

Limpopo Department of Roads & Transport

Limpopo Airlift Strategy
Report in respect of the outcome of the stakeholder workshop on 14
November 2010



To: Limpopo Dept of Roads & Transport
Phomoko Towers
Cnr Bodenstein & Church Streets
Polokwane

Attention: Ms. Elmien Koedyk

2 November 2010

Dear Sirs

Report in respect of the outcome of the stakeholder workshop conducted on 14 October 2010 in Polokwane as part of the development of an airlift strategy for the Limpopo province

We have pleasure in presenting our workshop report in respect of the above study.

We trust that this report addresses your requirements, and we will gladly provide any further information you may require. Please feel free to contact Marga van der Merwe for further information:

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Yours sincerely

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Workshop outcome report

1. Introduction

This report provides a summary of the outcomes of the stakeholder workshop that was held in Polokwane on Thursday 14 October 2010 as part of the study to develop an airlift strategy for the Limpopo province.

2. Workshop purpose and agenda

The purpose of the stakeholder workshop was to provide stakeholders with feedback on the situation analysis phase of the study, and to obtain their views and inputs in respect of the direction the airlift/aviation strategy should take.

During the workshop, Grant Thornton and Arcus GIBB presented a summary of the situation analysis report to stakeholders, followed by a discussion on the direction the strategy should take.

The workshop started around 10:30 and concluded at about 14:00, followed by lunch.

3. Summary of comments on the situation analysis presentation

Below we provide a brief summary of the key comments and questions on the situation analysis presentation:

- As a result of the limited time available for the presentation, and the volume of information available in the situation analysis report, many questions were raised about issues that were addressed in the report, and it was recommended that stakeholders obtain a full copy of the report from the Department of Roads & Transport for further information;
- Some stakeholders already explored matters that will be addressed in the strategy itself, such as linkages with Africa, the economic impact of airlift (i.e. numbers) and which direct linkages could work as routes to and from the province;
- Air freight was discussed in some detail, with some stakeholders believing there are opportunities for freight (in particular fresh produce) to be flown from Limpopo to the Indian Ocean Islands, while others highlighted that some of the fresh produce of Limpopo is not currently flown out because it is not of high enough value to be exported by air, while some produce is not exported at all, and therefore initiatives are needed to transform the produce (or produce more) to enable export.

4. Outcome of the facilitated discussion

The purpose of the facilitated discussion was to obtain input from stakeholders in respect of the market and geographic focus for aviation / airlift development in Limpopo.

Stakeholders at the workshop were in agreement that there should be a strategy for the development of aviation in the province.

4.1 Geographic focus of the strategy

When asked about the geographic focus of the strategy, stakeholders indicated the following locations:

Location	Number of stakeholders highlighting this as a priority
Polokwane	12
Musina	6
Thohoyandou	5
Hoedspruit	5
Lephalale	3
Tzaneen	3
Phalaborwa	2
Giyani	1

4.2 Type of aviation

Stakeholders were further asked to indicate what they think the focus at each of the locations should be. Green indicates scheduled traffic, blue indicates non-scheduled traffic and red indicates general aviation support services.

Location	Focus
Polokwane – main focus should be scheduled traffic, followed by general aviation support services	<p>Polokwane</p>
Musina – focus should be unscheduled traffic, followed by general aviation support services	<p>Musina</p>
Thohoyandou – main focus should be scheduled traffic, followed by general aviation support services	<p>Thohoyandou</p>

Location

Focus

Hoedspruit – main focus should be scheduled traffic, followed by unscheduled traffic



Lephalale – main focus should be unscheduled traffic, followed by scheduled traffic



Tzaneen – main focus should be aviation support services, followed by unscheduled traffic



Phalaborwa – main focus should be scheduled traffic, followed by general aviation support services



Giyani – only focus should be on general aviation support services



4.3 Freight vs passenger

The stakeholders generally agreed with the recommendations that if air freight is to be pursued, Polokwane would be the most appropriate location. Therefore all other airports would be only considered for passenger traffic.

However, there was no consensus among stakeholders on whether or not air freight should be pursued within Limpopo.

4.4 Recommendations for interventions

Stakeholders provided some recommendations on the approach for the strategy and some ideas on interventions that should be considered in the development of the aviation / airlift strategy, i.e.:

- Aviation should be demand-driven, and based on sound economic and demand modelling;
- Increasing passenger arrivals should be linked to a vigorous tourism marketing strategy and by enticing low cost/low price carriers to operate routes to and from Limpopo;
- The province should investigate ways to unlock the existing fixed agreements in order to increase competition on routes to and from Limpopo;
- Linkages with countries within SADC should be investigated – particularly the Indian Ocean Islands (for both freight and passengers);
- There should be investment in new infrastructure, as well as the maintenance and upgrading of existing infrastructure – of both municipal and provincial airports/airfields;
- There should be investment in the people that are involved in the aviation industry in the province through training of air traffic controllers, customs & immigration officials, pilots, etc.
- There is an opportunity to assist the people of Limpopo by ensuring that the airfields in remote locations are maintained to enable non-profit organisations to fly in aid, medical supplies, etc.
- A customs & immigration office should be established at Eastgate Airport in Hoedspruit;
- There should be linkages between the different forms of transport (i.e. road, rail and air);
- An awareness programme should be launched to promote the aviation facilities in the province.

5. Recommendations based on the above outcomes

Based on the outcome of the discussion at the workshop and the situation analysis report, we recommend that the Limpopo airlift / aviation strategy have the following departure points:

- Only Polokwane International and Hoedspruit airports, with perhaps Thohoyandou airport in future, should be considered for growth in scheduled passenger traffic in the province, while the current status quo in respect of scheduled traffic into Phalaborwa should be maintained;
- Linkages with SADC should form part of the strategy;
- Only Polokwane International Airport should be considered for air freight in Limpopo;
- Other airports in the province should be included in the strategy, but the focus should be on them enabling unscheduled and general aviation.

6. Way forward

We envisage the milestones within process for the remainder of the study as follows:

- Agreement from the Client on the recommendations contained within this report (by Friday 5 November);
- Internal brainstorming session of consultants to discuss critical elements of the strategy (Wednesday 10 November);
- Delivery of draft strategy and implementation plan (Friday 26 November);
- The Client should advise whether we should present the draft strategy at the economic cluster meeting at the end of the year, or whether this should be done early in the new year;
- Dependent on the date of the economic cluster meeting, we will present the strategy to the stakeholders after that and submit a final strategy document within one to two weeks of the workshop.



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