

TOURISM POLICY BULLETIN

National Department of Tourism

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tourism

Department:
Tourism
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National Policy and Legislative Developments

1. White Paper on International Immigration

The Department of Home Affairs White Paper on International Immigration was approved by Cabinet in March 2017. The White Paper embraces international migration for development while guarding sovereignty, peace and security¹.

Broadly, the policy seeks to ensure security and public safety, whilst efficiently and strategically facilitating the movement of legitimate persons, conveyances of goods in support of national goals. The policy will guide the review of related legislation such as the Immigration and Refugees Acts.

The policy is grounded on the key principle of South Africa's sovereign right to manage international migration within national interest, which includes national priorities such as national security and development; the constitutional and international commitments; and promotion of human rights, peace and stability in the world.

The policy is also responsive to the African development agenda, to contribute to nation-building and social cohesion and to support immigration for development purposes. The International Migration Policy focuses on various aspects. These include Management of admission and departures; residency and naturalisation of international migrants with critical skills and capital; South African expatriates; economic migration from the Southern African Development Community; asylum seekers and refugees and the integration process for international migrants.



The policy applies a risk based approach to managing international migration to deter irregular movement whilst facilitating the movement of legitimate travellers in order to promote trade and tourism. The intention is to ensure that, once issues of risk are dealt with, bona fide tourists, academics and business people can be granted long-term multiple entry visa.

2. Discussion document on the Repositioning of Home Affairs



In May 2017, the Department of Home Affairs (DHA) published the discussion document on its repositioning. The repositioning initiative seeks to ensure that the department is able to deliver on its full mandate to empower citizens, enhance national security and enable economic development and efficient governance. In May 2017, the Department of Home Affairs (DHA) published the discussion document on its repositioning. The repositioning initiative seeks to ensure that the department is able to deliver on its full mandate to empower citizens,

enhance national security and enable economic development and efficient governance.

The Discussion Paper will inform the drafting of a White Paper that will in turn provide a policy framework for future legislation of the department, including an act that defines its purpose in a democratic, sovereign stateⁱⁱ.

The discussion document underlines the importance of modernising all Home Affairs systems and processes; the need for appropriate operational and organisational funding models and securing the department by locating it within the security system of the state. It also underscores the significance of a founding legislation defining the mandate and purpose of the department. Although this is a long term process, DHA envisions amongst other things, a basic National Identity System which is secured and operational, as well as sharing an integrated platform with a digital immigration system.

The immediate targets include System design and development for the National Identity System; Biometrics at points of entry rolled out in a phased approach; Key elements of Counter Corruption Strategy of the DHA implemented relating to detection, investigation and resolution; and Compliance with service standards set for enabling documents issued to nationals.

3. Border Management Authority Bill



On the 9th of June 2017, the National Assembly passed the Border Management Authority Bill. The Bill is now expected to go through the processes of the National Council of Provinces. The establishment of a border management authority will follow after the legislative processes are completed.

The Border Management Bill seeks to establish the Border Management Agency to exercise border law enforcement functions; manage legitimate movement of persons and goods across border line and ports of entry; coordinate with organs of state through the principle of cooperative governance; and provide an enabling environment. Furthermore, the bill provides for a single authority to manage the country's borders and ports of entry, including policingⁱⁱⁱ.

Parallel to this process, an Integrated Border Management Strategy has been developed. The strategy's intention is to secure and protect South Africa's borders in the national interest whilst meeting the country's regional, continental and global commitments. The strategy envisions a continent that is peaceful and prosperous with integrated borders that enable effective peace, security, stability and economic and social development. This is in line with the African Union's aspirations.

4. National Treasury Proposed Sugar Tax Policy

The proposed Sugar Tax Policy which was announced by Treasury in 2016 will be effective as soon as the necessary legislation is approved by Parliament and signed by the President. The proposed policy seeks to reduce excessive sugar intake through beverages. The proposed design has been revised to include both intrinsic and added sugars. The Tax Policy introduced a threshold of 4g/100ml, whereby tax will only be applied to additional sugar above 4g/100ml.

Every gram above the threshold will be taxable at 2,1c/gram (e.g. 1 litre coca cola with 106,66% sugar content, 66,0 will be taxable to the value of 138,6cents; 500ml coca cola with 53% of sugar content 33,0 will be taxable to the value of 69,3cents and 330ml coca cola with 35% sugar content 21,8 will be taxable to the value of 45,7cents).



This proposal follows work initiated by the Department of Health on their National Strategy for the Prevention and Control of Obesity 2015- 2020 as well as the Strategic Plan for the Prevention and Control of Non Communicable Diseases (NCDs) 2013-2017. The strategy set a target of reducing obesity prevalence by 10% by 2020.

The World Health Organisation (WHO) also expressed concern over excessive intake of sugars, particularly in the form of sugary beverages.

National Department of Health has also identified the most cost-effective interventions to address unhealthy diets and physical inactivity. The interventions are:

- reduce salt intake in processed foods; eliminate industrially produced trans-fats in foods;
- food taxes on unhealthy food (foods high in fats and sugar) and food subsidies on healthy food (fruits and vegetables); and
- promote physical activity amongst the populace.

5. Revised White Paper on Arts and Culture



The Department of Arts and Culture (DAC) is currently revising the White Paper on Arts, Culture and Heritage. DAC published the Third Draft White Paper on Arts, Culture and Heritage on the 01st June 2017 as a discussion document. The White Paper envisions a dynamic, vibrant and transformed arts, culture and heritage sector, leading to nation building, social cohesion and socio-economic justice, equality and inclusion^v. The White Paper seeks to create an enabling environment in which the arts, culture and heritage can flourish and play a significant role in nation-building and socioeconomic development.

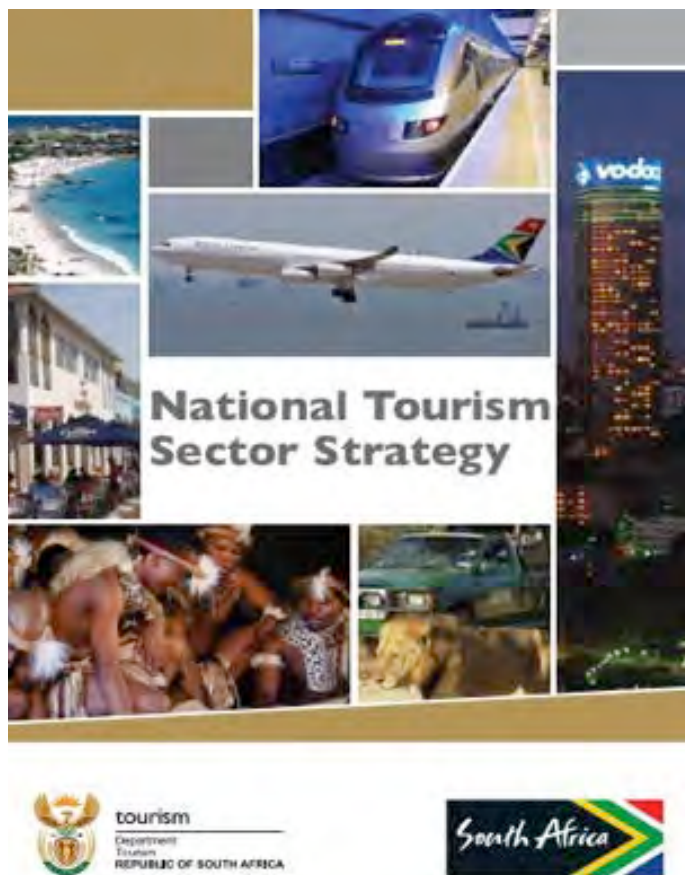
The White Paper pillars include inter alia Extending arts, culture and heritage infrastructure beyond colonial urban centres into peri-urban and rural communities; Forming professional local and regional arts and crafts associations and networks with membership benefits and development programmes; and Expanding existing local markets regionally, continentally and globally.

This revised White Paper also reflects on current and emerging challenges facing South African society as it moves forward in its resolution to tackle persistent inequalities.

Essential transformation aspects include Harnessing the arts, culture and heritage including technical skills for creative expression; education and training; as well as job creation and the eradication of poverty through close

cooperation with all the tiers of government and the international community.

6. Revised National Tourism Sector Strategy published



The first NTSS for South Africa was published in 2011 as a ten-year strategy, with targets from 2010 to 2020. It sought to position South Africa as top 20 destination by 2020. The midterm review seeks to take into account the current global trends and reflect on South Africa's strengths and weaknesses. This process culminated in the revised National Tourism Sector Strategy.

The Revised NTSS envisions "a rapidly and inclusively growing tourism economy that leverages South Africa's competitive advantages in nature, culture and heritage supported by innovative products and service excellence". The strategy aims to increase the direct contribution of tourism to the economy through collaborative planning and the implementation of agreed priority actions.

The Revised NTSS has five strategic pillars. The five pillars are organised to respond to both domestic and international tourism markets. These are^{vi}:

- **Effective Marketing** – This pillar focuses on winning campaigns to attract tourists from prioritised markets and segments, as well as enhanced brand management.
- **Facilitating Ease of Access** - specifically focuses on removing barriers that limit the ability of potential international tourists to travel to South Africa. A particular focus relates to ensuring the facilitation of travel through best practice, access management for international visitors, including visa regulations, passenger and airport data as well as movement systems.
- **Visitor Experience** - This pillar includes enhancements to both tangible and intangible elements of the visitor experience. This relates to tourist specific infrastructure to be developed, maintained, and enhanced.
- **Destination Management** – focuses on those activities and relationships that help organise the tourism system.
- These practices typically include planning; the development of standards, guidelines, and regulations; research; the definition of roles and responsibilities; and the development of structures and processes that organise information flows and relationships between various stakeholders in order to optimise the destination's performance.

- **Broad-based Benefits** - This pillar focuses on transformation, rural tourism development, enterprise development and investment – none of which is mutually exclusive. Improvements are required in all of these areas to strengthen the realisation of broad-based benefits from tourism.

Public comments received were analysed and considered and the document will undergo approval processes.

7. The Comprehensive Maritime Transport Policy

Cabinet approved the Comprehensive Maritime Transport Policy (CMTP). The CMTP was then officially launched on the 21st of July 2017 in Durban. The Policy seeks to create an environment that facilitates growth and development of South Africa's maritime transport sector to its full potential. This is in support of economic development; growth and sustainable social development of our country, and the ultimate benefit of all South Africans^{vii}. It also envisions a maritime transport sector that is safe; reliable; effective; efficient; profitable; integrated; socio-economic and politically sustainable. The sector ought to operate within the global logistics chain, and contribute to South Africa's socio-economic development and growth.



The policy provides a national framework to guide integrated governance, growth, development and transformation of the maritime sector. It is in line with Government priorities relating to Operation Phakisa on growing the Oceans Economy, broader goals of the National Development Plan (NDP) 2030 and the National Infrastructure Plan, to promote economic growth and boost job creation.

In addition, the policy statement puts emphasis on the promotion of Maritime Culture, Heritage and Tourism and Maritime Tourism. Underwater cultural heritage is also seen emerging as an important aspect of South Africa's cultural heritage and is not found just in the sea or on the coast, but internal waters including rivers and sacred lakes form part of this heritage.

Therefore, the importance of educating present and future generations about this heritage is essential, as it will help in its preservation by bestowing on all South Africans the duty to safeguard maritime heritage in the form of these artefacts and sites. The policy also addresses issues of Maritime and Inland Waterways Safety and Regulations which bodes well for the development and growth of the marine and coastal tourism. The policy focus extends to the development of small harbours, ship financing and ship building.

8. The Draft Reviewed Rural Transport Strategy



Cabinet approved the Draft Reviewed Rural Transport Strategy on 10 May 2017^{viii}. The strategy responds to the priorities of rural district municipalities and provinces. It addresses the inadequate provision of Rural Transport Infrastructure and services which limits socio-economic development.

The strategy seeks to increase connectivity between urban and rural spaces, with a view to integrate rural environment into the mainstream economy. Cabinet indicated that the implementation of the strategy will contribute towards the development of the local and provincial economy by improving access to public transport.

The Department of Transport, as per its Strategic Plan 2015/16- 2019/20, will continue to assess and review the impact of the Rural Transport Strategy, which will inform the turnaround plan that will ensure that transport services are optimal and impact positively in critical areas that need assistance.

9. The Green Transport Strategy



The Department of Transport’s Green Transport Strategy was approved by cabinet, on 10 May 2017, for public comments ¹. The strategy aims to minimise the adverse impact of transport on

the environment while addressing current and future transport demands based on sustainable development principles.

Emissions from the transport sector contribute to the country’s total greenhouse gas emissions (GHG). The strategy therefore seeks to propose interventions that will reduce GHG emissions within the sustainable development. The strategy aims to ensure that emissions and environmental impact of the transport sector are substantially low whilst ensuring safe and affordable access to transport.

The objectives of the Green Transport Strategy include:

- Enabling the transport sector to contribute its fair share to the national effort to combat climate change in a balanced fashion, taking into account DOT and the sector’s primary responsibility of promoting socio-economic development;
- Promoting sustainable and cleaner mobility development; and
- Facilitating the sector’s transition to a climate-resilient and low-carbon economy and society.

The strategy promotes green mobility to ensure that the transport sector supports the achievement of economic growth targets while providing greater safety to citizens and commuters alike, meeting social needs, and protecting the environment.



The Department of Environmental Affairs (DEA) published for public comments, the National Biodiversity Offset Policy. The Policy seeks to ensure that significant residual impacts of developments are remedied, as required by National Environmental Act (NEMA). This will ensure sustainable development takes place in line with the Constitutional right to an environment that is not harmful to the health and well-being of all who live in South Africa^{ix} .

The policy also responds to the National Development Plan (NDP) that requires South Africa to use ecosystems and natural resources efficiently. Habitat loss is recognised as the primary driver of biodiversity loss and biodiversity offsets are becoming an internationally accepted tool that can be used to ensure that development is sustainable. This is done through enhancing the conservation and sustainable use of priority ecosystems and fragile biodiversity-rich areas not under formal protection.

DEA indicated that the implementation of the policy on biodiversity offsets for South Africa will ensure that due remedy is obtained for significant adverse impacts on biodiversity resulting from development. The intention is to secure priority biodiversity and ecosystem functioning in perpetuity, for the benefit of both present and future generations, and ensure sustainable development.

11. White Paper on the National Health Insurance



The Department of Health published the National Health Insurance (NHI) as a policy document^{xi} . The White Paper on the National Health Insurance was approved by Cabinet on 21 June 2017 and lays the foundation for moving South Africa towards Universal Health Coverage (UHC) through the implementation of the NHI and establishment of a unified health system.

The NHI seeks to transform the financing of the health system in pursuit of the goal of universal health coverage. It aims to transform delivery of healthcare services by focussing on health promotion, disease prevention and empowered communities. A multi-sectoral National Health Commission will be established to address non-communicable diseases.

NHI prioritises vulnerable groups such as the elderly, school children, unemployed people, pregnant women. The Minister of Health highlighted the need to enable NHI by reviewing a number of existing legislation to ensure that there is not only legislative alignment but also policy consistency across government departments and spheres of government.

These include the National Health Act; Mental Health Care Act; Health Professions Act; Traditional Health Practitioners Act; Allied Health Professions Act; Medical Schemes Act; and the Nursing Act. The Department of Health identified one thousand and sixty eight facilities as being ready for NHI.

The move towards Universal Health Coverage (UHC) through implementation of NHI is derived from various policy frameworks and plans including the National Development Plan Vision 2030.

UHC is also guided by several international frameworks of the United Nations multilateral system such as Sustainable Development Goals (SDGs) 2030 and in particular SDG 3 as

well as the World Health Organisation (WHO) frameworks on moving towards UHC.

The White Paper on NHI recognises that good health is an essential value of the social and economic life of humans and is an indispensable prerequisite for poverty reduction, sustained economic growth and socio-economic development.

To that effect, the critical role played by Social Determinants of Health (SDH) in contributing towards improved health outcomes and a long and healthy life for all South Africans is recognised. This requires a multi-sectoral approach of addressing SDHs.

12. White Paper on National Civil Aviation Policy



The Department of Transport published, on 19 May 2017, the White Paper on National Civil Aviation Policy for general information. The White Paper provides a primary framework for future actions of the Department of Transport in the area of civil aviation. The Policy seeks to strengthen aviation safety, security and environmental protection regulatory framework to ensure sustainability and stability of the civil-aviation industry.

The Policy also aims to position the country to benefit from the ongoing global changes in the economic and aero-political fields of civil aviation, while meeting the needs of the people of South Africa, regional and international obligations. Air transport is one of the world's most important

service industries. It plays a major role in world economic activity and opens up world markets to local business.

Many industrial and commercial activities rely almost entirely on air transport for their existence. It is also one of the fastest growing sectors of the world economy^{xii}.

According to the International Air Transport Association (IATA) Vision 2050, over the past 40 years, there has been a tenfold expansion in travel volumes and a 14 times expansion in freight, which compares favourably to a 3 to 4 times growth of the world economy . The White Paper on National Civil Aviation Policy builds on the overall vision set by the National Transport Policy of 1996. It envisions “a Safe, secure, reliable, effective, efficient and fully integrated civil aviation operations and infrastructure that meet the needs of users by improving levels of service and cost in a fashion which supports government strategies for economic and social development whilst being environmentally and economically sustainable^{xiii}”.

Civil aviation is vital to international trade, investment and tourism, as well as contributing to domestic transport, sports and recreation. Therefore, the paper intends to promote an efficient, reliable and sustainable South African aviation industry, while maintaining control over international and domestic air transport services within a well - defined regulatory framework.

13. Amended Property Sector Code is now legally binding

The Amendment Property Sector Code is now legally binding to entities and organisations operating in the property sector^{xiv} . The Department of Trade and Industry approved the gazette of the Amended Property Sector Code in terms of Section 9 (1) of the Broad Based



Black Economic Empowerment Act 53 of 2003 as amended by Act 46 of 2013. The Amended Property Sector Code became effective on 28 June 2017.

The Amended Property Sector Code is applicable to commercial activities in the residential and commercial industries of the property sector, as well as the value chain which include property development; property services; property and facility management; broking; valuation; estate agents and other professional services.

The Amended Property sector code supports the commitment of all stakeholders within the property sector that strive for transformed property relations in South Africa and to promote a vibrant and growing property sector that reflects the South African nation as a whole. It contributes towards development and the establishment of an equitable society.

- Promote economic transformation in the property sector in order to enable meaningful participation of Black people including women, the youth and people with disabilities;
- Promote development and investment in under-resourced areas which enhances basic infrastructure, encourages investment and supports micro and small enterprises;
- Facilitate the accessibility of finance

for property ownership and property development;

- Enhance uniformity and consistency in the application of the principles contained in the aligned sector code;
- Address skills development in a manner that accelerates the advancement of black people (especially Black women and Black people with disabilities) with increased investment in the skills development and training of new entrants; and
- Increase the procurement of goods and services from B-BBEE compliant suppliers

14. Garden Route declared a Biosphere Reserve



The Garden Route has been declared a UNESCO Biosphere Reserve and the official launch of the Garden Route Biosphere Reserve will take place later this year^{xv}. The Minister of Environmental Affairs Honourable Edna Molewa welcomed the inclusion of the Garden Route as a UNESCO's Biosphere Reserve, following the approval by UNESCO members. Recognised as one of South Africa's prime tourism regions, the Minister noted Garden Route as an area rich in terrestrial, coastal and marine ecosystems where conservation of the rich biodiverse region is ably reconciled with sustainable use practices. Regarding their purpose, Biosphere Reserves are learning places for sustainable development which reconcile biodiversity conservation and the sustainable use of natural resources. In terms of

procedure, UNESCO requires that biosphere reserves are nominated by national governments and remain under the sovereign jurisdiction of the states where they are located. Their status is internationally recognised.

15. Cabinet Approves Coastal and Marine Tourism Implementation Plan



The Coastal and Marine Tourism in August 2017 Implementation Plan was approved by Cabinet. The aim of the implementation plan is to uplift tourism in the oceans economy and focus on job creation.

The Coastal and Marine Tourism Implementation Plan was developed by the Department of Tourism in partnership with various tourism stakeholders. The Implementation Plan will prioritise destinations rather than individual tourism projects or products. Identified nodes in the First Phase (0 - 5 years) encompass the following geographic areas:

- **Node 1:** Durban and surrounds (KwaZulu-Natal);
- **Node 2:** Umkhanyakude District including Umhlabuyalingana and surrounds (KwaZulu-Natal);
- **Node 3:** Port St Johns to Coffee Bay (Eastern Cape);
- **Node 4:** East London, Port Elizabeth and surrounds (Eastern Cape);

- **Node 5:** Cape Town and surrounds (Western Cape); and
- **Node 6:** West Coast and surrounds (Northern Cape).

Initiatives for the above mentioned nodes cover six thematic areas namely:

- Marketing, events and routes;
- Regulations and permitting;
- Research and spatial planning;
- Beach precinct development, tourism infrastructure and tourism safety;
- Maritime tourism; and
- Skills development.

Three initiatives commenced last year, namely the Blue Flag Beaches Programme, Boat Based Whale Watching and Shark Cage Diving; and Off Road Vehicle 4X4 Beach Driving. These initiatives will be taken forward in the First Phase Implementation Plan.

16. North West Tourism Properties to get TGCSA Grading



The North West Department of Tourism recently entered into an agreement with Tourism Grading Council of South Africa (TGCSA) to grade establishments in the North West Province. The purpose of this programme is essentially to encourage more accommodation establishments and venues to get graded and stay graded under the star grading system of the TGCSA.

Tourism establishments selected to participate in

this programme will be graded by TGCSA at no cost to them, as the Department will bear such costs. The MEC for North West Tourism Desbo Mohono, indicated that tourism establishments to be graded are carefully considered, with the focus on being Villages, Townships and Small Dorpies' (VTSD) that meet the minimum grading requirements as set out by the TGCSA. MEC also emphasised that the initiative is part of the Department's contribution to ensure that North West product owners are developed and are aware about the worth of their business.

Local Level Developments

1. Vilakazi Street goes High Tech



The Executive Mayor of Johannesburg Councillor Herman Mashaba officially switched on the Vilakazi Street Close Circuit Television (CCTV) in July 2017, SOWETO. Vilakazi Street, which is frequented by both international and local tourists^{xvi} is recognised as the only street in the world to have produced two Nobel Peace Prize Laureates (Nelson Mandela and Desmond Tutu).

The Executive Mayor highlighted that the installation of 25 CCTV camera system would enhance the safety of business owners, the public and tourists . The City reported that its Public Safety department has included Vilakazi Street as part of its Smart City Rollout Plan. Five strategic points were identified for installation of CCTV cameras. The cameras run on fibre

optics and are connected to the Public Safety's Intelligence Operation Centre, where the footage is monitored throughout the day. Cameras can zoom into more than 150 metres in any given direction, while providing high-definition images, even during the evening. They can also count people, identify abandoned or removed objects, and provide intrusion detection to secure areas. The Executive Mayor further indicated that the cameras would positively contribute to ensuring that business owners in the street and the broader area would be able to conduct their activities in a safe environment, as there are more than 700 people employed by restaurants on the street alone.

The Executive Mayor of Johannesburg launched the 'A Resebetseng Clean-Up Campaign' aimed at cleaning up the City. Ward-based and modelled on Rwanda's Umaganda monthly campaign, stakeholders will clean the city every last Saturday of the month. The City reported that all stakeholders supported the campaign and noted that Kigali is now reputed of being the cleanest city in Africa because of such an initiative.

The City will provide refuse plastic bags and gloves at walk-in centres, clinics and libraries. Refuse bags will be collected on the same day. The 30th of September 2017 was identified as the first day for the City-wide Clean-Up.

2. EThekwini's Investment Promotion Strategy



In August 2017, the EThekwini Municipality approved the Investment Promotion Strategy and its implementation plan^{xvii}. The strategy seeks to, amongst others, facilitate sustainable investment in Durban through expansion; retention and after-care of existing multi-national investors; and ensure targeted attractions for significant new foreign direct investment.

The City also revealed a new brand name and logo, namely “Invest Durban” which will replace the Durban Investment Promotion Authority. The City expects the investment strategy to generate up to R3 billion in new investment and contribute about 3300 jobs within a five year period of implementation.

Meanwhile the City’s work around sustainable greening projects has been recognised globally with EThekwini ranked fifth in the world with greening efforts. The City reported that the results were revealed after completion of a study conducted by Massachusetts Institute of Technology Senseable Lab, in partnership with the World Economic Forum. EThekwini’s greening efforts are guided by its Green Strategy, which seeks to plan, build and maintain a world class living environment for residents.

On the technology side, a new user-friendly accommodation App was launched by Durban Tourism in July 2017. The App, which is available for android phones, contains 732 EThekwini accommodations from three stars to five stars. It guides tourists on accommodation establishments throughout their stay and is linked to maps offering shortest routes to visitors when they move between establishments. The App also has an emergency number to assist visitors in cases of emergence.

3. Buffalo City launches Home Stay Project



The City launched the home stay project called Khaya Lam Buffalo City Home Stay Programme in Mngqesha Great Palace^{xviii}. It was reported that the home stay concept was adapted from the Metro’s sister City Jinhua, Zhejiang Province in China. Buffalo City indicated that Jinhua launched their homestay in their historical villages in 2015.

The aim was to tell the story of Jinhua and promote its rural villages by attracting tourists from all over the world interested in travelling to historical villages. Buffalo City therefore saw the need to implement a similar project. It focuses on the rich cultural and historical background pertaining to Xhosa Culture and the realisation that cultures across the country are being eroded by western influence and therefore need to be preserved.

The project seeks to ensure that Mngqesha is an international centre for ecotourism with distinctive local cultural elements. It seeks to also ensure that surrounding villages are centres of economic activity discouraging urbanisation. The City Plans to select 30 international applicants interested in Xhosa Culture for a two week-stay in Mngqesha Palace. They will experience culture; history; folklore; architecture; arts; craft and cuisine. The City reported that the two-week exchange will conclude with project evaluation

and farewell ceremony with participants showing their talents and skills to local villagers.

International participants will also be expected to make suggestions on improving all aspects of the village including promotional methods in their respective countries.

4. City of Cape Town promotes Trade and Investment



The City together with the Provincial Trade and Investment Agency, WESGRO led the delegation on an investment and trade mission to Addis Ababa, Ethiopia^{xix}. The mission sought to strengthen the ties between the City and the African Counterpart.

It was reported that the mission followed WESGRO's visit to Ethiopia, which was reciprocated by Addis Ababa's Chamber of Commerce to Cape Town in October 2016. The mission also focused on tourism promotion by exploring ways of expanding tourist arrivals from Ethiopia to Cape Town and vice-versa.

The City also wanted Ethiopian Airlines to explore increasing the number of flights to Cape Town, following its maiden 2015 flight. It was reported that Ethiopian Airline has ten flights per week, namely six direct flights to Cape Town and four via Johannesburg.

5. City of Mbombela to develop Spatial Development Framework



The City published a notice to develop its Municipal Spatial Development Framework (MSDF)^{xx}. This is a long term planning document which will spatially indicate the growth and development path of the municipality.

Once developed, the draft MSDF will be advertised for public participation and inputs. The City requested interested and affected parties to register their contact details with the city for comments and inputs. Meanwhile the City has developed its 2030 Strategy which seeks to shape and manage growth of the city, meet the demands for housing, services and jobs and promote Mbombela as an attractive destination. The strategy is in line with National Development Plan of the country.

Global and Regional Policy Developments

1. Rwanda Introduces Tourism Operating Licenses to improve quality of services



All tourism entities in Rwanda are now required by law to obtain a tourism operating license. According to the Rwanda Development Board (RDB), the license requirement comes after a ministerial order that took effect in October 2016^{xxi}.

The law regulating the tourism industry in Rwanda officially came into force on 28 July 2014, while Ministerial orders regulating tourism business operating licenses and the grading of tourism entities came into effect on 3 October 2016.

Both the law and Ministerial orders were developed in accordance with East African Community (EAC) standards and are subject to technical review. The new regulation affects tourism entities, including accommodation establishments,

restaurants, bars, nightclubs, tour operators, travel agencies, tour guides, tourism information offices and cultural tourism businesses and any other entity as may be determined by Order of the Minister.

By regulating the industry, RDB aims to improve the quality of service, build the capacity of the private sector, and improve the marketing of Rwanda as a tourism destination.

To facilitate the application process, RDB has developed an online portal. In November 2016, RDB conducted a short pilot program to introduce the online license application to a selected group of tourism entities. Having successfully completed the process, RDB is now ready to issue tourism operating licenses to a group of 10 hotels and tour operators and to invite other entities to apply.

2. Aviation developments in Africa

A Single African air transport market will be launched in January 2018. According to David



Kajange, the Head of the Transport and Tourism Division at the African Union (AU), more than 20 countries (namely South Africa, Benin, Botswana, Cape Verde, Congo, Cote d'Ivoire, Egypt, Ethiopia, Gabon, Ghana, Guinea, Kenya, Mali, Mozambique, Nigeria, Rwanda, Sierra Leone, Swaziland, Togo and Zimbabwe) have subscribed to a single African air transport market, with expectations of more than 40 to have signed by January 2018^{xxii}.

It was reported that the single African air transport market should be viewed within the context of the open skies' aspiration. This aspiration was endorsed by the African Heads of State through the adoption of the Yamoussoukro Decision in November 1999. It is also one of the goals of AU's Agenda 2063, which seeks to connect the whole of Africa through aviation to achieve integration and boost intra-Africa trade. Tourism is identified as one of the sectors to benefit through this concept.

There are however challenges that requires attention in the African Aviation Landscape. It is reported that Africa still has the most expensive air transport market in the world because of individual nations' policies and regulations that hinder air connectivity.

According to Euroavia International, a firm specialising in consulting services for airports and aviation industry, air transport in Africa is on average twice as expensive as the world average. Linden Birns, MD of Plane Talking,

emphasized the need for national legislators to ensure an enabling regulatory framework that will facilitate the opening of the skies.

3. Africa Visa Openness Index



The African Development Bank (AFDB), in collaboration with the African Union Commission and the World Economic Forum Global Agenda Council on Africa, launched the second edition of the Africa Visa Openness Index, on 19 May 2017^{xxiii}.

The Index measures the openness of African countries when it comes to visas by looking at what they ask of citizens from other African countries when they travel. It seeks to, amongst other things, show which countries are facilitating travel for citizens of other countries and how; whether they allow people to travel to their country without a visa; if travellers can get a visa on arrival in the country; or whether visitors need to obtain a visa before travel.

4. RETOSA reworks strategy to enhance tourism in SADC

The Regional Tourism Organisation of Southern Africa (RETOSA) is in the process of developing a repositioning strategy with the aim of moving



the SADC region share of tourism from its current 2% of global tourist arrivals and receipts to 5% within the next decade^{xxiv}.

RETOSA's vision, of making Southern Africa a destination of choice by 2027, will be pursued through focused marketing and strategic investment.

Its primary objective is to facilitate and promote the development of equitable and ethical tourism throughout the Southern African Region. This requires the balancing of people development versus the region's natural and cultural resources. Tourism remains a priority sector of many of the SADC countries' economies. These countries have that broad understanding of tourism as an economic and trade imperative including understanding tourism as it relates to economic growth, employment creation and eradication of poverty^{xxv}.

5. Update on Converting the Global Code of Ethics into an International Convention



The process of converting the Global Code of Ethics for Tourism into an international Convention is continuing. The process is driven

by the Intergovernmental Working Groups consisting of representatives from 36 UNWTO Member States. As it stands, the Global Code of Ethics for Tourism, adopted in 1999, remains a voluntary instrument. This process seeks to ensure that it becomes a binding instrument.

The UNWTO Secretary General highlighted that the Convention would be of great significance. The text of the Draft Convention was discussed at the third meeting of the Working Group, held on 12-13 May 2017. Following the meeting of the Working Group, the revised draft text of the Convention will be circulated to all UNWTO Member States and submitted to the 22nd General Assembly of the UNWTO (Chengdu, China, September 2017) for examination and possible adoption.

6. UNWTO'S Network on Child Protection



UNWTO together with the ChildSafe Global Movement developed seven tips on child safety. The ChildSafe Movement is a global child protection initiative created by Friends-International (FI) in 2005, protecting children from all forms of abuses. It raises awareness of child protection among all tourism industry stakeholders, including well-intentioned tourists whose behaviours may incur negative consequences on children and communities. The seven tips include, amongst others, indications

that children are not tourist's attractions, children should not be at work instead at school and volunteering with children could be harmful.

The UNWTO continues to do some work on the protection of children from harmful tourism practices. The 32nd meeting of the UNWTO World Tourism Network on Child Protection was held on the 9th of March 2017 during the ITB Berlin to deliberate on child protection in the tourism sector. The network provides a platform for tourism stakeholders to engage and exchange good practices on challenges around preventing child and youth exploitation in the tourism sector. It also focuses on issues around sexual exploitation, child labour and trafficking. This year's meeting focused on the role governments ought to play in fighting exploitation of children in the tourism industry.

7. European Union's Promotion and Protection of the Rights of the Child



Similar to the UNWTO, the Council of the European Union (EU) adopted conclusions on the promotion and protection of the rights of the child^{xxvi}. These conclusions follow the Guidelines for the Promotion and Protection of the Rights of the Child (2017), adopted by the Council on

6 March 2017. This reaffirms EU's commitment to comprehensively protect the rights of the child in its external human rights policy. The overall intention is to promote gender equality, ensure the empowerment of girls, mainstream the rights of the child in all sectors, and encourage partner countries to adopt national strategies on the rights of the child.

8. The Organisation for Economic Co-operation and Development (OECD) includes UNWTO in the list of Development Assistance Organizations



The World Tourism Organization (UNWTO) has been included in the List of Official Development Assistance (ODA) - eligible International Organisations by the OECD Development Committee^{xxvii}. This means that countries' financial contributions to the Organisation will now be considered as ODA. ODA is funding that is intended at advancing economic development and welfare in developing countries. This decision is in line with the celebration of 2017 as the International Year of Sustainable Tourism for Development, as declared by the United Nations General Assembly. The inclusion of UNWTO in the List of OAD acknowledges the important contribution of sustainable tourism to development, peace and prosperity and thus to the universal 2030 Agenda and 17 Sustainable Development Goals.

9. ICAO Council President urges cooperation towards

harmonized airspace management for unmanned aircraft



The aviation industry is moving towards a comprehensive approach regarding the Remotely Piloted Aircraft Systems^{xxviii}. The ICAO's Remotely Piloted Aircraft Systems Symposium held on the 18th July 2017 stressed the importance of a globally coherent regulatory framework for the management of unmanned air traffic.

ICAO expressed appreciation of the complexity of formulating a regulatory approach given the diversity of types and applications of Unmanned Aircraft Systems (UAS), and the need to place safety first. ICAO noted the pressure that states are facing to open the door widely for unmanned aircraft, but underlined the significance of due diligence required for existing airspace users. The Symposium provided an opportunity for operators and regulators to contribute their expertise to the airspace management framework ICAO will be developing. There was indication during the symposium that national governments, industry, academia and other stakeholders were requested to submit concept proposals as of 15 July, and these will be reviewed by ICAO's UAS Advisory Group (UAS-AG) to assess their rationality. ICAO noted that the implementation of the regulations will likely increase the burden on States in terms of human resources.

Although these unmanned aircraft systems are seen as a nuisance to the safety of commercial aviation, it appears they are playing a positive role when it comes to socio-economic development around Africa. ICAO reported that there

appears to be proliferation of new businesses and humanitarian operations leveraging these technologies and the opportunities they offer. According to ICAO, this is occurring in ways that were not envisioned even just a decade ago, and this evolution and innovation will only continue as more and more people allow their imagination to flourish.

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