

KWAZULU-NATAL DEPARTMENT OF TRANSPORT ANNUAL SUMMIT 2005 RESOLUTIONS AS ADOPTED BY THE COMMISSIONS

1. COMMISSION ON PUBLIC TRANSPORT

1. On transport planning:
 - ❖ To involve councillors in the development of transport plans.
 - ❖ To improve relations between district and local municipalities.
 - ❖ To ensure public ownership of transport plans.
 - ❖ To build organizational and institutional capacity at municipality level.
 - ❖ To develop each mode (taxis, buses, aviation and maritime).
2. On public transport infrastructure:
 - ❖ To develop a rank improvement programme - municipalities to implement this programme.
 - ❖ To increase investment in the development of ranks, bus and taxi stops.
 - ❖ To extend ranks in townships and rural villages.
 - ❖ To ensure community and taxi associations participation in rank planning and development.
3. On 2010 soccer world cup:
 - ❖ To develop a 2010 public transport plan by end of July 2005.
 - ❖ To integrate public transport planning with other aspects of 2010 activities.
4. On scholar transport service:
 - ❖ To recognize scholar transport as a dedicated service.
 - ❖ To accelerate the development of a special permit for scholar services.
 - ❖ To extend subsidies to scholar services.
 - ❖ To compile a development programme.
5. On public transport subsidies
 - ❖ To extend subsidized services to unserved areas.
 - ❖ To affirm Africans in subsidized contracts.
6. On the taxi recapitalization programme
 - ❖ To conduct a road show to achieve the following:
 - Information dissemination.
 - Recommendations on how to implement this programme.
 - ❖ The road shows must target the following:
 - Taxi associations
 - Bus operators
 - Community structures
 - Municipalities

2. COMMISSION ON PRIORITISATION OF ROAD INFRASTRUCTURE

A. Major Challenge: Shortage of funding – additional funding of R1, 1 billion per annum required over the next 10 years.

1. Promote integrated and intersphiral planning and operations to maximize our resources
2. Revisit budget allocation formulas and strategies to include the population densities and poverty levels. Revisit the 85/15 split to address the infrastructure backlog.
3. Revenue generated from sales, fines, etc to be distributed back with bigger percentage to Department of Transport Road Infrastructure programme.
4. Dedicate fuel levy be introduced in the province for road infrastructure development.
5. Roll-over of funds to be redirected to the departments that can manage the appropriate expenditure of budgets.
6. Promote public private partnerships in the construction and maintenance of roads- to include plough back funding from the concessions and toll gates revenue.
7. Treasury to establish contingency fund to address emergency requirements – to be accessible by all departments.
8. Powers to declare an area a disaster area be devolved to the province for speedy response to such a need.

B. Construction Industry

1. Fronting is still a problem – Some kind of Mpimpa hotline to be established.
2. Consultants need to stop mal-administration that cripples the development of emerging contractors.
3. Vukuzakhe contractors must be members of the associations to protect them against abuse.
4. Department not to keep consultants for too long.

3. COMMISSION ON ROAD SAFETY AND TRAFFIC LAW ENFORCEMENT

1. Adult Pedestrian
 - ❖ The project should be categorized as formal and non-formal.
 - ❖ Have captured audiences and dates.
2. SDEP
 - ❖ The selection process should be revised (i.e.) managers and CRSC members should take part in the selection of learners.
 - ❖ Learners should go through an interview process before final selection.
3. Interfaith
 - ❖ A calendar of activities should be drawn up all sectors within the faiths (Sunday schools, women and youth) for road safety.
4. Scholar Patrol
 - ❖ Schools in high risk areas should be identified.
 - ❖ Department of Transport should work in partnership with the municipalities to fast track the process.
 - ❖ Project to be speeded-up because it is too slow.
 - ❖ Each region to know the schools in the programme.
5. PET
 - ❖ The objectives of the project have to be stressed and clarified since the focus is not about the competition but about skills development.
6. Omela Ekhlaya
 - ❖ Legislation should be drafted to imprison people who drink and drive and people who drink and walk.
 - ❖ Increase the number of taverns that participate in the project.
 - ❖ Increase the number of days from two to three.
7. Child in Traffic
 - ❖ A pilot project called 'Multi Media' which will replace the Child in Traffic programme.
 - ❖ Strengthen the Memorandum of Understanding between the Department of Transport and the Department of Education.
8. Law enforcement
 - ❖ Ensure that RTI officials do attend CRSC meetings
 - ❖ RTI officials should be visible on gravel roads as well.
 - ❖ PTEU officials should change their attitudes.
 - ❖ Charge truck drivers who load people at the back of their trucks after off-loading their goods.
 - ❖ Intensify law enforcement on over-loading.
 - ❖ Enforce the 'drive left pass right' principle.

4. COMMISSION ON THE EXPANDED PUBLIC WORKS PROGRAMME

A. Institutional

1. All directorates budgets to include EPWP elements and targets (e.g.) women, youth, disabled, co-operatives and skills.
2. In-house (in the department) technical skills must be increased.
3. Senior management within DoT to have EPWP targets written into SMS contracts
4. All databases across various departments to be integrated for tendering purposes/CIDB.
5. Department to launch a provincial summit where various departments agree to measurable targets to reduce employment over a five year period.
6. Get province to roll out other contracts using the Vukuzakhe and Zibambeke systems.

B. Vukuzakhe

1. Take Vukuzakhe beyond road construction into other economic sectors (e.g.) mining.
2. Department to ensure that public servants do not tender for Vukuzakhe contracts.
3. Department to ensure that nepotism or irregular dealings do not occur in awarding of contracts and registration of Vukuzakhe contractors.
4. Vukuzakhe contractors to have associations for tender purposes – legislation is important.
5. Mixing of opportunities – long term to lead to sustainable growth of emerging contractors and to maximize opportunities for stage1 contractors.
6. Work done and experience gained outside department needs to be considered when evaluating contractors (e.g.) Public Works.
7. Assistance with the provision of plant – Public Private Partnerships.

C. Zibambeke/Labour intensive

1. Creating a cadre ship from existing CETA learner ships and integrating them with labour intensive work.
2. Appropriate materials to be supplied to Zibambeke contractors especially in the sandy areas.
3. Other opportunities such as in the agriculture sector.