

Wednesday, 15 October 2025]

No 177—2025] SECOND SESSION, SEVENTH PARLIAMENT

PARLIAMENT

OF THE

REPUBLIC OF SOUTH AFRICA

**ANNOUNCEMENTS,
TABLINGS AND
COMMITTEE REPORTS**

WEDNESDAY, 15 OCTOBER 2025

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ANNOUNCEMENTS

National Assembly

The Speaker

1. Referral to Committees of papers tabled

- (1) The following paper is referred to the **Portfolio Committee on Police** for consideration and report. The report of the Auditor-General is referred to the **Standing Committee on Public Accounts** for consideration:
 - (a) Amended Report and Financial Statements of Vote 28 – Department of Police for 2024-25, including the Report of the Auditor-General on the Financial Statements and Performance Information of Vote 28 for 2024-25.
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TABLINGS

National Assembly and National Council of Provinces

1. The Minister of Higher Education and Training

Please Note: The annual reports published in this ATC, dated 15 October 2025, have been submitted to Parliament before close of business on 30 September 2025, in compliance with the provisions of the Public Finance Management Act, 1999 (Act No. 1 of 1999), as amended.

- (a) Report and Financial Statements of the Manufacturing, Engineering and Related Services Sector Education and Training Authority (MER-Seta) for 2024-25, including the Report of the Auditor-General on the Financial Statements and Performance Information for 2024-25.
- (b) Report and Financial Statements of the Local Government Sector Education and Training Authority (LG-SETA) for 2024-25, including the Report of the Auditor-General on the Financial Statements and Performance Information for 2024-25.

National Assembly

1. The Speaker

- (a) Reply from the Minister on Basic Education to the *Report of the Standing Committee on Appropriations on the 2025 Appropriation Bill (B16-25)*, adopted by the House on 23 July 2025.

Referred to the **Portfolio Committee on Basic Education** for consideration.

- (b) Letter from the Minister of Sport, Arts and Culture, dated 14 October 2025, to the Speaker of the National Assembly, explaining the reasons for the delay in the submission of the Annual Report of the Robben Island Museum (RIM) for 2024/25

Dear Honourable Speaker,

RE: WRITTEN EXPLANATION FOR THE LATE TABLING OF THE ROBBER ISLAND MUSEUM (RIM) ANNUAL REPORT FOR THE 2024/25 FINANCIAL YEAR

In terms of section 65(2)(a) of the Public Finance Management Act, 1999 (PFMA), I hereby submit a written explanation for the late tabling of the Robben Island Museum (RIM) Annual Report for the 2024/25 financial year.

The delay in submission was due to the late finalisation of Robben Island Museum's Draft Annual Financial Statements, which subsequently delayed the commencement and conclusion of the statutory audit by the Auditor-General of South Africa (AGSA). This was caused by unforeseen leadership and staffing challenges the entity, including the Chief Executive Officer being on paid leave pending conclusion of severance, the dismissal of the Chief Financial Officer, and the immediate resignations of senior managers reporting to the Chief Financial Officer.

Robben Island Museum committed to finalising the audit by 9 October 2025 and to submitting the final Annual Report by 30 October 2025 to the Department. The Department will monitor this timeline closely to ensure the report is tabled at the earliest opportunity.

The Department has also advised RIM to implement corrective measures to prevent a recurrence of such delays in the future.

Your understanding and consideration of this explanation is respectfully requested.

Yours sincerely

A handwritten signature in black ink, appearing to be 'M. M. M.', written over the text 'Yours sincerely'.

MR G MCKENZIE, MP
MINISTER OF SPORT, ARTS AND CULTURE
DATE: 14 OCTOBER 2025

National Council of Provinces

1. The Chairperson

- (a) Letter from the Minister of Sport, Arts and Culture, dated 14 October 2025, to the Chairperson of the National Council of Provinces, explaining the reasons for the delay in the submission of the Annual Report of the Robben Island Museum (RIM) for 2024/25:

Dear Honourable Mtshweni-Tsipane

**RE: WRITTEN EXPLANATION FOR THE LATE TABLING OF THE
ROBBEN ISLAND MUSEUM (RIM) ANNUAL REPORT FOR THE 2024/25
FINANCIAL YEAR**

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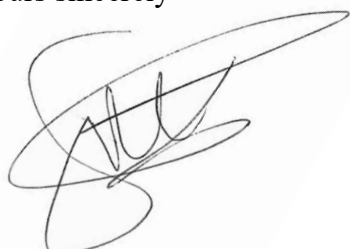
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Your understanding and consideration of this explanation is respectfully requested.

Yours sincerely



**MR G MCKENZIE, MP
MINISTER OF SPORT, ARTS AND CULTURE
DATE: 14 OCTOBER 2025**

COMMITTEE REPORTS

National Assembly

1. REPORT OF THE PORTFOLIO COMMITTEE ON JUSTICE AND CONSTITUTIONAL DEVELOPMENT ON THE APPOINTMENT OF A COMMISSIONER TO THE SOUTH AFRICAN HUMAN RIGHTS COMMISSION, DATED 15 OCTOBER 2025

The Portfolio Committee on Justice and Constitutional Development, having considered the request to initiate a process to fill the vacancy arising, referred to it, reports as follows.

1. In a letter to the Speaker, dated 22 January 2024, the Chairperson of the South African Human Rights Commission (“the Commission”) informed the National Assembly of a vacancy created within the Commission following the resignation of the Deputy Chairperson Ms Fatima Chohan. Ms Chohan’s resignation would come into effect from 1 April 2024.
2. The Speaker wrote to the Committee on 13 August 2024, requesting it to initiate a process to fill the vacancy created by Ms Chohan’s resignation.
3. Section 193(5) of the Constitution provides that National Assembly must recommend persons nominated by a committee of the Assembly, proportionally composed of members of all parties represented in the Assembly; and approved by the Assembly by a resolution adopted with a supporting vote of a majority of the members of the Assembly.
4. Section 193(4) of the Constitution provides that the President, on the recommendation of the National Assembly, must appoint the members of the South African Human Rights Commission.
5. Section 5(2) of the South African Human Rights Commission Act, 2013 (Act No. 40 of 2013) (“the Act”) provides that the recommendation must also indicate whether the member is to be appointed in a full-time or part-time capacity. The section further provides that there can be no fewer than six

full-time members of the Commission. As Ms Chohan was appointed in a full-time capacity, following her resignation the Commission has only five (5) full-time commissioners. Therefore, the vacancy that must be filled is for a full-time commissioner.

6. The Act provides that the commissioners will be appointed for a period of not more than seven years and will, at the expiry of such period, be eligible for reappointment.

7. The Committee advertised the position requesting members of the public to nominate candidates for appointment.

8. ***Shortlisting***

8.1. The Committee advertised the position, inviting members of the public to nominate candidates for appointment. Interested parties were also invited to apply.

8.2. The names of all those who were nominated or applied were published on Parliament's website for comment.

8.3. On 30 October 2024, the Committee met to discuss the nominations/applications it received. It agreed to a short-list of eight (8) candidates, as follows:

- Adv. A Gaum.
- Ms Karabo Mohale.
- Dr J Nothnagel.
- Mr. C Sali.
- Mr V Seymour.
- Mr G Son.
- Adv. F Thema.
- Dr M Tlhape.

9. The Committee agreed that the shortlisted candidates should undergo suitability screening, and their academic qualifications verified.

10. Once shortlisting took place, all candidates were asked to complete a questionnaire, which also provided for disclosure.

11. ***Interviews***

11.1. In a letter, dated 15 November 2024, Ms Mohale informed the Committee that she was withdrawing her application for the position, thanking it for the opportunity.

11.2. On 19 November 2024, the Committee interviewed the candidates. On the day, Adv. F Thema indicated that she would only be able to serve in a part-time capacity. Consequently, the Committee was unable to proceed with her interview.

11.3. As Ms Chohan was also the Deputy Chairperson of the Commission, her resignation created a vacancy in that Office. Section 6(1) of the Act requires the National Assembly to recommend an individual for appointment as Deputy Chairperson.

11.4. In addition to the shortlisted candidates, Adv. ENB Khwinana and Ms P Ntuli, who are presently serving in a full-time capacity as commissioners at the Commission, indicated their interest in being appointed as Deputy Chairperson. Their interviews took place on 21 November 2024 and were largely directed towards assisting the Committee to assess their suitability for appointment as the Deputy Chairperson of the Commission.

12. ***Deliberations***

12.1. Deliberations were delayed because the results of the vetting process remained outstanding.

12.2. Deliberations took place on 2 April 2025, but a debate arose about whether Members who had not participated in the interviews should be able to deliberate and vote on a preferred candidate. The Committee resolved to defer its decision on the vacancy to receive procedural advice on the application of Rule 115 of the National Assembly Rules. The advice was received on 29 April 2025.

12.3. A further meeting was held on 28 May 2025. However, the Committee found itself unable to agree on a candidate to recommend for the position of full-time commissioner and/or of the Deputy Chairperson. Voting was, therefore, deferred once again.

13. ***Recommendation***

13.1. The Committee recommends that the process of filling the vacancy begin afresh.

14. ***Appreciation***

14.1. The Committee thanks all individuals who made themselves available to consideration.

Report for consideration

2. Report of the Portfolio Committee on Justice and Constitutional Development on the request to nominate a member of the National Assembly for appointment to the Equality Review Committee, in terms of the Promotion of Equality and Prevention of Unfair Discrimination Act, 2000 (Act No. 4 of 2000), dated 15 October 2025

1. The Portfolio Committee on Justice and Constitutional Development (the Committee), having considered the request to nominate a member of the National Assembly for appointment to the Equality Review Committee (ERC), reports as follows:
2. On 8 November 2024, the Committee received a request to nominate a person for appointment to the ERC. Section 32 of the Promotion of Equality and Prevention of Unfair Discrimination Act (Equality Act) provides for the establishment of the ERC. The ERC consists of seven members, one of whom should be a member of the National Assembly.
3. The role of the ERC is to advise the Minister of Justice and Constitutional Development on the operation of the Equality Act as well as other laws that have an impact on equality. The ERC must also:
 - a. Submit regular reports to the Minister on the operation of the Equality Act, addressing whether the objectives of the Act and the Constitution have been achieved; and
 - b. Make recommendations on any necessary amendments to the Act to improve its operation.
4. On 4 July 2025, the Committee considered the request and resolved that Mr. Xola Nqola be nominated for appointment to the ERC. The Economic Freedom Fighters and Umkhonto we Sizwe reserved their positions.

5. Recommendation

6. Having considered the request to nominate a person for appointment to the ERC, the Portfolio Committee on Justice and Constitutional Development recommends that Mr Xola Nqola be appointed.

Report for consideration

3. REPORT OF THE PORTFOLIO COMMITTEE ON TRANSPORT ON THE 2024/25 FOURTH QUARTER EXPENDITURE OF THE DEPARTMENT OF TRANSPORT, DATED 14 OCTOBER 2025

The Portfolio Committee on Transport, having considered the expenditure of the Department of Transport (“the Department”) for the Fourth Quarter of the 2024/25 financial year on 9 September 2025, reports as follows:

1. INTRODUCTION

The prime mandate of the Committee is governed by the Constitution of the Republic of South Africa, 1996 (“the Constitution”), in respect of its legislative and oversight responsibilities as public representatives. It is required to consider legislation referred to it and consider all matters referred to it in terms of the Constitution, the Rules of the National Assembly or resolutions of the House. It is also required to respond to matters referred to it by Government within its mandate. In addition, the Committee is entrusted with considering the budgets, Strategic Plans and Annual Performance Plans of the Department and entities that fall within the transport portfolio. This report provides an overview of the expenditure of the Department for the Fourth Quarter of the 2024/25 financial year, as presented to the Committee on 9 September 2025.

2. ANALYSIS OF THE 2024/25 FOURTH QUARTER EXPENDITURE OF THE DEPARTMENT OF TRANSPORT

By the end of the 2024/25 financial year, the Department of Transport (“the Department”) had spent R84.7 billion (or 98.2%). This represents an underspending of R1.6 billion (or 1.8%) of the available budget. The underspending was primarily in Goods and Services (R83.5 million), Compensation of Employees (CoE) (R10.7 million) and withheld Transfers to municipalities due to non-compliance with the Division of Revenue Act provisions.¹

¹ National Treasury (2025), p. 149.

The Department spent R571 million on CoE, underspending by R10.7 million (or 1.8%). This outcome was mainly owing to the delayed filling of vacant posts in accordance with the Department of Public Services and Administration's (DPSA) moratorium.² For 2024/25, a total of 61 employees left the Department, while it managed to fill 61 posts, and of these, twelve (12) were at senior management level, with the remainder spread across other salary levels.³

2.1 BUDGET EXPENDITURE PER PROGRAMME

Table 1: 2024/25 Fourth Quarter Expenditure of the Department of Transport

Programme R million	Main Appropriation	Adjusted Budget	Available Budget	Year End Actual Expenditure	Expenditure As % of Available Budget	Underspending/ Overspending	% Underspending/ Overspending
1. Administration	545	563.9	574.4	562	97.8%	12.5	2.2%
2. Integrated Transport Planning	91.7	95.1	95.1	92	96.7%	3.2	3.3%
3. Rail Transport	19 490	19 490	19 490	19 480.1	99.9%	9.9	0.1%
4. Road Transport	43 728.3	49 395.9	49 390.9	49 262.5	99.7%	128.4	0.3%
5. Civil Aviation Transport	538.5	547.8	547.8	529.3	96.6%	18.6	3.4%
6. Maritime Transport	189.4	196.8	196.8	178.3	90.6%	18.4	9.4%
7. Public Transport	16 038.3	16 002.8	15 997.3	14 645.4	91.5%	1 351.9	8.5%
TOTAL	80 621.1	86 292.2	86 292.3	84 749.5	98.2%	1 542.8	1.8%

Source: National Treasury (2025), p. 149.

2.1.1 Programme 1: Administration

² National Treasury (2025), p. 151.

³ Ibid.

The Administration programme spent R562 million, underspending by R12.5 million (or 2.2%). This was due to lower expenditure on CoE which underspent by R6.6 million, underspending of R3.9 million on Goods and Services and R1.3 million on Transfers and Subsidies.⁴ The lower spending on CoE was driven by vacancies that were vacated within the year and on Goods and Services, it was attributed to delays in the Public-Private Partnerships (PPP) project for Office Accommodation, and the Development of the Enterprise Architecture project. The underspending on Transfers and Subsidies was on bursaries for non-employees.⁵

2.1.2 Programme 2: Integrated Transport Planning

In the Integrated Transport Planning programme, the Department spent R92 million, underspending by R3.2 million (or 3.3%). This outcome was primarily due to lower than anticipated spending on CoE which underspent by R2.2 million and Goods and Services which underspent by R1.2 million. The underspending on Goods and Services was driven by invoices not received from appointed service providers for projects such as Road Freight Strategy and operationalisation of the Transport Economic Regulator.⁶ The programme overspent on Transfers and Subsidies by R402 000.00. This was due to payment of leave gratuities to officials leaving the Department.⁷

2.1.3 Programme 3: Rail Transport

The Department spent R19.5 billion, underspending by R9.9 million (or 0.1%) in the Rail Transport programme. Spending was relatively aligned to the budget. However, slow spending was recorded on CoE to the tune of R3.2 million and on Goods and Services, it amounted to R6.5 million. This was attributed to the Railway Safety Bill which was assented on 2 December 2024 and was published on 10 December 2024.⁸ The Railway Safety Act (No. 30 of 2024) will be followed by the development of railway safety regulations.

⁴ National Treasury (2025), p. 150.

⁵ Ibid.

⁶ Ibid.

⁷ Ibid.

⁸ Ibid.

2.1.4 Programme 4: Road Transport

By the end of the Fourth Quarter of 2024/25, the Road Transport programme had spent R49.3 billion, underspending by R128.2 million (or 0.3%). Although spending constituted 99.7% of the budget, underspending was relatively significant and driven primarily by withheld Transfers to the Driving Licence Card Account (DLCA). The transfer was intended for the procurement of a new card machine; however, the Department was unable to proceed due the Auditor-General's (AG) finding on irregular procurement processes related to the procurement of a new card printing machine.⁹ Goods and Services overspent R5.8 million predominantly on Communications and Travel and Subsistence.¹⁰

2.1.5 Programme 5: Civil Aviation Transport

In the Civil Aviation Transport programme, the Department spent R529.3 million, underspending by R18.6 million (or 3.4%), mainly owing to Goods and Services which underspent by R17.9 million and Transfers and Subsidies which underspent by R5.3 million. Goods and Services slow spending was because of projects deferred to the 2025/26 financial year. These included the National Aviation Transformation Strategy, the Integrated Information Management System and the Regional Search and Rescue.¹¹

Transfers and Subsidies underspending was due to less funds transferred to international organisations for membership fees. The programme realised overspending on CoE of R2.6 million and payments for capital assets of R1.3 million resulting from a reported “unavoidable purchase” of furniture for an official deployed to the Canada office.¹²

2.1.6 Programme 6: Maritime Transport

By the end of the reporting period, the Department had spent R178.3 million in the Maritime Transport programme. The programme underspent by R18.4 million (or 9.4%). The slower

⁹ National Treasury (2025), p. 150.

¹⁰ Ibid.

¹¹ Ibid.

¹² Ibid.

spending resulted primarily from Goods and Services which underspent by R17.7 million. Further contributing were Transfers and Subsidies underspending by R1.6 million.

Goods and Services slow spending was due to project Regulation 224: High-cube containers as the programme was “still in the process” of drafting the terms of reference for:¹³

- South African Maritime Safety Authority (SAMSA): Small vessel surveyor training; and
- The International Maritime Organisation Council Election Lobbying.

2.1.7 Programme 7: Public Transport

The Department had spent R14.6 billion in the Public Transport programme by the end of the 2024/25 financial year. This translates into an underspending by R1.4 billion (or 8.5%). The underspending on CoE stood at R1.5 million, while it sat at R42.1 million on Goods and Services, and at R1.3 billion on Transfers and Subsidies. Transfers and Subsidies expenditure outcome stemmed from the withholding of Public Transport Network Grant (PTNG) funds to municipalities, and the low uptake of Taxi Recapitalisation Programme (TRP). Goods and Services also experienced slow spending owing to invoices that were “yet to be submitted by the panel of experts that [had] been appointed for public transport grant monitoring”.¹⁴

3. COMMITTEE OBSERVATIONS

Members made the following observations during discussions on the expenditure for the quarter under consideration:

- 3.1 The Department was congratulated on its “clean” audit opinion considering the number of years of not achieving this goal. and the Department was further commended on the improvements indicated in its quarterly report and improved spending on key areas;

¹³ National Treasury (2025), pp. 150-151. A high-cube container is a type of specialised shipping container that offers extra height (about 1 foot or 30 cm) compared to standard containers, making them ideal for transporting bulky, lightweight, or voluminous cargo and for use in on-site storage or modifications, like converting them into buildings. They have the same length and width as standard containers but provide greater interior height, increasing capacity and usability for items like insulation or wire.

¹⁴ National Treasury (2025), p. 151.

- 3.2 The publication of the regulations on the National Land Transport Act (as amended) was welcomed as it would assist in reducing the violence in the transport industry and reduce the impact of that on the people of the country;
- 3.3 It was noted that the Department did not include a report in its presentation on quarter's performance and progress by the entities and the health of the entities, as requested by the Committee. The Department was again requested to provide this information on a quarterly basis;
- 3.4 The Department was asked to explain the reasons for the Public Transport Network Grant (PTNG) not transferring an amount of R1 093 871 000 due to funds withheld and stopped on conditional grants for non-compliance with the Division of Revenue Act (DORA), and the impact thereof in eThekweni, Mangaung, Polokwane, Johannesburg and Cape Town. The transfers to provinces were welcomed, but the spending of the funds had to be monitored by the Department to ensure that funds were spent for what it was allocated for per the DORA conditions. Clarity was sought on the reasons why the PTNG funds were not used by municipalities, whether the Department had measures in place to deal with municipalities that did not comply with the DORA conditions and how it would deal with the Western Cape Province that seemingly always wanted to be treated differently;
- 3.5 There was a need to conduct oversight to visits provinces based on their performance linked to the implementation of the Provincial Road Maintenance Grant (PRMG) and to ascertain whether their key roads needed to be transferred to SANRAL if they could not do the maintenance on these. It was noted that the Department did not control how the funds were used, and some provinces did not have capacity. The Department was asked how it monitored the implementation of the PRMG to ensure efficiency and spending on required projects;
- 3.6 The Public Transport remodelling was welcomed. In terms of the cities being assisted with planning integrated public transport networks (IPTNs) vs the PTNG programmes, it was suggested that the Department should ensure that rail was included in those plans as the presentation seemed to highlight the grant more than the plans. It was noted that the Department was not meeting the targets for the Integrated Transport Plans, and more information was requested on it in the quarterly expenditure reports. The Department was asked to indicate which of the cities' PTNG roll-over requests have been approved, whether the cities were complying with the requirements of the grants and whether the underspending was not due to withholding of grant funds in the first place. The

Department was further asked to clarify whether the disabled communities were benefitting from these grants;

- 3.7 The level of spending in the Public Transport Operations Grant (PTOG) was welcomed, but the report did not provide the numbers of passengers moved, the transfers to individual companies and the number of passengers benefitting from this grant. It was noted that the current budget showed an additional R1 billion allocated for PTOG and that this may indicate an even bigger demand for funding, and that statistics are needed for both subsidised and non-subsidised routes to see where the demand was and the areas for future subsidy funding. Information was also requested regarding the current expenditure from the Department to Taxi associations;
- 3.8 The Committee noted the once-off gratuity to the taxi industry but was of the view that the report did not clarify who would be the recipients and how the funds would be administered. The Department was asked how it assisted the 10% that did not meet the requirements for Taxi scrapping and the reasons why they did not meet the requirements. The 100% spent on the Taxi empowerment projects was noted, but the presentation was not clear on what these projects were or why the impact of this project was not felt on the ground;
- 3.9 Having noted the 100% reported fraud allegations investigated in 30 days, clarity was sought on the number of individuals that were found guilty and taken before court. Clarity was further sought on whether the preference points allocation of procurement to promote 40% of public procurement to be spent to women owned businesses applied to all women or those from previously disadvantaged groups and black women in particular;
- 3.10 The Department was asked whether it had a pre-approval process that shows which staff travelled and whether a person involved in not traveling was required to pay back the loss to the Department and what the Loss Control Committee recommendations are in these cases;
- 3.11 It was noted that there was an unacceptable stall on the National Devolution Strategy, as well as on the implementation of the National Rail Devolution Strategy and how this will be done or how it will impact PRASA and Transnet;
- 3.12 The Department was asked for a status update on the suspension of the CEO of the Road Traffic Management Corporation (RTMC);

- 3.13 The Department was asked what the way forward was for the replacement of the driving licence card printing machine and what was done in the interim to ensure drivers were not disadvantaged;
- 3.14 Members noted the implementation date for the Administrative Adjudication of Road Traffic Offences (AARTO) Act and asked whether the Department had sufficient capacity to inform the public about its implementation;
- 3.15 The Department was further asked to provide the statistics on the 8 000 bicycles distributed per province and per region; and
- 3.16 The Department was asked to provide an update on the National Ports Development Plan and how it links up with individual Port Master Plans and the National Transport Master Plan. Further clarity was sought on whether the integrated transport plans also covered the ports and where investments would go.

4. COMMITTEE RECOMMENDATIONS

The Committee recommends that the Minister, through the Department, should ensure the following:

- 4.1 That the Department, within a month of the adoption of this report by the National Assembly, provide the Committee with the following reports:
 - 4.1.1 A report on the quarterly performance of each of the entities within the transport portfolio and ensure that each quarterly report for the 2025/26 financial year and onwards include such a report on the entities;
 - 4.1.2 A report on the quarterly performance linked to transfers of grant funds for the PTNG, PTOG, PRMG and RRAMSG and ensure that each quarterly report for the 2025/26 financial year and onwards include such a report on the grant expenditure and performance;
 - 4.1.3 A report on the quarterly performance of the TRP programme to show the number of taxi vehicles scrapped per the TRP as well as reports on stakeholder engagements with the industry to promote the uptake of the TRP and ensure that each quarterly report for the 2025/26 financial year and onwards include such a report; and
 - 4.1.4 A report on the quarterly performance of the DLCA specifically to indicate the number of driving licence cards processed and the actual number of days taken to process a new or renewal card application from date of application to date of delivery of the card to the licence

centre that processed the application and ensure that each quarterly report for the 2025/26 financial year and onwards include such a report.

Report to be considered.