

# BUDGET VOTE 12 : DEPARTMENT OF TRANSPORT

Presented by Minister S'bu Ndebele  
19 May 1998

Mr Speaker, Honourable Members, distinguished guests, members of the media, ladies and gentlemen.

It is with mixed feelings that I present the 1998/199 Budget Vote for the KwaZulu-Natal Department of Transport – pleasure at what we have achieved and sadness at what this year's budget represents.

## Introduction

We are entering the final lap in the term of office of the KwaZulu-Natal government and the past four years have arguably been the most industrious epoch of this province. The KwaZulu-Natal Department of Transport is proud of its contribution to development and the improvement of the quality of life of our people.

We have made tremendous strides in every sector of transport and I salute this legislature and the people of this province for supporting and responding to my department's programmes. The status of the transport sector has developed into a topical and priority issue in the public eye. My department is fully committed to advancing our dictum of "Prosperity through Mobility" in every single sector of transport. But more than that, we are determined to keep the promises we make.

Mr Speaker, since the commencement of office in 1994, a development debate has raged in KwaZulu-Natal, and particularly in this legislature. In many ways, there exists two provinces in KwaZulu-Natal – the underdeveloped areas of KwaZulu and the first world Natal component. The challenge of this government was to maintain the first world status of Natal and also undo apartheid planning and the development deficit which have kept vast rural areas of KwaZulu trapped in the 17<sup>th</sup> century.

Statistics released by the Labour Market Commission indicate that 95% of the poor in South Africa are African and 65% of Africans are poor. We have all acknowledged that true progress cannot occur while this dichotomy exists and while more than 50% of our people live without the most basic of basic needs.

It is a stark reality that 21% of the poorest in the country live in KwaZulu-Natal and over 75% of the weakest and most vulnerable people live in rural parts of the province. The bitter pill to swallow is that 43% of our economically active rural population are unemployed.

The delivery of essential services is of course the first step to reversing these disparities with the entry of schools, clinics, electricity, telephones, welfare services and water facilities in rural areas. But, Mr Speaker, what factor serves as the catalyst for all development and delivery of services in rural areas?

Let me quote the words of our Honourable Premier at our Rural Roads Report-back Summit last year:

"The KwaZulu-Natal Cabinet is aware that without roads, rural populations cannot access existing public facilities. Without access to basic needs like health, education and welfare, rural communities are condemned to a lifetime of poverty and neglect. We recognise that building and maintaining roads is often the single biggest capital investment into rural areas – but without roads, our ability to deliver other primary services will be limited."

This legislature too has acknowledged that transport has a critical role to play in transforming underdevelopment to development and in bridging the chasm between the two worlds in our province.

It is in this light that I raise a matter of grave concern which has threatened to cripple rural development in KwaZulu-Natal. In 1997/98, the Department of Transport received a budget of R597.8 million. Consensus from this legislature and from our Cabinet led to this budget being bolstered by a special

Cabinet allocation of R100 million in support of our Roads for Rural Development programme and road safety initiatives. This R100 million was promised for three years.

For this year, we have a budget of R444 million – 30% cut compared to last year. If this is not severe enough, the additional Cabinet allocation has not been forthcoming. The provincial treasury was unable to honour the R55 million of the pledged R100 million and as a result, our rural development programme is forced to limp along on the R45 million my department raised through an increase in motor licence fees.

With the decrease in this year's budget, the Department of Transport has to operate on only 40% of what we need to function effectively. The 209 million reduction in our budget is in reality a reduction in rands spent on road construction, maintenance and services to the public.

What does this mean for the citizens of KwaZulu-Natal?

The sharp reality is that rural populations will continue to stagnate and under-perform as we cut back on delivery programmes. School leavers will continue to leave rural areas in the almost hopeless mission of finding work elsewhere. The majority of people will continue to live without access to social services such as clinics, schools and public transport.

Our inheritance of five and half thousand kilometres of agricultural road without a supporting budget will impact negatively on our essentially agrarian economy. KwaZulu-Natal has an 85% share in South Africa's sugar market and a 43% share in timber and a zero budget for agricultural roads will result in a sharp economic decline and rampant job losses.

Road crashes resulting from poor road conditions and inadequate enforcement will steadily increase. According to an investigation commissioned by the CSIR, 20% of all collisions in South Africa are caused by bad road conditions.

Vehicle operating costs will increase as the quality of roads deteriorate and these, undoubtedly will be passed on to workers through price hikes and increased fares for public transport

Let me use an example of the impact of the budget cut on a road that we all frequently travel on – the Main Road 47, or the R66 and R68 between Eshowe and Ulundi. Our engineers report that the Eshowe – Ulundi road is in a fair condition. This means that although there are surface cracks and potholes, the foundation layers of the road are still sound. It is due to have its surface resealed in 1998. As with all roads in the same situation, this will not happen. The condition of the road will deteriorate markedly, to the point that it would require full rehabilitation.

The asset value of the Eshowe-Ulundi road is R87 million. This will depreciate to R62 million by 2005. For road users, the increased potholes and uneven road surface will result in an increase in vehicle operating costs along this road from R140 million pr annum to R164 million by 2005. This will equate to a per trip cost increase of R18 for an average sedan vehicle, R28 for a combi taxi and a staggering R66 for a heavy vehicle by the year 2005.

Road users will be further inconvenienced by frequent detours or one-way traffic stoppage as patching is required more and more frequently.

Journey time between Pietermaritzburg and Ulundi will increase significantly. Further, we will not be in a position to repair fencing, replace road studs and carry out line marking, grass cutting and guard rail repairs – all vital to road safety. Last year, there were 40 deaths on this road and this year the road will become even more dangerous to travel on.

Had the Department of Transport received a more appropriate allocation, we would have been in a position to reseat the road at a cost of R4,3 million and conduct routine maintenance on the Eshowe-Ulundi road creating new opportunities for emerging contractors with contracts to the value of R1,5 million per annum. This alone would have created 37 entry level but sustainable jobs and four

emerging contractor companies. Instead, to rehabilitate the road in 2005 will cost in excess of R30 million. Will R30 million be available in the year 2005? Or will the Eshowe-Ulundi road, like many roads of similar status, revert to gravel in 2007?

Mr Speaker, the situation is close to being desperate. The most devastating effect of this budget cut is that as road construction and maintenance projects are forced to grind to a halt, hundreds of rural populations will remain physically, socially and economically isolated from the rest of the province.

It has always been my belief that it is not the wealth of our nation that builds our roads but rather our roads that build our nation's wealth. For this reason, we firmly believe that transport should, at least for the next five years, be among the priority portfolios along with Health, Education and Welfare which at present receive 85% of the total budget allocation for the province. Once the road infrastructure is there of course, the Department of Transport will rightly lose its priority status.

In Indonesia, The World Bank recently stipulated that a condition for the granting of loans to that country was an appropriate percentage of their budget being spent on the maintenance of their road infrastructure.

This province has an asset of R11 billion in the form of its provincial road infrastructure. To allow it to deteriorate will be a catastrophic error for which we will pay for years to come.

## **1 469 Days of Delivery**

The tragedy of the 1998/1999 budget will by no means undermine the achievements of my department over the past four years. Last year when I stood before you, I outlined ambitious programmes in the spheres of road access, road safety and public transport, pledging each and every rand towards better transport services for all people in this province.

Today, we hold our heads up high because we have kept our promises in all quarters.

### **Road Safety**

The flagship of the KwaZulu-Natal Department of Transport is Asiphephe (Let Us Be Safe) – a research based, co-ordinated road safety strategy led by a full time road safety project management team and implemented by provincial traffic forces, local authority partners, and by road safety education and engineering.

Asiphephe has lodged this province at the forefront of South African road Safety initiatives. KwaZulu-Natal has come full circle in the crusade against road collisions. While we are still plagued by unacceptable high road death tolls and multiple fatality collisions, this province has developed the most well researched, multifaceted approach to road safety.

Asiphephe is the new identity for road safety for KwaZulu-Natal and has been acknowledged throughout this country and even by President Nelson Mandela as the most advanced road safety strategy this country has seen. The success of the programme so far has been the shared commitment and joint responsibility from all sectors of society. We have seen the taxi industry, the hospitality industry, the business sector, educational institutions, local government, the media and a range of organisations coming out in support and rallying behind our road safety initiatives.

### **Siyabakhumbula**

Siyabakhumbula (We remember them) Month in August last year is the single, biggest project my department has undertaken so far and through the holding of mass services to remember those who died in road crashes, we evoked a mass movement against road carnage.

Within the space of four weeks, road safety became the talking point of KwaZulu-Natal. But Siyabakhumbula was the first of its kind in the country. Never before did over 35 000 people fill a stadium to capacity in the name of road safety. We did it here – in KwaZulu-Natal. The campaign culminated at Kings Park Soccer stadium on 30 August and the guests and participants included, His Majesty King Goodwill Zwelithini, the Queen Mother of Lesotho, the Minister of Transport in State of Victoria, Australia, national ministers and MECs from other provinces.

The results of Siyabakhumbula were greater than we ever expected. It heralded a realisation that road safety is an issue of critical importance, that too many people in this province and in this country were being subjected to severe trauma resulting from the loss of loved ones in road crashes and that the rocketing road death toll needed to be addressed as a matter of urgency.

We received a mandate to take effective steps to stop the unnecessary loss of life on the roads. One month is all it took for road safety to become a national priority issue.

With the passing of the Road Traffic Act by this Honourable House in September last year, provincial powers to appoint and regulate traffic officers and examiners, register and de-register driver licence test stations and vehicle test stations and to determine the jurisdiction of traffic officers were entrenched.

## Arrive Alive

Two months after Siyabakhumbula, the KwaZulu-Natal joined Gauteng and the Western Cape in implementing an intensive short-term road safety programme – “Arrive Alive”. This four-month campaign combined vigorous and tough enforcement with a plethora of hard-hitting media images and messages targeting three main critical offences – drinking and driving, speeding and the failure to wear seatbelts.

Arrive Alive was a total onslaught against traffic offenders and implicitly structure so that people could not help but take notice. All drivers who dwelled in the “it won’t happen to me” comfort zone were in for quite a shock. From 1 October 1997 to 31 January 1998, about 230 000 motorists were caught for infringing traffic laws in a joint enforcement operation by the KwaZulu-Natal Road Traffic Inspectorate, the Durban City Police and all local authorities in the province.

Many of the principles and strategies of Arrive Alive emanated from the research and preparatory work being conducted in KwaZulu-Natal as part of the Victoria Project. As you will recall, KwaZulu-Natal entered into a road safety partnership with the State of Victoria in Australia to develop a pilot project for road safety in South Africa.

One of the key constituents of the Victoria Project was the **Designated Driver** programme – a scheme which allows people to get home safely after a night on the town without causing a road crash or getting caught in a roadblock. With the full support of the hospitality industry, we implemented the programme in KwaZulu-Natal to sustain the anti-drinking and driving campaign beyond Arrive Alive.

## Enforcement

The KwaZulu-Natal Road Traffic Inspectorate is undoubtedly the most conspicuous traffic authority in the country and anyone entering the borders of KwaZulu-Natal are mindful of our zero tolerance attitude to traffic offences. Together with local authority traffic enforcement agencies, we demonstrated during both the Arrive Alive campaigns at the Asiphephe Easter campaigns that if you commit a traffic offence in KwaZulu-Natal, chances are that you will get caught.

The Inspectorate has excelled in most spheres of law enforcement, especially in the area of overloading of heavy vehicles. In spite of our limited manpower capacity, 86% of all trucks travelling in this country are weighed in KwaZulu-Natal.

In the first four months of this year, 1771 heavy vehicles in KwaZulu-Natal were found to be overloaded, and one vehicle was found to be overloaded by 17 tons. Last year, the maximum overload recorded was 36 tons. This is a matter of extreme concern when one considers that the estimated damage to road infrastructure in South Africa, directly attributed to vehicle overloading amounts to more than R800 million annually.

Honourable members, although the traffic enforcement statistics over the past seven months are impressive by anyone’s standards, it is not a measure of the success of our road safety strategy. Nor can its effectiveness be fairly gauged by the variable reduction in road fatalities over the past festive and Easter seasons. The real scale of its success is the public impact and response, as well as a steady change in driver behaviour.

## **Asiphephe**

With the Arrive Alive experience fresh in our minds, KwaZulu-Natal launched Asiphephe – a sound, comprehensive strategy that involves effective sanctions that cannot be escaped from. In addition to the intensive enforcement and heightened advertising and communications which embodies Arrive Alive, Asiphephe was developed to tackle the culture of impunity that is so inbred in our society. Our message to people who commit offences and try to get away with it was clear: “You can run but you can’t hide”.

However, the launch of the new credit card format licence system and the imminent introduction of the points demerit system (scheduled to come into effect with the passing of national legislation in July this year), our ability to back up enforcement and education with speedy prosecution of offenders will be improved.

But apart from wielding the big stick, Asiphephe systematically tackles the root causes of road crashes through education and advertising. One of the most successful campaigns undertaken as part of the Asiphephe project was the **Taxi Rank Roadshow** which was staged throughout KwaZulu-Natal during the Easter period. The roadshow took the message “Speed Kills/Ijubane Liyabulala” directly to passengers and drivers of minibus taxis through industrial theatre performances.

The 54 performances were hailed as a tremendous success and we exploring ways to continue the programme involving education on other critical traffic offences.

Mr Speaker, Asiphephe is a powerful concept which transcends the boundaries of road safety to diffuse into all aspects of transport. While the principle goal of the Department of Transport is to provide accessibility and mobility to the people we serve, Asiphephe calls for collective involvement in creating a safe culture in transport. Mobility is not about moving from point A to point B.

We live in a society where a range of things can happen to you once you leave point A – you can drown in a river where there is no bridge, you can be run over by a speeding car or a drunk driver or you can get shot in the crossfire during a taxi was. Our mission is therefore to address all these factors to allow the trek from point A to point B to be as safe, easy and convenient as possible. This is what Asiphephe requires of us as a society.

At the same time, Asiphephe can extend to other spheres of life – especially in the province of KwaZulu-Natal where we are desperately trying to shrug off the affliction of political violence.

Asiphephe surpasses the road boundary lanes and unbroken lines to include other societal objectives like Health, Justice, Safety and Security, Housing, Welfare, Masakhane, the RDP and whatever else one can think of on the Road to Effective Democracy.

## **Public Transport**

Public Transport is an important sector in this province as millions of commuters rely on busses, taxis or trains to travel every day. Previous land-use policies separated workers from economic and industrial centres, as well as from key health, educational and recreational facilities. Most commuters spend an average of two hours getting to work and it is not irregular for workers to spend up to 40% of their earnings paying for public transport.

It is our belief that wherever possible, we need to provide our many commuters in KwaZulu-Natal with a choice between the various transport modes in the province. It is our mission to ensure that busses, taxis and trains operate professionally and efficiently so that commuters are able to travel safely between their homes and commercial hubs.

## **Taxis**

The KwaZulu-Natal Department of Transport subscribes to the view that in order to address the lot of previously marginalized South Africans, they need to meaningfully participate in serviced provision programmes. This is the essence of empowerment

We have therefore endeavoured to broaden participation to include workers, neglected businesses in townships and taxi operators. By virtue of their numbers as well as the extent to which they stretch to all communities in the province, members of the taxi industry provide a major vehicle for economic empowerment.

The KwaZulu-Natal Department of Transport has made a breakthrough in its effort to stabilise the taxi industry by engineering a process to abandon the hostile image of the industry and discourage a climate of lawlessness. While sporadic incidents of violence are still evident we firmly believe that the taxi industry has come a long way from a cradle of bloodshed and chaos to an organised, economically vibrant sector.

This is not to deny that there have been a number of incidents in the taxi industry that highlight in the public mind the magnitude of the tasks we still face. While we accept that we cannot change the culture of the entire taxi industry overnight, we are continuing to put the foundation for a sustainable development of the industry.

We know that these elements have hidden their criminal activities behind the chaos of the taxi industry – they are bent on using the taxi industry to destabilise our young democracy. We warn these people that wherever they may be hiding – even in the police or in other state structures – their days are numbered. My colleague – the Minister of Safety and Security – and I have convened an emergency meeting to be attended by the police, the taxi task team and officials and the Department of Transport. This meeting will take place here in Pietermaritzburg on the 21 May to address the violence that is again rearing its ugly head since our last sitting.

The Interim Minibus Taxi Bill, which will again come before this Honourable House next Thursday, will seal our strategic plan to diminish violence and illegal operations in KwaZulu-Natal.

Once the Bill is passed, the industry can resume its focus on economic empowerment programmes and the operation of a cost-efficient, safe and legal public transport service.

## **Training**

Much of the credit for the new order in the taxi industry can be attributed to our emphasis on creating a brighter future for the industry through skills transfer, business development, and training, all of which is being co-ordinated by a committed team in the Department together with the KwaZulu-Natal Taxi Task Team.

From the onset of the formalisation process, we identified that a lack of skills and capacity in the taxi industry would hamper the empowerment programme and for this reason, we appointed an Education and Training Subcommittee in the taxi task team.

Their brief was to design modules and implement a training programme that would focus on operators and drivers. Last month, a comprehensive training programme was launched at 20 training centres around the province.

Operators will be trained on business and administrative skills and the Department of Transport, through tender system, has identified a consortium to manage, co-ordinate and evaluate this training programme. Minibus taxi drivers will receive advance driver training courses and ten driver institutions have been appointed to run the courses.

The five-day training courses involve theory and practice and includes customer car, vehicle inspection and of course, driving skills. I firmly believe that with this carefully designed programme, we have finally reached the threshold where we can transform the taxi industry into a professional and customer orientated industry. The programme will also demonstrate the industry's commitment to socio-economic development, customer care, road safety and overall social stability.

### **Co-operatives**

In 1997/98, the Department of Transport worked with the taxi industry to set up the taxi co-operatives which will lay the foundation for the development of taxi cities and assist them in acquiring land, and in gaining funding to develop their businesses. So far, four taxi co-operatives have been registered with the Registrar of Co-operatives.

These are:

- The Ogwini Taxi Co-operative in Port Shepstone
- The Msunduzi Taxi Co-operative in Pietermaritzburg
- The Sonke Taxi Co-operative in Esikhaweni
- And the Thukela Transport Co-operative in Ladysmith.

The Port Shepstone Co-op represents over 15 taxi associations, with over 200 members. The venture involves approximately R38 million and the plans include a service centre, modern ranking facility and a retail centre.

After protracted negotiations at local government level, land has been bought for the co-op and KFC has finalised its design of the taxi city. We have received in-principle funding support from the private sector and the early stages of construction are underway.

The Sonke Co-op involves a venture where the Esikhawini Taxi Association is contracted for the amount of R402 120 per annum for three years to transport employees from Richards Bay Minerals to and from work.

The Msunduzi Co-op has entered into a joint venture for a Toyota dealership in Howick for its members. The operation is worth R5 million with the co-operative owning 20% of that deal. At the same time there is a design of a Taxi City in Pietermaritzburg worth approximately R40 million which is being finalised between the co-operative and an established development company in Pietermaritzburg.

An exciting development for the taxi industry in KwaZulu-Natal has been the establishment of a Freight Task Team by the Department of Transport. We are currently involved in a series of negotiations with various freight companies to facilitate the entry of taxi operators in the trucking industry.

This is intended to change the traditional perception that ordinary taxi operators have of themselves. Our aim is to involve them as key role-players in the general transport industry.

The Department has also facilitated the formation of a consortium of stakeholders in the taxi industry to tender for bus routes in the Inanda area, which were previously part of the Putco operation. They are geared for success and will provide a model for a similar venture at Clermont.

Because of these opportunities I have outlined, we have decided to create a provincial vehicle which drive the capitalisation of the taxi industry on a sustainable basis. The KwaZulu-Natal Taxi Development Company, which registered last year, will be used to mobilise finances from the private sector, government departments and the taxi industry. Given the mass character of the taxi industry, this Section 21 Company has the potential to invest more than R1 billion into the economy of the province.



## Buses

The Department of Transport has started to implement a new policy to reshape the bus industry in KwaZulu-Natal. This new policy is based on the idea of tendered contracts which allows for small operators to position themselves and get a slice of bus operations.

The bus task team, with twelve representatives each from government and the bus industry, is up and running – this has really got to grips with the major problems facing the bus industry.

The ultimate aim of the Department of Transport in administering public transport is to serve the needs of those commuters who rely on public transport.

What public transport passengers' want is a choice of transport mode, affordability, and the quickest way of getting from A to B without compromising their safety.

In the last year, the Department has identified that the two biggest barriers has been the spiralling operational costs faced by bus companies and secondly the unhealthy competition between bus and taxi operators.

I am pleased to report that the Department has developed a programme aimed at breaking down these barriers, and that this has gathered strong support from the public transport industry.

In essence, this plan entails a new deal for Interim Bus contracts. These will be issued to support SMME development and to link bus and taxi operations through joint ownership and route sharing. Put simply, this entails:

- Bolstering SMME capacity by breaking down contracts to smaller efficient units
- Introducing route feeder systems to stop busses and taxis competing over routes
- Allowing the taxi industry to develop a vested interest in the bus industry by encouraging taxi owners to tender for bus contracts
- Protecting current jobs wherever possible and engaging community ownership of public transport by encouraging small bus operators, labour and community trusts as the other main source of bus SMME's.

This master plan for the bus industry has become a reality with the first test-contract designed to run in Clermont. Members here today who are familiar with Clermont will know that in the past, Clermont residents saw fierce competition between busses and taxis over public transport routes from the residential areas to New Germany, Pinetown, and Durban.

By structuring the new interim contract for Clermont around a central pick-up point, the Department of Transport has created space for both taxis and busses. Taxis will provide quick shuttle services from residential areas to the central pick up point, and busses will run from this central point to main places of work.

Each commuter will use one ticket per journey that will be clipped twice – once on the taxi and once on the bus. In this way, taxis get to share in the profits of subsidised transport routes. This is aimed at integrating the various modes of transport.

The Clermont interim contract has been structured so that the majority of busses are owned either by taxi owners, by small local bus operators, or by community trusts. DOT has ensured that these SMME's have been freed from the burdens of route and infrastructure management through the careful structuring of their contracts.

I would like to illustrate the points I have raised relating to the bus industry using the case of Washesha Bus Service. Over the past two years, KwaZulu Transport has been running the service in a caretaker capacity. We have now appointed a new Management Company which will deal with:

- Putting in place management systems
- Institute a bus replacement programme
- And instituting financial controls

These measures are intended to stabilise the operation and resume its profitability in order to sell the company to the employees and other interested parties. Once this process is complete, it will serve as a model for the revitalisation of the public transport sector.

## **Rail**

The Department of Transport enjoys a healthy and compatible relationship with its partners in the rail industry. This is through the commitment of organisations like Metro rail to the same ideals and overall vision to which we adhere. We share the commitment to efficiency, the highest quality and accessibility of service, operational safety and improvement to infrastructure.

## **Training**

Through its training programme for black train drivers, Metro rail has also sent a clear message to its employees that job reservation is indeed a thing of the past. They have opened a gateway and are actively encouraging people from previously disenfranchised communities to seek careers in rail transport.

## **Station Upgrade Programme**

Metro rail in partnership with Intersite Properties have also launched an ambitious R78-million station upgrade programme involving 17 stations to kick-start a process to transform and revitalise the rail industry in KwaZulu-Natal. The first four stations at KwaMashu, Thembalihle, Umlazi and KwaMnyandu have been completed and thousands of commuters have access to improved facilities and a safer, more pleasant environment.

Metro rail has also followed the lead of the Department of Transport in its promotion of emerging contractors and local labour. The upgrade contracts ensured maximum opportunities for small, medium and micro enterprises and black entrepreneurs. For one station alone, 82% of the contract was awarded to black contractors – the total rand value extending to approximately R2 million per station.

In addition to providing efficient and safe commuter facilities, the upgrade project also seeks to promote commercial and intermodal development. The designs included the construction of taxi rank facilities and informal trading facilities and these have led to discussions for the development of service stations and low cost housing.

## **Rail Safety**

Metro rail has also taken its cue from the Arrive Alive and Asiphephe campaigns and has introduced a campaign to promote rail safety and embraced our mission to create a culture of safety in transport.

With all sectors now fully behind us, the vision for a co-ordinated, integrated and efficient public transport system is fast crystallising and there is no turning back now.

## **Roads for Rural Development**

Mr Speaker, I now come to the pride of the KwaZulu-Natal Department of Transport and the lifeblood of development and growth in KwaZulu-Natal – the Roads for Rural Development programme.

Possibly the proudest achievement for the Department of Transport during the 1997/98 year has been the construction of the 650kms of Community Access Roads we completed last year. These projects created 600 000 days of labour employment, supporting 26 SMME's, gave access to 225 000 people, and linked 104 schools and 15 clinics to the road network. These projects are listed on Annexure A of this report. We have also built 55 small bridges in our Bridge Building Initiative aimed at decreasing the disruption to daily activities caused by swollen rivers.

Other significant rural roads achievements in 1997 include:

- Hosting a Rural Roads Report-back Summit to update the Department of Transport's rural constituency on our progress.
- Finalising all outstanding Rural Road Transport Forums, and entrenching social analysis and community consultation in all roads related programming.

I would wager that no other government department in this country has recorded, in that time span, comparable development achievements.

We are extremely proud of the community projects we have undertaken, where certain areas have approached us and offered to supply all labour free of charge in order to get the roads and river crossings they need. One example of this is the river crossing at the end of District Road 367, which has been partially completed by the community of Roosboom providing and paying for the necessary labour.

In this project, the community collected the necessary stones for the foundations, but these were transported in a Department of Transport truck. DOT supplied the piping, and provided the necessary training to the workers from the community who then continued with the project. The Department of Transport wholeheartedly encourages joint ventures with communities who are prepared to contribute towards their own development programmes.

When I talk about our Roads for Rural Development programme as our proudest achievement in 1997/098, I do so in the context of the Department of Transport's vision to re-distribute budgets and human resources to ensure the well-being of those who are the most needy.

Speak to the department's engineers and technicians who have been responsible for implementing our roads for rural development programmes and they will tell you about the impact 650kms of road and 55 river crossings have made on the social, cultural and economic life to needy rural people.

Not only have our roads programmes provided employment and bolstered family incomes, they have provided more than 200 000 people with access to schools, to clinics, to welfare service centres, and to public transport routes. Our roads for rural development programme has brought hope to people who have been under provided with infrastructure in the past.

The mandate given to us as government has been that of transformation and our significant successes in transforming rural life can be attributed to the success of our CARNS study as a tool to plan, prioritise, design and implement the social, economic, financial and technical aspects of development.

With the new financial year, Roads for Rural development has a budget of much less than half of last year's R100 million. Instead of building 650kms of road and 55 bridges, we will be only complete 240kms of road and 25 bridges.

I said earlier that the Department of Transport was not going to allow the severe economic climate to sway it from its goals.

In March we convened an emergency meeting of chairpersons of our Transport Forums to brief them about our budget crisis. We will be planning a further meeting with the transport forums to workshop the changes we make to our programmes due to our lack of funding.

What we will report to rural representatives will be the structural changes in the Department to ensure that despite budget cuts, we continue to be KwaZulu-Natal's lead agency in rural transformation.

We will report on our new Directorate: Development which was created specifically to implement rural road communications, to formulate policy, for business plan development, and importantly to formulate strategies to support job creation and SMME's. Previously, rural roads were the poor cousin of maintenance and construction. Now, rural road interests are catered for in a new directorate specifically for development.

The sine qua non of the rural roads programme however, remains the diligence of the 30 Rural Road Transport Forums. They serve as our permanent communication link with all rural communities, assist us in allocating funds within rural districts, and select priority roads for immediate attention. The transport forums are unchallenged as the most representative rural structures in this country and they are the core agents of development in rural KwaZulu-Natal.

### **SMME's and Emerging Contractors**

Since 1994, the Department of Transport has dedicated maximum resources to wealth creation and job creation. For this reason, we eagerly await the Job Summit announced by President Mandela at the opening of parliament in February.

Over the last three years all possible programmes undertaken by the Department of Transport have been adapted to accommodate SMME's and labour intensive methods. With 2 000 vacant posts, we have consciously reduced staffing levels in order to rather employ SMME's.

In 1997, the Department of Transport registered over 500 emerging contractors through the SMME accreditation scheme of our rural roads programme. With on going Tender Board consultation, we developed simplified contract documentation and new streamlined tendering procedures to ease the way for the hire of emerging contractors. Again I refer you to Annexure A for the list of SMME's we have used.

This year, the emerging contractors scheme has been extended to emerging truck owners. The SMME task team that I mentioned earlier will ensure SMME support through roads, transportation, provincial motor transport, and administration.

Our SMME programme has been hailed as the most resourceful and innovative strategy by any government department to upgrade small and emerging contractors. It has also been seen as a far reaching move by government to unbundled multimillion road contracts to involve small business. We are also extremely proud that our Roads for Rural Development project, and emerging contractors programme in particular, has become an international model for rural development and the empowerment of small, previously disadvantaged contractors.

In March, the KwaZulu-Natal Department of Transport hosted a delegation of development experts and senior government officials from Ethiopia who travelled to KwaZulu-Natal to study the programme.

The involvement of emerging contractors in road construction projects reached optimum levels when we requested that each Rural Road Transport Forum identify 5km sections of road to be constructed exclusively by local contractors. An amount of R15 million was allocated to this programme.

We have also unbundled Plant Hire contracts to make work more accessible to small contractors. An amount of R60 million was allocated to this programme. A further amount of R14,37 million was allocated to emerging contractors for the construction of small bridges and causeways.

The Community access Roads programme has already created 100 000 workdays in local employment opportunities. It is for this reason that the budget cut has had such a devastating impact on the

programme and tragically, hundreds of emerging contractors throughout this province are left reeling from the immediate suspension of work some contracts and complete cancellation of others.

## Road Maintenance

KwaZulu-Natal has a provincial road network of established tar, concrete and gravel roads with an asset value of over R11 billion rand. This excludes the N2 and N3, which are national routes.

Last year, we began a Maintenance Needs Study to find ways to preserve the asset value of our road network given the consistent decline in funding to maintain our roads.

This Needs Study became critical because 1997 was a particularly bad year for our roads. Excessive rain has resulted in major potholes – for example on the N2 North- and we have barely managed to keep abreast of our maintenance work.

With this study, the Department turned the corner from passively bemoaning its lack of funds and began to actively research solutions to meet our maintenance backlogs. This was a major victory for the Department in making the paradigm shift from past government to the present.

Initially this financial year, the Department of Transport has a very limited budget for future maintenance programmes. The reality is that potholes will increase on tar roads and line markings will become faded. However with our road maintenance needs study we are searching for ways to halt the deterioration of important roads and to stop highly trafficked roads from becoming dangerous to drive on.

Depending on the findings of our maintenance needs study, we will in all likelihood be forced to rip up minimally trafficked and uneconomic sections of badly potholed blacktop roads, returning them to gravel.

I offer my word that any decisions of this nature will take place after consultation with stakeholders and will be based on equitable cost / benefits investigations.

What we can promise is that in 1997/98, the Department of Transport will diversify its maintenance activities to support job and wealth creation programmes in an attempt to reap the benefits of funds dedicated for the alleviation of poverty.

We have said we will find innovative ways to sustain an economically viable road network: what we will be doing is turning our Maintenance Needs Study into a Marshall Plan for Transport in KwaZulu-Natal.

Questions being asked by the Maintenance Needs Study Team include:

- How can we change our road design standards to increase labour-intensive and SMME intensive maintenance programmes?
- How can we train SMME's to ensure long-term wealth creation opportunities are passed their way?
- How can we vary our maintenance activities to absorb school graduates without technical skills who have not found employment in the formal sector?
- How can the private sector join us in user-pays, labour intensive road maintenance programmes?

It is by addressing questions like these that we are confident we can augment our budgets for road maintenance if not this financial year, then by next financial year. We are confident that we can begin to halt the worst of our road network deterioration and adequately meet our maintenance priority needs.

## **Lubombo Spatial Development Initiative**

Mr Speaker, as we are all aware, The Lubombo Spatial Development Initiative is a huge economic boom for the province of KwaZulu-Natal. But in my opinion, the major significance of the project is the impact it will have on the people of Maputoland who have yearned for the delivery of projects which will have a direct impact on the quality of their lives and unleash their potential for economic growth. The construction of Main Road 439 between Hluhluwe and Ponta do Ouro, which we launched in August last year, is an important means to this end as it is primarily road infrastructure which will open up access to the enormous economic potential of the area. The road will provide the people of the region with better access to jobs and better prospects for new local enterprises, services and facilities.

The anticipated cost of the road is approximately R200 million. We have campaigned vigorously that the SMME sector be contracted in the construction of MR439. It is a condition of contract that a minimum of 30% - approximately R60 million – be contracted to SMME's.

It is anticipated that the all-weather road between Hluhluwe and Ponta do Ouro will unlock considerable tourist and agricultural potential for the people of Ubombo and Ingwavuma districts who are among the poorest within KwaZulu-Natal. Again, the Lubombo SDI proves that it is not wealth that builds roads, but roads that build wealth.

## **Provincial Motor Transport**

The Department of Transport has made steady and substantial progress in the battle to control staff, fight vehicle-abuse, and halt repair-fraud in our embattled provincial motor transport.

Last year. We grabbed the bull by the horns.

We allocated R1 million for a new management structure for PMT. This was used to set up an Interim Management Committee to evaluate the recommendations of the DeLoitte and Touche Assessment of PMT that I spoke about a year ago.

Already this has proved to be an excellent investment. The stricter control measures implemented by the Interim Management Committee since August 1997 have ensured that the fuel and repair accounts of all user departments are scrutinised and any discrepancies are cleared.

Under the IMC, PMT monthly cost have reduced from R13 million to R6.5 million per month – per unit vehicle, we have gone from being the most expensive in the country, to being the third cheapest.

Twenty-seven officials have been charged with misconduct where irregularities were identified. Of these, 14 employees have been suspended pending the outcome of their hearings. Two employees have since had their services terminated after they absconded. The IMC also instituted several investigations into merchant fraud. Fourteen merchants were suspended by First Auto in November 1997 based on the outcome of their investigations.

Early this year, meetings were held with the Health Commission and a unit was appointed to assist PMT in identifying and combating merchant fraud. Court orders were served on 32 merchants in February 1998 ordering the release of 325 government owned vehicles being held on the merchants' premises.

Under the Interim Management Committee, we have seen a strong service and business ethic develop before our eyes in PMT. To illustrate this, PMT has moved away from running on a trade account onto the budget system. This has opened the way for a tendered fleet management contract with fleet management service provider.

By choosing to appoint a private sector provincial fleet manager, PMT has mended the shortfalls of its previous systems, where long delays in getting vehicles repair and back on the road were exacerbated by poor support systems, poor administration, poor repair standards and widespread repair fraud.

Briefly, the new contract takes out all the unnecessary middle-men who open the system to abuse and fraud. This is because for vehicle repairs and maintenance, garages and merchants hand their vouchers directly to the service provider for payment. The service provider only charges government when the validity of the transaction has been confirmed.

When the Department of Transport went to tender for our new fleet management system, we asked that all interested parties demonstrate how they would empower SMME's and benefit the economy of our province through their appointment.

Some of the larger contenders have acknowledged that with this, we have set new trends for the industry.

We are very pleased with the proposal put forward by our service provider in terms of SMME development and believe that over the next three years, PMT will compete with both roads and public transport in its ability to drive economic growth and support SMME's.

In 1997/98, PMT has worked hard to ready itself for the privatisation of its fleet management services. This has seen protracted liaison with organised labour, with the private sector, and with the department and other provincial officials. Staff and local transport officers have been trained, and our provincial motor transport organisational structure has been reworked.

In 1997/98, the Department of Transport has engineered a radical break from the old PMT and is well on its way to establishing an efficient, effective and honest new provincial transport service department.

Nobody has lost their jobs during this process. While we know that the last of our problems with PMT are by no means over, we believe that the work we have done has started the process of building PMT into a clean and viable structure. We are also closely following the national pilot project on the privatisation of vehicle fleets which will gauge the feasibility of this process.

## **Motor Licensing**

Since 1994 our Motor Licensing section has moved away from the over-governed and over-regulated bureaucracy associated with apartheid South Africa.

Motor licensing is the greatest provincial revenue earner, is leading in public service delivery programmes, and has displayed a flair for market-edge creativity through its personalised number plate programme.

Last year, Motor Licensing generated one third or the entire revenue earned in KwaZulu-Natal, earning approximately R230 million for our provincial coffers. Of this, R45 million from licence fee increases and R2,917 million from personalised number plates, went directly towards community access roads and road safety.

The newly formed marketing component of motor licensing has exploited two specific angles in persuading new buyers of personalised number plates. The first has been simply, the prestige and snob-value of driving a car with a personalised number plate.

The second angle has been aimed public-spirited and civic-minded car owners who know that while they too may battle to reconcile their cheque books at the end of every month, there are people in rural KwaZulu-Natal who live well below the breadline. They know that every personalised number plate sold at R1 500 builds just over ten meters of community access roads as a part of our roads for rural development programme.

And each additional meter of road built provides work for rural people, support SMME's and contributes in some way in bringing rural people closer to places of work, to clinics, and to schools.

This year, the challenge for motor licensing will be to go out and aggressively market more personalised number plates. And here I warn the public that we will be enforcing maximum penalties of R4000 against motorists driving with illegal personalised number plates, or with no number plates at all.

Last week, I announced a province-wide onslaught on drivers of vehicles bearing illegal registration plates. This follows a field survey we conducted which indicated that two out of every ten vehicles in KwaZulu-Natal are fitted with false or illegal plates. We also found that there are many unregistered vehicles driving in KwaZulu-Natal and it is difficult to clamp down on traffic infringements committed by the drivers of these vehicles.

It is also difficult to tell if these vehicles are stolen or not. By registering all legal vehicles and clamping down on the re-registering of stolen vehicle, or vehicles whose owners have outstanding traffic prosecutions, Motor Licensing will contribute both to combating car theft and hi-jacks, and to improving road safety.

We will therefore launch an overall licensing crime prevention strategy that will widen the pool of licensed vehicles in this province.

Mr Speaker, these represent the achievements and progress in the Department of Transport over the 1469 days as of 11 May 1994. I now want to deal with unfinished business.

### **Provcom**

In June last year, I together with my colleague, the Minister of Local Government and all the mayors of KwaZulu-Natal launched the Provincial Committee for Transport (Provcom). This structure of co-operative governance between provincial and local government has served as a crucial consultative link in much the same way as Mincom and intergovernmental forums.

### **UNFINISHED BUSINESS**

Mr Speaker, I am extremely proud that across the Department of Transport, in every sector we are responsible for, we have moved from the realm of promises into the realm of hard delivery. My team of promise keepers have taken the broad vision of delivery and translated it into tangible results.

We are about to enter the final stage in the cycle and we are more prepared than ever to complete unfinished business and to do it well.

### **ROAD SAFETY**

#### **Management**

Previous road safety campaigns, because of their spasmodic nature around holiday seasons, have limited life spans. Asiphephe is here to stay. Over the next few weeks, I will be appointing a Road Safety Board to oversee the development and delivery of road safety strategies, policies and programmes.

This Board will report regularly to me on the quality, effectiveness and performance of road safety programmes against annual and overall targets. I am also proud to announce today that road safety in KwaZulu-Natal has a new face. We have recently appointed Mr Musa Zulu as the new Road Safety



Project Director and he will be responsible for managing the research, implementation and evaluation of Asiphephe.

The Project Director will also facilitate the establishment of Road Safety Councils. These councils will be modelled on the Rural Road Transport Forums and their role will be to evaluate and advise the department on the road safety needs of their respective areas and also act as implementing agencies.

Honourable members, this process will be one of our biggest challenges in the coming year. The criticism of the Victoria Project, which we adapted and launched as Asiphephe, was that it was designed in a first world country and was not suited to South African conditions. While these concerns are unfounded as two years of research and preparatory work went into Project Victoria to adapt it to KwaZulu-Natal conditions, we are fully committed to make Asiphephe our very own road safety strategy. The new road safety; management structure has a critical role to play in continually assessing our milieu and tailor our policies and programmes accordingly.

### **Mass Awareness**

Siyabakhumbula Month set a national precedent regarding how safety initiatives can promote the regeneration of civil society and a return to the rule of law. In addition, it nurtured a community spirit and generated the type of goodwill that does not often emerge in a province such as ours. I believe that it is the responsibility of the Department of Transport and the provincial government as a whole to sustain this culture for road safety and allow it to transcend into other spheres of life.

The mission to reduce road trauma in KwaZulu-Natal is a long and arduous process. Results are not instant and unfortunately, our road safety programme did not escape unscathed by the budget cut. However, the costs of slowing down the campaign are severe and the disaster at Madadeni which left 32 people, including 28 school children, dead is a case in point. I am not prepared to ease off on the campaign while hundreds of buses carrying school children are travelling on our roads. The risk is too devastating to contemplate.

This year, we will continue the mass crusade around road safety – this time under the banner of Asiphephe. We are calling on all sectors of society to support us in this endeavour so that we sustain road safety as a priority issue in KwaZulu-Natal.

### **Upcoming Developments**

This province remains in the forefront of national road safety initiatives. But it will serve no purpose for KwaZulu-Natal to have safe roads if the rest of South Africa still lags behind. Because of this, I have agreed that the Deputy Director General of the Department of Transport, Ms Jenny Gray, be seconded to the national Department of Transport on a part time basis to head up a national plan for road traffic management. This plan looks at optimising all elements of road traffic management – enforcement, vehicle registration and licensing, driver testing and licensing, accident investigations, the administration of fines and education.

We are eagerly awaiting adoption of the Administrative Adjudication for Traffic Offences Bill which will be tabled in the national legislature during the July parliamentary session. This bill allows for the decriminalisation of traffic offences, the driver licence point demerit system, standard fines and linking fines to the renewal of vehicle registration. When I launched Asiphephe in February, my message was: “You can run but you can’t hide”. Once this bill is passed, the chase will be on.

## **PUBLIC TRANSPORT**

### **Taxi to Success**

Our public transport initiatives have stood up to scrutiny and are acknowledged countrywide for the steady and discernible progress in all sectors. Our economic empowerment programmes for the taxi industry will culminate over the next few months and for the first time in its history, the taxi industry will be able to stand proud among the business giants of KwaZulu-Natal. It is a proud achievement for an industry that has been the subject of public prejudice and that has been wracked by disorder and strife. By the end of this year, we will witness the emergence of taxi cities, the booming of joint venture companies and the expansion of taxi co-operatives. Proud indeed.

### **Insuring the Future**

At present, taxi owners pay insurance premium rates ranging between 21% and 25% as opposed to the normal rate of between 14% and 17%. This is due to the higher risk associated with the taxi industry and this equates to increased monthly vehicle repayments and overall costs. Because of the high insurance premiums, the tendency exists for taxi owners to discontinue paying insurance once they complete vehicle repayments. This results in a reduction in the maintenance of vehicles and subsequently leads to them becoming hazardous on the road.

We have now developed a scheme which will give direct benefits to the taxi industry by reducing insurance premiums to the normal rate and possibly even lower. The scheme involves insurance companies coming into partnership with the taxi industry to create joint control and a reduction in false claims.

For the scheme to work, 25% of minibus taxis in the province will have to participate. We believe that this will be easily achieved because the foundations are firmly in place and the industry is brimming with enthusiasm. The scheme is operational on condition that the Interim Minibus Taxi Bill succeeds in its mission to root out illegal operations and that the structures in the industry are involved in processing claims. The scheme will obviously require solid control mechanisms and negotiations with the insurance companies are currently in an advanced stage. We could see the scheme coming together within the next few weeks.

### **KwaZulu-Natal Land Transport Bill**

We have completed drafting the KwaZulu-Natal Land Transport Bill and once the national bill has been passed, the provincial bill will be tabled. This bill will address institutional public transport issues, and entrench national and provincial and local authority powers. The bill will also set in place funding mechanisms for public transport, for example, the setting up of a provincial land transport fund. It will also encompass the provisions in the Interim Minibus Taxi Bill, which we will table next week, and address the questions of permits for both buses and taxis.

### **Rail Concessioning**

Mr Speaker, the public transport sector in KwaZulu-Natal is poised for a major shake up which will launch this province into the midst of 21<sup>st</sup> century transport technology. A national process is underway to concession rail services in South Africa. The plan involves concessioning specific lines or corridors in different provinces to international companies.

We are now working on a proposal for the entire Durban Metro rail operation to be used as the Demonstration Project for South Africa. This will bring in billions of rands in international investment into KwaZulu-Natal, upgrade rail services to international standards and spark off the development of a whole new intermodal transport model.

The tourist and industrial potential for KwaZulu-Natal will be unlocked by an efficient rail network and the contract will unleash employment and empowerment opportunities for local communities. Commuters would benefit by new innovative service culture which international companies would bring and employees will learn new skills and best practices.

Honourable members, the fundamental goal is the provision of a fully integrated, multi-modal transport system in the Metropolitan area. Interested international companies are already lining up to bid for the deal and we are working closely with all stakeholders to win this project. We will come up against fierce opposition from two other provinces who will also be bidding for demonstration projects but I believe that with the support of the entire provincial government, this deal could be ours.

### **The New International Airport**

With the appointment of the new strategic partner from Italy, the decision for the relocation of Durban International Airport to La Mercy should be finalised soon. We are now to hold a meeting with the Premier, Ministers of Finance and Economic Affairs, and the national Minister of Transport to take the matter forward.

## **BUILDING KWAZULU-NATAL**

### **The Road to Wealth and Job Creation**

South Africa's unemployment problem is no secret. It is associated with a range of negative social indicators including poverty, crime and social anomie. We all acknowledge that we have a responsibility to create jobs and opportunities for SMME development on a massive scale.

The KwaZulu-Natal Department of Transport has developed a proposal to create 20 million workdays and 2 000 emerging contractor opportunities in the province over five years. This proposal dubbed "The Road To Wealth and Job Creation" is modelled on Roosevelt's "New Deal" in the United States during The Depression between 1933 and 1940. During this period, unemployment was reduced from 17 million to 8 million in the US and more than 1 046 000 kms of road and 75 000 bridges were constructed.

Although the proposal has developed out of the KwaZulu-Natal experience, it is written to allow for easy adoption by other provinces to meet their specific needs. The proposal is inline with the Public Works Green Paper and the adoption of this programme will create massive opportunities and hope for rural populations.

We are holding a series of consultative meetings with the departments of Trade and Industry, Transport and Public Works on how we can use "The Road to Job Creation and Wealth" as a blueprint for job creation, the promotion of SMME's and rural development. I endeavour to keep the Transport Portfolio Committee and this Honourable House informed about developments in this regard.

### **River Crossings Upgrade Programme**

Earlier this year, we were all struck by a tragedy when nine children drowned while attempting to cross the Black Mfolozi River. They were on their way to school and because the nearest bridge was more than 10 km away, they negotiated the river together on a daily basis. On that fateful day in March, they were swept away by flood waters.

Tragedies such as these are not unusual for rural communities. Then there is the classic tale of the headmaster at Ndwedwe who crossed a river carrying matric exam papers on his head last December.

The absence of bridges and causeways along routes used frequently to access schools, clinics and other amenities such as shops, post offices and pension pay out points need to be addressed as a

matter of urgency. Last year, the KwaZulu-Natal Department of Transport launched the Bridge Building Initiative to fast track the construction of desperately needed bridges and causeways.

We have now developed a Business Plan to solicit donor funds from organisations that are prepared to partner my department in fulfilling its vision to end the physical, social and economic isolation of rural communities through the provision of road and river crossing infrastructure.

Last week, my officials met the Insedimenti umani e territorio (ITER), an Italian Human settlements and environment NGO and we are optimistic that a partnership is in the offing. We are hoping to foster other international partnerships to set this programme in full flight.

## **Conclusion**

Mr Speaker, it has been quite a year in transport. In fact, serving as Minister of Transport over the past four years has personally been an extremely enriching experience. I would like to extend my appreciation to the Cabinet and this legislature for the support my department has enjoyed. I would also like to thank the Transport Portfolio Committee and its chairman, Mr Motala for their support and encouragement throughout all our initiatives.

I would also like to thank the KwaZulu-Natal Taxi Task Team for their dedication and commitment to our vision for the taxi industry and for going the extra mile to make it happen. I salute the members of the 30 Rural Road Transport Forums for their excellent work and for providing a crucial link between rural communities and the department in order for us to make rural development a qualified reality.

My sincere appreciation goes to the Australian team, led by Rob Reid Smith, who worked tirelessly to help us shape a road safety programme to be proud of. I would also like to pay tribute to all the traffic officers in this province who are the real heroes of our road safety programme.

Finally, my team of Promise Keepers Led by Jenny Gray, Hermann Klem and Thami Manyathi. I thank them for their individual commitment and collective contribution in meeting the transport needs of the people of KwaZulu-Natal.

Mr Speaker, I present to this Honourable House the 1998/99 Transport Budget Vote.

## Annexure A: Community Access Roads Constructed: Roads for Rural Development Programme 1997/8

Last financial year, R75 million of the special Cabinet allocation for the Department of Transport was set aside for the development of rural roads. This was bolstered by a departmental allocation of R25 million for community access roads. With a total budget of R100 million for roads for rural development, the Department of Transport was able to construct and upgrade the following:

<b>RRTF AREA</b>	<b>KM</b>	<b>DESCRIPTION / COMMENTS</b>	<b>SMMES/CONTRACTORS USED</b>
Enseleni	7.6	Yanguye rd	
Enseleni	10.5	Mhlane rd	
Enseleni	16.1	Malangweni rd, Obizo tribal authority	
Enseleni	10	Hlanzeni rd, Sokhulu tribal authority	
Hlabisa	6.4	Mbeni rd, Vukuzithathe tribal authority	J Mabuya N Bheki B Mthembu Ebenezer AS Transport MI Xulu
Hlabisa	9.7	Mgangatho rd	
Hlabisa	2	Mayakazi rd	
Hlabisa	3	Gula rd, Abakwa Hlabisa tribal authority	
Hlabisa	1.7	Gula rd, Abakwa Hlabisa tribal authority	
Hlabisa	7	Road 5	
Hlabisa	12	Bhekuzulu rd	
Ingwavuma	1.6	Lundini rd, Mngomezulu tribal authority	E Pimo B & N M Construction E Ngcobo
Ingwavuma	1.9	Machoba rd, Mngomezulu tribal authority	
Ingwavuma	4.8	Sikoleni rd, Nyawo tribal authority	
Ingwavuma	12	Mathenjwa (new road)	
Ingwavuma	5	Mfukubhaka rd, Manzaqandayo tribal auth	
Ubombo	2	Kwashongwe rd, Ngwenya tribal authority	AM Mahlanga Gumede
Ubombo	5.8	Jozini rd	
Ubombo	5	Mbazwane rd	
Ubombo	10	Gaza rd, Ngwenya tribal authority	
Ubombo	5	Bhudlwini rd, Jobe tribal authority	
Eshowe	16.7	Dakeni rd	Sibiya, Mdletshe Ngube, Ngema Shandu
Eshowe	12.5	Ingudwini rd	
Eshowe	7.2	Mabhudle rd	
Eshowe	11.7	Magula rd	
Eshowe	4	Hologo rd	
Eshowe	4.5	Wetane rd	
Eshowe	2.2	Manqele rd	Aube
Eshowe	1.2	White Rock rd	
Eshowe	3.5	St Cyprians rd	
Eshowe	3.3	Ntabantuzuma rd	
Eshowe	1.7	St Cyprians rd	
Nkandla	14	Khomo rd	
Nkandla	18	Ndikwe rd	
Nkandla	2	Bopha rd	
Nkandla	6	Wozawoza rd	
Nkandla	6	D1580	
Nkandla	30	D878	
Ongoye	1.9	Macambini rd	
Ongoye	0.9		
Ongoye	1.4		
Ongoye	2.4	Sishi rd	
Ongoye	3	Whebende rd	

<b>RRTF AREA</b>	<b>KM</b>	<b>DESCRIPTION / COMMENTS</b>	<b>SMMEs/CONTRACTORS USED</b>
Ongoye	1.5	Mbonambi rd, Nzuzza tribal authority	
Ongoye	1.8	Mziemela rd, Nzuzza tribal authority	
Ongoye	2	Nzuzza tribal authority	
Ongoye	3.5	Nzuzza tribal authority	
Ongoye	4.5	Zulu tribal authority	
Ongoye	2.3	Ntuli rd, Zulu tribal authority	
Ongoye	4	Gwala rd, Dube tribal authority	
Ongoye	3	Nyembe rd, Mkwanaqazi tribal authority	
Ongoye	3.8	Mzimila rd	
Mahlabathini	5	Ngangamehlo rd	
Mahlabathini	3	A2256, Mpungose tribal authority	GI Lunge
Mahlabathini	2	A2254A, Mpungose tribal authority	M Mbayazi
Mahlabathini	3	A2254B Mpungose tribal authority	T Shazi
Mahlabathini	3	A2239 Mpungose tribal authority	
Nongoma	8	D1898	
Nongoma	1	A947	
Nongoma	9	A777	
Nongoma	4	A1003	Flash Civils, Mahlabathini Building Suppliers, M&N Construction, Robert Const, Reys Multipurpose services, Ebenezer, Shezi Const, Nene, Jicks Fencing, Khulani Civils
Simdlangentsha	2.7	Mabonjane rd, Ndlangamandla tribal authority	
Simdlangentsha	2	White cliff rd, Ntshangase tribal authority	Pongola Construction
Simdlangentsha	3	A1207, Msibi tribal authority	Mavuso Construction
Simdlangentsha	3	A3448	
Vryheid	9.5	Extension to D32	
Vryheid	5	Emondlo rd	Mazibuko construction
Buhlebamakhosi	5.5	Spookmill rd, Buhlebamakhosi tribal auth.	
Buhlebamakhosi	4	Nyanyandu rd, Gule tribal authority	Bheki Earthmoving
Buhlebamakhosi	1.6	Dorset rd	Buthelezi
Buhlebamakhosi	8	Rooipoort/Annandale rd	Dube
Buhlebamakhosi	9	Marta rd, Buhlebomzinyathi tribal authority	
Msinga	3.8	Tholeni rd, Mbhense tribal authority	
Msinga	3	Nocomboshe rd, Bomvu tribal authority	
Msinga	5	Ntababomvu rd, Chunu tribal authority	
Msinga	20.5	Kwaguqa rd, Chunu tribal authority	
Msinga	4	Kwawole rd, Chunu tribal authority	
Msinga	2	Savutshane/1 rd, Ngome tribal authority	Sizwe
Msinga	1	Savutshane/2 rd, Ngome tribal authority	
Msinga	0.8	Savutshane link rd, Ngome tribal authority	
Msinga	12	Ndungwane rd, Mpukunogi tribal authority	
Msinga	4	L2025	
Msinga	3	L2031	
Nquthu	6.2	Luvisi rd, Molefe tribal authority	
Nquthu	9	Mhlangeni rd, Hlahlindlela tribal authority	
Nquthu	6.6	Nceceeni rd, Hlahlindlela tribal authority	
Nquthu	7	Bhobozana rd, Hlahlindlela tribal authority	
Nquthu	5.4	Nhloshane rd, Molefe tribal authority	
Nquthu	1.8	Sibongile rd	
Nquthu	4.5	Nhloya rd	

<b>RRTF AREA</b>	<b>KM</b>	<b>DESCRIPTION / COMMENTS</b>	<b>SMMEs/CONTRACTORS USED</b>
Bergville	3.5	Bethany rd, Woodford Bethany tribal auth	Zamani Construction Chitepo Construction Inhlanhla Construction Siza Construction
Bergville	1.4	Woodford rd, Woodford Bethany tribal auth	
Bergville	1.5	Buthelezi rd, Acton Homes DC	
Bergville	1.7	Methodist rd, Acton Homes DC	
Bergville	5.5	Mcitsheni rd	
Bergville	3.7	Esidakeni rd	
Bergville	5.3	St Chads rd	
Bergville	5.5	Dival rd. Mbehensei tribal authority	
Bergville	4.6	Mgodini rd, Mabaso tribal authority	
Bergville	1	Limehill rd	
Bergville	3.8	L2086	
Hlanganani	8	D1352	
Hlanganani	6	Nkangala rd	
Hlanganani	2	Ndlotsheni rd	
Hlanganani	2	Ganyaza rd	
Hlanganani	1	Makuzeni rd	
Mpumalanga	1.6	Qwaqeda rd	
Mpumalanga	0.8	Vulakazi rd	
Mpumalanga	4.8	Sankontshe rd	
Mpumalanga	1.4	Makhanya rd	
Mpumalanga	7	Otheba rd	
Mpumalanga	5	Qhodela rd	
Mpumalanga	8.4	Ntweka rd	
Vulindlela	8.4	D1122	TS Ngqulungu N Mtolo F Maphumulo H Ndlovu M Majola P Dlamini P Ncgobo D B Dlamini S H Mhlase
Vulindlela	2.6	A3742, Mpumuza tribal authority	
Vulindlela	2.4	Bhova rd, Mpumuza tribal authority	
Vulindlela	2.2	Nkabinde-Noma rd, Mafunza tribal auth	
Vulindlela	1.6	Nkabinde-Munywini rd, Mafunza tribal auth	
Vulindlela	1.8	Ndebeqheke rd, Mpumuza tribal authority	
Vulindlela	2.4	Khobongwane rd, Mpumuza tribal auth	
Vulindlela	3.2	A10	
Vulindlela	2.8	Emalandeni rd, Inadi tribal authority	
Vulindlela	5.5	A3864	
East Griqualand	2.3	Kransdraai ext D644	J Msinga, J Meintjies, PW Mahlawe, C Jansen, A Janse, N Mkhize, A Mkhize
East Griqualand	3	Marais Kop ext D355	
Emzumbe	3	Kwabhidla rd	
Emzumbe	7	Brooklands rd	
Emzumbe	3	Chief rd	
Emzumbe	3	Nyavini rd	
Ndwedwe	8	Malangeni rd	Amagwane
Ndwedwe	9.1	Qadi rd	
Ndwedwe	5.1	Nodwengu rd	
Maphumulo	6.8	Mthembu rd	Nala Thusi Zondo
Maphumulo	1.2	Waterfall rd	
Maphumulo	10	Nhlangwini rd	
Greytown	7.5	A2780, Ntanzi tribal authority	
Greytown	5.4	A2765, Mabomvini tribal authority	
Greytown	4.5	A2786, Methembusithole tribal authority	

RRTF AREA	KM	DESCRIPTION / COMMENTS	SMMEs/CONTRACTORS USED
Umbumbulu	8	Nyazini rd	T Naidoo J Naidoo Govender Ramsam R Sainila Patagashi Zwelonke
Umbumbulu	6	Mpofana rd, Vumukwenza tribal authority	
Umbumbulu	4.6	Danganya rd, Umnini trust tribal authority	
Umbumbulu	2.8	A497, Toyana tribal authority	
Umbumbulu	2.8	A703, Toyana tribal authority	
Umbumbulu	2.2	A698, Toyana tribal authority	
Umbumbulu	7.1	A700, Toyana tribal authority	
Umbumbulu	3.5	A872, Toyana tribal authority	
Umbumbulu	1.5	A873, Toyana tribal authority	
Umbumbulu	2.5	A605	
<b>Total</b>	<b>748,7</b>		

These roads have created 600 000 labour days worth of job opportunities. They have accessed 225 000 people who were previously isolated with the road network. 104 Schools, and 15 clinics have been linked to nearby communities. A total of 26 SMME firms have received Roads for Rural Development contracts (i.e. from construction and maintenance).

In spending its roads for rural development budget, the Department of Transport used its Rural Road Transport Forums to ensure full participation in all decision-making. Funds were allocated between transport forum districts according to population, to the development potential of each region, according to accessibility, and according to human development indices (e.g. life expectancy at birth, income, etc). The transport forums are based on boundaries that usually reflect an expressed common identity.

The Department of Transport is now being acknowledged as the leader in the field of implementation and the CARNS report is being acknowledged as a powerful tool to enhance the standard of living of people in rural areas in South Africa. It is accepted that the CARNS study can be used as the basis for providing access to rural people in other provinces provided it is adapted to suit local circumstances.

### **Annexure B: Roads for Rural Development Programme 1998/99 onwards**

The challenge facing the Department of Transport in the present economic climate is that of continuing its programme to transform rural living through road provision. Here the emphasis rests purely on job creation and wealth generation. Working from the basis of the Community Access Roads Needs Study and the formal road network, the Department of Transport has developed a systematic five-year programme that could be implemented for an investment of R4 billion. This would create:

- Over 20 million work days
- Some 2 000 SMME opportunities
- Road infrastructure with an asset value of R13 billion
- Improved access for over 4 million people
- Increased rural assets (trucks, tractors, trailers, etc)
- Increased opportunities for other rural SMME's through supply provision (Stone crushing, cement products, etc)
- Mechanical services, and,
- Substantial demand in the economy.

#### **Higher order community access / agricultural roads:**

- For every 6.5 kms, one new permanent entry-level job can be created at an annual cost of R35 000. For every 65 kms, one new SMME can be supported.



**Medium order community access / agricultural road:**

- For every 6.5 kms, one new permanent entry-level job can be created at an annual cost of R17 000. For every 65 kms, one new SMME can be supported.

**Low order community access / agricultural road**

- For every 4 kms, one new permanent entry-level job can be created at an annual cost of R14 000. For every 40 kms, one new SMME can be supported.

**High traffic black top road**

- For every 2 kms, one new permanent entry-level job can be created at an annual cost of R70 000. For every 20 kms, one new SMME can be supported.

**Medium traffic black top road**

- For every 4 kms, one new permanent entry-level job can be created at an annual cost of R65 000. For every 40 kms, one new SMME can be supported.

**Low traffic black top road**

- For every 7 kms, one new permanent entry-level job can be created at an annual cost of R65 000. For every 70 kms, one new SMME can be supported.

**High traffic gravel top road**

- For every 2 kms, one new permanent entry-level job can be created at an annual cost of R45 000. For every 18 kms, one new SMME can be supported.

**Medium traffic gravel road**

- For every 4 kms, one new permanent entry-level job can be created at an annual cost of R45 000. For every 64 kms, one new SMME can be supported.

**Low traffic gravel road**

- For every 21 kms, one new permanent entry-level job can be created at an annual cost of R45 000. For every 210 kms, one new SMME can be supported.

**1998/99 Road Costs:**

<b>Category of Road</b>	<b>Cost per km</b>
Low quality gravel road	R130 000
Upgrading gravel road to blacktop	R875 000
Rehabilitation of blacktop road	R400 000

### Annexure C: Programmes of Delivery – Roads

#### Community Access Roads / Roads for Rural Development

What was promised	What was delivered (97/98)	Next steps (98/99)
<ul style="list-style-type: none"> <li>• That we would embark on construction programmes providing access to approx. 400 schools/crèches and 100 clinics, and to the maximum number of people</li> <li>• That we would launch our bridge building initiative to build approx. 30 river crossings, and that we would invite University/Technikon students for mentorship programmes through the BBI</li> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• For exact details of roads / bridges constructed, see Annexure A</li> <li>• R14 million was allocated to the upgrading of river crossings, with 55 structures completed</li> <li>• All Community Access Roads identified in CARNS have been recorded on maps and their details have been captured on our computer systems</li> <li>• All money for rural roads has been spent proportionately in each of the DOT transport regions</li> <li>• All Rural Road Transport Forums have been provided with institutional capacity training held at KwaMzimela, Natalia, Africa Enterprise, Shelly Beach, Richards Bay</li> </ul>	<ul style="list-style-type: none"> <li>• To build as a very minimum, 240 km of community access roads, and 30 river crossings</li> <li>• Directorate Development formed to ensure that DOT continues to bring sustained development to rural areas and to facilitate the social and economic development of rural populations</li> <li>• To embark on a programme of lobbying for the budgets needed to sustain our roads for rural development programme</li> </ul>
<ul style="list-style-type: none"> <li>• That road construction would be used to create employment</li> <li>• That road construction would be used to empower emerging entrepreneurs</li> </ul>	<ul style="list-style-type: none"> <li>• 92 000 labour days of employment have been created</li> <li>• DOT has established a register of more than 500 prospective emerging contractors (EC's) across the province, and has developed a selection procedure for emerging contractors based on an assessment of each EC's technical and entrepreneurial skills, and its financial resources</li> <li>• The Department of Transport has provided emerging contractors with training on company registration, management skills, staff management, business skills, contracting and construction skills</li> <li>• DOT has developed simplified contract documentation and new streamlined tendering procedures in consultation with the tender board</li> <li>• DOT has also developed an emerging truck owners initiative</li> <li>• Opportunities for emerging contractors for 1997/98 were as follows: Uthungulu region: 32, Zululand: 17, Umzinyathi: 6, Uthukela: 19, Indlovu: 20, PMB/Dbn: 5</li> </ul>	<ul style="list-style-type: none"> <li>• To maximize the labour intensive and SMME share of road construction and maintenance budgets to create the maximum number of employment days in rural areas.</li> <li>• To lobby for funds for a four billion rand, five year road programme aimed at creating 20 million work days and 2 000 SMME opportunities</li> <li>• To develop a rural transformation database to show the impact of multiplier effects in rural development and to provide reliable information on roads as an agent of change</li> </ul>

What was promised	What was delivered (97/98)	Next Steps (98/99)
<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• These contracts ranged from gravel haul, to road maintenance, to pipe laying, road patching, guardrail repair and to road grading.</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
<ul style="list-style-type: none"> <li>• That we would continue to keep rural communities informed about, and get community consensus on, our community access roads programmes</li> <li>• That we would sensitize urban communities to the needs in rural areas</li> </ul>	<ul style="list-style-type: none"> <li>• Sustained meeting-based, radio, and TV communications on roads for rural development, including a thirty second TV advertisement</li> <li>• Roads for Rural Development Report back Summit held on 20 May 1997 with representatives from all transport forums, from regional councils, emerging contractors and important NGO's/CBO's. This was used to gain community-based consensus on prioritizing the expenditure of the R100 million budget for rural roads.</li> <li>• Income of R2 million from personalized number plates after these were positioned as an investment in rural development</li> </ul>	<ul style="list-style-type: none"> <li>• Second Roads for Rural Development Report-back Summit to present rural representatives with DOT's plan to manage its budget cuts</li> <li>• DOT's Directorate: Development to allocate specific resources to communicating our budget and its impact to rural and urban communities. Information to highlight realistic Goals and to report progress/Achievements.</li> </ul>
<ul style="list-style-type: none"> <li>• That we would ensure democratic processes were used to prioritize road construction in rural areas</li> </ul>	<ul style="list-style-type: none"> <li>• All 30 Rural Road Transport Forums (RRTFs) established</li> <li>• Successful, ongoing liaison between DOT's rural road transport forums and DOT construction / maintenance regional staff</li> <li>• DOT regional mini-summits held in 1997 to get mutual agreement on priority programmes</li> <li>• The success of this liaison has been the reduction in calls to head-office and to the Ministry complaining about the state of rural roads – queries are now channeled through the RRTFs, which are seen to represent community interests, straight to the Regional Engineer's office.</li> </ul>	<ul style="list-style-type: none"> <li>• Directorate: Development to lead liaison with all RRTFs to revise road prioritization programmes in terms of new budget.</li> <li>• Here, the fact that fewer km can be afforded initially will be off-set by the introduction of labour intensive mechanisms, skills transfer programmes, and SMME support, to maximize resources going directly to rural communities</li> <li>• The possibility of establishing help-desks in rural areas will be investigated to assist communities to construct roads and river crossings themselves where DOT funding is insufficient</li> </ul>
<ul style="list-style-type: none"> <li>• That we would increase the budgets available for community access roads</li> </ul>	<ul style="list-style-type: none"> <li>• 1994/95: R3.8 million</li> <li>• 1995/96: R8 million</li> <li>• 1996/97: R28 million</li> <li>• 1997/98: R100 million</li> </ul>	<ul style="list-style-type: none"> <li>• 1998/99: initially R45 million</li> <li>• Lobbying programme to increase this figure.</li> </ul>

## Road network construction

What was promised	What was delivered (97/98)	Next Steps (98/99)
<ul style="list-style-type: none"> <li>That available funds would be spent in areas where the greatest need existed</li> </ul>	<ul style="list-style-type: none"> <li>Construction units diverted to assist road maintenance programmes, and community access roads</li> <li>Tarring of 9 km of road between Nquthu and Blood River completed</li> <li>Tarring of Main Road 3 around Qedusizi Dam completed</li> <li>Link road onto the N2 from Dokodweni to Gingindlovu built</li> </ul>	<ul style="list-style-type: none"> <li>Construction teams will work on Community Access Roads and on road maintenance programmes but will be available for any special projects that attract public sector, private sector or donor funding</li> </ul>
<ul style="list-style-type: none"> <li>That where possible construction programmes would support existing infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Buffalo River Bridge, Main Road 528, and Main Road 54 completed</li> <li>Road Safety improvements carried out on Umbumbulu road, Sampofu River bridge completed, two bridges built in Driefontein, roads to Mariathal and Adams Missions</li> </ul>	<ul style="list-style-type: none"> <li>Funds to be lobbied for to provide cut-off rural communities with access to main road network</li> </ul>
<ul style="list-style-type: none"> <li>That construction would be planned inter-sectorally taking into consideration priorities from the private sector and other departments</li> </ul>	<ul style="list-style-type: none"> <li>Road linking the historical sites of Isandlawana and Rorkes drift completed</li> <li>SMME support through the emerging contractor programme</li> </ul>	<ul style="list-style-type: none"> <li>Directorate: Development to liaise with other government departments, donor agencies and the private sector to ensure congruent policies/programme</li> </ul>
<ul style="list-style-type: none"> <li>That the department would support SDI initiatives in the province</li> </ul>	<ul style="list-style-type: none"> <li>Department involved in Lubombo SDI with national government, Mozambique and Swaziland</li> </ul>	<ul style="list-style-type: none"> <li>National DOT to fund the SDI. KwaZulu-Natal DOT will, if necessary, manage the project on an agency basis. If so, we will intensify employment creation and SMME-use</li> <li>DOT t continue to lobby national DOT for agricultural / tourism feeder road. Lobbying to seek funds for municipal services (sewerage, waste management) to avoid urban blight along the road.</li> </ul>

## Road network maintenance

What was promised	What was delivered (97/98)	Next Steps (98/99)
<ul style="list-style-type: none"> <li>That the limited funds available for road network maintenance would be used as effectively as possible in road maintenance programmes</li> </ul>	<ul style="list-style-type: none"> <li>390 km gravelling</li> <li>200 km betterment</li> <li>150 km reseals</li> </ul>	<ul style="list-style-type: none"> <li>Short-term: maintenance to concentrate on patch gravelling, surface work, verge trimming and clearing, reseals, drain clearing, blacktop road drainage to halt deterioration of important roads and stop highly trafficked roads from becoming dangerous to drive on</li> </ul>

## Road network maintenance

What was promised	What was delivered (97/98)	Next Steps (98/99)
<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Longer term: maintenance Needs Study to attract extra funding / Maintenance programmes to concentrate on SMME support, employment creation, skills transfer</li> </ul>
<ul style="list-style-type: none"> <li>• To explore further funding avenues to meet the maintenance backlogs on our roads</li> </ul>	<ul style="list-style-type: none"> <li>• Maintenance Needs Study initiated, discussion document due by mid-year. Private sector partners used to fund a total of 73 km on 10 different roads through the province</li> </ul>	<ul style="list-style-type: none"> <li>• A Marshall Plan for Transport – maintenance to attract future funding on the basis of its ability to lead job creation and wealth generation programmes</li> </ul>
<ul style="list-style-type: none"> <li>• That road maintenance programmes would remain sensitive to the needs of neglected rural areas</li> </ul>	<ul style="list-style-type: none"> <li>• Continued liaison between maintenance, construction and the Rural Road Transport Forums to prioritize work</li> </ul>	<ul style="list-style-type: none"> <li>• Maintenance to become a tool for job creation and wealth generation</li> <li>• The restructured Directorate: Resources will be responsible for:               <ul style="list-style-type: none"> <li>• Facilitating the maximum utilization of financial and human resources</li> <li>• Developing more cost-effective ways of constructing roads</li> <li>• Staff training and recruitment</li> <li>• And working with the CSIR to use leading edge technology to increase cost effectiveness.</li> </ul> </li> <li>• It will also support the Directorate: Operations with procurement and contract documentation</li> </ul>

## Annexure D: Programmes of Delivery – Transport

### Taxis

What was promised	What was delivered (97/98)	Next Steps (98/99)
<ul style="list-style-type: none"> <li>• That the Department of Transport would support the provincial taxi industry in overcoming past problems and in developing into a strong, regulated and economically viable industry through a process of</li> <li>• Consultation on the restructuring process</li> <li>• Formalisation of the industry</li> <li>• Setting up institutional structures</li> <li>• A permit system</li> <li>• Taxi registration</li> <li>• Education and Training</li> <li>• Economic Assistance</li> <li>• Conflict resolution</li> </ul>	<ul style="list-style-type: none"> <li>• Provincial Taxi Office – full staff compliment of seven appointed, Taxi registrar's office – all 5 staff appointed</li> <li>• Provincial Registrar continues to monitor registration progress, which is well on track</li> <li>• Two year business training programme launched – on contract</li> <li>• Two-year driver training programme launched – this is run in-house with 8 emerging driving schools running 20 training centres in the province.</li> <li>• Port Shepstone Taxi Co-op registered, with 15 associations and 200 members. The land has been bought, KFC has been appointed, the structure has been designed, in-principle funding required, initial construction underway</li> <li>• PMB Co-op registered, with 25 associations and 400 members. Private developers have drawn up the design, land acquisition is nearing finality, the taxi association will raise R1 million, government will put up R1 million with the rest of the funding coming from the private sector.</li> <li>• Empangeni co-op registered, with 60 members. It has already secured a contract with RBM to transport workers</li> <li>• Ladysmith co-op registered</li> <li>• Taxi Investors conference held – almost 50% of attendees have put forward concrete proposals for investing in taxi co-ops.</li> </ul>	<ul style="list-style-type: none"> <li>• To continue developing taxi coOps through the province by:</li> <li>• Setting up steering committees which will translate into the board of directors for each co-op</li> <li>• Liaison with local government to acquire approx. 10 000 sq m of land per co-op</li> <li>• Appoint designers for the taxi cities</li> <li>• Set up funding mechanisms</li> <li>• To continue our two-year business and driver training programme begun in 1997/98.</li> <li>• We will investigate the feasibility of making our driver training programme a compulsory part of becoming a licensed taxi driver.</li> </ul>

## General Public Transport / Busses

What was promised	What was delivered (97/98)	Next Steps (98/99)
<ul style="list-style-type: none"> <li>• That DOT would entrench workable institutional structures for public transport in the province</li> </ul>	<ul style="list-style-type: none"> <li>• Local Road Transportation Boards, Metropolitan Transport Advisory Board</li> </ul>	<ul style="list-style-type: none"> <li>• Process to begin to transform MTABs so that they run along business lines and are empowered to draw up transport plan, design transport systems, draw up contracts for public transport operators, and manage these in entirety in their own areas.</li> <li>• If implemented correctly, this will alleviate problems from different transport functions in each locality being controlled at different government levels.</li> </ul>
<ul style="list-style-type: none"> <li>• That the Department would revisit the present contract and subsidy system in order to ensure viable public transport run along business lines, and affordable to commuters without unnecessary subsidies</li> </ul>	<ul style="list-style-type: none"> <li>• Interim Contracts which were finalised in 1996/97, begun to be issued in 1997/98</li> <li>• Scholar subsidy issue revisited with the Department of Education</li> <li>• Interim contract issued to replace Putco – as a partnership between the taxi industry, small bus operators, a community trust, and DTMB/KZT</li> <li>• Interim contract for Washesha is reaching finality – will ensure owner driver SMME's</li> </ul>	<ul style="list-style-type: none"> <li>• Continuation of the process of issuing interim contracts, working towards the ultimate issue of tendered contracts</li> <li>• Scholar subsidies to be revisited once again with Department of Education</li> </ul>
<ul style="list-style-type: none"> <li>• That all government decisions and developments would result from a transparent process of consultation with all stakeholders</li> </ul>	<ul style="list-style-type: none"> <li>• Bus Task Force established with 24 members (12 industry, 12 govt)</li> </ul>	<ul style="list-style-type: none"> <li>• Bus task force to continue implementing master plan for viable public transport</li> </ul>

## ROAD SAFETY / ROAD TRAFFIC INSPECTORATE

What was promised	What was delivered (97/98)	Next Steps (98/99)
<ul style="list-style-type: none"> <li>Improved road traffic safety to eliminate loss of life, limb and property on the road and to promote the economic well-being of the people of the province, through the implementation of Project Victoria</li> </ul>	<ul style="list-style-type: none"> <li>Following Siyabakhumbula, a joint initiative with national and local government in "Arrive Alive", a short term enforcement and communications programme on drunk driving, speeding, seatbelts and drivers licenses</li> <li>Parallel to Siyabakhumbula and Arrive Alive, foundations laid for 1998's zero tolerance road safety plans (e.g.) designated driver programme targeting drunk driving). Australian Project management Team appointed on contract in December 1997 to deliver our road safety programme and to train local road safety managers</li> <li>The first of KwaZulu-Natal's ten booze-busses arrived in the province from Australia in 1997. Local orders were placed for the production of the other nine busses, and preparations were completed for the formation of a Special Operations Group in the provincial traffic department, which would concentrate totally on road safety related law enforcement</li> </ul>	<ul style="list-style-type: none"> <li>Australian project management team to draw up a five year road safety implementation programme</li> <li>Australian team to train key KwaZulu-Natal staff and set up a KwaZulu-Natal / Victoria exchange programme with Vic Police</li> <li>Special operations group to be expanded and to target drunk driving, speeding, and seatbelt usage</li> <li>Traffic camera office to be established for speed prosecutions (with the proviso of sufficient available funds)</li> </ul>
<ul style="list-style-type: none"> <li>RTI cut back on non-core functions to ensure as many man-hours as possible on the road</li> </ul>	<ul style="list-style-type: none"> <li>RTI rationalisation investigation to define optimal staffing structures – for implementation in 1998/99 should funding be available</li> </ul>	<ul style="list-style-type: none"> <li>Partial implementation of new staffing structure – if funds are available</li> </ul>
<ul style="list-style-type: none"> <li>RTI to assist the Department of Transport in targeting heavy vehicles for both road safety infringements and for overloading, which is the biggest cause of damage (e.g. potholes) in the road network</li> </ul>	<ul style="list-style-type: none"> <li>Continued overloading raids throughout the province</li> <li>RTI involved in major abnormal load escorts for SASOL between Richards Bay and Pongola</li> </ul>	<ul style="list-style-type: none"> <li>With 1998/99 budget cuts RTI may have to limit overloading control as the only overtime DOT can afford will be for enforcement and emergency duties</li> </ul>
<ul style="list-style-type: none"> <li>That DOT would continue to investigate ways to ensure RTI officers received adequate remuneration for their work</li> </ul>	<ul style="list-style-type: none"> <li>The payment of danger allowances to officers of the Road Traffic Inspectorate</li> </ul>	<ul style="list-style-type: none"> <li>Continued lobbying of national government on issue of RTI salary scales</li> </ul>



## Annexure E: Other Delivery Programmes

### Provincial Motor Transport

What was promised	What was delivered (97/98)	Next Steps (98/99)
<ul style="list-style-type: none"> <li>• That DOT would set in place sustainable solutions to the high levels of fraud, the high costs of running the provincial fleet, to vehicle abuse, and to the staff problems facing PMT.</li> </ul>	<ul style="list-style-type: none"> <li>• De Loitte and Touche Recommendations following their assessment of PMT functions were found feasible and were implemented. Four key enhancements that we have tackled include:               <ul style="list-style-type: none"> <li>• Establishing a head office Component for PMT in Pietermaritzburg</li> <li>• Establishing regional offices in Ulundi, PMB and Dbn</li> <li>• Reallocating PMT inspectors to RTI</li> <li>• Devolving accidents, claims, thefts and losses to user departments</li> </ul> </li> <li>• Interim management Committee appointed to manage the change process at a cost of R1 million (this was used for computer equipment and administration, for staff S &amp; T, and for the hire of external expertise)</li> <li>• This was instrumental in training staff, in bringing work up to date (eliminating all backlogs) and in establishing workable systems</li> <li>• Negotiations have taken place with organised labour to ensure all officials are accommodated in the PMT changes: where it has been necessary to transfer officials we have done so at state expense. Preference has been given to internals staff in filling the head office component – other available staff have been catered for in field offices.</li> <li>• A vehicle asset register of all vehicles belonging to the province was completed</li> <li>• Hundreds of provincial motor vehicles were recovered from merchants and were sold on public auction if found not economically viable to repair</li> <li>• Excellent headway with fraud detection and prosecution.</li> </ul>	<ul style="list-style-type: none"> <li>• Private sector service provider to take over fleet management functions</li> <li>• DOT and service provider to implement SMME programmes for PMT functions</li> <li>• DOT to concentrate on watchdog role of ensuring that state vehicles are not abused and that government's limited funds are not defrauded through fuel claims and repairs</li> <li>• PMT's 16 provincial vehicle inspectors to be trained on all aspects of the Road Traffic Act and to work as a part of RTI in checking the itineraries of official vehicles at road blocks – this will leverage off the training and capacity of RTI in clamping down on provincial vehicle abuse</li> </ul>

## MOTOR LICENSING

What was promised	What was delivered (97/98)	Next Steps (98/99)
<ul style="list-style-type: none"> <li>That all avenues for accommodating the public in the payment of motor licenses would be explored</li> </ul>	<ul style="list-style-type: none"> <li>Public can pay licenses by cheque through the post, or at motor licensing agencies at the post offices at West Street in Durban, Chatsworth, Westville, Phoenix, the Bluff, Qualbert and at Hyper by the Sea.</li> </ul>	<ul style="list-style-type: none"> <li>Investigations started to prevent people who have issued fraudulent cheques from paying their licenses by post</li> <li>Investigations to follow up linking fine non-payment to license renewals</li> </ul>
<ul style="list-style-type: none"> <li>That public demands for novel licenses would be combined with the need to raise revenue for provincial development programmes</li> </ul>	<ul style="list-style-type: none"> <li>R2 million raised for rural roads / road safety from the sale of 250 personalised number plates</li> <li>R45 million raised for rural roads / road safety from license fee increases</li> </ul>	<ul style="list-style-type: none"> <li>To increase license fees in the region of 10% in 1998/99 to supplement budgets for community access road developments and road safety</li> <li>To continue to market personalised number plates</li> </ul>
<ul style="list-style-type: none"> <li>That service at MLB would be of the highest standard possible for the public and in terms of the mandate to raise provincial revenue through licensing</li> </ul>	<ul style="list-style-type: none"> <li>Continuation of public service delivery programmes</li> <li>Improved communication channels with the public who use the Motor Licensing Bureau</li> </ul>	<ul style="list-style-type: none"> <li>Continuation of public service delivery programmes</li> <li>Rigorous checks and balances in place to root out any fraud</li> <li>Aggressive drive to get unlicensed vehicles licensed</li> </ul>

## PLANNING AND LEGISLATION

What was promised	What was delivered (97/98)	Next Steps (98/99)
<ul style="list-style-type: none"> <li>That DOT would formulate appropriate new legislation</li> </ul>	<ul style="list-style-type: none"> <li>KwaZulu-Natal Roads Act passed</li> </ul>	<ul style="list-style-type: none"> <li>Taxi legislation</li> <li>Provincial Regulations and Act (Motor Licensing)</li> </ul>
<ul style="list-style-type: none"> <li>That road planning functions would be appropriate in terms of the budget and the service delivery priorities of the KwaZulu-Natal Department of Transport</li> </ul>	<ul style="list-style-type: none"> <li>No roads were planned that were not feasible in terms of DOT budget and direction</li> <li>Extensive community involvement in prioritisation of roads construction and maintenance budgets through Rural Road Transport Forums. DOT regional staff and RRTF members also worked hand in hand in declaring and in declaring roads in 1997/98</li> </ul>	<ul style="list-style-type: none"> <li>Road design standards to be revisited: can we deliberately under-design roads for job creation through sustainable maintenance programmes?</li> </ul>
<ul style="list-style-type: none"> <li>That the new functions and terms of reference of the KZN Department of Transport would be translated into policy and legislation that would be easily understood by and accessible to all the people of KwaZulu-Natal</li> <li>That all legislative developments would be communicated effectively to both staff in DOT and to the public</li> </ul>	<ul style="list-style-type: none"> <li>Although enabling legislation has not been passed, the process of public hearings and explanatory meetings on the new functions and terms of reference of DOT has ensured that most people in this province have a sound understanding of what DOT does, and what we can and cannot do</li> <li>DOT internal communication magazine launched as a tool for internal information dissemination, staff forums on new legislation (e.g. Taxi legislation)</li> </ul>	<ul style="list-style-type: none"> <li>To finalise all outstanding legislation</li> <li>DOT communication structure to be established to co-ordinate dissemination of information</li> </ul>

<b>What was promised</b>	<b>What was delivered (97/98)</b>	<b>Next Steps (98/99)</b>
<ul style="list-style-type: none"> <li>• That DOT would promote co-operative provincial / local government</li> </ul>	<ul style="list-style-type: none"> <li>• ProvCom launched, three meetings held</li> </ul>	<ul style="list-style-type: none"> <li>• Continuation of programme</li> </ul>

## **ADMINISTRATION, HUMAN RESOURCES AND STRATEGIC PLANNING**

<b>What was promised</b>	<b>What was delivered (97/98)</b>	<b>Next Steps (98/99)</b>
<ul style="list-style-type: none"> <li>• That a new management profile representative of the people of KwaZulu-Natal would be structured for the Department of Transport</li> <li>• That DOT would evaluate its post establishment and organise itself to be best suited to face future challenges</li> <li>• That steps would be taken to reduce running costs of DOT</li> </ul>	<ul style="list-style-type: none"> <li>• New DDG appointed, 4 new Directors appointed. Management team consists of Jenny Gray (Deputy Director General, Chief Directors Hermann Klem (Roads) and Thami Manyathi (Transportation), and Directors Vicky Cunliffe (Administration), George Mahlalela (Transportation), Alan Thomson (Plan-ning), Steve Crutchley (Mechanical), Brian Mbanjwa (Development), Howard Bennett (Resources, Rob Tarboton (Maintenance), John Schnell (RTI), Johan Lucas PMT), as well as Rob Reid-Smith (Project Manager, road safety) and Ismail Amod, Financial Manager.</li> <li>• New Director: Administration with emphasis on human resource development, training and labour relations</li> <li>• New Financial manager appointed on an annual contract from a firm of accountants</li> <li>• By fast-tracking procedures for filling supervisory and managerial posts, we have cut out all internal delays in filling critical posts</li> <li>• Rationalisation of Transportation completed, new structure developed for Roads given need to focus on development</li> <li>• Proper criteria applied for Severance Package scheme</li> <li>• DOT has abolished 11% of vacant posts</li> </ul>	<ul style="list-style-type: none"> <li>• Management plan fixed to budget and expenditure and to the maximising of service delivery</li> <li>• DOT financial systems to be reviewed by new financial manager</li> <li>• Cash flow and expenditure to be monitored on a weekly basis</li> <li>• Options for privatisation, for the refinancing of assets to be examined</li> <li>• Surplus assets will be disposed of</li> <li>• Fraud and corruption elimination programmes intensified</li> <li>• Service levels to be evaluated to optimise output</li> </ul>

What was promised	What was delivered (97/98)	Next Steps (98/99)
<ul style="list-style-type: none"> <li>• That all staffing programmes would be aimed at maximum efficiency and effectiveness of DOT given the limited budget</li> </ul>	<ul style="list-style-type: none"> <li>• Training:               <ul style="list-style-type: none"> <li>• Literacy programmes continued: 45 DOT attendees</li> <li>• Zulu courses: 20 staff trained to speak Zulu</li> <li>• Labour relations Act training ongoing throughout the province</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• DOT's existing staff component will be funded</li> <li>• Only critical supervisory and management posts to be filled in 1998/99</li> <li>• Overtime work limited to emergencies only</li> <li>• Minimum travel and S &amp; T, no new sub-cars, "private on official" rate employed for officials who require transport</li> <li>• Increased funding for training, communication and staff motivation</li> <li>• Merit awards retained at a reduced level to reward exceptional performers</li> </ul>

## **ANNEXURE F: ROAD SAFETY RESEARCH AND EVALUATION**

The Department of Transport is committed to ensuring that all road safety programmes it implements are scientifically assessed and are research-driven. To date, the Department has not been satisfied with the present road safety data-capturing procedures or with the quality of road safety statistics it receives. One of the biggest barriers to measuring our road safety success has been our reliance on national government departments like the SAPS and the CSS for road safety statistics.

With Siyabakhumbula, the Department of Transport took a co-ordinated road safety programme to rural areas for the first time ever – what we learnt, from this programme, was that there is a marked under-reporting of road crashes, with many road-related deaths not being entered in our road safety statistics.

We anticipate that in 1998/99, increased awareness of road safety will result in increased collision reporting – if anything, statistics will show a higher incidence of road-safety related injuries or deaths.

Until the Department of Transport is confident that it has accurate road safety data on which to base its programmes, it is relying on independent market research to gauge road safety trends. Underneath is a summary of the research undertaken for Siyabakhumbula:

### **Research Objectives**

- To make sensitive and comprehensive measurement of all significant consequences and achievements of the campaign
- To constitute a benchmark to measure state of awareness which can be used against future road safety projects in the province

### **Methodology**

- Face to face interviews of all categories of road users – drivers, passengers, pedestrians
- Pre and post event surveys
  - Pre-campaign survey
    - End of July 1997
    - 500 interviews in 25 clusters of 20 interviews each
    - attitude to road safety and awareness of road safety coverage in the media
  - post campaign survey
    - October 1997
    - 800 interviews in 40 clusters of 20 interviews each
    - sample matched to pre-campaign survey
    - same as pre-campaign survey PLUS awareness of road safety media coverage in August 1997 and recall of content of road safety coverage
- key measures
  - shift in attitude and awareness of road safety pre to post
  - reach of Siyabakhumbula coverage
  - content recall of Siyabakhumbula coverage

### **Survey findings:**

- Eleven percent of KwaZulu-Natal believed that road safety was the three most important social issues facing society before Siyabakhumbula – this increased to twenty three percent afterwards. In urban areas, this shift was from eleven percent to sixteen percent, and in rural areas, from eleven percent to twenty seven percent of people believing spontaneously that road safety was one of the top three social issues facing us.

- After Siyabakhumbula, 81% of KwaZulu-Natal believed that drunk driving was a serious road safety problem. 71% acknowledge that speed as an important road safety problem, followed by poor driving in taxis (47%), unlicensed drivers (33%) untrained drivers (31%) overloaded taxis (26%) the poor condition of roads (24%), and pedestrians crossing the roads in non-demarcated areas (21%)
- 40% of KwaZulu-Natal believed that traffic departments should improve road safety, 16% said all people who use the road should improve road safety

### **Conclusions**

- Campaign had net reach of 2 467 000 adults in Natal
- 60% prompted awareness of 'Siyabakumbula' –78% among rural residents
- Much greater awareness of campaign among rural than urban residents
- Radio was medium with widest reach – 40%
- TV was medium with most 'persuasive' reach (highest ratio of message to total noting) but for a limited, mainly white population.

There were discernible shifts in awareness and saliency of road safety measured, especially among rural residents.

**ANNEXURE G: SPEECH BY KWAZULU-NATAL MINISTER OF TRANSPORT, MR S'BU NDEBELE  
AT THE LAUNCH OF ASIPHEPHE, 24 FEBRUARY 1998**

Death and serious injury on the roads have affected so many of us; so many families. Last year with Siyabakhumbula, our mass movement against road carnage, we said "let the dead open the eyes of the living".

Today, I sense a strong public mood for better road safety and it is with great pride that we are beginning our long term road safety program.

In particular, I welcome the presence of our Australian project team who is supporting us in implementing this program. Two of them have been associated with our efforts since 1995 and others since 1996.

We chose the Victorian model because it has already demonstrated the results. 50% reduction in fatalities in less than 5 years. 38% reduction in serious injuries and 22% reduction in road crashes over that same time period.

Because of these results, the Australian state of Victoria is internationally recognized for its road safety strategy and I say with confidence that we have identified international best practice and will be implementing it here in KwaZulu-Natal.

In the first phase of our program which commenced last month, there is team of ten experts who have been or will be here for specific periods with defined tasks and responsibilities. Each of the agencies that was central to the success of the Victorian model has contributed expertise – Victoria Police, VicRoads and the Transports Accident Commission.

This team brings very considerable expertise to KwaZulu-Natal and a key element of their role here is the transfer of skills, so that once started, we will be fully capable of sustaining and managing the program. In a few moments, I will identify their specific roles in our program.

Many of you have heard me speak before about Project Victoria. Since I made that visit to Australia in 1995 to see for myself how they had reduced road fatalities by more than 50% in less than five years, we have done a lot. We have been thorough in our preparations, we have done the work; we have learned the lessons; now we are implementing our long term road safety strategy.

We have built up momentum for better road safety through our mass campaign of Siyabakhumbula in August last year and with our Designated Driver Summit last December.

Of course, we in KwaZulu-Natal benefited from the recent national campaign from October 97 to January 98; Arrive Alive. It did embody some of the principles of our own project and every life saved is worth saving. But our view is that road safety needs a long term strategy and planning, not just a short term big push.

The road safety program I am launching today is not based simply on putting more enforcement officers on the road with overtime hours. TO build a new culture of responsibility here in South Africa in using the shared public space of the roads is a major task. We recognise that.

Ours is a comprehensive program that tackles the four main areas of activity:

- Public awareness campaigns in the mass media;
- Enforcement campaigns directly linked to the mass media campaigns and strategically planned around holiday seasons and trends in the crash data;
- Engineering road safety audits and treatments of hazardous locations; and
- Road safety education that directly aims to build the new culture among our young people and with communities.

Our program here in KwaZulu-Natal has a strong focus on training because by acquiring those skills and applying the principles that have shown themselves successful, we can make the program our own and sustain those principles in our own and sustain those principles in our own environment.

Ladies and gentlemen, let me present you with the new name for our road safety program. Our program embraces the principles of international best practice in road safety and we have den the preparations to make these our own. I announce **Asiphephe** – Let Us Be Safe.

**Asiphephe** is a Zulu word meaning “let us be safe, protected or secured”. It stems from the root word “phepha” which is instructive for one to “be safe”. To prefix “phepha” with “asi-“ gives an appealingly collective commitment to Us All to be careful in order to be safe, protected or secured.

**Asiphephe** is more than a name – it is a new identity for road safety. It appeals for shared commitment and collective involvement to ensure our own safety and that of others on the road. But this powerful concept can transcend road safety and transport and extend to other spheres of life especially here in KwaZulu-Natal. Creating a safe culture on the road constitutes one aspect of normalizing this province – creating a safe society is a far greater challenge.

**Asiphephe** surpasses the road boundary lanes and unbroken lines to include other societal objectives like Health, Justice, Safety and Security, Welfare, Housing, Masakhane, the RDP And whatever else one can think of in the Road to Effective Democracy.

I would like to thank Mr Khaba Mkhize, General manager of the SABC, for coming up with this brilliant concept and his ceaseless support of our initiatives to make road safety a people-owned and driven campaign.

Let me outline the first phase of our implementation of **Asiphephe**:

Together with Ian Forsyth formerly from Victoria’s Transport Accident Commission – we have established the principles of dramatic and effective public awareness campaigns and the basis of the business case for investing in road safety. This is completed. While he was here last month, Mr Forsyth also worked closely with the national Department of Transport in Pretoria.

Together with Ian Cairns of the Victoria Police Traffic Alcohol Section – we have completed a “train the trainers” program for RTI and Durban City Policy in the use of breath testing equipment and preparation of draft training manuals and documents. Together with John Farrar of the Victoria Police Traffic Alcohol Section – we have collaborated with the CSIR in Pretoria and established a sound basis for the calibration of evidential breath testing equipment; we have established an on-going basis for sharing scientific expertise in this area and we have formed the capability of a KwaZulu-Natal firm of consulting engineers to be expert witnesses in breath alcohol court cases. Apart from the on-going scientific collaboration, this has been completed.

Together with John Bodinnar from Victoria Police and Peter Lowe, formerly from VicRoads – we are establishing the communication and accountability structure for road safety on the basis of formal agreements between key organizations. Once completed, this will lead to a major improvement in the effective use of resources and a basis for assessing our performance.

Together with Des Myers from Victoria Police – we have undertaken a review of operational traffic policing and are now engaged in strategic planning focused on the Easter period. This is in progress.

Together with Rob Reid Smith from Victorian Department of Justice and Ross Stuart, Deputy Attorney General in the Department of Justice in KwaZulu-Natal – we have made input into the national formulation in South Africa of a system of administrative processing of infringements to relieve the burden on the courts. This is in progress and there is on-going collaboration with the national government.



Together with Max Cameron from Monash University Accident Research Centre – we are establishing a center here in KwaZulu-Natal of university based expertise that will undertake independent research. Max began his work yesterday.

Together with Phillip Jordan from VicRoads – we will undertake a training program for our Department of Transport engineers in effective road safety audits and engineering treatment of hazardous locations, bringing the international experience from Australia and from other countries. Phillip commences next week and we expect that he will have contact with the CSIR.

Together with Barry Scott from VicRoads – we will undertake a training program and review of our road safety education materials.

I have identified the four main areas of activity in our road safety program and the specific aspects of what we have done and are doing. I want to spell out four of the key themes which are the foundation of what we are doing.

- Go-ordination and collaboration
- Focus and reinforcement
- Investing in road safety
- Research, test and evaluate

You will see we have embarked on strategic and systematic change. Traveling on the roads in KwaZulu-Natal will not be the same again.

### **Co-ordination and collaboration**

Improving road safety is an important and urgent task and many organisations in KwaZulu-Natal have responsibilities. We need to work together, taking account of those responsibilities and being accountable for the performance measures that are agreed. We will establish a formal structure of communication between the responsible organizations in order to achieve the smooth co-ordination of effort.

We see “collaboration” as more active than just co-operation and we are currently using the strategic planning for our Easter campaign to include all of the traffic enforcement organizations and the Transitional Local Councils here in KwaZulu-Natal. We are also directly coordinating our Easter planning with the national Department of Transport which will be extending funding from Arrive Alive that was so successful as a short term improvement program.

In addition to coordinating our public awareness plans with the national Department of Transport, I have indicated to you our collaboration with them on technical and legal matters.

Because of the division of powers and responsibilities between national and provincial governments, it is essential that we work together to achieve the best road safety outcomes, particularly on matters requiring legislative change or support.

Take the example of setting up an administrative system for processing traffic infringements. Once implemented, such a system would relieve a tremendous burden from the Magistrates’ Courts and is very likely to significantly increase the rate of collection of traffic fines. The KwaZulu-Natal Deputy Attorney General has reviewed the Australian and New Zealand systems that are already operating successfully and has made substantial input into this important area.

Last December I held the Designated Driver Summit here at the ICC. We actively sought the involvement of the hospitality industry to assist us in addressing the problem of people drinking then driving. We welcomed the sense of responsibility of those from business who attended and supported us, including SA Breweries, ABI and Afrisun.

Then and now we recognize there may be some short-term reversals, such as the decline in some hotel and club business. But with active collaboration, I believe we can achieve our broader social goal of better road safety at the same time as the hospitality and tourism industries flourish here.

Our road safety initiatives are also enjoying wide support from the minibus taxi industry. The Provincial Taxi Task Team, which has wide representation from the taxi associations and is supported by the Department of Transport, is also actively participating in our road safety program.

On this theme of collaboration, let me also highlight the opportunity for the media. IN every developed country, the electronic and print media has the role of gathering and presenting the news and performing a role as social critic.

But in fulfilling those roles, the media also participates in building and reinforcing public culture. I believe that our long-term road safety program will make an important contribution to a new culture of responsibility in using the roads, because of the many aspects that we are addressing in an integrated way.

Without forsaking any of its independence, the media can also contribute to that new culture of responsibility when it reports on the milestones we have achieved.

Finally, on this theme of collaboration, I highlight our collaboration with communities. In the mass movement last year of Siyabakhumbula and in the Department of Transport's program of community access roads, we have actively sought out community support. A key role for communities in supporting the road safety program is assisting us to address the horrendous level of pedestrian deaths and injuries. This is not a simple problem and it will require engineering treatments of the roadside. But there is also an attitude and responsibility problem and we must recognize that roadside edges are part of the shared public space of the roads and that many South Africans have no choice but to walk or wait there for transport. We need to assist them to do so safely.

### **Focus and reinforcement**

Focus and reinforcement is one of the main practical lessons we have drawn from the Victorian experience:

- Focus on the critical offences, which are causing most of the deaths and serious injuries.
- Focus on one issue at a time and address it with an integrated media campaign, using television as the locomotive because of its sheer visual pulling power and reinforce it with radio that both widens your reach and gets to drivers while they are on the road.
- Reinforce the public awareness messages with enhanced enforcement action: so a speed publicity campaign goes with increased enforcement against speeding.

Victoria's Transport Accident Commission and the Victoria Policy have unquestionably pioneered the way in which they have reinforced the public awareness messages with enforcement campaigns. The independent research from Monash University showed the greatest effect when the campaigns were aligned.

### **Investing in road safety**

Victoria's Transport Accident Commission has conclusively proved that investing in road safety is good business for a personal injury insurer. In the mid 1980s, TAC was virtually bankrupt. By intense effort at road crash prevention in conjunction with Victoria Police and VicRoads, the TAC has not only turned around from being bankrupt to being profitable, it has held its annual premiums way down.

TAC had the vision to become a world leader in personal injury insurance and it has succeeded. In doing so, it has set new standards for the mass marketing of road safety and brought the commercial discipline of return on investment to the road safety activities it funded.

TAC has shown us that a personal injury insurer, government and the community can share exactly the same goals: reduce road fatalities, reduce serious injuries and reduce crashes.

As a pilot project for the whole of South Africa, I believe we will prove that a well planned, long term road safety strategy is:

- a sound investment for the provincial government in terms of the savings in health costs;
- a sound investment for our Province in terms of increased collection of fines, as well as the likelihood of a greater number of fines from our enforcement effort;
- good business, indeed essential business, for the personal injury insurer, the Road Accident Fund;
- good business for the short term insurers dealing with vehicle property damage;
- good business for employers who avoid the losses to productivity from injured employees and the additional recruitment costs for hiring new employees;
- a sound political investment for government because it is a catalyst for important improvements in accountability in both enforcement operations and in health costs.

Most of all, the investment in a long-term road safety strategy will benefit the families of South Africa who are not torn apart by road crashes.

[Further information on TAC can be found in the press kit](#)

### **Research, test and evaluate**

A key element of our research and evaluation is making sure that our application of the principles we have adopted from the Victorian model addresses the problems and circumstances here in KwaZulu-Natal.

Researching the specific problem, testing our proposed response and evaluating the effect of our intervention are the formal aspects to the simple question “how could we do it better?” for example in enforcement:

- What does the crash data tell us about where we should focus our enforcement effort and at what times of the day, what days of the week and what weeks of the year?
- Have we established the independent expertise and oversight of our procedures to ensure that our use of technology in issuing high volumes of infringement notices is watertight in court?
- What should be our strategic deployment of enforcement resources to improve on last year’s performance in reducing fatalities and serious injuries.

Research, testing and evaluation are integral to our program and they must guide our planning. But improving road safety is an intensely practical matter so let’s take the example of **Asiphephe** in action in planning for our Easter road safety campaign.

We are closely coordinating with the national program and our focus will be on the critical offence of speeding so you will see our enforcement effort concentrate on reinforcing the public awareness campaign.

With assistance from the Australian team, we are undertaking systematic and strategic planning right now with enforcement authorities throughout the province and identifying performance outcomes.

Together with the Provincial Taxi Task Team, we are currently negotiating taxi advertising of our Easter campaign, which will focus on speed. As you can appreciate, for very many drivers in South Africa, to publicly carry the message “Speed Kills” on their vehicles is a continuing challenge to their driving habits.

We welcome the initiatives of the Provincial Taxi Task Team who sees our Easter campaign as an important opportunity for training and education of taxi drivers in increasing their sense of responsibility when using the shared public space of our roads.

Our immediate goal is to make the roads in KwaZulu-Natal safer, shared space this Easter holiday season.

Ladies and gentlemen, **Asiphephe** is well-researched, sound and comprehensive program but what sets it apart from any other road safety campaign is the fact that it involves effective sanctions that cannot be escaped from.

We have developed a system that will tackle the culture of impunity that is so inbred in our society. It is well and good to have an all-out onslaught on violations of the law, but what use is it if there is no process to ensure that transgressors pay the fines they have incurred. People in this country simply ignore their fines and warning notices go unheeded. It has become virtually impossible to trace all these culprits and force them to pay up.

Almost 40% of prosecutions carried out by the KwaZulu-Natal Road Traffic Inspectorate results in unpaid or uncollected fines.

This amounts to approximately R4 million per annum. The Durban City Police loses in the region of R10 million per annum in unpaid fines.

In Australia, the PERIN system (Penalty Enforcement by Registration of Infringement Notice) allows the authorities to attach and sell a person's belongings, including vehicles or household goods, if he or she does not pay their traffic fines within a specified period.

### **In conclusion**

- We will achieve high outcomes through the efficient use of resources and we will measure our performance.
- The achievements won't be easy, they will not be quick, and we will have to remain vigilant to ensure that the reductions in death and injuries are maintained.
- Those numbers must fall year after year. That must be our goal.
- We need to work together to make KwaZulu-Natal a better place by making our roads safer, shared public space for all of us.
- We have the will to do it.
- We now have the knowledge and we are getting the skills.
- We take responsibility to achieve our goal.