

# Part II

## Report of the Head of Department

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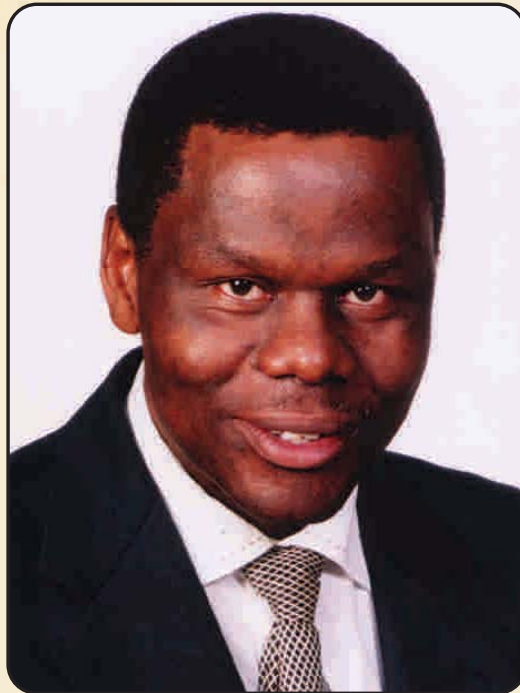
Section 8: Transport, Enterprise, Development & Logistics



prosperity through mobility

# REPORT OF THE HEAD OF DEPARTMENT

## Introduction



Head of Department:  
**Dr. Kwazi Mbanjwa**

# REPORT OF THE HEAD OF DEPARTMENT

## Introduction

For the KwaZulu-Natal Department of Transport the year 2002/2003 was, in many ways, characterised by a high degree of “self introspection” forced on us by political tensions and a heightened questioning of our agenda. The rapid growth of so many of our flagship programmes from concept to implementation undoubtedly resulted in a situation whereby not all staff and stakeholders were properly inducted into the policies and conceptual underpinnings thereof. This exercise augers well for the future cost efficient and cost effective delivery of services.

The Department has contributed to the revised Provincial Growth and Development Strategy and has continued to highlight the integral role of transport to all service provision as well as the supply and marketing of commodities. To this end the Department:

- submitted to Treasury in 1999 an Implementation Plan for Conserving the Road Network. This was updated and re-submitted in May 2003. The Implementation Plan outlines a strategy and budget requirements for conserving the existing network over the next decade.
- contributed to the development of a National Road Infrastructure Strategic Framework for South Africa which is designed to secure appropriate budget levels to meet the road provision and maintenance needs of South Africa’s road network.
- is streamlining its capacity to respond to other sector demands for upgraded roads and new road developments. These include:
  - Tourism Sector including road networks to sustain tourism promotion of:
    - Zulu cultural and heritage trail
    - King Shaka cultural tourism route
    - eMakhosini Valley and Opathe Game Reserve (near Ulundi)
    - Isibaya (The Royal Zulu House at Nongoma)
    - LSDI / Maputoland / St Lucia
    - Dolphin Coast (Tongati River Coastal Resort)
    - Durban Beachfront
    - Valley of 1000 Hills
    - Ukhahlamba – Drakensberg, Mnweni Valley (Royal Natal National Park)
    - Access into the Northern Drakensberg
    - South Coast Marina
    - South Coast Hinterland
  - Agricultural Sector  
KwaZulu-Natal’s lead agricultural products include sugar, timber and livestock. We are in the process of establishing the road infrastructure and freight transport needs of these important agri-industries. The KwaZulu-Natal Department of Agriculture and Environmental Affairs has plans to develop the agricultural potential of the Makhathini flats, the Black Umfolozi River catchment, the Tugela and Mooi River Valleys and to expand the Ntingwe Tea outgrower programme and the cashew outgrower programme.

The road networks necessary to sustain agricultural investments on these projects has yet to be finalised with the KwaZulu-Natal Department of Agriculture and Environmental Affairs. However, considerable progress has been made both at the senior management level and, through representation on African Renaissance Road Upgrading Programme Project Liaison Committees, at regional and district levels in developing and promoting more integrated planning frameworks.

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- **Trade and Industry**

KwaZulu-Natal has an established Industrial Development Zone (IDZ) at Richards Bay and is in the planning process of establishing a second IDZ at La Mercy (Dube Transport Node/Port). Industrial Development Zones are industrial estates that have duty free production for exports and provide transport routes, facilities and services tailored for export-oriented industries. The road network to sustain the industrial development zones of Richards Bay and La Mercy have not yet been finalised.

- **Spatial Development Initiatives**

A road network investment strategy to sustain the Lebombo SDI has been submitted to the Department of Trade and Industry.

- **Urban Renewal Strategy and Integrated Sustainable Rural Development Programmes**

The road network needs of these nationally identified economic nodes are being incorporated into the Departmental Provincial Land Transport Infrastructure Plan.

### Provision of Rail Infrastructure

The KwaZulu-Natal Department of Transport is, together with Spoornet, identifying potential customers for sub-economic routes with a view to increasing rail's market share of freight transport through the development of inter-modal transport nodes.

### Public Transport

The Department is finalising its assessment of the payment of public transport subsidies in line with the White Paper on Transport and the National Land Transport Transition Act (Act 22 of 2000).

The regulation of the Minibus Taxi Industry is an ongoing process which includes Taxi Recapitalization and initiatives to diversify the economic base of the taxi industry through the establishment of Taxi Cities, Taxi Co-operatives and other enterprise developments.

It is important for the public to fully appreciate that the Minibus Taxi Industry in South Africa is extremely large and like all industries of this magnitude, it is characterised by significant differences of opinion. The progress made in democratising and regulating the Minibus Taxi Industry has created the institutional framework to voice disagreements in a constructive and orderly manner. This is a significant achievement and the public should not be deceived into believing that isolated confrontations – and even boycotts – that are often sensationalised are indicative that Government is no longer in control of its transformation agenda for the Minibus Taxi Industry in South Africa. Government's transformation agenda has been thoroughly consulted within the Minibus Taxi Industry and, despite hiccups, is on line to deliver safe, affordable and more comfortable public transport.

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### Road Traffic Management and Road Safety

The Department has a wide-ranging traffic management and road safety programme which includes Zero Tolerance Enforcement, overloading surveillance, Arrive Alive and Asiphephe. The Road Safety Directorate plays a co-ordinating role in implementing the Road to Safety Strategy. The Road to Safety Strategy concerns the implementation of a holistic programme to address all the known causes of road accidents. To assist it in its work the Road Safety Directorate has established 35 Community Road Safety Councils. Education and public awareness programmes co-ordinated by this directorate include Child in Traffic, Scholar Patrols, Participatory Education Techniques, Driver Development and Omela Ngasekhaya as well as the mobilisation of civil society support networks through church and sport.

We have concluded our analysis of road accident statistics compiled during the last festive season. Despite public perceptions to the contrary minibus taxis were involved in fewer accidents over the festive season than previously and they are not the main category of vehicle involved in fatal accidents. Our analysis indicates that sedans and bakkies are the vehicles most frequently involved in road fatalities. The statistics support the view that the “human factor” is the underlying cause of most road accidents. We have now established a special unit to mobilise civil society in support of road safety campaigns.

Our Mpimpa Hotline is proving highly successful. The Mpimpa Hotline number is 082211010. Use it any time of day or night to report bad driving. Your call could save lives.

On 22 August 2002 we launched the Public Transport Law Enforcement Unit (PTEU) which is dedicated to ensuring road traffic compliance within the public transport sector. The main work of this unit is to ensure that:

- drivers are properly licensed and in possession of a professional drivers permit. In terms of the National Road Traffic Act, a professional drivers permit must be renewed every twelve months.
- vehicles are roadworthy and display a valid COF which is renewable every twelve months.
- trading rights are not infringed.
- commuters are properly informed and aware of their rights. Of particular concern is the fact that passengers using an illegal taxi will not be paid out by the Road Accident Fund should they be involved in a road accident.

Traffic officers who serve in PTEU receive specialised training to ensure that they can cope with what is a very demanding job.

### Black Economic Empowerment

Our Strategic Plan is in line with the Broad Based Black Economic Empowerment Bill (B27 – 2003). Of particular significance in this regard is our continued commitment to support the emerging contractor sector as well as the recapitalisation of the taxi industry and the broadening of its economic base. We have been disappointed in the slow pace of establishing plant depots that would eventually capitalise the emerging contractor sector and allow contractors to access reliable and affordable plant. However, we are confident that with the support of Treasury, plant depots will soon be fully operational.

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Our Zibambele and Vukuzakhe programmes continue to be acknowledged throughout South Africa, and even internationally, as frontrunners in the economic empowerment of those most disadvantaged during apartheid. The KwaZulu-Natal Department of Transport is increasingly giving critical attention to the involvement of rural suppliers in support of its road construction and maintenance projects. Emerging merchants who have previously received preferential treatment in the supply of tools under the Zibambele road maintenance contract system are now being organised under the African Renaissance Road Upgrading Programme to jointly tender to supply items and materials in bulk. Some 150 rural suppliers have now registered on the Department's database. They are being assisted to register on the Provincial Suppliers database and to become tax compliant.

Our commitment in tabling the Road to Wealth and Job Creation Initiative in 1998 was that we would review the way we managed road construction and road maintenance in KwaZulu-Natal so as to maximise work and business opportunities for disadvantaged communities. I believe we have kept to that commitment. Nowhere is this more evident than in our African Renaissance Road Upgrading Programme.

## Public Image

Considerable progress has been made in managing the public image of the Department through appropriate advertising and sector stakeholder consultations. Billboards have now been erected on all major road projects including the African Renaissance Road Upgrading Programme. The KwaZulu-Natal Department of Transport has an active website ([www.kzntransport.gov.za](http://www.kzntransport.gov.za)) and we invite you to make use of this facility to keep abreast of latest developments.

## Conclusion

The recognition of the Department's success was acknowledged by the honourable Minister of Finance Mr Trevor Manuel in his Medium Term Budget Policy statement 2002:

*“Among the most successful capital expenditure programmes to date has been the Road to Wealth and Job Creation sector strategy in Kwa Zulu-Natal, an innovative model that blends the process of meeting infrastructure needs of communities with capacity building and economic empowerment.*

*In terms of this project, communities mobilised through Rural Roads Forums are able to take part in planning and prioritising roads. Through a phased advancement programme and through skills training, emerging contractors are helped to participate in road construction contracts. Through a programme called Zibambele, households within communities, especially women, are contracted to undertake routine maintenance using labour intensive methods on a specific length of road.*

*The programme has contributed to improved rural roads while injecting cash into poor communities.*

*This programme provides a good example of strategies for addressing road infrastructure needs, while creating meaningful livelihoods in rural areas where poverty and food insecurity are more prevalent.”*

19/08/2003

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### The restructured KwaZulu-Natal Department of Transport

The conceptual underpinnings in restructuring the Department were the need to take seriously that the public are our customers who have, through their taxes, pre-paid us for our services.

We therefore restructured the Department on a customer/client/contractor model in which our commitment to regional one-stop-shops will make our services more accessible to the public.



**3rd row:** Mr. Charles Van Wyk, Dr. Simon Oloo, Mr. S'bu Gumbi, Mr. Sinethemba Mngqibisa, Mr. Rob Tarboton, Mr. Sipiwe Majola

**2nd row:** Mr. Mossie Mostert, Mr. Chris Stretch, Ms. Thoko Mabaso, Mr. Dumisane Ximba, Ms. Bathandwa Nogwanya, Rev. Themba Vundla, Ms. Jabu Bhengu, Mr. Wayne Evans

**Front row:** Mr. John Schnell, Mr. James Mlawu, Mr. Roger Govender, Dr. Kwazi Mbanjwa, Mr. George Mahlalela, Mr. Chris Hlabisa, Mr. Thabang Chiloane

**Insert:** Ms Vicky Cunliffe