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PARLIAMENT
OF THE
REPUBLIC OF SOUTH AFRICA

**ANNOUNCEMENTS,
 TABLINGS AND
 COMMITTEE REPORTS**

THURSDAY, 19 FEBRUARY 2026

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ANNOUNCEMENTS

National Assembly

The Speaker

1. Referral to Committees of papers tabled

- (1) The following papers are referred to the **Portfolio Committee on Justice and Constitutional Development**:
 - (a) Proclamation Notice No. R. 309, published in *Government Gazette* No. 54108, dated 13 February 2026: Referral of matters to existing Special Investigating Unit and Special Tribunal: In respect of the affairs of Mkhondo Local Municipality, in terms of the Special Investigating Units and Special Tribunals Act, 1996 (Act No. 74 of 1996).
 - (b) Memorandum of Understanding (MOU) between the Government of the Republic of South Africa and the Government of the Republic of Lebanon on Bilateral Consultations, tabled in terms of section 231(3) of the Constitution of the Republic of South Africa, 1996.
 - (2) The following paper is referred to the **Portfolio Committee on Transport** for consideration:
 - (a) Annexure to the Annual Performance Plan of the South African National Roads Agency Limited (SANRAL) for 2025/26.
 - (3) The following papers are referred to the **Portfolio Committee on Transport**:
 - (a) Memorandum of Understanding between the Government of the Republic of South Africa and the Government of the Republic of Kenya on Transport Related Matters, tabled in terms of section 231(3) of the Constitution of the Republic, 1996.
 - (b) Explanatory Memorandum to the Memorandum of Understanding (MOU) between the Government of the Republic of South Africa and the Government of the Republic of Kenya on Transport Related Matters.
 - (c) Memorandum of Understanding between the Government of the Republic of South Africa and the Government of the Republic of Uganda on Cooperation on Transport Related Matters, tabled in terms of section 231(3) of the Constitution of the Republic, 1996.
 - (d) Explanatory Memorandum to the Memorandum of Understanding (MOU) between the Government of the Republic of South Africa and the Government of the Republic of Uganda on Cooperation on Transport Related Matters.
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TABLINGS

National Assembly and National Council of Provinces

1. The Speaker and the Chairperson

- (a) Report of the Electoral Reform Consultation Panel – 30 January 2026.

2. The Minister of Finance

- (a) Amendment to Schedule 1 (2026), in terms of section 10(1)(a) of the Financial Sector and Deposit Insurance Levies Act, 2022 (Act No. 11 of 2022).
 - (b) Amendments to the Annual Performance Plan of National Treasury for 2025-26.
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COMMITTEE REPORTS

National Assembly

1. REPORT OF THE PORTFOLIO COMMITTEE ON TRANSPORT ON THE PETITION FROM MR M J CUTHBERT, MP, ON BEHALF OF RESIDENTS OF DAVEYTON, CALLING ON THE ASSEMBLY TO INVESTIGATE VANDALISM AND RESTORATION OF A RAILWAY NETWORK CONNECTING DAVEYTON TO SPRINGS, BENONI, AND JOHANNESBURG, DATED 17 FEBRUARY 2026

The Portfolio Committee on Transport, having considered the petition filed by Mr MJ Cuthbert, reports as follows:

1. INTRODUCTION

In terms of section 42(3) of the Constitution of the Republic of South Africa, 1996, the National Assembly must scrutinise and oversee Executive action. The National Assembly through the Portfolio Committee on Transport oversees the work of the Department of Transport and its entities.

2. BACKGROUND TO THE PETITION

The petition was referred to the Committee for consideration and report, and to the Portfolio Committee on Police for consideration on 4 July 2025. The Committees were instructed to confer in terms of Assembly Rule 169.

The petition called for the following actions to take place:

- For the Committee to conduct and oversight visit to the station within three months to ascertain the scope of the challenges facing the station and to determine what will be required to make it functional again;
- Consider allocating funding to restore the railway network and connect Daveyton to Johannesburg, Springs, and Benoni within a specified timeframe; and

- Consider allocating funding to restoring the Daveyton train station, developing a long-term maintenance plan, and putting in place measures to secure it from vandals within a specified timeframe.

The petition was submitted after the communities of Daveyton approached the office of Mr Cuthbert to assist in escalating this matter.

A joint meeting was held with the Portfolio Committee on Police on 16 September 2025 to receive a presentation from the petitioners. The presentation on the petition raised key points for consideration, as captured below.

3. KEY POINTS RAISED BY THE PETITION

- The train station has been out of service since 2020 due to vandalism of the infrastructure. Notably, there was no other form of public transport aside from minibus taxis in the affected areas. The non-operational railway obstructs Daveyton and Etwatwa residents' access to affordable and reliable transport, essential for securing economic opportunities. Daveyton and Etwatwa have approximately 192 287 and 148 458 residents, respectively, who are affected by this issue.
- The Passenger Rail Agency of South Africa (PRASA) previously stated that both the Benoni and Daveyton train stations would be restored in the 2022/2023 financial year. However, that deadline has long since passed.
- In response to Parliamentary Questions submitted to the Minister of Transport in September 2024, the petitioners were informed that the train station would be restored between April and September 2025. However, work is yet to commence. The estimated cost of restoring the station was R65.5 million.
- Operations at the station were scheduled to resume in October 2025. However, the station remains inoperable.
- The corridor connecting Daveyton to Springs, Benoni, and Johannesburg has been dysfunctional since 2014 due to old rolling stock, unreliable infrastructure, security issues, theft, and vandalism, which have impacted its operations.

- According to the Minister, PRASA's 1477 internal and external security personnel were deployed along the corridor to prevent further infrastructure damage, theft, and vandalism. However, the station remains vulnerable to crime.
- The corridor was expected to resume operations in October 2025. However, work to date has been minimal.
- The estimated cost of restoring the corridor was R1.42 billion, with work already completed having cost R79.7 million, which specifically focused on restoring the Boksburg Bridge (due to the gas tanker explosion in December 2022).
- Further responses to Parliamentary Questions from the Minister were received in November 2024, affirming that the previously stated timelines were set to be met.
- Further responses to Parliamentary Questions received from the Minister in July 2025 indicated that the station's restoration, including the rehabilitation of the Overhead Track Equipment, substations, the train station, drainage systems, and the installation and supply of rails, has not yet begun due to "funding constraints".
- Due to these funding constraints, the restoration of the station was now delayed to the 2026/2027 financial year. The priority was to recover key infrastructure to enable limited train operations.

The petitioners noted that, while they were fully aware of the funding constraints faced by the Department and the broader fiscus, it was unacceptable that such a crucial infrastructure intervention continues to be delayed.

4. SUGGESTED RECOMMENDATIONS TO THE COMMITTEES AND DEPARTMENTS

The petitioners made the following recommendations to the Committees regarding the restoration of the rail network:

- The Committee should schedule an oversight visit to the site within three months so that they can survey the scale of the damage at the station and the impact that it has on the surrounding communities of Daveyton and Etwatwa;

- The Committee should formally request funding to commence restoring and securing the train station through the adjustment budget process;
- The Department of Police should allocate the necessary security resources to safeguard the station, corridor, and surrounding areas and to prevent further theft and vandalism;
- The Department of Transport should include the train station as a priority within the adjustment budget process and allocate multi-year funding to the project to mitigate against fiscal constraints; and
- The Department of Transport should explore a public-private partnership model to help secure a proportion of the funding required to restore the train station.

5. PRASA AND THE DEPARTMENT OF TRANSPORT RESPONSES TO THE PETITION

PRASA and the Department of Transport responded to the petition on 21 October 2025. PRASA stated that the current state of its infrastructure reveals several critical issues that require urgent attention on the Germiston – Daveyton and Germiston – Springs lines. During the 2020 lockdown caused by the COVID-19 pandemic, PRASA faced widespread theft and vandalism, with infrastructure being targeted for destruction or looting. This damage was worsened by security challenges and operational halts, leaving assets vulnerable. The complete restoration of the Daveyton Corridor was subject to funding availability. PRASA gave a breakdown of the estimated costs of restoration for each infrastructure element:

		GMR to Daveyton	Dunswart to Springs
1	Estimated Cost	R1 893 917 423	R467 088 001
2	Distance (km)	31,207	21,119
3	Substations	9	All recovered (6)
4	Stations	11	9
5	Signal Equipment Room	6	3

5.1 TIMELINES FOR RESTORATIONS OF THE DAVEYTON CORRIDOR

A breakdown was presented on the timelines for restorations on the line as per the following:

5.1.1 DAVEYTON- DUNSWART -SPRINGS- GERMISTON

The timelines for restoration, which include the procurement phase, was 26 months from initiation. Site visits were concluded on the line as well as the project specifications. Funding and long lead time items such as rails remain as challenges. Critical infrastructure recovery has been completed like the Boksburg bridge. The work to commence with recovery will start once a budget has been made available. The interdependencies are covered in a detailed project plan. 335 security guards were deployed from Germiston to Daveyton.

5.1.2 DAVEYTON- DUNSWART -SPRINGS- GERMISTON

PRASA will start procurement processes ahead of the start of the programme and appoint subject to funding. Approval has been granted by National Treasury for this approach.

Task Mode	Task Name	Duration	Start	Finish
	▾ Daveyton - Dunswart - Germiston Service Line Recovery Programme	582 days	2025 October 01	2028 February 04
	▸ COMPLETION MILESTONES	241 days	2027 February 10	2028 February 04
	▸ PROCUREMENT	162 days	2025 October 01	2026 June 04
	▾ CONSTRUCTION AND COMMISSIONING	420 days	2026 June 05	2028 February 04
	▸ Stations	239 days	2026 July 17	2027 June 16
	▸ Perway	380 days	2026 June 05	2027 November 18
	▸ Electrical	240 days	2027 February 12	2028 February 04
	▸ Telecoms	290 days	2026 July 10	2027 August 19
	▸ Signalling	200 days	2026 August 28	2027 June 03

5.1.3 DUNSWART -SPRINGS

PRASA presented the following breakdown of the project plan for the restoration of the Dunswart to Springs railway line:

Task Mode	Task Name	Duration	Start	Finish
	Dunswart - Springs Service Line Recovery Programme	561 days	2025 September 30	2028 January 05
	▶ COMPLETION MILESTONES	313 days	2026 October 01	2028 January 05
	▶ PROCUREMENT	162 days	2025 October 01	2026 June 04
	▶ CONSTRUCTION AND COMMISSIONING	561 days	2025 September 30	2028 January 05
	▶ Stations	240 days	2026 June 05	2027 May 28
	▶ Perway	367 days	2026 June 05	2027 November 23
	▶ Electrical	561 days	2025 September 30	2028 January 05
	▶ Telecoms	290 days	2026 June 12	2027 August 13
	▶ Signalling	210 days	2026 October 23	2027 September 03

5.2. FUNDING AVAILABILTY OVER THE MTEF

PRASA stated that at present, funds were insufficient to fund the full corridor recovery. The following allocation of funds per programme over the MTEF was presented to the Committee:

Programme	MTEF			
	2025/26	2026/27	2027/28	TOTAL MTEF
	Allocation R'000	Allocation R'000	Allocation R'000	Budget R'000
Rolling Stock Fleet Renewal Programme (RSFRP)	6 364 256	5 777 546	6 038 810	18 180 612
Signalling and Telecommunication (STP)	4 589 022	2 749 468	2 873 801	10 212 291
General Overhaul Programme	2 019 736	2 112 268	2 207 786	6 339 790
Other Capital Allocation	1 931 738	2 020 239	2 111 595	6 063 572
TOTAL PER FY	14 904 752	12 659 521	13 231 992	40 796 265

6. OVERSIGHT VISIT TO THE DAVEYTON CORRIDOR WITH PRASA

The oversight visit by the Committee to the Daveyton Corridor was conducted on 31 October 2025. The following Members of Parliament formed the delegation for the oversight visit: Mr SD Selamolela, MP (ANC) – Leader of the delegation, Mr C Malematja, MP (ANC), Ms NS Nkopane, MP (ANC), Mr N Maduna, MP (ANC), Mr T Mabhena, MP (DA), Mr T Montana, MP (MK), Mr T Kubheka, MP (MK), Mr P van Staden, MP (FF Plus) and Ms M Kobe, MP (ActionSA).

The Committee was supported by the following members of staff: Ms Valerie Carelse (Committee Secretary), Ms Priscilla Mahlathi (Committee Assistant), Dr Sifiso Ngesi, (Researcher) Adv Alma Nel (Content Advisor) and Mr Sibongile Maputi (Principal Communications Officer).

6.1 VISIT TO DAVEYTON STATION

At Daveyton Station the members received a briefing on the status of the station. The Group Chief Executive Officer (GCEO) of PRASA, division executives and regional heads presented on aspects linked to this line, work progress and on the recovery plans for the Daveyton station and the other stations along the line. The station did not show any signs of construction work having started and was mostly stripped of metal, copper, glass and other materials that could be sold as scrap. Vandalism at the station started in 2019 during the time when security contracts were suspended and was more intense during the COVID-19 lockdown period. By the time new security details were deployed the majority of the vandalism had occurred and since deployment there were no further reports of vandalism. Land encroachment and illegal mining in the area are also concerns and would have been worse if the security was not deployed to the area.

6.2 APEX TRACTION SUB-STATION

The second site visited was the APEX Traction Sub-station. The PRASA GCEO and Executives briefed the Committee on progress made on the substation reconstruction. The Apex traction substation, one of 15 built for the corridor, stood at 99% complete. The staff at the substation presented on the work they have done at the traction and DC substations. There were 3 traction and 3 distribution substations for the corridor. Apex is a double unit sub-station and the expenditure was currently at R40 million. 44000 volts were provided by Eskom, even though PRASA only needs 3000 volts for PRASA purposes. The upgrades resulted in the substation moving from 6 megawatts before the vandalism to 12 currently and ensured that PRASA could use alternative material as opposed to copper to discourage future vandalism or theft from the site. The project, which commenced in November 2023, had an initial duration of 6 months but was delayed due to additional requests. The project end date is projected to be the end of February 2026. Alignment with Eskom and vandalism of their infrastructure was also impacting progress.

Special network point access allows the station not to be exposed to loadshedding. However, this was more expensive than normal grid access. The high voltage received from Eskom was easier to "transport" requiring stepping down before reaching destinations. Community involvement in the work done was via SMMEs and local labour. PRASA ensured that the contractors appointed youth, women and trainees. Extensive stakeholders' engagements and subcontracting was part of the project. Transformers used to be imported, but currently PRASA used local market supply and the 2 used at Apex were built in Germiston. The specification of transformers informed the pricing therefore the local transformers were not necessarily cheaper.

6.3 VISIT TO DUNSWART STATION

Since the condition of the Dunswart Station was similar to that of Daveyton and due to time constraints, the Committee did not visit the station.

6.4 BOKSBURG BRIDGE

The briefing on the Boksburg Bridge focused on the progress made on the reconstruction of the bridge. The tanker that exploded at Boksburg Bridge on 24 December 2022 impacted on the structure of the bridge and the rail line that runs over the bridge. A total of 55km rail services were affected or interrupted by the bridge reconstruction, theft and vandalism of rail infrastructure. The restoration project was planned to be executed in 3 phases: demolition, detailed design and compliance and construction, including the retaining infrastructure and drainage. The project was 85% complete at the time of the oversight visit. The perway and electrical infrastructure was outstanding along with the cleaning up of the site.

At the site, one of the sub-contractors, a SMME owner indicated that the project has been standing still with no progress since May 2025 and payments to SMMEs were outstanding. He indicated that his company did most of the work, that the contractor was not on site and did not pay extended public works programme workers or subcontractors. He requested the GCEO to attend to his concerns and alleged that the contractor had influence and that the Committee should look deeper into the project. The Committee Chairperson noted the concerns and requested that these issues were raised formally before the Committee left the site.

PRASA was asked about its plans to recover repair costs from the company who owned the tanker truck that caused the damage after the explosion and since the truck did not take the height restrictions into consideration despite these being visible at the time of the accident, to which PRASA indicated that legal and insurance claims are underway and the report on this can be provided. Money was being recovered via that process.

7. COMMITTEE OBSERVATIONS

The Committee made the following observations during the site visits:

7.1 DAVEYTON STATION

- 7.1.1 The state of the site indicated that the proposed starting dates indicated in Ministerial responses to questions, as relied upon in the petition, were inaccurate. The Daveyton station resembles a building site halfway demolished due to the vandalism of the property and showed no signs of new construction work. The station was stripped of most metal, copper, glass and other materials that could be sold as scrap or used in the construction of informal dwellings. Portions of the staircases were removed, the roof was removed, overhead electric cables were gone and underground pipes dug up. Grass was over-grown on the railway track and portions of the perway were removed.
- 7.1.2 Despite how bad the train station looks, the taxi rank directly opposite the station is in good condition.
- 7.1.3 The Committee noted the concerns raised of zama-zamas operating in the area, and that the joint teams working on security in the area and corridor led to the reduction of their activities in the area over the past 8 months.
- 7.1.4 The Committee noted the request from a member of the community to consider persons with disabilities in the rebuild of the station and noted the response from PRASA that this was already in the design to ensure universal access. The Committee also noted the request from a member of the community that PRASA should stick to the timeframes it indicated in briefings to the Committee and public and not continue to push these dates back.
- 7.1.5 The Committee further noted that the Corridor would not be restored and in operation from December 2026 as progress was dependent on the availability of a budget which was the biggest constraint.

7.2 BOKSBURG BRIDGE

- 7.2.1 The Committee noted the restoration done to date and the comments from the Ward councillor from the Ekurhuleni Metropolitan Municipality that indicated that there were several bridges and roads in Ekurhuleni that needs to be addressed with the MMC so that these projects don't keep dragging their feet. The delays in repairs to bridges affect

access to the communities in Ekurhuleni. Illegal mining in area to also be addressed with relevant committee and Minister.

- 7.2.2 There are concerns over the condition of the road leading to and from the bridge and whether the municipality would have sufficient budget and capacity to ensure that the road is also recovered shortly after the bridge work is completed.

7.3 APEX TRACTION SUB-STATION

- 7.3.1 The Committee welcomed the use of local skills and components used in the construction of the sub-station as well as the improvements from the upgrades, specifically the use of alternative materials that would discourage future vandalism or theft.

- 7.3.2 There was a request to receive a report on the passenger numbers for the corridor which the sub-station would be serving.

8. COMMITTEE RECOMMENDATIONS

The Committee made the following recommendations during the site visits:

- 8.1 Mechanisms must be in place by the legal department of PRASA to address contractor and subcontractor disputes. PRASA should submit a report to the Committee on how the subcontractor payment dispute was resolved;
- 8.2 PRASA should submit a report to the Committee on the progress with the legal and insurance claims to recover costs from the company which owned the tanker truck that caused the damage after the explosion since the truck did not take the height restrictions into consideration despite these being visible at the time of the accident;
- 8.3 PRASA should provide the Committee with a report on the passenger numbers for the corridor being served by the Apex Traction Sub-Station;

- 8.4 PRASA must provide the Committee with quarterly reports on the progress made with the Daveyton Corridor recovery (to include the full range of work needed from signalling, perway repairs, station repairs, etc.);
- 8.5 PRASA should ensure that the recovery of its stations and corridors is accompanied by sufficient security measures, from personnel on the ground to CCTV coverage and ensure that they work closely with the local authorities to assist with joint law enforcement and safety projects along the corridor; and
- 8.6 The Department must assist PRASA to consider its funding and budget shortfall for the recovery of this line and work together in determining the best strategy to obtain the required additional funding, be it through attracting private investment for this specific project, securing more funding from the National Treasury or other investment sources. Along with this, PRASA must be realistic with the timeframes it links to this project so that it does not create unjust expectations for the community and have to continue postponing the recovery of the rail corridor.

Report to be considered.

2. REPORT OF THE PORTFOLIO COMMITTEE ON TRANSPORT ON THE 2025/26 FIRST AND SECOND QUARTER EXPENDITURES OF THE DEPARTMENT OF TRANSPORT, DATED 17 FEBRUARY 2026

The Portfolio Committee on Transport, having considered the expenditure of the Department of Transport (“the Department”) for the First and Second Quarter of the 2025/26 financial year on 18 November 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 First and Second Quarter of the 2025/26 financial year, as presented to the Committee on 18 November 2025.

2. ANALYSIS OF THE 2025/26 FIRST QUARTER EXPENDITURE OF THE DEPARTMENT OF TRANSPORT

By the end of the First Quarter of 2025/26, the Department had spent R24.8 billion (or 25.9%) of the total available budget to the tune of R95.7 billion. This translates into a variance of R2.5 billion (or 9.1%) against R27.2 billion projections. This underspending was prominently because of delays in payments for financial assets to the South African National Roads Agency Limited (SANRAL) for the government’s obligation to service the Gauteng Freeway

Improvement Project (GFIP) debt redemption.¹ Transfers and Subsidies, Goods and Services and Compensation of Employees (CoE) further contributed to the lower spending. Although the overall outcome reflected lower-than-projected expenditure, R2.2 billion was expected to be spent in the first month of the Second Quarter of 2025/26.²

By the end of the period under review, the Department's expenditure on CoE stood at R147.2 million (or 23.2%) of its budget allocation of R635.4 million. The underspending on CoE was R8.9 million (or 5.7%). This outcome was owing to delays in effecting the cost-of-living adjustments for senior managers effective from 1 April 2025. It was also attributed to the fact that the Department was still monitoring the filling of vacant posts against its structure and performance.³

2.1 BUDGET EXPENDITURE PER PROGRAMME

Table 1: 2025/26 First Quarter Expenditure of the Department of Transport

Programme R million	Main Appropriation	Available Budget	Q1 Actual Expenditure	Expenditure As % of Available Budget	Q1 Projected Expenditure	Variance from Projected Expenditure	% Variance from Projected Expenditure
Administration	592.0	592.0	118.6	20%	131.5	12.9	9.8%
Integrated Transport Planning	96.1	96.1	17.9	18.6%	21.8	3.9	18.1%
Rail Transport	23 369.9	23 369.9	11 667.3	49.9%	11 704.6	37.3	0.3%
Road Transport	53 919.1	53 919.1	10 504.8	19.5%	12 720.2	2 215.3	17.4%
Civil Aviation Transport	567.6	567.6	81.6	14.4%	98.4	16.8	17.1%
Maritime Transport	515.5	515.5	53.3	10.3%	48.9	-4.4	-9.1%
Public Transport	16 577.8	16 577.8	2 304.0	13.9%	2 476.5	172.4	7%

¹ National Treasury (2025), p. 151.

² National Treasury (2025), p. 151.

³ National Treasury (2025), p. 153.

Programme R million	Main Appropriation	Available Budget	Actual Q1 Expenditure	Expenditure As % of Available Budget	Projected Q1 Expenditure	Variance from Projected Expenditure	% Variance from Projected Expenditure
State-Owned Companies Governance Assurance & Performance	54.0	54.0	4.5	8.3%	14.0	9.5	68%
TOTAL	95 692.1	95 692.1	24 752.0	25.9%	27 215.8	2 463.8	9.1%

(Source: National Treasury (2025), p. 151.)

2.1.1 Programme 1: Administration

The Administration programme spent R118.6 million (or 20%) of its allocation against a projected R131.5 million, resulting in R12.9 million (or 9.8%) below projection. This was mainly in Goods and Services, specifically on operational costs such as computer services and operating leases for office accommodation.⁴ This underspending was due to delayed submission of invoices, including for projects such as the public-private partnership (PPP) office accommodation, Private Automatic Branch Exchange (PABX) for the new telephone system, and document management solutions.⁵

2.1.2 Programme 2: Integrated Transport Planning

In the Integrated Transport Planning programme, the Department spent R17.9 million (or 18.6%) of its R96.1 million allocation against a projected R21.8 million. This was R3.9 million (or 18.1%) below projection and it was due to slow spending on CoE and on Goods and Services owing to non-spending on projects such as the National Transport Planning Databank, the Regional Corridor and other projects.⁶

⁴ National Treasury (2025), p. 152.

⁵ Ibid.

⁶ Ibid.

2.1.3 Programme 3: Rail Transport

The Department spent R11.7 billion (or 49.9%) of its total allocation of R23.4 billion in the Rail Transport programme. The programme spending represents a lower-than-projected spending of R37.3 million (or 0.3%) which was on Goods and Services for consultants, particularly on the Rail Master Plan and the Private Sector Participation (PSP): Advisory Unit. Further contributing to the lower spending was delayed transfers to the Railway Safety Regulator (RSR).⁷

2.1.4 Programme 4: Road Transport

By the end of the First Quarter of 2025/26, the Road Transport programme had spent R10.5 billion (or 19.5%) of its allocation against a projected R12.7 billion spending, reflecting a lower-than-projected spending of R2.2 billion (or 17.4%). This underspending was largely due to payments for financial assets and SANRAL for GFIP debt redemption. The Department reported that the request for payment for the SANRAL GFIP debt redemption had been received and would be processed in the Second Quarter for the 2025/26 financial year. Further contributing to the slow spending was an outstanding transfer payment to the Road Traffic Infringement Agency (RTIA) for the Administrative Adjudication of Road Traffic Offences (AARTO) rollout.⁸

2.1.5 Programme 5: Civil Aviation Transport

In the Civil Aviation Transport programme, the Department spent R81.6 million (or 14.4%) of its allocation against a projected R98.4 million in the First Quarter, spending lower than anticipated by R16.8 million (or 17.1%). This was on account of Goods and Services projects such as the International Air Servicing Licencing Council (IASLC) which is paid according to the number of sittings for meetings by the committee members.⁹ The underspending was also

⁷ National Treasury (2025), p. 152.

⁸ Ibid.

⁹ Ibid.

recorded in Transfers and Subsidies to foreign governments and international organisation for the Southern African Development Community (SADC): Aviation Safety Organisation.¹⁰

2.1.6 Programme 6: Maritime Transport

By the end of the reporting period, the Department had spent R53.3 million (or 10.3%) of its allocation against a projected R48.9 million spending in the Maritime Transport programme. This was above projection by R4.4 million (or 9.1%) because of payments to the oil pollution prevention services project under Goods and Services, as well as “other operational costs”.¹¹

2.1.7 Programme 7: Public Transport

The Department spent R2.3 billion (or 13.9%) of its allocation against a projected R2.5 billion in the Public Transport programme. This translates into a R172.4 million lower than estimated spending as at the end of the First Quarter for 2025/26. The slow spending was on Transfers and Subsidies and was due to the outstanding transfer payments to the Taxi Recapitalisation of South Africa (TRSA) for the taxi once-off gratuity and “taxi empowerment projects”.¹² The Department expected to spend on these transfer lines in the Second Quarter.¹³

Further delays in spending were owing to Goods and Services linked to the *Shova Kalula* Bicycle Programme and the capacity for public transport grant monitoring.¹⁴ The Department reported that the panel of experts had been formed and service providers in ten workstreams had been appointed. However, there had been delays in processing Requests for Quotations (RFQs) for appointing due to non-response from service providers in various workstreams.¹⁵

2.1.8 Programme 8: State-Owned Companies Governance Assurance and Performance

¹⁰ National Treasury (2025), p. 152.

¹¹ National Treasury (2025), p. 153.

¹² Ibid.

¹³ Ibid.

¹⁴ Ibid.

¹⁵ Ibid.

By the end of the Second Quarter of 2025/26, the Department had spent R4.5 million (or 8.3%) of its allocation against a projected R14 million in the State-Owned Companies Governance Assurance and Performance programme. This translates into R9.5 million (or 68%) below estimate. The below projected expenditure was on CoE arising from vacant posts, and on Goods and Services due to unanticipated slow spending on the operational budget.¹⁶

3. ANALYSIS OF THE 2025/26 SECOND QUARTER EXPENDITURE OF THE DEPARTMENT OF TRANSPORT

By the end of the Second Quarter of 2025/26, the Department had spent R55.3 billion (or 57.8%) of the total available budget of R95.7 billion. The Department had estimated to spend R51.9 billion. This translates into a variance of R3.4 billion (or 6.6%) against projections. This outcome was largely due to the increase in transfers to Passenger Rail Agency of South Africa (PRASA) in the Second Quarter of 2025/26.¹⁷

By the end of the period under review, the Department's expenditure on the CoE stood at R297.6 million (or 46.8%) of its budget allocation of R635.4 million. The Department's headcount was 777 against a target of 801. The underspending on CoE was R16.7 million (or 5.3%). The under-expenditure was mainly attributed to delays in the filling of funded vacant posts, and delays in effecting the cost-of-living adjustments for senior managers.¹⁸ The Department reported that expenditure was expected to normalise as posts were being filled, and payments of the outstanding pay progression were made.¹⁹

¹⁶ National Treasury (2025), p. 153.

¹⁷ National Treasury (2025a), p. 148.

¹⁸ National Treasury (2025a), p. 150.

¹⁹ Ibid.

3.1 BUDGET EXPENDITURE PER PROGRAMME

Table 1: 2025/26 Second Quarter Expenditure of the Department of Transport

Programme R million	Main Appropriation	Available Budget	Q2 Actual Expenditure	Expenditure As % of Available Budget	Q2 Projected Expenditure	Variance from Projected Expenditure	% Variance from Projected Expenditure
Administration	592.0	592.0	254.7	42.7%	282.1	27.4	9.7%
Integrated Transport Planning	96.1	96.1	39.2	40.8%	46.1	6.9	14.9%
Rail Transport	23 369.9	23 369.9	19 390.4	83%	15 920.1	-470.3	-21.8%
Road Transport	53 919.1	53 919.1	28 378.7	52.6%	28 485.9	107.2	0.4%
Civil Aviation Transport	567.6	567.6	243.7	42.6%	260.6	16.9	6.5%
Maritime Transport	515.5	515.5	87.5	17%	421.2	333.7	79.2%
Public Transport	16 577.8	16 577.8	6 931.4	41.8%	6 468.5	-463.0	-7.2%
State-Owned Companies Governance Assurance & Performance	54.0	54.0	8.5	15.7%	29.1	20.6	70.7%
TOTAL	95 692.1	95 692.1	55 334.2	57.8%	51 913.6	-3 420.6	-6.6%

(Source: National Treasury (2025a), p. 148.)

3.1.1 Programme 1: Administration

The Administration programme spent R254.7 million (or 42.7%) of its allocation. This represents a R27.4 million (or 9.7%) slower spending against the projected R282.1 million for the Second Quarter of 2025/16. This was mainly on Goods and Services, specifically on operational costs such as computer services and operating leases for office accommodation.²⁰ This outcome was attributed to delayed submission of invoices, including for projects such as

²⁰ National Treasury (2025a), p. 149.

the public-private partnership (PPP) office accommodation, among other projects, within the programme.²¹

3.1.2 Programme 2: Integrated Transport Planning

In the Integrated Transport Planning programme, the Department spent R39.2 million (or 40.8%) of its R96.1 million allocation against a projected R46.1 million. This represents R6.9 million (or 14.9%) below projection expenditure outcome for the Second Quarter. This underspending was attributed to lower spending on CoE and Goods and Services projects, such as the Transport Economic Regulator (TER) and other projects.²² The Department contended that improved spending was expected in the Third Quarter of 2025/26, as operations of the TER were expected to pick up.²³

3.1.3 Programme 3: Rail Transport

The Department spent R19.4 billion (or 83%) of its total allocation of R23.4 billion in the Rail Transport programme. The programme's spending represents a higher than projected spending of R3.5 billion (or 21.8%). Factors driving the above projected spending were early transfers to PRASA to mitigate pressure in the capital expenditure (Capex) programmes.²⁴

3.1.4 Programme 4: Road Transport

By the end of the Second Quarter of 2025/26, the Road Transport programme had spent R28.4 billion (or 52.6%) of its allocation against a projected R28.5 billion, reflecting a lower than projected spending of R107.2 million (or 0.4%). This outcome was primarily due to Goods and Services and Transfers to the RTIA for the AARTO rollout transfers which had been delayed

²¹ Ibid.

²² National Treasury (2025a), p. 149.

²³ Ibid.

²⁴ Ibid.

because of late request for funds. The Department averred that transfers would reflect in the 2025/26 Third Quarter Report.²⁵

3.1.5 Programme 5: Civil Aviation Transport

In the Civil Aviation Transport programme, the Department spent R243.7 million (or 42.6%) of its allocation. This translates into lower than anticipated spending of R16.9 million (or 6.5%) against a projected R98.4 million for the Second Quarter. This was on account of Goods and Services projects, such as the IASLC which is paid according to the number of sittings for meetings by the committee members. The underspending was also attributed to delays in the finalisation of the National Aviation Transformation Strategy that resulted in delayed payments and delayed transfers to foreign governments and international organisation for membership fees.²⁶

3.1.6 Programme 6: Maritime Transport

By the end of the reporting period, the Department had spent R87.5 million (or 17%) of its allocation against a projected R421.2 million in the Maritime Transport programme. The spending was significantly below projection by R333.7 million (or 79.2%). This variance was primarily due to the outstanding R320 million transfers to Transnet for the Budget Facility for Infrastructure supported project, i.e. Cape Town Container Terminal to be implemented in partnership with Infrastructure Fund (Development Bank of Southern Africa).²⁷ The Department asserted that effective packaging and accountability mechanisms were under discussion and would guide how transfers were made. Moreover, the Department undertook to have transfers made in the Third Quarter of 2025/26.²⁸

3.1.7 Programme 7: Public Transport

²⁵ Ibid.

²⁶ National Treasury (2025a), p. 149.

²⁷ Ibid.

²⁸ Ibid.

The Department spent R6.9 billion (or 41.8%) of its allocation against a projected R6.5 billion in the Public Transport programme. This represents R463 million (or 7.2%) ahead of estimated spending for the Second Quarter. The spending was primarily driven by Transfers and Subsidies and Goods and Services, in the main, the transfers for the Public Transport Network Grant (PTNG) which were not aligned with initial departmental spending projections.²⁹ The Department committed to aligning these by the Third Quarter of the 2025/26 financial year.³⁰

3.1.8 Programme 8: State-Owned Companies Governance Assurance and Performance

By the end of the Second Quarter of 2025/26, the Department had spent R8.5 million (or 15.7%) of its allocation against a projected R29.1 million, thus spending below estimate by R20.6 million (or 70.7%). The below projected expenditure was on CoE and Goods and Services arising from linkage errors for this new programme.³¹ At the time of reporting, the Department maintained that “departments [were] addressing [the] issue and the resolution [was] expected in the coming month”.³²

4. COMMITTEE OBSERVATIONS

Members made the following observations during discussions on the expenditures for the quarters under consideration:

- An update was requested on the implementation of the PTNG grant in eThekweni in terms of work done, and the extent of the scaling down of the grant as indicated by the Minister of Finance during the adjustment budget speech.
- The Committee noted the roads transferred to SANRAL and sought clarity on whether this was without the budget allocated from the PRMG, and on the reasons for non-performance linked to the non-toll roads under SANRAL.
- On vacancies at the C-BRTA, the filling of 8 out of 10 vacancies was noted. The Department was asked to outline the timeframes to fill the remaining 2 vacancies.

²⁹ National Treasury (2025a), p. 149.

³⁰ Ibid.

³¹ National Treasury (2025a), p. 150.

³² Ibid.

- The Department was asked what strategies were in place to address ongoing signalling challenges, power failures, delays in station refurbishments and vandalism and theft that continue to limit service delivery at PRASA. Clarity was sought on the reasons for underspending in the first quarter in the Rail Programme and the timeframes to fill vacancies which were also contributing to underspending.
- It was noted that the card licence printing machine at the DLCA seemed to be operational again.
- It was noted that the Road Accident Fund (RAF) introduced initiatives like block settlements, resolving older claims and the new Integrated Claims Management system. However, it was also noted that the RAF is cited as a fiscal risk given its liquidity status and solvency rates and the Department was asked what was being done to ensure these issues do not continue to affect claimants.
- The 46% female representation on Senior Management Service (SMS) level for the Department was noted and the overall percentage of females employed, however, 50% or more females employed as a target is especially needed at SMS decision-making level. It was further noted that more young people needed to be in SMS posts.
- The Department was asked to provide details on the strategy to deal with the increase of road fatalities based on the data from RTMC and on the aspects of the previous year's road safety project to be carried over to the 2026 road safety projects.
- The underspending in Integrated Public Transport was noted. The Committee further noted the vacancies in the programme and sought clarity on the reasons for the delays to fill vacancies and the timeframes linked to filling these.
- A detailed explanation was asked on why there was no expenditure for the National Transport Planning database and corridor project and on the underspending in the first and second quarters in the road transport programme.

5. COMMITTEE RECOMMENDATIONS

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

- The Department must provide quarterly reports to the Committee on the implementation of the PTNG grant for all cities involved in terms of work done, and the extent of the scaling down of the grant as indicated by the Minister of Finance during the adjustment budget speech;
- The Department and SANRAL must provide quarterly reports to the Committee on the descriptor (road name), locations, transferring institution and budget allocated to each road transferred to SANRAL. Further hereto, SANRAL should also provide quarterly reports on the expenditure for both tolled and non-tolled roads citing reasons for under-performance;
- The Department should provide quarterly reports to the Committee on the work done by the DLCA to reduce the backlog as well as the plans to work with Government Printing Works to ensure continued printing of driving licence cards;
- The Department with RAF should ensure that the appointment and disciplinary processes implemented by the Board at RAF are reviewed to ensure that the Board complies with due process per the policy as well as Good Governance principles in making appointments or implementing disciplinary steps. Given the number of judgments against RAF for failure to comply with legislative provisions related to labour procedures, there is an urgent need to review the Human Resource and Disciplinary Procedures Policies in place at RAF to prevent further legal costs against RAF for the failure to comply with either the legislation or court orders for reinstatement;
- The Department with its entities should provide quarterly reports to the Committee on the Board and Executive Management vacancies at all entities as well as the filling of vacancies with timeframes linked to the appointment procedure timeframes as well as the term linked to the appointment;
- The Department with PRASA must provide quarterly reports to the Committee on the work done to ensure all corridors and all stations are brought back online to service the communities who are in dire need of affordable public transport as well as the progress on signalling and safety measures implemented along the corridors and at the stations; and
- The Department must ensure that all programmes who fell behind in spending their allocated budgets per quarter have measures in place to ensure that targets per quarter

are met as well as the budget per quarter are spent to ensure service delivery while preventing over expenditure.

Report to be considered.