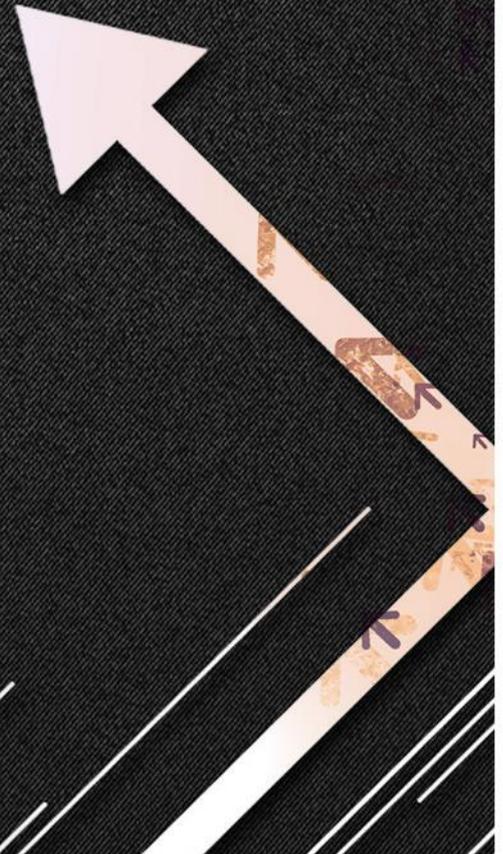


NDT POLICY WATCH

QUARTERLY UPDATE

July – September 2015



INTERNATIONAL AND NATIONAL POLICY DEVELOPMENTS



tourism

Department:
Tourism
REPUBLIC OF SOUTH AFRICA

1. INTERNATIONAL DEVELOPMENTS

Implementation of the Global Code of Ethics for Tourism

On the 7th of July 2015, the Spanish Confederation of Hotels and Tourist Accommodation (CEHAT) committed to implement the Global Code of Ethics for Tourism. CEHAT signed the private sector commitment to the United Nations World Tourism Organisation's (UNWTO) Global Code of Ethics for Tourism pledging to uphold, promote and implement its values in their policies and operations. CEHAT consists of 64 regional associations representing hotels; boutique hotels; and tourists' apartments in Spain¹.

The Global Code of Ethics for Tourism seeks to maximise the sector's benefits while minimising its potentially negative impact on the environment, cultural heritage, and societies across the globe. These principles, which are contained in the Code, apply to governments; private sector; communities and tourists.

It was reported that, the signing of the commitment by CEHAT meant that it is pledging to implement the values championed by the Code with a special focus on social, cultural, and economic issues. This also includes constant reporting on the implementation progress to the World Committee on Tourism Ethics. CEHAT also underlined their commitment to improve social welfare and public awareness of tourism's ability to contribute to such objectives.

The UNWTO welcomed CEHAT as a signatory of the private sector's commitment to the Global Code of Ethics for Tourism. The UNWTO also underscored the significance of the private sector in advancing responsible tourism and stated that "tourism cannot fulfil its potential as a vehicle for sustainable and inclusive development without the private sector's commitment to economic, social and ethical responsibility"². As a reciprocal gesture, the UNWTO committed to engage CEHAT associate members through their networks with a view to support the implementation of the Code.

UNWTO calls for more financing for tourism in development cooperation

The UNWTO called for more support for tourism from international financing institutions for to maximise the sector's contribution to sustainable development across the globe. This follows the recognition that, despite its comprehensive socio-economic impact, tourism still receives limited attention as a tool for development in international financing for development. The appeal was made on the occasion of the Third International Conference on Financing for Development held in Addis Ababa Ethiopia on the 13th to the 16th July 2015.

The Conference noted that tourism's underrepresentation in international financing institutions remains an obstacle to be overcome in order to fully realise its development potential. Although tourism is a high impact economic activity, a major job generator and key export sector accounting for 6% of total world trade, it only receives 0.78% of the total Aid for Trade disbursement.

¹ UNWTO Press Release no 12047 CEHAT commits to the Global Codes of Ethics for Tourism

² As cited in UNWTO Press Release

This includes a mere 0.097% of the total Official Development Assistance³. According to UNWTO, Tourism's cross-cutting nature and multiple links to other sectors, position it as an effective multiplier in global development strategies as it often provides one of the few competitive options for developing countries to take part in the global economy.

In arguing for tourism international financing for development, the UNWTO Secretary General, Taleb Rifai indicated that tourism has been identified by half of the world's Least Developed Countries (LDC's) as a priority instrument for poverty reduction, jobs, community development and the protection of natural and cultural heritage. It is also one of the six initial programmes of the 10 Year Framework of Programmes on Sustainable Consumption and Production Patterns, designed to accelerate the shift towards sustainable consumption and production worldwide. It is therefore critical to address the disparity between the sector's capacity to foster development and the low priority it has been given so far in terms of financial support in the development cooperation agenda⁴.

The UNWTO then identified the pending adoption of a new sustainable developmental agenda as a unique opportunity to raise the level of assistance for tourism. This, it was reported, will harness its vast potential for stimulating green growth and inclusive development worldwide, particularly for the countries in dire need.

China promotes rural tourism as a means to fight poverty

The recognition of tourism as an important economic sector continues to gain traction from many countries. The Chinese National Tourism Administration in partnership with the State Council Leading Group Office of Poverty Alleviation and Development resolved to promote rural tourism as an effective means to fight poverty. Such a move has been welcomed by the UNWTO which noted the continued recognition of tourism as an effective development tool particularly for rural economies.

UNWTO Secretary-General, Taleb Rifai indicated that tourism is well positioned to contribute to rural development. This is because of its labour-intensive character providing a wide range of job and entrepreneurship opportunities in areas where other economic activities are often limited or in decay. The Secretary General also emphasised that tourism provides these opportunities locally, helping to curb rural migration.

To illustrate tourism impact, the UNWTO indicated that data from Chinese tourism authorities show that between 2011 and 2014, more than 10 million people or 10% of the poverty-stricken population were lifted out of poverty through tourism⁵. As a result, the Chinese authorities would be launching, within China's 13th Five Year Plan Period, a nationwide tourism development plan to lift 17% of the country's impoverished population out of poverty by 2020⁶.

³ Rokou, T. (July 2015). UNWTO calls for higher financing for tourism in development

⁴ As cited in Rokou.

⁵ UNWTO Press Release no 15050. (2015). UNWTO welcomes China's decision to make tourism a tool to fight poverty.

⁶ As cited in UNWTO Press Release.

Although tourism is recognised as an instrument for poverty reduction by many Least Developed Countries, the UNWTO however noted that it still receives limited attention as a tool for development. Thus the UNWTO recently called for more financing for tourism by development funds during the 3rd International Conference on Financing Development. The expectation by the Chinese National Tourism Administration and the State Council Leading Group Office of Poverty Alleviation and Development is that, by 2020, three million rural tourism businesses will be receiving two billion annual visitors, lifting two million of China's rural population out of poverty every year. The total income generated is estimated to reach over one trillion RMB Yuan benefiting 50 million rural residents⁷.

As a concluding remark, the UNWTO indicated that poverty reduction is one of its areas of work. This includes the UNWTO's Sustainable Tourism – Eliminating Poverty (ST-EP) Initiative which supports tourism activities that specifically deliver development and create jobs for people living on less than a dollar a day.

UNWTO Regional Conference on enhancing Brand Africa

The conference entitled UNWTO Regional Conference on Enhancing Brand Africa-Fostering Tourism Development was held in Ghana from the 17th -19th of August 2015. The conference brought together numerous African tourism stakeholders to explore ways to build a strong brand for Africa as a tourism destination.

The UNWTO indicated that tourism is one of Africa's promising sectors. However, its capacity to fully contribute to inclusive and sustainable development across the continent has been hindered by negative perceptions and generalisations to crisis situations in specific regions. This, it was reported, is compounded by the fact that numerous positive stories about the continent remain hidden from the headlines thus impeding the positive perception.

In an attempt to resolve the identified challenge, the conference resolved that African destinations ought to⁸:

- Own their narrative;
- Engage civil society, particularly women and youth, in communicating new messages;
- Embrace technology and social media;
- Build 54 strong country brands as the pillar of Brand Africa;
- Enhance regional cooperation in areas such as visas and air connectivity;
- Build partnerships with media, civil society and the private sector acknowledging the new role of destination marketing organisations as 'facilitators' of people's stories;
- Invest in crisis preparedness in the area of communication; and
- Advance capacity building in communications and marketing.

Consequently, the conference called for strong regional cooperation and increased partnerships to build a stronger brand value for Africa.

⁷ As cited in UNWTO Press Release.

⁸ UNWTO Press Release no 15054. (2015). Brand Africa-Partnerships key to build brand equity for Africa.

East African countries promote regional tourism cooperation

The 1st East Africa Tourism Development Forum was held in Kenya during August 2015. The Forum brought together tourism Ministers and representatives from East Africa to explore areas of regional cooperation. The participants acknowledged tourism as a critical component of the East African economy and emphasised the importance of working together to improve every aspect of experience offered to visitors. Such improvements relates to the moment they arrive at airports; their movement within and across east African countries; accommodation and facilities offered; and affordability across income brackets.

Consequently, participants underlined the importance of putting in place joint institutional frameworks and policy measures to spur further tourism growth throughout East Africa. These initiatives include establishing a positive narrative for East Africa as a destination and developing regional policies in areas of marketing and promotion; product development; and travel facilitation (visa facilitation and connectivity). Meanwhile the Ministerial meeting indicated that the East Africa Tourism Agenda will include agreements on regional priorities and concrete actions for cooperation. The Ministers also agreed to work towards further mainstreaming tourism in the agenda of the African Union, by highlighting tourism potential contribution to peace and development in Africa.

The UNWTO Secretary-General welcomed the recent introduction of the East Africa Tourist Visa which allows travel between Kenya, Rwanda and Uganda. Such policy initiatives, the UNWTO noted, boost regional tourism and create opportunities for tourists to explore the diversity of multiple destinations in the region.

Disability travel generates billions in annual spending

The Open Doors Organisation (ODO) released findings of its 2015 Market Study on the spending, trends and market scope of USA adult travellers with disabilities. The study was conducted by Mandala Research, LLC, and is a follow-up to ground-breaking studies of 2002 and 2005, which were commissioned by the same organisation. It was reported that the survey was conducted online in January and February 2015 among the sample of 1,291 adults with disabilities aged 18 and above. Disability in this study was defined as having blindness; deafness; a condition that limits one or more basic physical activities such as walking; climbing stairs; reaching; lifting; or carrying⁹.

According to ODO Director Eric Lipp, data shows that the disability travel market has a greater impact than ever on the industry and the broader economy. In the past two years alone, more than 26 million adults with disabilities travelled for pleasure and/or business, taking 73 million trips¹⁰. The study also highlighted factors still holding back the market. Although USA has necessary regulatory frameworks, it was reported that many barriers to access air travel, hotels and restaurants still remain. However, these have decreased significantly since the previous study in 2005.

⁹ Open Doors Organisation. (2015). Disability Travel Generates \$17.2 billion in Annual Spending.

¹⁰ As cited in Open Doors Organisation study.

The 2015 Open Doors Organisation's study quantifies how much adults with disabilities spend on just their own travel. The study shows that disability travel generates \$17.3 billion annually, up from \$13.6 billion in 2002. Most importantly, since these individuals typically travel with one or more other adults, the study notes that the economic impact is actually double, or \$34.6 billion¹¹.

The study also shows the level of inaccessibility experience by persons with disabilities. Among adults with disabilities who have travelled by air, 72% said they have encountered major obstacles with airlines; while 65% encountered obstacles with airports. Although the percentage is still high, this is down from 84% and 82% in 2005, respectively¹². The study also indicated that there has been some improvements by hotels and restaurants when it comes to customer service and removal of physical barriers.

Reflecting on the progress made since the study was conducted in 2002 and 2005, the Director of Open Doors Organisation indicated that a lot has been achieved, particularly the ability to provide the travel industry with hard numbers to inform their investment decisions. The Open Doors Organisation seeks to teach businesses how to succeed in the disability market and make their goods and services accessible to people with disabilities.

2. OTHER INTERNATIONAL NEWS

Qatar Airways enforces absolute ban on transportation of all hunting trophies

Qatar Airways announced the extension of its existing embargo on transporting hunting trophies to encompass all species identified by the Convention on International Trade in Endangered Species (CITES) of Wild Fauna and Flora. The airline's existing ban on carrying CITES I hunting trophies has been extended to include all species included in the CITES I, II and III.

The CITES is an international agreement between governments, which seeks to ensure that international trade in specimens of wild animals and plants does not threaten their survival. There are three CITES appendices, under which species are classified according to how threatened they are by international trade. CITES I includes species threatened with extinction. CITES II includes species for which trade must be controlled in order to avoid behaviour incompatible with their survival. CITES III contains species that are protected in at least one country, which has asked other CITES parties for assistance in controlling the trade.

This international treaty was drawn up in 1973 as an instrument of protecting wildlife against over-exploitation. It is also known as the Washington Convention. More than 35,000 animal and plant species, it was reported, are protected under the CITES. These include, but not limited to, great apes; the giant panda; many South American monkeys; cheetahs; lions; leopards; tigers; elephants and rhinoceroses¹³.

Qatar Airways Group Chief Executive, His Excellency, Mr. Akbar Al Baker stated that "As one of the world's leading airlines, serving customers across six continents, Qatar Airways recognises its

¹¹ As cited in the Open Doors Organisation study.

¹² As cited from the Open Doors Organisation Study.

¹³ Koumelis T August 2015. Qatar Airways enforces absolute ban on transportation of all hunting.

responsibility to society, our communities and the environment. An absolute ban on all hunting trophies further extends our commitment to supporting the protection of endangered species and the elimination of illegal trading of animal products¹⁴.”

Airport Parking Hotels compares airline policies for pregnant travellers

Airport Parking Hotels (APH) has created a guide to help expectant mothers plan ahead by comparing different airline policies for pregnant travellers. The research compares policies for pregnant travellers across 20 major airlines including Air Canada, Emirates and Thai Airways. The research highlights the short-haul and long-haul flight restrictions, policies and documents required for medical clearance as well as the different reasons why travelling may be denied.

Airline policies for pregnant travellers differ depending on whether it is a short-haul or long-haul flight and if the traveller has a single or a multiple pregnancy. For short-haul flights, 11 out of the 20 airlines studied have no flight restrictions up until 36 weeks into the pregnancy for a single pregnancy and 32 weeks for a multiple pregnancy. Travellers with a single pregnancy can expect no restrictions on travelling throughout pregnancy if flying with Delta Airlines and Japan Airlines, however, it is still recommended to consult a doctor beforehand. Qantas Group restricts passengers with a single pregnancy at 40 weeks and the maximum week allowance for a multiple pregnancy is 36 weeks with KLM and Thai Airways as well¹⁵.

For long-haul flights, travellers who are over 25 weeks pregnant with a single pregnancy cannot travel with Malaysia Airlines and this is also the case of those who are 28 weeks pregnant travelling with Aer Lingus. For multiple pregnancy, the airline that enforces the earlier restrictions is Lufthansa at 28 weeks. The maximum week allowance for a single pregnancy on a long-haul flight is 38 weeks with Atlantic Airways and the furthest week allowance for a multiple pregnancy is 36 weeks with Air Canada; Emirates; Japan Airlines; KLM and Qantas Group¹⁶.

Besides flight restrictions, it was reported that passengers must be aware of the medical clearance policies that must be conducted by a doctor or a Special Assistance group. Most of the researched airlines including Air Canada, American Airlines and British Airways, require medical clearance when the traveller is between 28 – 38 weeks pregnant. However, in some cases airlines require medical clearance only if the traveller is experiencing a complicated pregnancy.

The traveller must also carry a medical certificate signed by a doctor stating that the passenger is fit to travel and also confirm the expected date of delivery. Airlines that do not require medical clearance include Air France, Delta Air Lines, Singapore Airlines, Swiss Air and Virgin Atlantic. Cathay Pacific and Emirates will refuse boarding if a pregnant passenger does not carry a medical certificate.

For passenger flying Aer Lingus, they are required to provide a notice of their intention to travel 48 hours before the flight¹⁷.

¹⁴ As cited in Koumelis.

¹⁵ Mccluskey International. (July 2015). , Baby on Board: Airport Parking and Hotels compares airline policies for pregnant travellers.

¹⁶ As cited from Mccluskey International.

¹⁷ As cited from Mccluskey International.

South African Airways, although not part of the research, has policies for expectant mothers. Medical clearance is only necessary if the traveller is having complications with the pregnancy. Domestic travel is permitted up to 36 weeks for a routine pregnancy and international travel is permitted up to 35 weeks for a routine pregnancy.

Drones a significant threat to European airspace

Numerous countries are grappling with the increase of Remotely Piloted Aircraft Systems (RPAS), also known as drones, which are posing security risk to commercial aviation. The increase of such has also caught the attention of European airline associations which suggested the need for better regulation and control to ensure safety.

The Director-General of the European Regions Airline Association (ERA), Simon McNamara explained that recent near misses between RPAS and commercial aircraft illustrate why swift action must be taken to protect Europe's passengers, crews and residents through better regulation of European airspace. Recent examples of incidents include two near misses in July – one between an RPAS and a commercial aircraft on its approach to Warsaw International Airport and another between an RPAS and an Airbus A320 on its final approach to Heathrow Airport¹⁸. The same concerns have been shared by the USA Federal Aviation Authority, which experienced the near misses of its own in some USA airports.

The dramatic increase in the use and commercialisation of RPAS, according to ERA Director-General, requires the European aviation to harmonise standards and rules across the region. It was reported that the RPAS weighing less than 150kg are regulated by some states, and those above by the European Aviation Safety Agency (EASA). However, the rapid increase in RPAS market for recreational purposes, particularly smaller RPAS, is a significant hazard to commercial aircraft¹⁹.

The Director-General added that Europe needs urgent measures to safeguard its airspace and incorporate RPAS operations into commercial airspace. ERA welcomed the work being done by EASA and others to integrate RPAS into Europe's aviation system in a safe and risk-free manner which will allow this innovative technology to grow in a safe way. However, action needs to be taken now with regulators and industry groups joining forces to tackle this issue together.

South Africa is also moving towards comprehensive regulations of the Remotely Piloted Aircraft Systems to ensure safety. Most of these are used for crime prevention such as fighting wildlife poaching which is rife in the country.

¹⁸ Koumelis T. (August 2015). Drones a significant threat to European airspace.

¹⁹ As cited Koumelis.

France forbids rate parity clauses by law

The French National Assembly adopted 'Law Macron' forbidding any rate parity clauses from contracts between hoteliers and Online Travel Agents. This is the first decision at legislative level in Europe to ban explicitly rate parity clauses from such contracts²⁰. With this decision, it was reported that hoteliers in France regain their entrepreneurial freedom and will be able to offer their customers any trade or tariff advantage they consider appropriate.

The French decision allows hotels in France to set lower prices both on their online and offline direct distribution channels, than the rates available via intermediaries, thus putting an end to mandatory rate parity clauses. The European hotel industry sees this decision as a key milestone to restore complete entrepreneurial freedom for all hoteliers across Europe. Germany also banned parity clauses in a competition case, followed by a Court judgment²¹.

Airline and Airport fees under scrutiny at World Routes Development Forum

The 21st World Route Development Forum will be taking place in Durban at the Inkosi Albert Luthuli International Conference Centre from the 19th – 22nd September 2015. It was reported that the strategy summit will bring together senior leaders and key stakeholders from airlines, airports tourism, and government to set the commercial and political agenda for the aviation industry.

The discussions will revolve around issues affecting aviation and travel such as route development; infrastructure; airport growth; security; visa restrictions; regulatory challenges and how new airline service can change a city's or country's fortunes²². The event is expected to draw more than 2500 delegates from more than 100 countries with speakers from various airlines and international airlines associations.

3. NATIONAL POLICY AND LEGISLATIVE DEVELOPMENTS

Draft White Paper on National Civil Aviation Policy

The White Paper on Civil Aviation Policy was published for public comment by the Department of Transport. The white paper acknowledges that civil aviation is vital to international trade; investment and tourism; including contribution to domestic transport; sports and recreation.

With regards to principles, the white paper indicates that the domestic air transport policy should be based on ensuring aviation safety and security; economic decisions to be resolved by market; users' interest in relation to safety and security are considered; and equal treatment before the law of all participants in the air transport market.

The objective of the Civil Aviation Policy includes, amongst others, promoting national interest of South Africa and facilitate expansion of trade and tourism; enhancing civil aviation safety and security;

²⁰ Rokou T. (August 2015). France forbids rate parity clauses by law.

²¹ As cited in Rokou.

²² Rokou, T July (2015). World Routes brings aviation leaders to Durban.

environmental compliance; enable preservation of aviation heritage; and to promote sound relations with other countries, regional and international organisations. The white paper outlined numerous policy statements. These, amongst others, include:

- Proposal for compulsory scheme for a minimum level of denied boarding compensation
- Requiring airport licensees and airlines rendering services to travelling public to provide facilities and access to passengers with special needs.
- Proposal to phase out noisy aircrafts and preventing foreign airlines to increase such in line with international standards
- Establishing an independent Aircraft Accidents and Incidents Investigation entity and
- Properly regulating the Remotely Piloted Aircraft System (e.g. drones)

The Department of Transport invited any persons; associations; body; private or public institution to provide comments within 30 days from the 11th of September 2015. The document is available at www.transport.gov.za. Inputs can be directed to the Director-General through BiermanJ@dot.gov.za and KganyagoP@dot.gov.za.

National Airport Development Plan

The Department of Transport (DOT) is in the process of developing the National Airport Development Plan (NADP). The NADP seeks to guide and support the overall airport network planning and the development of individual airports integrated within their broader spatial and transport context in consultation with airport stakeholders.

As part of the five year plan (2015-2020) the NADP proposes various initiatives such as formalisation of selection process for international, regional-international and national airports including pre-approval process for green field airports. Other initiatives include the following:

- Mechanism to reserve land for key long-term airport requirements
- Development of preferred options to provide for non-scheduled air services; general air services; flying training; adventure aviation and non-commercial aviation within the national airport network
- Development of a knowledge management system and DOT capacity to inform airport network planning
- Development of airport planning technical capacity at national and provincial government level that can support individual airport planning
- Development of a detailed guide to support airport development and planning within their surroundings
- Exploration of potential mechanisms to involve the private sector in airport planning and design
- Joint identification with relevant entities of the most viable approach to securing funding to support airside safety and security compliance for airports
- Collaboration to create networking and information sharing platforms for airport designers and planners.

The Department of Transport indicated that it will work closely with other airport role players in the implementation of these initiatives. The Minister of Transport published the notice on the Government Gazette on the 11th of September 2011 requesting comments within 30 days. The document can be obtained in the DOT website www.transport.gov.za. Inputs can be directed to the Director-General through BiermanJ@dot.gov.za and KganyagoP@dot.gov.za.

Protection of Critical Infrastructure Bill

The notice to introduce the Protection of Critical Infrastructure Bill was published by Parliament of the Republic of South Africa on the 28th of August 2015. Broadly, the Bill provides for the establishment of the Critical Infrastructure Board and security measures for critical infrastructure. The Board is expected to identify and declare Critical Infrastructure in line with its mandate. The objectives of the Bill are as follows:

- Ensure adequate protection of Critical Infrastructure within the Republic
- Creation of procedures for determination and protection of Critical Infrastructure that are open and transparent
- Ensure accountable administration of Critical Infrastructure while ensuring that the security of the Republic is maintained.

The Bill identifies categories of critical infrastructure. These include storage areas (chemical/biological); computing and telecommunication system; energy (electricity generation areas, petroleum); financial services (exchange boards, retail); and public health services including prevention of disease.

Most importantly, the Bill identified the category called physical distribution systems which are critical to the state security and economic interest. These, amongst others, include airports; national airspace systems; ports; railway stations and traffic movements systems.

The Bill prescribes penalties for violation of the provisions. Any persons found guilty including committing activities which damages, endangering and threatening critical infrastructure can be punished in different ways. Punishment includes fine not exceeding R100 000; imprisonment of not less than 10 years but not exceeding 25 years; or both the fine and imprisonment. Some stakeholders have welcomed the Bill in light of the challenges around cable theft.

E-Road Regulations

On the 27th of August 2015, the Department of Transport published the E-Road Regulations for public comments. E-Road refers to a toll road where payment liability is by means of an electric or electronic device. The regulations provides clarity in many areas.

The regulations indicate that all users must ensure that number plates in a vehicle are affixed in a manner prescribed by traffic regulations. Users should also not temper or duplicate a number plate or use a motor vehicle on an e-road without number plates being properly affixed to the motor vehicle. In addition, users are expected to ensure that the current address is on record with appropriate registering authority in line with the traffic regulations.

The regulations specify that users without an e-toll account, and have used an e-road, must pay the toll applicable to such use within the time and place subject to conditions determined by the agency. Failure to comply with such may lead to criminal and civil process to collect all outstanding tolls if, despite notification, the user continues to fail to pay such outstanding tolls within the specified period. The regulations also state that “no person may make a declaration or furnish information to the Agency, which to his/her knowledge is false or misleading”.

With regards to penalties, the regulations specifically state that “any person who wilfully or negligently contravenes or fail to comply with the above shall be guilty of an offence, and shall upon conviction be liable to a fine or imprisonment exceeding six months. The regulations also focus on e-toll exemptions and rebates.

The Department of Transport indicated that written comments on the draft regulations can be forwarded to the Director-General within 30 days from the date of publication through tariff@dot.gov.za.

Cross-Border Road Transport Act Amendment Regulations 2015

On the 10th of September 2015, the Minister of Transport published the intention to make regulations in line with the Cross-Border Road Transport Act of 1998. The Cross-Border Act of 1998 regulates the coordination, facilitation and law enforcement of cross-border transport by public and private sector. The Act also empowers the Minister to make regulations relating to the fee structure for permits and other fees.

Accordingly, the Department of Transport published, amongst other things, the following fee structure for comments.

All Cross-Border Transport Permits for the Conveyance of Passengers

Schedule 2 permits	
Minibus/midibus providing services to tourists	Amount
Temporary permit valid for a maximum of 14 days	[R170] R180
Permit valid for 3 months	[R530] R560
Permit valid for 12 months	[R1930] R2 050
Permit valid for 5 years	[4200] R4 460
Permit renewal for 12 months	[R2070] R2 200
Permit renewal for 5 years	[R4 830] R5 120
Annual compliance for permit valid for 5 years	[R724] R770
Bus providing a tourist transport service	
Permit valid for 14 days	[R190] R200
Permit valid for 3 months	[R1 830] R1840
Permit valid for 12 months	[R2 070] R2200
Permit valid for 5 years	[R4 830] R5 120
Renewal valid for 12 months	[R2 070] R2 200
Renewal valid for 5 years	[R4830] R5 120
Annual compliance for permit valid for 5 years	[R724] R770

Comments on the above regulations can be forwarded to DOT Director-General within 30 days of the publication through Mphahlet@dot.gov.za or Governnder@cbrta.co.za.

Tourism Safety Initiative gains Momentum

The Tourism Business Council of South Africa (TBCSA) recently announced the intensification of Tourism Safety Initiative (TSI) program. This included the recent appointment of a dedicated project manager for TSI with experience in the intelligence and security environment²³. It was also reported that the program has a newly revamped online incident reporting portal.

TSI is a tourism private sector safety initiative managed and driven by TBCSA. It provides a platform where crime/incidences can be reported and processed into relevant market information. In addition, TSI coordinates emergency and other support for business and tourists including raising awareness on safety and security matters amongst tourists and trade. In announcing the intensification of the TSI program, TBCSA indicated that the program operates on two legs:

Proactive risk management: involves encouraging tourism businesses to report criminal incidents against tourists through the TSI portal. Based on these incident reports, TSI will produce weekly, bi-weekly, monthly and quarterly research reports for select client groupings in this space. Incident reporting is encouraged, even in situations where the case has been opened with the South African Police Services.

Reactive incident management: include offering of emergency support to affected businesses or individual by TSI in collaboration with other partners.

Although the proactive risk management aspect of the project is already active, TBCSA indicated that work is currently underway to finalise finer details of a TSI reactive incident management system. This will allow the industry to tap into a central resource for access to emergency tourist support where required. TBCSA Chief Executive Officer highlighted the significance of alignment of TSI to regional and provincial tourism safety initiatives; finalisation of the TSI emergency support model; agreement on messaging and the conclusion of Private-Public-Partnerships with relevant role-players.

The newly appointed project manager emphasised the importance of collaboration and acknowledged that TSI cannot succeed unilaterally given the limited resources. The TBCSA also assured the travel trade and tourists that all information reported through the system was confidential and would be handled with care.

All incidents can be logged on the TSI website portal www.tourismsafety.co.za or sent via email on info@tourismsafety.co.za.

²³ Gauteng Tourism Authority. (2015). Tourism Safety initiative gains momentum. <http://www.gauteng.net>

4. ADMINISTRATIVE MATTERS

Training boost for 800 Jozi Inner City SMMEs

The City of Johannesburg reported that more than 800 small, medium and micro enterprises (SMMEs) in the Johannesburg inner city will receive a major boost ahead of the Joburg Shopping Festival in September and October (24 Sep - 03 Oct). The festival is hosted by the City of Johannesburg in partnership with Visa; Gauteng Tourism Authority; South African Airways; City Lodge; Gautrain and Uber²⁴.

The city indicated that smaller retailers operating along the Bree Street Corridor connecting Bree Street Taxi Rank to Johannesburg Park Station will receive training on how to better manage and grow their business. James Delaney, the festival founder, remarked that the training was aimed at improving customers' shopping experience in the area. Delaney also acknowledged that the shops located along the Bree Street Corridor are thriving businesses that will further benefit from training prior to the Joburg Shopping Festival.

It was also reported that the corridor is a hive of activity with small shops offering a variety of goods, from textiles to technological gadgets. Therefore training would open the way to increased business activity. With regard to training, store owners, managers and sales assistants will be given customer care and improved cash handling training. This would allow store owners to take their business from a cash-based stream to a safer and more reliable platform.

Laura Vercueil of Joburg Tourism indicated that the festival is in its second year and played an important role in the economy. Vercueil expected the festival to attract thousands of local, regional and international visitors resulting in an impressive boost to the local economy, not only financially but also through skills transfer and training. Accordingly, increased spending intensifies the economic impact of the festival, which in turn is going to positively impact on local employment.

City of Tshwane to host Sports and Events Tourism Exchange

Thebe Reed Exhibition has announced that the City of Tshwane will be the host city for the Sports & Events Tourism Exchange (SETE) for the next three years. SETE will take place on the 27th – 29th October 2015 at the Protea Hotel Fire & Ice, Menlyn.

According to Thebe Reed Sports and events, tourism is a growing global industry with significant economic implications for both the event and the impact of travel and tourism related benefits on host destinations. SETE has hosted over 20 international buyers over the past three years, resulting in estimated business of over R30 million for the South African sports and events tourism industry²⁵.

The Sports and Events Tourism Exchange will also host an International Hosted Buyers Programme giving International Hosted Buyers the opportunity to visit South Africa and interact with South African

²⁴ City of Johannesburg. (2015). Training boost for 800 Jozi inner city SMMEs.

²⁵ Sports and Events Tourism Exchange 2015

Products, Services and Stakeholders in the Sports and Events Tourism Industries. It was reported that the two day conference and table top exhibition will focus on golf tourism, the business of sport and trends in sport and events tourism industry.

Tourism Month Celebrations

Burkina Faso is set to host the World Tourism Day on the 27th of September 2015. The event is celebrated annually on the same day and seeks to raise awareness among the global community on the significance of tourism and its social, cultural, political and economic value.

The Department of Tourism will observe the World Tourism Day in partnership with Limpopo, the 2015 host province at Kruger National Park, Phalaborwa Gate. This year's theme is "One Billion Tourists, One Billion Opportunities". The theme seeks to raise awareness of the important impact tourism has on countries and communities around the world. This includes its potential as a force for good and creating a better world for all²⁶.

Meanwhile South Africa will also be hosting tourism month activities across all nine provinces with Limpopo Province being the host. The Minister launched the tourism month at the Euphoria Golf Estates in Limpopo and announced that there will be a launch of the new Domestic Tourism marketing campaign titled , "A Million New Experiences Are a Sho't Left Away". According to the Minister, this is a way of communicating that there is always a first time for everyone to discover and enjoy a new tourist experience, whether you are new to travelling or are a seasoned traveller.

²⁶ <http://www.un.org/en/events/tourismday>. World Tourism Day 2015

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