

No tender for the fixing of potholes—"which we have declared as public enemy number one": Duma says workers have been employed to focus on eradicating potholes throughout KwaZulu-Natal. This is also part of the reconfiguration of the #NenzaniLaEzweni operation.

05 October 2026

Media and Public Statement by the MEC for Transport and Human Settlements, Siboniso Duma.

Inkosi Mhlabunzima Maphumulo House: Instead of awarding tenders, sometimes to companies that provide shoddy service and disappear without finishing the work, we have taken a bold decision to employ permanent workers who are now focusing on the fixing of potholes.

We have declared potholes public enemy number one.

Although we have a limited budget, we are responding to requests from ordinary members of society and big business for the patching of potholes while we wait for a sufficient budget.

Importantly, the rehabilitation of our road network was raised sharply during the much more successful Transport Indaba.

In particular, we have assembled more than 320 energetic workers from the Empangeni and Ladysmith regions to accelerate the fixing and rehabilitating of R34, which connects Vryheid, Nquthu, Newcastle, and Mpumalanga Province.

Also receiving a major facelift is P54, a Class R2 road with a total length of 38.8 km that provides a strategic link between Blood River and Nquthu.

The route branches south from the R34/R33 intersection near the historic Blood River Monument precinct and proceeds generally south-east towards Nquthu.

According to an assessment report tabled by our engineers, the above road networks have been badly damaged due to prolonged rainfall and heavy traffic. Unsealed cracks allow water to infiltrate the pavement structure, accelerating the deterioration of the pavement layers and contributing to the development of potholes, ravelling, and other surface failures.

The delayed sealing of these cracks, due to limited budgets, has consequently contributed to the progression of pavement distress observed during the inspection.

As a short-term measure, priority has been given to make-safe blacktop patching, cleaning of drainage facilities, clearing of overgrown verges, and sealing of open pavement cracks.

These interventions are intended to address critical defects, improve drainage, prevent further water ingress, and maintain the safety and serviceability of the road while awaiting the implementation of the planned rehabilitation works.

Our view is that our road network must drive socio-economic development and improve the quality of lives of all citizens.

We want workers to be at work and grow the economy of the province. Farmers and other producers must transport agricultural products and other goods.

Learners must be at school and learn—teachers must be at school and teach. All other civil servants must be at work and strengthening service delivery.

Ends.

Issued by the MEC for Transport and Human Settlements

Enquiries

Ndabezinhle Sibiyi | 082 375 4742 | Spokesperson | MEC for Transport and Human Settlements