

NDT TOURISM QUARTERLY POLICY WATCH UPDATE

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INTERNATIONAL AND NATIONAL POLICY
DEVELOPMENTS



tourism

Department:
Tourism
REPUBLIC OF SOUTH AFRICA

INTERNATIONAL DEVELOPMENTS

International Organization for Migration (IOM) and International Air Transport Association (IATA) sign Memorandum of Understanding

The International Air Transport Association (IATA) and International Organization for Migration (IOM) signed a Memorandum of Understanding (MOU) on travel facilitation and border management.¹ Numerous areas of mutual interest were identified. These include the mobility of migrants; refugees and voluntary returnees; harmonised passenger data exchange programs and data-driven security; integrated border management; travel health related emergencies; aviation facilitation and border security and management programs².

Besides the areas of common interests, the MOU seeks to promote collaborative approaches such as participation in working groups; meetings and committees; joint trainings and capacity building activities; joint technical assistance to partner countries as well as research and development³. During the signing of the MOU, which took place at IOM Headquarters in Geneva, the IOM Director General Ambassador William Lacy Swing viewed border management, travel facilitation and security as of great importance for all international travellers including migrants and refugees who cross international borders⁴.

The parties (IOM & IATA) acknowledged the significance of good cooperation between the two stakeholders given that air transport is the preferred mode of regular, orderly and safe movement of migrants. Contrary to popular strategies of viewing border management as purely a security issue, the IOM perceive it as way to manage cross border mobility as well as an integral part of a comprehensive migration management.

During the signing ceremony IATA Director General and CEO Tony Tyler, stated that “aviation is a force for good that facilitates business, stimulates tourism and connect economies”. Tyler also saw aviation as a means for migrants and refugees in the search for better lives. To formalise the partnership, IATA seeks to develop and implement global standards, including sharing of data, to support efficient and effective connectivity and border security. Both IATA and IOM also cooperate as partners with the International Civil Aviation Organisation’s Traveller Identification Program Strategy.

Airlines take steps against illegal trafficking of Wildlife

The International Air Transport Association (IATA) signed a declaration aimed at reducing illegal trafficking of wildlife and underlining the aviation industry’s commitment to sustainability⁵. This was prompted by an observation that the interconnected air transport network is being exploited by criminal gangs to smuggle animals or their products from the killing field to the market place. As part of the fight against illegal trafficking of wildlife, the air transport industry committed to provide additional intelligence to enforcement authorities about suspicious shipments.

1 Koumelis T. (2016). IOM welcomes greater cooperation with IATA after MOU signing. <http://www.traveldailynews.com>

2 As cited in Koumelis.

3 As cited in Koumelis.

4 As cited in Koumelis.

5 IATA Press Release No. 14. (March 2016). Airlines are United for Wildlife. <http://www.iata.org/pressroom/pr/Pages/2016-03-15-03.aspx>

The “United for Wildlife”, an initiative created by the Royal Foundation of the Duke and Duchess of Cambridge and Prince Harry, engaged the representatives of the transport industry to pledge their support. The engagement culminated in IATA; Airports Council International; African Airlines Association; and a number of individual airlines signing commitments aimed at raising awareness about illegal trafficking among passengers. This includes the training of staff to recognise and report suspicious packages and behaviour.

In light of the wide scope of the challenge, the airline industry decided to initially focus its action against the trafficking of high-risk protected animals, specifically certain big cats, pangolins and ivory products. The industry also focus on high risk routes particularly originating from or transiting through East Africa.

IATA’s Director General and CEO Tony Tyler linked the initiative against illegal trafficking of wildlife to the broader environmental actions undertaken by the airline industry. These include initiatives to manage the airline industry’s impact on climate change, committing to carbon - neutral growth from 2020 and to cut net emission to halve the 2005 levels by 2025⁶.

IATA also reflected on other collaborative initiatives. These entail cooperation with enforcement authorities and international conservation organisations such as the Convention on International Trade in Endangered Species (CITES). There were also two awareness raising workshops for airline and airport staff held at international airports in Nairobi and Bangkok.

In addition, IATA reported collaboration with the US Agency for International Development (USAID) aimed at Reducing Opportunities for Unlawful Transport of Endangered Species (Route) partnership. Moreover, new guidance material for airlines has been published and an IATA Environment Committee Wildlife Taskforce has been set up to monitor progress and provide advice on the next steps.

The First World Conference on Tourism for Development

The First World Conference on Tourism for Development was held in Beijing, China from 18-21 May 2016 with a view to advance the contribution of tourism to the Sustainable Development Goals (SDG). Jointly organised by the Government of the People’s Republic of China and the United Nations World Tourism Organization (UNWTO), the 1st World Conference on Tourism for development focused on “the role of tourism in fighting poverty and building peace”⁷. South Africa also participated in the conference, represented by Minister Derek Hanekom.

The conference, which coincided with China Tourism Day, was addressed by the Head of Government of China. It brought together leaders in the areas of tourism and development to spur dialogue and create a better understanding of tourism’s contribution to development, including poverty alleviation and peace⁸. Opening speakers underlined the role of tourism in lifting people out of poverty and the importance of stepping up international cooperation in tourism. Furthermore there was acknowledgement of tourism’s capacity to stimulate economic growth, create jobs and foster inclusive development.

⁶ As cited in IATA Press Release.

⁷ UNWTO. Press Release. (May 2016). First World Conference on Tourism for Development. <http://www.unwto.org>

⁸ UNWTO. Regional Programme for Asia and the Pacific. (May 2016). First World Conference on Tourism for Development. <http://asiapacific.unwto.org/event/first-world-conference-tourism-development>

Tourism was also seen as one of the fastest growing and most resilient industrial sectors, which can help stimulate global economy, which is currently lacking growth momentum⁹.

To stimulate the discussion, the conference included three main panel sessions dedicated to the contribution of tourism to Sustainable Development Goals (SDGs), poverty alleviation and peace. Participants in these sessions advocated for an integrated approach to tourism development that can contribute effectively to the SDGs¹⁰. The discussions also revolved around effective resource management, the role of the private sector and the need for the SDGs to be understood by all citizens, policy makers and the business community.

The UNWTO underlined the significance of the link between development and peace and proclaimed that “there can be no development without peace and no peace without development”¹¹. The UNWTO also underscored the importance of well-managed tourism, which has the capacity to create jobs; opportunities for inclusion; education; and preserving cultural heritage and environment.

Participants in the moderated sessions underlined lack of understanding and research on the impact of the sector on poverty levels. Accordingly, they proposed better monitoring, measuring and communication mechanisms with solid indicators and people-centered stories. The session which was dedicated to tourism and peace, saw the inherent nature of people-to-people diplomacy in tourism and advocated for investment in education and youth to build more stable societies.

On this occasion of the Conference, China, as chair of the G20, also hosted the 7th G20 Tourism Ministers’ Meeting under the theme “Sustainable Tourism – An Effective Tool for Inclusive Development”. Participants in the 2016 event included several heads of state; governments; tourism ministers; and senior officials from various countries.

IATA urges Governments to address Airline Blocked Funds

IATA underlined the need for governments to respect international agreements obliging them to ensure that airlines are able to repatriate their revenues¹². IATA indicated the significance of air connectivity to all economies and the fact that the airline industry is a competitive sector operating on thin margins.

Therefore, efficient repatriation of revenues was seen as critical for airlines to be able to play their role as a catalyst for economic activity. IATA lamented, as unreasonable, the expectation that airlines should invest and operate in nations where they cannot efficiently collect payment for their services. IATA reported that it monitors blocked funds globally and indicated the amount as exceeding US\$ 5 billion. The top five countries reported to be blocking the repatriation of airline funds are Venezuela; Nigeria; Sudan; Egypt; and Angola¹³.

9 Rokou T. (2016). First World Conference on Tourism for Development took place in China. <http://www.traveldailynews.com>

10 As cited in Rokou.

11 As cited in Rokou.

12 IATA Press Release No 28. (June 2016). IATA urges governments to address airline blocked funds. <http://www.iata.org/pressroom/pr/Pages/2016-06-02-03.aspx>

13 As cited in IATA Press Release.

In Venezuela, airline funds blocked from repatriation total \$3.8 billion. Currency controls which were implemented in 2003 require government approval to repatriate funds. As of 2013, IATA reported that approvals were not keeping pace with the amount of funds requiring repatriation and significant airline revenue accumulated in Venezuela. It was reported that only one request was approved in 2015 to repatriate funds. The situation persisted in 2016.

The total airline funds blocked from repatriation by Nigeria were nearing \$600 million. The problem appears to have arisen in the second half of 2015 when demand for foreign currency in the country outpaced supply and the country's banks were not able to service currency repatriations. The Nigerian authorities are engaged with the airlines seeking possible measures to make the funds available. The situation is under discussion.

On sustainability, IATA's 72nd Annual General Meeting (AGM) approved a resolution urging governments to adopt a single global carbon offset mechanism to address carbon emissions from international aviation. The resolution encourages a liberal approach wherein the current aviation industry measures are supported, to manage carbon footprint as part of global efforts to address climate change and safeguard sustainable development. IATA also calls on governments to¹⁴:

- Consider 11 recommended design elements for the mechanism that would ensure environmental integrity and simplify implementation while avoiding market distortions
- Ensure that existing economic measures (including taxes) on a national and regional basis to manage the industry's climate change impact become redundant and that no new measures are introduced.

IATA reported that the aviation industry was the first to set carbon-reduction targets at the global level. These targets include improving fuel efficiency by 1.5% annually to 2020, capping net emissions with carbon - neutral growth by 2020 and cutting emissions in half by 2050¹⁵. The industry was also reported to be the first to agree on a global four-pillar strategy to reduce carbon emissions.

The first, second and third pillars focus on new technology (especially new fuel-efficient aircraft and sustainable alternative fuels), operational efficiency improvements to cut emissions and investment in better infrastructure, particularly reformed and modernised air traffic management. The fourth pillar, Implementation of a global market-based measure, would be covered by the Carbon Offset and Reduction Scheme for International Aviation¹⁶.

IATA reported that the current resolution follows a historic resolution of the 69th IATA Annual General Meeting in 2013, where the industry agreed to achieve Carbon-Neutral Growth.

New Visa Amendments ease Travel between South Africa and Kenya

South Africa and Kenya have announced measures aimed at travel facilitation between the two countries. Minister of Home Affairs Malusi Gigaba was on a three day visit to Kenya to meet with Kenya's Minister of Interior and Co-ordination of Nation Government of Kenya, Joseph Nkaissery. A number of steps were agreed upon between the two ministers to facilitate travel between the two countries.

¹⁴ Koumelis, T. (2016). IATA urges governments to address airline blocked funds. <http://www.traveldailynews.com>

¹⁵ As cited in Koumelis.

¹⁶ As cited in Koumelis.

The following decisions were taken regarding travel between Kenya and South Africa¹⁷:

- Issuing of three year multiple entry visas for frequent travellers
- Decrease in service fees. Fees have been decreased from \$71 to \$49 which is about R 300.00
- Visa exemption for holders of diplomatic and official passports
- Removal of transit visa for travellers transiting through South African airports
- Ten year multiple entry visa for frequent business travellers and academics
- Issuing of study visas for the duration of students' study periods (including extending permanent residents to those studying in the critical skill category)

It was also reported that the discussions focused on bilateral, regional and multilateral issues of mutual interest. The two Ministers indicated that the visit facilitated the establishment of a high level strategic dialogue which will ensure that any issues between Kenya and South Africa are resolved amicably and expeditiously.

2. NATIONAL POLICY AND LEGISLATIVE DEVELOPMENTS

National Gambling Policy

The Minister of Trade and Industry published in the Government Gazette No 389, the approved National Gambling Policy on the 01st of May 2016. The National Gambling Policy was published for broader public comments on the 15th of May 2015. The policy position was subjected to consultations at relevant fora such as government departments; provincial government; gambling regulators; gambling operators for all gambling modes and public at large. The final policy was also tabled for debate at the National Gambling Council, after which inputs were incorporated. This process was to ensure harmonisation of policy and legislation between provincial and national spheres of government.

The policy objectives seek to ensure:

- Protection of society from over-stimulation of latent gambling through the limitation of gambling opportunities;
- Protection of players, integrity and fairness of the industry through strict control and supervision of the industry;
- Uniformity and harmonisation of policy and legislation at all levels of government across provinces through minimum norms and standards, cooperation and coordination;
- Generation of revenue and taxes for provincial governments and for good causes;
- Economic empowerment of the historically disadvantaged; and
- Promotion of economic growth, development and employment.

Overall the policy promotes responsible gambling where the public is protected through, separate entrances from casinos; ATMs not directly visible to casinos'; limiting number of bingo licenses in the country; promoting Broad Based Black Economic Empowerment; limiting bingo operating hours; and ensuring that online gambling remain illegal.

17 South African Government News Agency. (May 2016). <http://www.sanews.gov.za/south-africa/sa-kenya-ease-travel-regulations>

The policy is available on the Department of Trade and Industry website www.dti.gov.za and on the gazette www.gponline.co.za

Tourism Business Council of South Africa (TBCSA) and Tourism Levy South Africa (TOMSA) Renew Agreement on Tourism Levy with South African Tourism

A Memorandum of Understanding (MOU) governing administration and management of the tourism levy has been renewed by Tourism Levy South Africa (TOMSA) and South African Tourism (SAT). This is a tourism public private sector initiative which was conceptualised in the late 90s to fund marketing initiatives. The MOU will enable the business sector to continue with their role of funding marketing initiatives for destination South Africa. TOMSA indicated that the tourism levy is voluntarily collected on tourism products and services rendered. Various tourism sub-sectors contribute towards the levy and these include accommodation sector; car rentals; travel agents; tourism attractions and tour operators¹⁸.

TOMSA reported that the funds collected are administered by the Tourism Business Council of South Africa (TBCSA) and form part of a larger SAT destination marketing budget. The levies amount to approximately 10% of SAT's annual budget allocation¹⁹. Ms. Mmatšatši Ramawela, TBCSA CEO, expressed appreciation that the discussions on the new TOMSA MOU have been concluded and underlined the need to focus on strengthening and marketing destination South Africa.

The CEO also noted a range of benefits offered by SAT to levy contributors, such as providing them with discounted rates when exhibiting at the Annual Tourism Indaba and on grading fees. This was attributed to TBCSA's advocacy, which continuously argued for recognition of levy contributing businesses including the role they play in marketing South Africa. In addition, TBCSA acknowledged feedback and inputs between its board, SAT and TOMSA Board, which allows for deliberation and insight on marketing activities.

The new clause allowing for the establishment of a TOMSA Collaborative Fund, was reported to be the distinguishing factor from the previous MOU. Essentially a portion of the levy contributions will be set aside and dedicated to fund tactical trade marketing initiatives specifically aimed at generating further growth in tourist activity²⁰. It is envisaged that the new TOMSA Collaborative Fund will enable the sector to embark on special initiatives, which will add more value to current marketing efforts.

It was also reported that there is engagement regarding the integration of TOMSA and TBCSA's inputs into the broader SAT's strategic marketing planning and activities. This is aimed at ensuring that there is value for money being underwritten by tourism levy contributors. Projects will also be collectively conceptualised and implemented on an annual basis.

18 TOMSA Press Release. (May 2016). TBCSA Renew Agreement with South African Tourism.

http://tomsa.co.za/storage/files/TOMSA_SAT_MOU_Renewed.pdf

19 As cited in TOMSA Press Release.

20 As cited in TOMSA Press Release.

Launch of the Industrial Policy Action Plan IPAP

The 8th iteration of Industrial Policy Action Plan 2016/17-2018/19 (IPAP) was launched on the 9th of May 2016, at Guestro Naledi Inhlanganiso Group Foundry (NI-Forge), in Benoni. Speaking at the launch, the Minister of Trade and Industry, Dr Rob Davies underlined the pressing need for structural change in the economy. This will be done by shifting from commodity dependence to a diversified base where manufacturing-based value addition, employment creation and export-intensity guide South Africa's growth trajectory.

The launch of the IPAP 2016 demonstrates government's commitment to developing close cooperation with cutting-edge local industrial (and especially black-owned) companies involved in infrastructure development, transport and logistics. The commitment extends to the widest range of technologically sophisticated, export-ready and labour-intensive sectors of the SA economy.

The Minister expressed concern about solely relying on unsustainable economic models where service sectors are growing twice the rate of productive sectors, with the dependence on credit. Accordingly, the Minister emphasised the significance of the Industrial Policy and the need for all social partners to deepen and embrace it.

The Department of Trade and Industry reported that the IPAP 2016 must be built on four pillars²¹:

1. Policy coherence and policy certainty across government;
2. Close collaborative effort between government, business and labour;
3. Commitment to ensure that the linkages between the primary and secondary productive sectors of the economy are maximised; and
4. Combined and constructive drive to overcome the key constraints to manufacturing-led, value-adding growth and labour-intensive manufacturing.

With regard to focal areas, IPAP 2016/17–2108/19 revolves around the following²².

- Public procurement: improved compliance with targets set for government departments and State Owned Enterprises
- Strong focus on spill-over and labour intensive sectors: such as Agro-processing; rail; light manufacturing & engineering in metals sectors; boat building; and downstream timber amongst others
- Targeted industrial financing and incentives: credit insurance support combined with sector-specific incentives and implementation of the Black Industrialist incentives
- Leveraging the devaluation of the rand: to make local manufactured products more globally competitive
- Growing exports: partnerships with global Original Equipment Manufacturers; partnering with national export champions; to catalyse increased national technology; strengthening existing industrial associations/export councils; and develop export-oriented production hubs in SEZs
- Minimising red tape: business friendly governance process

²¹ The Department of Trade and Industry. (May 2016). Launch of the Industrial Policy Action Plan. <http://www.thedti.gov.za/editspeeches.jsp?id=3728>

²² As cited during the Launch of the Industrial Policy Action Plan.

- Development of post 2020-automotives master plan
- Gas based industrialisation

In order to overcome obstacles towards industrialisation, IPAP 2016 will also focus on working to stabilise electricity supply; continuing effort to secure port and rail network reforms to overcome inefficiencies; and intra-governmental efforts to resolve skills deficits and mismatches impacting economic growth²³.

Operations Phakisa

The South African Government is on the process of developing and implementing various projects under Operations Phakisa. Operations Phakisa is the big, fast results methodology, adapted from the Malaysian model, to deliver on transformative projects. Various sector departments are at different stages of conceptualisation and implementation of Operation Phakisa projects.

On the 8th of April 2016, the President of South Africa provided feedback on the progress towards the implementation of Operations Phakisa, particularly in Port Elizabeth. Progress reported include government unlocking investment estimated at R17 billion in the oceans economy; over 4500 jobs created in various sectors; and allocation of R7 billion to improve different ports²⁴.

The president also reflected on the progress made in Port Elizabeth. This includes refurbishment of the port, which can now be able to accommodate twelve vessels for hull-inspection and maintenance, as opposed to the previous two. The President also reported on the newly-acquired boat hoist in Port Elizabeth, which is the second of its kind in the country, with Ninety Ton capacity.

Other progress reported include nine tugboats currently being built by South African Shipyards for Transnet Port (two destined for PE); continuing refurbishment of the Port of Durban; Durban Dry Docke to allow water to be pumped out for work on a vessel to proceed in dry conditions; R350 million invested in a Boat building sector in Cape Town and Durban Ports creating approximately 335 direct jobs and Offshore Supply in the Port of Saldanha Bay²⁵.

Moreover, the President announced policy instruments under consideration to stimulate Operations Phakisa. These are Marine Spatial Planning Bill, Aquaculture Bill and the Declaration of 22 offshore Marine Protected Areas.

Eastern Cape develops Tourism Development Strategy

The Department of Economic Development, Environmental Affairs and Tourism indicated that tourism will continue to be prioritised as another key sector to accelerate economic transformation in the Eastern Cape. The department also viewed the current exchange rate as an opportunity that the tourism sector has to capitalise on, to lure more foreign visitors to the province.

²³ As cited during the Launch of the Industrial Policy Action Plan.

²⁴ <https://www.environment.gov.za/projectsprogrammes/operationphakisa/oceanseconomy>

²⁵ <https://www.environment.gov.za/projectsprogrammes/operationphakisa/oceanseconomy>

In order to pursue this opportunity, the Eastern Cape Parks and Tourism Agency has prepared a Provincial Tourism Development Strategy in consultation with key stakeholders. The department indicated that the pillars of the Eastern Tourism Development Strategy are as follows:

- Coastal and marine
- Scenic, nature and wildlife
- Cultural and historic heritage
- Adventure and sport

The department identified the need to prioritise the improvement of the road infrastructure leading to tourism resorts and facilitates. This would form part of the R 456 million earmarked for rural access road intervention. In addressing the issue of airlift, the department will work closely with the provincial Department of Transport to attract more air transport carriers into the refurbished Mthatha Airport. This would facilitate travel, particularly for tourists who regularly come to enjoy the natural splendor that is on offer in the Wild Coast.

Proposal for Amendment of the Determination to Impose Fuel Levy on the Sale of Aviation Fuel

The South African Civil Aviation Authority (SACAA) published a proposal to increase its Fuel Levy by an annual Consumer Price Index (CPI) for the 2017/2018 and 2018/2019 financial years commencing on the 01st of April 2017. The increase rate will be based on the CPI figures as at the date of promulgation in the Gazette.

The proposal indicated that the fuel levy is collected by fuel wholesale distributors or agents from sales of aviation fuel/gas. Exemptions include fuel for flights, where the passenger safety charge is collected, fuel exports as well as where bilateral agreements determines exemption. The passenger safety charge is effecting contribution to the funding of SACAA from the Commercial Sector (scheduled flights) whereas the fuel levy effects contribution from the General Aviation (non-scheduled flights, cargo flights and other types of flights). As part of the motivation, the proposal underlined that this is used to assist SACAA to comply with its statutory mandate. This includes safety and security oversight on various entities and certificate/ license holders for the benefit of travelers and other beneficiaries of SACAA services.

The CPI rate assumption as provided by National Treasury for the two respective years are 5.9% and 5.8% respectively. However, it was reported that the final CPI figures as at the date of promulgation of the fuel levy increase will be utilised for the final percentage of the increase.

SACAA argued that the request for increase in fuel levy should be seen within the context of carrying out its mandate of regulating civil aviation and of enhancing civil aviation industry safety and security including overseeing the development of the civil aviation industry.

Any comments or representations on the proposed amendments should be sent in writing to Ms Monica Sonjani or Mr Siphoskosana, Private Bag 73 Halfway House, 1685, or email at sonjanim@caa.co.za or skosanas@caa.co.za , by the 19th June 2016.

South Africa's Second Solar-Powered Airport

Airports Company South Africa (ACSA) reported on its plans to green South Africa's airports. Kimberley Airport in the Northern Cape will now be using solar power joining George Airport and becoming South Africa's second airport to use solar power.

On the 3rd of May 2016, the opening ceremony was attended and officiated by the Minister of Transport. During the launch, the department underlined its commitment to sustainable development. The Minister indicated that the initiative should be viewed in line with the South African government's developmental imperatives of energy security and diversification of the energy matrix. This will ensure sustainability of economic activity and demonstrate consideration for the environment.

ACSA reported that the solar farm is located on 0.7 hectares of land within the airport precinct and uses an 11kV substation as its main source of supply which is also located on the airport's land. The construction of the plant at Kimberley Airport started in September 2015 and was completed within 24 weeks on the 18th April 2015. During the 24 week construction period, five permanent jobs and 26 temporary employment opportunities were created.

ACSA also indicated that the completion of the solar power plant at Kimberley Airport forms part of its broader plan to install solar farms at all its six regional airports. George, Kimberley and Upington Airport's plants have already been completed and commissioned. Other three remaining airports are Port Elizabeth International Airport, East London Airport and Bram Fischer International Airport in Bloemfontein.

These initiatives are in line with the Paris Climate Change Agreement signed by the Minister of Environmental Affairs on behalf of the government of South Africa. The Agreement provides a comprehensive framework, which will guide international efforts to limit greenhouse gas emissions and respond to associated challenges posed by climate change.

Similarly, the Minister of Tourism also indicated during his annual budget, that the solar powered initiatives will be launched at six iconic South African attractions, in a bid to step off the grid.

3. ADMINISTRATIVE MATTERS

Ekurhuleni's New City Design through Corridor Development

Ekurhuleni Executive Mayor announced the new city design through corridor development to grow the economy of the city and create jobs. Three corridors of development were identified to drive the economy of the city in areas such as logistics; manufacturing; education; trade; construction and hospitality. These identified corridors of development are as follows:

- **Thami Mnyele corridor** which concentrates on development in a straight line from Tembisa to Vosloorus including all surrounding areas along the corridor. The main driver for economic development in this corridor is high level roads and transport infrastructure.

- **OR Tambo Aerotropolis** core focuses on development along the triangle formed by Kempton Park, Boksburg and Germiston, including Edenvale and Benoni. This corridor leverages on creative; gateway trade; technology research and development; and logistics sectors.
- **The Thelle Mogoerane corridor** runs from Vosloorus to Nigel including developments such as the Carnival Junction and OR Tambo inland port aimed at unlocking the logistic potential of the City. The developments in this area will have mixed land uses that include industry as well as human settlements located nearby.

The Mayor also highlighted some of the achievements which includes free Wi-Fi to 900 hotspots; e-Health in 40 clinics to shorten waiting times; and two back-to-back clean audits in the last five years.

EThekwini Municipality By-law to keep City Parks clean

The EThekwini Municipality has implemented a new By-law that will ensure the City's parks are kept clean and well maintained. The Municipal Parks and Recreational Grounds By-law came into effect in April 2016²⁶. The By-law provides for the control, preservation and maintenance of municipal parks and recreational grounds as well as the use and enjoyment of these facilities by the public.

The By-Law also aims to standardise the fees prescribed for the reservation of parks for private events and functions. The intention is to ensure that parks are protected and preserved for the benefit of the public while regulating their proper use and enjoyment by the public.

According to the By-law, the municipality determines the terms and conditions for public access into a park. Any person who is allowed into a park must comply with all the notices of a park and obey a lawful instruction given to them by an authorised official.

The municipality reserves the right to determine the number of people who may be present in the park at any time. Private events and functions in the City's parks must be applied for, by submitting an application to the municipality. Applications may be refused or cancelled if approval has already been given. The By-law outlines stipulated terms and conditions for private use of any municipal park.

Although the public is urged to enjoy these facilities, there is an expectation for adherence to strict conditions outlined in the By-law. It was reported that any person found guilty of an offence under this By-law may be liable for a fine or imprisonment. The By-law also assist to clarify issues such as people sleeping in parks, driving schools conducting their business in sports fields and also improve green spaces.

²⁶ EThekwini Municipality. (2016). By-law to keep City clean. <http://environment.durban.gov.za>

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