Coega Industrial Development Zone (IDZ) in order to maximise efficiencies and economic benefits to businesses located in the area. It is of major strategic importance for the country and the global maritime industry.

The first two container berths at the Port have been operational for the last two years. In addition, Transnet will be relocating its manganese export facility to the Port from its current location in the Port Elizabeth harbour to allow the latter to focus on clean cargo in line with the Nelson Mandela Bay Metro's (Port Elizabeth) strategy to focus on clean cargo – automotive and containerised cargo.



President Dr Jacob Zuma, officially opening the state-of-the-art deep water Port of Ngqura

The Ngqura Container Terminal, with its six Mega-Max Ship-to-Shore cranes, 22 Rubber Tyred Gantry (RTG) cranes, among others, has been operational since October 2009 and currently moving in excess of 500 000 TEUs (twenty foot equivalent unit) per annum. In terms of efficiency, the terminal averages 29 gross crane moves per hour – a key measure of productivity for ports.

In terms of the Port's capacity and use as a transshipment hub, the global surge in larger ships being deployed to major trade routes creates a demand for better equipped ports with faster handling capability and deeper drafts which Ngqura has the means to deliver. Transshipments to and from the Ngqura hub can be serviced by smaller vessels able to call at ports that are not able to effectively accommodate larger vessel call sizes.

The port employs 600 people and this number is expected to grow to just under 1000 during the next financial year.

Ngqura is the best placed South African container terminal to act as a hub for east-west and north-south trades. Trade between countries in the southern hemisphere is growing rapidly and the south-south trade route is forecast to emerge as a significant global trade route in the medium to long term. In addition, the Port of Ngqura through its link to the Coega Industrial Development Zone will offer additional business and employment opportunities through value-added and logistics services, and could become a major facilitator of international trade.

About the Port of Ngqura

- ▶ Is a deepwater port of between 16 and 18 metres, allowing it to accommodate new generation container vessels.
- ▶ Has a 60 hectare container terminal and will be one of the largest of its kind in SA on completion with a capacity of 2m TEUs.
- ▶ Has a poison free rodent monitoring and control programme through the release of nine spotted eagle owls, three rock kestrels and a peregrine falcon in the area.
- ▶ Is the only port in SA that has an environmental authorisation (Record of Decision) for its construction and operation.
- ▶ Has the longest breakwater in SA and has been designed to withstand a wave height of 9m.
- ▶ Has a completed rail link from Gauteng to the port.
- ▶ Each month approximately 31 container vessels dock at the port with a berth utilisation of around 65%.

Initial expectations was to handle about 100 000 TEUs during the financial year 2010/2011 but this was exceeded and was finally 414 000 without significant impact on container volumes of the Port of Port Elizabeth.

Approximately 65% of the TEU's handled in 2011 comprised of transshipment cargo, revealing the port is geared to become a trans-shipment hub as originally designed

PARTICIPATING IN THE CREATION OF GATEWAYS, FROM AFRICA TO THE WORLD

◀ *With demand for African commodities soaring, the need for on-going partnerships between government and the private sector in developing infrastructure and capacity necessary to meet this demand is paramount.*

South African-based freight logistics and shipping giant Grindrod is heavily involved in developing and extending freight infrastructure that benefits African trade, utilising their experience in operating the Maputo Port, as well as strategically positioned terminals and rail. Grindrod is backed by a strong balance sheet and offers an integrated service offering with the ability to provide a full end to end solution for importers and exporters. This service offering includes transportation of cargo by road or rail from pit to port and shipped on to international markets.

The success of Mozambique's Maputo Port and Motala terminal is testimony to the company's commitment to growing Africa's trade capability. Since Maputo Port Development Company, (in which CFM (49%), Grindrod (24.7%), DP World (24.7%) and local partners (1,6%) have

shares) operating concession was granted in 2003, US\$225 million has been invested in the ports and it is anticipated that over \$ 1.5 billion will be invested in further infrastructure over the next 30 years. Cargo volumes have grown from 5 million tons in 2003 to over 12 million tons in 2011 and cargo volumes are expected to be 14 million tons for 2012. These volumes are expected to double over the next 4 years and reach 50 million tons by 2030.

At the recent Maputo Port conference, His Excellency the Prime-Minister of the Republic of Mozambique Aires Ali highlighted the various corporate achievements of the Maputo Port Development Company and its partners. "The Port is today more financially robust, more competitive and with a swift answer to its clients' legitimate issues", he affirmed.

During his speech, the Prime-Minister challenged all participants in the transport and logistical network to value the investments that benefit the national and regional economies. "It is fundamental that the rail sector mobilizes logistical resources and infrastructure to assure the

transport of cargo to the Port", he stressed. "The cargo potential in the region is enormous and the logistical need for its transport is even bigger, so we have to get the most out of this unique opportunity that the market is presenting to us", said Aires Ali.

In order to take advantage of significant strategic opportunities and participate in the infrastructural investment requirements in Africa, Grindrod, in 2011, successfully raised R2billion in equity, by introducing Remgro, as a strategic long-term investor. The board also introduced Vitol as a strategic partner to the Maputo Coal Terminal as well as establish a coal-trading joint venture, with Vitol. Vitol is the world's largest independent energy trader and the partnership is expected to create value for shareholders and enhance Grindrod's ability to execute on the expansion of the terminal and trading businesses.

Clearly, with the involvement and expertise of serious investors like Grindrod, the message to the world is, "Africa is open for business!"



Maputo aerial view

MTN : DOING BUSINESS IN SOUTHERN AFRICA



◀ Doing business in southern Africa is no harder than anywhere else

For business owners, southern Africa and the African continent as a whole, presents the classic capitalist proposition: If you're willing to take huge risks, you could reap huge rewards.

But in reality, doing business in southern Africa is no harder than anywhere else. It simply requires a different set of skills to navigate cumbersome logistics, poor infrastructure, red tape, a shortage of skilled workers, issues of governance, poverty and a number of other challenges.

In a region where the state remains a major economic actor, outside companies and investors intent on doing business there, must deal with governments and strict regulators.

Business strategists say companies most likely to succeed are ones that concentrate on niche markets and offer services in fields with strong growth potential, such as telecommunications, information technology, general infrastructure and the likes. Creativity is also needed to adapt to local conditions and demand.

MTN has combined its creativity and affinity for adapting to niche markets, to fast turn challenges into opportunities.

Formed in South Africa in 1994, MTN expanded into the Southern African Development

Community (SADC), with the acquisition of a licence in Swaziland in 1998. In 2005, the Group acquired a licence in Zambia, and stake in Mascom (Botswana).

Faced with the aforementioned challenges in the region, MTN's approach would be to tackle regulatory and political issues by conducting extensive research and working with country officials to ensure it always abides by the laws and regulations of each specific country; address the lack of infrastructure by investing in infrastructure projects and; garner support from locals by understanding their culture, providing a quality network, and engaging in Community Social Investment projects.

The Group's strategy has proven fruitful. MTN now has GSM licenses in South Africa, Zambia, Swaziland and Botswana, and ISP businesses in South Africa, Zambia, Botswana and Namibia, with the region accounting for more than 28 million of the Group's subscribers, out of a total of 170.5-million in Africa and the Middle East. This success can in part be attributed to MTN's innovative products and services which are tailored to specific markets.

These include services offered by MTN Business such as machine-to-machine solutions, which use cellular technology to link remotely to located or moving devices, providing data on which to make informed business decisions, as well as

cloud computing to outsource technology via the use of the internet.

Other services are tailored to individual consumers. MTN Mobile Money, for example, allows customers to perform a range of basic financial transactions using mobile phones. This service, available in Botswana, Swaziland and Zambia, has been very well received. Zambia, with 157 132 registered users and Swaziland with 50 000 registered users, are rated among MTN's 10 largest Mobile Money markets, which have a combined subscriber base in excess of 6-million.

The majority of MTN's SADC subscribers, more than 22 million are in South Africa, which also remains one of the Group's biggest markets. With data identified as major source of revenue into the future, MTN South Africa is a key market. This operation has shown significant data growth and contributes more than 57% to MTN's current data revenue.

Fittingly, South Africa was chosen as the market in which the Group would launch its Long Term Evolution (LTE) pilot in 2011, making MTN the first African cellular phone operator to introduce such a project. This speaks to MTN's commitment to bridge the digital divide and bring affordable world-class services to its countries of operation in the SADC region, and the rest of the emerging world.

This is further evidenced by services like m-Insurance in Botswana and Zimbabwe, which allows customers to pay monthly insurance premiums using cellular phones, and the cheaper and faster web browsing service, Opera Mini, which is available in South Africa and Zambia. Another innovative stride made by MTN has been the low-cost handset (US \$13) introduced in Zambia in 2009 to improve mobile penetration. The success of this project prompted MTN to look at introducing an entry-level US \$18 GPRS handset to all its markets in 2012.

Despite the challenges, MTN's SADC operations have been a success, and looking to the future, the Group will continue to seek ways to better service customers in this region.

BANKING ON THE AFRICAN RENAISSANCE

◀ **Sim Tshabalala, Chief Executive, The Standard Bank of South Africa**



Sim Tshabalala

Academics often debate whether aspirations, visions and concepts shape our economic destiny; or whether our hopes, plans and ideas are responses to

underlying social and economic trends. Practical business people believe that the answer is a combination of both.

The African Renaissance is a case in point. Many of Africa's most influential intellectuals and political leaders began to imagine an African Renaissance from the middle of the 1990s. At exactly the same time, Africa's economy shook off its post-colonial stagnation. Nearly twenty years on, our continent is the world's second-fastest growing region, with GDP expected to expand at around 5.5% this year. According to the IMF, Sub-Saharan Africa's per capita income has swelled by 70% since 2000 and Africa's spending power will increase by another 25% over the next five years. There is every reason to believe that Africa's economic takeoff will continue over the next several decades. This is thanks to factors including:

- ▶ Our immense natural resource endowments and strong demand for these in the BRIC countries
- ▶ The energies and skills of our young - and increasingly well-educated and healthy - population
- ▶ The powerful economic boost provided by rapid urbanisation
- ▶ Africa's stunningly fast information and communications revolution - almost every adult African will have a personal mobile phone by 2016
- ▶ The fact that Africa is now able to spend about US\$ 72 billion a year on infrastructure.

Another important factor contributing to Africa's economic renaissance is the rapid expansion of Africa's financial sector. There are now some 700 African and international banks operating on the continent. Even as some banks in the developed world have run into trouble, Africa's banks have grown fast, becoming stronger and more inclusive as they have expanded. The financial services sector in Africa expanded at an annual growth rate of 15% between 2004 and 2008, and now contributes 8% of the continent's GDP. It is estimated that this contribution could more than double over the next decade. The growth of the banking sector has wider benefits: as financial services expand, they stimulate growth and development throughout the economy. In fact, according to one major international study, as much as 20% of a developing country's

growth performance can be explained by the ability of its financial sector to provide loans when appropriate.

At Standard Bank, we are pleased to be able to say that we were quick to see the start of Africa's economic renaissance. We made our first major acquisition beyond South Africa twenty years ago, when we expanded into eight countries. The most recent stages of our Africa strategy have been major investments in full-service banking in Nigeria and Kenya; the start of full banking operations in Angola and, just last month, the opening of our business in South Sudan. We now operate in 18 African countries, and we are the largest bank in Africa by earnings and assets.

Africa remains at the core of our plans for the future. Our strategy is to continue to serve the fast-growing needs of our African customers by maintaining and building first-class, on-the-ground operations in Africa. Our Personal and Business Bank now has over 500 branches in Africa outside South Africa and is focusing on expanding our ability to lend responsibly to individuals and small and medium businesses. Our Corporate and Investment banking division will continue to connect selected emerging markets to Africa and to each other by serving the banking needs of our African and multinational clients, and by helping to trade Africa's commodities to the world. Appropriately for an African bank, we have deep expertise in natural resources, and we have a strong

track record in infrastructure finance across Africa. Our close links with China and the other economic powerhouses of Asia through our 20% shareholder, the Industrial and Commercial Bank of China - the world's largest bank - completes our set of competitive advantages.

Standard Bankers are passionate about Africa. We believe deeply in the vision of Africa's re-birth. And we aim to contribute to the practical work of making that vision real.



Standard Bank Regional Head Office: Durban

THE SOUTH AFRICAN NATIONAL ROADS AGENCY SOC LIMITED



Blackburn pedestrian bridge

◀ *The South African National Roads Agency SOC Limited (SANRAL) is an independent, statutory company registered in terms of the Companies Act. The South African government, represented by the Minister of Transport, is the sole shareholder and owner of SANRAL.*

SANRAL has a distinct mandate – to finance, improve, manage and maintain the national road network (the ‘economic arteries’ of South Africa) and is committed to carry out its mandate by protecting and preserving the environment through context-sensitive solutions.

The South African national road network consists of 16 170km of roads. This network seamlessly connects major cities, towns and rural areas, supporting economic growth and social development and immensely contributing to job creation in the country.

SANRAL has two primary sources of income. Non-toll roads (81% of the total national road network) are funded from allocations made by the National Treasury. Toll roads (19% of the total national road network) are funded from borrowings on the capital markets.

TOLL ROADS

Toll Road operations can be divided into two types – those managed and funded by SANRAL and toll roads which are wholly funded by private parties under the Public Private Partnerships (PPPs). PPPs have provided an opportunity for SANRAL to

partner with the private sector, bringing about a paradigm shift in respect of financial discipline linked to timeous delivery of basic infrastructure. The toll network extends around the country and includes the Gauteng Freeway Improvement Project (GFIP), the largest road construction project (185km) in South Africa over two decades. The revenue generated from toll roads go towards the financing of toll roads.

E-TOLLING

SANRAL is introducing for the first time in South Africa – a multi-lane free-flow toll collection system known as open-road tolling in Gauteng. ORT allows for tolls to be charged without vehicles having to stop or slow down. There are no physical toll booths; instead, overhead gantries are fitted with equipment that will recognise the electronic “e-tag” in a vehicle, with fees deducted from road user accounts.

For more information on e-toll please go to www.sanral.co.za and click on the etoll logo.

INTELLIGENT TRANSPORT SYSTEMS

SANRAL constantly works at utilising advances in technology for the benefit of road users. A case in point is the adoption and implementation of Intelligent Transport System Technology (ITS) on the Gauteng Freeway Improvement Project and the extension of ITS to the Western Cape (approximately 150km in length rolled out on

the N1, N7, N2, M5 and R300) and Kwa-Zulu Natal (approximately 100km of ITS infrastructure on the N2 and N3). This assists SANRAL in deriving the maximum benefits available from technology. The system will not only benefit road users through the travel conditions they would receive but also assist with incident management systems. These systems will provide a faster response time to incidents as well as improved safety and faster clearance of impediments to traffic flow.

SUSTAINABLE DEVELOPMENT

SANRAL adds value to all the developmental initiatives in the fields of transport, education, health, and development of communities. It revels in its role as partners in the development of all South African communities and sees this as closely aligned to our core function.

SANRAL makes a significant contribution towards road safety by maintaining and improving our road environment, and by identifying and addressing road safety concerns. The organisation also aligns itself with local and international road safety authorities in order to learn and improve the safety of our road users.

The organisation will continue to actively participate in communities across South Africa and support the development of South Africa’s human capital through tertiary institutions and cooperative governance.

KWAZULU-NATAL : A GATEWAY TO AFRICA



Durban Port (Courtesy of KZN Premier's Office)

◀ *A vision of the KwaZulu-Natal Provincial Growth and Development Strategy (PGDS) 2011 is that of a "Prosperous Province with a healthy, secure and skilled population, acting as a gateway to Africa and the World". The PGDS aims to build this gateway by growing the economy for the development and the improvement of the quality of life of all people living in the Province. However, KwaZulu-Natal (KZN) enjoys a number of competitive advantages in terms of location and infrastructure that positions the province as a logistics platform, a premier international business investment destination and an idyllic tourism destination, which will ensure its success.*

Durban is the busiest port on the continent and Richards Bay manages the biggest volumes of cargo in South Africa. As a consequence of the location of the two ports, Durban and Richards Bay have developed into major cities. These links make KZN a crucial gateway to South Africa, the South African Development Community region and the rest of Africa. The ports provide a key competitive advantage and effectively position the region to increase its share of the global market.

Richards Bay Port

Richards Bay anchors the country's largest harbour, the world's largest coal export terminal and numerous giant industries and operations. Since its opening, the Port of Richards Bay has expanded rapidly with the establishment of one new berth every second year on average, proudly fulfilling its aim of making it South Africa's leading port in terms of cargo volumes. To ensure the port remains as competitive and efficient as possible, Transnet Port Terminals has set aside sustaining capex of R3.7 billion. The investments to be fast-tracked in the 2012/13 financial year include mobile equipment, quayside equipment and weighbridges. Also included are safety critical projects as well as environmental and legal compliance projects.

Durban Port

Durban Port is home to two of the region's busiest container terminals, the Durban Container Terminal (DCT) and Pier 1. The port is South Africa's premier container, vehicle and liquid bulk port, and provides break bulk and MPT, dry bulk, ship repair, cruise liner, navy, fishing and recreational facilities. The R300-million harbour entrance-widening project was completed in March 2010. The project

widened the entrance from 120m to 220m and deepened it from 12.8m to 19m at its deepest point. This new width allows 9 000- TEU container vessels to safely navigate the entrance. Some of the major capacity creating projects to be embarked on by Transnet Port Terminals until 2018/19 will include:

1.) Durban Container Terminal Pier 1 expansion which will increase the capacity of the terminal from 700 000 TEUs to 820 000 TEUs by next year and eventually 1.2 million TEUs by 2016/17.

2.) Extension of the North quay at Durban Container Terminal Pier 2 which will help increase the capacity from 2.1 million TEUs in 2011/12 to 2.5 million TEUs by 2013/14 and 3.3 million TEUs by 2017/18.

Container capacity is also being created in other terminals such as the Durban Ro-Ro and Maydon Wharf Terminal through the acquisition of new equipment, such as mobile cranes, and various infrastructure upgrades.

Dug-out Port

In addition, the Premier of the Province, Dr Zweli Mkhize has welcomed the signing of a deal between Transnet and the Airports Company of South Africa for the purchase of the old Durban International Airport for R1,8 billion. The proposed dug-out port will provide berthing facilities of 16 container, five automotive and four bulk liquid berths. The initial cost includes basic port infrastructure and four container berths. Premier Mkhize said, "Our efforts aimed at positioning KwaZulu-Natal as a gateway to Africa and to the world have received a major boost following the signing of this deal. With the addition of the dug-out port, we have an important strategic asset."

The dug-out port will provide an increased basis for transportation and freight logis-

tics facilities, enhancing KZN's competitive edge. Of significance is that the dug-out port, will greatly expand the capacity of KZN to import and export goods. Premier Mkhize said that this, "Will provide an effective platform for forging trade linkages between provinces within the country, with neighbouring states and the rest of the world (particularly the Asian and South American sub-continent), offering the province considerable investment spin-offs and opportunities."

Durban Automotive Supplier Park

A strategic goal is to provide the logistics to ensure that the province's automotive industry doubles its size in the next decade, and that KZN becomes a leading exporter of vehicles. An investment of R 400 m into an automotive supply park - the Durban Automotive Supplier Park (DASP) - has been planned. eThekweni Municipality, working with Toyota SA and various multi-national component manufacturers, plans to site the new development close to Toyota SA's plant in the Prospecton area.

Dube TradePort

Recent research on the maritime shipping industry has focused upon the emergence of more integrated logistics chains, both within the maritime industry itself and between maritime- and land-based transportation modes. Located 30 km north of Durban, the new Dube TradePort is a catalyst for global trade and a portal between KZN and the world. It is the only facility in Africa that brings together an international airport, a cargo terminal, warehousing, offices, a retail sector, hotels, and an agricultural area. The King Shaka International Airport (KSIA), comprising an international passenger and cargo airport, is intrinsic to KZN's growth.

KZN Economic Development and Tourism MEC Michael Mabuyakhulu said that King Shaka Airport was never intended to be just an airport. He said, "When we decided to invest in King Shaka, we made it very clear that we did not just want to relocate from the old Durban airport. It was part of a bigger plan to secure new economic activities into KZN, in addition

to regaining international air connectivity for the region." Premier Zweli Mkhize said the King Shaka International Airport had resulted in the province being a preferred destination for conferencing, tourism and leisure.

However it is these new facilities proximity to the harbours of Durban and Richards Bay that give it the edge as a transport and logistics hub. The Dube Trade Port will greatly expand the capacity of KZN to import and export goods. The Dube TradePort will incorporate an industrial development zone, a perishables facility, inter-modal freight transfer facility and other commercial and retail opportunities as well as a cyber zone. The new approach provides a cost-effective solution to create a vast logistics platform, offering a significant means to enhance international competitiveness and job creation.

Rail and road links up and down the coast to these two major seaports will make it easy to switch cargo between different modes of transport. The precinct is bounded on the west by the railway line between Durban and Richards Bay and by the N2 highway to the east. Large quantities that arrive by sea can be dispersed in smaller volumes at speed by air to various destinations in Africa.

In essence, the Dube TradePort will effectively become a significant element in the further entrenchment of KZN's position in the global supply chain. Importantly, too, the advent of the Dube TradePort provides new and additional international air service opportunities. There is already significant airline interest, market potential, cost-effectiveness and new revenue generation for those airlines willing to fly to the new international airport. Of note is that the SA Express has identified Durban as a base in which to grow its footprint into the Southern African Development Community (SADC) region. An agreement with the Dube TradePort will see a connection of King Shaka airport to the region, especially to Zimbabwe, Zambia, Botswana and Mozambique.

Dube TradePort's Development Strategy will guide the development of the entire

Airport City and create significant opportunities for all businesses. The Dube Trade port will also form an important part of the pipeline of development projects, one of which is the improvement of the movement of goods and economic integration through a Durban-Free State-Gauteng logistics and industrial corridor.

"The Trade Port is also set to be Southern Africa's premier logistics platform, given that the Port of Durban provides connectivity to 53 international destinations and access to local distribution networks," said South African President Zuma at the recent official launch of the Dube Tradeport.

President Zuma added that the project is intended to connect the major economic centres of Gauteng and Durban/Pinetown, and at the same time, link these centres with an improved export capacity through our sea-ports and improved railway lines. An expected outcome is the stimulation of growth in the KZN Midlands, a major agricultural and industrial region through which this route will pass.

Richards Bay Industrial Development Zone

Another focus of activity will be the newly licensed Richards Bay Industrial Development Zone (RBIDZ). The RBIDZ is located on the national N2 freeway linking Durban and Richards Bay and a major dual-line rail link which connects it with the Dube Tradeport. The RBIDZ is also strategically positioned to service Gauteng strong mixture of industry, as well as the SADC's emerging market economies, which depend largely on the Port of Richards Bay for trade. The location of the RBIDZ makes it an all-in-one official gateway to emerging African markets. The RBIDZ has begun to intensify investigation of opportunities for further up/downstream beneficiation and production of value-added goods for export markets.

KwaZulu-Natal is indeed on the move and ready to meet the challenge of its position as a "Gateway to Africa" by rising high!"

RAIL TRANSPORT IN KWAZULU-NATAL

◀ *The Passenger Rail Agency of South Africa (PRASA) and The Department of Transport of KwaZulu-Natal have entered into a Memorandum of Agreement to co-operate on the improvement, development and investment in the passenger rail system of the Province. A Rail Steering Committee is to be established for the Province, for the alignment of transport planning, transport integration and the joint development/implementation of rail projects. The total investment by PRASA over the next five years is R5 billion. Premier Dr Mkhize who is championing this initiative said, "Importantly, our long-term strategy recognises the important role that rail transport, both freight and passenger, should play in the province's development. This will ensure greater mobility and modernisation of our rail transport".*

Among the key interventions is the initiative for PRASA to acquire 7 224 new, modern coaches for Metrorail services at an estimated cost of R123-billion. eThekweni Metropolitan Municipality is among the other six metros around the country that stand to benefit from this major recapitalisation programme.

A number of major initiatives and projects will form the basis of cooperation in KwaZulu-Natal and these include:

The North – South Rail Corridor Modernisation in eThekweni

Through the alignment of various planning processes over the past five years the North – South Rail corridor has been identified and declared as the backbone of the transport system in eThekweni Municipality. Consequently, a corridor modernisation plan has been developed by PRASA for the North – South rail corridor, which will include short, medium and long term interventions. This corridor has been prioritised for complete modernisation with capacity enhancements by PRASA over the next three to four years to coincide with the anticipated delivery of the new rolling stock in 2015/16 and the re-signaling of the KwaZulu-Natal network. The first new trains will be deployed on the North – South rail corridor while

all infrastructure, operational, depot and station facilities will be upgraded over the next three years.

The Corridor Vision includes:

- ▶ Dedicated passenger rail corridor (excluding freight movements)
- ▶ Improve service punctuality to at least 98% right time arrivals at all times (incremental improvement over short term, medium term, long term to world class standards)
- ▶ Zero train cancellations
- ▶ Extended hours of service – demand/customer responsive/ public transport system requirements
- ▶ Improved travel times.
- ▶ Provide capacity to ultimately move up to 60 000 passengers per hour in peak periods
- ▶ Improved customer experience.
- ▶ Modal integration – co-operation with planning authorities and private operators.
- ▶ Full system accessibility (universal access and station access)
- ▶ Improved security and uncompromised safety
- ▶ Transit oriented development/ densification
- ▶ Green corridor (environmental friendly and energy efficient building materials/ methods)
- ▶ Improved business sustainability

The North - South rail corridor includes the current rail connectivity and capacity enhancement project to the Bridge City development, consisting of a new 3,5 km rail link and intermodal station within the mixed land use development of Bridge City, north of Durban.

The total investment allocated to this project amounts to over R1bn for the rail link, station facilities and associated rail infrastructure, such as signalling and new train turn-around facilities at Dalbridge.

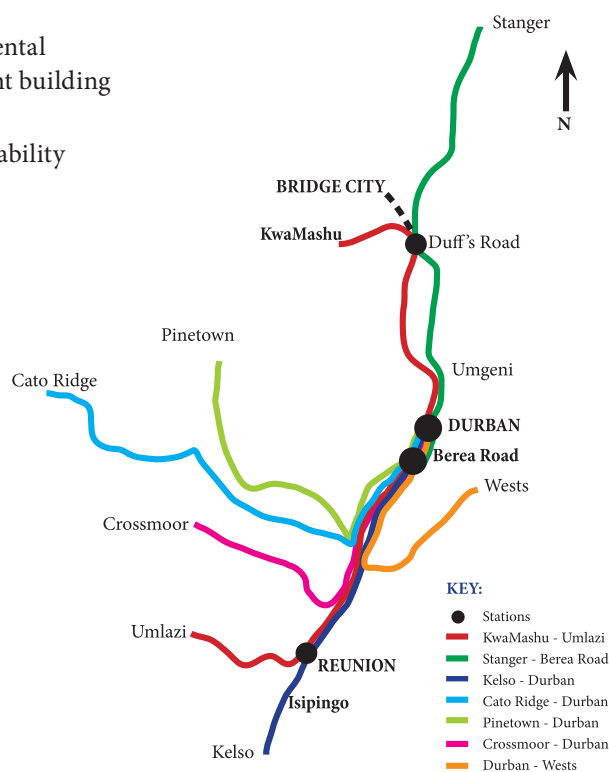
The Bridge City rail link will be completed by the middle of 2013 with the rail link and taxi/ intermodal facility catering for 18 000 passengers in the peak hour and up to 90 000 passengers per day. The project includes extensive involvement of local contractors with job creation opportunities of over 800 construction jobs created over the life of the project.

PRASA has entered into an agreement with the developers of Bridge City to ensure the rail mode is an essential feature of the development and to ensure the future role of rail as mass transport provider. This is a first development of its kind for PRASA and South Africa.

An important feature of the contract includes the sponsoring of 10 bursaries to prospective engineering students from KwaZulu-Natal, who have already commenced their studies and internship in rail engineering.

Intercity rail transport between Durban and Pietermaritzburg

A new business express service between Pietermaritzburg and Durban is to be launched. Coaches have been upgraded





Railway lines at Mabhida Stadium (<http://kzn-media.photoshelter.com>)

to provide comfortable business class express rail services between Durban and Pietermaritzburg, which will include dedicated service staff, security and mobile computer connectivity.

Infrastructure Modernisation And Engineering Works

Signaling Programme

PRASA infrastructure modernisation plans include the acceleration and funding of re-signaling of the Durban rail network.

The 1,5bn Phase 1 re-signaling project will improve train performance, create increased capacity and improve the safe operations of trains. The project also includes the construction of a new central train control centre to control and monitor all trains on the network.

In order to increase the availability of trains in KwaZulu-Natal, PRASA has launched a very specific intervention to create additional facilities for the upgrade and maintenance of trains. PRASA ensured the creation of an additional general overhaul contractor, Commuter Transport Engineering (CTE), in Pietermaritzburg to accelerate the refurbishment program, creating an additional 200 permanent jobs. A further 200 jobs have also been

created with Transwerk through additional orders placed for the modernisation of coaches. PRASA is further investigating opportunities to establish component suppliers in the region for revitalising the local rail supply industry.

Station development and upgrade programme

PRASA's Property Management Division is managing a station upgrade/ development programme to ensure PRASA's operational buildings, facilities and stations are well maintained, upgraded and clean. The programme also includes a commercial component to ensure that stations generate additional revenues to reduce the reliance on operational subsidies for the management and maintenance of the stations. A total of over 50 stations are involved in the programme with a construction and job creation value of R140 m over the next 18 months.

Future Rail Developments

One of the priority rail development projects in KwaZulu-Natal involves the King Shaka Airport Rail link, together with the investigation of potential northern linkages required in this area. PRASA, together with the eThekweni Transport Authority and the provincial government, will conduct a feasibility study during 2012 to es-

tablish the most feasible rail linkages, including the possibility of introducing light rail technology, to serve the King Shaka, Cornubia development area, the North Coast hotel belt and other planned large scale developments. Due to large scale developments in areas like Dube Trade Port, Umhlanga and Ballito, the north has rapidly developed as a major commercial and retail hub, firmly establishing itself as a major investment area. As development continues in this area, a northwards investment direction is evident with estimates indicating public transport trip generation of over 80 000 trips in the peak along this corridor. The role, strategies and plans for passenger rail in KwaZulu-Natal should support the improvement of reliability, quality and safety of rail services as mode of choice for working class commuters, and to provide an alternative to the private motor vehicle and expensive private public transport in the region.

The alignment of rail plans and strategies with KwaZulu-Natal's economic, social and transport objectives is fundamental for PRASA to achieve the desired impact for transport mobility in the region and to support economic development and sustainability of the Province.

DEVELOPING KWAZULU-NATAL THROUGH PRIVATE PUBLIC PARTNERSHIPS



◀ The past decade has seen a significant increase in the use of the public-private partnership (PPP) for African development projects. A recent Nepad Policy Focus Series paper defined a PPP as, “a contract between a public sector institution and a private party, in which the private party assumes substantial financial, technical and operational risk in the design, financing, building and operation of a project”.

According to the South African National Treasury, through PPPs the public gets better, more cost-effective services; the private sector gets new business opportunities. Both are in the interests of the nation. Indeed future infrastructure development throughout Africa may very well depend upon successful PPPs.

Tongaat Hulett together with the eThekweni Municipality, the provincial government of KwaZulu-Natal and the National Government has established a number of successful private public partnerships. Apart from creating employment opportunities in their initial stages, these projects will benefit the ongoing socio-economic growth of the province to the benefit of its people.

Dube Aerotropolis

The Dube Aerotropolis, which refers to a city region around an airport, is a collaboration between Tongaat Hulett, the

Dube Tradeport Company (an agency of the Provincial Department of Economic Development and Tourism) and eThekweni, kwaDukuza and iLembe local authorities. King Shaka International Airport’s launch in May 2010 heralded in a new era in connectivity and development, as well as the creation of a new generation airport city. A unique opportunity exists to plan and develop an integrated, multi-modal hub from scratch, with each component designed for synergy and growth. The development will address environmental issues and ensure sustainability on a macro and micro scale through managed, ongoing initiatives, in which the investors and partners will have an opportunity to be involved. These initiatives include the rehabilitation of approximately 4 000 hectares (9 884 acres) of forests and wetlands within the aerotropolis region. The objectives are to:

- ◀ Maximise returns to the airport, its users, businesses, and the broader community which it serves
- ◀ Facilitation of trade and economic development in the province
- ◀ Airport to become centre of an economic node
- ◀ Facilitation of airport functions and amenities as well as industrial / warehousing / business requirements
- ◀ Install development generating factors from the start
- ◀ Seamless, integrated use of land
- ◀ Create a bulk infrastructure framework for regional development

- ◀ Provide transport linkages at all levels - labour, businesses, residents, freight and travel
- ◀ Provide a combination of lease-hold and freehold land tenure to promote investment (security of tenure assured - drive for urban investment supported and upheld by Government)

Cornubia

Cornubia, a partnership with Tongaat Hulett, the eThekweni Municipality, the National Department of Human Settlements and the KZN Province, is a multi-billion rand project which is viewed as a national flagship integrated human settlements project. The mixed use and mixed income development, spanning over some 10 to 20 years will consolidate and integrate the communities north of Durban. Cornubia will be the home of the next major industrial area in the north, with construction of the 80 hectare Cornubia Industrial and Business Estate having commenced in early 2012. This will be a key industrial development with linkages to the new international airport and the closest greenfields industrial location to the Durban port. The planning of Cornubia is based upon the principles of sustainable development with higher densities, a wide range and integration of income levels, employment and economic opportunities, substantial provision for schools, clinics and other social facilities, predicated on viable non motorized and public transportation and extensive open spaces.

The development is proposed to provide some 24 000 homes of which 15 000 are proposed for subsidised housing (and the balance for a wide range of affordability levels). By offering attributes such as safety and security, public open space, traffic accessibility, proximity to labour pools and an excellent working environment, Cornubia will build communities and position itself as a place to live, work and play. More importantly, Cornubia represents the vision and commitment of a government which has its dreams and ideals of its people in mind, as well as a willing private sector development partner keen to help make a difference.

The development is strategically located

(some 15 kilometres south of the new King Shaka International Airport) between the historically created and disadvantaged areas of Phoenix, Ottawa and Waterloo and newer areas of Mt Edgecombe and Umhlanga and has been planned to integrate these very different and disparate communities in a manner which adds value and enhances linkages and opportunities to all.

Bridge City

Located just 17 kilometres from Durban's city centre and with immediate freeway access, Bridge City is one of the most exciting projects on the go: a revolutionary new town centre that provides a new urban core to the north of Durban and also bridges the communities of Phoenix and Inanda, Ntuzuma and KwaMashu, known as INK. Bridge City is creating a vibrant, integrated community, as well as bringing infrastructure and services to these areas, including an intermodal transport hub that includes a new rail station that on completion is anticipated to accommodate approximately 40 000 commuters every day – the second busiest station in KwaZulu-Natal.

Bridge City's economic impact extends to business development, job creation and empowerment, and some of the initial developments include a regional hospital and medical suites, filling stations, entertainment sites, a magistrate court, and a 48 000 square metre regional shopping centre.

Over and above some 400 000 square metres of commercial space, 4500 residential apartments will be part of Bridge City in a range of sizes and options.

It will be a catalyst for economic growth and the empowerment of surrounding communities by improving their access to public transport and opportunities to live, work, travel, shop and do business within the INK area, via a symbiotic relationship between the public and private sectors.

Operation Vuselela

KwaZulu-Natal Department of Economic Development & Tourism (DED&T) in partnership with Tongaat Hulett has taken the concept of public-private partnership to a higher level in their collective drive to accelerate socio-economic transformation in various rural communities in the prov-

ince. This has been demonstrated in their collaboration and commitment towards the development of small-scale sugar cane farmers with the launch of the Operation Vuselela (revival in Zulu) project. The initiative is aimed at encouraging emerging cane farmers acknowledge the importance of following cane farming methods that ensure higher yields and the improved profit margins necessary to build a sustainable sugar cane farming enterprise.

The partnership of Tongaat Hulett and KZN Department of Economic Development and Tourism (KZN DED&T) is a prime illustration of value creation. In the 2009/ 2010 planting season operation Vuselela was initiated with the ultimate goal of planting 3 534 hectares of cane by the end of the first three year period. The project has now been extended by an additional one year. As at 31 March 2012, a total of 2 341 hectares have been planted since the project was initiated.

Since the commencement of the project, more than 2 000 small medium sugarcane farmers, who were previously unemployed, have been established. Over a ten year period these new sugarcane farmers will employ at least 726 permanent and more than

6 000 seasonal employees. As at 31 March 2012, 1 664 small medium sugarcane farmers have been trained in sustainable farming practices and other agri-processing disciplines in-order to increase productivity and resource efficiency creating sustainable rural economies beyond the project term.

KZN DED&T contributed R51,8 million of which R22,4 million has been spent. Tongaat Hulett's cash contribution is R13,6 million and its indirect contribution in the form of technical, managerial and logistical support over a four year period is in excess of R20 million.

Tongaat Hulett Sugar is the implementing agent for Operation Vuselela and in line with the spirit of the proposal all goods and services will be outsourced.

The underlying aim of Operation Vuselela is to create employment and general economic development opportunities in the targeted rural areas. The active part of the whole project is in the Small Scale Grower areas in tribal areas of rural KZN. This is part of Tongaat Hulett's effort of securing and increasing sugarcane supplies to the mills while uplifting the rural communities.



Bridge City is one of the most exciting projects on the go

TRANSPORT AND SOCIETY: A LOOK FORWARD (FROM THE RECENT PAST AND FROM A UK PERSPECTIVE)



◀ *Glenn Lyons is Professor of Transport and Society and founder of the Centre for Transport & Society (CTS) at the University of the West of England, Bristol (UWE), UK. He was CTS Director from*

2002-2010 and is now Associate Dean (Research and Knowledge Exchange) for the Faculty of Environment and Technology. His research has focused upon the role of new technologies in supporting and influencing travel behaviour and on attitudes towards transport. A former secondee and expert advisor to the UK Department for Transport's traveller information initiative 'Transport Direct', Professor Lyons has led major studies for the DfT and UK research councils into traveller information systems, teleworking, virtual mobility, travel time use, user innovation, road pricing and public and business attitudes to transport

This article is an abridged version of the inaugural address given by Professor Lyons in 2004 that set the foundation of principles for his subsequent development, with colleagues, of the Centre for Transport & Society. He will be giving an updated ad-

dress on this theme at the 'Connecting Africa' conference.

Traffic Congestion

Traffic congestion is a worldwide phenomenon. In 1924, the first white line was painted in a London street as an experiment to solve the traffic congestion problem, which was considered at that time to have become acute. Further back still, there were serious concerns that 'pollution' from horse-drawn traffic would leave London knee-deep in the consequences. In 1963, the Buchanan Report in the United Kingdom (UK) advocated a combination of new road capacity, improved public transport and traffic restraint as a means to tackle congestion. In 2002, 28 professors of transport submitted jointly an open letter of concern to the UK Secretary of State for Transport. The thrust of the message was clear and in line with Buchanan: a combination of selective road building and improvements to alternative means of transport to the car will not improve travel conditions unless accompanied by traffic restraint.

The scale and complexity of the problems associated with a mobility-dependent society have grown since the 1960s. Society has moved from the Motor Age being 'at a comparatively early stage' to being at its height or, it might be argued, past its prime. Currently, it could be argued that at best congestion is being managed. At

worst, congestion is being coped with while, at the same time, the transport system undergoes a graceful degradation under the burden.

In addition, policymakers have social well-being and sustainable development moving higher on their agendas alongside transport. The need for politicians to make tough but realistic policy decisions on transport is now becoming unavoidable. They must confront the realities of living with the car, as must the general public. The motoring public is still happy to advocate that public transport should be improved, but with an implicit if not expressed assumption that it will be used (more) by other people. Traffic restraint, however, is another matter. Surely, it is an outrage to further impede car use by reducing its priority on the highways or by charging the poor motorist to do battle with congestion? After all, has the motorist not suffered enough already with being in traffic jams and paying the Treasury dearly for the privilege in the form of road and fuel taxes?

Embracing the Social Sciences

To grasp the nettle of travel demand management, transport planning must move beyond engineering and economics and embrace the social sciences of psychology and sociology. Through considering the psychological dimensions of human behaviour including social norms and habits, policy makers will be better equipped to deal with influencing travel choices. Public attitudes as well as the media also have a role to play in how transport issues are perceived and resolved.

In the UK, as in many other countries, it is the government's expressed wish to reduce social exclusion and to ensure a better quality of life for everyone, now and in the future. In other words, development is crucially no longer driven solely by economic imperatives. In the light of the human dimensions of behaviour and the realities of modern day problems such as road degradation, pollution and adverse social impacts, it is appropriate to make some observations:

- ◀ Avenues of escape from the realities faced in transport are now closed.
- ◀ Need and opportunity for tough but realistic transport policy has come of age.



Rodger Bosch, MediaClubSouthAfrica.com

- ◀ Social capital, i.e. 'society', now sits alongside transport high(er) on the political and public agenda.
- ◀ Policy aspirations dictate that transport must develop in such a way as to support society.

Meeting these challenges calls for joined-up thinking with transport experts and policymakers becoming more adept at making the links between transport and society. Our transport systems must be developed and operated in such a way as to support a vibrant economy and an equitable society with enhanced opportunities for individuals to fulfill their potential and to enjoy a satisfactory quality of life. This must be achieved without undue adverse impact on the built and natural environment and must be sustained to support the needs of future generations.

An Integrated Approach

In the past there appeared to be a mentality of 'transport is here to serve'. Architects and custodians of the transport system were not asked to reason why, but simply to meet the demands society placed upon them. However, in more recent times, the illusion of such a comparatively simple regime has been shattered. As society's levels of mobility have intensified and as a growing array of problems has become apparent, we are being forced into recognizing that transport does not merely serve society, it shapes society, as in turn society shapes transport. There is a need for an integrated approach to transport to extend beyond integration within transport and between transport systems and services. It must also include the integration of transport with the environment, land-use planning and policies for education, health and wealth creation. In short, transport is inextricably linked to society and lifestyles; and the linkage is two way.

Managing traffic is seen by the public in the main as trying to accommodate its mobility wishes. Managing demand by contrast is, and is seen to be, a manipulation of, or constraint upon, public wishes in relation to mobility and people's daily routines. In the UK many policy options for managing demand are now recognized and some are being pursued. Options include: restricting or prioritizing vehicular access or parking; road pricing; improved vehicle utilization (car sharing); reducing



Chris Kirchoff, MediaClubSouthAfrica.com

the length and number of motorized trips through land-use planning; and trip suppression through enabling virtual access.

What needs greater attention is not only the social context for the introduction of such policies, but also the understanding of public response to such measures and ultimately their effectiveness. The latter issues are particularly crucial for politicians. There is a need to consider what factors influence choice and behaviour so that in turn decision-makers can be (more) effectively advised on appropriate formulation and implementation of policy. Some examples of social context and behavioural responses are explained briefly below.

Social Context

A variety of complex social patterns affects daily activity and heightens the need for flexible mobility. The following are only two examples of the myriad factors which affect the social context of transport.

Social well-being is by no means synonymous with economic well-being, but the latter often influences the extent to which people can participate in society. This is significant in a society in which participation i.e. access, has become increasingly dependent upon motorized mobility. Such mobility comes at a cost. Indeed while, overall, the cost of car use in real terms is

cheaper than use of public transport, the initial capital outlay means that a substantial proportion of those in the lowest household income bracket are dependent on public transport. Given the increased household expenditure on transport and travel, one might ask to what extent some people are choosing to spend more while others on low incomes are forced to pay higher public transport fares?

Creations of the Information Age such as mobile phones and the internet are providing a new flexible means of connectivity between people, goods, services and opportunities, and on a very large scale. Growth of the internet has been far more rapid than previous expansion of the highway infrastructure. Likewise, growth in home ownership of computers with internet access has been far more rapid than the growth experienced in household car ownership. The connectivity provided by both transport and computer networks is ultimately about providing their users with access, enabling participation in society. This suggests strongly that with the transport network's capacity to provide society with access now stretched close to the limit, the capacity of computer networks must now play a key role in providing access. In effect, virtual mobility or, more specifically, virtual access should form part of an integrated transport strategy.

Behavioural Responses

There is, as mentioned earlier, also a need to consider what factors influence choice and behaviour so that in turn decision-makers can be (more) effectively advised on appropriate formulation and implementation of policy. Five key factors are introduced and considered below.

Social Norms

What is meant by social norms? Norms tell us what is normal and what one ought to do. They reduce uncertainty and thereby contribute to social order by implicating that those who do not conform to the norms act 'wrongly'. Changing circumstances, new experiences and new knowledge tend to call forth demands for changes or abolition of old norms and for the creation of new ones. There are undoubtedly many norms associated with or influencing routines and travel behaviour. It is normal to use a car almost regardless of the journey length. It is normal to be ignorant of what public transport services have to offer. It is normal to feel that travel time is wasted time and something to be minimized. However, as implied above, norms are not fixed and given. They change over time because of circumstance, experience and changing societal priorities.

Social Dilemmas: 'The Voter's Paradox'

Social science research has seen a large number of studies concerning the phenomenon of social preferences, namely that individuals' decisions can be shaped not only by the gain or loss to themselves, but also by the gain or loss of others. The essence of the social dilemma is that the individual experiences intrapersonal conflict wherein they have to choose between their own personal or the collective interest. Some individuals will be influenced in their actions by how they will be judged by others — driving a car to a public transport conference when there is a viable public transport alternative and when one is known to have done so by one's peers might be such an example. Taken together, social dilemmas and social preferences present a challenging environment in which to understand and influence travel behaviour.

Habitual Behaviour

Individuals are highly habitual in their travel choices to the extent that for the

majority of journeys there is no choice to be made at all. Can habitual behaviour be challenged and changed? There are natural junctures in people's lives when greater opportunity exists to change behaviour, namely life stages or life events. At such junctures, personal circumstances can typically be changed significantly. Such life events include learning to drive, having a baby, moving home, looking after someone and retirement. At these points, when individuals will be more inclined to review and appraise their options (including those for travel), there is an opportunity to target efforts positively to change behaviour and establish new, more sustainable habits.

Pain, Gain and the Media

As acknowledged above, people are creatures of habit and by implication tend to be resistant to change. Yet, an often unspoken and perhaps diametrically opposed characteristic of people is that they are incredibly versatile and adaptable to change. The media are adept at exploiting the public's fear of change and the prospect of pain. Such things can grab the public's attention. Ever after the 'bad news' story, the media will invariably elect to dwell upon and promote the (potential) pain of planned or imminent change rather than the potential gain that may be realized following change. Gain is a 'good news' story of far less value in terms of column inches.

Human versatility and adaptability to change is a huge opportunity that is seldom exploited by decision-makers and politicians in transport. Three lines of approach would be required to change this situation:

- ◀ Educate the public to see through the media hype and have faith in a gain with (possible) pain culture.
- ◀ Work with the media to identify ways in which promotion of the gain rather than the pain can be made newsworthy
- ◀ Adopt a resolute approach to introducing change with a preparedness to 'ride the storm' of media hype and public opinion and a firm belief that the post-change gain will restore and even begin to build public confidence.

Functional Thinking

New technologies will undoubtedly, for better or worse, be significant in the fu-

ture of transport. Through only functional thinking, new technologies can be judged capable of enabling the purpose of an activity to be fulfilled. This neglects the consideration of other social and psychological aspects of an activity that may not be addressed. Consider, for example, the trip to the grocery store. Thinking functionally, the purpose of such a trip is to replenish household supplies. With the advent of the Internet, this function can now be fulfilled without leaving one's home due to online shopping. However, for many people, shopping is an excuse to get out of the house, to meet people and even to socialize. Teleshopping fails to meet this need.

Conclusion

If transport is to develop in such a way as to support society, then transport experts must become more adept at making and understanding the links between transport and society. It is the author's belief that future success lies in taking bold steps to ensure car use is rationalized. This does not imply that car use as a whole is bad. Rather, it emphasizes that society needs to limit car use to the journeys and circumstances for which it is the most sensible means of travel. It is also the author's belief that rationalizing car use cannot be left to the individual. The prevalence of social norms and 'The Voter's Paradox' dictates that government must take the lead. Traffic restraint will not be needed at all times and places. When and where it is deemed necessary, it will be crucial that politicians feel able to provide consistent and full support. There is still much to do in rising to the challenge of how to keep the public and media on side when tough but effective decisions are called for.

For the coming 50 years, not only is it hoped that decision-makers will be more far sighted and resolute in acting upon the advice of their transport experts, but also that they will seek to harness the opportunities of non-corporeal means of access that the Information age has brought. Future transport must have accessibility not mobility at its heart.

{This article has been condensed and adapted from the article Transport and Society published in Transport Reviews, Vol. 24, No. 4, 485–509, July 2004}

THE SALGA-KZN GAMES PROMOTING INTERACTION AND PARTICIPATION



The opening of the SALGA Games 2011

◀ *Approximately 4100 competitors descended on eThekweni Metropolitan Municipality from all districts of the province of KwaZulu-Natal to compete in the three days of the South African Local Government Association (SALGA) KZN Games in December 2011. These athletes were accompanied by district and local mayors, councillors, technical officials, coaches, and supporters. In addition, government officials, business representatives and the media attended the various events, which attracted, in all, about 10 000 spectators.*

The SALGA-KZN Games is an annual mixed code sporting event held in the province of KwaZulu-Natal for all its district municipalities. Inaugurated in 1998, and supported by the KZN Department for Sport and Recreation the much anticipated event emphasizes the important role that sport plays in society. KwaZulu-Natal MEC for Arts, Culture, Sport and Recreation, Ms Sibhidla-Saphetha, in her Games message said that the Department's support for the Games encapsulates all that the Department stands for. Sport has the ability to transcend being 'just games' through providing entertainment, promoting local economics and promoting healthy lifestyles. The games also promote interaction between the various district municipalities within KwaZulu-Natal. Her Worship the Mayor of uThungulu, Cllr Thembeke Mchunu, said "Sport should be enjoyed. However we can also learn new skills from other teams. KwaZulu-Natal's districts can achieve a lot by working together and

developing the feeling that we are one".

Each year the Games are held in a different district municipality. The changing location ensures that different district municipalities are involved in the planning and management of sporting events. A further aim of the Games is to facilitate the development of sustainable sport infrastructure within municipalities.

The Games are also a boost for local economies due to the need for catering, logistics and other services.

The Games have evolved from their origins in only one sporting code namely soccer and now consist of 15 codes: Rugby, cricket, swimming, ballroom dance, golf, soccer, volleyball, indigenous games, swimming, karate, netball, table tennis, athletics, boxing, and basketball. Both men and women teams and individuals participate in many of these sporting codes. Teddi Adams the project manager of eThekweni stated that her favourite event was indigenous game especially the skipping with its vibrant atmosphere. She said, "the SALGA KZN Games provide athletes with experience, insight into the world of sport and competing. "Selection for the events takes place at a ward, local and district municipal level within

KwaZulu-Natal. Through the qualifying events 30 000 - 40 000 people compete, ensuring that mass participation in sporting activities occur. This method is especially important to people in previously disadvantaged areas, who may not often be provided the opportunity to compete in sporting events. The build-up to the games also creates an opportunity to identify sporting talents in the outlying areas of all district municipalities. This event provides a great opportunity to build the self esteem of young people. Caitlin Hess a swimmer from Sisonke Municipal said, "It was fun, the SALGA games have brought teams closer together and made people realise their dreams of achieving in a sport they never thought they could succeed in."

The highly successful event received much praise from all involved. CEO of SALGA KZN Mr Sandile Ben Cele said, "We as SALGA KZN are proud that the organising and planning of these Games has improved over time. This is reflective in the wide range of guests and visitors who want to be part of these Games. In addition, the SALGA KZN Games have also become a successful sporting model for other South African provinces to follow."

The Chairperson of SALGA KZN, Councillor Welcome Mdabe said, "It should be noted that more than anything the Games for the past 13 years have encouraged collaboration, enhance coordination, strengthened cooperation, unearthed young talent, built character, discipline and broader mass participation in sport."



Athletics, just one of the sports in the SALGA Games

THE SECOND TRAIN OF GOOD CLEAN HEALTH : PHELOPHEPA II



Phelophepa II Salt River Saldanha Bay

◀ *The Phelophepa II, a second health train, was launched by the Minister of Public Enterprises Malusi Gigaba, on behalf of Transnet. The event took place at the Mount Ruth train station in Mdantsane, in the Eastern Cape, in March 2012.*

The name Phelophepa combines elements of Sotho and Tswana, and roughly translated it means “good, clean health”. Phelophepa I is a clinic on rails providing onboard primary healthcare including basic screening services, dental, optometry and psychological care, among others. The new train will operate simultaneously with Transnet Phelophepa I, which started operating in 1994. Phelophepa I has been called South Africa’s miracle railway clinic, the train-of-hope and has been named as one of the best health care providers in the world.

Speaking at the launch, Minister Gigaba said, “What started off as a modest three-coach eye clinic has become a world-renowned beacon of hope, providing healthcare throughout South Africa, particularly in rural areas allowing us to reach communities and people that need healthcare the most.” He added, “The launch of

the train reaffirms our commitment to a shared vision of creating sustainable communities by promoting a long and healthy life for all.”

In June 2008, the train won the United Nations Public Service Award in the ‘Improving Service Delivery’ category. On accepting this award, Lynette Coetzee, Senior Portfolio Manager (Health) at the Transnet Foundation, shared Phelophepa’s vision: “In the poorest parts of South Africa, a child’s story is a series of ‘ifs’. If a child is better nourished, if he can get healthcare, if she can have an earlier diagnosis; they may have a brighter future. Phelophepa is designed to address some of these ‘ifs’.”

The Phelophepa II health train together with Phelophepa I has the potential to make a difference to the lives of 370 000 patients a year. The first Phelophepa train has served more than six million people in rural communities over the past 18 years and is undergoing a 12-month refurbishment. From 2013, the two trains will, for the first time, work together to visit all the eight provinces on a yearly basis. The first train will visit the Eastern Cape, the Northern Cape, the North West and Lim-

popo, while the other train will take the Free State, KwaZulu-Natal and the Mpumalanga route.

In rain, shine, heat or cold, patients travel long distances – sometimes walking more than 30 kilometres, to visit Phelophepa. Train manager Onke Mazibuko, a psychology major student who first stepped onto the train as a trainee with the Phelophepa medical team in 2009, has since worked through the ranks to become the manager of the service. He says a daily highlight for him is the appreciation of patients, which is overwhelming. The late Sister Magdeline Ntकिनca, past Head of the Health Clinic said, “A lot of people say to us that the train listens to them. It hears their concerns; it makes them feel that they matter. It gives voice to their health and well being.”

Phelophepa II – An Engineering Marvel

The R82 million Phelophepa II project was engineered and built at Transnet Rail Engineering’s facility in Salt River, Cape Town, using South African skills. This facility shall also be responsible for the maintenance of the trains. The new train consists of eighteen coaches; including accommodation coaches equipped with

showers, vacuum ablution systems, telephone lines, network points and television sets; a health clinic; a pharmacy; a dental clinic; a psychology clinic; an eye clinic; a power car; storage and laundry facilities; a workshop and storage coach; a management coach with a boardroom; a security section as well as a fully equipped kitchen coach and dining car.

Minister Gigaba said, “The train is a carefully designed modern engineering marvel boasting advanced technology such as the use of fibre optics as a network medium - a first for any train in South Africa. The refurbishments and technical specifications of the train have been developed using the latest technologies available embracing modern methods of communication such as satellite technology and wireless networks.”

Partnerships

The trains have a budget of about R102 million combined. Currently services are provided in partnership with the private sector, the primary sponsor of the trains’ on-board health clinics and pharmacies being F. Hoffmann La-Roche. Other partners include Telkom, Colgate-Palmolive South Africa, Impumelelo, Swiss and American Friends of Phelophepa, the Order of St John’s and Air Liquide.

Roche chairperson Dr Franz Humer commented on the launch, “Roche is proud to have continuously grown its support for the Phelophepa healthcare train during the 18 years of our sponsorship, because Phelophepa has such a remarkable impact on the lives of thousands of people every year.”

The Roche Health Clinic conducts screening for cancer, diabetes, and hypertension, with pap smears for women and prostate checks for men. The screening itself is backed by a thorough programme of education and outreach.

A Training Platform

A special team of resident staff live on the trains for their annual nine month operational periods. These dedicated healthcare professionals and support staff, together with the Transnet Foundation Office, manage the logistics and supervise the continuous stream of final year students from leading academic institutions all

over South Africa, who participate to gain invaluable practical experience for two weeks at a time.

“We have students from various faculties, such as dental, pharmacy, psychology, besides others, who get a two-week opportunity to work on the train. The training is intensive because, at times, we work an 18-hour shift and, coming mostly from urban settings, this is often a challenge for students to adjust to in the first few days,” said Coetzee. About 60% of the train staff consists of graduates because they now have the urge to give back and immediately see the contribution their skills make to patients on a daily basis, she added.

Said Coetzee “We want to continue with the high quality of service we currently offer and continue making a difference in the lives of people in poor rural communities.”

Community Services

Phelophepa I has expanded its services over the years based on the needs expressed by the communities to which services are provided and this service will continue on Phelophepa II. The key objective of the healthcare portfolio is to deliver primary healthcare services to rural communities living around the trains’ areas of operation. The aim of the healthcare initiative is health education and awareness to ensure that the trains leave a legacy long after they have passed. Healthcare education equips people living in such remote communities with important knowledge

on a range of elementary health skills from nutrition to hygiene, to exercise, to coping with chronic conditions such as HIV/ Aids and cancer and shows them how to take their medication correctly. This initiative include basic oral hygiene, how to treat diarrhea in infants and other minor ailments. The Basic Health Care Education programme is covered while the trains are at a station.

For every stop, each train’s mandate is to train 20 volunteers, chosen by the communities, in basic healthcare and encourage them to go out and transfer this knowledge to their communities and families. This is the ‘each one, teach one’ initiative, which ensures that education is a continuous process, said Coetzee. Phelophepa I has through community outreach services assisted a total of 2 013 553 individuals and trained 12 000 community volunteers from vulnerable communities across South Africa on basic health care. With the launch of Phelophepa II this profound impact will double. In this way, in addition to addressing basic medical needs, both trains will contribute towards youth development and empowerment.

“The Phelophepa does not come to work miracles. It comes to offer care, and to spread the gospel of good health. And in place where there may be only one doctor for every five thousand people, that can be miracle enough” (The Transnet Foundation).



Crowds queuing at Bergville KZN

NORTH STAR ALLIANCE : PAVING THE ROAD TO HEALTH



The first Roadside Wellness Centre was established in Mwanza, Malawi, at the busy border post linking Malawi and Mozambique. About 300 people visit the centre each week for clinical visits.

Photo: Clementine Noblecourt

◀ In early 2011, a charismatic 45-year-old long-haul truck driver from Malawi agreed to be filmed. Edward Jana Mbewe would be 'shadowed' by a film crew for six consecutive days to capture a snapshot of his life: at home and on the road. The footage would contribute to a documentary film about the health of mobile populations in sub-Saharan Africa.

Edward has been traversing African transport corridors for more than 20 years. Despite the loneliness and persistent dangers (he once lost a finger during a hijacking), he says he feels at home on the road, finding comfort in the routine of his travels.

"Every week it's the same routine: I drive to the Port of Beira in Mozambique, pick up my load, head back to Malawi to drop off my load, I rest for one day then set off again," says Edward.

"Being on the road means I'm away from my family for long periods.... Dealing with that loneliness is the most difficult part of my job."

But mobile workers like Edward have more to contend with than just loneliness. Sub-Saharan Africa remains the region most heavily affected by HIV worldwide, accounting for over two-thirds (67%) of all people living with HIV and over two-

thirds (68%) of AIDS-related deaths in 2010. Long-haul truck drivers often have higher rates of HIV infection compared to the general population due to the nature and demands of their work.

Most drivers spend about 26 days a month on the road. Separation from their partners and established social norms combined with a lack of access to quality health care services puts them at greater risk of HIV and exposure to sexually transmitted infections (STIs), and of developing a litany of health problems, from hypertension, diabetes and obesity to malaria and tuberculosis.

These diseases are incapacitating the transport workforce, as well as other mobile populations, such as sex workers, who work in busy border communities. These groups are not only more vulnerable to contracting communicable diseases, but they also play an important role in transmission.

Targeted care

North Star Alliance is working to address this critical problem by providing mobile populations with sustainable access to quality health and safety services. The not-for-profit works to improve the health of supply chains and prevent the spread of disease by using a unique model: a net-

work of strategically located clinics called Roadside Wellness Centres (RWCs).

The RWCs are located at 'hotspots', such as border posts, transit towns or ports, where large numbers of trucks stop, load and off-load, and where sex work and other informal trades flourish. These locations allow mobile workers the opportunity to access care without losing valuable work time.

Made from converted shipping containers, the centres are open to everyone but designed for the specific health needs of mobile populations. Each centre is staffed by a local medical officer and behaviour change specialist, and offers general health check-ups, treatment for STIs and malaria, counselling and testing for HIV, free condoms and information on a range of topics including diabetes and positive gender relations.

Convincing drivers to access the care, though, is not always easy. When Edward agreed to participate in the documentary, he also agreed to the condition imposed on him: to visit the North Star centre on the last day of filming and be tested for HIV. Edward did not know his HIV status then. He had driven by the RWC countless times but had never visited.

Today, Edward still doesn't know his status. While he did visit the centre, he was unwilling to be tested. With a wife and six children at home, he did not make the decision lightly. "I am aware of the threat that HIV presents," he says. "I have never tested for HIV but one of these days I may find the courage to do it."

Edward represents one of North Star's biggest challenges: convincing highly mobile populations to safeguard their long-term health today and, in doing so, safeguard the health of others.

The road begins here

North Star emerged as a practical response to the 2003-2005 food crisis in Southern Africa. The World Food Programme (WFP) was pressed to find sufficient numbers of truck drivers to deliver food to hungry communities because of the impact of AIDS. Transporter TNT Express, keenly aware of the threat to the transport industry, partnered with WFP to develop the first roadside drop-in clinic in Malawi.

That was the beginning of a larger-scale response by the transport industry to address the AIDS epidemic.

North Star was founded soon after in 2006. Today, North Star operates 25 RWCs in East, West and Southern Africa, harnessing the energies of over 70 public, private and social partners, including six core partners (International Transport Workers' Federation, ORTEC, PharmAccess, TNT Express, UNAIDS and World Food Programme), who together provide funding or in-kind support.

"I never imagined then that North Star would develop as quickly as it has," says Luke Disney, Executive Director of North Star Alliance. "One of the factors that's key to our success is that our model is recognised and appreciated by health authorities as a valuable contribution to national and regional public health. Our centres are not an alternative or parallel system; they extend access to underserved target groups by addressing existing gaps."

In 2011 alone, North Star delivered treatment, testing and counselling to 183,906 people, distributed 985,157 condoms and provided 108,708 primary health care and malaria treatments, HIV counselling and testing and STI treatments, in addition to behaviour change communication and education sessions.

Each of North Star's wellness centres are

linked together using an innovative Corridor Medical Transfer System (COMETS), allowing North Star to gather data, track epidemiological trends, evaluate key performance indicators, and oversee RWC operations. The system also acts as an electronic health passport, providing clients with a continuity of care by enabling them to access their health information anywhere in the network.

Eye on the horizon

North Star is now busy laying the groundwork for future expansion. In partnership with the Southern African Development Community (SADC) and The Global Fund to fight AIDS, Tuberculosis and Malaria, North Star will be rolling out a fleet of 29 mobile clinics in Southern Africa as part of a major Cross-Border HIV Prevention Initiative over the next few years.

North Star also recently launched its first antiretroviral and tuberculosis treatment programme in Kenya, a major milestone on its journey to broaden its health services. It plans to introduce antiretroviral therapies to its network on a corridor-by-corridor basis and to introduce new



Edward Jana Mbewe, a 45-year-old long-haul truck driver from Malawi, says the toughest part of his job is the loneliness.

Photo Rosanne L. Bonanno

technologies that will enable rapid testing and extended treatment of TB, malaria, HIV and other infectious diseases. North Star will also partner with the NGO, Soa Aids Netherlands, to develop a package of health services for sex workers in Kenya and Uganda.

Because road safety is also a critical problem in developing countries, North Star recently launched driver safety training and health programmes tailored to the Road Freight Industry. Developed together with Fleet Forum, the modular training and certificate programme, called NSEWA (North-South-East-West Africa), will help truck drivers take control of their own health and acquire better road safety knowledge and skills through a self-paced programme.

Living on the road

'At the Crossroads' was completed in mid-2011. The 23-minute documentary, which features 45-year-old long-haul truck driver Edward Jana Mbewe, explores the health challenges and risks faced by roadside and border communities in sub-Saharan Africa, and illustrates how North Star Alliance and its partners are working to address the problem. The film is available on request from the North Star Alliance website at www.northstar-alliance.org



Sibeso Mwangala is a sex worker in Chirundu, a transit point on the border of Zambia and Zimbabwe that is a key HIV transmission hotspot. "I am not happy to be doing this job," she says. "It's a very big risk. But, otherwise, what are we going to eat tomorrow?"

Photo: Gideon Mendel

INTERNATIONAL MOTHER TONGUE DAY

◀ “The language of our thoughts and our emotions is our most valuable asset. Multilingualism is our ally in ensuring quality education for all, in promoting inclusion and in combating discrimination” (Irina Bokova, Director-General of UNESCO Message for International Mother Language Day 2012)

International Mother Language Day was proclaimed by the General Conference of the United Nations Educational, Scientific and Cultural Organization (UNESCO) in November 1999. Held annually on 21 February, this event is a worldwide observance to promote awareness of linguistic and cultural diversity and multilingualism. This year has been themed “Mother Tongue, instruction and inclusive education”.

Today, multilingualism is a growing phenomenon worldwide, and people who can speak, read or write more than one language are much in demand as translators, interpreters and general facilitators of communication and interaction between groups with different languages and cultures.

According to a 2005 study by the Human Sciences Research Council with a few exceptions, there is a convergence towards similar language education models across sub-Saharan Africa. In most cases children receive up to three years of Mother

Tongue Education, followed by a switch to education in the former colonial language. However, research these psycholinguistics and second language acquisition shows an inherent design flaw in these models. Children are expected to learn through a second language before they have developed sufficient proficiency or competence in this language to make this possible.

The International Mother Tongue Day is observed every year to fulfill the following objectives:

- ▶ To celebrate cultural and language diversity
- ▶ To promote linguistic and cultural diversity and multilingualism
- ▶ To promote multilingualism by increasing awareness about linguistic and cultural traditions of communities. People are encouraged and inspired to learn other languages
- ▶ To encourage people to take pride in their mother tongue
- ▶ To emphasize the importance of one’s mother tongue to development as an individual
- ▶ To encourage people to use their mother tongue when writing literature and to read material written in their own mother tongue
- ▶ To promote the preservation and protection of all languages used by people of the world

- ▶ To show respect for all languages as a key factor for ensuring peaceful coexistence without exclusion of societies and all of their members

KwaZulu-Natal Celebrates Language Diversity

The KZN Department of Arts and Culture has been celebrating the day since 2004 together with the community including language stakeholders, institutions of higher learning and learners. The Department is committed to acknowledging and preserving indigenous languages. Before 1994, the majority of South Africans did not understand or speak the languages used by the government of the day. Today, the Constitution guarantees parity of esteem and equity to all the official languages and a right to express ourselves in our own languages. The Provincial Language Policy acknowledges the four official languages of the province which are isiZulu, isiXhosa, English and Afrikaans.

The Department provides translation, interpreting and editing services. Language Services provides a translation, interpreting and editing service to the provincial government departments and statutory bodies, making it possible for the provincial government to communicate with the people in their own language.

The KZN MEC for Arts and Culture Ms Sibhidla-Saphetha in her International Mother Tongue Day speech stated that “One of our many goals as the department is to promote writing, reading and appreciation of literary works, especially with regards to the previously marginalised languages. One way of achieving this is to encourage literary works through workshops and competitions. The department has visited various municipalities with the aim of encouraging communities to write and read their own stories. So far, we have established 29 reading and writing clubs in the province. Some of these clubs have been adopted by the top publishers in the country.”

MEC Sibhidla-Saphetha concluded “The government of South Africa considers its many languages as an asset, rather than a burden. While committed to political and economic integration, the government actively promotes the freedom of its citizens to speak and write in their own languages and of course to learn their neighbour’s languages.”



Patrice Carre

ADVANCES IN TECHNOLOGY

◀ *Throughout the world digital technology has changed the way people communicate and do business. This change is in apparent in the development of facilities such as e-banking, e-business, telemedicine, e-learning, e-government, and more.*

This growth is not limited to South Africa. According to Simon Freemantle, a senior analyst in the African Political Economy Unit with Standard Bank Research, Africa has not been left stranded. The continent's population has embraced technology in general and telecommunications in particular. Freemantle argues that the increase in the usage of communication technologies will significantly boost Africa's economic growth prospects. The access to digital technology will narrow the gap between Africa and the rest of the developing world's developmental trajectories. According to the World Bank Broadband penetration has a direct effect on positive economic growth in most African countries.

In addition, Marième Jamme co-founder of Africa Gathering says that, "For the first time, Africans have a unique opportunity to do it themselves, something they have always been asking for. With access to computers, mobile devices and internet connections, free social networks can enhance power of expression on the continent."

That technology in Africa is growing is evidenced by the upsurge in the use of mobile phones. According to the International Telecommunications Union Reports in 2000 there were 15 million mobile subscriptions in Africa, by the end of 2010 there were over 500 million; by 2015 it is believed there will be almost 800 million including 940 million subscriptions to 3G services. Over the next five years east and central Africa will enjoy the highest mobile subscription growth rates in the world.

Peter Lange of the The BuddeComm Research Team reports that most African countries now have commercial DSL services, but their growth is limited by the poor geographical reach of the fixed-line networks. Improvements in Internet access have therefore been mostly confined to the capital cities so far. However, the



Photo credit Graeme Williams www.MediaClubSouthAfrica.com

rapid spread of mobile data and third-generation (3G) broadband services is changing this, with the mobile networks bringing Internet access to many areas outside of the main cities for the first time. Africa and specifically sub-Saharan Africa is currently experiencing a massive internet expansion with an internet growth rate of 2 500% recorded between 2000 and 2011(Source: Digital Fire, 2012). Because of this burst of connectivity more and more Africans connect online to the world and to the people around them and this trend will grow in the future.

A recent study by research company World Wide Worx and the howzit MSN online portal reported that the number of South Africans using the Internet has significantly risen because of the impact of smartphones and mobile phones. The 6.8 million South Africans using the internet at the end of 2010 jumped to 8.5 million by the end of last year. A similar effect is being felt throughout Africa.

As smartphones are the main driver of Internet usage growth, data costs are also being driven down by the increasing number of undersea cables connecting sub-Saharan Africa to the rest of the world. The range of cables set to land, or having already landed, on Africa's east and west coasts, will dramatically alter connectivity, and, provided intra-regional backhaul networks are built, lower costs for a wide

range of African internet users. In addition the World Wide Worx study showed that undersea cable capacity would rise by the end of 2012.

Social networking and user-created content has become one of the main online activities in which young people are actively engaging. Given that 47% of the population in developing countries is under 25 years of age, there is an incredible potential in terms of increasing the number of Internet users. Africa is one of Facebook's fastest growing markets; there are currently around 32 million Facebook users in Africa.

It is clear that technology will assist in making Africa's dreams of a connected continent a reality. Through technology, better communication can help bring positive change to the lives of individuals and communities.

SOURCES

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<http://www.digitalfire.co.za/>

<http://www.standardbank.com/Resources/Downloads/>

<https://www.budde.com.au/Research/Africa>

<http://www.africagathering.org>

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luhamba phambili!

2012 Radio Station of the Year

Ukhozi Cares Music Festival

The station's birthday is on the 1 of June 2012 and is being celebrated on the 1st Sunday of June each year. The station invites most popular artists to perform at this event every year.

Men's March

July has been adopted by the station as the men's month. It covers most aspects of men as a provider and a protector at home, society, country and the world and includes his role and duties.

Summer Campaign - Nyus' iVolume

Ukhozi FM summer campaign is a lifestyle event and creates awareness in terms of health issues, Arrive Alive, Tourism, Safety and Security, Finance, Social Responsible, etc. The event is being held at different venues around the country (municipalities) in the period of November to December each year.

Private sector and Government departments are welcome to take advantage and partner with us in these events

UKHOZI CARES MUSIC FESTIVAL

3 June 2012



FACTS

7 Million Listeners

Mainly LSM 4-7

90.1 - 107.4 FM

OUR ACHIEVEMENTS

Ukhozi FM proved that it is the best when taking home Nine awards on the MTN Radio Awards this year

Best Breakfast Show - Vuka Mzansi

Best Afternoon Drive Show - Sekunjalo

Best Breakfast Presenter - Linda Sibiya

Best Daytime Presenter - Dudu Khoza

Best News and Actuality - Irvin Sihlophe

Best PBS Promotional Stunt - Ezemidlalo

Best Sports Presenter - Joe Hudla

My station of the year Award

PBS Radio Station of the year

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