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***PROCEEDINGS OF NATIONAL COUNCIL OF PROVINCES***

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The Council met at 14:04.

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

**ANNOUNCEMENT**

The CHAIRPERSON OF THE NCOP: Hon delegates, I would like to remind the delegates that the rules, in particular sub rule 21,22 and 23 of rule 103, apply in this sitting. I have been informed that there will be no notices or motions without notice, except the motion on the Order Paper in the name of the Chief Whip. I now call upon the Chief Whip to table the motion.

**REVIVAL OF BILLS**

(Draft Resolution)

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*Setswana:*

SEMESEGOLO SA NCOP (Rre K M Mmoeimang): Ke a leboga Modulasetilo wa Ntlo ya bosetšhaba ya kgaolo ya diporofense. Ke go dumedise, ke boe gape ke dumedise Letona la Dipalangwa le motlatsi wa gagwe le maloko a Ntlo e ka kakaretso le baagi ba Aforikaborwa.

*English:*

Chairperson, I move without notice:

That the Council:

- (1) revives the following Bills and any other business before it, which were not finalised when the term of the sixth National Council of Provinces ended:
  - (a) Marine Oil Pollution (Preparedness, Response and Cooperation) Bill [B10B-2022] (National Assembly - sec 76);
  - (b) Older Persons Amendment Bill [B11B-2022] (National Assembly - sec 76);

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(c) Public Administration Management Amendment Bill  
[B10B-2023] (National Assembly - sec 76);

(d) Public Service Amendment Bill [B13B-2023]  
(National Assembly - sec 76); and

(e) Municipal Demarcation Authority Bill [B14B- 2022]  
(National Assembly- sec 76).

I therefore submit, Chair. Thank you.

Question put: That the Motion be agreed to.

The CHAIRPERSON OF THE NCOP: Thank you very much, Chief whip.  
Before we proceed to voting, I shall allow provinces and  
opportunity to make their declarations of vote in terms of  
Rule 86 if they will so wish. I will allow them three minutes.  
Eastern Cape.

Mr M NONKONYANA: Chairperson, hon members, The Eastern Cape  
has nothing to say.

Ms T BREEDT: Chairperson, as far as I know, we did not receive  
a mandate from our province, so we would abstain.

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Ms J S MANANISO: Chair and hon members, we do support.

The CHIEF WHIP OF THE NCOP (Mr K M Mmoeimang): Chairperson, I suspect there was confusion if I may clarify that. I suspect the provincial whip of the Eastern Cape was saying that she has nothing to declare because you are still in that process of asking us whether there is any declaration to be made. So I think if the Chair can clarify that point so that members can then rise to support that the Bill be revived. They are still at the declaration level, not to indicate if they support the revival. Thank you, Chair.

The CHAIRPERSON OF THE NCOP: We are still coming to that one, Chief Whip. Just be patient with them because they are still going to be subjected to the vote. I note what is happening in the House and therefore allow members just to do what they feel comfortable with at this point in time. KwaZulu-Natal, Is there any declaration that you want to make?

Mr M BILLY: KwaZulu-Natal is in support of the process being revisited. We support.

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Mr M F MOKWELE: Thanks Chair for the opportunity. Limpopo also support the initiative to make sure that we resuscitate the Bills as presented by the hon Chief Whip. Thank you.

Ms S NXUMALO: Chair, my humble greetings to you as the Chairperson of the NCOP, the Chief Whip, hon members, as Mpumalanga we are saying that we support the revival of this Bill so that we can be able to have a say on it. Thank you very.

*Setswana:*

Rre S P MABILO: Re le Kapabokone re a leboga Modulasetilo. Re e ema nokeng.

*English:*

We support the revival of the Bill.

Mr B S MABEBO: Hon Chair, we as the North West support the Bill. Thank you.

Mr F J BADENHORST: Hon Chairperson, this is a point of clarity. I am sitting on the other side so I can't see the Chief Whip. Are we voting on motion one to three?

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The CHAIRPERSON OF THE NCOP: We have not voted yet. You must make a declaration if you want.

Mr F J BADENHORST: Has he presented on motion one to three?

The CHAIRPERSON OF THE NCOP: Yes.

Mr F J BADENHORST: Okay, thank you very much. Then for clarity's sake, the Western Cape will wait for voting to make their point. Thank you very much.

The CHIEF WHIP OF THE NCOP (Mr K M Mmoeimang): Chairperson, after consultation, we are only asking for the support on motion one, because with the consultation that we have had with the secretary and the team, number one is encapsulating both two and three. So it's only one after the consultation that we have had in the office. Thank you.

The CHAIRPERSON OF THE NCOP: Okay. I will now call on provinces to cast their votes.

Mr F J BADENHORST: Do we just then get the Chief Whip to put the question again to the House before we vote on it so that we all understand what piece of paper we are voting on because

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I believe that there are some exclusions. If we can just get clarity on exactly what it is that we are voting on, please Madam Chair.

The CHAIRPERSON OF THE NCOP: But hon member, the Chief Whip has read the motion, and he has already tabled that. I don't know whether we were listening or not. That has since been done. Now the Chief Whip has read the motion which he started from one right up to two of what is before us, and that's what we must vote for.

Voting.

Ms T BREEDT: House chairperson, seeing as we do not know whether we have a mandate or not, we will abstain from voting. Thank you. Unless the table staff can inform us otherwise.

The CHAIRPERSON OF THE NCOP: Hon member, I just want to indicate to your good self that you don't need a mandate from your province. This is the mandate. If you would recall in the last programming meeting, these Bills were presented before us that their time has lapsed. Therefore, in terms of Rule 217, as the NCOP, we have an obligation whether to resuscitate the Bills or we will let them go off. We have since agreed that we

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will resuscitate the Bills so that they serve the purpose in which they were intended for, and accordingly we then have to table them before the House for the adoption by the House whether we ... and you were there in that meeting. Therefore, the mandate of the province in this regard is not needed. The Whips of the provinces were in attendance, and we unanimously agreed and that we will put the Bills before the House for adoption. I don't know if I should afford you an opportunity to reconsider and recollect your thoughts with regards to the last meeting that we had.

The CHIEF WHIP OF THE NCOP (Mr K M Mmoeimang): Chairperson, this is a hybrid session. The provincial whip of the Free State is on virtual platform. She is the one that is rightly assigned the task to express on the province.

The CHAIRPERSON OF THE NCOP: Yes, but she must speak. Can we request the head of delegation from Free State?

Mr P NOE: Madam Speaker, may I go for the Free State? I am not sure where is our leadership. But I am also exposed to the information that the province would wish that the Bill must be recovered. So we are voting in favour of it.

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The CHAIRPERSON OF THE NCOP: Thank you very much. I see the hand. Hon member?

Ms M MAKESINI: Thanks, Chair. We are as the parties were also part of the programming meeting. So if there is no mandate, we know as our resolution, we support the Bills. So we must also be called as political parties because we are sent by our parties here.

The CHAIRPERSON OF THE NCOP: No, hon member. This is not a party issue. We only vote by provinces at this point in time, not as partisan or individual. Therefore, Free State should not bring confusion here in the House. The vote has been made already. Free State has voted in favour of the Bill. I now move on to ...

Mr M BILLY: On a point of order. Chair, I think you made mention that we were voting to adopt the Bill. And I think that is incorrect because the discussion that we had was that we are going to support the process being revived. And I think that is the process that we are engaging here to allow the process to be ascertained as to where it stopped. How it stopped and what needs to be done for it to proceed? And I

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think that is what we are agreeing on here, not specifically adopting the Bills which are listed here.

The CHAIRPERSON OF THE NCOP: Thanks hon member. Maybe it's a slippery of a tongue. We are reviving these Bills as per our decision. That's what we are voting for. Now I afford you an opportunity to make your vote as KwaZulu-Natal.

Voting cont.

IN FAVOUR: Eastern Cape, Free State, Gauteng, KwaZulu-Natal, Limpopo, Mpumalanga, Northern Cape, North West.

ABSTAIN: Western Cape.

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

**APPROPRIATION BILL**

(Policy debate)

Debate on Vote No 40 - Transport:

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The MINISTER OF TRANSPORT: Hon Chairperson of the National Council of Provinces, chairperson of the Select Committee on Public Infrastructure, Mr Frederik Badenhorst, our Deputy Minister Hlengwa, MECs for Transport in the House and also online, hon members, two weeks ago, in his opening address to the joint sitting, President Ramaphosa set about detailing the three priorities of this new Government of National Unity. The apex priority is inclusive growth and job creation, maintaining and optimising the social wage and building a capable, ethical and developmental state. During the same address, the President highlighted the important link between a functioning transport and logistics sector and economic growth.

Subnational government can play a significant role as an economic facilitator as well as a provider of social services. Since 2003, strategic road transfers have occurred where the maintenance and upgrading of strategic roads have been transferred at the request of relevant provincial governments to the department of transfers, who then refer the request to the South African National Roads Agency SOC Limited, Sanral.

Criteria used to evaluate the suitability of a road for transfer include considerations of the road's role in existing

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road freight networks, special development imperatives, Southern African Development Community, SADC, cross-border traffic and passenger flows, tourism flows and population distribution.

To date, over 17 000 kilometres of roads have been transferred from provinces to Sanral. These transfers have assisted provinces to reprioritise budgets to rehabilitate roads that fall within their jurisdiction. Second tier projects of Sanral include the work being undertaken to upgrade the N2 Kwamashu section 25 interchange to the Umdloti River Bridge section and the upgrading of the EB Cloete Interchange, both in eThekweni.

Both projects will enhance community safety by improving road surfaces, expanding lands and improving pedestrian access to services such as schools and clinics through the building of pedestrian bridges. Programmes such as these second-tier projects contribute to the socioeconomic well-being of communities through providing employment and using the services of small, medium and micro enterprises, SMMEs.

In the 2023-24 financial year, Sanral has provided almost 12 000 work opportunities and employed the services of over 2000 small and micro enterprises, mainly from communities in

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the facility of special projects. It has also been assisting provincial and local authorities in maintaining their road networks through grants such as the Rural Roads Asset Management Systems Grant and the Provincial Roads Management Grant. Through these direct grants, roads are graded, resurfaced and potholes repaired.

A number of Sanral's flagship projects are at the construction phase and provide much needed employment opportunities alongside socioeconomic benefits. The N2 Wild Coast Road project in the Eastern Cape consists of 112 kilometres of new greenfield road, and is estimated to provide 8000 jobs, while the N2 Richards Bay to Ermelo section consists of 415 kilometres of upgrades with an estimate of over 19 000 jobs being created during the project's lifespan.

During this term of government, we will look for innovative ways to fund road upgrade and maintenance projects. In this regard, it is helpful to study the front-loading mechanism. The Northern Cape provincial government has developed, together with the Development Bank of South Africa, to fund infrastructure projects. This partnership has already helped address the housing shortage in the province, and it is envisaged that a second phase will focus on the development

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and maintenance of provincial roads. This is essential in a province where only 3800 kilometres of 26 000 kilometres of road is tarred. I hope that the transport Minmec will study this pilot project as a model for future collaboration between development finance institutions and provincial governments.

In many of our provinces, the road networks are being rapidly degraded by increased traffic of trucks carrying ore such as manganese and iron as well as coal. Much of this freight should be transported via rail, but due to vandalism and infrastructure damage on the rail network, the increase in heavy duty trucks has led to a range of unintended consequences, including road accidents and fatalities.

As part of the recovery of the Transnet system, the freight road and rail migration plan aims to divert rail friendly cargo back onto our railways. This is being done as part of the work of the National Logistics Crisis Committee. The recovery of our passenger rail system is also a key step towards making our roads safer. The Passenger Rail of SA, Prasa, has recovered 31 of 40 passenger rail corridors, allowing access at 268 stations nationwide.

The 2020 National Household Travel Survey found that declining availability of rail services and damage to infrastructure means many households rely on alternative and more expensive methods of transport. Passenger rail remains the cheapest and safest commuting option. Work will continue to rehabilitate and open up more strategic commuter corridors, and this will ensure that the public can rely on safe, secure, punctual and affordable public rail systems that will not hinder their participation in the economy.

Replacing and upgrading signalling equipment at recovered rail corridors is a positive development that will further revitalise our passenger rail system. This will increase the punctuality of train journeys and decrease the length of passenger trips. Nationally, Prasa has re-signalled six of the lines it operates. These include the Cape Town, Simon's Town and Mabopane Pretoria lines. Work is continuing to be done to rehabilitate the Cape Town central line and relocate the households currently occupying sections of this important line.

The spirit of co-operative governance requires that the city of Cape Town works with Prasa and national government to revitalise the central line and bring it back to service. Such

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collaboration is essential in addressing the challenges facing our sector. Consultation regarding the devolution of rail will take place through the National Rail Devolution Strategy, which we will table later this year. Capacity and economic sustainability remain key considerations in the development of this policy.

Hon members, following the COVID pandemic air travel is slowly reclaiming its place in our passenger and freight transport systems. Currently, Airports Company SA, ACSA, manages 12 of the 120 airports in our country. Many smaller airports could offer important regional economic and social services that would unlock growth and job creation potential in rural parts of our country. During this term of government, we will revisit the National Airports Master Plan so we can consider the strategic role smaller airports can play in the transport ecosystem.

Allow me to take this opportunity to assure the airline industry that I have met with the Air Traffic Navigation Services, ATNS, who have told me every effort is being made to complete the maintenance programme for instrument flight procedures. All procedures that require maintenance will be submitted to the Civil Aviation Authority by November. Key

procedures enabling access to airports with passenger services will be submitted by the end of August this year. To ensure we upgrade navigation equipment at airports, the Department of Transport has reprioritised more than R400 million for the ATNS over the next two years.

Hon members, allow me to repeat an important point I made in the debate of this budget in the National Assembly. Taxis are an important part of community life, and as per the National Household Travel Survey, now carry 83% of those who use public transport. I want to take this opportunity to recognise the important work many provinces have done to stabilise this industry and resolve conflict and begin the complex process of formalisation.

During this term I pledge to work with the industry to ensure it takes its place in a safer greener transport ecosystem. We will work together to decrease levels of conflict and violence, which pose a significant risk to the sector and to commuters.

The Taxi Relief Fund created by the department to mitigate the negative financial effects of the COVID-19 pandemic on the industry has been extended in the past year to provide further

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support to the industry. The Taxi Recapitalisation Strategy continues to deal with the scrapping of unroadworthy vehicles, but also aims to regularise and professionalise the industry by improving safety and incorporating the industry in transport planning processes.

As I conclude my speech, allow me to flag issues for future conversations in our Minmacs, namely, transport safety and security, digitisation and the green transport revolution. Our Deputy Minister will today focus on the important issue of road safety, but I want to propose for our consideration, our collective responsibility to prevent vandalism of public infrastructure, particularly of our road and rail network. During the Seventh Administration we must work together at all levels of government to protect our transport infrastructure.

Transport is in the midst of one of the greatest changes since the introduction of the automobile. In the next decade, transport will be revolutionised with radical new interventions powered by renewable energy in response to the twin concerns of climate change and congestion.

We are already experiencing the beginning of a revolution in transport and these changes are likely to ramp up dramatically

between now and 2030. E-hailing rides, car sharing schemes, new energy vehicles, electric scooters, drones and even autonomous vessels are already here. Implementation of the Green Transport Strategy and the digitisation of our transport management systems will be a priority for our department during the Seventh Administration. Thank you very much, hon Chairperson.

Mr F J BADENHORST: Hon Chairperson, Minister Creecy, Deputy Minister Hlengwa, hon members and fellow South Africans, the Select Committee on Public Infrastructure and Minister in the Presidency, having considered the annual performance plan and Budget Vote 40 of the Department of Transport, reports as follows.

The select committee considered the 2024-25 annual performance plan of the Department of Transport on 17 July 2024. In preparation for this report, the department briefed the committee on its 2024-25 annual performance plan and the 2024-25 Estimates of National Expenditure.

The Department of Transport is responsible for conducting research and formulating legislation and policies to set sector-wide strategic direction for pipelines, roads,

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airports, harbours and the intermodal operations of public transport and freight. The Constitution of the Republic of South Africa, Act 108 of 1996, together with transport legislation, assigns transport responsibilities to other levels of government, while the Department of Transport regulates this by setting norms and standards and by monitoring implementation.

In her introductory remarks, the Minister of Transport conveyed to the select committee that there is no coherence between the department's annual performance plan and the reality of the mobility systems in the country. This reality is reflected in a rail and freight system that is not functioning properly, roads that are not properly maintained, and a taxi industry that is plagued by violence. The development of this new five-year strategic management plan will take such realities into consideration by aligning the 2024-25 budget allocations to the annual performance plan indicators.

The department's expenditure is expected to increase at an average annual rate of 4,2% – from R78,3 billion in 2023-24 to R88,6 billion in 2026-27. Following instructions to departments to reduce their budgets, the department's budget

has been reduced by R20,3 billion over the medium term. This will translate to a reduction in the transfers to public entities, including the SA National Roads Agency, Sanral, and the Passenger Rail Agency of SA, Prasa, of some R17,4 billion. Reductions in transfers to the provincial roads maintenance grant amount to R2,7 billion, and a reduction in transfers to the public transport network grant amounts to R237,9 million.

The department's annual performance plan also reflects on the consolidated indicators, which are indicators implemented by the public entities reporting to the Minister of Transport and which the department monitors. These include, amongst others, the following indicators.

Excuse me, ma'am.

These include, amongst others, the following indicators: a target of 5 000 direct jobs and 23 800 indirect jobs created through the Prasa infrastructure programme; a target of 50 stations revitalised; a target of 25 Prasa lines in operation; a target of 90,7 million rail passenger trips; and a target of 238 rolling stock units reconfigured or refurbished through the central overhaul programme.

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Transfers and subsidies account for 97,9% – some R250 billion – of the department's expenditure over the next three years. These transfers and subsidies are due to transport public entities and agencies to carry out their mandated functions, and to other spheres of government with concurrent transport functions through the provincial route maintenance grant, the public transport operations grant, the public transport network grant, and the rural roads asset management systems grant.

The Minister has appealed to the select committee to focus on oversight efforts which monitor the expenditure of conditional grants in provinces, as the reality is that some provinces that have poor road conditions return unspent grant funds to the fiscus.

A budget of R86,8 billion has been allocated to Sanral over the Medium-term Expenditure Framework period. The agency will utilise its allocation to maintain the national non-toll road network, with R4,1 billion to be spent on the N2 Road Wild Coast Project, R3 billion allocated to the R573 – the Moloto Development Corridor – and R2,3 billion allocated to the Gauteng Freeway Improvement Project.

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Some of the observations and key findings of our committee are that, during the consideration of the 2022-23 annual report, the department reported that a business plan and project plan had been developed for the transfer of the card production function from the Driving License Card Account, DLCA, to the Road Traffic Management Corporation, RTMC. National Treasury had been requested to support the dissolution of the DLCA and the transfer of all assets and liabilities thereof into the RTMC. The department reported that, at present, National Treasury is still considering the request for the decommissioning of the DCLA trading account.

In response to an inquiry by the select committee, the department reported that the procurement of a new license card production machine is still underway. During the consideration of the department's 2022-23 annual report, it was reported that the machine is obsolete, prone to breakdowns and poses a risk to the targeted production of some six and a half million license cards over the Medium-term Expenditure Framework period.

In response to a question on collaboration, the department responded that it does collaborate with the Department of Tourism. The department is responsible for the issuance of

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licences to tourism rail operators and has, over the past two years, been able to eradicate the licensing backlog.

The select committee requested the department to elaborate on the 69% increase in the allocation to the Civil Aviation programme between the 2023-24 fiscal year and the 2024-25 financial year. The response provided was that approval had been obtained for investment in air traffic navigation services equipment, as the current equipment had become obsolete. Such equipment can, however, Minister, only be utilised when there's a reliable energy supply. Just yesterday, we saw that aircraft were grounded and flights had to be diverted from Cape Town International Airport because power supply challenges affected the runway lights and airside fire, rescue and air traffic navigation services. Oversight in respect of the maintenance programmes at the various Acsa airports should be placed high on the priority list of the select committee.

Furthermore, the select committee requested that the department indicates which measures are in place to increase safety for transport users, including people with disabilities. The department responded that it had hoped that

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the Universal Accessibility conference, the theme of which was the progressive improvement in access to transport ...

These are the recommendations of the committee, hon Minister. The committee recommends that the Ministry ensures that the department provides a progress report on the finalisation of the service level agreements between the department and external stakeholders such as National Treasury and law enforcement agencies required for the finalisation of investigations into potential corruption.

The department should provide the following assessment reports completed for the previous financial year: firstly, the provincial and municipal road asset management assessment report; secondly, the annual status report on the development and implementation of One Plans in 50 district municipalities; thirdly, the analysis report on the management and oversight of the Prasa capital programme; fourthly, the annual monitoring report on the implementation of the National Road Safety Strategy; fifthly, the monitoring report on the Sanral road maintenance programme; and, in the sixth instance, the analysis report on the state of aviation accidents and incidents in South Africa. The department is also requested to provide any intervention plans that have been developed to

reduce risk caused by congestion around the Richards Bay port, as the trucks negatively affect the road conditions and pose safety concerns to other road users.

Hon Minister, the select committee is rightfully concerned – and you touched on that in your address just now – about the persistent violence and unlawfulness in the taxi industry. The deadline of January 2023 for the scrapping of illegally converted panel vans was not met. A large portion – some 40 000 of the taxis initially identified for the recapitalisation project – were not operated with valid operating licenses – which is a requirement for recapitalisation.

In provinces, communities have, on various occasions, been left stranded without access to education, economic activity and government services as a result of taxi industry disruptions, protests, roadblocks, violence and the intimidation of bus service operators. The select committee has therefore requested the department to brief it on the following matters: any intervention plans developed to address violence in the taxi industry, taxi recapitalisation downstream projects, and the implementation of the 2020 taxi lekgotla resolutions; a list of which matrices or indicators

were used to assess the department's gender responsiveness for its strategic and annual performance plan and the annual report; the draft regulations to the Transport Economic Regulation Act, with a specific focus on ensuring that safeguards are put in place in the undertaking of market enquiries to address concerns of scope creep and overreach; and, lastly, provide a copy of the Universal Accessibility conference's resolution charter.

The committee recommends that the Council approves the budget of the Department of Transport.

Minister Creecy, I would like to congratulate you on your appointment as Minister of Transport. Like you said in your briefing, you've inherited something that needs a lot of work. A lot of work has to be done. It is the feeling of this committee that we will assist you with some oversight to ensure that the inheritance is not squandered eventually. Thank you very much.

Mr S P MABILO: Hon Chairperson, hon Deputy Chairperson, Chief Whip, Minister Creecy, Deputy Minister Hlengwa, all delegates

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*Sesotho:*

... dumelang.

*English:*

Greetings to all. The transport sector is critical to the movement of goods, people, services and freight. This sector plays the most critical role in our country, which has a vast geography like South Africa, which is from South to North, equivalent to flying from Istanbul to London and passing many countries in Europe.

Moreover, the country is far away from its major trading partners and therefore depends on the major modes of transport such as rail, roads, ports as well as aviation transport. It is very important for us to ensure that the transport sector is efficient and well oiled.

The country itself is characterised by market concentration in certain geographical areas due to the country's economic dependence on mining and agriculture. The transport modes from the inland market to the coast, such as rail and road, are critical for access to the ports, for the import and exports of goods and freight.

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Hon Chairperson, the Budget Policy Vote on Transport is occurring at a critical juncture as the transport sector recovers from the severe negative economic effects of COVID-19 pandemic, the July unrest and the floods which severely disrupted roads, rail and civil aviation transportation.

However, hon Chairperson, over the past two years, the different modes of transport, in terms of road in terms of rail, in terms of civil aviation and ports, have recovered. This in turn has facilitated the recovery of the economy. The entities that report under the Department of Transport have also recovered and are a going concern, with the exception of the Road Accident Fund, RAF.

The recovery of public transport in the form of road and especially rail is important to improve the lives of the working class and the poor in all the nine provinces. This is a strength and positive legacy of the work that was undertaken by the ANC government from the Sixth Parliament, and it is a legacy and a solid foundation on which the current new Minister and the deputy and the department can build upon, as there is still much to be done in terms of the development of transport infrastructure.

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While the transport sector makes its own economic contribution and delivers job creation and efficient transport sector is a key driver and input for the development and growth of the economy in our, country that has to occur through transformation.

Hon Chair, as the ANC, it is very critical for us to reverse the historical injustices of apartheid through reversing the negative effects of poverty, inequality, unemployment and historically economic exclusion. For the ANC, the budget in different sectors not only serves as an important tool of delivery, but also as an instrument of transformation.

Hon Chairperson, the department is a policy department and its key performance areas are based on developing policy and legislation, as well as ensuring that the entities that report to it implement government policy and regulations. The entities are mandated to implement the programmes, projects and infrastructure development of the department in as far as the budget is concerned.

Hon Chair, the department has seven programmes which covers all modes of transport with an overall budget of R80,6 billion. The budget reflects that department costs are

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under 2% of the overall budget. The bulk of the budget is dedicated to programmes and projects to be implemented by the entities. This is only a slight increase from the previous budget, but it is no small budget.

We need to feel the impact of these programmes and budgets on the ground in all the nine provinces and this will need to translate into increased economic activity and job creation in all the provinces. The department and its entities must ensure that it achieves the optimal value for every rand and cent spent through its impactful and qualitative spend.

The entities, the provincial government and local government must ensure that transport infrastructure is developed within the time frames and within budgets. It is imperative that the national department ensures that the provincial departments have the capacity to implement road maintenance and development in the nine provinces.

Hon Chairperson, public transport plays a very critical role in improving the lives of the working class and the poor. Improving public transport is one of the key drivers in provinces in both urban and rural areas for inclusive education, economic growth as well as job creation.

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Far too many Township residents must take more than one form of public transport to reach their workplace or homes. Far too much time is spent by township residents on the roads crucial to the increase in the cost of living is a cost of transport for working class and the poor communities which leaves these historically disadvantaged communities with less disposable income.

Hon Chairperson, in this regard, we are expecting the development of the bus rapid transit, BRT bus services in different local municipalities where it is currently functional. Furthermore, it is imperative that the development of the BRT bus system is expanded to all other municipalities in the financial year and in the term of the Seventh Parliament.

Hon Chairperson, Prasa has also embarked on a major capital programme for the restoration and modernisation of commuter rail system. This means that the BRT bus system and taxi services need to be integrated with the commuter rail services to provide an efficient public transport system.

This also requires a public transport becomes affordable for the working class and the poor. It is therefore imperative

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that the taxi industry is regulated in order that the transport subsidy is not merely given to the past companies as it is the case currently.

Moreover, many municipalities have short term contracts with past companies, which means that the transport subsidy ends with the established bus companies such as Putco and Golden Arrows, we've got to change that status quo. The transport subsidy needs to be reviewed as it needs to act as a buffer for the public against high hikes in public transport fares, rather than contributing to the profitability of the established bus companies.

Hon Chairperson, fixing the transport regulatory framework to reduce the cost of public transport is of crucial importance to reduce the cost of living. This means reviewing the pricing structure of the different modes of transport to ensure an affordable public transport system.

Hon Chairperson, the current regulatory framework is creating structural inflation through the high cost of different modes of transport, which is further compounded by the fuel price. We are pleased with the announcement by the state President,

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Comrade President Cyril Ramaphosa on the review of what we call regulated prices, including the fuel price.

Hon Chairperson, the development of transport infrastructure and efficiencies in the modes of transport is critical to the source of the economic reconstruction and recovery plan. Microeconomic development is critical to the implementation of the economic reconstruction and recovery plan through local industrialisation, agroprocessing, beneficiation and the implementation of the District Development Model, the DDM model.

This depends on efficient transport as transport links people with markets and links markets with each other. Hon Chairperson, the transport sector needs to create economic efficiency to ensure that the economy of the country is competitive to attract investment in all the transport modes.

The entities of the department have financially recovered and are a going concern with the exception of the Road Accident Fund. We are expecting the growth of all entities under the department and for them to implement their mandate, including infrastructure development. Attention needs to be focused on the problems currently afflicting the Road Accident Fund. Too

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many negative coverages in the media, as it has a major debt liability which needs to be reduced.

While the current board and management is managed to reduce the cost of funds through developing an internal legal panel, much more needs to be done. A cursory look or accessory candidate media in relation to the road accident fund reveals unethical conduct on the part of a number of people in the legal fraternity exploiting the fund.

More recently, there's been issues on the accounting practice of the Road Accident Fund for the Auditor-General's office, which is a matter of, a court case. This needs to be resolved between the two entities. To further reduce the cost of Road Accident Fund, it is imperative that the RAF Act is amended is a matter of urgency, Minister.

Hon Chair, road safety is critical to the efficient functioning of transport on public roads as far too many people are travelling by means of road. Our road safety campaign are stepped up in all provinces and are enforced and enforcement of traffic regulations need to be accelerated. There must be little. Hon Deputy Chair, the ANC supports the budget. Thank you.

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Dr I SCHEURKOGEL: Hon Chairperson, hon Ministers, hon members, fellow South Africans, the Department of Transport is the skeleton of the government body that keeps the body standing, but currently, it's sitting in a wheelchair. As you rightfully said in the select committee, Ministers, you unfortunately inherited the Department of Transport, but the Department of Transport is the product of having six Transport Ministers in just seven years, and each one of them shipped in their own director-general in and out. Therefore, the movement of the department was constantly stopped, essentially implementing a roadwork of stop and go, where the contractor abandoned the site. The extent to which people can use opportunities available depends on how easily they are able to move around their towns, their cities, and their country.

Apartheid left South Africa with a fragmented spatial framework that institutionalised salient aspects of race-based disadvantages. When individuals cannot move freely and easily, their access to economic opportunities is impaired. We need a transport system which is safe, reliable, and affordable for all the people within an open opportunity society.

South Africa has a well-developed road network, but it is deteriorating, particularly outside metropolitan areas and

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national roads. People cannot get to their homes without having to navigate around potholes or use alternative roads to get home or just get home safely. We need to implement a planned maintenance programme financed by dedicated road maintenance funds, which will eliminate the road maintenance and improvement backlogs within six years.

We need to crack down on overloading and impound offender vehicles for prolonged periods, in serious cases, through the reducing of the maximum permitted axle weights and lengths of heavy vehicles. Through these mechanisms, we will systematically empower our rail network and ensure economic opportunities be migrated to the rail network. Our rail network is also extensive, but poorly managed.

The poor management of this sector means that there are fewer and fewer trains. Our rail network should be able to move our citizens from town to town, opening up more economic opportunities, but because our rail network is crumbling, it adds more strain on the road infrastructure, causing a knock-on effect. With our current working rail network, we need to speed up single multi-use ticket applications to all certified public transport users to make transport more accessible to

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everyone, to ensure that we safely move people and create business opportunities to rural areas in South Africa.

We need to ensure that we safely move people and create business opportunities to rural areas in South Africa. We need to introduce a public police service to curb crime and vandalism on trains, at stations and station taxi ranks. Commuter rail is, alongside the bus rapid transport or the BRTs, key to reducing city congestion.

The expansion of the network and the introduction of new and speedier services need to be prioritised, particularly from high-density residential areas and airports. The department needs to develop BRTs, monorails, commuter light rails and speed trains, where feasible and sustainable. In speeding up the restoration of the rail network, the department needs to prioritise the creation of metropolitan and, in the case of Gauteng, provincial transport authorities. And this can be achieved faster through transferring rail operations to the private sector through the devolution of commuter rail to competent provisional governments.

We need a rail entity that provides dependable, safe and clean services for both people and goods. And since Transnet split

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into two lines - Prasa and Transnet Freight, it had burdened their budgets to the cross-invoice of each other for over a billion rand a year, which could have been spent on the repair of the crumbling infrastructure.

We must be proactive and actively seek more private-public partnerships through our local governments to be part of the programme to restore hundreds of dilapidated or completely destroyed train stations. I would like to encourage you, Minister, to apply the necessary pressure on the relevant director-general to speed up the process through the Presidency, and I quote President Ramaphosa: "SOEs that were previously under the stewardship of the Department of Public Enterprise will report to their respective line departments in terms of policy and regulatory matters."

The sooner we amalgamate these two entities, Prasa and Transit Freight, we will then be builders of this economy and create jobs. Too often politicians want to focus on industries like mining and agriculture as the foundation of our economy, yet we forget that the economy is about moving people. If you look across Asia, they have no mineral resources, yet the Asian tigers have of the strongest economies in the world.

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If you look at the Golden Triangle - Thailand, Laos and Myanmar - their economies are built on tourism. You can commute between and in these countries on trains, buses, ferries, or if you really want to, you can take a bicycle to cross the border. You can literally take a bus 24 hours a day without worrying about showing up at a station and transport not being available.

When you move people, you move money, and therefore a close relationship with the Department of Tourism needs to be fostered, so that where infrastructure is destroyed and dysfunctional, we have the support of other departments to make money.

In conclusion, we will would like to make the following recommendations to the Minister: to apply sufficient pressure on the procurement department to buy a new license and card production for the infrastructure, to half the delivery time of issuing licenses; through the devolution of powers to competent provincial departments, it would streamline the process of increased public-private participations; to speed up the rail infrastructure rebuild, to boost our economy and create more jobs, as the GNU's statement of intent states. If you look at Taiwan of China or India, of which two countries

are part of Brics, they have used build-operate-transfer, BOT, and renovate-operate-transfer, ROTs, since the 1980s; to ensure that a service-level agreement is finalised to external departments like the National Treasury, law-enforcement agencies to deal with corruption investigations; establish is dedicated road maintenance fund, sourced primarily from fuel levy, which will enable South Africa to eliminate the 150 billion maintenance backlog within six years; prioritise the road maintenance fund for maintenance, where provinces or metros that fail to use their share of the fund for maintenance, it can be transferred to the South African National Road Agency for maintenance of national roads.

We welcome your initiative for more green energy, because it is directly linked to economic development and growth. I want to repeat something that I said earlier, which your department, Minister gives life, when you move people, you move money. I thank you.

Mr E NZIMANDE: Hon Chairperson, hon Minister and the Deputy, hon MECs, and hon members, I rise to address the matter that is a catalyst for development and hunting access to opportunities, including economic opportunities and serving as a linked to communities. Hon Chairperson, hon Minister and the

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Deputy, hon MECs, and hon members, I rise to address the matter that is a catalyst for development and hunting access to opportunities, including economic opportunities and serving as a linked to communities....

*IsiZulu:*

... kunesandla sesithatha ...

*English:*

... a third force in this taxi violence. It is always alleged that some senior government officials, including traffic senior officials in the traffic department, are definitely taking sides and are directly involved and they are on a payroll of some taxi bosses. We further hold a view that...

*IsiZulu:*

...lo Hulumeni woMbimbi, yathi enye inkokheli babelethene, nawo uqobo...

*English:*

... has no political will to speed up...

*IsiZulu:*

...uxhaso ngokwezimali la embonini yamatekisi.

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*English:*

Also, it does not have a political will to speed up issuance of permits or taxes. Taxi industry and so as it does not have a political will for the resolution of road disputes, which is a genesis of violence. We, hon Chairperson, have critically analysed and it's evident from the plans that are linked to this debate. That these plans do not appreciate the inherent challenges confronting citizenry.

We'll just deal with few matters around that. We have critically analysed the documents presented before this August House, including the APP, which ordinarily or interchangeably known as SOP ... [Inaudible.] facts evince that the performance indicators and outputs have no causal link with performance outcomes. Meaning that there is no alignment between the causal factors and the effects.

We have just picked up few points because of time, look at the Program 4. The outcome that deals with improved transport safety and security and has no nexus with the output of issuance of driver's license. ... [Inaudible.] collaboration with the output in ... [Inaudible.] stating turnaround times for issuing of driver's licenses. Issuance of driver's licenses is not a major on reducing road fatalities, and as a

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result shall never lead to the realisation of the desired outcome. It is like saying issuance of grade 12 certificate is a good measure for quality education and or a good measure for flying colours pass rate. That is a myth. Statistics of issuance of driver's licenses has no direct impact on the desired outcome, like I have stated. At least, what could have been reasonable is to focus on the type of your training combined with imparting of knowledge and skills, to produce a skilled driver, including the plan of uprooting corruption. That is too rife in the testing stations.

Furthermore, we want to deal with the desired outcome that deals with increase access to the affordable and reliable transport system. That is too vague. Equally, this outcome can never be realised through an output culture as compliance with the user pay principal and so through an output indicator as compliance with the user pay principle monitored. How can compliance with the user pay principle be a measure of the increase, access to affordability and reliability?

Furthermore, how are you going to measure increase access and affordability when most people live under poverty lines?

*IsiZulu:*

Abathathi entweni.

*English:*

What is affordability for them?

*IsiZulu:*

Ngani yona?

*English:*

Supporting the funding of the incurring plans, as currently ... [Inaudible.] would be too myopic, irresponsible and insensitive to taxpayers. The reduction of the budget and the fact that the organisational structure was last reviewed in 2011, further put the spanner on the wheels as the structure is evidently not aligned to the strategy and the annual operational plans. This further is compounded by the fact that the department as at the end of March 2023 had a vacancy rate of 23,62% and with the turnover rate being 6,96%. This is against the very same outdated structure. Further to this, it is not feasible for the department to fill vacancies owing to the embargo imposed by the DBSA, on filling posts.

Furthermore, the reduction in the budget shall adversely impact on the national pothole initiative termed Operation

Vala Zonke. Since clearly, the refurbishment and maintenance budget has been scaled down and this scenario will equally affect the Welisizwe Bridge Program, whereas our people, including school children's lives are at risk, particularly during stormy seasons.

*IsiZulu:*

Uma ugudla uThukela kukhona izinto okuthiwa ngotebetebe, kunzima kabi nje ukuthi abantu baziwele. Yingozi nje ongakaze uyibone. Abanye abantu bawela emfuleni ogcwele namabhokisi. Abantu bakithi behliswa isithunzi.

*English:*

Accordingly, as the MKP we are in emphatically opposed to this budget. Instead, we profess and advocate for the following integration of public transport and accomplished subsidisation of the taxi industry. Establishing a state-owned fund to finance the tax industry on a developmental basis to free the industry of the clutches of the parasitic finance industry. Establish a state-owned taxi and bus manufacturing company to provide affordable, safe and green vehicle. Increase access and provide an integrated transport system in the rural areas by revitalising the rail system across the country and rebuilding train station in small towns and rural areas.

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Recapitalise Passenger Rail, Agency of SA, Prasa, and reactivate contracts with reliable component manufacturers. Revamping and expanding the rail system nationwide to boost rural economies, address special inequalities and driving industrialisation, develop technologies to monitor and protect the safety of the rail system. Increase budget.

*IsiZulu:*

Ngenhlonipho ngiyabonga Sihlalo, akufananga.

*IsiXhosa:*

Nksz M MAKESINI: Mandibulise inkokheli ye-EFF

*English:*

... the president and the commander in chief Julius Sello Malema, the commissars, the ground forces and the Members of Parliament.

*IsiXhosa:*

Ndibulise uMphathiswa noSekela Mphathiswa. Sihlalo kule veki iphelileyo singumbutho iEFF besihlangene apha eKimberley apho ...

*English:*

... where we celebrated the life of the EFF of 11 years. We celebrated, amongst other things, in these 11 years, advocating for the function and the capacitated state-owned transport companies, because ...

*IsiXhosa:*

... into esiyibonileyo apha ezindleleni xa sidibana nabantu, kukho ingxaki yezothutho. Imeko yezothutho ayikhuselekanga.

*English:*

The EFF has been at the forefront of unbroken struggle for accessible, affordable and safe transport for our people, particularly ...

*IsiXhosa:*

... abantu abaphila nokukhubazeka kuba uninzi lwabo abakwazi ukufumana izithuthi xa befuna ukuya kwiirenki zeeteksi. Uza kufumanisa ukuba ezirenkini kuyenyukwa kube nzima kubo ukuya kufikelela kuloo tekisi amele ukuyikhwela. Yiyo ke into esiyiqapheleyo.

*English:*

The current transport system fails to provide adequate access for poor and workers, particularly for those people living

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with disabilities. We have also been at the forefront of emphasising the importance of integrated all mode of transport across the continent, to enhance the economic integration within the region.

After 30 years of democracy, there are still communities without bridges...

*IsiXhosa:*

... abantu bawela emanzini emifuleni apho ufumana abantwana njengoko kwenzekile eChris Hani eMpuma Koloni berhaxwa kwaye bengakwazi ukufikelela esikolweni. Oomama abakhulelweyo ...

*Sesotho:*

... ha ba kgone ho fihlella dikliniking, hobane ha 49ay a dikliniking, ha ba tlameha ho ilo etsa dihlahlobong, ha ba kgone ho feta ha ho na le dipula, hobane metsi a tletse ditsela. Mane Nquthu, ...

*IsiXhosa:*

Apha eNquthu KwaZulu-Natal, kukho iindlela ezifana neBabanango apho indlela yakhona imbi kakhulu. Sekela Mphathiswa uyayazi ukuba abantu abahlala eQhudeni kunzima ukuba bafumane iinkonzo kuba indlela eya eQhudeni eNquthu imbi kakhulu.

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*English:*

Chairperson, we would also like to take this opportunity to extend our condolences to the families of 11 primary school pupils ...

*IsiXhosa:*

... kunye nomqhubi abafumene ingozi apha eMerafong eWedela eRhawutini. Bathe bafumana ingozi ekuqalekeni kwale nyanga. Sithi ...

*English:*

... may their souls rest in peace. The tragedy of loss of life highlighted the critical importance of road transport, that the road transport is not safe. We need to make sure ...

*IsiXhosa:*

... ukuba abantwana bethu xa bekhwela izithuthi besiya ezikolweni, izithuthi zabo zikhuselekile.

*English:*

In the Eastern Cape, there are still areas where there are no roads.

*IsiXhosa:*

Xa abantu 5lelanda imizimba beza kungcwaba kuye kufuneke ukuba bangcwabe ezilalini. Ukuba imvula ithe yanetha umngcwabo uyaqhutywa ngaphandle komzimba kuba awukwazi ukufikelela ekhaya ...

*English:*

... because they cannot transport ...

*IsiXhosa:*

... umzimba bawuse elalini ukuze bakwazi ukungcwaba. Sicela ukuba isebe likhe lizijonge iindlela ezinjalo. Phaya eDutywa, uGcuwa, eMatatiele iindlela zakhona zimbi kakhulu. Abantu abakwazi ukufumana iinkonzo. Abantwana baphela bengayi esikolweni abanye bephosa iintsuku ezithile esikolweni kuba ayihambeki indlela. Kuba nzima kakhulu xa kunetha imvula, abakwazi ukuya esikolweni.

*English:*

The scholar transport that transports hundreds of children to school also must be accommodated and supported because most of the time they are not getting paid in time. Their vehicles are not monitored. They are not safe to transport our children, even the roads that they are using are not accessible. So, they affect a lot of people ...

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*IsiXhosa:*

... abantwana xa kufuneka baye esikolweni bade baphose iimviwo kuba indlela abahamba kuzo azikho mgangathweni.

*English:*

Learners from Shaiyalongubo village, between Louws Creek and Barberton in Bombela Mpumalanga are last of the examples ...

*IsiXhosa:*

... esithetha ngazo ...

*English:*

... because they missed classes and did not write examinations ...

*IsiXhosa:*

... ngenxa yokuba indlela yayingafikeleleki bangakwazi ke ukuya kubhala iimvowo zabo. Bahamba ...

*English:*

... almost 10 kilometres ...

*IsiXhosa:*

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... ukuze bafikelele esikolweni ukuba imvula inethile kuba befuna ukubhala iimviwo zabo. Kodwa asingabo bonke abaye bakwazi ukufikelela ezindleleni.

*English:*

The road infrastructure damaged by floods is still not fixed, especially in Chris Hani region.

*IsiXhosa:*

Kukho indawo nangoku apho iindlela zingekalungiswa khona. Siya kwelinye ixesha leemvula kodwa ...

*English:*

... the situation will be the same.

*IsiXhosa:*

Kukho le nkqubo nanisithi nguValazonke.

*English:*

It was launched last year for the department to close all the potholes. The Valazonke programme is a shame because ...

*IsiXhosa:*

... abalungisi indlela yonke. Bavele bafike endleleni bavale isigingqi esiphakathi. Ukuba umntu uza kufikelela njani kweso sigingqi sele sivaliwe nithi uza kuzibonela, uza kuthi Mabuyane hamba kweli cala okanye mna ndihambe kweliya. Yona indlela eMpuma Koloni imbi qha noxa kwakwenziwe inkqubo kaValazonke. Sicela loo nkqubo Mphathiswa niyibeke phambili. Makungavalwa izigingqi kuphela kwindlela eniyibonayo ukuba yonakele, makulungiswe indlela yonke. Izigingqi ezindleleni mazihooye zisaqala.

*English:*

Our roads are still in this invested with the potholes when there was a programme. In Mpumalanga ...

*IsiXhosa:*

... nadlala ngoMongameli waya kuvala apho kwakungamelanga ukuba uvale khona.

*English:*

Every day we receive reports of the accidents that are caused by these potholes and the majority of the municipalities have to pay the bill ...

*IsiXhosa:*

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... bebhatala aba bantu beemoto kuba iimoto zabo ziyonakala  
umasipala kufuneke ukuba abhatale ...

*English:*

... the bill while our municipalities are struggling. So, the issue of the potholes is a problem. We also reject this budget of the department because through the years you made commitments that you will provide safely, accessible and affordable roads. But to date, there is no safe and accessible roads.

*IsiXhosa:*

Loo nto siyibonile kwiilali zethu apho sisuka khona.

*English:*

In reality our public transport is inaccessible, very expensive and unsafe. Especially the taxis because a lot of people, 70% of our population by use taxis. But taxis are not safe. A move towards the formalisation of this industry was established because of the taxi industry in 1999 under the Taxi Recapitalisation Programme. Twenty-five years down the line, the industry is still in the process of being formalising this programme.

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*IsiXhosa:*

Kanti kuthatha ixesha elingakanani ...

*English:*

... to formalise a programme?

Chairperson, despite their limitations, taxis remain an effective mode of transport for all our people because...

*IsiXhosa:*

... yeyona ndlela yezothutho siyithembileyo neyona ifumanekayo. Kodwa no xa unjalo abantu beteksi kufuneka babakhathalele, babakhusele abantu abaphila nokukhubazeka ngakumbi ezirenkini zabo.

*English:*

There are taxi managers and taxi bosses who are operating their taxis clean, like the Dundee taxi rank, Endumeni. There's a taxi manager called Mr Zwane of Dundee. If we can go to that taxi rank that taxi rank is very clean and you will never be robbed at Dundee taxi rank because the taxi manager and the team that is working, there make sure they protect their passengers because they very the money that they contribute.

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We need to applaud ...

*IsiXhosa:*

... abantu abafana noMnu Zwane waseNdumeni abaqinisekiso ukuba umntu omnika iR10 ubalulekile empilweni yakhe ...

*English:*

... and they take care of their clients. I have never seen such a clean taxi rank like Dundee in KwaZulu-Natal. Mr Zwane ...

*IsiXhosa:*

... kunye nabo asebenza nabo basebenza kakhuhle kakhulu.

*English:*

Chairperson, in Free State there is a problem of permits.

*IsiXhosa:*

Abantu baseFree State bafuna amaphepha emvume abakwazi ukuwafumana kuba kukho abantu abafuna ukunikwa imali ukuze bakhuphe loo maphepha emvume.

*English:*

You need to do an unannounced visit to the Free State to check how it goes with the issues of permits. A lot of current orders and most of the officials of the Department of Transport in Free State ...

*IsiXhosa:*

... ngonoteksi, abantu abafanele ukufumana loo maphepha emvume ...

*English:*

... don't get that access. As long as our people living with disabilities, as we said are a lot, it is 3,3 million and they are not catered for ...

*IsiXhosa:*

... siza kuhlala sinengxaki yokuba abantu abaphila nokukhubazeka bengathathwa ngendlela ebonisa ukubakhathalela.

*English:*

Chairperson the 2024-25 annual performance plan budget proposed by the department lacks provision of subsidised taxis because ...

*IsiXhosa:*

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... aba bantu beeteksi ngabona bantu baqale le ...

*English:*

... industry. They need to be protected. The Road Accident Fund, the entity of this department ...

*IsiXhosa:*

... ayibabhatali abantu ...

*English:*

... their claims. We don't know what the problem is. There is a big problem in this department. We also need to make sure that, payments especially ...

*IsiXhosa:*

... ezi zenziwe ngendlela elungileyo ziyabhatalwa. Umntu makangahlali iminyaka esibhozo ukuya kweli-10 engalifumani ibango alenzileyo.

*English:*

Because the majority of the claimants were breadwinners.

*IsiXhosa:*

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Abanye babo bashiya abantwana abasezikolweni. Abantwana baphela beyeka ukufunda kuba amabango abazali babo awabhatalwa. Loo nto ke ibenze bangakwazi ukuya esikolweni.

*English:*

So, the Road Accident Fund is a problem. There are a lot of cases in that department. When you go the file, the file ...

*IsiXhosa:*

... ufumanisa ukuba isemva. Zigcwele phaya ...

*English:*

... and they are not attended to in Pretoria. Under this department, the scholar transport especially in the rural areas we have many challenges. You need to give attention to it because if you want ...

*IsiXhosa:*

... ukuba abantwana bethu baphumelele ...

*English:*

... you must make sure that they arrive early at school ...

*IsiXhosa:*

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... bakhuselekile, abahambi imigama emide ukuze bafike esikolweni bakwazi ukuncedakala. Imfundo yeyona nto iza kubenza baphume kwiimeko abakuzo.

*English:*

The existing legislation ... [Inaudible] ... we feel that it is unfair and is discriminating the majority of the people. We need to process the White Paper provision so that integrates the issue of Public Transport Strategy of 2007. It must be enforced to guarantee accessibility for the vulnerable population. The Batho Pele principles which is a slogan in all your departments ...

*IsiXhosa:*

... abantu mabangemi kwimigca emide ...

*English:*

... at the traffic department ...

*Sesotho:*

... a re, "Ke sa ntsane ke ja!"

*IsiXhosa:*

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Xa kufika abantu eziofisini bezokuvuselela iimpepha-mvume mabahoywe ...

*English:*

... as they deserve because they are their bosses.

*IsiXhosa:*

Ngabo abenza ukuba bakwazi ukubhataleka kuba ...

*English:*

... when they apply, they say they will be available to service the people. If you go to the Free State in the Welkom Traffic Department, if you go to renew your license you pay to make a copy. There's a person outside, they say there is no paper you must go to that person in the container to do the photocopy. Maybe the photocopier and the paper are there, but someone is doing a business because that person is operating opposite the traffic department.

*IsiXhosa:*

Siyabhatala ...

*English:*

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... for a photocopy. If we don't have R5 to pay for a copy, then you will not be getting the services in Welkom Traffic Department. So, these are the challenges, Minister, that we are talking about.

The cost of MyCITI Dial-a-Ride is very expensive. It's not accessible for our people. Even the waiting list is too long. You need to shorten the process. Let's make the issue of MyCITI Dial-a-Ride to be accessible.

*IsiXhosa:*

Nabantu abamnyama bakwazi ukungena kweli shishini ingabonakali ngokungathi yenzelwe abantu abanemali. Ukuba sithi sifuna ukutshintsha imeko yabantu abamnyama, masibacingele abantu xa sisenza iiprojekthi ukuze abantu bakwazi ukufikelela kuzo.

*English:*

The EFF rejects the proposed Budget Vote as it does not meet the objectives of universal access, particularly for the people living with disabilities and elderly people.

*IsiXhosa:*

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Abantu abadala xa besiya eziteksini abakwazi ukuncedwa.

Bayakhwazwa kuthiwe, baleka mama iyahamba iteksi.

Abakhathalelwa abantu abadala.

*English:*

So, if we can educate our partners in the taxi associations to use the Batho Pele Principles because as the department, you are funding the taxi industry and giving them allowances. You know the relationship with them, you know and you meet them when they have conferences.

Let's make sure that they respect everyone, especially ...

*IsiXhosa:*

... abantu abaphila nokukhubazeka, abantu abadala, oomama abazithweleyo. Umntu xa esuka eDundee esiya ekliniki eNquthu okanye ehamba umgama omde, xa esithi ucela iteksi ime ukuze azincede kuba ...

*English:*

... when you are pregnant you can relieve yourself anytime.

But in the taxis don't understand the language.

*IsiXhosa:*

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Bangxamile bafuna nje ingeniso.

*English:*

The issue of the rail network is a problem. It needs to be reviewed because in every township ...

*IsiXhosa:*

... kukho indlela kaloliwe kodwa ezo ndlela ...

*English:*

... are abandoned. There's nothing that is happening. Hence, we have so many accidents that are caused by the trucks on our roads. So, if you can revive the issue of the rail network, it will assist us. Thank you, Chairperson.

Ms K DIALE-TLABELA (Gauteng): Chairperson of NCOP, Mme [Ms] Mtsweni-Tsipane, good afternoon to you, hon members and ...

The CHAIRPERSON OF THE NCOP: Hon Diale, can we request you to switch-on your camera.

Ms K DIALE-TLABELA (Gauteng): My camera is on, Chair.

The CHAIRPERSON OF THE NCOP: Yes, you are now visible. Thanks.

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Ms K DIALE-TLABELA (Gauteng): Chairperson, let me pass my regards to hon members in the House, to the Minister and the Deputy Minister and the members of the portfolio committees as well as my colleagues in other provinces.

Two weeks ago, during the opening of Parliament, President Cyril Ramaphosa outlined the country's developmental and economic growth map for the next five years. Fundamental to this road map was an acknowledgment that despite the achievements of 30 years of democracy, as South Africans we are still experiencing high levels of inequalities.

To address this urgent glass challenge, the President underscored the fact that the medium-term development plan will set out a well-defined vision and strategic plan that outlines clear goals with specific measurable objectives and a road map for achieving them.

He further highlighted that the National Development Plan, NDP, Vision 2030 remains a defining blueprint for our country's growth and development. And I think that we have seen in the presentation by hon Minister Barbara Crissey here today.

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As Gauteng align and support Ntate [Mr] Ramaphosa's economic vision. We further reassure all South Africans that our commitment and resolve is towards building accessible, safe, reliable and affordable transportation service and that remains unchanged.

To be frank, a Gauteng transportation that does not adequately address the citizens' expectations around their safety, livelihood, social integration as well as economic advancement has potential to not only impact Gauteng alone, but South Africa as a whole.

We are fully cognisant that unless we strengthen the province's capacity to deliver services to the people, combating crime, improving infrastructure in marginalized communities, we shall not succeed in any of our endeavours.

As a collective we have identified departmental gaps, both operationally and strategically; internally, issues such as capacity building and skills review are receiving our urgent attention.

To this end, we are making progress in not only filling and capacitating various posts, but we are also conducting review

on the performance of our entities. More importantly, we are inculcating a new culture of doing things faster and smarter.

We have collectively mapped out evidence-based solutions to be implemented in the immediate, as well as those that are futuristic. To give effect to this undertaking, we adopted a collaborative approach by partnering with like-minded stakeholders across the sector, such as institutions of higher learning in our province as well as the Council for Scientific and Industrial Research, CSIR; and subject matter experts continue to support and enhance our knowledge-based through empirical research as well as global modern trends.

Having provided this august House with a strategic overview as well as our unflinching resolve to implement the 2024-25 financial year for the Gauteng Department of Transport and Logistics, budget outlines our commitment as well as planned implementation of the routing integrated transport master plan over the five-year period.

This year we've been allocated with a total budget of R9,43 billion. This allocation, in comparison to the 2023-24 financial year allocation represents a 6% decrease. This decrease is attributed to amongst others: a reduction driven

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by once off allocation from prior years, necessary internal budget reallocations and the pressing national cash constraints we face.

Cognisant of this fact, we are determined to use the allocated budget judiciously in executing our duties as a department.

From this total allocation, only R354 million will be dedicated to administration of the department. This administrative budget constitutes only 4% of our total allocation, underscoring our commitment to efficiency and effective management.

The remaining 96% is firmly dedicated to core service delivery of the Department of Roads and Transport in Gauteng.

The economic classification of this budget reveals a significant increase only in the compensation of employees. This rise is crucial as it addresses the need for additional staff in core service delivery units and fulfils the financial requirements of the wage agreement, which is largely beyond provincial control.

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Consequently, the compensation of employees has increased from R801 million to R894 million.

Additionally, there has been a modest increase in the allocation for goods and services, primarily due to a R160 million rise in the Provincial Route Maintenance Grant. However, it is important to note that overall allocation for the department's operations remains constrained, with other economic classes seeing reductions or no significant increase.

It is unfortunate to report to this august House a 7% reduction in the total infrastructure budget from R2,9 billion in the previous financial year to only R2,7 billion. This decrease is a result of reduced allocations across the province and the need to balance competing priorities.

Despite these financial constraints we remain committed to delivering vital infrastructure projects that support our province's growth and development.

Regarding the bus subsidy, we have seen a marginal increase of 3% from R2,7 billion to R2,9 billion. This nominal increase represents a reduction in real terms, necessitating potential arrangements with operators should the allocation be exhausted

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before the financial year end. This allocation also does not cover the additional kilometres required for the Moloto corridor.

On a brighter note, we are pleased to announce that Northwest Star is back in operation. As a result, funds previously allocated due to Northwest Star's poor or non-operation have been restored. As we are approaching the end of July 2024 their claims are just above 25%.

We shall continue to strengthen our resolve around compliance and respect for the rule of law across the sector. We are committed to ensure responsibility, transparency and accountability on the allocated public funds to the department.

We also note with disappointment a 90% reduction in the Extended Public Works Programme, EPWP, grant from the national government, decreasing from R4,1 million to R3,1 million. We will need to improve as a department with respect to widening the net for job opportunities using this grant and further ensuring that we are fully compliant with the conditions of the grant. We also take note that it is our responsibility to

create a conducive environment for sustainable job opportunities.

Despite this setback, we remain steadfast in our resolve to be the province's largest revenue collector. Our current revenue target of R5,2 billion, marking a 4% increase from the previous collection of R5 billion. This balancing act aims to protect vehicle owners in our province from exorbitant increases, while also addressing the e-toll debt repayment.

In conclusion, once change is rapid and often disruptive, it needs to be embraced. No matter how hard it gets at first, in the long term, change can be beneficial. Whether one looks at change through technological, institutional or intuitive lenses, we need new mindsets and ways of doing things across this important sector.

We are, therefore, making a glaring call to those who share our vision to join us with sustainable, innovative ideas as we reshape transportation to derive long term economic benefits for the citizens of the Republic.

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Now is the time to work smarter, faster, towards accessible, reliable, safe and affordable integrated transportation system in our province and in the country.

Minister Barbara Creesy, in my home language they say ...

*Setswana:*

Mabogo dinku a thebana.

*English:*

It means let's work together to build a better and efficient transport sector for all South Africans. Agang le rona. [Build with us.] I thank you, Madam Chair.

Mr S A DUMA (KwaZulu Natal): Chairperson, I don't know whether I can crave your indulgence to enhance my bend width so that I can switch off my video. But if not, I will proceed irrespective of the grant. Should I proceed or you grant me permission?

The CHAIRPERSON OF THE NCOP: No, hon Duma, the Rules require you to have your camera on.

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Mr S A DUMA (KwaZulu Natal): Hon Chair, let me greet the Minister, Minister Creecy. I am sure that what she has outlined is going to assist the country called South Africa and almost all the provinces. I also greet the Deputy Minister Hlengwa as well as they complement each other. One is ... [Recording stopped.] ... the pragmatism of the Minister is going to enhance the scope. In the province of KwaZulu-Natal, we boast with 600km coastline of the ocean. This means that let us revisit the Operation Phakisa. We agree that in both N2 and N3 there are construction sites as we speak. The Minister has already alluded to different projects that are taking place. The majority of these projects are at an advanced stage. As we get the point, Minister, as long as the transformation is not the cornerstone, our people are still going to be embattled with hassles, our people are still going to be antagonistic towards our developments because the province of KwaZulu-Natal as is well known is a rural province. This means that as you invest more billions our people must also benefit in the process. So, the concept of the contract participation goals, CPG, is amongst other things that must be prioritised.

We are worried a bit about the SA National Roads Agency, Sanral, that almost all the time when they gazette a tender it

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is always goes to one service provider. That must be transformed. Minister, I must just highlight that in the province of KwaZulu-Natal as well there are different corridors that have been built since the new dispensation. Our people are expecting a lot from us as public representatives and we are going to push harder. We have already started to hit the ground running in the province of KwaZulu-Natal because as you know this is the iota in terms of development. The Department of Transport is department that enhances the growth in industries, in the factories, in schools, new developments and malls. So, if it is done thoroughly, it is always going to assist the scope of the province.

I'm sure you are also aware of the issue of aviation. KwaZulu-Natal almost has a lot of airports, and we want to build a proper school that is going to train our kids going forward. We know the information technology, IT, sector industry is going to be depended upon what is happening in terms of affecting more tourists and more investment. King Shaka Airport remains the iconic process that has been built in the new dispensation, and we are glad that as we speak currently it has been sorted in terms of the N3 after the floods. So, it is something that we must talk about. We must mention that as

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you go after the R34, on that road that has been built by Sanral, I think we must complement what you have already started. The Isandlwana Road is going to be built by Sanral. We would be glad that if we could be part and parcel of this financial year.

Indeed, we must highlight that the taxi industry needs a robust engagement on a regular basis. The issue of transformation within that sector is always critical. As you might have heard from the other speakers about the issue of permits. We just rely upon the strength of the associations because we always engage these stakeholders and the issue of the applicability of the law. As long as you don't have the permit you cannot co-operate. There's no need that these driver do not have professional driving permit, PDP. All these issues are critical because when there are accidents on the road it must not be the Department of Transport that must be blamed. We must always be mindful and be conscience on the process that after ensuring that we implement the access, built the roads. Our people must be safe, our people must adhere to all the rules and the laws regulated on the road.

In the province of KwaZulu-Natal, we must outline the issue of business forum. We must debunk a need that we do work together

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in the province of KwaZulu-Natal. We do allocate, as advanced by the policy, the issue of 30%. But however clear that as long as you come onsite and stop the project, you are characterised as a criminal as opposed to someone who is doing something else. We have a joint operation with the SA Police Service. Thanks to the provincial Commissioner Mkhwanazi in the province. He has done a sterling job because even today we are fresh from our two-day strategic planning where we are planning holistically. Almost all the stakeholders must be involved. As long as you want this department to be viable it means that you must work. The SA National Roads Agency Ltd, Sanral, is the cornerstone. The issue of SAPS is amongst the pillars, and the Passenger Rail Agency of South Africa, Prasa, and Transnet.

Minister, we must also crave for your indulgence that unfortunately in the issue of floods we also suffered, in particular the belt when you come from Berea Station and Mkomazi we have suffered the onslaught when it comes to rain. It must be revived.

I'm sure you are also aware that we are building a lot of roads and the trucking centre when it comes to the Richards Bay Industrial Development Zone, IDZ, supplying coal. It is

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amongst the critical area. There's a railroad coming from Botswana, Hlobane and Ulundi until Richards Bay. I think the masterplan is clear that as long as that railroad is not developed, KwaZulu-Natal is going to suffer. Unfortunately, we will be building roads. Regarding the issue of maintenance, the operation has started it is going to be affected. I think now we have found that let, us be thorough even in the infrastructure budget. Let us not plan in silos. It must always be taken into cognisance that the rail infrastructure in the province is going to develop and will attract more investment. We will also attract more tourists because the northern Natal area depends solely on the issue of tourism, for instance, the uMkhanyakude and Zululand districts. Their strength is their possession of the Big Five. I'm sure you know them. You remember very well that in your old portfolio Minister we used to work together in enhancing the scope of KwaZulu-Natal. Yes, we are going to develop more corridors, yes, we are going to revamp some of the expansion projects, yes, we are going to build access roads in rural areas, but as long as we plan in silos very few elements of development are going to be successful.

Again, hon members, we have also reflected on the rail development projects in KwaZulu-Natal, especially long

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distance rail service between Durban and the northern KwaZulu-Natal as I have already highlighted.

The issue of taxi izimbizos is something that we have already agreed upon and we are still going to consolidate. It's a pity that this morning we were told of a sabotage operation in the area of Ugu district. We are glad that the Deputy Minister consulted us which remains and ensure the collegiality on how we are going to work together, which is critical at this point in time.

Taxis which are travelling to work daily are key drivers of the country's economy and they form the majority of passengers. Since the taxi industry derives its income from these passengers it is important for its members to bear in mind the fact that passengers are in fact the source of their income, and that without passengers there will be no need for taxi to begin with. It is always clear. Yes, we want to subsidise and at some point in time as we do on the passenger rail, the bus services and all those things.

We welcome the fact that President Cyril Ramaphosa signed into law the amended National Land Transport Act, Act 5 of 2009.

Our view is that we now need to ensure proper regulations of

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e-hailing and end hostilities. We do need to work together with the national department to ensure the implementation of the newly amended regulations, especially on e-hailing. We have already agreed amongst other things in our strategic planning that we need a joint operation, we need a joint committee to be formed which will have Sanral at the fore and Transnet so that we plan together. These two departments are critical. These two entities are critical for the formulation of a developmental pattern in the process of KwaZulu-Natal. When it comes to security almost everyone of us will be having that allocation. If it is not adequate but you plan together it will always be clear in the process.

We commit to adopt a zero-tolerance approach to all drivers in all corners of the province. We will be deploying multidisciplinary teams involving the SA Police Service, SAPS, and law enforcement officers in various municipalities. The Deputy Minister will tell you that historically as you enter KwaZulu-Natal from Harrismith you would remember those huge billboards saying that Alufakwa lubuya nesaphulamthetho in the province of KwaZulu-Natal. I'm sure we've just rest slowly on our laurels, but we want to enhance the scope from all the belts coming from the Eastern Cape, coming from Joburg and coming from Mpumalanga you must just understand that there is

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a zero-tolerance attitude in the province of KwaZulu-Natal. Road carnages are caused in majority by those who are driving under the influence of alcohol. From time to time there must be circulation. From time to time law enforcement agencies and must form and conduct a strategy of lot of road blocks so that we stop that thing. I'm sure it is something that is always critical.

On the issue of the department being strong and coming with a galvanised strategy on the permits, I'm sure we are at the tail-end. This is why when we meet at the level of imbizos we are going to work together. Please, don't go and buy a new taxi without a permit from the association. House Chair, we thank you so much for affording us this opportunity.

The DEPUTY MINISTER OF TRANSPORT: Hon Chairperson of the NCOP, hon Minister, hon chairperson of the select committee, hon members, before maybe delving into today's I would say the Road Accident Fund will be receiving the priority attention of the Ministry and the department to make sure that it turns the corner, it's fit for purpose, and that it is able to meet the demands of its mandate, and so the concerns that colleagues have raised are valid.

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We are keenly aware of the issues around the accounting standard raised by the Auditor-General and the court action, and that it is now incumbent on the Road Accident Fund to comply with the court order. We are clear as the department that whatever changes are required within the Road Accident Fund must be effected through a legislative amendment process as opposed to through the backdoor. So, we are very much on the same page on that one. Secondly, I think it would be irresponsible to leave this House, hon Nzimande, carrying the notion that accidents are an element of a third force. We must accept the fundamental challenge that the country is faced with, that we are losing 12 000 South African lives on the roads. We are losing billions of rand in the economy because of these road accidents, and amongst others, it's because of the corruption of individuals. It is reckless driving, it's drinking and driving, it's drinking and walking. It is the entertainment industry that is not responsible in so far as pushing back on the frontiers ... [Interjections.] ...

The CHAIRPERSON OF THE NCOP: Hon member, would you address us in line with the ... [Interjections.] ...

Mr E NZIMANDE: No, he is confusing two things. I have just dealt with the matter of the roads and taxi violence.

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The CHAIRPERSON OF THE NCOP: Hon member, please don't do what you're doing. Please respect the decorum of the House. If you want to rise, you must rise on a Rule and don't address the speaker on the podium. You had your opportunity to speak accordingly. He has the right to respond to the issues that you have raised. Please, don't do that again, hon member. Over to you, Deputy Minister.

The DEPUTY MINISTER OF TRANSPORT: Thank you, House Chair. So, quite frankly, this is a national responsibility. It is a societal responsibility. We need to make sure that our roads are safe. We need to be able to, and as a young person to say to other young people, partying on the weekend does not mean partying, getting into a car and driving to the next destination because all those things combined put a strain on the economy. They put a strain on the Road Accident Fund itself. The second point again, hon Nzimande is to say, that there is political will to deal with taxi matters.

*IsiZulu:*

Ngiyafisa ukugcizelela okushiwo uNgqongqoshe lapha okuyisibophezelo esisenzayo kwimboni yamatekisi ukuthi kubekhona ukusebenzisana, kubekhona ukubambisana ukuqinisekisa ukuthi le mboni ewumgogodlo yomnotho waseNngizimu Afrika

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ikwazi ukuthi iqhubeke ukuthwala umnotho wakithi nabantu bakithi. Ngakhoke akungabikho umuntu ozokholwa ukuthi asifuni ukuthi kubekhona ukusebenzisana.

*English:*

Let me conclude these responses by saying driver's licenses are an integral part of the ecosystem of a safe environment for the country and driving. So, for hon Nzimande to say that it doesn't have a place or a role to play is, I believe, feeding into the narrative which says let's be a lawless society. We need the laws to benchmark whether you've got the capacity, you've got the health to be on the road driving because you are responsible not just for the car you are driving but for everyone around you. So, we are emphatic that driver's licenses must be respected. I want to say ...

*IsiZulu:*

... sengisuke ngaphazanyiswa ukufuna ukuphendula lezi zinto.

*English:*

... to say that road safety remains important, given the statistics of crashes and fatalities still defining our road transport network with a daily average of 34 people being killed and 157 being maimed. Whilst we have made progress over

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the past 10 years to push down on these numbers from about 12 500 to 11 883 in 2023, the numbers are still very high. Irresponsible driver behaviour has been noted as a major contributor to making our roads safer. The statistics have indicated that up to 87% of all road fatalities in the country can be attributed to road user behaviour, compelling us, therefore, towards a very comprehensive need for a behaviour change programme across the road sector. We also, linked to that, the fundamental issue which colleagues have raised in so far as the role of scholar transport and to say with the challenges that are there, there has been progress in the national transport policy, which was approved by the Cabinet in 2015.

This policy was developed by the Department of Transport in close collaboration with the Department of Basic Education and led to the establishment of the National Interdepartmental Committee. This committee is tasked with monitoring the implementation of the National Learner Transport Programme and policy, and to this end, we have established a national committee comprising representatives of both the Department of Transport and the Department of Basic Education. The mandate of this committee is to oversee the implementation of the learner transport programme. One can report today that we have

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made significant progress and improvement in the performance of the learner transport programme.

In 2019 there were 557 000 learners being transported, and by the end of 2023, this number had increased to 706 000 learners across 4 200 schools at a cost of about R4,9 billion to this programme. As part of the road safety strategy is the efforts towards the 24-hours, 7 days week shift and through the Minister and Members of Executive Council, Minmec, will speed up the process, the factors involved affecting the 24-hour 7 days week shift and solution for road safety, and we have this week as well the implementation of the road safety strategy and strengthening overall capacities of the Road Traffic Management Corporation, RTMC, allocated R196 million in 2024-25 and R204 million in 2025-26.

I want to say that a number of issues that have been raised here by colleagues are largely provincial matters, and I'm quite glad that the MECs are here and provincial representatives so that we can be able to work together, I hope they will take the necessary notes to be able to deal with the challenges. The challenge we want to leave is the department, you will note that almost 98% of the department's budget is transfers, and therefore, for us to be able to meet

the APP and the issues that we have raised in the budget, we require strong oversight to be able to follow the money because there are boards, there are entities, the accounting authorities, which are responsible for the spending and responsible for the APPs.

Therefore, close collaboration among the executive and the legislature in this regard to hold accountable those entities which receive a large chunk of the budget is important. So that point must not be lost on us that by and large, whilst it's the national department, we are transferring funds, and so, the strategic role of this House in particular cannot be underestimated.

As I go to an end, the review that has been conducted by the department in the cities of 2023-24 on the Integrated Public Network Implementation Programme identifies the need for more specialised skills at the city level and recommends stricter controls over wasteful and irregular expenditure of the public transport network grant funds.

The point that I was making now and, therefore, cities have been put on notice to improve in this regard and to remove bottlenecks to increasing and ... [Inaudible.] ... whilst

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reducing costs. With the 2024-25 R7,5 billion allocation under the public transport network grant, we are going to insist on better implementation performance in this regard, and we also strongly discourage operational delays and mismanagement.

We have noted the suspension of the three cities, Buffalo City, Mbombela and uMsunduzi municipalities, which were suspended for three years from the public transport network grant and will encourage the department to continue to engage these cities to ensure compliance with the readmission criteria jointly set out by the department and the National Treasury.

*IsiZulu:*

Sengiya ngasemaphethelweni, Sihlalo, ngiyafisa ukusho ukuthi uNgqongqoshe ubeke umhlahlandlela ocacile kubantu baseNingizimu Afrika ngezinhlelo okumele basebenzele phezu kwazo. Siyazi ukuthi abantu bakithi izinkinga abanazo zingakanani kodwa abangalahlekelwa yithemba ngoba uma ubuka umsebenzi osihlalele nathi sizibona singangawo lowo msebenzi.

*English:*

Therefore, hon Makesini, I think I counted about 10, no, she's not here. I counted about 10, if not more, this must be done,

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and she's right. However, I'm not sure how she expects that to be done without a budget when she rejects it, and so we need to be able, oh, there she is.

So, when you reject it, you are pushing back on the frontiers of your demands, but I can assure you that the Minister has my full support, and you can rest assured of the Department and Ministry of Transport that is committed to the job at hand. I thank you.

Mr N H PIENAAR: Hon Chairperson, my speech started with hon Madam Chairperson, but I had to change it at the last minute. Hon Minister Creecy, who unfortunately left the hall; hon Deputy Minister; hon members; and most importantly, fellow South Africans, ...

*Afrikaans:*

... goeie dag.

*Sepedi:*

*Thobela. [Tsenoganong.] Ke gona, wena o kae? Re gona.*

*English:*

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I want to talk to you today about our economy. Some might ask why economics, when we are discussing the Budget Vote of the Department of Transport. Anyone lucky enough to be a first-year Economics student will tell you that a country's economy is multifaceted. It comprises of many working parts that eventually comes together to not only determine our GDP and tax revenue, but also the quality of the lives of every citizen. Like my colleague, hon Scheurkogel said, and I quote: "When you move people, you move money." That means transporting goods and services is essential in this value chain formula.

However, since our rail infrastructure has all but collapsed, the only remaining mode of transportation left to carry the goods to our points of entry and to the market is by road. Minister, or Deputy Minister, I would say in this case, heavy lies the burden of responsibility, I am sure.

But before I criticise, let me compliment. For the most part, I trust, we can all agree that our national roads are in working order. National roads are being repaired quickly, and I frequently find your departments clearing and repainting them.

However, I am not referring to the e-toll saga that continues to play out in Gauteng. The only criticism I do have is to say that no new national roads are being built, even though almost 400 000 new cars are added to the road every year. This figure is soon to increase, as the GNU is set to get more working-class people on the roads and to have them financially independent without state assistance.

What is of great concern is the state of our municipal and provincial roads and the non-existing delivery of maintenance and improvement of these roads. As someone who comes from local government in Limpopo, I can tell you from firsthand experience that the communication between these spheres of government with regards to maintenance of roads is nonexistent. To further exacerbate the situation, no one from the Limpopo Provincial Department is on the ground to face the community on a daily basis and to give feedback on road infrastructure, and municipalities are left facing the music to explain why villages like Ga Seleka, Thabo Mbeki and Steenbokpan are not being maintained.

In truth, it is not the municipality's problem, but councillors still need to face these communities every single

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day. And when RAL or the Road Agency of Limpopo is contacted, they don't respond or they never pick up.

There is absolutely no intergovernmental communication taking place. This needs to change urgently. All three spheres of government are responsible for the roads of our people, and it will take the collective effort to tackle these issues facing us.

As stated previously, the South African economy is greatly dependent on our roads. However, the majority of our industries are not located next to national roads. This is where your department is directly responsible for the decline in the South African economy.

There are hundreds of examples, but it is always easier to discuss one that you have personal experience of - the R572 in Limpopo. Please write that down, Minister. I am not expecting your DG to give you a full report on the road. I am simply requesting that they show you a photo of the road.

It might seem like an insignificant road between Swartwater and Alldays, but it is one of the economic veins of Limpopo that carries people to and from work. Americans and French

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tourists hunt in the area and spend hundreds of thousands of rands, that in turn creates jobs and feeds families. But moreover, it carries the vegetables we eat on a daily basis and contributes to our food security as a country.

Hon Minister Creecy, if my input in today's debate has any impact on you, let it be that. I implore you to ensure that the R572 is repaired and usable again, to allow once again commerce to take place. And by doing so, you will be part of the builders of this GNU and not the breakers.

In closing, Minister, I would also suggest that you use an approach where the worst roads are targeted first. This will lead to a lot more publicity and show that we are actually working on the ground and also best affect or assist the communities affected by those roads. One road at a time. That is all I request of you, Minister. Thank you.

Cllr K CARLS (Salga): Hon Chairperson of the NCOP, hon Deputy Chairperson of the NCOP, Minister of Transport, Deputy Minister of Transport, Chief Whip of the Council, permanent delegates and special guests, the South African Local Government Association, Salga, welcomes the new Minister and Deputy Minister of Transport to the portfolio. Salga

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undertakes to work with the new political leadership to make exponential improvement on the transport system in the country in which local government plays an important role.

The introductory part of the Minister's speech emphasises the difficulties of the transport system in South Africa. These challenges are not new, as the system was already in a downward spiral before the pandemic. Salga believes that the entire transport system needs to be overhauled, as was the case during the period that led to the adoption of the White Paper on Transport in 1996.

The transport system can only be efficient, integrated and support socio-economic development in the best possible way, if it is managed holistically as a system. Marginal changes will not only fail to achieve the vision but will entrench apartheid, spatial and travel patterns. Decent information from the Gauteng Provincial Land Transport Framework shows that the performance of the land transportation system is deteriorating on key indicators. The amount of travel time between origins and destination is increasing. The percentage of disposable income spent on households on transport is increasing and the necessary improvement necessitates a

fundamental a different approach which uproots the existing spatial form and supports the land transport system.

The division of transportation responsibilities between the three levels of government does not correspond to the distribution of resources, and this continues to hamper the entire transportation system. Although Salga advocates for decentralisation of functions, Salga urges the Ministry to do so in a responsible manner.

Salga is aware that the National Railway Policy clearly provides for the devolution of local transport to local government. As mentioned above, devolution must be done in a reasonable manner to ensure not only sustainability of the service but also improvement. Salga has been under the impression that the process of developing a devolution strategy will also include Salga, but this is not the case. Salga would like to be involved in the process as soon as possible to align positions between the Department of Transport and the local government organisation as the function is to be devolved to local government.

Salga welcomes the support that the municipalities have received support from the national government through the

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Public Transport Network Grant, PTNG. This supports enable large cities to develop municipal public transport as envisioned in the Constitution. However, there are some challenges, some municipalities are not able to meet the requirements of the Division of Revenue Act, and some municipalities are suspended from the grant.

Salga would like to engage the Department of Transport on the criteria for readmission of the municipalities back into the grant as some of the criteria is stringent. Salga has engaged the Cities Support Programme of the National Treasury to extend the inclusion of all municipalities which are part of the PTNG into the support programme.

Salga also appreciates the support district municipalities receive to develop the Road Asset Management System through the Rural Road Asset Management System programme, RRAMS. However, the RRAMS is the first major step in a long value-chain of development and maintenance of municipal road network.

The distribution of funds between the three spheres of government remains unequal. A recent study that was concluded by the Institute of Civil Engineering, titled "The

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Infrastructure Report Card" shows that the best road network in the countries under the South African Roads Agency Limited, SANRAL, has the worst network conditions on municipal roads as some have been categorised as unfit for purpose. Salga argues that this is largely due to the distribution of funding.

Sandral is responsible for about 5% of the road network but receives almost 40% of the funding, while the municipalities are responsible for over 40% of the network but receive about 9% of the funding. Salga has prepared a road funding position which will be channelled through the intergovernmental structures and will be carried up to the level of Ministers and Members of the Executive Council, MINMEC.

Although vehicle licensing functions are concurrent between national and provincial governments, local government has been meaningfully participating in the value-chain as agents of provinces. The relationship has been financially detrimental to municipalities and has an adverse impact on the sustainability and the quality of the service.

Salga supports a review of the distribution of revenue so that it can improve the level of service sustainability and the quality of the service to the public. Salga supports all

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government and other stakeholder initiatives to reduce the road carnage in South Africa. As a member of the shareholders committee on the Road Traffic Management Co-operation, Salga participates in strategies formulated by the department in this regard.

Salga further supports the initiative of the Administrative Adjudication of Road Traffic Offences, AARTO, system, with some reservations on the impact this has on the ability of municipalities to fund the law enforcement function.

Preliminary engagements with individual municipalities that were part of the pilot programme on AARTO indicates that AARTO has a negative impact on municipal finances. Salga would like to urge the Minister to consider making amendments to the AARTO regulations to ensure that proposed distribution of revenue does not negatively impact on municipal finances.

The AARTO approach is premised on the offender being caught. Local government has the highest number of issuing authorities, which are in the critical path of the AARTO value-chain. If local government reduces the capacity as issuing authorities, this will impact negatively on the objective of AARTO.

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There is also no consistency between the legislation of the Road Traffic Management Corporation, RTMC, and AARTO as amended. SALGA is part of the leadership of the RTMC, but not part of the leadership of the Road Traffic Infringement Agency.

Finally, the budget always presents the priorities of the transport sector from the Ministry's point of view. A better approach would be to improve the transport system and use the budget as a tool to give practical meaning to such an approach. The current budget supports the existing land transport strategy and therefore cannot make a quantum leap that would be necessary to arrest the decline of transport in South Africa.

Minister, as you settle into your new role with new responsibilities, Salga urges you to take a critical look at the transport system and look for new solutions. Salga remains willing to work with the Minister and the Department to improve all areas of South Africa's transport system. Well wishes to the Minister and the Deputy Minister. Thank you, Chair.

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Ms S V MATHYE (Limpopo): Hon Chairperson, hon Deputy Chairperson, hon Minister, Deputy Minister, hon delegates of the House, members of the executive council from other provinces, ladies and gentlemen, good afternoon.

Chairperson of the House, on behalf of the people of Limpopo, we welcome the budget presentation by the hon Minister and we also congratulate her on her appointment as the new Minister of Transport in the Republic. Chairperson, we are all alive to the current realities that face our country's transport infrastructure and the mitigating steps that this government has undertaken to cushion these challenges. The movement of people, goods, and services takes place a lot faster today because this government has built the requisite infrastructure that is responsive to the needs of this country's economy.

The Limpopo Province as the gateway that connects South Africa to the rest of the continent, continues to experience high traffic volumes on our roads throughout the year. These numbers swell during long weekends and holidays, where travelers are heading to their respective destinations for various reasons. We have also had our fair share of fatalities with the death of 14 people in a fatal accident that happened on the R521 route between Polokwane and Dendron in the

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Capricorn District some few months ago. This was preceded by the Mamatakala accident in the Waterberg District, which claimed the lives of 45 Batswana during the Easter pilgrimage. These fatalities saw the two governments of Botswana and South Africa enjoined in a collaborative effort which accelerated identification and repatriation of these victims. May their departed soul rest in peace.

Hon House Chair, the reality is that most of our fatalities are caused by human factors, which include driving behavior and vehicle roadworthiness, which have little to do with traffic policing. As Limpopo, we will continue to deploy superior traffic management methodologies around the clock because we appreciate the impact that police visibility has on road safety. In recent times, we have experienced an unprecedented spike in pedestrian fatalities, which has made it compulsory for us to channel more energy towards pedestrian safety. We have more people being hit by cars as they walk home alone at night on weekends, these are hit-and-runs mostly. Most of the victims we suspect are day workers who are heading home from taverns and shebeens.

The recently opened R37 project, where 25 kilometers was improved, did not only bring immeasurable economic spin offs

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in the region, but it also brought about a permanent solution to the constant delays on that stretch because of congestion. The improvement of the R37 roads is in line with the provincial administration's strategic mission of connecting economic nodes in the province.

At the growing rate that the Fetakgomo Tubatse Municipality is developing, the provincial government has seen it appropriate to connect these nodes and Polokwane although much work is still to be done on the R37 stretch. The 25 kilometers that has been developed points to government's unflinching commitment to the growth and development of Tubatse as a special economic zone. We have also witnessed an increase of heavy motor vehicles on the R521, which is an alternative route to our neighbouring Zimbabwe. Drivers avoid the N1 north towards Musina because of the high toll road fees. Because the R521 does not have a weighbridge, plans are afoot to erect a weighbridge mechanism on this stretch to monitor and ensure compliance.

On the public transport front, we continue to enjoy cordial relations with our bus operators and the taxi industry at large. Our fraternal relations with the SA National Taxi Council, Santaco, and other role-players within the taxi

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industry continue to sustain our links with the sector. It is for this reason that we always manage to isolate any resurgence that may upset these relations. The overhauling of the Bus Rapid Programmes from the old one to the new easy to manage system is gravitating towards completion. Through these bus subsidies, we continue to cushion our people against the economic hardship brought about by the high cost of fuel. We have narrowed the distance traveled by our people between their homes and economic opportunities. This is a noble attempt to address the colonial spatial planning which has thrown our people to the economic periphery. We have completed the first phase of the Integrated Public Transport System. With the Leeto La Polokwane having several buses commuting between the City of Polokwane and the surrounding areas like Seshego, Floral Park, and others. The system has so far proven to be affordable and convenient. As a province, we are pondering numerous modalities on how to improve ... The people of Limpopo are awaiting with eagerness and anticipation for the much-awaited express train that will shorten the traveling time between Gauteng and Polokwane. Upon completion, the express train is likely to decrease traffic volumes on the N1 stretch by half and this will also foster social cohesion as more people will be travelling regularly between their workplaces and homes.

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The government is also toiling hard to promote the Polokwane International Airport and its services. We are aware that an additional airline will increase competition in the provincial aviation space and suppress the cost of flying. As the province that is agriculture as its mainstream, our airports should serve as a transport hub that ferry agricultural produce to its various international destinations through Gauteng. Our wish is to optimize the various modes of transport by leveraging on all the existing facilities. We are witnessing a surge in the use of rail as a mode of transporting commodities from the Musina coal belt and the Chrome mines in Phalaborwa. A vast amount of the province's agricultural products should also be taken off our roads and be ferried on the improved rail network to reach its destinations. This will lessen traffic and increase safety on our roads as there will be less vehicles on the roads.

As I conclude, House Chair, we are worried about the unpleasant presence of overloaded vehicles, which find their way into the province from other parts of the country. This happens despite a constant presence of traffic officials on our national roads. Will remain committed to ensure that transport continues to be an economic propeller, and we shall do everything possible to ensure that our oversight mechanism

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on this function is to realize those objectives. We shall also be using other platforms of engagement to fruitfully engage with the Minister and the national department to raise other pertinent and transport related issues to grow the country's economy. I, therefore, on behalf of the people of Limpopo, support the budget. Thank you. [Inkomo]

Mr B J FARMER: Hon Chairperson, hon Minister, and hon members, mobility, the movement of people and goods is a fundamental human need and a key enabler of economic and social prosperity. Every day, we travel alongside billions of other people on our transport systems. Similarly, the products we buy at our local shop arrive on the shelves alongside tons of other goods in cargo moving around the planet. Mobility can be amazing, but it can also be challenging, like when we are unexpectedly late for work or when the perfect birthday present arrives a day too late. Challenges are, we have ... [Inaudible.] ... past mining conveniences and includes truly crucial issues. According to Statistics SA, households from the lowest income quintile spend a higher proportion of their income on public transport compared to households from the higher income quintile. More than two-thirds of households which fall in the lowest income quintile, spend more than 20% of their monthly household income per capita on public

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transport. Less than 3% of households from the highest income quintile spend more than 20% of their monthly household income per capita on transport. In addition to the financial burden of transport, a rise in delivery vehicles is causing congestion on our roads. It seems as if the number of parcels grew by more than 100% due to online shopping. [Inaudible.] ... has a lot to do with that.

While the world's population continues to grow and is expected to reach 9,7 billion by 2050. By then, an estimated two-thirds of people who live in cities - a figure 60% higher than the number they do today - 41 mega cities will have at least 10 million residents. These demographic and social trends will place additional pressure on an already strained transport system. In many places, access to affordable and convenient transport is far from equitable. Today, the way people and goods move are on the cusp of a radical transformation. A host of new technologies and innovative services, coupled with disruptive demographic and socioeconomic trends are fundamentally reshaping mobility, from ridesharing, carsharing and bicycle sharing, to smart infrastructure, traffic sensors, connected traffic lights, etc. And soon, the emergence of autonomous vehicles. Easy developments have profound implications for our existing transport system, yet we tend to

follow global trends with an interval of between five to 10 years.

All the information and ideas are readily available for our country to tap into and utilize. The President, in his opening of Parliament address, made the call for the country to go to electric vehicles sooner rather than later. This country should be geared to move faster and in tune with the global trends. These offer the promise of mobility that is faster, cheaper, cleaner, and safer than what is used today. Without appropriate mechanisms to integrate and co-ordinate across modes and a platform for stakeholder collaboration, these powerful forces, however, will likely exacerbate rather than alleviate, many of the current challenges.

Rectifying the inefficiencies of the overall system requires holistic ... [Inaudible.] ... the diverse actors and interactions that comprise the mobility landscape and building system-wide solutions that can increase efficiency and effectiveness across a complex web of modes. The goal should be to accelerate the creation and adoption of a system to realize the benefits of the future of mobility much sooner and more broadly. There's a strong case to be made for a transport

system that can capitalize on the potential that mobility innovations offer.

Finally, and perhaps most importantly, a system cannot exist without enabling protocols, regulations, agreements, and other instruments that allow effective governance, control and ownership. Thank you, Chairperson.

Mr T S THOMO (Mpumalanga): House Chair, the Chairperson of the House Me Mtshweni-Tsipane, the hon Minister and Deputy Minister, I'm grateful for this opportunity to engage in this important policy discussion. As we debate the Budget Vote for Transport, our country faces significant transport infrastructure challenges that hinder our economic growth and development. Congested roads, inadequate public transportation and inefficiencies in our logistics systems are just a few examples of obstacles that we must overcome.

We gather here in this debate today whilst many of our parents have left their homes to pursue economic opportunities in various towns and cities due to inadequate or a lack of appropriate transport infrastructure that can enable them to commute on a daily basis to and from work. It is our collective responsibility as leaders in the transport sector

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to ensure that we prioritise transport infrastructure development that benefits all South Africans. This means investing in safe and reliable roads, expanding access to affordable public transportation and streamlining our freight and logistics system to support economic growth and job creation.

Through this Budget Vote, we must take this opportunity to make a meaningful impact in the lives of our citizens and to drive economic development. Let us work together to build transport systems that are equitable, efficient and sustainable for generations to come.

We continue to recognise that much work needs to be done to address the backlog in road infrastructure development, particularly in our tourist and commuter routes. There are a significant number of accidents that occur on our roads on a daily basis. Some of them are caused by dilapidating transport infrastructure that have been difficult to maintain over the years due to limited financial resources and the increased number of vehicles on our roads.

I want to echo the words of Gustavo Petro who said, "A developed country is not a place where the poor have cars."

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It's where the rich use public transportation." As the Mpumalanga government, we are committed to making this vision a reality.

We recognise the critical role that public transportation plays in driving economic growth, reducing inequality and improving the quality of life for our citizens. That is why we are working tirelessly to improve our public transportation system, particularly our bus network. We are reviewing our subsidised bus contracts as guided by the Minmec resolution to ensure that they are efficient, effective and meet the needs of our communities. We are also engaging with the minibus-taxi industry to improve our relationship and find ways to formalise and integrate them into our public transport system.

The transport problems are interdependent. The failure of the rail transport system in our province has led to a number of mining companies resorting to trucks for the transportation of goods and services. As a result, it causes a lot of strain on our road infrastructure; a cause for concern in our efforts to build a sustainable road network that will allow the free flow of mineral resources to various provinces in the country.

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Our goal is to create a safe, reliable and affordable public transportation system that benefits all citizens, regardless of their income level. We have taken an initiative to intensify Operation Valazonke, a labour-intensive programme aimed at repairing potholes across our province. In this seventh administration, we are committed to continuing this initiative, recognising the importance of maintaining our road infrastructure.

To support this effort, our department invested in ... [Inaudible.] ... one for each district in Mpumalanga to enhance our capacity to address the pressing issues of potholes. Our goal is to make a tangible impact on the state of our roads, striving to make a positive difference every day. We wake up every morning in Mpumalanga with a sense of purpose, working tirelessly to rehabilitate and refurbish our roads through Operation Valazonke.

We are dedicated to improving the safety and quality of our transport networks, benefitting communities throughout the province. It should be noted that the Valazonke project is done internally with our own staff, which indicates our efforts to build internal state capacity to eliminate the

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amount of work that we do internally as government and not to rely on external service providers.

The sixth administration took a significant step towards improving our road infrastructure by initiating the transfer of certain roads to the SA National Road Agency, Sanral. This strategic move recognises the importance of these roads which serve as a vital connector to neighbouring countries, well-known game reserves and popular tourist destinations. By placing these roads under Sanral's management, we can ensure that they receive the necessary attention and investment to meet the demands of increasing traffic and tourism.

We should continue to support Sanral's effort through the budget, acknowledging the critical role they play in maintaining and upgrading our national roads. By so doing, we can guarantee the continued flow of tourists, trade and economic growth. Sanral's expertise and resources will be instrumental in transforming these roads into safe, efficient, and scenic routes that showcase the beauty and diversity of our province of Mpumalanga.

Our province is known for its breathtaking natural beauty. It is a premier tourist destination in the country. However,

tourist roads are in dire need of attention. The scenic routes that wind through the majestic mountains, valleys and well-known game reserves are marred by potholes, uneven surfaces and inadequate signages. This not only compromises the safety of our travellers but also detract from the overall tourist experience, potentially discouraging visitors from returning and recommending the province to others.

To unlock the full potential of Mpumalanga's tourism industry, it is imperative that both our national and provincial governments prioritise the rehabilitation of these critical roads. By investing in road infrastructure, we can enhance the accessibility and appeal of iconic attractions such as the *Panorama Route*, the Kruger National Park and the *Blyde River Canyon*. The directive which states that for all infrastructure grants a condition to set aside two per cent for it to maintain is welcomed as it will allow us to maintain our roads effectively and we will have a budget to do so.

Well-maintained roads will not only improve the safety and convenience of tourists but also stimulate economic growth, create jobs and boost local businesses. By rehabilitating our tourist roads, we can revitalise the industry and cement

Mpumalanga's position as a premier destination for both domestic and international travellers.

The role played by our entities in transport must be commended, more especially the Road Traffic Management Corporation. Their tireless efforts in promoting road safety, regulating traffic law enforcement and providing critical support to the transportation sector have been instrumental in saving lives and reducing road fatalities.

Their collaboration with other stakeholders continues to enhance the overall efficiency of the road transportation system, making it safer and more reliable for all users. We appreciate their dedication and commitment, and we look forward to their continued contribution in shaping the future of transportation in our province.

Our province has been displaying positive indicators for growth, and one area with potential for future growth in transport in Mpumalanga is the development of a comprehensive logistics hub, leveraging the province's strategic location and existing infrastructure. This includes consideration for the future upgrading of the Mpumalanga International Airport to accommodate increased cargo and freight traffic, and

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developing a dedicated freight rail corridor to connect the country's economic hub to the ports in Mozambique through the Maputo Corridor.

In conclusion, I would like to reiterate the profound words of Justin Lin, a distinguished industrial policy economist stated that infrastructure is a critical component of the business environment and transportation infrastructure is the most important of all. These words resonate deeply as they underscore the indispensable role of transportation infrastructure in catalysing economic growth, fostering global competitiveness and enhancing the overall business ecosystem.

By prioritising the development of modern, efficient and sustainable transport infrastructure, we can unlock unprecedented opportunities for trade, innovation and job creation, ultimately propelling our nation towards a brighter economic future.

Today, the Budget Vote is presented by the Minister. We reaffirm our unwavering commitment to collaborate with the national Department of Transport to deliver critical amenities and improvements to our transportation infrastructure. Our collaboration ... [Inaudible.] ... priorities stimulating

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growth and enhancing the quality of life for our citizens. By working together, we can unlock the full potential of the transportation network. Hon Chair, the presented Budget Vote is supported in Mpumalanga. Thank you very much.

*Afrikaans:*

Me T BREEDT: Dit voel asof elke keer dat ek hier staan en almal skree Vrystaat ... moet gaan haak Vrystaat.

*English:*

Elijah Cummings said:

Our decisions about transportation determine much more than where roads or bridges or tunnels or rail lines will be built. They determine the connections and barriers that people will encounter in their daily lives, and thus how hard or easy it will be for people to get where they need and want to go.

*Afrikaans:*

Agb Voorsitter, hierdie departement raak elkeen van ons se daaglikse lewe op een of ander manier, nie net om van punt A na punt B te gaan nie maar ook iets so basies soos of daar kos op die winkelrakke is vir ons om te koop. As die departement ten gronde gaan sal die land as't ware ook.

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*English:*

I would like to express my appreciation to the Minister for her honest and frank discussions during our first engagements. To admit that there is a disconnect between what is happening on the ground and what is said to be in the annual performance plan and what it seeks to evaluate is welcomed, albeit a bit disheartening. I look forward to seeing the changes that you will effect and how it will improve the future.

Transportation is the centre of the world. It is the glue of our daily lives. When it goes well, we don't see it. When it goes wrong, it negatively colours our day, makes us feel angry and impotent, curtails our possibilities.

This is a quote by Robin Chase and rings true in South Africa today. In the Free State, this quote hits close to home as it can surely not go any worse when looking at our transport infrastructure.

I think it is safe to say that our roads are some of the worst in the country. We are not a province that can boast with tourism nor do we have mountains or oceans, and due to this, when it comes to annual allocations we are often left behind. What everybody seems to forget is that we are the province

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that everybody travels through to get where they are going. I would like to see this being taken into account when future grants to the province are allocated.

*Afrikaans:*

Volgens die Vrystaatse Departement van Gemeenskapsveiligheid, Paaie en Vervoer gaan dit die Vrystaat sowat R29 miljard kos om ons paaie te herstel. Dit is ag geneem dat die huidige begroting maar 'n skamele R1,9 miljard is.

*English:*

The department's budget has also been reduced by R20,3 billion over the medium term. This translates into a reduction of transfers to public entities like Sanral and the Passenger Rail Agency of SA, Prasa; a reduction in transfers to the Provincial Roads Maintenance grant and a reduction in transfers to the Public Transport Network grant.

The need for road infrastructure is immense and this reduction, in particular the budgets of Sanral and the Provincial Roads Maintenance grant, will negatively impact South Africa from daily commuting to tourism and food distribution.

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We welcome the service-level agreements, SLAs, signed with external stakeholders like National Treasury and law enforcement to investigate corruption. This department, as with the *Department of Water and Sanitation* and the *Department of Public Works and Infrastructure*, has been tormented by the construction mafia. We have seen subpar contractors been given free rein to the detriment of our citizens and our infrastructure.

One such example is the R76 from Kroonstad to Steynsrus. It has seen multiple deadlines fly by and still there is nothing much to show. The farmers in the surrounding areas have had to step in when it comes to traffic management and to produce *tractor loader backhoes*, TLBs, and so on. This is unacceptable.

*Afrikaans:*

Agb Minister, u departement gaan die implementering en die gebruik van toelaes aan provinsies moet beter monitor. Op die huidige oomblik is daar wanbesteding en nog 'n groter probleem is die onderspandering van die toelaes.

*English:*

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Chairperson, I would like to wish the Minister and Deputy Minister all the best. This is not a glamorous department to head and it has many challenges. I have, however, come to know both of them as parliamentarians and I know that they do not back down from a challenge. I know you will be able to restore and build this department. I thank you.

Mr B S MABEBO: Hon Chairperson, hon Minister Barbara Creecy and Deputy Minister Hlengwa, hon members, fellow South Africans, the transport sector is the key input and a driver of the South African economy, as it connects people to social services and markets through different modes of transport. Transport also connects different markets to each other. This becomes critical in a country with a vast geography like South Africa. The provinces which constitute the major inland market depend on road and rail transport for the movement of goods, freight, services and people to the coast as these markets are dependent on coastal ports for the import and export of goods.

The South African economy has traditionally been dependent on mining and agriculture, with local manufacturing requiring to be rebuilt through industrial master plans. In addition. The transport sector also makes a major contribution to the

economy of the country, as a sector contributed some R340 billion in revenue and contributed some 6,5% to GDP.

The transport sector is also a major contributor to job creation in the country as the sector employs more than 600 000 people in different parts of the country, led by Gauteng and KwaZulu-Natal. The nature of the industry means that there are also indirect jobs which are created in the service and other sectors linked to the transport industry.

Further jobs were created through the modernisation program of commuter rail as the rolling stock of rail occurs through the local manufacturing by Gibela Consortium based in Ekurhuleni. Construction of the site created 1 900 short term jobs and workers left with portable skills. At full production, these companies have created a further 1 500 jobs in manufacturing and testing.

Therefore, the sector plays a critical economic development role in the country. The budget policy vote is occurring at a critical juncture as there has been much progress made by the ANC-led government in the sixth administration, which needs to be built upon.

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While the entities which report to the department are concerned about implementing agents, these entities received unqualified reports from the Auditor-General. As the select committee, we are expecting more of the same, if not better, in this financial year. The Government of National Unity in the transport sector has a firm foundation to work from and build to ensure further development of the transport sector, to ensure inclusive economic growth and job creation.

Since the Covid-19 pandemic, the tourism industry has made a remarkable recovery, which has economically benefited the different provinces in the country. The tourism industry is a significant industry as it is a major job creator in the country and a foreign exchange earner. The e-visa system, therefore.

The Airports Company of South Africa, Acsa, has a major role to play to make South Africa a significant tourist destination. The Acsa will need to ensure that its infrastructure remains abreast of the best in the world class. Minister, it is very pleasing to record that three South African airports have been ranked in the *2024 Skytrack World Airport Awards*. That is, King Shaka International Airport, Cape Town International Airport and OR International Airport,

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all won all on the awards at the ceremony held in Frankfurt, Germany. The Cape Town International Airport has won the awards for the 6th consecutive time.

It is important that we maintain such a standard through the Acsa at all our airports in the country. The Acsa will need to build its crash reserves to ensure that it is able to refurbish runways and infrastructure tremendously, to ensure that airport infrastructure facilitates the growth of the tourist industry. The closure of domestic refineries in Durban gives the Acsa less security of supply for jet fuel, and this will need to be reviewed while there is still sufficient supply to meet demand.

In civil aviation the country functions on the best international standards and historically has had safety records second to none. The civil aviation industry, by its nature, is a global industry. Air traffic navigation system is another state of entity which is a growing concern and whose skills, capacity and capability go beyond the borders of facilitated civil aviation, out of the country.

In the past year, the media reported that instrument approaches were suspended at a number of the smaller airports,

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such as George, Kimberly, Polokwane and Umthatha and Richards Bay, while the other airports, including O R Tambo, Cape Town, Upington and East London seem to still have at least one approved instrument approach available. The maintenance of instrument landing system must occur with a minimal disruption to civil aviation in the country, and it is imperative that the country maintain its highest standard of safety in the civil aviation industry. These airports play an important role in the transport sector in different provinces, maintaining high standard of equipment for air traffic control and landing at airports is crucial for the landing of aircraft at night, during adverse weather and during foggy weather.

The civil aviation travel to the country as well as regional and domestic air travels, is increasing on a daily basis and any major disruption has a negative effect on the airline and the tourist industry. Therefore, maintaining and upgrading landing instrument approaches and other equipment must be part of our transport infrastructure development in the country, as civil aviation is an important mode of transport.

The South African Civil Aviation authorities, Saca, is the legal regulatory authority for overseeing civil aviation rules and its applications. The rules set a minimum standard of

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entering and operating within the aviation. This system is to ensure safety across the sector, and these are based on the international standard. It is the governing authority for investigation of aviation accidents and incidents, as well as search and rescue in the unlikely event of an air crash.

The Minister should consider the separation of aviation accident and incident, as well as search and rescue from the regulatory function of the civil aviation authority. South Africa is a vast coastal country due to its geography, which provides enormous economic potential through the ocean economy. The ocean economy is a critical source of revenue and contributes significant significantly to the economy of the country, as well as job creation.

The country has a strategic geographical position, in terms of the maritime industry, as most of vessels are unable to utilise the Suez Canal and have to navigate south. Moreover, the political instability in the Middle East means that utilising South African ports is a far safer option for vessels. Therefore, it is the ocean's economy which needs to be environmentally protected with maritime regulations and legislations, based on international standards, which are reflected in local legislation.

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Over the last two years, there have been a number of changes to regulations and legislation which enable foreign-owned vessels to dock at South African ports. These regulation and legislations are environmentally and friendly and must be enforced. This has to be the role of SA Maritime Safety Authority, Samsa. This means that Samsa will need to develop the capacity and capability to ensure that the global standards in the maritime industry are maintained in South African territorial waters.

Fuel specification discharge of affluent or any incident means that Samsa must be equipped to enforce or deal with any issue of noncompliance. However, in the case of an oil spill, South Africa is one of the five areas which have the equipment and the ability to effectively respond and has a good global competitive advantage: The first is the US Guard; the second is Oil Spill Response Limited, which operates in the UK, Singapore and Bahrain; and Oil Pollution Control, OPC, based at the Saldanha Harbour.

The Samsa does not have internal capacity to deal with an incident and outsources this work on the international 'polluter pays principle'. Moreover, in the event of incident of pollution by a vessel of South African territorial waters,

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the country is only able to handle a Tire 1 Spill. It is unable to deal with the Tier 2 Spill due to a lack of a vessel clean up in the deep waters. The Department of Transport should work with the Presidency, as the operational excellence team, to integrate OPC into Samsa to extend the service to all ports.

The Samsa needs to develop its internal capacity to deal with oil pollution incidents. It is also imperative that some develop internal capacity to deal with the international maritime regulations and legislation, which is part of the legislative framework in the country and at the harbours. Legislation and regulation in the transport ... [Time expired.] The ANC supports the Budget Vote of Transport. Thank you.

Mr W MORWENG (Northwest): House Chairperson, let me take this opportune moment to greet the Chairperson of the NCOP, hon Refilwe Mtsweni-Tsipane, the Deputy Chairperson of the NCOP, hon Govender, hon Minister, Barbara Creecy, hon Deputy Minister hon Mkhuleko Hlengwa, hon Member of Executive Committee, MECs, house chairperson of committees, Chief Whip of the NCOP, hon Kenny Mmoiemang, Programming Chief Whip, hon Molokomme, good afternoon, hon members.

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Today the 29th of July, ... [Interjection.]

The House Chairperson (Mr D R Ryder): Hon Morweng, sorry to interrupt you. Hon Morweng, sorry can we ask you to turn your video on, please?

Mr W MORWENG (Northwest): It's on.

The HOUSE CHAIRPERSON (Mr D R Ryder): Thank you, we can see you now, thank you hon member.

Mr W MORWENG (Northwest): You can see me now. Hon Chairperson of the NCOP, hon Refilwe Mtsweni-Tsipane, the Deputy Chairperson of the NCOP, hon Govender, hon Minister, Barbara Creecy, hon Deputy Minister hon Mkhuleko Hlengwa, and hon Member of Executive Committees, MECs, hon chairperson of committees, hon Ryder, Chief Whip of the NCOP, hon Kenny Mmoiemang, Programming Whip, hon Molokomme, good afternoon, hon members.

Today the 29th of July 2024, is exactly two months since South Africans went to the polls to exercise their constitutional right to vote for the seventh time since the dawn of democracy. It may sound surreal, but we should not at any time

take it for granted that many lost their lives for us to enjoy this right. We should not take it for granted that multitudes of voters queued eight weeks ago, to give the seventh administration a mandate to preside over governance of the Republic, for the next five years.

It is for that, that we must ensure that we express gratitude for those who came before us and ensure we become a good example of those that will follow us. Our collective performance as an administration in our various responsibility will give impetus to the objectives of the government. We can and will achieve what we envisage as a country, only if we can all buckle up and snuggle down to do what voters have mandated us to do.

Hon members, in the budget speech, Minister Barbara Creecy has highlighted the road fatalities, we are continuing to experience every year in which she said:

Every year, our country sees in excess of 10,000 fatal crashes, which the road Traffic Management Corporation estimates amount to almost 3% of our annual gross domestic product.

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This was emphasized by Deputy Minister Mkhuleko Hlengwa, in his remarks on the Minister's speech. Indeed, hon Chair, there is an urgent need to deal decisively with recklessness on our roads. This can be done, and this will be done once we have enough resources to ensure we continue to ensure compliance with the national Land Transport Act.

In Northwest we were in the process of sending 30 learners to traffic college. We have 650 traffic officials, but in order for us to have an impact, we need a total of 1200 traffic officers. We will continue to incrementally add and do more with the little we have.

The Minister had committed to continuous work on opening up more strategic commuter corridors. In the ways of Minister Creecy:

This will ensure that the public can rely on safe, secure, punctual and affordable public rail services that will not hinder their participation in the economy.

To this end, hon members and in line with what the Minister and the Deputy Minister have committed to do in their

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respective remarks, we are continuing to provide subsidised commuter services in three of our districts of the province.

We have just finalized the new route to design for commuter services in the area of Dr Kenneth Kaunda District, which comprises of Potchefstroom and Klerksdorp. The districts have never had the services before.

We are foreseeing that the new contracts will double due to the increase of transport operational and variable costs which have drastically increased over the years. However, with this new contract we will include small, medium and micro enterprises, SMMEs, especially among the previously disfranchised communities. We will during the 2024-25 financial year, introduced an electronic monitoring system, to monitor all trips operated and ensure value for money.

This will also enable us to address the recurring audit findings which resulted from inadequate monitoring system, to satisfy the payment for services in line with the contract.

And maybe I must hasten to indicate, hon Chair, that this was also one of the material irregularities findings by the Auditor-General in our previous auditing circle, we believe an

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introduction of this monitoring system will also improve with our audit.

We will for the 2024-2025 financially appoint 127 community members to serve a road safety rangers and scholar patrol ambassadors. As our province is largely rural, the primary responsibility of this community member, will be to assist the department in removing stray animals on the roads and to ensure that, learners crossroad safely.

This also hon Chair, contribute towards poverty alleviation and job creation in the province. Through our transport administration and licensing directorate, which is in line with what the Minister emphasizes, we will continue to assist municipalities not only in administration but also in technical support in the establishment of registering authorities. The municipalities that are immediately targeted are Madibeng Local Municipality and Moses Kotane both in the Bojanala District.

The operator license and permit directorate is migrating from the old to the new system which is compatible with the national Land Transport Act no 5 of 2009. This new system will enable all process ranging from application for operator

license and permits to the issuing of operator license and permits. All these hon members will be done online.

When an operator submitted a new application, the system shall acknowledge the receipt by way of a short service, SMS, and further process and procedures shall be outlined for the operator to understand. This shall limit physical contact between applicant and adjudicating committee as all processes will be done online.

These systems shall expedite turnaround time. Thereby ensuring speeding up of service delivery. One of the challenges we have experienced before is the learner transport challenges were myriad and varied. Chief among them were routes that were abandoned by operators without informing the department and ultimately it was our children who suffered. Some of the operators compromised the learners' safety by using and unroadworthy vehicles. The other challenge was overloading of learners.

To address this, we have at the beginning of this year signed a new five-year contract with operators. We have increased the number of service providers from 167 to 446. This brought an end to month-to-month contract, which came as a result of the

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Mafikeng High Court order, which annulled the previous contract.

To ensure we minimize challenges and therefore learn disruption. We have established what we call war room to respond with speedy whenever there is a challenge. We are in the process of finalizing a panel of operators who will on the back and call of the department to address learners at a short notice, in case an operator is for whatever is unavailable. We have also in the service level agreement, insured we have stringed clauses, in the case of an operator contravenes an agreement.

Hon members and hon Chair, transport challenges also affect those learners who do not qualify for buses. With the assistance of the National Department of Transport, who have since last year donated 1100 bicycles, to learners who walk more than two kilometres to school, eight of these were donated in Ramotshere Moiloa Local Municipality. And we plan to donate 700 more before the end of this year.

The department has and will continue to support district and local municipalities in developing the integrated transport plans. To this end, we're meeting with municipalities, where

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we convene to assess performance. We have managed to convene provincial transport forum meetings in each quarter for the 2023-2024 financially year.

Hon Chair, we will achieve our endeavour of resuscitating our airports in the shortest possible time. We have a serious challenge in addressing, noncompliance of the regulation of South African Civil Aviation Authority. The major challenge is that financial resources, as the department is not allocated sufficient budget to be in compliance with the regulator's requirement.

The Pilanesberg International Airport was gutted last year, and the entire terminal was completely destroyed. This also affected electrical connection to the tower air traffic and navigation services operated and the fire station. We continue to engage our implementing sister department, which is Public Works and Roads in working towards refurbishment of the airports. The process is underway to get internal investor in public private partnership for our two airports. As the department were not well resources to keep up to speed with the standards required by the South African Civil Aviation Authority and the International Civil Aviation Organization.

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We continue to participate in the Trans Kalahari corridor development as part of the tripartite alliance between the three member states, South Africa, Botswana and Namibia.

Through the Trans Kalahari Corridor Management Committee, we shall continue to provide assistance and the necessary support to the truckers that transport goods and services across the province to the neighbouring sister countries.

These are done in the form of joint law enforcement operators, and we have one coming in the next two weeks in Rustenburg, which will be attended by officials from Botswana and Namibia.

In conclusion, hon Chair and hon members, we are working with the Northwest University to research the corridor development strategies and developing transport logistics system for the province, as well as provide the type and the volume of the flight passing through our corridors. Thank you very much.

Mr M M PETER: Hon Chair, Ministers and Deputy Ministers...

*IsiXhosa:*

Ndithetha isiXhosa mna Mphathiswa, isiNtu. Okwam ukuphila kuisisabelo kuLowo owandinika ubomi. Ndibulisa umongameli weqela lezopolitiko lam, uBantubonke nesebola lakhe uKwankwa

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kuba okwam ukuphila kukuLowo owandinika ubomi. Mphathiswa, kukho imingeni etshisa ibunzi esithe sayiqwalasela, siyiUDM. Emakhaya abantu bethu bakhwela iiguruguru neebhaki kwaye izidima zabo zirhuqa phantsi yile meko. Le meko ayohlukanga kwizithuthi ezisetyenziswa ngabantwana besikolo. Ngenxa yeendlela ezimbi, izithuthi azikwazi ukungena Phakathi kwiilali zethu. Eli sebe ningena kulo linomsebenzi omkhulu ekufuneka niwenzile. Ndiyavuya Mnu. Hlengwa, kuba usuka ezilalini kwaye ezi ngxaki uyazazi. Le mingeni nifike ikhona kweli sebe, isithathe yasibeka phantsi isidima somntu ontsundu. Ukusukela kwi1994, ilihlazo into yokuba sibe sisaxoxa ngomntu ontsundu oseludakeni.

Mphathiswa weli Sebe lezoThutho, ingxaki esinayo asikwazi nokuya kungena eKorsten. Utata uFeni uya kuyazi loo nto kuba ebephaya eGqeberha. IKorsten yenye nje idolophu engekho apha eMzantsi Afrika. Kunzima ukungena kula ndawo. Uthi ngoku ukhwele eteksini, ubone apha phantsi, umhlaba.

*English:*

Where is your monitoring committee? Do you have a committee that monitors all what you are doing?

*IsiXhosa:*

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IUDM ithi, ikhona ukuninika inkxaso ngokuthi izimanye nani kuRhulumente woBumbano weSizwe. Izimanya noRhulumente woBumbano weSizwe ingekuba ithanda i-ANC koko ixabise abemi beli lizwe. Siyayazi ukuba ezi zihlangu ningene kuzo zikhulu, ziyagungquza, Mphathiswa, umsebenzi okhoyo mninzi. Khaniye eKorsten naseNgqushwa nibone abantu bekhwele ezi guruguru. Khaniye phaya kooTsolo nibone intlungu yabantu abahamba ngezi zithuthi. Yiyani kwiindawo ezikude ezingamaphandle, nityelele naphaya kooMbizana, nibone abantu behamba ngezi guruguru kuba oonoteksi abakwazi ukungena kwezi lali ngenxa yeendlela ezimbi.

Mphathiswa, masikhe siqwalasele lo mba we...

*English:*

... Road Accident Fund. You need to monitor this fund because ...

*IsiXhosa:*

... buninzi ubuqhophololo obenzeka phaya. Ndithetha ngam, Mphathiswa. Mna zange ndasenza isicelo sale mali kodwa ndabona ngezikhuntyu zemali zingena kwibhanki yam.

*English:*

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A some of R20 000 was deposited into my account without having applied for any Road Accident Fund.

*IsiXhosa:*

Siyacela kakhulu, Mphathiswa niwujonge lo mcimbi, uyatshisa kakhulu ingakumbi phaya ezindaweni zethu ezingamaphandle. Ndilubonile uhlahlo-lwabiwo mali lwakho lweli sebe, ndabona ukuba zikhona iziphene. Olu hlahlo-lwabiwo mali luncitshisiwe kakhulu phaya kwiindawo ezisemaphandleni, baze bagxila kakhulu kwimimandla yasezidolophini. Makhe sibuyise unyawo ngoku kwimimandla yasezidolophini, Mphathiswa. Enkosi, Sihlalo ndiyabulela. Siyaluxhasa olu hlahlo-lwabiwo mali ...

*English:*

... without any doubt. Thank you.

Mr M MAPHISA: Hon Chairperson, hon Minister Creecy, hon Deputy Minister, hon Hlengwa, hon MECs and hon members, as a public representative of the IFP and a dedicated delegate from KwaZulu-Natal I stand before you today to express our full support for the Budget Vote 40 - Transport Appropriation Bill. This is a very important budget because one of the most crucial elements in a functional economy is an efficient, reliable and adequate transportation system. As we deliberate

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on this budget, we must recognise the vital goal that an efficient and a robust transportation system is in the prosperity of South Africa.

Hon Chair, as a KwaZulu-Natal delegate, I must say that our roads are under immense pressure as a result of years of underfunding coupled with increasing volumes and adverse weather conditions leading to natural disasters which have taken a toll on our roads infrastructure, potholes, erosion and general wear and tear have become common place posing significant risks to road users and impacting the efficiency of our transport network.

While enormous work has been done, there are challenges that remain ahead. The situation is even worse in rural areas and many communities remain isolated due to poor conditions, hindering their access to essential services and economic opportunities. This exacerbate poverty and inequality, issues that we, as a nation, are committed to address. With that being said, hon Chair, I must say that I am happy to say that in the 2024/25 financial year, the Provincial Roads Maintenance Grant, PRMG of the KwaZulu-Natal province increased to R619,8 million. We hope to see a further significant increase in future given the fact the province

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seemingly faces a continuous threat of widespread disaster such as floods, tornado and wildfire. All of which cause a major threat and challenges in the implementation and maintenance of significant transport projects especially, on our roads.

It is important to remember that those are the arteries of our economy. They connect our cities, towns and rural areas. Facilitate the movement of goods, services and the people. They enable business to operate efficiently, farmers to bring their produce to the market and citizens access education, healthcare facilities and employment facilities. Hon Chair, an increase of PRMG in the province will not only benefit the people of KwaZulu-Natal alone but the country as a whole.

Our roads network plays a pivotal role in supporting the activities of two Africa's largest and busiest ports, that is, Durban and Richards Bay. These ports are not only the gateway to international trade but also critical hubs for our national logistic network. The efficiency of these ports depends heavily on the conditions of connecting roads and infrastructure.

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In relation to issues dealing with road accidents, I would like to agree with hon Hlengwa, the Deputy Minister that young people must take more responsibility and avoid drinking and driving. Law enforcement agencies also have to play their role in dealing with this issue by applying the zero-tolerance approach that MEC Duma spoke about earlier.

In conclusion, hon Chairperson, I would like to say that the overall budget is a step into the right direction. The IFP welcome the allocation of funds to various transport-related projects and initiatives. We hope to see improved collaboration efforts by all stakeholders in ensuring that there is a successful implementation of transport projects across the country. Thank you.

Mr J H P BRITZ: Hon Chairperson, hon Minister, hon Deputy Minister and hon members...

*IsiXhosa:*

... abantu baseMzantsi Afrika mabamamele...

*Afrikaans:*

... goeie middag.

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*English:*

The past week, we read with horror of the tragic story of an 11-year-old learner Lifa lethu Mbasana who walked home after a bus driver would not allow him to board the bus. He was forced to walk the 50 kilometers back home after he lost his bus ticket. Hon Deputy Minister, you made reference to the learner transport programme and the progress that has been made in that regard.

Earlier this year, 40 000 learners in the Eastern Cape province were left stranded after transport operators in that province were not paid by the Provincial Department of Transport. Unfortunately, the situation has not improved and thousands of learners are still left stranded. Many of them gave up on attending school altogether. The Eastern Cape Premier promised in January, of this year, that an additional R90 million would be made available to cover the outstanding payments to operators that had not been paid since November last year. After this promise was not fulfilled, the status quo remains in force and thousands of learners are still left stranded without transport to school.

Several investigations, including a review by the Public Service Commission and an audit by provincial Treasury, have

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been launched into the Learner Transport programme in recent years. The average cost to transport 103 000 learners in the Eastern Cape costs around R100 million. The programme's budget is R695 million and the accruals from the 2020/23 financial year were over R230 million. The DA has been highlighting the plight of learners reliant on scholar transport for years and have repeatedly called for the programme to be better managed, better funded and better resourced.

Last year, when the budget was tabled, we cautioned about the rise in the transport MEC and the provincial Treasury that that budget was hopelessly insufficient to provide the transport needed. The current budget table still does not address this shortcoming.

While it is not yet clear, where refunding will come from, it must be pointed out that non-core expenditure, across provincial departments in the 2023/24 financial year amounted to over R1,1 billion. Funds which could have been taken from advertising budgets were over R74 million were allocated or catering? We have the R77 million was allocated. These over R360 million set aside for consultant. Deputy Minister, a staggering R608 million for transporting and accommodation of government officials.

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In the interim, our children remained sitting on the side of the road. Their hopes of getting an education and building a better life is dashed. The DA has consistently highlighted the plight of learners across the province, which the Scholar Transport programme abandoned. We highlighted the budget shortfalls in the past and we still call on more funding in the current budget to adequately fund this transport programme.

Hon Minister, you referred to the road building projects and we agree, infrastructure development and investment, coupled with responsible and lower government spending, is a key prerequisite for economic growth in line with the goals of the Government of National Unity. Hon Makesini, we are witnessing the evolution of the EFF in this House, from obstructionist to slightly entertaining to incomprehensible to repetitive, and I shudder to think what is next.

Hon Peter, I hope and trust that you have paid that money, that was paid into your bank account. That you have paid it back. Hon Nzimande, you made mention that you critically analyse the report and the budget, and again, the MK criticised the report, but we are still waiting for your best proposals. I will advise members not to hold your breath while

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we are waiting on the MK to come up with positive proposals. You have used the full nine minutes to compress a lot of words into the small space of incomprehensibility and incoherency. Besides, I am pointing out far less and promising alternatives that DA took the initiative together with community organisations and arranged transport for learners from ... [Inaudible.] to their schools. Our leadership in the province also walked 20 kilometers to show solidarity with those learners in the in the province.

And I am going to conclude, hon Minister, the Eastern Cape must be rescued from maladministration and poor governance and the DA will continue to fight for learners across the province to give them a fighting chance for a better future. When you take something away from hon Minister, let it be this. When you move people, you move money. Thank you.

*IsiXhosa:*

Enkosi.

Mr T M KAUNDA: Hon Chairperson, hon Deputy Chairperson, hon Chief Whip of the National Council of Provinces, NCOP, our programming Whip in absentia, we also wish to express our

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heartfelt condolences to her family for their great loss of her mother.

Hon Minister Barbara Creecy, Deputy Minister Baba uMashasha and Members of the NCOP, ladies and gentlemen, and our own citizens of this country, I heard many colleagues greeting their leaders, I thought I must also greet my President Mr Cyril Matamela Ramaphosa.

Firstly, before I get into the issues that I have here in my presentation, there are few matters that we need to deal with, hon Minister through you hon Chairperson.

We must be proud of who we are as a country. A country that runs a transportation system that runs seven days in a week. A transportation system which also caters for 750 000 kilometers of roads. A transportation system with a rail of 25 000 kilometers. So, it shows that we do indeed have a functional transportation system, of course with challenges.

However, to come here and give a very wrong example, hon, yes, Scheurkogel. An example that you made of this department, or the system of being seated in a wheelchair - people who sit on wheelchairs are able people. They can do things. So, I do not

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think it is a good example. It is an insult to a vulnerable sector, and we must apologise for that.

Hon Chairperson there is an industry that is growing within the transport industry. I do not know whether the definition of that industry should be the third force. I think the hon Nzimande called it a third force in the taxi industry. I think let us call it for now another industry within the industry.

The CHAIRPERSON OF THE NCOP: Hon member, can you please take your seat.

Mr T M KAUNDA: Thank you.

The CHAIRPERSON OF THE NCOP: Hon Nzimande.

Mr E NZIMANDE: Hon Chairperson, I am rising on Rule 51.

*IsiZulu:*

*Ngiyeke.*

*English:*

Hon Chairperson, I want to make corrections because they are just deliberately ...

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The CHAIRPERSON OF THE NCOP: Hon Nzimande, on what Rule are you rising?

Mr E NZIMANDE: Hon Chairperson I am rising on Rule 51.

They are deliberately misconstruing what I have said and I have to challenge that and correct it. I spoke of pure scenarios.

The CHAIRPERSON OF THE NCOP: Hon member, you have quoted the wrong rule. Can you please sit down!

Mr E NZIMANDE: Yes. On a point of order.

The CHAIRPERSON OF THE NCOP: No, hon member, let us just not waist the time of this House. Go read your rules. Just familiarise the rules with yourself so that when you make a point of order, it does not seek to undermine the decorum of the House and the presiding officer and the speaker at the podium. Thank you sit down.

Mr E NZIMANDE: Hon Chairperson, thank you for the correction.

The HOUSE CHAIRPERSON: The hon Kaunda.

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Mr T M KAUNDA: Hon Chairperson, the industry I am referring to is part of the operations because we have now an industry called hit mans. Those hit mans are as a result of some of the private security companies which are operating within the transport industry. They want to create a demand. Some of them get in the violence that takes place. That is what the collaboration between the department and law-enforcement agencies should be elevated to deal with such.

Municipalities should be assisted as well by both national and provincial departments. Especially to implement what the Land Transport Act requires on the rank management system. If the rank management system is properly conducted, in municipalities, there will be no individual who will bring 20 heavily armed guards in a rank which is a public place. For municipalities will be taking responsibility to ensure that they put CCTV security surveillance cameras. They employ security services so that they discourage what we are seeing and the proliferation of heavy firearms which are carried in the taxi ranks. However, on top of that it will also enhance the revenue collection for municipalities. So, municipalities should take charge and they should implement this and be supported by both province and national.

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Hon Chairperson there is another area the usage of this term which sometime become very loose, the usage of a term construction mafia. I think there is a narrow definition of construction mafia. People who go and request construction companies to give them money. They are conducting extortions. That is criminality. Those are criminals. However, to me the construction mafias are those that are sophisticated. Those who collude to escalate prices of cement and steel so that they suppress the growth of emerging companies. Those are the real construction mafias. However, we can debate this moving forward. That is a narrow definition when we say these business forums are construction mafias. Mafias are very sophisticated in nature and how they are being characterised. So, we need to dwell so much into that and also clearly define it. However, what give birth to these forums and their behaviour?

It is that they are demanding 30%. They came there and say we demand our 30%, but without being structured in a manner that government takes charge. Government work with these businesses because we must discourage criminality. Criminals are those who come and ask for extortions. However, there are those who want to benefit because there is a 30% share that they must also access as part of the beneficiation should be dealt with

for those are proper business forums. I think it is an intervention that we also need to do.

However, to transform the industry, if you look at the portfolios of your entities, hon Minister, they carry billions of rand. However, the priority of the government of national unity, GNU, is that we must create jobs and economic opportunities. It is therefore important, and it necessitates that all these public entities should be well co-ordinated in terms of how we respond to these sectors, especially blacks in general and Africans in particular. We have been locked out of the mainstream economy in this country for several years.

It is important that we structure the way in which where we can properly intervene to their plight and also respond so that it does not become forcefully driven by wrong people and demand the 30%.

The triple Pension Funds Adjudicator, PFA, that has just been signed by the President, also give birth on how we can better transform the economy of our country. The beneficiation by these vulnerable sectors; women, youth and people with disabilities must be encouraged especially also to add another sector, military veterans - that is people who struggled for

this country for our liberation, but today they are eating from the dustbins. So, we need to be responsive. We need to carry the aspirations as government that is caring.

Hon Chairperson, as I proceed, it is also important to highlight that looking at Statistics SA May 2024, in the freight transportation of course the volume of goods transported, pay lot decreased by 9,2%, in May 2024 as compared to May 2023. The corresponding income decreased by 0,8%. We know the factors that influenced that.

With regard to passenger transportation the passenger journey increased by 5,8% in May 2024 compared to May 2023. The corresponding income increased by 10,6% over the same period. Seasonal passenger journeys increased by 0,4% in the three months ended May 2024 compared with the previous three months.

Rail passenger journey also increased by 4,5% contributing to 0,8% of a percentage point, while road passenger journeys decreased by 0,5% contributing negative zero point four of a percentage point.

Hon Chairperson, I argue that a conceptual understanding of a helicopter view, of the relationship between the value the

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public transport and the economy, must be understood in the context of a macro and micro economic perspectives. At the macro economic level the importance of transportation for the whole economic transportation and related mobility are linked to a level of output, employment and income within the national economy. In many developed economies transportation, accounts for between six and 12%. At the micro economic level also requires that we intervene in a manner that we have raised. Therefore, the investment in public transport infrastructure is the most appropriate decision a country must make.

It is for these reason that we support this budget as the ANC. Our view is that this budget will go a long way towards addressing infrastructure challenges and improve the lives of the people particularly in the rural and township areas. For these reasons we are calling for an enforcement of learner transport policy so that children from poor backgrounds are able to access education using the same policy as a benefit.

Chairperson, one of the important sectors of transport industry is aviation. We want to take this opportunity to commend Civil Aviation Authority, CAA, for the sterling work they continue to do for not experiencing challenges in our

commercial flights. This is an achievement! That as a country, we have been running this for decades but we are not experiencing challenges other countries are experiencing.

Recently we are seeing more women and young people from previously disadvantaged backgrounds playing a meaningful role in this sector. So, doors must continue to be opened.

Hon Minister, we want this transformation to be accelerated. One of the strategies of fast-tracking this is to create awareness about the sector through career guidance in rural and township areas.

Greater efforts must also be put in supporting our maritime sector. Government has identified maritime as an area that presents great opportunities particularly in coastal cities such as Durban and Gqeberha and other cities.

In this regard we must strengthen collaborative efforts with all role-players in the sector to unlock the oceans economy. We must commend the government in Gauteng in the West Rand area for responding to the plight of the family affected in the road carnage. As well as MEC Duma in KwaZulu-Natal for the R74 which also the Gasa family lost about three members of the

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family. For this is how government should be expressing of its own character of being a caring government, when people are faced with such situations.

Let me take the opportunity to upload the department and SA National Road Roads Agency Limited, Sanral, for the investment they continue to make to upgrade our national road networks. For instance, KwaZulu-Natal has turned into a construction site with the upgrades of N2 and N3.

*IsiZulu:*

Sikhuluma nje namhlanje abantu bakwaCimba seyiqokiwe inkampani ezokwkha ibholoho yenziwa ngu-SANRAL ngenxa yokuthi baningi abantu abadlula emhlabeni ngokuthi ibholoho belindlelanye. I ndawo .ayihambeki. Ngakho ke lokho kuzophela manje ngoba abantu bakithi bazokwazi ukuthola lolo sizo.

Siyawubonga uMnyango ngoba ubambisene no-SANRAL kuzo zonke izinto. Ezindaweni eziningi KwaZulu-Natali uma ukhuluma ngokulungiswa kwemigwaqo lapha e-Port Shepstone uSANRAL wenze umsebenzi omuhle, uma ukhuluma ngeTheku kuSphagetti Junction nakhona kwenziwe umsebenzi omuhle, uma ukhuluma ngoMtubatuba mningi umsebenzi esiwubonile uSANRAL uwenza ukudala amathuba

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omsebenzi kodwa nokulungisa inqalasizinda ukuthi ibe sezingeni.

*English:*

So, what is also encouraging with this multibillion investment is that it has also created jobs and business opportunities for local communities. It is important that when the road upgrading programmes arrive in all spheres of government, we must ensure that there is full participation by members of the society. So, communities must be fully involved. Sectors of the as we have made mention women, youth and people with disabilities as well as military veterans should fully participate. A space should be opened through social enterprises that will give birth so that we do not have businesses that are only owned by the elite and few that benefit, and you leave the entire community without any benefit. So, it is important that social enterprises are established so that we become more responsive to the plight and aspirations of the people of our country.

Chairperson, we also want to emphasize the importance of rolling out the implementation of an integrated public transport networks. We strongly believe that government must

play a central role in the provision of an integrated safe and reliable transport which is affordable.

We are pleased that the issue of Go!Durban and eThekweni and uMgunguNdlovu Integrated Transport Networks is been addressed. This will not only enhance public transport in our cities but it will also allow new players and ultimate transform the public transport sector.

The involvement of the taxi industry which commutes more than 83% as the Minister has alluded to that is very important when it comes to the beneficiation in the public transport. So, therefore it necessitates that provinces with the allocated money on the Public Transport Operation Grant they should utilise that as a lever to transform the industry. To do that we need to see taxi people being integrated not in the terms that are dictated by those already in operation. For in KwaZulu-Natal we know there are only five families who are driving this public sector and their beneficiation of Asian community. So, therefore it necessitates that they open the doors and people get involved in very fair offers that they need to make because ...

*IsiZulu:*

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... uma bethi nje hhayi nizohlomula amaphesenti ayi-7.

*English:*

That 7% does not make a dent to the challenges that the sector is faced with. So, it is important that that is being enforced. That enforcement will enable us to transform the economy for the better.

Let me also talk about the good work that the department is doing in rooting out the element of corruption on the licence and driving centres. We are recognising that work and the work must continue, hon Minister. For the collaboration with the stakeholders is very important to root out the corruption. The corruption really contributes to the challenges that we face on road carnage the country is experiencing.

Let me also emphasise the point that the Deputy Minister emphasized here Mr Mashasha.

Colleagues come here and say the department must do this and we demand this, but you do not support the budget. How is the department going to do all this work without the budget? Can you imagine if all of us agree with you here and say let us not support this budget. The department is not going to be

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able to do the work. It is very important that we support this budget so that we enable the department to do the good work that it is doing. It is unreasonable to expect that the damage caused more than 340 years ago of leaving people in rural and township areas without roads and be undone in 30 years. We need to work together. Allow the department a space and ensure that we respond to the plight of the poor. I know I have touched veins of other people by saying that but what is becoming important is that let us collaborate, work together to be responsive and address the challenges the backlog that we see in rural areas - Operation Shunqu Uthuli, Operation Sihamba Sonke and all these other operations should be expedited so that we are able to respond to the plight of the poor. I thank you, hon Chairperson.

The MINISTER OF TRANSPORT: Hon House Chair, I think I have got two more minutes that I had left over from my 10 minutes you only gave me. I think I have got 12. Hon members, thank you very much for your contribution to the debate from those of you who are in the House and of course those of you who have joined us online.

Deputy Minister and I were saying it's nice to come to the NCOP, it's like a family here. We have more of a discussion,

and I think today's discussion was very helpful and very constructive for those of us in the transport sector.

Let me start by agreeing that indeed there is a disconnect between the reality of commuters and users of the transport system and the Annual Performance Plan, APP, of the department. I think that one of the problems myself and the Deputy Minister had when we read the APP of the department is that the APP of the department is all about watching boards that watch entities. From our perspective, we are going to be having a planning session early in August with the department. We have been given until the end of August to rework the APPs of the department. I think what we want to see is that the department must move back to its role, and its role is as a policy maker and as a regulator.

The Deputy Minister and I have been meeting our entities. One of the concerns that entities have been raising with us is policy backlogs that are hindering them from completely exercising their mandates. So, its going to be important that the department reverts to its policy and its regulatory mandate, and that the APP is revised according.

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It's not impossible under the current situation to fill vacant posts. It requires proper motivation to the National Treasury that the post is crucial. Of course, what we have to look at is whether the current department is fit for purpose and whether there is enough capacity to fulfill its mandate before we start to fill vacant posts because as hon members have pointed out there is lots of need up there. If we are unable to revisit the budget and send more money from the tail to the head then I think that something that our provinces desperately require. We also agree that we have to make sure that all of our entities offered for purpose, and we are concerned that while most of them are doing well in terms of establishing themselves there is a going concern getting good audit outcomes for fulfilling their mandate. There are some that require a little, but more attention and they will be getting that little bit more attention in due course.

I think, hon members, here in the National Council of Provinces, we have got to talk about the issue of concomitant powers and your own role as parliamentarians on oversight with regard to provincial implementation.

Deputy Minister spoke about that we are concerned that there is money that is given to provinces that gave desperately need

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upgrade road infrastructure and money that they get returned to the National Treasury. Part of what we are already studying to see is the question of capacity in provincial road agencies, just old-fashioned things like yellow fleet. You don't need the SA National Roads agency, Sanral, to come and regrade a rural road. That kind of intervention is the kind of intervention that can make communities in villages extremely happy when you can get the heirs from the house to the graveyard, simply things like that. I think that we are going to have to do work with the SA Local Government Association, Salga. We are going to do, we are work with provincial departments, and we are going to have to look at how do we strengthen the capacity of provincial and municipal entities to implement the mandate that they have, and to spend the money that they have.

There is a broader question and is a much broader question than just the issue of road and transport, hon Carls, about the financing of municipalities. But I guess, let's start off by getting us to spend what we have and to implement what we have.

The original intention of our Operation Valazonke was to identify where the potholes where and then to facilitate the

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relevant level of government from filling them. Somehow it landed up being that Sanral had to fill all of them which I don't think was the original intention and we are going to have to look at how do we get back our system to operate much more effectively as we go forward into the future.

Hon Pinaar, our R572 is one of the roads that has been given to Sanral for consideration whether they are going to agree or not to agree I don't know, but I do know that road because once upon a time I used to be responsible for Maphungubwe. So, I know that all day roads.

I am pleased to say to be able to report in the House today that we have built 58 of the 96 Welisizwe Bridges and I think that this is an excellent programme. There is a bit of red tape there between us, Public Works, the SA Defence Force. We need to smooth that out because this is really important programme, and we don't want children to drown when they come home from school.

With regard to road accidents, hon members, there is a whole lot of different things happening. But I think what we can agree is that we need to revive and revisit the road accident strategy. We must have a strategy that focuses on law

enforcement that focuses on community engagement, that focuses on infrastructure improvement, and, lastly, that runs awareness campaigns that promote behavioural change. A lot of the accidents on our roads are because of driver behaviour, people who paint their fingernails while they are driving, text on their phones when they are driving, drink and think it is good idea to get behind the steering wheel and many other such things.

One of the issues that I need help from yourselves on is this question of the 24/7 policing. We do have to sit together with organized labour and we have got to look at the overtime issue because it's not affordable for provinces to be paying overtime. It's a matter which I will raise in my meeting with organized labour which is scheduled for later this month. We can't have a situation where its working people that are being killed on the roads. It's working people that are lending up in overburdens state hospitals. It's working people that are not getting adequately compensated for accidents that are at the same time from a perspective of organized labour. We would want to see a situation where we can unlock that.

We do need to reform the Road Accident Fund Act. I think the way it is set up at the moment is just a recipe for failures,

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it's not sustainable and I agree with hon member who say that we have to reform it. I also agree with everybody who made the point today that we have got to move with freight of the road and back on to rail. There is absolutely no doubt that coal trucks and manganese trucks and or trucks are just chewing up roads that were not created for such heavy traffic. But I think that this is something that is going to take a bit of time. We are obviously looking to the announcement of the President that entities will also be accounting to their line departments on a policy issue, and we would then allow us to be involved in implementing the logistic roadmap and also supporting the National Logistics Crisis Committee. We do already have work that is going on around the third-party participation in the rail sector. We do need new operators. We do need to look at built-operate-transfer BOT, to improve infrastructure. We need to improve infrastructure. So, this is something that I think we would really want to make sure that we are able to support. And of course, supporting this is going to not only involve focus on party participation but it's going to involve planning and the role of rail in our integrated transport systems, the question of skills, and of course, the question of security because of the terrible problem we face of sabotage of our transport infrastructure.

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Hon Britz, I know you really did feel that you want to rescue South Africa but the outcomes in the Eastern Cape, there was only about 250 000 people in the Eastern Cape that they want to be rescued by you. Unfortunately, they thought that the current ruling party would continue to support 1.1 million voters. There is a wonderful poem by Berthing Berth that says, you can change the people if they don't give you the right outcome with regard to a government.

Let me go back to good news for today. This good news came from the Passenger Rail Agency South Africa, Prasa. Today, we can celebrate that Prasa today opened the line from Cape Town to Nolongile Station in Khayelitsha. This is really an important development for communities in Khayelitsha and Michells Plain. It is at the moment a very preliminary offering, but it gives us hope that once again we can restore the rail system and the passenger rail system to what we would want it to be, safe, cheap, affordable and on time. Thank you very much, hon House Chair. Five years is better late than never, sir.

The CHAIRPERSON OF THE NCOP: Minister, we want to take this opportunity and thank you for coming before the House to table your budget and your Deputy Minister. I think the engagements

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and how you table the budget triggered quite a number of issues and questions that members will have to seek responses to when they do their work. We also want to indicate as we wish you well in your new responsibilities that the commitments that you have made today in this House will then be followed through. We would then expect, hon Minister and Deputy Minister, to give us a detailed implementation plan with clear timelines of which subsequently would then have to go on the ground and do oversight in that regard. Then we hold to our mandate that we would have to continuous oversight so that we help the people of South Africa and ensure that the work that you are doing has checks and balances for the betterment of South Africa. Having said that, hon delegates, thank you for attending the session and also the MECs and those that have joined through the virtual platform. The meeting stands adjourned until we meet again tomorrow at 14:00. Thank you.

The Council adjourned at 17:58.