



**BUDGET SPEECH 2009/2010  
PRESENTED TO  
THE KZN LEGISLATURE  
ON 24 JULY 2009**



**By the MEC for Transport,  
Community Safety & Liaison  
Mr B.H. Cele**



*“Work for the Difference”*

*Budget Speech  
2009/10*

**KWAZULU-NATAL**  
**DEPARTMENT OF**  
**TRANSPORT**

*“Defending the weak”*

**VOTE 12: BUDGET SPEECH 2009/2010**

**PRESENTED TO**

**THE KWAZULU-NATAL LEGISLATURE**

**ON 24 JULY 2009**

**BY THE**

**HONOURABLE MEC FOR TRANSPORT, COMMUNITY**

**SAFETY & LIAISON**

**MR B.H. CELE**

*Madame Speaker*

*Honourable Members of the Legislature*

*Department of Transport Officials and Stakeholders*

*Distinguished Guests*

*Members of the Media*

*Fellow Citizens*

*All Protocol Observed*

*Budget Speech  
2009/10*

**Who will Cry When U die?** This is a book by *Robin Sharma*, whose title suggests that we should live such a life that the world cries when we die. A critical question which drives us to explore our existence as human beings on this earth is being asked in this book. Are we living a noble life, a life full of integrity, a life geared towards the advancement of ourselves and others? Are we adding value in the areas of responsibilities where we are? Are we good parents? Are we good leaders? Are we championing the cause for development for the broader society or are we selfish? Are we making a positive impact in the positions of power where we are so that one day when we die somebody cries? When a baby is born, the baby cries as a symbol of life. As the baby cries everybody rejoices because it confirms that the baby is alive and healthy. The period between the time we are born and the time we die is a very critical period for it determines who will cry when we die. Crying at death is not automatic, crying at death might not necessarily mean tears of sorrow; but tears of joy that the trouble maker is finally gone. It is therefore important that during the period of our birth and death we live a life that will manifest the fullness of our talents. It is a life where the people we serve can say, yes this man, yes this woman made a difference to our lives. There were no roads in our village, there were no houses in our village, we used to live in dire poverty, the children could not go to school; but through his leadership, through her leadership government monies were not squandered, the quality of our lives improved for the better. The woman from Ntabamhlophe who bears no relations to you must weep when you die for you have served her community well. The child from Mkhanyakude who bears no relations to you must weep when you die for you have brought development to her village. Wherever we are let us work with responsibility to serve our people so that one day they may cry when we die!

**CHAIRPERSON**, the past achievements of this government have created hope for a better future to the people of this province. Our targets and provincial priorities are clear, that our mandate is to change the lives of our people for the better. The recession we are in has placed an enormous burden upon our budget; however, we remain conscious that in spite of that burden our primary object remains to defend the weak. To that end, we will not compromise on Road Safety and Operation kuShunqu' Thuli; indisputably these will remain key focal points in this year's budget vote under the theme "**Work for the Difference**". Without a doubt, working together we can do more. We shall continue to defend the weak!

Working for the difference informs our existence. When men, women and children from eMabomvini, Ngolotshe, Mashonangashoni, Sqandulweni, kwaQwasha bears testimony of euphoria – it confirms the trail of thought by Robin Sharma in his book, *Who will cry when you die*.

The challenge therefore honourable members, is that since the communities of KZN hold this department in the highest esteem by virtue of its track record of service delivery, common citizens do not comprehend the magnitude of the budget cuts.

- For the communities of kwaNocomboshe eMsinga all they expect is that there is a new government in place which will change their lives for the better.
- For the communities of eNtabamakhaba, eBulwer all they expect is that the department of Transport will come to my village this financial year.
- For the communities of kwaNongoma all they expect is that, there will be access to schools, to clinics, to agricultural land, to tribal courts, to police stations.
- For the communities of eNkandla all they expect is that they are safe on the road.
- For the communities of eSayidi all they expect is that finally this financial year the road to my village will be tarred.

- For the communities of eMzimkhulu all they expect is that gone are the days in this community when weddings and funerals will be postponed, for this is a new year with new allocations.

The revised budget allocation for the 2009/2010 financial year vote 12 is R5, 147, 898 billion. In essence, this means that we begin this financial year with a big budgetary cut on the already limited budget. This is as a result of a 7.5% budget cut across the board as well as the penalty for overspending on the last financial year's departmental budget. The overspending by this department is as a result of a combination of factors such as the recent sharp increases in the construction indices brought about by the unprecedented high fuel (81.2% ), cement (7.9%) and steel (84.1%) price escalations which even the best economists globally could not predict (Figures from the South African Bureau of Economic Research, March 2009). Litigation, against the department, flood damages further exacerbated the state of affairs.

It is therefore important that this department juggles its balls wisely in an attempt to provide the much needed infrastructure to the people of KwaZulu-Natal. In essence it is important that this department stays on top of its agenda by continuing to be a champion for service delivery amidst the unprecedented budget cuts. The things we have done properly and the things we will do properly will keep this department's name in good stead.

## **RURAL DEVELOPMENT AND INFRASTRUCTURE DEVELOPMENT**

Chairperson, Road infrastructure development has a total allocation of R3.58billion excluding a further reduction anticipated as a result of over expenditure by the Department in the last financial year. In essence this means that the bulk of the budget for Vote 12 is dedicated to infrastructure development. As a developing country, infrastructure forms a platform to promote growth whilst serving as an enabler for the provision of other social services through our mandate of providing the much needed infrastructure.

I have recently returned from the 2<sup>nd</sup> Annual Global Infrastructure Conference in Kuala Lumpur Malaysia. It emerged at the conference that governments internationally are not coping with infrastructure development. The most striking yet bittersweet finding which emerged at the conference is the fact that South Africa is ranked no 2 internationally on infrastructure development. Whilst this is applaudable the critical question to ask is, where is the spending on infrastructure going? Essentially, whilst this spending creates job opportunities, it goes to Gautrain, Airports and stadia in particular.

It is on that score that the budget for this department puts an emphasis on Operation kuShunquthuli so as to ensure that there is spending in infrastructure in rural areas which are underdeveloped. Our budget is intended to ensure that amidst budgetary constraints, we will not cut costs to the detriment of the people of this province.

Honourable members, the big leading buzz word for the government of the day is rural development. Operation kuShunquthuli focuses on road infrastructure development in rural areas which are the areas of emphasis for service delivery in this term of governance. Our point of departure as the department of Transport is that, road infrastructure development forms the backbone of rural development or any other development. To that end, there needs to be emphasis on co-ordination and co-operation on the three spheres of government. Furthermore, staying in the rural areas, the general populous there must be active and partner with government in the interest of their development, in particular the leadership and developmental structures such as RRTF's, CSRC's, PTA's including traditional and other social structures such as amakhosi, izinduna, abefundisi, to mention a few.

Honourable members, as this department we will find relations with other sister departments such as local government, agriculture, education, social development, health in particular in the interest of co-ordinated service delivery. It is important for us to establish where development in these departments is going so that we can plan together and lead with the provision



of the much needed infrastructure such as access roads and bridges. We make a call for discussion before construction of schools, clinics, tribal courts, multipurpose centres amongst others if indeed we are serious about coordinated development.

We make a call that as this government; let us move beyond the provincial clusters to the focused, co-ordinated workings of colleagues at various levels of the hierarchy so that what we seek to achieve filters down to every employee on the ground. A case in point for rural development through co-ordination at all levels could be the maximum usage of government resources across all spectra. The waterkant used by the department of transport in road infrastructure development for instance, could through co-ordination and co-operation be used to water gardens in villages all in the interest of rural development.

The department of Transport is proud to announce to this House that the money allocated to it for infrastructure development in the past financial year, indeed went an extra mile in changing the lives of the people of kwaZulu-Natal. The highlights on the deliverables are as follows: in the financial year 2008/09 for instance, 35 (Thirty Five) Causeways, 11 (eleven) pedestrian bridges and 12 (Twelve) vehicle bridges were built. One of the pedestrian bridges, eQwasha bridge, has yielded positive spinoffs for the neighbouring community. Nomzimase high school, for instance which is serviced by this bridge, has noted a pass rate increase from 50% to 80%. Subsequently, the enrolment has increased from 170 learners to over 250 learners. The dignity for the teachers and learners is now restored for they no longer have to undress to cross the river.

The Operation kuShunquthuli projects which include the road from Ngolotshe to Hlabisa with a vehicle bridge over the Mona River, the road to Tugela Ferry, Qhudeni which is under the village of Shiyanyawo, the road D1273 linking KwaNocomboshe and road P 549 linking Greytown to Matimatolo, had a collective budget of R 79.0 million of which R 181.0 million was actually spent. The total kilometer upgraded from gravel to

black top was 55.5km. The impact of the above will significantly affect the overall distance to be traveled as follows:

- Reduce the distance from Shiyanyawo to Tugela Ferry by 140 km
- Reduce the distance from Ngolotshe to Hlabisa by 86 km
- Reduce the distance from Shiyanyawo to Pietermaritzburg by 150 km

The Department will continue to build Roads of National importance, African Renaissance Road Upgrading Programme, Roads for Rural Development including Umzimkhulu Development.

## **SAFETY ON OUR ROADS**

Road safety is another area of emphasis which the department of Transport will focus on. The reasons for this strong emphasis are twofold, namely, the negative impact that crashes and deaths on our roads cause, as well as, what we find when we visit the homes of the victims of road crashes. The call we want to make is that people must internalize road safety matters as part of their well being. People must begin to understand that government is not nagging them but this is in their interest. This we believe could be achieved through Education! Education! and Enforcement! As Goebels, Hitler's Minister of Propaganda would say, though not a leader one would often agree with, "If you keep repeating one and the same thing, the people tend to believe it".

To that end the department will embark on the student driver education project. This project prepares high school learners particularly from the disadvantaged backgrounds to obtain their drivers licences. The main objective of the student driver education project are, to create an opportunity for learners to be trained in the K53 system of vehicle control. Furthermore, to inculcate and develop proper skills required in the world work. For the current financial year 335 learners will be given an opportunity to acquire these skills. The department will continue to focus on other educational programmes which have proven to be successful over the years.

Chairperson, the call we want to make is for this government to elevate road safety to the level of HIV/AIDS, to the level of TB, recently to the level of swine flu so that everybody talks about it. The socio-economic impacts of crashes, deaths and collisions on our roads eats on families, on state resources in particular. Child headed families for instance, in as much as they are born of HIV/ AIDS they are also born by fatalities of economically stable families. Immediately, this becomes a cost to Social Development. At this stage let me take this opportunity and salute the Department of Social Development and the South African Social Security Agency under the leadership of Dr Meshack Radebe who are always with us as we visit these families. The same accolades go to our friends in the Health sector who are always with us on the roads in crashes, in major collisions.

Ironically, Honourable members, the people who die on the roads are recent medical, law, engineering and other highly qualified graduates who have just bought cars. The people who die on the road are affluent people who earn a decent living and can support their families. The people who die on our roads are the economically active sole bread winners who are on their way to work so as to support their families. The people who die on the road are our youth, our future who are on their way to school in order to make sure that their tomorrows are better than their todays, their todays are better than their yesterdays.

Our government has not shied away from dealing with serious pandemics in our society such as TB, HIV and AIDS. We have not shied away from dealing with malaria and other diseases. We should not also shy away from dealing with an immense focus on road safety. Ironically, innocent people meet their deaths without any preparation for that death. The victims are neither emotionally nor financially prepared for the ultimate demise brought on by disregard of the rules of the road.

Honourable members, quantifying the costs of accidents is extremely difficult, but the World Health Organization reports (2008) that the cost of accidents to the continent of Africa exceeds the total amount of all foreign

aid donated to the states of Africa. In essence this means that as a continent we are standing still, marking time, if not actually moving backwards because we are at once consuming lives and incurring costs of hospitalization/rehabilitation/unemployment at the same rate at which foreign aid is donated for development.

A glimpse of the impact of road crashes can be fully captured in this scenario. Typically, a passenger bus accident at Kokstad where the bus is fully laden, 12 people are killed and 30 are injured results in the consumption of all the ICU bed days budgeted for by the Kokstad Provincial Hospital per annum. The same applies to other small to medium size hospitals throughout KwaZulu-Natal.

We therefore call on everybody to partner with us on road safety. We call on the church as a whole to be part of safety on our roads. We must, as a department, preach road safety to the church in its entirety. Mothers must speak to their daughters and sons about safety on the road who themselves do not go to church. We make a call for road safety to be part of the curriculum. To that end the Education department can come on board with their life skills curricula. We need to make it a policy to work with taverns. In as much as they sell liquor they have a responsibility for and to their customers. To that end, we call on tavern owners to come on board in many ways. They could offer non – alcoholic beverages for free to designated drivers. When the owners of taverns and shebeens have been recruited to be the patrons of road safety they could be supplied with breatherlizers so as to test their customers before departure home, where necessary alternative transportation be arranged. We need to change the mindset of the people to see this department, this government as a partner in road safety.

We make a call to families who have lost their loved ones to speak up. This department, this government will give them a platform to speak up. It could be on the airwaves, at public gatherings to sensitize us how much they have been messed up by a sudden death in the family.

B  
U  
D  
G  
E  
T  
  
S  
P  
E  
E  
C  
H  
  
2  
0  
0  
9  
-  
2  
0  
1  
0

Whilst the call for Education ! Education! Education ! continues chairperson, law enforcement will kick in where education falls short. This financial year the department will step up on new technology to ensure that the vehicle population on the KwaZulu-Natal roads is road worthy. To that end the mobile brake tester technology adapted from London and Australia models will be widely used on our roads to test vehicle fitness. I am also pleased to announce Honourable members that we have a Number Plate Recognition Vehicle which is currently parked outside of this Legislature. This vehicle is able to pick up any vehicle number plate and dictates outstanding fines and warrants of arrest.

Again in the interest of safety on our roads, during the 2009/2010 financial year, the Technical Compliance component of the Motor Transport Services directorate will phase in more stringent and regular inspections of vehicle testing stations, motor dealers, mining industry, freight industry, forestry, etc, thereby eliminating fraud, reducing damage to provincial roads and preventing the use of unroadworthy or incorrectly classified vehicles on public roads. All these are attempts to reduces crashes, collisions and fatalities on our roads.

Honourable members, in 1974 the province of KwaZulu-Natal had a total of 123 traffic officers. Coincidentally, the class of 2009 which graduated on 14 July 2009 had 107 graduates at one go bringing the number to a total of 1025 in the Province. This depicts the level of growth and seriousness with which this department puts on the road safety matters. The evident women representation at RTI is part and parcel of this growth.

Whilst on Road Traffic Inspectorate, our whole purpose is to save lives and everything we do is designed to make roads safer, prevent accidents, deal with obstructions and detect traffic crime. However, the costs of accidents and crashes are worrisome. Generally, accidents involving hazardous substances or heavy motor vehicles involving dislodged cargo resulting in long term (12 hours) closure of national routes can cost the economy of this country in excess of R1 million per day in lost cargo, lost delivery, lost export shipments as well as decontamination costs. On average the

decontamination of the roadside where dangerous chemicals including hydro carbons are spilled can cost anything between R500 000 and R1.5 million per clean up depending on the extent of the spillage. There are about 10 major dangerous goods incidents a year in KwaZulu-Natal.

We felt it prudent to give this honourable House an estimation of these costs as the RTI contribution in KwaZulu-Natal alone to attending the abovementioned events in an attempt to put an emphasis on why pitch road safety to such high levels.

➤ Personnel Costs	5 900 000.00
➤ Audit Fees	145 000.00
➤ Cell & Radio Communication	150 000.00
➤ Photographic Images & rapid speed timing	2 000 000.00
➤ Emergency response to major disasters	425 000. 00
➤ Maintenance & repairs of machinery & equipment	30 000. 00
➤ Legal Advice	20 000. 00
➤ Emergency Rescue and Radio Equipment	93 500. 00
➤ Uniforms and Protective Clothing	310 000. 00
➤ Training & Staff Development	73 000. 00
➤ Total operating costs for PTEU	46 924 000.00
<b>TOTAL COSTS</b>	<b>R56 070 500.00million</b>

In addition to these proportional costs borne by RTI/PTEU Operations, there are other operational costs incurred by the private sector in the provision of specialized breakdown vehicles, mobile cranes and privatized decontamination services such as DRIZIT, private ambulance costs, private hospitals costs, social security costs, government hospital beds including personnel, and road accident fund claims in respect of passengers and pedestrians in particular.

It is on this score that as a department we make a call for legislative review of traffic offences to make it criminal rather than an offence to break the rules of the road under certain conditions as they do in Australia. These

include drinking and driving, overloading, driving an unroadworthy vehicle in particular. The department is of the view that the road user already has an intention to transgress from the rules of the road as soon as s/he steps on the road under these conditions. For instance, a driver who gets himself seriously drunk and takes it upon himself to drive a vehicle despite the fact that he has lost all his faculties resulting in the death of another innocent motorist or pedestrian ought to be treated as a criminal that he is. There is nothing accidental in intentionally getting drunk, proceeding to drive and then killing other innocent road users. It is deliberate and ought to be treated as any other deliberate act of killing an innocent person. The road killer has to take full responsibility for the death of the victim and the only way we can ensure that it happens is by making the act of killing, murder as opposed to culpable homicide.

## **INTEGRATION OF PUBLIC TRANSPORT**

Honourable members, our point of departure on public transport is that the disjointed kind of people movement must come to an end. As a province and a department we are married on the best methodology for moving people rather than whether it is Bus Rapid Transit system or Rail Rapid Transit system. The development of new settlements demand, that we seriously look at optimal ways of mass movement which is not confined to apartheid era planning. It cannot be correct that people outside the existing transport plans are catered for by feeder systems even when in the main the statistics dictate they are the main community in their own right. The downside of confined planning translates to expensive transportation costs especially for the marginalized communities. As government we need to defend the weak. As government we need to think outwardly. We need to plan anew without locking ourselves in the discriminating kind of planning. This obviously requires a necessary financial muscle but it is a necessary exercise.

The department is also working with municipalities with regards to the development of Integrated Rapid Public Transport Networks. Our next project in this regard will be ULundi Integrated Public Transport Facility at a cost of R31 million.

Chairperson, I am pleased to announce that this department together with PRASA is now at an advanced stage in exploring the business train that will travel between Pietermaritzburg and Durban. This train will cater for workers who commute between the two cities on daily basis. Discussions between ourselves and PRASA also include the safety of the park and ride areas including overnight safety. The target date for the launch of the train is in December 2009, however, in view of the fact that this falls on a holiday month where most workers are on leave, the date of the launch is currently a subject of discussion.

The Provincial Team composed of the officials from the Department, Ethekwini and Passenger Rail Agency of South Africa (PRASA) has been set to ensure the integration of all Public Transport Planning processes in the metro and further fast track the implementation of such plans. This process will ensure a well integrated planning and programmes that enjoy the support of all relevant stakeholders.

## **SKILLS**

One of the 10 national strategic priorities to which we subscribe to as this department, is to, strengthen the skills and human resource base. Integral in this aspect is the huge need for government to develop a tight retention strategy. As a department, we will do our bit so as not to loose the skills we need in the department. We will continue as part of our human resource development strategy to provide quality and relevant training to all employees in the Department to improve service delivery. We will continue to provide bursaries to the youth to pursue careers in the Transport Sector, thus addressing the scarce skills shortage especially in the fields of Mechanical Engineering, Civil Engineering, Transport Economics and Transport Management taking into account gender and demographics of our country. We want to have more women engineers, we want more African engineers, and we want more engineers from the rural areas.

The department will further continue to provide learnerships to the employees of the department and the unemployed in the relevant fields.



This will ensure that people are skilled and prepared for the world of work. We will continue Honourable members to provide internships to the unemployed graduates to equip them with the skills needed for future employment. We will continue to provide Adult Basic Education Programme so as to promote lifelong learning thereby improving the lives of employees socially and economically. We will continue to manage and broaden the scarce and critical skills through partnerships.

To that end, I am pleased to announce Honourable members that together with PRASA, we are working towards the Memorandum of Agreement to share the capacities and opportunities of the engineering expertise. This translates to more opportunities for internships, in service training including exchange of the engineering expertise especially when we deal with bigger projects.

With regards to Driver Training, we take cognizance that this is a necessary skill for every citizen to possess. This skill correctly executed ensures that we have drivers on our roads who are compliant with the driving legal prescripts. It is a skill that ensures that safety of road users is upheld. It is a skill that ensures people are employable amongst other things. We take cognizance of the fact that there be continuous improvement in the way this is done in order to always remain on top of the game. We recognize as a department that driver training normally takes place during the day yet the reality of the matter is that people drive at night as well. We also recognize that code 10's upwards, do their tests on empty vehicles whilst the reality is that they will drive loaded vehicles. Continuous improvement on this aspect will look into how best we capture such factors and address them.

We recognize as a department that driver attitude amongst other tangible things, largely influence the behavior of road users and ultimately the crashes, fatalities, and collisions on our roads. The department seeks to focus on attitudes by instilling in, on the drivers that licences are a privilege not a right. The department seeks to place an emphasis on the fact that a licence belongs to a driver as long as that driver behaves. We want the

community we serve to perceive us as partners in road safety rather than the current perception of naggers, big brother. We feel that this is one critical measure of bringing respect on the roads.

## **JOB CREATION AND POVERTY ALLEVIATION**

We are mandated by the government of the day to create decent job opportunities, develop our people as we go about doing our core business as departments, whilst ensuring that the poverty alleviation programmes in line with the Expanded Public Works Programme principles are in place. To that end, the department of Transport has programmes to support these initiatives. The Vukuzakhe Programme, the Zibambele Programme and the Siyazenzela Programme assist us in fulfilling these mandates. We are pleased to announce that the national government undertook to roll out these programmes countrywide.

The **Vukuzakhe Programme** is of benefit to several emerging contractors. In the past financial year the department awarded 928 contracts to emerging contractors with a contract value of more than R492 million. In the spirit of continuous improvement, we recognize that an exit strategy for Vukuzakhe be explored. This will ensure that new entrants come on board whilst the emerging contractors who have grown to be established contractors are channeled to compete in an open market.

**Zibambele Programme** is a heart warming success story. To date we have reached our target of 40 000 with an investment of R225, 600, 000 in salaries for the Zibambele contractors. Each contractor now receives R470. The destitute women on the programme earning a meager salary have to date saved R12million. The department is looking at the new ways of working with oZibambele using the money they have saved to take them to new heights. One such initiative is the bulk buying power of Zibambele which is currently being explored by the department and will be launched in August 2009. The project will be piloted eMpangeni region in the following district municipalities: uMkhanyakude, Zululand and uThungulu.

We are reaping success stories from the pilot of Zibambele co-operatives. Ezasehlobo cooperative, for instance from eMaqongqo makes safety vests for road workers. This is a sustainable way of supplementing their basic income from the programme. The scope for progress on this one is manifold. The KwaDindi mushroom pilot project is another initiative that is gaining momentum.

The success of this pilot is opportune, particularly with the support from government. To this end, the department will work closely with the Departments of Agriculture, Environmental Affairs and Rural Development including Economic Development to champion the advancement of this programme.

There is growing interest on the Siyazenzela programme from municipalities. By the same vein of Zibambele, the department is exploring new ways of spreading the rand to create decent job opportunities for Siyazenzela and alleviate poverty. The cleaning of government buildings, washing government vehicles are such proposed initiatives.

Furthermore, with the co-operation from the implementing municipalities, we plan to further introduce a recycling model within Siyazenzela in order to support Zibambele agricultural co-operatives so that waste collected could be turned into compost. In so doing, we would have also introduced an entrepreneurial model to the idea which would see these women able to pay school fees and take care of other basic necessities.

Once again, it is heartwarming to realize the willingness of the state owned entities including the private sector in partnering with the department in the interest of creating job opportunities taking on board the principles of the EPWP. PRASA, for instance, is looking into women that will clean their rolling stock. Tongaat Hulett is committing to exploring the usage of Zibambele women to clean their offices. This company is further exploring the usage of the Vukuzakhe contractors in their construction assignments.

*Truly Chairperson and Honourable members, Together we can do more!*

## **PEOPLE FIRST**

The use of labour brokers and agencies is a scourge that needs to be purged in the department, particularly because we value our people and we commit to their advancement rather than exploitation. It is a crime for a manager to use agencies to hire employees instead of employing a person within the public service prescripts. Once employed, we subscribe to the growth of people within the department. Capacity building, training must be part and parcel of our business.

We aspire to the continuous improvement and modernization of our human resources in order to realize the mission of this developmental government. The Employee Wellness programmes of the department whilst better compared to other departments can be modernized to better serve our people.

Honourable members, we applaud the elevation of women and youth issues by the government of the day. To that end, matters relating to women and youth must find a home in this department not forgetting people with disabilities. This we believe, in the words of the Premier DR Z L Mkhize in his State of the Province address on 18 June 2009, will enable the department, “to join government in a journey to create an equitable and a prosperous country”.

There has been a general increase in the employment of women within the Department. Women represent 36.86% of the total staff complement. The most noticeable increase is in the African female category which has risen by 13% i.e. from 13.9% ( April 2006 ) to 26.9% ( May 2009 ).

The workforce profile of the Department currently shows that at SMS level 51.6% of the posts are occupied by females and people with disabilities account for 0.58%. The Department is concentrating its efforts on filling vacant posts with African females and people with disabilities in terms of its numerical targets.

## FIGHTING CORRUPTION N FRAUD

Our point of departure as this government, as this department is that there must be a lot of concentration against corruption and fraud. These are educated crimes in particular, crimes committed by people in positions of responsibility and power. To that end all employees in the department who are found to be involved in fraud and corruption will be dealt with accordingly.

The directorate Motor Transport, for instance, will continue to ensure that all corrupt vehicle examiners are prosecuted to the full might of the law. I am pleased honourable members to say that the Motor Transport Services directorate has been instrumental in the cancellation of the registration of 9 vehicle examiners and 1 Private Testing Station during the 2008/2009 financial year.

The continued success of the campaign against fraud and corruption on KwaZulu-Natal road networks can among other things be ascribed to the fact that KwaZulu-Natal is currently the only Province that has centralized certain high risk eNatis transactions. Only once these have been investigated and approved centrally, are the transactions permitted at the 77 Registering Authorities throughout the Province. With the promulgation of the new traffic legislation, a number of functions/ transactions which were previously performed at Registering Authority level are now dealt with at the central KZN Vehicle Registration and Licencing Help Desk, due to the high incidence of fraud and misappropriation of revenue at these offices.

## 2010

Members are well aware that 2010 matters are largely host city matters with the Province having very little to do with 2010. As the department of transport we are working towards creating an enabling infrastructure through roads and bridges to access 2010 facilities and other amenities. To that end, access roads to public viewing areas, the road to La Mercy

airport for instance are under construction. In an attempt to ensure that there are no glaring disparities between the underdeveloped rural areas and the host cities beyond 2010, the department is therefore putting the bulk of its infrastructure development to rural areas through operation kuShunquthuli.

## CONCLUSION

Indeed there are budgetary constraints on our path chairperson but we will keep on moving forward to champion service delivery. The people of KwaZulu-Natal have mandated us to champion development amidst a backlog of 5000 kilometres of road construction, 474 pedestrian bridges, yet to be constructed, for school children who cross crocodile infested rivers. The people of KwaZulu-Natal have mandated us to champion service delivery in the plight of school children who leave home in the early hours of the morning, at 4am kwaNongoma for instance, to be at school at 8am. The people of KwaZulu-Natal have mandated us to champion service delivery on behalf of families who postpone weddings and funerals due to swollen rivers that cannot be crossed. In the words of Frantz Fanon, political intellectual, in his book, *The wretched of the Earth*, “the presence of an obstacle accentuates the tendency towards motion”. We commit to defend the Weak! We commit to “*Work for the Difference*”.

Chairperson and Honourable members, at this stage I would like to sincerely thank the Portfolio Committee on Transport for its continuous support to the department; the CEO of PRASA together with his team, the Leadership of the Taxi Industry for the good working relations, the Head of Department, Mr BC Hlabisa and the entire team of the transport family, the Communication directorate and the Office of the MEC for their tireless commitment in working for the difference in the Province of KwaZulu-Natal. To KwaZulu-Natal communities in particular the resilient Zibambele mothers, school children who walk long distances to school and cross swollen rivers, to amakhosi, to municipalities who have implemented Siyazenzela, **NGINETHULELA ISIQGOKO!**

B  
U  
D  
G  
E  
T  
  
S  
P  
E  
E  
C  
H  
  
2  
0  
0  
9  
-  
2  
0  
1  
0

Allow me to formally table vote 12: Department of Transport budget speech to the amount of R5, 147, 898 billion for the financial year 2009/2010 which would be appropriated as follows:

<b>Administration</b>	<b>260,671</b>
<b>Road Infrastructure</b>	<b>3,583,433</b>
<b>Transportation</b>	<b>745,463</b>
<b>Traffic Management</b>	<b>475,516</b>
<b>Community Based</b>	<b>82,815</b>

*I thank you!*



*“Yenza umehluko”*

*Inkulumo Yesabelomali Sika  
2009/10*



**UMNYANGO**  
**WEZOKUTHUTHA**  
**KWAZULU-NATAL**

*“Sivikela ababuthaka”*

**IVOTI 12: INKULUMO YESABELOMALI**  
**SIKA-2009/2010**

**MHLAKA 24 JULY 2009**

**YETHULWA ESISHAYAMTHETHO SAKWAZULU-NATAL**

**NGUMHLONISHWA UNGQONGQOSHE WEZOKUTHUTHA,**  
**UKUPHEPHA**

**NOKUXHUMANISA UMPHAKATHI**

**UMNUZ B.H. CELE**

*Somlomo*

*Amalungu aHloniphekile eSishayamthetho sesifundazwe*

**ABASEBENZI BOMNYANGO NAZOZONKE IZINHLAKA**

**EZISEBENZISANA NOMNYANGO**

*Izicukuthwane ezahlukene*

*Abemithombo yezindaba*

*Izakhamizi zakithi*

*Ngiyanibingelela nonke*

*Inkulumo Yesabelomali Sika*  
*2009/10*

**Who will Cry When U die?** Lena incwadi kaRobin Sharma, isihloko sayo esisitshela ukuthi kumele siphile impilo eyenza umhlaba usikhumbule njalo ngemisebenzi emihle lapho sithe sabamba khona iqhaza. Kule ncwadi kubuzwa umbuzo obalulekile osiholela ekutheni sibheke isizathu sokuba khona kwethu kulo mhlaba. Ngabe siphila impilo enhle yini, impilo egcwele ukuthembeka, impilo eyenza sithuthuke thina uqobo kanye nabanye? Ngabe siyawenza yini umehluko emisebenzini esinikwe yona? Ngabe singabazali abahle yini? Ngabe singabaholi abahle yini? Ngabe siyakukhuthaza yini ukuthuthukiswa komphakathi ngokubanzi noma singogombela kwesabo? Ngabe senza kahle yini ezikhundleni esikuzona ukuze mhla sidlula emhlabeni kube khona okhalayo. Uma ingane izalwa iyakhala okuwuphawu lwempilo. Ngenkathi ingane ikhala wonke umuntu uyajabula ngoba lokho kukhombisa ukuthi iyaphila. Isikhathi kusukela sizalwa kuya esikhathini esidlula ngaso emhlabeni sibaluleke kabi ngoba sisitshela nokuthi ukhona yini oyokhala uma udlula emhlabeni. Ukukhala uma kushone umuntu akuvele kuzenzekele, ukukhala uma kushone umuntu kungenzeka kungabi izinyembezi zokudabuka; kodwa izinyembezi zenjabulo zokuthi ekugcineni umuntu owuhlupho usehambile. Yingakho-ke kubalulekile ukuthi esikhathini esiphakathi kokuzalwa nokufa kumele siphile impilo yokusebenzisa lonke ithalente esinalo. Impilo lapho abantu esibasebenzelayo bezokuthi yebo le ndoda, yebo lo mama uwenzile umehluko ezimpilweni zethu. Wawungekho umgwaqo endaweni yakithi, zazingekho izindlu endaweni yakithi, sasiphila ebuphofini obuyisimanga, izingane zazingakwazi ukuya esikoleni; kodwa ngobuholi bale ndoda, ngobuholi balo mama izimali zikahulumeni azizange zilahleke, izimpilo zethu sezishintshile zaba ngcono. Owesifazane waseNtabamhlophe ongahlobene nawe kumele akhale uma uhamba ngoba wazi indlela osize ngayo umphakathi wakhe. Ingane eMkhanyakude engahlobene nawe kumele ikhale uma uhamba ngoba ibona intuthuko oyilethe ngakubo. Noma kuphi lapho sikhona masisebenze ngokuthembeka kubantu bakithi ukuze ngelinye ilanga bakhale uma sidlula emhlabeni.

Sihlalo, imisebenzi yalo hulumeni kulesikhathi esedlule seyakhe ithemba ngekusasa elingcono kubantu balesifundazwe. Izinto esizibeke eqhulwini kulesifundazwe zicace kahle, ukuthi umsebenzi wethu ngukushintsha izimpilo zabantu bakithi zibe ngcono. Ukuntenga kwezomnotho esikubonayo sekube nomthelela nakwisabelo mali sethu; kodwa-ke nakuba kunjalo asikwazi ukugudluka emgomweni wethu wokuvikela ababuthaka. Ngaleyo ndlela, asikwazi ukuxegisa emikhankasweni yethu yezokuphepha emgwaqeni no-Operation Kushunquthuli; ngaphandle kokunanaza nje lezi yizinto esizogxila kuzona kakhulu kulesi sabelo mali ngaphansi kwesiqubulo esithi *“Yenza umehluko” (Work for the Difference)*.

Ukusebenzela ukwenza umehluko kusitshela ukuthi siyini isizathu sokuba khona kwethu. Uma abesilisa, abesifazane nezingane eMabomvini, eNgolotshe, eMashonangashoni, eSqandulweni, KwaQwasha bephumela obala bechaza ngoshintsho ezimpilweni zabo – kubuya amazwi obuhlakani ka-Robin Sharma encwadini yakhe, *“Ubani oyokhala uma udlula emhlabeni” (Who will cry when you die)*.

Inselelo ekhona-ke malungu ahloniphekile, ngukuthi njengoba imiphakathi yaKwaZulu-Natal ibheke kakhulu lo Mnyango ngenxa yomlando wawo ekulethweni kwezidingo, abantu abaningi abaqondi kahle ngokwehla kwesabelo mali.

- Emphakathini wakwaNocomboshe eMsinga abantu babheke ukuthi kunohulumeni omusha ozoshintsha izimpilo zabo zibe ngcono nje kwaphela.
- Emphakathini waseNtabamakhaba, eBulwer abantu babheke ukuthi uMnyango wezokuThutha uzofika nangakithi kulo nyaka wezimali.
- Emphakathini wakwaNongoma abantu babheke ukuthi bazokwazi ukufinyelela ezikoleni, emitholampilo, ezindaweni zokulima, ezinkantolo zamakhosi naseziteshini zamaphoyisa.
- Emphakathini waseNkandla abantu babheke ukuthi baphephe emgwaqeni.
- Emphakathini waseSayidi abantu babheke ukuthi ekugcineni mhlambe kulo nyaka wezimali nomgwaqo wangakithi uzofakwa itiyela.

- Emphakathini waseMzimkhulu abantu babheke ukuthi sesidlulile isikhathi sokuhlehliswa kwemishado nemingcwabo njengoba lona kungunyaka omusha kwabiwa kabusha izimali.

Isabelo mali sika-2009/2010 singu-R5,147,898 billion. Ngokucacile nje, lokhu kusho ukuthi siqala unyaka wezimali lapho kunokwehla kakhulu kwesabelo mali kanti ibivele inganelisi naphambilini. Lokhu kudalwe ukwehliswa kwesabelo mali jikelele ngo-7.5% kanye nenhlawulo yokusebenzisa izimali ngokweqile ngonyaka wezimali odlule kulo Mnyango. Ukusebenzisa izimali ngokweqile kulo Mnyango kudalwe yizinto eziningi kuhlenganisa ukwenyuka kwamanani ezintweni zokwakha okudalwe ngukwenyuka kukawoyela (81.2%), usimende (7.9%) nensimbi (84.1%), okube ngukwenyuka ngisho ongoti bezomnotho emhlabeni abebengeke bakucabange (izibalo zithathwe kwiSouth African Bureau of Economics Research, March 2009). Ukumangalelwa koMnyango, umonakalo odalwe izikhukhula nako kwenze isimo saba sibi kakhulu.

Ngakho-ke kubalulekile ukuthi lo Mnyango uqikelele indlela ohlela ngayo ukuze kutholakale ingqalasizinda edingeka kakhulu kubantu baKwaZulu-Natal. Kubalulekile ukuthi lo Mnyango ubambelele kulokho okungumgomo wawo ngokuqhubeka nokuletha izidingo phezu kokuba kunokwehla kwesabelo mali. Izinto esesizenzile nezinto esizozenza yizona ezizogcina lo mnyango unegama elihlonishwayo.

## **UKUTHUTHUKISWA KWENGQALASIZINDA NEZINDAWO ZASEMAKHAYA**

Sihlalo, ukuthuthukiswa kwengqalasizinda kunesabelo sika-R3.58 billion ingakabalwa engase incozulwe ngenxa yokusebenzisa izimali ngokweqile kulo Mnyango ngonyaka wezimali odlule. Lokhu kusho ukuthi umthamo omkhulu wesabelo mali sika-Vote 12 uqondiswe ekuthuthukisweni kwengqalasizinda. Njengezwe elisathuthuka, ingqalasizinda iyona

eyisisekelo sokukhula ibe futhi ilekelela ekulethweni kwezinye izinsiza zomphakathi njengoba kungumsebenzi wethu ukuletha leyo ngqalasizinda edingeka kakhulu.

Ngisanda kubuya engqungqutheleni i-Annual Global Infrastructure Conference yesibili eKuala Lumpur eMalaysia. Kuvelile kule ngqungquthela ukuthi ohulumeni emhlabeni bayehluleka ukubhekana nokuthuthukiswa kwengqalasizinda. Into ehlabane umxhwele ibe futhi ingehli kahle eqhamuke kule ngqungquthela kube ngukuthi iNingizimu Afrika ikeliswe yaba ngeyesibili emhlabeni ngokuthuthukiswa kwengqalasizinda. Nakuba lokhu kushayelwa ihlombe umbuzo omkhulu ngukuthi imali eningi isetshenziswa kuyiphi ingqalasizinda? Kakhulukazi, yize le mali idala amathuba emisebenzi, kodwa iya emisebenzini yeGautrain, izikhumulo zezindiza nezinkundla zemidlalo.

Yingakho-ke kulesi sabelo mali salo mnyango sigcizelela ku-Operation Kushunquthuli ukuze siqinisekise ukuthi enye imali iya kwengqalasizinda ezindaweni zasemakhaya ezidinga kakhulu intuthuko. Isabelo mali sethu sihlose ukuqinisekisa ukuthi nakuba zingekho izimali ezanele, kodwa ngeke siqamule izimali ngendlela ezoshiya dengwane abantu balesifundazwe.

Malungu ahloniphekile, indaba esematheni kulo hulumeni yintuthuko ezindaweni zasemakhaya. U-Operation Kushunquthuli ugxile ekwakhiweni kwengqalasizinda yomgwaqo ezindaweni zasemakhaya okuyizindawo ezibhekwe kakhulu ngezidingo kuleli hlandla lalo hulumeni. Inkolelo yethu njengoMnyango wezokuThutha ithi ingqalasizinda yomgwaqo iyona engumgogodla wokuthuthukiswa kwezindawo zasemakhaya. Ngalokho-ke kudingeka kugcizelelwe ekusebenzisaneni kwezigaba ezintathu zikahulumeni. Phezu kwalokho, abantu abahlala ezindaweni zasemakhaya kumele babambisane nohulumeni ekulethweni kwentuthuko yabo, ikakhulukazi ubuholi nezinhlaka zentuthuko njengama-RRTF, ama-CRSC, ama-PTPA, kuhlenganisa nezendabuko nezinye izinhlaka njengamakhosi, izinduna nabefundisi ukubala nje abambalwa.

Malungu ahloniphekile, njengoMnyango sizokwakha ubudlelwano neminye iminyango njengowoHulumeni baseKhaya, owezoLimo, owezeMfundo,

owezokuThuthukiswa koMphakathi, nowezeMpilo ikakhulukazi ukuze kulethwe intuthuko edidiyele. Kubalulekile ukuthi sazi lapho le minyango ihambisa khona intuthuko ukuze sihlele ndawonye bese silekelela ngengqalasizinda edingeka kakhulu njengemigwaqo namabhuloho. Sinxusa ukuthi kube nokuxoxisana ngaphambi kokuba kwakhiwe izikole, imitholampilo, izinkantolo zamakhosi nezikhungo zomphakathi, phakathi kokunye, uma sizimisele ngentuthuko ehlanganyele esikhuluma ngayo.

Sinxusa ukuthi njengohulumeni sidlule manje ekusebenzeni ngezigungu zongqongqoshe besifundazwe kuphela siye ekusebenzeni ndawonye ezigabeni ezahlukene zokuphatha ukuze esiqonde ukukwenza kungene kugxile ezisebenzini zonke emazingeni aphantsi. Iphuzu lapha ngukuthi ukusebenzisana emazingeni wonke ekuletheni intuthuko ezindaweni zasemakhaya kungalekelela ngoba kusetshenziswa izinsiza zikahulumeni ngesikhathi esisodwa. Ithangi lamanzi elisetshenziswa uMnyango wezokuThutha ekwakhiweni komgwaqo nje, lisangaphinda lisetshenziswe ekucheleleni izivande endaweni njengohlelo lokuthuthukiswa kwezindawo zasemakhaya.

UMnyango wezokuThutha uyaziqhenya ngokusho kuleNdlu ukuthi imali owabelwe yona kule minyaka edlule ihambe indlela ende ekushintsheni izimpilo zabantu baKwaZulu-Natal. Amanqampunqampu alokho okwenziwe ilawa: Ngonyaka wezimali ka-2008/09 isibonelo, kwakhiwe amazibuko (causeway) angu-35, amabhuloho ezinyawo angu-11 namabhuloho ezimoto angu-12. Kwelinye lamabhuloho ezinyawo (kwaQwasha) elisiza abafundi baseNomzimase High School selenyukile izinga lokuphasa lasuka ku-50% laya ku-80%. Khona lapho futhi isibalo sabafundi esikoleni sesenyuke sakuka ku-170 saya ngaphezulu kuka-250. Othisha nabafundi sebebuyelwe isithunzi bahlukana nokukhumula izingubo njalo uma bewela umfula.

Imisebenzi engaphansi kuka-Operation kuShunquthuli ehlanganisa umgwaqo osuka eNgolotshe uya KwaHlabisa onebhuloho lezimoto emfuleni iMona, umgwaqo oya eTugela Ferry, eQhudeni esigodini saseShiyanyawo oya eMgungundlovu, uD 1273 oxhumanisa indawo yaKwaNocomboshe no-P

549 oxhumanisa iGreytown neMatimatolo, ibinesabelo sika-R79.0 million kodwa kwagcina kusebenze u-R181.0 million. Imigwaqo efakwe itiyela ingu-55.5 km isiyonke. Lokhu okungenhla sekube nomthelela emabangeni okumele ahanjwe kanje:

- Ukwehla kwebanga lokusuka eShiyanyawo uya eTugela Ferry ngo-140 km
- Ukwehla kwebanga lokusuka eNgolotshe uya KwaHlabisa ngo-86 km
- Ukwehla kwebanga lokusuka eShiyanyawo uya eMgungundlovu ngo-150 km

UMnyango uzoqhubeka nokwakha imigwaqo ebaluleke kuzwelonke esithi i-Roads of National Importance, i-African Renaissance Road Upgrading Programme nemigwaqo yasemakhaya esithi i-Roads for Rural Development kuhlanganisa nentuthuko eMzimkhulu.

## **UKUPHEPHA EMGWAQENI**

Ukuphepha emgwaqeni kungenye yezinto uMnyango wezokuThutha ozogcizelela kakhulu kuzona. Izizathu zalokhu zihlukene kabili, umthelela omubi owenziwa izingozi nokufa kwabantu emigwaqeni yethu kanye nezimo esizibona mihla namalanga uma sihambele imindeni ethinteki ezingozini zomgwaqo. Ikhwela esifuna ukulihlaba lapha ngukuthi abantu kumele bakufake ngaphakathi ezinhliziyweni zabo ukuphepha emgwaqeni njengengxenye yempilo yabo. Abantu kumele baqale manje baqonde ukuthi uhulumeni akaqondile ukubabangela isicefe kodwa usiza bona. Lokhu sikholwa ngukuthi singakwenza ngokufundisana. Njengoba uGoebels uNgqongqoshe wemfundisoze ka-Hitler washo wathi: “Uma uphindaphinda okushoyo abantu bagcina sebekholwa yiko”.

Ngalokhu-ke, uMnyango uzoqinisa umkhankaso wokufundisa izingane zesikole ukushayela. Lolu hlelo lulungiselela abafundi basezikoleni eziphakeme emiphakathini eyayincishwe amathuba ukuthi bathole izincwadi zokushayela. Injongo yalolu hlelo ngukwakha amathuba kubafundi ukuba baqeqeshwe ngokohlelo luka-K53. Phezu kwalokho, lwenzelwa ukucija



abafundi ukuze bathole ikhono elidingekayo ezindaweni zokusebenza. Kulo nyaka wezimali abafundi abangu-335 bazothola ithuba lokuqeqeshwa. Umnyango uzoqhubeka nezinye futhi izinhlelo zokufundisa esezikhombise ukuba nempumelelo kule minyaka edlule.

Sihlalo, ikhwela esilihlabayo ngelokuthi uhulumeni athathe ezokuphepha emgwaqeni azibeke ezingeni le-HIV/AIDS, ezingeni le-TB, muva nje ezingeni le-*swine flu* ukuze wonke umuntu akhulume ngako. Izingozi zomgwaqo nokufa kwabantu kunomthelela omkhulu kwinhlalo-mnotho emindenini nasezweni ikakhulukazi. Isibonelo nje, njengoba imizi ephethwe izingane idaleka nge-HIV/AIDS iyadaleka futhi ngokufa kwabantu emgwaqeni abasuke bondla imindenini yabo. Lokhu kuphenduka kube ngumthwalo woMnyango wezokuThuthukiswa koMphakathi neSouth African Social Security Agency ngaphansi kobuholi buka Dkt Meshack Radebe abahlale benathi uma sihambela le mindeni. Sincoma futhi ozakwethu kwezeMpilo abahlale benathi uma kwehle izinhlekelele.

Inkinga ekhona ngukuthi abantu abafa emigwaqeni ngabantu abasanda kuthola iziqu mhlambe zobudokotela, ubumeli, ubunjiniyela nokunye abasanda kuthenga izimoto. Abantu abafa emigwaqeni ngabantu abaphila kahle abahola imali abondla ngayo imindenini. Abantu abafa emigwaqeni ngabantu abaneqhaza emnothweni abasuke besendleleni beyosebenzela ukondla imindenini yabo. Abantu abafa emigwaqeni yethu yintsha yakithi, ikusasa lethu, esuke iya esikoleni ukuze iqinisekise ukuthi ikusasa labo liba ngcono kunenamuhla, inamuhla labo liba ngcono kunayizolo.

Uhulumeni wethu akakaze ahlehlele emuva ekubhekaneni nezimo zobhubhane emiphakathini yethu njenge-AIDS ne-TB. Asikaze sihlehlele emuva ekubhekaneni nomalaleveva nezinye izifo. Ngakho-ke akumele sihlehlele ekubhekaneni nesimo sezokuphepha emgwaqeni. Inkinga ngukuthi abantu abangenacala bahlangabezana nokufa ngaphandle kokuzilungiselela. Abasele ngemuva akukho okubalungiselela ngokomqondo nangokwezimali ukubhekana nobunzima obudalwa ngokungahlonishwa kwemithetho yomgwaqo.

Malungu ahloniphekile, kunzima ukusho ukuthi zidla malini izingozi, kodwa umbiko we-World Health Organisation (2008) uthi izingozi ezwenikazi lase-Afrika zidla ngaphezulu kwemali yosizo enikelwa ngamazwe angaphandle iza emazweni ase-Afrika. Lokhu kusho ukuthi njengezwekazi sisami ndawonye, uma kungekona ukuthi sihlehlela emuva ngoba ngesikhathi esisodwa sibhekene nezindleko zokuphila, ezezempilo nokuntuleka kwemisebenzi ngezinga elifanayo nelokunikelwa kosizo lwentuthuko oluvela ngaphandle.

Ubunzima besimo esidalwa izingozi zomgwaqo bubonakala kahle kulesi simo. Bheka nje, ingozi yebhasi eKokstad lapho ibhasi lilayishe ligcwele, kushona abantu abangu-12 kulimale abangu-30 bese kuholela ekugcwaleni kwemibhede yonke yase-ICU enesabelo mali sayo esibekwe iKokstad Provincial Hospital ngonyaka. Kwenzeka okufanayo nakwezinye izibhedlela ezincane nezinkulu kuyo yonke iKwaZulu-Natal.

Yingakho-ke sinxusa wonke umuntu ukuba asebenzisane nathi kwezokuphepha emgwaqeni. Sinxusa abamabandla ezenkolo bonke ukuba babe ingxenye yokuphepha emigwaqeni yethu. Kumele njengoMnyango sishumayele ivangeli lokuphepha emabandleni wonke. Omama kumele bakhulume namadodakazi namadodana abo ngokuphepha emgwaqeni ngoba bona abayi ezinkonzweni. Sithi ezokuphepha emgwaqeni mazibe yingxenye ye-curriculum. Kulokhu uMnyango wezeMfundo kumele ungenelele ngohlelo lwezifundo zokuziphatha. Kumele sikwenze kube ngumgomo ukusebenza namathaveni. Phela njengoba bedayisa utshwala kumele bakubhekelele ukuphepha kwamakhasimende abo. Ngaleyso ndlela sinxusa abanikazi bamathaveni ukuthi balekelele noma ngayiphi indlela. Banganikela mahhala ngeziphuzo ezingadaki kubashayeli abangaphuzi utshwala. Uma abanikazi bamathaveni namashibhi sebenentshisekelo ngokuphepha emgwaqeni bangathola nama-breatherlizer ukuze bahlole amakhasimende ngaphambi kokuthi ahambe bese uma kunesidingo kuhlelwe enye into yokuhamba. Sidinga ukushintsha indlela abantu abacabanga ngayo ukuze babone lo Mnyango nalo hulumeni njengobambisene nabo kwezokuphepha emgwaqeni.

Sihlaba ikhwela emindenini elahlekelwe ngabathandiweyo babo ukuthi baphumele obala bakhulume. Lo Mnyango nalo hulumeni uzobanika

inkundlayokuthibakhulume. Kungabasemsakazweni, noma emihlanganweni yomphakathi lapho bezosiqwashisa ngobunzima ababhekene nabo ngemuva kokushona kwelungu lomndeni.

Ngenkathi kuqhubeka ukufundisana Sihlalo, ezokugcinwa komthetho zizothatha indawo lapho ukufundisa kuhluleka khona. Kulo nyaka wezimali uMnyango uzosabalalisa uhlelo lobuchwepheshe oluqinisekisa ukuthi izimoto emigwaqeni yaKwaZulu-Natal zisesimweni. Kulokhu sizosebenzisa umshini othathelwe eLondon nase-Australia ohlola izimoto. Kuyintokozo futhi malungu ahloniphekile ukusho ukuthi sesinemoto ehamba namakamera esithi iNumber Plate Recognition Vehicle epake khona lapha ngaphandle kweSishayamthetho. Le moto ikwazi ukuthatha i-number plate yanoma iyiphi imoto bese iveza amacala enawo.

Okunye futhi ngokubhekelela ukuphepha emigwaqeni yethu, ngonyaka wezimali ka-2009/2010, uphiko lwe-Technical Compliance kwa-Motor Transport Services luzoqinisa uhlelo lokuqaphela izikhungo zokuhlola izimoto, abadayisi bezimoto, imboni yezimayini, imboni yokuthutha impahla, imboni yamahlathi nokunye, ngaleyo ndlela kuzoqedwa ukukhwabanisa kwehliswe nokulimala kwemigwaqo yesifundazwe kunqandeke nezimoto ezingekho esimweni emigwaqeni yomphakathi. Konke lokhu kuyimizamo yokunqanda izingozi nokufa kwabantu emigwaqeni yethu.

Malungu ahloniphekile, ngo-1974 isifundazwe saKwaZulu-Natal sasinamaphoyisa omgwaqo angu-107. Ngokuqondana kwezinto, iklasi lika-2009 eliphothule izifundo mhlaka 14 July 2009 belinabafundi abangu-107 ngesikhathi esisodwa okwenza isibalo sawo sibe ngu-1025 esifundazweni. Lokhu kukhombisa ukukhula nokuzimisela uMnyango onako ngezinto ezithinta ukuphepha emigwaqeni. Nokumeleleka kwabesifazane kwa-RTI kungenye yezindlela zokukhula.

Kwa-Road Traffic Inspectorate, inhloso yethu kungukusindisa izimpilo njengoba konke esikwenzayo kuhlose ukwenza imigwaqo iphephe, ukunqanda izingozi, ukubhekana nezinto eziphazamisayo nokunqanda

ubugebengu emgwaqeni. Nokho, izindleko ezidalwa izingozi ziyethusa. Jikelele, izingozi ezibandakanya amaloli athwala uketshezi oluyingozi noma ukuchitheka kwemithwalo okuholela ekuvalweni kwemigwaqo emikhulu isikhathi eside (12 hrs) kungadla imali engaphezulu kuka-R1 million ngosuku ngempahla elahlekile kanye nezindleko zokuhlaza indawo engcolile. Ngokujwayelekile ukuhlaza emgwaqeni lapho kuchutheke ikhemikhali eyingozi njenge-hydro carbon kungabiza phakathi kuka-R500 000 no-R1.5 million kuye ngokuthi kuchitheke into engakanani. Zibalelwa eshumini ngonyaka izehlakalo ezinkulu ezithinta ukuchitheka kwemithwalo eyingozi KwaZulu-Natal.

Sibone kukuhle ukuthi sivezele leNdlu ehloniphekile izibalo zezindleko njengomnikelo weRTI KwaZulu-Natal ekubhekaneni nezimo ezingenhla ukuze sibone kahle isidingo sokuthatha ezokuphepha emgwaqeni zibe sezingeni eliphezulu.

➤ Izindleko zabasebenzi	5 900 000.00
➤ Izindleko zokucwaninga	145 000.00
➤ Ezokuxhumana nge-Cell ne-Radio	150 000.00
➤ Izithombe nokucupha ijubane	2 000 000.00
➤ Ukuphuthuma ezinhlekeleleni ezinkulu	425 000.00
➤ Ukugcinwa kwemishini isesimweni	30 000.00
➤ Ukwelulekwa kwezomthetho	20 000.00
➤ Izimo eziphuthumayo nemishini yokuxhumana	93 500.00
➤ Umfaniswano nezimpahla zokuzivikela	310 000.00
➤ Ukuqeqesha nokuthuthukisa abasebenzi	73 000.00
➤ Izindleko zokusebenza kwePTEU	46 924 000.00

**IZINDLEKO ZONKE**

**R56 070 500.00million**

Phezu kwalezi zindleko zokusebenza kwe-RTI/PTEU, kukhona ezinye ezidaleka ngemisebenzi yezinkampani ezizimele njengokudonswa kwezimoto, ama-mobile crane nemisebenzi yokuhlaza njenge-DRIZIT, izindlekozama-ambulensiazimele, izindlekozezibhedlelaezizimele, izindleko zokukhokhelwa kwezimpesheni, imibhede ezibhedlela zikahulumeni

kuhlanganisa nabasebenzi, nokukhokhwa kwemali yezinxephezelo ze-Road Accident Fund kubagibeli nabahamba ngezinyawo ikakhulukazi.

Yingakho-kenjengomnyangosinxusaukuthikubenokubuyekezwakwamacala asemgwaqeni ukuze abe ngawobugebengu kunokuba ngukwephula nje umthetho womgwaqo kwezinye izimo njengoba kwenzeka e-Australia. Lokhu kuhlanganisa ukushayela uphuzile, ukulayisha ngokweqile, nokushayela imoto engekho esimweni ikakhulukazi. Umnyango ukholwa ngukuthi osebenzisa umgwaqo usuke enenhloso yokwephula umthetho uma nje eqala engena emgwaqeni ekulezi zimo. Isibonelo nje, umshayeli ozithola edakiwe bese engena emotweni phezu kokuba engasakwazi ngisho ukwenzani bese lokho kuholela ekufeni komunye umuntu ongenacala kumele athathwe njengesigebengu. Ayikho into eyingozi uma udakwe ngenhloso waqhubeka washayela wase ubulala abantu abangenacala. Lokho kungamabomu nje okumele kuthathwe njenganoma yikuphi ukubulala ngenhloso umuntu ongenacala. Umuntu obulele emgwaqeni kumele abhekane nomphumela wokubulala ngokuthi kube icala lokubulala hhayi lokhu kokuthi ukubulala ngokungenhloso.

## **UKUDIDIYELWA KWEZITHUTHI ZOMPHAKATHI**

Malungu ahloniphekile, ukusebenza kwethu kwezokuthuthwa komphakathi kumele kuqede indlela yokuhamba kwabantu engenako ukuxhumana. Njengesifundazwe noMnyango siyavumelana ukuthi kumele kube nendlela engcono yokuhamba noma ngabe uhlelo lwe Bus-Rapid Transit noma i-Rail Rapid Transit. Ukwanda kwezindawo zokuhlala kuyasiphoqa ukuthi sibheke izindlela eziphusile zokuhambisa abantu ngendlela ehlukile kunokuhlela kwangesikhathi sobandlulo. Akuyona into enhle ukuthi abantu abangaphandle ezinhlelweni zokuthutha ezikhona balokhu behlinzekwa ngezinhlelo zokulethelwa ngisho noma izibalo zikhomba ukuthi nabo bangumphakathi ozimele ngokwabo. Inkinga ngohlelo olungavulelekile ngukuthi ludala izindleko ezinkulu zokuthutha ikakhulukazi emiphakathini eyayincishwe amathuba phambilini. Njengohulumeni kufanele sivikele ababuthaka. Singuhulumeni sidinga ukuthi sicabange sisabalale. Kufanele

sihlele kabusha ngaphandle kokuzivalela ohlelweni olucwasayo. Lokhu ngaphandle kokungabaza kuhambisana nemali eningi kodwa kuyinto okumele yenzeke.

UMnyango futhi usebenzisana nomasipala mayelana nokwakhiwa kohlelo lwe-Rapid Public Transport Networks. Umsebenzi ozolandela kulolu hlelo kuzokuba Ulundi Integrated Public Transport Facility ngemali engu-R31 million.

Sihlalo, kuyangijabulisa ukumemezela ukuthi lo Mnyango ngokubambisana ne-PRASA usuhambe ibanga elide ekubhekeni izindlela zokufaka isitimela esizohambela phakathi koMgungundlovu neTheku. Lesitimela sizosiza abagibeli abahamba phakathi kwala madolobha amabili nsuku zonke. Izingxoxo esinazo nabakwa PRASA zihlanganisa ukuphepha ezindaweni zokupaka abagibeli kuhlangukisa nokuphepha ebusuku. Usuku olubekelwe ukwethula ngokusemthethweni isitimela beluzokuba ngoDisemba, kodwa ngenxa yokuthi uDisemba yinyanga yamaholide lapho abasebenzi abaningi basuke besemalivini, lolu suku kusaboniswa ngalo.

Sekubunjwe ithimba lesifundazwe elakhiwe ngabaqhamuka eMnyangweni, Ethekwini nakwi-Passenger Rail Agency of South Africa (PRASA) ukuqinisekisa ukudidiyelwa kwezinhlelo zonke zokuthuthwa komphakathi ngaphansi kwe-metro nokuthi liphuthumise ukwenziwa kwalezo zinhlelo. Lolu hlelo luzoqinisekisa ukuthi kuba nokuhlela okudidiyele okwesekwa yizo zonke izinhlelo ezithintekayo.

## **AMAKHONO**

Elinye lamaphuzu ayishumi aseqhulwini kuzwelonke esisebenzela phezu kwawo singuMnyango ngokusimamisa amakhono nabasebenzi. Okubalulekile kulo mkhakha ngokuthi uhulumeni akhe uhlelo oluqinile lokugcina abasebenzi abanamakhono. Njengohulumeni sizokwenza ngokusemandleni ukuthi singalahlekelwa ngamakhono esiwadingayo eMnyangweni. Sizokhubeka futhi, ngokohlelo lokuthuthukisa abasebenzi bethu, siqeqeshe ngendlela efanele bonke abasebenzi eMnyangweni ukuze

senze ngcono ukulethwa kwezidingo. Siziqhubeka nokunikeza intsha imifundaze ukuze ingene emkhakheni wezokuthutha, ngaleyo ndlela silwe nokushoda kwamakhono ikakhulukazi kwiMechanical Engineering, Civic Engineering, Transport Economics neTransport Management sikwenza ngokubhekela ukulingana ngokobulili nezibalo zabantu ngokwezindawo abahlala kuzona ezweni. Sifuna ukwandisa isibalo sabesifazane abangonjiniyela, sifuna ukwandisa isibalo sonjiniyela abamnyama futhi sifuna kube nonjiniyela abaphuma ezindaweni zasemakhaya.

UMnyango uzoqhubeka nokukhipha imifundaze kubasebenzi boMnyango nalabo abangasebenzi emkhakheni we-Human Resource Management ne-Financial Management. Lokhu kuzoqinisekisa ukuthi abantu bathola amakhono adingekayo ezindaweni zokusebenza. Malungu ahloniphekile siziqhubeka nokulekelela ngolwazi labo abaneziqo kodwa abangakasebenzi ukuze bathole amakhono adingekayo. Siziqhubeka nohlelo lwemfundo yabadala i-ABET ukuqinisekisa ukuthi imfundo ayikhulelwa ngalokho siphucule izimpilo zabasebenzi ngokwenhlalo nangokomnotho. Siziqhubeka nokusabalalisa lawo makhono antulekayo.

Kulokhu, ngiyajabula malungu ahloniphekile ukusho ukuthi ngokubambisana ne-PRASA, sibheke ukwenza isivumelwano sokusebenzisana iMemorandum of Agreement ukuze sabelane ngemisebenzi yochwepheshe bonjiniyela. Lokhu kusho ukwanda kwamathuba okusiza abafundi ngolwazi kuhlenganisa ukwabelana ngolwazi kwezobunjiniyela ikakhulukazi uma kunamaphrojekthi amakhulu.

Mayelana nokuqeqeshwa kwabashayeli siyazi ukuthi leli yikhono elibalulekile kuwonawonke umuntu ukuthi abenalo. Ukutholalalal kwalelikhonongendlela efanele kuqinisekisa ukuthi sinabashayeli emigwaqeni yethu abagcina umthetho. Yikhono eliqinisekisa ukuphepha kwabasebenzisa umgwaqo. Yikhono eliqinisekisa ukuthi abantu bayaqasheka phakathi kokunye. Sikubona kubalulekile ukuthi kuhlale kwenziwa izindlela zokwenza ngcono lo msebenzi ukuze sihlale sihamba phambili. Siyakuqaphela njengoMnyango ukuthi ukuqeqeshwa kwabashayeli kwenziwa ngezikhathi zasemini kodwa

uma sekubuyelwa emaqinisweni abantu abaningi bashayela izimoto ngisho nasebusuku. Siyakuqaphela futhi ukuthi abashayeli abahlololwa izincwadi eziwu-Code 10 kuya phezulu bahlolwa ngezimoto ezingalayishile kodwa emsebenzini bashayela izimoto ezilayishile. Sisazolokhu sibheka ukuthi yimaphi amaqhinga esingawasebenzisa ukubhekana ngqo nalezi zinselelo.

Siyakuqaphela singuMnyango ukuthi indlela abashayeli abaziphatha ngayo emgwaqeni phakathi kwezinye izinto yikhona okuholela ezingozini nokufa kwabantu emigwaqeni yethu. UMnyango kusafanele ubhekane ngqo nendlela ezokwenza abashayeli baqonde ukuthi izincwadi zokushayela azilona ilungelo kodwa ziyigunya. UMnyango ufuna ukugcizelela ukuthi ilayisensi ngeyomshayeli uma nje esaziphethe kahle emgwaqeni. Sifuna ukuthi imiphakathi esiyisebenzelayo isithathe njengabantu abasebenzisana nayo kwezokuphepha emgwaqeni kunokuthi basithathe ngokuthi sibabangela isicefe ngokuhlale sibagadile. Sibona ukuthi yiyona ndlela le engabuyisa ukuhloniphana emigwaqeni.

## **UKUSUNGULWA KWEMISEBENZI**

Sithunywe uhulumeni ukuthi sisungule amathuba emisebenzi enesithunzi, sithuthukise abantu ngenkathi senza imisebenzi esabelwe yona njengeminyango futhi sibe siqinisekisa ukuthi kunezinhlelo zokulwa nobubha ezihambisana ne-Expanded Public Works Programme. UMnyango wezokuThutha unezinhlelo zokweseka lokhu. Izinhlelo zoMnyango uVukuzakhe, uZibambele noSiyazenzela zisiza kakhulu ekufezeni lokhu. Siyajabula ukuthi uhulumeni kazwelonke usenqume ukusabalalisa lezi zinhlelo izwe lonke.

Uhlelo lukaVukuzakhe luhlomulisa osonkontileka abasafufusa abaningana. Ngonyaka wezimali odlule uMnyango unikeze ngemisebenzi engu-928 kosonkontileka abasafufusa okuyimisebenzi engaphezulu kuka-R492 million. Ukweseka ukuthuthuka okuqhubekayo, siyakuqaphela ukuthi kumele kube nezindlela zokuphuma manje kuVukuzakhe. Lokhu kuzoqinisekisa ukungena kosonkontileka abasha bese kuthi labo asebekhulile bakhonjiswe izindlela zokuncintisana kweminye imisebenzi yangaphandle.



Uhlelo lukaZibambele seluyindaba emnandi exoxwayo. Njengamanje sesifike esibalweni esasizibekele sona sika-40 000 nemali engu-R225,6000 00 ekhishwa ngemiholo yosonkontileka bakaZibambele. Usonkontileka ngamunye kumanje uthola u-R470. Labo mama abakulolu hlelo abahola imali engatheni sebelondoloze imali engu-R12 million. UMnyango usabheka ezinye izindlela ongasebenzisana ngazo noZibambele ukusebenzisa imali abayilondolozile ukuthi ibabeke kwelinye izinga. Enye yezindlela ngeyokuthenga ngokuhlanganyela koZibambele okungase kwethulwe ngokusemthethweni ngo-August 2009. Lolu hlelo luzoqale luhlolwe ukuthi luyasebenza yini esifundeni saseMpangeni kulabo masipala bezifunda abalandelayo; uMkhanyakude, iZululand nas'Othungulu.

Njengamanje sithola izindaba ezithokozisayo ngempumelelo yemifelandawonye kaZibambele. Izimbali Zasehlobo eMaqongqo, ukwenza isibonelo nje, benza amavesti okuphepha abasebenzi basemgwaqeni. Lena ngenye yezindlela zokwandisa imali abayithola kulolu hlelo. Indlela yengqubekela-phambili kulokhu iyahluka. Uhlelo lwamakhowe kwaDindi nalo seluthole ukwesekwa okukhulu. Amathuba okuphumelela kwalolu hlelo mahle kakhulu, ikakhulukazi ngokwesekwa uhulumeni. Kulokhu, uMnyango uzosebenzisana noMnyango wezoLimo, ezeMvelo nokuThuthukiswa kweZindawo sazemaKhaya kuhlanganisa nowokuThuthukiswa koMnotho ukuze luthuthukiswe lolu hlelo.

Uhlelo lukaSiyazenzela luya ngokuya luba intandokazi komasipala. Ngendlela efanayo noZibambele, uMnyango ubheka izindlela ezintsha zokusabalalisa izimali ukuze kwakheke amathuba emisebenzi enesithunzi ngoSiyazenzela kuphinde kuliwe nobubha. Eminye yemisebenzi ehlongozwayo kungaba ukuhlanzwa kwamabhilidi kahulumeni kanye nokugezwa kwezimoto zikahulumeni. Okunye futhi, ngokusebenzisana okuhle nomasipala asebenalolu hlelo, sihlela ukuqalisa ngohlelo lokugaya udoti khona kuSiyazenzela ukuze kulekelelwe imifelandawonye yezolimo kaZibambele ngokuthi imfucuzwa yenziwe umquba. Ngalokhu, sizobe siletha umqondo webhizinisi elingenza labo mama bakwazi ukukhokha imali yesikole bakhokhele nezinye izidingongqangi.

Kuphinde kujabulise futhi ukubona izinkampani zikahulumeni kanye nezinkampani ezizimele zibambisana nomnyango ngenhloso yokwakha amathuba emisebenzi ngokulandela imigomo ye-EPWP. Njengenkampani i-PRASA, ibheka ukuthatha abesifazane abazogeza izimoto zakhona. I-Tongaat Hulett izibophezele ekusebenziseni abesifazane baZibambele ukubahlanzela amahhovisi abo. Le nkampani izimisele ngokuphinda isebenzise izinkontileka zikaVukuzakhe emisebenzini yokwakha. Ngempela Sihlalo namalungu ahloniphekile, Ngokubambisana singenza okuningi!

## **ABANTU KUQALA**

Ukusetshenziswa kwezinkampani ezizimele nezitholela abantu imisebenzi kuyichilo nje elidinga ukuchithwa emnyangweni, ikakhulukazi ngoba siyakwazisa ukubaluleka kwabantu bakithi futhi sizibophezele ekuthuthukeni kwabo hhayi ekuxhashazweni. Kuyicala ukuthi imenenja isebenzise inkampani ezimele ukuqasha abasebenzi engabe kuqashwa umuntu ngokwezimiso zikahulumeni. Uma sebeqashiwe, kumele kulandelwe izindlela ezifanele zokubathuthukisa ngaphakathi emnyangweni. Ukubacija ngamakhono kumele kube yingxenye yomsebenzi wethu.

Siphokophele ekuqhubekeni nokuthuthukisa abasebenzi bethu ukuze sikwazi ukufeza imigomo kalo hulumeni wentuthuko. Izinhlelo zokubhekelela ezempilo kubasebenzi balo mnyango uma siziqhathanisa neminye iminyango zisangathuthukiswa ukuze zisize kangcono abantu bakithi.

Malungu ahloniphekile, sikushayela ihlombe ukuthathelwa phezulu kwezindaba eziphathelene nabesifazane kanye nentsha kulo hulumeni. Izindaba eziphathelene nabesifazane kanye nentsha kumele zithole ikhaya kulo mnyango singakhohlwa nangabantu abakhubazekile.

Lokhu siyakholwa, njengamazwi kaNdunankulu uDkt Z.L. Mkhize ngenkathi ethula inkulumo yesifundazwe mhlaka 18 June 2009, kuzosiza uMnyango, “ukuhlanganyela nohulumeni endleleni yokwakha izwe elinokulingana nempumelelo”.

Sekube nokukhula kwesibalo sabesifazane abaqashwe kulo mnyango. Abesifazane bangu 36.86% kubasebenzi bebonke. Ukwenyuka kwesibalo

okugqame kakhulu kwabesifazane abamnyama okukhule ngo-13% sisuka ku-13.9% (April 2006) kwaya ku-26.9% (May 2009).

Imininingwane yabasebenzi balo Mnyango iveza ukuthi esigabeni se-SMS u-51.6% wezikhala zemisebenzi ugcwaliswe ngabesifazane bese kuthi abantu abanokukhubazeka babe u-0.58%. UMnyango ugxile emizamweni yawo yokugcwalisa izikhala zemisebenzi ngabantu besifazane abamnyama kanye nabantu abanokukhubazeka ngokwezibalo ezibekiwe.

## **UKULWA NENKOHHLAKALO NOKUKHWABANISA**

Umgomo wethu siwulo hulumeni, siwulo mnyango ngokuthi kuzomele sigxile kakhulu ekulweni nenkohlakalo nokukhwabanisa. Lobu ubugebengu obenziwa ngabantu abafundile ikakhulukazi, abasezikhundleni eziphezulu ezibanika amandla. Yingakho-ke sithi bonke abasebenzi bomnyango abatholakala bethinteka enkohlakalweni nokukhwabanisa bazojeziswa ngendlela efanele.

Uphiko lakwa-Motor Transport Services, ukwenza isibonelo, luzoqhubeka luqinisekise ukuthi bonke abahloli bezimoto abakhohlakele babhekana nomthetho. Kuyangithokozisa malungu ahloniphekile ukusho ukuthi uphiko lakwa-Motor Transport Services selisize kakhulu ekusuleni amagama abahloli bezimoto abangu 9 kanye nesikhungo sokuhlola esizimele esisodwa ngonyaka wezimali ka-2008/2009.

Impumelelo eqhubekayo emkhankasweni wokulwa nokukhwabanisa nenkohlakalo emigwaqeni yaKwaZulu-Natal ingabonakala phakathi kokunye ngokuthi iKwaZulu-Natal yisona kuphela isifundazwe esesinesizinda esisodwa esilawula yonke imininingwane ebucayi ye-eNaTIS. Imininingwane iqala ngokuphenywa yamukelwe esizindeni esisodwa ngaphambi kokuba ivunyelwe ukusetshenziswa ezikhungweni zokubhalisa ezingu-77 esifundazweni. Ngokuphaziswa komthetho omusha wezemigwaqo, imisebenzi eminingi ebiyenziwa esikhungweni sokubhalisa ngasinye phambilini, manje seyenziwa endaweni eyodwa iKZN Vehicle Registration

and Licencing Help Desk, ngenxa yemibiko eminingi yokukhwabanisa nokusetshenziswa kwezimali budlabha kula mahhovisi.

## **2010**

Amalungu ayazi ukuthi izidingo zika-2010 zithinta kakhulu amadolobha azosingatha imidlalo okwenza isifundazwe sithinteki kancane ku-2010. NjengoMnyango wezokuThutha sisebenzela ukwakha ingqalasizinda edingekayo yemigwaqo nambhuloho okuzosiza ekufinyeleleni ezinkundleni zika-2010 nezinye izakhiwo. Sikhulumanje uyaqhubeka umsebenzi wokwakha imigwaqo ezindaweni umphakathi ozobukela kuzona kanye nomgwaqo oya esikhumulweni sezindiza eLa Mercy. Ukuze siqinisekise ukuthi akukho ukukhombana ngomunwe phakathi kwezindawo zasemakhaya ezisasilele emuva ngentuthuko namadolobha azosingatha imidlalo ngemuva kuka-2010, uMnyango ufaka umthamo omkhulu wengqalasizinda ezindaweni zasemakhaya ngomkhankaso ka-Operation Kushunquthuli.

## **ISIPHETHO**

Kuyiqiniso ukuthi kunokushoda kwezimali Sihlalo kodwa sizimisele ukuqhubeka nokuhambisa izidingo kubantu bakithi. Abantu baKwaZulu-Natal basithumile ukuthi siqhube intuthuko njengoba sisemuva ngo-5000 km wemigwaqo edinga ukwakhiwa, amabhuloho ezinyawo angu-474 asadinga ukwakhelwa izingane zesikole eziwela imifula egcwele izingwenya. Abantu baKwaZulu-Natal basithumile ukuthi siphuthumise izidingo kubantu njengoba kunezingane zesikole ezisuka emakhaya ngehora lesine KwaNongoma, isibonelo, ukuze zikwazi ukuba sesikoleni ngo 8 ekuseni. Abantu baKwaZulu-Natal basithumile ukuthi siphuthumise izidingo kubantu egameni lemindeni ehlehlisa imishado nemingcwabo ngenxa yokugcwala kwemifula. Emagameni akhe uFrantz Fanon, ungoti kwezepolitiki, encwadini yakhe, *The wretched of the Earth*, uthi “ukubakhona komgoqo kusho ukuthi kunenhloso yokuya phambili”. Siyazibophezela ekuvikeleni ababuthaka! Sizibophezela “ Ukusebenzela ukwenza umehluko”.

Sihlalo namalungu ahloniphekile, kulesigaba ngithanda ukubonga ngokuzithoba iKomiti lezokuThutha ngokuhlale leseka umnyango njalo,

isikhulu sephezulu se-PRASA nethimba laso, ubuholi bemboni yamatekisi ngokusebenzisana okuhle, iNhloko yoMnyango uMnuz BC Hlabisa nethimba lonke lomndeni wezokuthutha, uphiko lwezokuXhumana neHhovisi likaNgqongqoshe ngokuzibophezela ngokungaphezi ukusebenzela ukwenza umehluko esifundazweni saKwaZulu-Natal. Emiphakathini yaKwaZulu-Natal, ikakhulukazi omama bakaZibambeke, izingane zesikole ezihamba amabanga amade ziya esikoleni ziwela nemifula edla izindanwe, amakhosi, omasipala asebeqalise uhlelo lukaSiyazenzela, **NGINETHULELA ISIQGOKO!**

Ngivumeleni ukuba ngethule ngokusemthethweni u-vote 12: Inkulumo yesabelo-mali soMnyango wezokuThutha sika-R5,147, 898 billion ngonyaka wezimali ka-2009/2010 esizokwabiwa kanje:

<b>Ezokuphatha</b>	<b>R260, 671 million</b>
<b>Ingqalasizinda yomgwaqo</b>	<b>R3, 583, 433 billion</b>
<b>Ukuthutha</b>	<b>R745, 463 million</b>
<b>Ezokulawula emgwaqeni</b>	<b>R457, 516 million</b>
<b>Imisebenzi yomphakathi</b>	<b>R82, 815 million</b>

***Ngiyabonga!***

**Notes**

***B  
U  
D  
G  
E  
T***

***S  
P  
E  
E  
C  
H***

***2  
0  
0  
9  
-  
2  
0  
1  
0***

**Notes**

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

**Notes**

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

**B  
U  
D  
G  
E  
T**

**S  
P  
E  
E  
C  
H**

**2  
0  
0  
9  
-  
2  
0  
1  
0**