Transport – background document

Introduction
South Africa has to ensure the smooth movement of fans, FIFA officials and media for the 2010 FIFA World Cup™. To meet the demand, South Africa is transforming its public transport system. With the aim not only to provide adequate, safe and reliable transport for the FIFA World Cup, but also to leave a lasting legacy for all South Africans.

The country is also upgrading its road, rail and air infrastructure as part of a multi-billion rand infrastructure programme to meet the needs of a growing economy. While this investment would have happened anyway, the need to ensure that the country has the infrastructural capacity to host the tournament has fast-tracked many of the projects.

Planning
The Department of Transport (DOT), in consultation with the transport sector, developed the 2010 Transport Action Plan. The plan integrates transport, security, emergency response and socio-economic development.

The broad principles of the 2010 Transport Action Plan are to:
- accelerate existing transport plans and maximize existing transport infrastructure
- improve public transport and promote its use
- integrate existing transport services
- accelerate the implementation of Government’s economic and sustainable development policies

The department has also development the Initial Transport Operational Plan (INTOP). These two important guideline documents have been used by the host cities to develop 2010 Transport Infrastructure and Systems plans and budgets and also to develop 2010 Transport Operational Plans.

These plans were submitted to FIFA, along with the 2010 FIFA World Cup Organising Committee (OC) Transportation Concept and the Department of Transport Sector Plan, in June 2008. The OC, DOT and host cities are now implementing the Infrastructure and Systems Plans as well as enhancing the Operational Plans. The latter will be applied during the FIFA Confederations Cup in 2009 to ensure that South Africa moves towards operational readiness for 2010.

Budget
The South African Government is investing R170 billion into the transport system in the five year period from 2005/06-2009/10. This investment comprises a dedicated R13.6 billion allocation for the 2010 FIFA World Cup which has been allocated to host cities (and the commuter rail agency and roads agency) to improve public transportation systems ahead of the event.

The rest of the funds are allocated to national transport agencies including:
- R20bn to the Airports Company South Africa (ACSA) to improve the airport network capacity
- R26bn to the National Roads Agency to improve the freeway system in the congested areas
• R25bn to the Gauteng province for the world class rapid rail system (Gautrain)
• R18bn to the South African Rail Commuter Corporation to transform the commuter and inter-city rail systems
• R70bn to national, provincial and municipal roads authorities to upgrade and maintain the road network system

Public transport projects
A number of public transport projects are being implemented to fundamentally transform the South African public transport system. This will help prioritise public transport as a preferred mode of travel in cities, improve access and convenience, improve safety, introduce inter-modalism in travel patterns and expose commuters to public transport information at levels not applied before.

Paying for public transport will be simplified by the introduction of a single ticket system – commuters will be able to load money onto a smart card and use it to access the Gautrain, rail, buses and minibus taxis.

Projects being rolled out at host cities include:
• Public transport corridors (e.g. Klipfontein Corridor in Cape Town)
• Bus Rapid Transit (BRT) systems (e.g. the Rea Vaya BRT system in Johannesburg), which will see frequent buses travelling on bus-only roadways, with separate, secure stations and pre-boarding fare collection
• Commuter rail upgrades and rolling stock improvements to elevate the level of rail services (e.g. the WITS and Pretoria commuter rail systems in Gauteng)
• Inter-city rail system improvements in selected corridors for 2010 (e.g. the Gauteng-Beit Bridge inter-city rail system)
• Inter-modal and modal public transport facility development to provide main public transport hubs to connect regional and local transport services and to implement a feeder and distribution system that will ensure the use of each mode of transport according to its strengths (e.g. the Mangaung inter-modal facility).
• Pedestrianisation of precincts and routes, particularly in communities, city centres and in routes that connect main transport hubs with stadiums (e.g. the Polokwane, Mangaung, Johannesburg stadia precinct and city pedestrianisation projects).
• Airport expansions to increase passenger movement capacity (e.g. the OR Tambo and Cape Town airport expansion projects and the new airport under construction in Durban).

Host city projects
Major upgrades to infrastructure are underway in the larger centres, while the focus in smaller cities is on improved public transport. The deadline for project commencement for World Cup-related transport projects is December 2008.

Durban:
• a public transport interchange
• a new railway station adjacent to the Moses Mabidha stadium and the upgrade of two others
• public transport lanes for the M4 motorway
- upgrade of the Western freeway
- people-mover buses for tourists, covering the beachfront route

**Cape Town:**
- a major investment in the rail system, including new stations at Khayelitsha and Century City, the upgrade of Heideveld, Athlone, Langa and Cape Town stations, new coaches and park ‘n ride facilities
- dedicated bus lanes on freeways and improved transport corridors, widening of lanes on the N1 and N2 and a R450 million upgrade of the Koeberg interchange
- 300 new buses
- stadium precinct infrastructure and an improved inner city distribution system
- high Occupancy Vehicle lane on Hospital Bend

**Johannesburg:**
- the Gautrain rapid rail link
- the *Rea Vaya* (‘we are going’) BRT system, which includes 325km of special public transport lanes and intersections and 40 transport interchange nodes where commuters can switch from one form of transport to another
- the upgrade of Ellis Park, Nasrec, Orlando and Park stations

**Tshwane – Pretoria**
- the Tshwane BRT system, which will see the development of 472km of bus ways and 113km of mixed traffic lanes
- better access roads into the city, to airports and the stadium
- a new municipal bus fleet
- A highway upgrade and improvements to the rail network

**Nelson Mandela Bay – Port Elizabeth**
- a BRT system with stops at regular intervals including Greenacres, the CBD, Korsten, Clearly Park, Motherwell and Njoli Square
- new modal interchanges at Korsten and Mjoli Square
- rehabilitating and widening public transport routes and roads

**Mbombela – Nelspruit**
- upgrading the N4 northern bypass
- the airport-city link and stadium precinct developments
- roads, interchanges and footpaths in the eastern residential areas
- multimodal and pedestrian facilities in the business area

**Rustenburg**
- upgrading the N4 eastern and western bypass
- upgrading the taxi rank and bus facilities
- investment in arterial and secondary roads, linking the stadium to the city and access routes
Mangaung – Bloemfontein
- the development of an intermodal public-transport facility, including upgrading the taxi rank
- street pedestrianisation to encourage non-motorised public transport (Elizabeth Steet pedestrianisation complete)
- improved access to Mangaung – Bloemfontein airport
- the establishment of a high-capacity public transport service between the south-eastern areas and the CBD

Polokwane
- upgrading roads, including those leading to the stadium and from the airport
- upgrading the Polokwane centre bus terminus
- upgrading taxi ranks in the municipality and taxi holding areas

Air transport
South Africa has a solid aviation infrastructure. The Airports Company South Africa (ACSA) is busy with a R20 billion airport-infrastructure expansion programme to meet standard projected growth. This includes major expansion projects at OR Tambo International Airport and Cape Town International Airport, a new terminal at Bloemfontein airport and a new airport to be completed by 2010 in Durban – King Shaka International Airport. Temporary interventions in air space, airports and air-traffic operations will accommodate the surge of visitors in 2010.

The number of frequencies granted to airlines is to be increased between now and 2010 to cope with demand. This will bring more airlines and passengers to South Africa.

Inter-city transport
The Department of Transport will be acquiring a fleet of buses to support existing operators in transporting fans between cities. The department will be taking delivery of 100 buses a month between now and the FIFA World Cup.

An agreement has also been signed with the local taxi industry to include an inter-city service to support other travel.

The South African National Rail Commuter Corporation will be spending R6 billion between now and 2010 to upgrade 65 of its trains in order to provide commuters with a first-class experience.

Intelligent transport systems
The 2010 FIFA World Cup will accelerate South Africa’s use of intelligent transport systems. This involves the use of technology to manage congestion, incident response and travel demand. Integrated electronic ticketing will mean fans need to buy only one data-rich ticket that grants access to matches and public transport.
Transporting the fans
Each of the host cities has developed 2010 Transport Operational plans which comprise services that will be deployed during the event. These will be complemented by operational systems that will be deployed by the Department of Transport, the OC, MATCH Event Services and private transportation services. For instance the structure of public services will include:

- Air transport services from one match venue to the next
- Airport-city services commissioned by host cities, National Government and the private sector
- Inter-city rail services that start and terminate at major public transport hubs (modal and inter-modal)
- Inter-city road services that start and terminate at major public transport hubs (modal and inter-modal)
- Inner-city distribution systems that will ensure smooth mobility within cities from major hubs to various distribution points and destinations within cities
- City shuttle services to match venues from designated public transport hubs, and park and ride facilities
- An extensive network of park and walk facilities in close proximity to stadiums
- Dedicated coach shuttle services by MATCH through their Tour Operator Programme

In addition, the services of the meter-taxi industry will be structured to provide demand responsive services and the car rental industry is gearing up to provide services to willing self-drive spectators.

Transporting media
Media will have various travel options during 2010, with the necessary flexibility to meet group or individual media travel requirements.

The air transport element is available to media at their cost and media can make the necessary arrangements through the established travel agency industry or through direct bookings with any of the operational airlines in South Africa.

For transport to and from the International Broadcast Centre (IBC) at Nasrec, the City of Johannesburg will deploy a comprehensive transport service that includes shuttle services from designated media hotels to the IBC. A major public transport hub is currently being constructed close to the IBC which will also provide access to the commuter rail system, the Bus Rapid Transit (BRT) system, taxi services and meter taxi services. In addition, a car rental facility will be located at the IBC for use by the media and parking space will also be provided at the IBC.

Host cities are including media in their projections of travel demand for the event and will encourage mass media movement; for instance, inter-city rail services between venues were successfully implemented in Germany. Media will also be encouraged to use the park and ride systems that the cities will implement on match days. While media is at liberty to use private transport solutions, it is preferred that they take advantage of the public transport solutions that will be deployed for the event.