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PROCEEDINGS OF THE NATIONAL COUNCIL OF PROVINCES

The Council met at 14:00.

The Deputy Chairperson took the Chair and requested members to observe a moment of silence for prayers or meditation.

The Chairperson announced that the virtual sitting constituted a sitting of the National Council of Provinces.

ANNOUNCEMENTS

The DEPUTY CHAIRPERSON OF THE NCOP (Mr P Govender): Hon members, greetings to all the hon members here present today and those on the virtual platform. I want to take this opportunity of welcoming the Minister of Transport Minister, Barbara Creecy. Thank you for making the time to be with us. We appreciate your presence in the House. I want to also welcome any other Deputy Ministers, members of Salga and MECs

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that might be in the House or on the virtual platform.

Greetings to one and all.

Hon delegates, I would like to remind delegates that the rules in particular sub rule 21, 22 and 23 of Rule 103 applies. I've also been informed that the Subject for Debate on the World Food Day and International Day for the Eradication of Poverty has been deferred until further notice.

Hon delegates, I will now allow an opportunity to delegate to give notices of motion. And I want to point out that in terms of the rules, we have 20 minutes for notices of motion. Since this is the first sitting of the NCOP in the seventh administration where we are doing notices of motion, I've been also told in terms of the rules, the presiding officer has discretion in terms of allowing the notices of motion to go beyond 20 minutes. So in view of that, I will allow notices of motion that will go beyond 20 minutes.

I have the list of names of members who will be presenting motions today, and that list was done in consultation with all political parties. Therefore, there will be no need for members to raise their hands because I have the names before me, and I will therefore call upon Members in terms of the

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list that I have to present the notices of motion. So, we will first go to notices of motion, and I will call upon the hon S Nxumalo from the Mpumalanga province to present a motion. Please keep in mind that you have one and half minute to present your motion.

NOTICES OF MOTION

Ms S NXUMALO: Deputy Chair, I hereby give notice that on the next sitting day of the Council, I shall move on behalf of the ANC:

That the Council-

- (1) debates the impact of climate change, global warming in South Africa and the readiness of provinces and municipalities to respond to disaster that have been caused by climate change;
- (2) notes that worsening weather conditions as a result of global warming and climate change continue to have a devastating impact on the communities across the country which demand provinces and municipalities to develop a robust disaster

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management plan and rapid response to disasters that are caused by climate change and global warming.

The DEPUTY CHAIRPERSON OF THE NCOP (Mr P Govender): Thank you very much, hon member. I've just been advised that in terms of time, if we can read your motion from your seats. I think that will save us time. Also, I would like to record the apologies as follows: The Chairperson of the National Council of Provinces is out of the country, as well as the House Chair, hon Ryder and the Chief Whip is also in Gauteng on the commission for judges. So those are the apologies that we have, and we will table those apologies.

Ms O D MEDUPE: Deputy Chairperson of the NCOP, I hereby give notice that on the next sitting day of the Council, I shall move on behalf of the ANC:

That the Council-

debates the concerning and unacceptable rising numbers of incidents of mass shootings that have been happening across the country. These shootings have caused too much pain and suffering to many families.

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Ms S M MOKOENA: Deputy Chair, I hereby give notice that on the next sitting day of the Council, I shall move on behalf of the MK party:

That this Council-

- (1) notes with deep concern the alarming state of cancer treatment in South Africa, particularly in patients predominantly in rural areas as Mpumalanga where systematic neglect has happened and has left many without timely access to care;
- (2) also notes the distress case in that of a 22-year-old woman hailing from Piet Retief who travels over 200 kilometres to receive treatment;
- (3) further notes that she often arrives too late to be attended to, underscoring the urgent need for a functional and effective rural cancer system;
- (4) affirms that the health and well-being of our citizens must be prioritised, and comprehensive strategies are required to combat the growing cancer crisis in South Africa.

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Ms M SIWISA: Deputy Chair, I hereby give notice that on the next sitting day of the Council, I shall move on behalf of the EFF:

That the Council-

debates bullying in schools, which is a systematic problem that affects both learners and educators across all provinces and is often linked to mental stress and suicide amongst children and teenagers.

Mr P NOE: Deputy Chair, I hereby give notice that on the next sitting day of the Council, I shall move on behalf of the ANC:

That the House-

debates the increasing number of young South African women who are being arrested for trafficking drugs from different countries.

Ms N P MCINGA: Deputy Chair, I hereby give notice that on the next sitting day of the Council, I shall move on behalf of the EFF:

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That the Council-

- (1) debates the urgency of bringing back all African artifacts and ancestral remains that were taken during the colonial era and are currently held in foreign museums and institutions, particularly in Europe;
- (2) notes that King Hintsa's head is one such example, but there are countless other cultural treasures scattered around the globe that represent our identity;
- (3) also notes that it is time that the world acknowledges the grave injustices of colonialism and supports the restoration of African dignity through the return of our cultural heritage.

Mr M M PETER: Deputy Chair, I hereby give notice that on the next sitting day of the Council, I shall move on behalf of the UDM:

That the House-

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- (1) notes the dramatic decline of public trust in the law enforcement agencies in the country, a persisting legitimacy problem in the relationship between the police and the residents;
- (2) also notes that recently, public trust in the police dropped to a low of 27%;
- (3) further notes the recent arrest of 14 police officers, seven of them were implicated in a murder of a man in Soweto and another seven police officers allegedly involved in an extortion against Chinese business owners in Cape Town.

Mr H J VAN DER BERG: Deputy Chair, I hereby give notice that on the next sitting day of the Council, I shall move on behalf of the FF Plus:

That the House-

debate solutions to combat the silo effect from departments within the three spheres of government, taking into account that priorities of programmes are not aligned throughout departments and a clear

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counterproductive manner of working can be seen as with the recent incident in Calvinia, where rails are being lifted by Transnet, but the Minister of Tourism has identified the railway as a potential for tourism and want to keep the railway, considering also the government's utterance of striving to be an integrated government with complementary programmes and priorities.

GROWING NUMBER OF FOOD POISONING CASES AROUND THE COUNTRY

(Draft Resolution)

Ms S NXUMALO: Deputy Chair, I hereby move without notice:

That the Council-

- (1) notes with utmost concern the noticeable growing number of people or cases of food poisoning in most parts of the country;
- (2) also notes that several provinces have reported a significant increase in food poisoning cases, especially among children;

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- (3) further notes that in Gauteng alone, the Department of Health has recorded 863 food poisoning incidents, resulting in 11 deaths with the Ekurhuleni district having the most cases with 119, followed by the city of Johannesburg with 40 cases;
- (4) acknowledges that the majority of cases of food poisoning have occurred in townships, informal settlements, and hostels where the majority of poor communities live, making food poisoning an emerging health hazard for the poor; and
- (5) takes this opportunity to call on the Minister of Agriculture and Minister of Small Development to wage a concerted battle against the sale of dangerous food products that expose our people to food poisoning.

Motion agreed to in accordance with section 65 of the Constitution.

THE UNTIMELY PASSING OF MR TITO MBOWENI

(Draft Resolution)

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Mr P A PHALA: Deputy Chair, I hereby move without notice:

That the House-

- (1) notes with sadness the untimely passing away of the first Minister of Labour in the democratic South Africa, the first black Governor of the Reserve Bank and former Minister of Finance, Mr Tito Mboweni;
- (2) further notes that Mr Mboweni was born in Tzaneen in Limpopo and later moved to Lesotho when he joined the ANC;
- (3) acknowledges that Mr Mboweni served the ANC in many positions including in the National Executive Committee until he retired and went back to Magoebaskloof where he spent his final days;
- (4) further acknowledges that Comrade Tito was a dedicated public servant who played a pivotal role in shaping South Africa's economic landscape and his contributions to our nation's financial stability and growth will be remembered for generations; and

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- (5) therefore sends heartfelt condolences to his family, friends and his organisation the ANC.

Motion agreed to in accordance with section 65 of the Constitution.

The DEPUTY CHAIRPERSON OF THE NCOP (Mr P Govender): Hon members, at this point I would like to point out that the hon Minister Creecy would like to be released earlier because of a prior commitment. So we're going to stop the motions for now and we will take the hon Minister's executive statement and then we'll continue thereafter with the with the motions. Thank you very much. Hon Minister, could you please take the podium. You have 15 minutes. Thank you.

**EXECUTIVE STATEMENT BY THE MINISTER OF TRANSPORT ON PROVIDING
A SAFE, RELIABLE, EFFECTIVE, EFFICIENT AND FULLY INTEGRATED
TRANSPORT OPERATIONS AND INFRASTRUCTURE THAT MEET THE NEEDS OF
FREIGHT AND PASSENGER CUSTOMERS, IMPROVING LEVELS OF SERVICE
AND COST IN A FASHION THAT SUPPORTS GOVERNMENT STRATEGIES FOR
ECONOMIC AND SOCIAL DEVELOPMENT**

The MINISTER OF TRANSPORT: Honourable Deputy Chairperson and hon members, an efficient and effective and safe transport

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system is the lifeblood of a nation and a key to sustainable economic growth. A functioning transport system ferries job seekers to employment opportunities, safely transports learners to school and enables South African produced goods and commodities to be exported to new markets.

However, in recent years our transport systems have not functioned optimally. Widespread theft and vandalism have negatively affected our road network. Inefficiencies in our ports and broader logistics system has led to severe backlogs and goods not being able to leave our ports timelessly. Our passenger transport environment has also changed, as citizens have had to adjust their lives to the unavailability of safe and efficient rail transport.

The 2021 National Household Survey paints a picture of grave concern. According to the survey, only 14% of commuters are currently travelling by bus, 2,4% by commuter rail, and the vast majority, 85%, are being transported by minibus taxis. Due to the unaffordability of transport options and the lack of reliable and cheap rail services, almost 20% of commuters have no option other than to walk to their destinations to save money.

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In the tough fiscal environment in which we find ourselves as a country, the transport system should enable and not hinder economic growth by allowing working class people to better access employment opportunities. Today I can share the ways in which government, which as you have heard on Monday was 100 years old, is making improvements in the transport sector and unlocking economic opportunities and bettering the lives of South Africans.

Following the Cabinet Lekgotla of this Administration, there was broad consensus that the apex priority for government will be inclusive and sustainable economic growth. Along with this primary objective, some of the sub priorities informing the work of this term include prioritising infrastructure development, particularly in the transport sector, continuing with the reforms that have been undertaken under Operation Vulindlela, including the introduction of private sector participation in rail and port operations while the infrastructure remains state owned, increasing our government's investment in science and technology and upscaling our capacity for innovation, returning all passenger rail corridors to service to provide a low cost transport option for the working poor, combating infrastructure crime and vandalism and developing a road map for the digital

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transformation of the public service. All of these align with the work and the policies of the Department of Transport.

Emerging from a period of vandalism and infrastructure theft, the Passenger Rail Authority of South Africa, Prasa, has made strides to improve the availability of passenger rail services. Out of 40 priority rail corridors 34 have re-entered into service following an extensive programme of station and depot refurbishment. Meaning that passengers can now access almost 300 stations throughout the country.

The re-signalling of these lines is now an ongoing endeavour which will ensure that trains are arriving at stations more regularly and of course moving with safety. The Passenger Rail Authority of South Africa has set itself the target of reaching pre pandemic numbers of 600 million annual passenger trips by the end of this term of office.

The Passenger Rail Authority of South Africa's Metro Rail fleet has also been upgraded and replaced with new electronic multiple unit people's trains. These modern locomotives are equipped with CCTV, automated doors and air conditioning with designated areas for passengers who are disabled or who have young children.

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October is National Transport Month and during the course of the past two weeks, Deputy Minister Hlengwa and I have been visiting different parts of the country to witness the improvements that are happening in the rail and road transport spaces. Last week I visited the Crossmoor to Merebank rail line in eThekweni where I witnessed the work that is being done to restore stations and infrastructure affected by vandalism and the floods that affected the city in 2022.

The refurbishing of this line alone has created 200 jobs and employed the services of 12 micro enterprises who are now responsible for maintaining and cleaning the stations. This line's re-entry into service will improve the availability of public transport options for eThekweni's citizens with a train ticket from Crossmore to Durban costing only R7,50 - a third of the price for the same trip by other means of transport. By upgrading our infrastructure, we are making safe and affordable public transport available to our people.

As I have stated, the revitalisation of the rail sector is one of the priorities of this Administration and this extends to the freight and logistics sector. In order to achieve this, government has initiated a number of policies that see that

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Transnet will eventually meet pre-pandemic performance levels
A key policy in this regard is the freight logistics road map.

The road map has key areas of focus, including the security of the rail network, operational improvements and a capital investment programme. The National Logistics Crisis Committee, NLCC, co-ordinated by the Presidency, has been tackling the logistics crisis through a number of work streams, one of which is looking at private sector participation in the national rail and port logistics system.

The work stream is developing a framework for third party participation that will maximise the resources and expertise of both government and the private sector, with the aim of improving the performance of the logistics sector and contributing to economic growth.

Key areas of focus include strategic logistics corridors, handling commodities that are essential to the export market such as coal and iron ore, addressing backlogs and congestion at strategic border crossings, combating congestion in key national highway corridors such as the N1 and the N3 as well as interventions to combat cable theft and maintenance backlogs at Transnet.

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Our roads network also connect communities and facilitate economic development through the movement of people and goods between urban and rural South Africa. The South African National Roads Agency, Sanral, is responsible for more than 23 000 kilometres of road across the country. However, while the entity is responsible for only 4% of the road network, this 4% carries 40% of all annual vehicle traffic, 60% of freight and 70% of road freight. The maintenance of this network is key to ensuring that road users are safe and able to reach their destinations on time.

Last week I visited a number of sites that form part of the N2-N3 upgrade programme in KwaZulu-Natal. The upgrades to these strategic roads will address congestion, increase safety and reduce travel times. Crucially, this upgrade programme is helping to provide employment opportunities for local communities. The construction projects along the N3 alone will create an estimated 35 000 jobs with R2,3 billion to be spent on wages for local labour and R8,8 billion aimed to be spent on black-owned micro enterprises over the next eight years.

Road safety continues to be a priority for government. More than 11 000 people are killed on our roads annually, and this figure cannot be accepted or normalised. We are addressing

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this in two ways. Working to increase patrolling and law enforcement and taking measures to change driver behaviour.

The department and its entities will continue the important work of road safety education campaigns. Continuous engagement is needed with provinces to see that traffic policing of our roads is conducted 24 hours a day, seven days a week. The National Road Safety Strategy is being reformulated in a way that will address these issues with the ultimate aim of decreasing the number of road fatalities and making sure that our roads are safer for both drivers and pedestrians.

The department is in the process of monitoring the money allocated to provinces through the provincial Roads Management Grant. Following the money will help us determine how money is being spent in provinces and where the citizens are getting value for the money spent on road maintenance and road upgrades.

We are in the process of establishing a working group with the South African Local Government Association, Salga, to support the classification of roads in municipalities. This will enable municipalities facing infrastructure challenges to

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access the Municipal Infrastructure Grant for the maintenance of part of their road network.

The majority of South Africans relying on public transport use minibus taxis and the sector cannot be excluded from planning and policy development in the transport space. It is the intention of this Administration to review the taxi recapitalisation process. We have listened to the industry, and we are aware that the current dispensation is too expensive and unaffordable for many drivers and owners.

We need to properly integrate all modes of public transport for passengers to move seamlessly from one destination to another. This means we must assess the measures that we have already taken in this regard and change our approach where necessary. One of the reviews that is urgent is the functionality and the appropriateness of the bus rapid transit, BRT, programmes, which are not working well in many municipalities.

As we continue to improve our transport systems, we must also embrace new technology. These include using automated cargo tracking systems at our ports, cashless ticketing regimes for different modes of public transport and the use of remote

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observation and artificial intelligence, AI, to secure critical infrastructure such as rail depots and rail lines. All of these are being considered by the department and its entities and are in the process of being introduced in order to modernise our systems and ensure we have an efficient, safe and smart transport sector.

Improvements are happening in the transport landscape that will ensure that our people arrive at work on time, that goods reach their intended export markets, and that passengers and pedestrians reach their destinations safely. It is through these measures that government is ensuring that our economy grows, and the lives of working people are improved. I thank you.

Mr B S MABEBO: Chairperson, the ANC has long supported the provision of a safe and efficient fully integrated transport system. The efficient transport of people, goods, freight and services is a critical input for economic development. Moreover, the ANC has been supportive of an efficient commuter transport system which benefits the working class and poor. The effort of government in the previous Parliament was towards the restoration and modernisation of the commuter

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system and the development of the bus rapid transit, BRT, bus service system in different municipalities.

The Passenger Rail Agency of South Africa, Prasa, has made much progress in the restoration of rail corridors through opening 31 out of 40 rail corridors and launching the 200 locally manufactured train sets. The Passenger Rail Agency of South Africa has also made good progress in the recovery and development of rail stations. This has resulted in increased passenger numbers in all provinces from a low of 5 million to now nearly 40 million passengers per annum.

More progress in the development of commuter rail infrastructure will be recorded in the financial year.

Commuter rail is a cheap, safe and efficient mode of transport whose increased development will benefit both the people and the economy of the country. The increase in the number of municipalities introducing the BRT system is a positive sign of improving the efficient of the public road transport.

Passenger numbers which are currently low will organically grow for the development of economic scale. This should not deter the development of the integrated and affordable public transport system. This is a firm foundation for integration of the rail and road public transport system.

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Minister, our people need to feel safe when using public transport. Improving the safety for passengers utilising commuter transport both in terms of rail and road is critical as this encourages greater usage of public transport, increasing economies of scale. Improving operational safety of rail and road safety is also a critical part of providing an efficient, safe and reliable public transport system. Far too many road accidents are occurring with the tragic loss of life. Recently, rail accidents have also occurred. Improved safety must be part of the development of transport and infrastructure. I thank you.

Dr I S SCHEURKOGEL: Deputy Speaker, through you to the hon Minister, when you move people, you move money. For too long, South Africans, along with our businesses, have suffered from frustration, incompetence and financial strain of the outdated and broken transport system. This isn't just a frustration, but it's a barrier to opportunity, growth and dignity. We need a transport system that is safe, reliable and affordable for all - system that truly serves an open opportunity society.

The ability to change lives, to empower communities and to drive economic growth lies in our ability to move. Without mobility, people are cut off from the very opportunities that

lift them out of poverty, advance their careers or support their families. Our rail network is one of our country's greatest untapped resources, yet it's crumbling under poor management, leaving fewer and fewer trains available.

Imagine a South Africa where our railway and public transport are a lifeline, not a frustration. Imagine trains and buses running seamlessly, connecting people to work, education and opportunity. We can make this vision a reality. We can transform our railway system into a network that moves both people and goods between towns and cities, unlocking countless economic opportunities. One key step in the transformation is to the introduction of a single multiuse ticket, making public transport easier and more accessible for all. Commuter rail, alongside BRT systems, is key to reducing the congestion in our cities.

Expanding our networks and introducing faster, more efficient services must be top priorities, but particularly in our high-density residential areas and airports. To build a world-class air transport system, we need to embrace innovation, and that means developing BRTs, monorails, light rails and high-speed trains wherever feasible. It means speeding up the restoration of our rail network. And the key to rebuilding this network is

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devolving national powers to capable local metros and provinces to create a transport authority who understands their own transport needs.

The solution is here, and that is private-public participation. Proven concepts like build-operate-transfer, BOT, can fast track the transformation of our railways. This collaboration is key to boosting our infrastructure, reuniting our economy and creating thousands of new jobs. This is what the Government of National Unity, GNU, calls for.

Infrastructure that drives opportunity for all South Africans. You can create a transport system that not only moves people but moves the entire nation forward - one that connects, empowers and fuels the growth of every South African.

Minister, in closing, it's really encouraging to see how many of your priorities is in line with the DA transport policy.

It's very well for the GNU, moving forward. Thank you, Chairperson.

Mr M MVOKO (Eastern Cape): Hon Chairperson, the Minister of Transport and all members of the Parliament present here today, as a province, we acknowledge and fully support of the statement by the Minister that a safe, reliable, effective, efficient and fully integrated transport system is a

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cornerstone of a thriving economy and is an enabler for economic growth. We are a province that requires an urgent attention from national government to address the historic infrastructure backlogs.

With that said, we are undertaking a number of projects to address these historical backlogs, particularly on infrastructure projects. The integrated transport infrastructure, the Department of Transport in the Eastern Cape is not fully integrated in terms of passenger transport but is providing subsidised public transport to commuters who do not have access to affordable transportation.

We are also providing transportation to deserving learners through the scholar transport programme. However, the programme is battling with financial challenges as the number of learners has increased while the budget remains the same. We have established a provincial rail committee to encourage both Transnet and Prasa to invest in the revival of rail in the province and part of the initiatives have yielded tangible results.

The department is in the process of reviving the freight strategy so the back to rail strategy can be realised. With

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the investment of R8 billion so far, we note and appreciate the great work and progress made in strategic road infrastructure implemented by the SA National Roads Agency SOC Ltd, Sanral, in the province. However, in conclusion, the roads conditions in the Eastern Cape province remain a concern and our major challenge is underfunding, which we all know is due to the province's fiscal status.

Another challenge confronting the province is the issue of abnormal weather conditions and climate change. These abnormal weather conditions are posing a significant risk to our road infrastructure. In the past two years, we experienced heavy rainfalls and floods that swept away bridges and caused huge damage to our road infrastructure. Scientists believe that climate change is responsible for the droughts and floods along the eastern coastline. Abnormal weather conditions have caused more than a R3 billion infrastructure backlog.

Important to highlight is that 90% of our roads are gravel roads that require frequent maintenance due to these abnormal weather conditions. As a provincial government, we rely on and heavily believe that the national government will come to the party now and assist us with additional funding to ensure that we dent the R3 billion infrastructure backlog in the province.

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We hope that the new Minister of Transport will positively respond to our cries. However, as I indicated earlier ...
[Time expired.] Thank you, hon Chair.

Ms M MAKESINI: Minister, the EFF is deeply concerned of how your department has failed to address many chronic and often fatal problems that are facing the road transportation in our country. Transport needs, such as safety, shorter travel time, less overcrowding, affordable taxi fares, reducing walking distance and improve access to facility remain a challenge for the black majority of our people.

This is a country where the vast majority of its population depends on a public transport for their economic and social activity in general. Minister, the railway system in this country has also collapsed, which also led to increase of heavy trucks on the roads which has led to many accidents involving the trucks on our roads.

Minister continued subject of our people to unsafe, unreliable, costly system of transport is unfair, as most of our modes of transport are not available, especially in the rural areas to cater for the old people and the people which

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are living with disabilities. That causes a serious hazard for our people.

South Africa has one of the highest road fatality rates caused by the state of road infrastructure, to a deafening silence of your Department of Transport to address these matters with the urgency they deserve.

The Department of Transport, also through the years failed to prioritise the scholar transport to ensure not only the safety of young learners not to arrive at school, but the failure of the young people to attend the school regularly because of the issue of transport. The example of R540 regional road from Belfast to Mashishing is one example where the road users most of the time are the effect of the road accidents.

Areas like Monontsha Qwaqwa where hon Noe is coming from, the people who are travelling with wheelchairs don't get public transport because the roads are not friendly. Our public transport system does not cater for the people who are using wheelchairs. Roads in the rural areas such as Matatiele, Gcuwa, Dutywa in the Eastern Cape are such of the glaring examples, where not all the motor vehicles can use those roads.

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IsiXhosa:

Kufuneka ukuba basebenzise iimoto ezincinane zokuthutha bakhwele ngasemva kuba zizo kuphela ezikwazi ukuhamba kwezo ndlela.

English:

The department and its subnational departments have also failed to eradicate the porthole in majority of the municipalities, especially access in all our municipalities. I can mention all of them Minister. You know in Machabeng, you know in Thabo Mofutsanyana, you know in Makhazeni and Nkomazi ... [Inaudible.] Thank you very much.

Ms J S MANANISO: Hon Minister, thank you for your extensive statement that speaks to the department's work to provide a safe, reliable, effective, efficient and fully integrated transport operation and infrastructure. We are particularly happy that your statement has also outlined government interventions to meet the needs of freight and passenger customers and improve levels of services.

Hon Minister, South Africa bears a high burden of road fatalities in Africa, accounting for 25 fatalities per 100 000 population. The total number of road fatalities have

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fluctuated over the years, reaching an all-time high of 15 000 fatalities in 2006. A study in 2015 found that road traffic crashes have continued to be the ninth leading cause of death for 15 years in the country, claiming an average of about 4% of overall deaths during those years.

Hon Minister, road fatalities portray only part of the problem. Historical data suggests that for every fatality on the road, there are alarming cases of serious injuries and instability.

It has been estimated that road accidents and crashes cost the South African road network an estimated R143 billion every year, equating to 3,4% of the country's gross domestic product, GDP. In comparison, cost of road traffic crashes in low- and middle-income countries is found to be just above 2% of their GDP.

Hon Minister, road fatalities and injuries also place a high financial burden on our individuals involved in crashes. The average hospital care provided to a pedestrian or passenger involved in a crash costs approximately R80 000 per admission, which places a burden on our healthcare system.

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Hon Minister, we would want to actually implore you this transport month to have awareness campaigns as well as visible policing, so that you partner with the SA Police Service, SAPS as well in terms of ensuring that our roads are safe and people can move without hinderance. I thank you.

Mr P NOE: Deputy Chair, in acknowledging what the Minister has tabled before this House, we just want to put forward that, despite the available modes of transportation In South Africa, transport is still plagued with several challenges. These, amongst others comprise of lack of public transport accessibility, especially in the rural areas, as my hon colleague from EFF has tried to portray about where I'm coming from.

It's not exactly as you say, but indeed there is a challenge of accessibility. The other challenge is equity, imbalance and congestion, specifically in taxis, ranks and the buses. You will see it here in Cape Town where I've been able to walk around, where there are buses, people really are congested and even on the taxis.

The traffic jams, which you will also find in many of the small taxi ranks which are referred to as four plus one.

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Deputy Chair, this in most instances really expose our commuters to the drivers' harassment.

However, I just want to quote or refer to what the former MEC of transport in the province has committed to, the current hon Premier Maqueen Letsoha-Mathae that: Focus on transport regulations is important to make sure that law and order is maintained on our roads. By so doing, is to prioritise and provide for quality traffic officials to mend the traffic and also quality traffic policing services by way of deploying traffic officials who will ensure that indeed the public observe traffic regulations.

Finally Chair, just to confirm the issue of the traffic jam, on my way here on Monday, I spent two hours on a traffic jam to the airport. I almost missed my flight, and a truck even bumped my car because of the traffic jam. So indeed, our South African roads need serious attention. I thank you Chair.

Mr M BILLY: Hon Minister, I want to start by sending our condolences to the families of ... the Mandeni accident which happened recently in Mandeni, KwaZulu Natal, resulting in 15 learners being injured and some passing away. We want to send our condolences to them. Minister, I want to stress that

this is sadly one of the reasons why we must look deeper into the learner transport programme, its safety and its operations across the country because this is a problem not just for KwaZulu Natal but for the country.

Minister, a safe and reliable transport system is crucial for the economic growth of our country and our province of KwaZulu Natal. It is crucial for the quality of life of our people. KwaZulu Natal is the gateway to Southern Africa with our ports, roads and railways forming the backbone of our trade in the entire region. It is encouraging, Minister, to see that the railway system is finally being fixed in the province and that you've noted that. We thank the provincial government of KwaZulu Natal led by Premier Thami Ntuli, who is working tirelessly to repair our railway system in the province, specifically in the eThekweni Municipality.

However, Minister, we must stress that a lot of investment is needed to upgrade and maintain our transport infrastructure in our country and in the province that I come from, which is KwaZulu Natal. We must do more to develop a transport system that reduces road congestion, improves safety and improves the economic growth of our country.

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Minister, you spoke about embracing technology. You're quite correct. We must embrace technology across the board, including the taxi industry, which at times seems to be quite resistant to wanting to evolve. I think your department must lead the process of bringing in technology and bringing in improvements in how it's being done, especially in terms of professionalising the taxi industry in KwaZulu Natal and in the country. Minister, I want to challenge your department that a lot needs to be done in this regard.

In KwaZulu Natal we've got systems such as the Go Durban which is not working. It is a nine billion ... project which has been stopped and frustrated by private individuals, particularly the taxi associations. The department needs to play a leading role to ensure that that is rectified.

We've got the same project in Msunduzi. It is a one billion ... project. This project has also not been operating because of various interferences by private individuals. I think the Department of Transport has a huge role to play because these projects and ... [Inaudible.] [Time expired.]

Ms T BREEDT: Deputy Chairperson, South Africa has a road network of over 750,000 kilometres and a rail network of just

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under 25,000 kilometres, yet our infrastructure is in a state of disrepair. I read an article that said the failure of its rail system threatens South Africa's national economy with a projected loss of tens of thousands of jobs in mining and agriculture and severe cuts to tax revenue. Years of bad policy, neglect of maintenance, a R50 billion backlog in 2023, corruption and incompetence are visibly expressed in severely clogged ports and broken roads. I think this perfectly sums up the situation we are currently in. We can all tell stories of roads that were once in a good state and that are now undriveable, and others where we drive next to the road instead of on it because we can't.

For example, in Verkykerskop in the Free State, the community with the approval of the roads department actually broke up the tarmac and turned the main street into a gravel road. The farmers in the area take turns to grate the road and it is lovely to drive on. This is just how communities have had to become involved to stop the decay of our infrastructure.

For more than a century South Africa had the continent's biggest and most efficient rail and port network with more active route kilometres than the rest of sub-Saharan Africa combined. However, now much of this network lies idle or

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derelict and according to many people somewhat 80% of railway stations in the country were looted during the coronavirus pandemic.

Afrikaans:

Verder, Minister, is daar een groot probleem. Dit is die silo werking van departemente binne die regering. My kollega het voorheen 'n voorbeeld genoem van Calvinia in die Noord-Kaap waar die Minister van Toerisme beplan om die treinspoornetwerk vir astro-toerisme te gebruik maar Transnet is tans besig om die einste spoorweg te verwyder. Daar is geen kommunikasie nie en dit lei tot 'n negatiewe ekonomiese impak op gemeenskappe.

Ek stem saam dat ons 'n veilige, betroubare, effektiewe, doeltreffende en vol geïntegreerde vervoernetwerk nodig het, veral om Suid-Afrika aan die voorpunt van Afrika se ontwikkeling en ekonomiese groei te hou. Dit gaan slegs gedoen kan word deur met ander departemente saam te werk, korrupsie uit te roei, seker te maak dat die skuldiges aan die pen ry, bevoegde kontrakteurs wat deeglik kan beplan aan te stel en om die nodige oorsig te doen om te verseker dat projekte op tyd en op begroting voltooi word.

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Agb Minister, jare se verval en instandhouding wat nie gedoen is nie het ons in hierdie tameletjie gedompel. As u bereid is om soms ongewild te wees en die bul by die horings te pak, en alles wat verkeerd met ons vervoerinfrastruktuur is reg te ruk, dan sal ons saam met u staan. Ek dank u.

English:

Mr M F MOKWELE: Thanks very much, Deputy Chair and greetings to the hon Minister. Minister, we want to appreciate you for being in this House. Always be with us. Hon Minister, maybe first and foremost let me note your presentation by saying that indeed it shows that your department has made strides since the dawn of democracy. Minister, you also indicated that you will always emphasise effectiveness and efficiency in the transport system, which we as the ANC also acknowledge.

Minister, when you presented you also indicated in terms of a percentage – in the main I'm not going to dwell on a percentage – that 85% ... depend mainly on busses and taxis. Minister, I want to appreciate your department in that since you took over in this department there is indeed stability in the taxi industry. I mean, Chairperson and hon members, what I can tell you is that since the Minister took over we have had

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fewer incidents of taxi violence. We can safely say that they are not even in existence.

However, Minister, in terms of the issue of busses, maybe I'll just refer to the Limpopo province where I come from. I just want to indicate that that mode of transport which the majority of commuters in Limpopo depend on has collapsed. I know that the hon Premier of Limpopo, Dr Phophi Ramathuba, during her first address made a commitment that she will ensure that we revive that mode of transport. So I just want to appeal to you, hon Minister. I know that you are capable and you can assist in ensuring that that mode of transport which the people of Limpopo depend on is revived.

Lastly, hon Minister, you indicated that currently there is availability of different modes of transport, which I agree with because now it is easy when you want to use flights. It is even easy when you want to use the train and other modes ... So it means that there are different modes of transport.

However, Minister, you also indicated that you visited different provinces to check the rail system. I wanted you to also go to Limpopo ... [Time expired.]

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Mr E NZIMANDE: Thanks, Deputy Chair. Good afternoon, hon members and the Minister. I guess we will not be telling the truth to the public and two voters if we say there is a noticeable progress. That will be totally incorrect. I stay in a township and in a rural area too, where I come from. Secondly, we have previously raised this thing, Minister, that it can't be correct that policy does not influence your planning, including your annual performance plan, APP. I hear you today you are talking definitely again on some policy shifts when already you came before us with the implementing instrument which is an APP, and it shows a serious challenge.

Furthermore, we want to emphasise the facts that you have raised that definitely there's lack of sound and responsive, integrated transport system perpetuate the ills of apartheid, including the unbalanced spatial structure. This government, including this government of coalition, has not made significant strides even in the second quarter. After 30 years, still, really, South African cities are characterised by unbalanced spatial structure as consequence of legacy of apartheid, which resulted, I guess, you have noted probably, long commute, high transport costs, low or lower labour productivity and overall unproductive cities.

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There is also a fundamental issue for policy consideration which, I guess, the Minister would like to look into, linkages to the current funding system by the national government through the National Treasury and the Department of Transport, for local and financial sphere of government calls for policy shift, to ensure that it does not only cover the funding for relying on, but to access and address as public transport playing occur at that lower level or sphere of government.

Despite the intended outcome, obviously, in terms of the National Development Plan, NDP, and the National Planning Commission, for us as South Africans, there is no significant strides to make investment in the transport sector for purpose of improving accessibility and to breach geographic distances, affordable and foster reliable and safety, so that all South African access, previous inaccessible economic opportunities so that ... [Interjections.]

The DEPUTY CHAIRPERSON OF THE NCOP (Mr P Govender): Hon member, your time is up. Thank you.

Mr E NZIMANDE: As the MK we still push what we have raised to you, hon Minister ...

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The DEPUTY CHAIRPERSON OF THE NCOP (Mr P Govender): Thank you, hon member. Please take your seat.

Mr E NZIMANDE: ... our policy position, which you noted.

The DEPUTY CHAIRPERSON OF THE NCOP (Mr P Govender): Thank you.

Mr E NZIMANDE: Thank you.

Mr M M PETER: Thank you, hon Deputy Chair. Good evening, Minister. Minister, in Afrikaans ...

Afrikaans:

Ons het nie tyd om te speel nie. Asseblief, meneer, daardie tyd is verby.

English:

Now, the time that we have, is the time to act. Minister, we can't go further in our rural areas, we can't go even to our funerals. We have to park our cars 15 kilometres away from where we are supposed to go. So, Minister, this Government of National Unity, GNU, must produce fruits. We don't want to produce something that we cannot even eat. The UDM stands firmly, Minister, by saying the SA public transport sector is

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facing a critical crisis marked by escalating violence, including minibus strikes and extortion within the taxi industry. Minister, our people are killing each other in our business, taxis. In all the black taxis, people are killing each other. Therefore, we need your interventions.

Secondly, in this mode of transport, Minister, there is no safety and security for our commuters. The people that are travelling by bus, are robbed inside the bus. Also, the people that are travelling by train are robbed inside the trains. We need more policing. I thank you.

Ms E N MAKHABANE: Thank you very much, hon Deputy Chairperson, hon members, hon Minister. It gives me an immense pride to stand before this august House to make some reflections on behalf of the people and also the ANC on this critical executive member statement. For the people of the rising sun, we wish to agree with the main essence and content of the executive due to our lived experiences of the challenges of transport logistics in our province. Critical to our daily lives experiences, the high level of accidents in the main logistics corridors, passing our province and the damage caused to our road infrastructure daily due to the road freight

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transporting goods from other provinces, either going to Mozambique Harbour, Port of Durban or Richards Bay.

For the people of Mpumalanga, we plead with you, Minister, to consider the improving the train transport logistics for the Maputo Corridor. The Maputo Corridor Logistics is a significant trade route that has historically connected the industrial and commercial heartland of South Africa to the deep-water port of Maputo. In more recent times, hon Deputy Chair, the Maputo Logistics Corridor has played an increasingly important role in the export of minerals and commodities accommodating up to 30 million tons of frights per annum. The key elements of this transport corridor are the N4 toll road, the rail corridor, the Lebombo or Ressano Garcia Border Post the port and terminal facility at the Port of Maputo and Matola. The challenges of fright along the Maputo Corrido have currently led to a high road carnages, violent crime as criminals hijack trucks and kill truck drivers, and worse, the trucks cause long logistical transport congestions which has devastating effects to movement of people, especially, around the Nkomazi area.

We also still request a speedy resolution of the Moloto Corridor, which is implemented successfully, will relieve

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transport congestion on the deadly Moloto Road. With those words, we wish to appreciate the executives member statement and support Minister's effort in providing a safe, reliable, effective, efficient and fully integrated transport operation and infrastructure that meets the needs of freight and passenger customers, improving levels of service and cost in a fashion that supports government strategies for economic and social development. I thank you.

Mr S P MABILO: Thank you Deputy Chair and hon Minister. Let me start by extending my heartfelt condolences to the families in Ritchie, seven of them passed away on the N12 Road, which is my constituency. Hon Deputy Chair, the ANC supports a fully integrated transport system that meets the needs of commuter transport and freight transport. Transport in terms of rail and road is a key driver for inclusive economic growth and job creation. The transport sector links people with social services and markets, and also links markets to other markets. It is difficult to conceptualise the implementation of the District Development Model, DDM, without an integrated commuter and freight transport system.

Most provinces where mining and agriculture is concentrated, require efficient rail and road transport for the sale of

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minerals and agricultural products. Infrastructure development in terms of rail and road is critical for inclusive economic development and job creation. Government has adopted a policy of moving goods from road to rail. This is important to reduce the number of heavy-duty trucks on the roads which increases road maintenance. However, this means the development of Transnet Freight Rail services to ensure that it is able to receive freight and deliver freight. It also means the refurbishing of old locomotives to ensure that there are rail services available for the movement of goods from road to rail.

Regulated freight rail tariffs have priced Transnet out of the market, therefore it is important to come with innovative means. Minister, we support the executive statement, it is bold, it is imaginative, and it inspires hope. We support. Thank you, Deputy Chair.

Ms T I LEGWASE: Hon Deputy Chairperson, the North West supports an effective, efficient and fully integrated transport system that meets the need of freight and passengers. The transport system must positively contribute to the improving of the quality of life of the people. This support by the province has reflected itself in the programmes

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and budget of the Department of Community Safety and Transport Management, and it also reflects itself in the budget transfers to Passenger Rail Agency of South Africa, Prasa and South African National Roads Agency SOC Ltd, Sanral for road and rail development. Restoration, modernisation and infrastructure development in the transport sector has grown and is starting to bear fruits. It is obvious that the process is still to be completed and ensure integration of the transport system. However, claim humbly put is that a firm foundation must be laid which makes further infrastructure development possible.

Minister, efficiency and cost of transport must be important drivers to enable growth of the sector of both in terms of commuter transport goods and freight transport. The increased cost of living means it is imperative that commuter transport is maintained at the cheapest possible price to the benefit of the working class and that of the poor. It is strange how quick public transport cost increases. But whenever transport and diesel prices are lowered, the cost of road transport is not lowered. It is imperative that Department of Transport monitors the price of public transport in terms of road and rail to the benefit of the working class and the poor.

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Currently, the transport subsidy benefits the bottom line of the established bus companies, and therefore the change of focus by government in the transport subsidy will be welcomed. Minister, the subsidy must benefit consumers, mitigate against public transport price increases. The movement of freight and goods from inland markets to ports is critical to the export of goods and freight. Inland provinces also depend on the ports on the imports of goods. Therefore, transport infrastructure development is critical for the local industrialisation and agricultural development in our province.

Freight transport by the rail needs efficient improvement as the inland provinces depend on rail and road transport for the movement of goods and freight to different markets in the country as well as to the coast for exporting of goods. The intention of the integrated public transport system between rail and road, must ensure that working class people spend less time on road and have more family time, thereby improving the quality of life of the people. It must also ensure that the working class and poor communities have more disposable income. Thank you, Chair.

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Mr B J FARMER: Hon Deputy Chair, hon Minister and hon members, the availability of disability accessible public transportation varies across the country. The GO GEORGE bus network and the Gautrain in Gauteng are fully accessible to those travelling in a wheelchair. Cape Town's municipal government also has a 24-hour call centre for service information. On the other hand, it is highly unlikely that the minibus taxi will accommodate passengers with disabilities. A number of public bus companies in South Africa offer disability accessible transport, sometimes bolstered by government funding. These include the following: Cape Town's MyCiTi, Dial-a-Ride, Durban Dial-a-Ride, City of Johannesburg Metropolitan Municipality's Rea Vaya Bus Rapid Transit, Pretoria, A Re Yeng and Tshwane Bus Services. Train stations in South Africa are generally accessible to those with limited mobility.

Although this is not uniformly the case, Gautrain is the leading transport accessibility in South Africa. All train stations are fully accessible and at least half of their bus freight is too. Many private companies offer accessible transportation as alternatives to the regular public offerings. These include the following: Charlie's Transport and Movers, Pro Mobility, QuadPara Association of South

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Africa, Qasa and Travel with Rene. Some taxi companies and ride hailing apps also provide accessible services such as Uber assist, available in Cape Town and Johannesburg. This situation has a lot more room for improvement.

Some municipalities in South Africa started rolling out low emission or emission free buses, including Cape Town and Limpopo and Tshwane. However, obstacles remain when it comes to implementing a more environmentally friendly transportation network. South African cities are plagued by poor urban planning and street designs with an insufficient amount of charging stations. Safety levels on public transportation in South Africa tend to vary depending on how you are traveling and who you are asking for advice. Despite apocalyptic claims that a South African train journey is begging to be robbed at gunpoint, millions of people experience a completely uneventful commute by train every single day. Although many minibus taxis are perfectly roadworthy, too many are not. Obviously, this is not to say that train travel in South Africa is perfectly safe. It is not. [Time expired.]

Mr F J BADENHORST: Hon Deputy Chairperson, hon Minister, Chairperson of the Select Committee on Transport and hon members, I would like to I would like to congratulate the hon

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Minister on her reflections in this House today on a safe, reliable, efficient and fully integrated transport operation that meets the needs of freight and passenger customers.

However, Minister, as the Western Cape Permanent Delegate, may I remind you that a fully transformative transport operation must be fully inclusive and has to cater for the needs of all passengers relying on its services. It needs to be universally accessible.

Unlike my colleague here, from the Patriotic Alliance, who seemed to have discovered ChatGPT, the fact of the matter, though, Minister, is that many train stations in Cape Town are inaccessible to commuters with disabilities and difficult for the elderly and children as there are no ramps and lifts. They are broken. Minister, can you please go and look for yourself? The blue coloured trains, dubbed the people's trains are higher than the platform, making it difficult to board for many people and impossible to board without help for people using wheelchairs. People in wheelchairs have to ask other passengers for help getting on and off the train. Once they are on the train, there is a wheelchair section as you mentioned, but they have to get on the train first.

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At Nyanga Junction, there are stairs, then a short ramp and then several dozen stairs to the top. The station does have lifts, but they do not work. And even if the lifts did work, people in wheelchairs would have to ask other passengers to carry them up and down several steps to the lift. At several stations including Wynberg, Observatory and Steerof, the subway and bridges are not accessible to people in wheelchairs. At Lentergeur and Mandalay train stations, the lifts have not operated for years, Minister. Minister, people with disability should enjoy equal rights as other commuters without discrimination. The passenger rail agency responsible for this blatant disregard of the needs of our most vulnerable citizens reports to you, Minister. On behalf of vulnerable citizens, I implore you to heed to their call for assistance, or, alternatively, Minister, devolve the function of passenger rail services to a capable and caring metro like the City of Cape Town as outlined in the White Paper on the National Rail Policy. Thank you

The MINISTER OF TRANSPORT: Hon Deputy Chairperson, I thought you will give me my one and a half minutes I have left over from the beginning.

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The DEPUTY CHAIRPERSON OF NCOP (Mr P Govender): And your 30 seconds as well.

The MINISTER OF TRANSPORT: Thank you. And I have got two minutes. Hon members, let me first of all thank you all very much for participation in this debate as well as thank you to the MECs from provinces who also participated.

I think we are all agree that rail has to be the backbone of both passenger and freight transport systems because it has the potential to be cheap, safe, accessible and reliable. In this regard, we obviously need considerably more investment in our rail system and this investment has to come from government, from loan financing and also from private sector participation. We are working on the National Rail Master Plan and that National Rail Master Plan will lay out the future for the next 20 years of the rail system that we want to create.

On the question of devolution, we are looking into it and obviously devolution ... Let me say that we think that planning by municipalities and provinces in the transport systems is crucial.

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With regard to devolution, I supposed the question is going to be threshold in terms of passenger numbers and finances. That policy is being developed and I do hope that by the end of the year we will be able to put it out for public comment.

With regard to the upgrade of provincial roads, we have already given the SA National Roads Agency SOC Ltd, Sanral, a number of roads that they will upgrade. These are key economic arterial roads in provinces, and I am in the process of informing provincial premiers and MECs of transport. On that process, we are setting up as I said there is working group with the SA Local Government Association, Salga, which we think is going to be important in terms of making sure that the big money that is supposed to be spent on upgrades and maintenance of municipal roads is actually spent on that. We are reworking the climate strategy, the transport climate resilience and adaptation plan because as hon member members pointed out there is considerable damage being done to our infrastructure and we need a long-term plan for how we are going to do that.

With regard to buses, I think the fundamental issue, hon members, is the subsidisation, and we are currently reviewing the whole subsidy system because as things stand at the

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moment, the isn't enough money in the subsidy system for everybody who wants financing. We need to look at all sources of state money income to a decision in that regard.

Many members have spoken about the importance of safety. There are two areas that I would want to ask provinces to support me on. The first is this question of provincial traffic police patrolling roads at night and on weekends. That's when the major offences occur, and you need to help me in this regard. The second is that we need a common dispensation with regard to scholar transport. One of the problems about monitoring scholar transport is its located in different places in different provinces. It makes it very difficult to have a common approach.

The issue of technology, I think it's important to say that the SA National Taxi Association, Santaco is developing a cash list payment system. I think it's a wonderful innovation.

Lastly, criminality and organised crime in our society must be dealt with by the police whether it is in the taxi industry or whether is preventing road upgrading projects and I am pleased to say that the Minister of Safety and I are in discussion on how we deal with organised crime in our sector.

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Hon members, thank you once again for the debate. I think it has been interesting and productive and I look forward to support going forward. Thank you.

The DEPUTY CHAIRPERSON OF NCOP (Mr P Govender): Minister, you can see that your request to leave by 15h30, we have kept to time. We want to thank you once more again for availing yourself for your executive statement and you are welcome in the NCOP at any time. Thank you very much.

DR JOLYN PHILLIPS

(Draft Resolution)

Mr F J BADENHORST: Chair, I move without notice:

That this Council-

- (1) notes that Dr Jolyn Phillips born and bred in Blompark, Gansbaai, in the Overstrand, has recently obtained a Doctorate for her trailblazing literary Epic "Bientang 'n !nau gedig";

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- (2) further notes that in doing so, she has become the first female person of colour to write an Afrikaans Epic;
- (3) also notes that she is the first person to write an Afrikaans Epic about a "heroine of colour";
- (4) further notes that she is the first person to write an Afrikaans Epic encompassing a wide variety of Afrikaans forming a kind of idiolect;
- (5) also notes that she is the first person to write an Afrikaans Epic that actively undermines or re-questions the accepted notion of an Epic;
- (6) notes that she is the first person to write an Afrikaans Epic as part of a PhD;
- (7) acknowledges that the oldest epic recognised is the Epic of Gilgamesh (c.2500-1300 BC), some 4000 years old;
- (8) further acknowledges that it is extraordinary that an Afrikaans epic poem like Bientang an epic about

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an indigenous woman is published, almost 4000 years later;

(9) congratulates Dr Jolyn Phillips for her invaluable contribution in ensuring that the stories of South Africa have the same literary longevity, especially the stories and histories of indigenous people of South Africa; and

(10) acknowledges, especially her great passion to contribute towards the indigenous histories of the Overstrand and Overberg regions.

Motion agreed to in accordance with section 65 of the Constitution.

ALLEGATIONS OF CORRUPTION AND BRIBERY

(Draft Resolution)

Ms M MAKESINI: Chairperson, I move without notice:

That the Council-

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- (1) notes serious allegations of corruption and bribery levelled against the Premier of Free State, Maqueen Letsoha-Mathae;
- (2) further notes the allegation including the receipts of the millions of rands in tender of bribe of secure on the road construction between Tweespruit and Exceksior, luxury vehicle and misuse of public funds;
- (3) acknowledges that the success or failures of any government depends on the quality of its leaders and the calibre of an official appointed who opt to be transparent, accountable to their people;
- (4) further acknowledges that one of the reasons that there is a derail of service delivery in the Free State is the corruption, misuse of public funds and the general rot which exist within the ruling party at all levels of government;
- (5) recognises that the Free State province is trapped in vicious circle of poverty, underdevelopment, underperforming due to incompetence and direction of

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visionary leaders that are being deployed by the ruling party;

(6) also recognise that Premier Mathae is not fit to be the premier;

(7) calls the House to investigate the allegation and recovery of the misappropriate public funds and we demand the immediate resignation of Maqween Letsoha-Mathae;

The HOUSE CHAIRPERSON (Mr B A Radebe): I want to bring to your attention that the motion without notice is a slot which is used to congratulate, to mourn and then to deal with issues of that nature. There must not be political in nature. So, I don't know whether she is going to agree with the motion without notice. You cannot just if you have ...

[Interjections.] ...

Ms S NXUMALO: Hon Chair, thank you very much for the opportunity. As you have advised that the motion without notice is not meant for political statement. It's meant to make sure that we correct other issues that are happening in our area. We can look at a lot of things that are happening,

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car accident, the food poisoning and lot of things. So, I said no.

The HOUSE CHAIRPERSON (Mr B A Radebe): So, this motion without notice will become an ordinary motion.

AN HON MEMBER: But Chair, corruption is not political? It happens in our area. Thank you, sir.

The HOUSE CHAIRPERSON (Mr B A Radebe): Can you take your seat, please. You are not charring here. You are not coaching, hon member.

ARRESTS OF DRUG MULES AT O R TAMBO INTERNATIONAL AIRPORT

(Draft Resolution)

Ms J S MANANISO: Hon House Chairperson, I move without notice:

That the House—

- (1) notes with pride, the sustained successes of the South African law-enforcement agencies in

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successfully tracking, identifying and arresting drug mules at the O R Tambo International Airport;

- (2) believing that these successful arrests are due to enhanced, intelligent gathering and co-ordination and the effective collaboration of the law-enforcement agencies with the Border Management Agency, BMA;
- (3) therefore, salute the National Police Commissioner and his team, the provincial Police Commissioner in Gauteng, the leadership of the different law-enforcement agencies, and the SA Border Management Agency, for the job well done;
- (4) further, calls on the provincial police commissioners and the leaders of the BMA in the provinces that share borders with our neighbouring countries to intensify efforts against illicit traffic of drugs and goods on our borders.

Motion agreed to in accordance with section 65 of the Constitution.

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Ms LESA SEENEY BUILT THE OYSTER BAY HEALING CENTRE

(Draft Resolution)

Mr J H P BRITZ: Hon House Chairperson, I move without notice:

That the House—

- (1) notes that Ms Lesa Seeney, a professional, registered pharmacist of Oyster Bay in the Eastern Cape, built, developed and now runs the Oyster Bay Healing Centre, a medical facility serving more than 5 800 residents of Umzamawethu and the surrounding farming communities;
- (2) notes that this clinic was envisioned, planned, built, developed and operates with private funds sourced by Ms Seeney herself;
- (3) further notes that this is the only clinic in this rural area for these residents, who would have been without any other medical care if it

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were not for the private initiative of Ms
Seeney;

(4) acknowledge that this Clinic employs home and community-based carers and provides medical services that range from various medical tests, the distribution of medicine, community wellness and health awareness and information programmes;

(5) also notes that all these services and medication are privately funded without any financial help from the state;

(6) wherefore this House congratulates Ms Lesa Seeney for her exceptional, unselfish, and exemplary service to the community and the Eastern Cape.

Motion agreed to in accordance with section 65 of the
Constitution

WIAN SÜLLWALD TRANSVAALSE LANDBOU UNIE, TLU, IS SOUTH AFRICA'S
YOUNG FARMER OF YEAR 2024

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(Draft Resolution)

Ms T BREEDT: Hon House Chairperson, I hereby move without notice:

That the House—

- (1) notes that on 4 September 2024 Wian Süllwald was chosen as Transvaalse Landbou Unie, TLU, South Africa's Young Farmer of the Year 2024;
- (2) further notes that he is a pig farmer from Bela-Bela and the first pig farmer to win this prestigious award;
- (3) acknowledges his qualifications in economy and business management, hard work, ambition and passion;
- (4) recognises the positivity, innovation, and farming expertise of the other finalists;
- (5) thanks them for their participation and involvement in agriculture;

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(6) congratulates Süllwald on this achievement.

Motion agreed to in accordance with section 65 of the Constitution.

SIXTEEN OCTOBER MARKS DEATH OF CHARLOTTE MAKGOMO MANNYA-MAXEKE

(Draft Resolution)

Ms S NDHLOVU: Hon House Chairperson, I move without notice:

That the House—

(1) notes that today on 16 October, marks the 85th anniversary of the death of one of the first black woman graduates in South Africa and fearless freedom fighter and champion of the struggle for the emancipation of women particularly African Comrade Charlotte Makgomo Mannya-Maxeke;

(2) further notes that Charlotte Maxeke who was a teacher, a social worker and a founder of the

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Bantu Women's League of SA died in Johannesburg
in 1936 at the age of 65;

- (3) acknowledges the contribution and pioneering
role that Charlotte Maxeke made in the fight
for women's rights including all of us sitting
in this House and education for all in South
Africa.

Motion agreed to in accordance with section 65 of the
Constitution.

RECENT KILLING OF 18 PEOPLE IN LUSIKISIKI

(Draft Resolution)

Mr M FENI: Hon House Chairperson, I move without notice:

That the House—

- (1) condemns the recent mass killings of family
members in Lusikisiki in the Eastern Cape by
criminals;

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- (2) notes that this is one of the emerging organised heinous crimes in the Eastern Cape province and the province of KwaZulu-Natal;
- (3) therefore, call on the Minister of Police and the National Police Commissioner to establish a dedicated task team against these killings and the contracted killings across the country.

Motion agreed to in accordance with section 65 of the Constitution.

IMPACT OF NATIONAL COUNCIL OF PROVINCES PROVINCIAL WEEK

(Draft Resolution)

Mr M F MOKWELE: Hon House Chairperson, I move without notice:

That the House—

- (1) notes with pride the success and the high level impact of the recent Provincial Week of the National Council of Provinces, NCOP;

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- (2) further notes in particular the significant attention of the media during this programme on the dialogue of the NCOP leadership, provincial legislatures and councillors with our communities about the challenges of infrastructure;
- (3) believe that this was a truly activist Peoples Parliament in action to inform the lives of our people for the better and;
- (4) therefore, we salute the visionary leadership of the National Council of Provinces under our Chairperson, the hon Refilwe Mtshweni-Tsipane and her collective in making this programme a success;
- (5) further salute the leadership of all political parties represented in this august House for their maturity, the hon Makesini and the leadership in rising above narrow party-political interest to address the aspirations of our people united in diversity. As we speak, hon House Chairperson, the people of Thabazimbi

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are now to be liberated because of this programme.

Motion agreed to in accordance with section 65 of the Constitution.

Mr M P SIBANDE: Hon House Chairperson, I move without notice:

That the House—

- (1) notes that last week 10 October 2024, the world celebrated the World Mental Health Day as declared by the World Health Organisation;
- (2) also notes that this year, the World Health Organisation is uniting with partners to highlight the vital connection between the mental health and work;
- (3) further, notes that it is essential for government employers, the organisations representing workers and employers and other stakeholders responsible for worker's health

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and safety to work together to improve mental health at work; and

- (4) call on Parliament and government at large to infuse mental health at their health and wellness programmes.

Motion not agreed to. The Motion without Notice will turn to a Notice of Motion.

The HOUSE CHAIRPERSON (Mr B A Radebe): The hon Modise, from Gauteng.

Hon Modise, you can present your Motion without Notice.

WORLD MENTAL HEALTH DAY

(Draft Resolution)

Mr M P SIBANDE: House Chairperson, I move without notice:

That the Council-

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- (1) notes that last week 10 October 2024 the world celebrated World Mental Health Day as declare as declared by the World health Organisation;
- (2) also notes that this year the World Health Organisation is uniting with partners to highlight the vital connection between mental health and work;
- (3) further notes that it is essential for government, employers, the organisations which represent workers and employers and other stakeholders responsible for workers' health and safety to work together to improve mental health at work; and
- (4) calls on Parliament and government at large to infuse mental health into their health and wellness programmes.

Motion objected and the motion without notice will now become a notice of a motion.

SPECIAL INVESTIGATING UNIT INTENSIFIES BITE

(Draft Resolution)

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Mr M G MODISE: House Chairperson, I move without notice:

That the Council-

- (1) notes that the Special Investigating Unit, SIU, on 15 October 2024, released its result of 2023-24 financial year;
- (2) also notes that these results stem from the effective investigations, speedy litigation and recovery processes;
- (3) further notes that the Special Investigating Unit saved the South African government approximately R8 billion in the financial year under review;
- (4) applauds the SIU for making a record recovery of funds in actual cash amounting to R2,28 billion, marking the highest recovery in the SIU's 27-year history; and
- (5) encourages the SIU to continue to investigate and litigate without fear or favour.

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Motion agreed to in accordance with section 65 of the Constitution.

The HOUSE CHAIRPERSON (Mr B A Radebe): Hon members, without further ado we are coming to the conclusion of the session. When coming to the issues of motions without notice let us observe the Rules as they appear. Rule 93 is very clear that whatever motion without notice you are going to present in the House must be the issue which can be dealt with by the Council itself, that is, the NCOP. Members cannot bring in issues which can be dealt with by the provinces or by the municipalities.

Sub-Rule (f) again also deals with the issues of respect of the intergovernmental relations in moving forward. We all got training around the issues of the Rules. Let us observe them so that we can have a very robust and peaceful NCOP.

The Council adjourned at 15:44.