

AIRPORTS IN RURAL REGIONS: THE CASE OF THE BEAUFORT WEST AIRPORT

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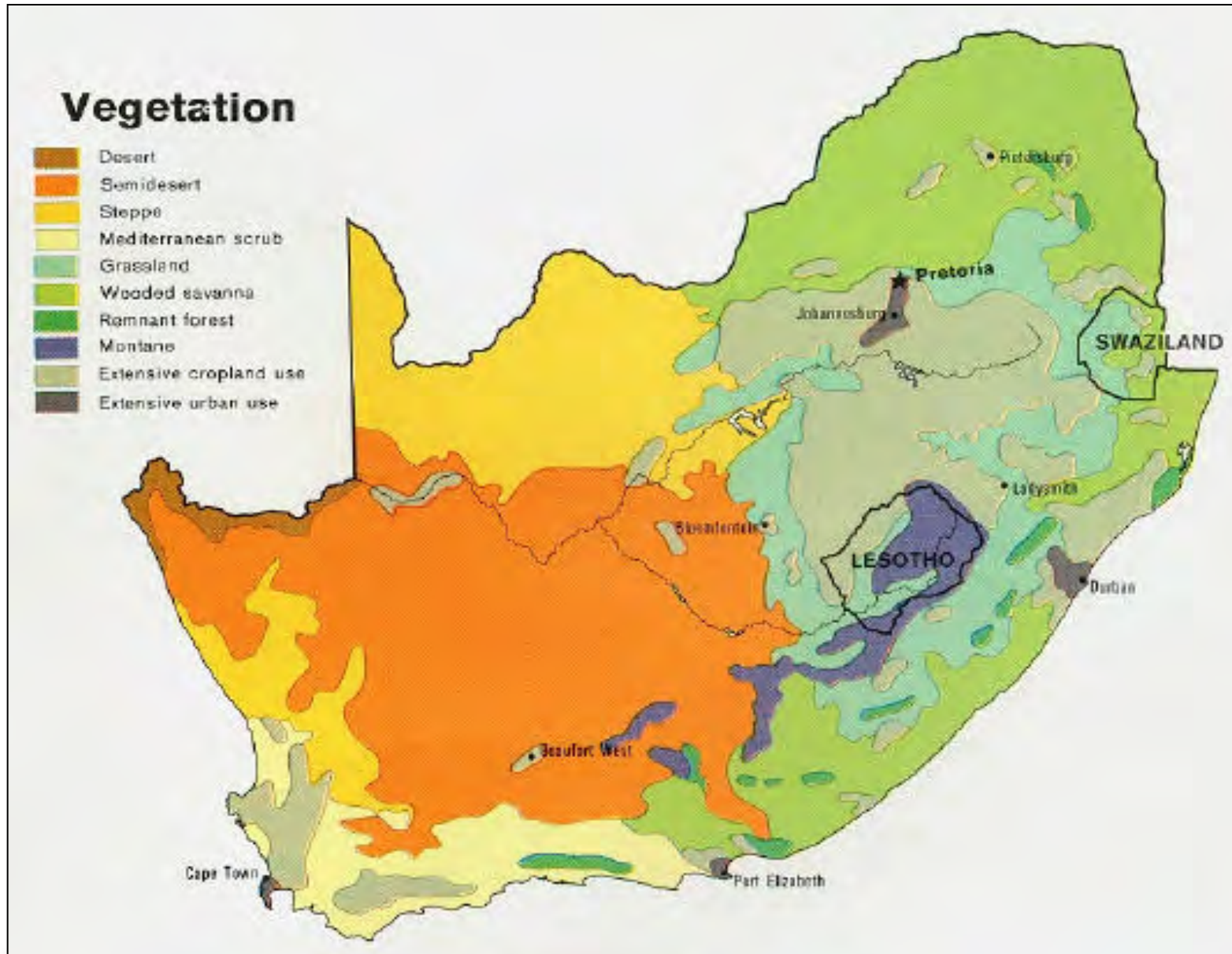
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BEAUFORT WEST IN THE KAROO REGION





DEFINITION OF A REGION

1. Objective definition, based on characteristics, e.g. aridity, topography, ecology
2. Functional region, based on interactions, e.g. human movement, economic dynamics, transport
3. Regional identities – psycho-social identification
4. Administrative or political planning unit, based on deliberate developmental planning and initiatives.

In the Karoo, (1) , (2)) and even (3) apply, but not (4).

WHAT CAN A REGIONAL AIRPORT DO?



1. Scheduled flights
2. Car rental – hence tourism
3. Linked to other transport modalities, e.g. road (passenger and trucking) and rail
4. Move freight by air, and can generate industrial parks in rural areas
5. Emergency medical transport
6. Airports make travel faster, safer and cheaper
7. De-congest urban terminals
8. New advanced types of small aircraft
9. Longer term impacts: Attract urban residents who relocate to rural areas, invest capital, create new livelihoods.

AIRPORTS AS ECONOMIC CATALYSTS



1. Aviapolis – airports themselves become business hubs
2. Airfront – airports trigger aviation-related industries and businesses in the local area, e.g. accommodation, fuel provision, tourism promotion
3. Aerotropolis – trigger new urban development and changes in economic structure, over a larger area, e.g. manufacturing, transport hubs

IMPACTS OF RRR AIRPORTS



1. Direct impacts, e.g. employment, transport services, airlines, air charters, aircraft maintenance, airport management, car rental agencies, freight management, government projects based at airports, airport tenants.
3. Indirect impacts – multiplier effects through expenditure – stimulate other sectors, such as retail and personal services
5. Induced impacts – attracting new investment
4. Perpetuity impacts – changing the structure of the local economy.

INTERNATIONAL PRECEDENTS



USA: The Essential Air Service (EAS) and the Small Community Air Service Development Program (SCASDP), help small communities retain or attract air service.

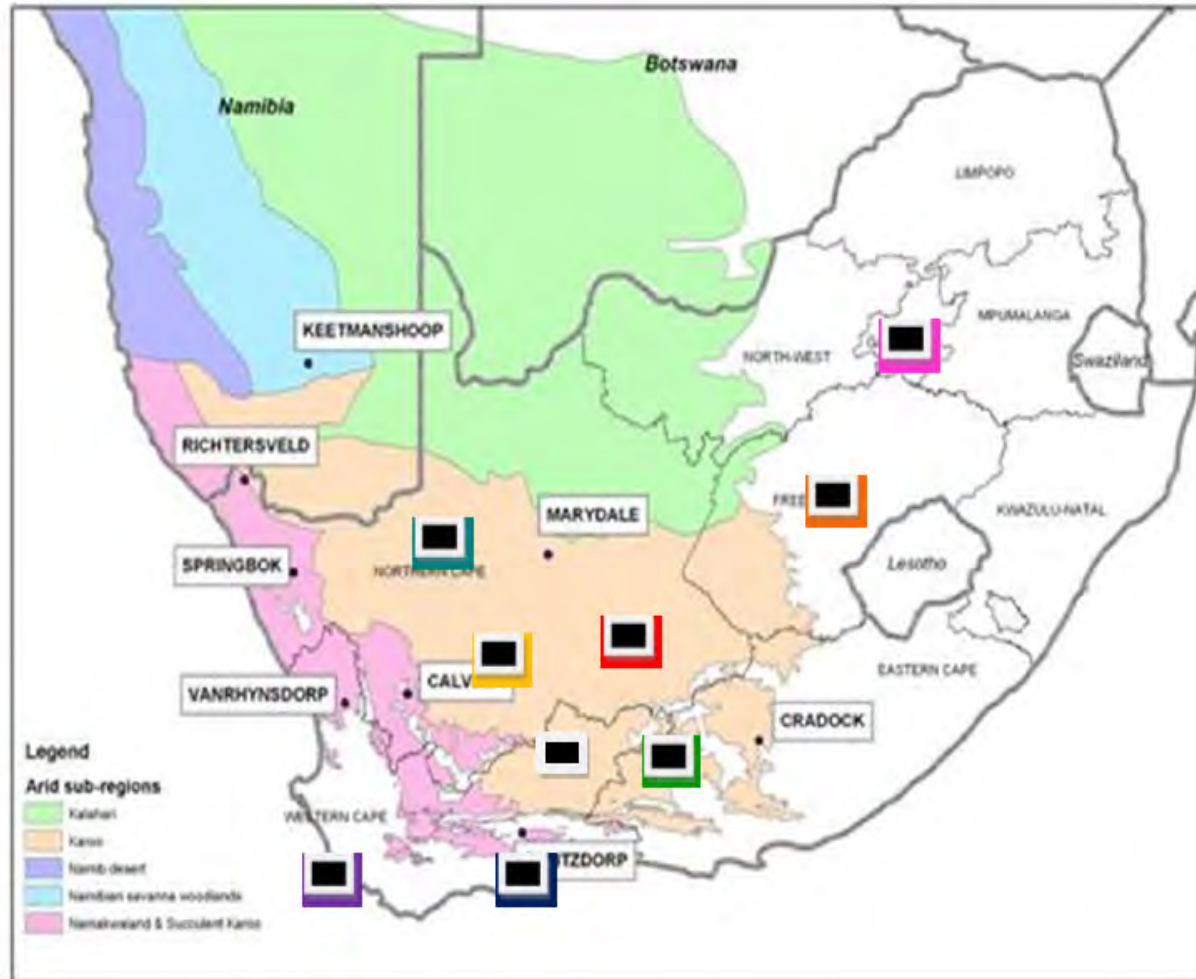
Australia: Commonwealth Regional Aviation Access Programme (RAPP): Subsidy scheme and infrastructure fund, and subsidy for medical services, by reimbursing the air services.

OTHER RRR PRECEDENTS



1. Punta Cana – Dominican Republic – **privately owned** airport with massive tourism impacts – now more than 100 international flights per week
2. Maun in Botswana – 207 000 passengers in 2011
3. Kruger International Airport, Mpumalanga - **private**
4. Zambia – links between Mansa, Kasama, Chipata and Solwezi and major cities
5. Kenya – airport in Kisumu link to Nairobi
6. Mozambique – Nacala airport – links to new mining fields.

KAROO AVIATION: HUB AND SPOKE SYSTEM



KAROO GATEWAY AIRPORT, BEAUFORT WEST

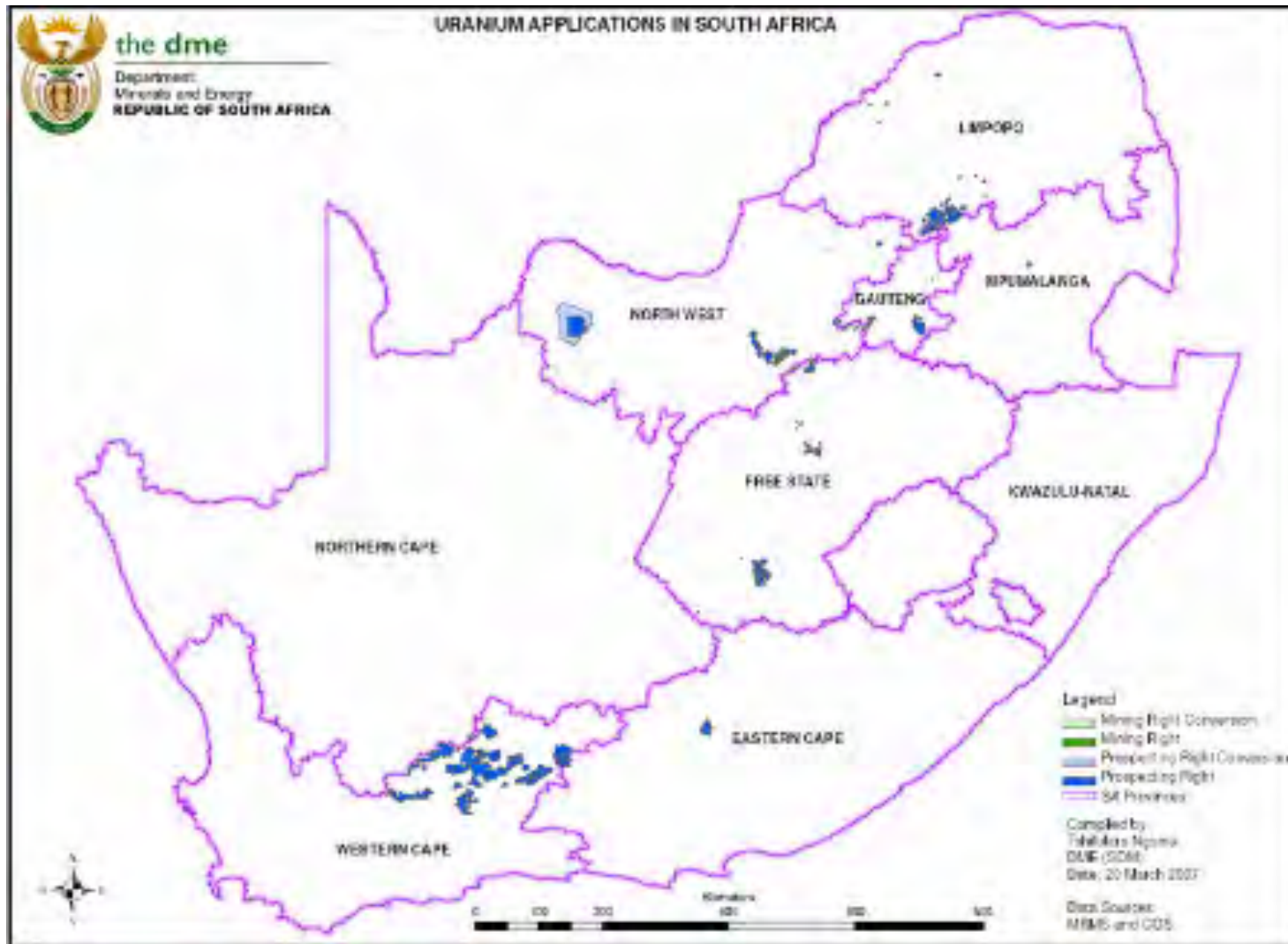


WHY BEAUFORT WEST? GEO-SPATIAL DYNAMICS ACROSS 4 PROVINCES

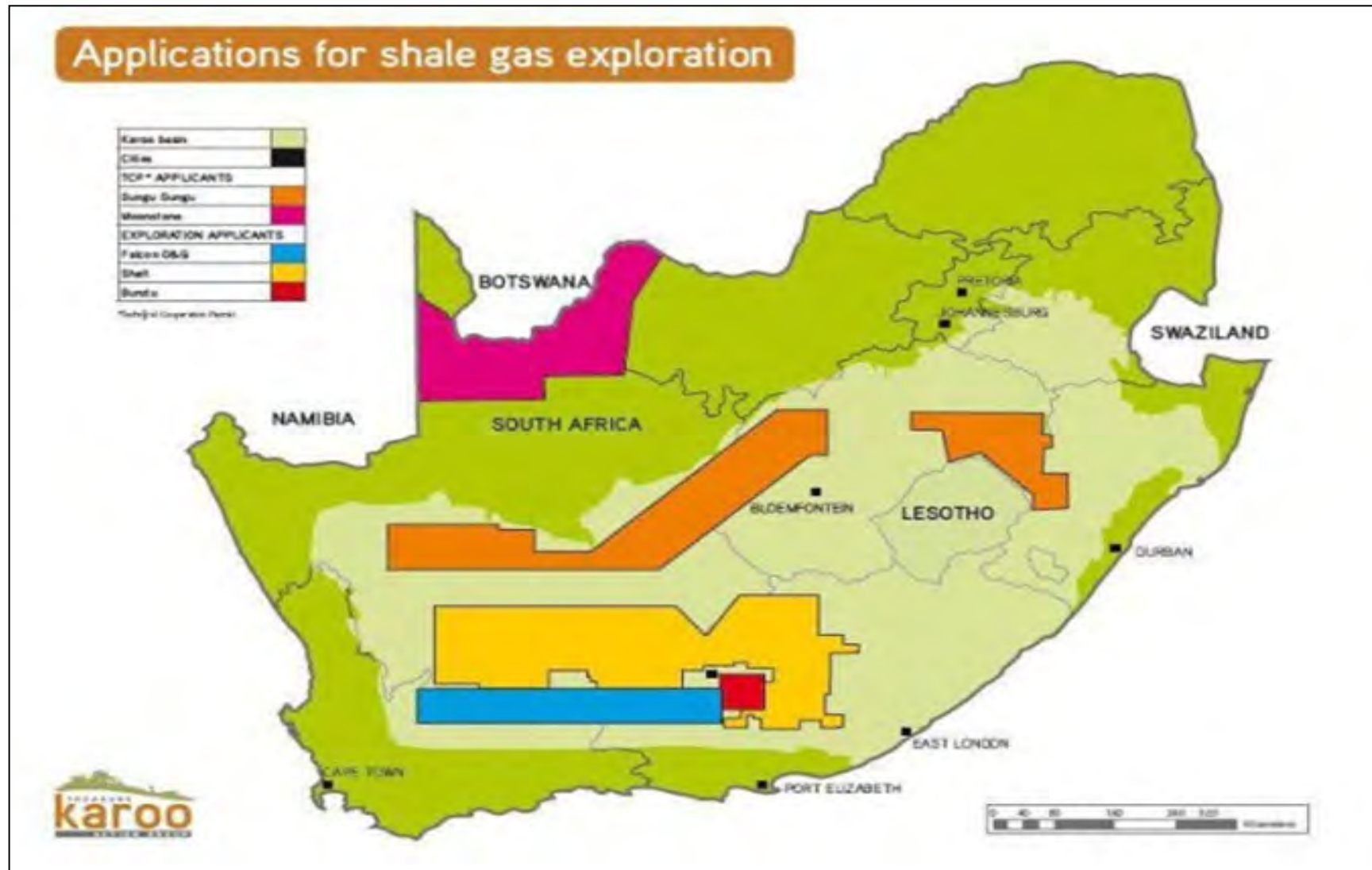


1. Central location in the Karoo – can reach Carnarvon (SKA) in the West and Graaff-Reinet in the east
2. Can service De Aar and Philipstown
3. Safe – distant from mountains
4. Alongside N1 and rail linkages
5. Currently 80 planes per month
6. On-site guest house
- 7. Private ownership** – more dynamic than municipalities
8. Close to uranium mining area (and shale gas?)
9. Overflow from George airport
10. De-congest Cape Town airport

URANIUM IN THE KAROO



SHALE GAS MINING



POPULATION: BEAUFORT WEST AND THE CENTRAL KAROO



Municipality	Population			Population Growth Rate (%p.a.)	
	2001	2011	Change in POPULATION 2001-2011	1996-2001	2001-2011
Central Karoo DM	60483	71011	↑	1,5	1,6
Beaufort West LM	43290	49586	↑	1,24	1,38
Cacadu DM	388206	450586	↑↑	0,95	1,49
Pixley ka Sme DM	166547	186351	↑	-1,27	1,12

PROPOSED EXPANSION OF KAROO GATEWAY AIRPORT, BEAUFORT WEST



1. Extension and re-surfacing of gravel runway
2. Scheduled flights, hence Air Traffic Control tower
3. Car rental agencies
4. Tourism portal
5. Hangars and fuel storage
6. Flight school – 80 cadets and 25 staff
7. New 1200 passenger terminal
8. Truck stop
9. Aviation museum

LACK OF SPATIAL INTEGRATION IN DEVELOPMENT PLANNING



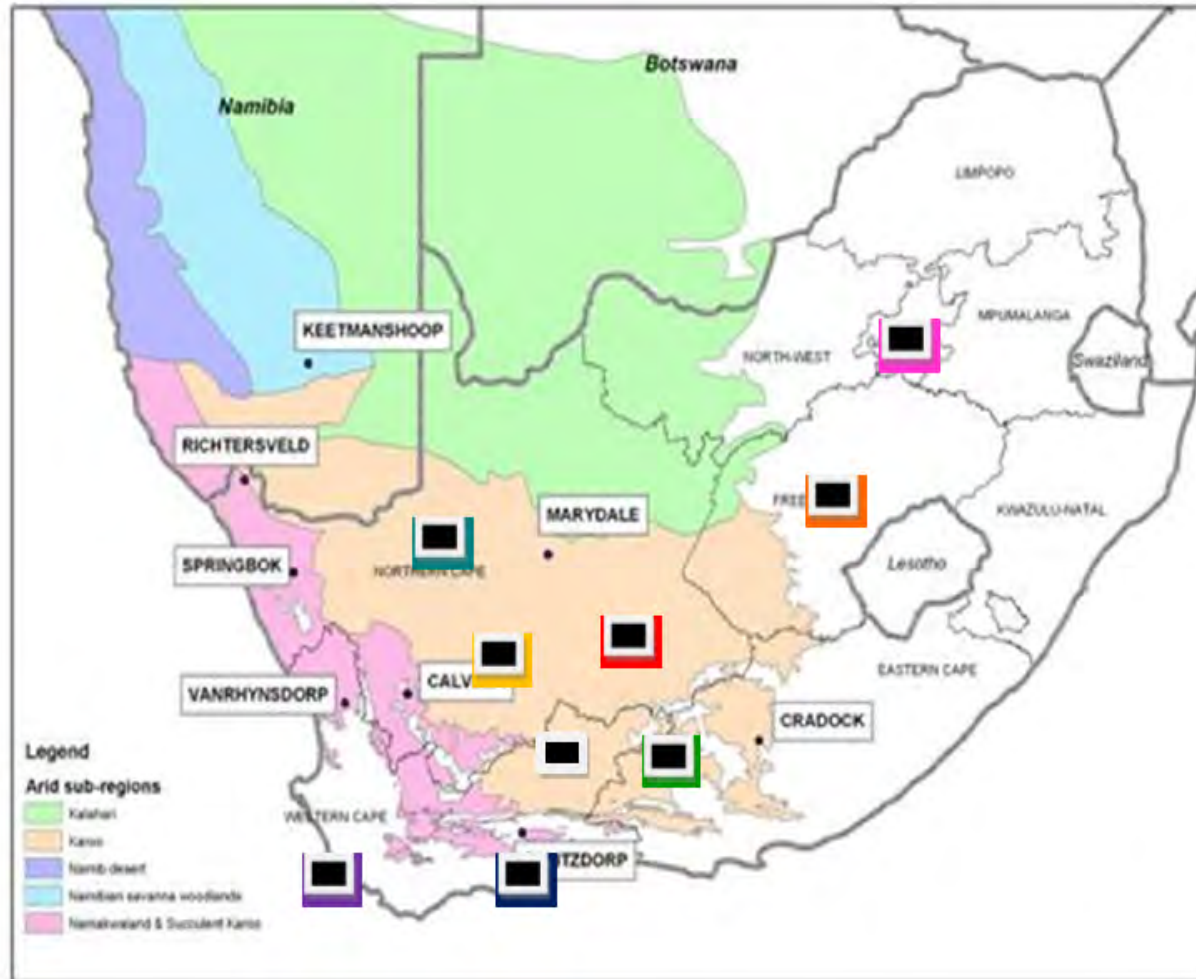
- Main focus has been on provincial development strategies, municipal IDPs and sectoral strategies
- “Hardening” of municipal and provincial boundaries in planning and development delivery. Virtually complete unwillingness by provinces to contemplate participating in collaborations that cross provincial boundaries.

NATIONAL PLANNING COMMISSION VISION 2030



1. Need to develop regional plans
2. Need regional planning institutions, although it leaves open the question of democratic accountability
3. Need to promote connective infrastructure which links a region, and link rural and urban areas
4. Need to promote small town development.

BEAUFORT WEST AND OTHER KAROO TOWNS



REGIONAL AVIATION: ISSUES OF GOVERNANCE



1. Need a national strategy on rural airports – catchment areas transcend provincial boundaries
2. Not too many airports (need to remain financially viable), but not too few
3. Consider private airports as business investments
4. Need to link with sectoral strategies (e.g. mining, tourism, transport)
5. Airports affect spatial planning – some towns will become regional centres
6. Need integrated transport policies – air, road, rail
7. Need regional collaborative strategies – across provinces and key towns.