



DEPARTMENT OF TRANSPORT
KWAZULU-NATAL

Budget Speech 2010 - 2011

KwaZulu-Natal Legislature - April 2010

'Working to Build a Better Future Together'



DEPARTMENT OF
COMMUNITY SAFETY AND LIAISON
KWAZULU-NATAL

Budget Speech 2010 - 2011

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KwaZulu-Natal Legislature - April 2010

'Build a United Front Against Crime'



Budget Speech

2010 - 2011



**BUDGET SPEECH 2010/2011
PRESENTED TO
THE KZN LEGISLATURE
ON 09 APRIL 2010**



**By the MEC for Transport,
Community Safety & Liaison
Mr T.W. Mchunu**



“Working to Build a Better Future Together”

*Budget Speech
2010/11*

KWAZULU-NATAL
DEPARTMENT OF
TRANSPORT

VOTE 12: BUDGET SPEECH FOR
2010/2011 FINANCIAL YEAR

PRESENTED TO

THE KWAZULU-NATAL LEGISLATURE

ON 09 APRIL 2010

DELIVERED BY THE

HONOURABLE MEC FOR

DEPARTMENT OF TRANSPORT,

COMMUNITY SAFETY & LIAISON

MR T.W. MCHUNU

Madam Speaker;

The Premier of KwaZulu-Natal, Honourable Dr. Zweli Mkhize;

Members of the Provincial Executive Council;

Honourable Members of the Provincial Legislature;

Amakhosi AseNdlunkulu present;

Mayors and Councillors of Municipalities;

Director-General and Heads of the various Departments;

Excellencies, members of the diplomatic corps;

Distinguished guests, ladies and gentlemen;

Senior officials of government departments;

The leadership of the Public Transport Industry

Members of the media;

Citizens of KwaZulu-Natal

Budget Speech
2010/11

WORKING TO BUILD A BETTER FUTURE TOGETHER

Madam Speaker, I rise to table my maiden budget speech for the Department of Transport Budget Vote 12, in my capacity as the new Executing Authority for the Department under the theme, “*working to build a better future together*”. This theme best captures our mandate in the department. As we construct and maintain roads, provide access, facilitate integrated public transport provision, advocate the safety of all road users, we firmly believe in working together with the wider community of KwaZulu-Natal to realize our departmental vision of, Prosperity through Mobility. The budget speech we present today in this House is dedicated to the stability in the taxi industry. The DVD you have seen honourable members, bears testimony on our resolve to intensify our focus on this industry. This industry by practise and trade speaks to the core of Black Economic Empowerment, thus our contribution towards its economic emancipation must be evident not implied.

The year 2010 is unique in many ways and is certain to go down in history as yet another significant turning point for South Africa and the African continent. This is the year we will again witness history in the making. This is the year that will prompt the next generation to one day sit back, ponder and say, but we did our part. A key reason for this is that we will, this year, witness for the first time an African country playing host to 32 countries competing for football’s most coveted trophy – the FIFA World Cup™ – and the eyes of the world will indeed be upon us in South Africa. We are doing our part as this Department in ensuring that this World Cup is a success particularly with regards to Public Transport matters, road infrastructure development, safety initiatives on our roads to mention but a few.

This year is also momentous in that it marks the 20th anniversary of former President Nelson Mandela’s release from prison. It was 20 years ago when this greatest statesmen and peace broker the world has ever known, was released from jail. Tat’ u Madiba, we remain anchored in your principles of peace making as we together with the leadership of the taxi industry facilitate conflict resolution and peace keeping within the industry.

Honourable members, In his State of the Nation Address his Excellency the President of the Republic of South Africa, Mr Jacob Zuma said and I quote: *“When this administration came into office last year, we undertook to work harder to build a strong developmental state. We said it would be a state that responds to the needs and aspirations of the people, and which performs better and faster. This year, 2010, shall be a year of action. The defining feature of this administration will be that it knows where people live, understands their needs and responds faster. Government must work faster, harder and smarter”*.

Mr. President, we commit this department that it will indeed work faster, harder and smarter. We will do this Madam Speaker and Honourable Members because our people voted us into power to do precisely that – work for them and in their name, collectively with them. We shall neither fail nor falter. History and time are not on our side. We will do it because our people deserve it – a smart, hard working government.

In echoing the President’s call, Honourable Premier, and an esteemed member of this House, Dr Zweli Mkhize, in his State of the Province address exhorted all of us to operate to the highest standards of good governance and social responsibility.

Our Honourable Premier further said and I quote: *“There was an urgent need to refrain from wasteful expenditure and to adhere to prudent financial management practices.”* Madam Speaker and Honourable Members, the department that I have the responsibility and honour to lead will adhere to this call for prudence Khabazela.

BUDGET PREMISE

Pre 1994, in general, transport planning was guided by the Urban Transport Act, which focused on the mobility of private vehicles within urban areas. It did not take into account the integrated land use which is now a feature of transport planning in the post 1994 era. To that end, we are today seeing the real purpose of transport planning as the provision of access to work,

social facilities such as education, hospitals, including goods and services. Furthermore, transport planning now boasts of proven techniques to improve access while simultaneously reducing environmental and social impacts, including managing traffic congestion. This has positive spinoffs for more vibrant, livable, sustainable cities and communities.

It is this understanding Honourable Members that premises the Budget we have an honour to present today.

During our planning and prioritising of projects in the department, we have ensured that we align to the 12 provincial strategic priorities that support rural, economic, social and human development of our people.

In the main, the budget seeks to widen the scope of transportation planning to take into account non-traditional matters such as the creation of pedestrian paths along the roads. The budget also seeks to strike a balance between the building of new infrastructure and maintenance of the existing infrastructure within the limited budget allocation. We will further strike a fine balance between the urban and the rural divide. This is in line with the overall government priority of rural development.

This budget, Madam Speaker and Honourable Members was crafted in the midst of budgetary cuts and recessionary pressure on the national coffers. Notwithstanding the above, the Department of Transport cannot shy away from discharging its responsibility.

Allow me Madam Speaker to now move to the detail account of this Budget Presentation per programme.

The budget allocation for the 2010/2011 financial year vote 12 is R5,6 billion (R5,631,057,000). This consists of a provincial allocation in the form of an equitable share of R3,7 billion (R3,788,610,000) and national conditional grants of R1,8 billion (R1,842,447,000).

Although the budget has increased slightly, in reality it is a budget cut as a result of the 7,5% goods and services budget reduction and the First Charge of R185,666 million for the 2008/2009 over expenditure which arose from the significant increasing costs in construction and maintenance brought about by the unprecedented price escalations in the fuel, steel and cement prices.

Chairperson, these budget cuts will have a serious knock-on effect on many projects that were anticipated for completion and will now be delayed for completion in 2010/2011 financial year. This will also impact on the overall MTEF targets that were previously set and will result in projects being delayed and or cancelled unless additional funding is sought from Treasury.

RURAL DEVELOPMENT AND INFRASTRUCTURE DEVELOPMENT

Road infrastructure development has a total allocation of R3,72 billion. In essence this means that the bulk of the budget is dedicated to infrastructure development. Infrastructure provides the platform for economic growth while promoting community development and eco-tourism.

Of this infrastructure budget R1,9 billion is for construction and R1,6 billion is for maintenance. The investment in construction consists of new gravel and blacktop roads, upgrading of gravel roads to blacktop and the rehabilitation of blacktop roads. Maintenance consists of routine maintenance, regravelling, blacktop patching, blading, safety and special maintenance.

However, the success of this holistic approach to road construction is dependent on the creation of successful partnerships with other departments, municipalities and communities. The department, through its consultative process of engagement with the communities in the Rural Roads Transport Forums, ensures that there is adequate consultation in the planning and

prioritising of its projects and programmes, while ensuring that it delivers on its mandate of ensuring a safe and efficient transportation system.

The Department will continue with its corridor projects such as ARRUP to improve access to rural areas and support tourism while creating jobs and decent work opportunities through the utilisation of Vukuzakhe contractors and the EPWP programs.

The ARRUP program consists of 15 roads totalling in excess of 500 kms at an investment in excess of R3,7 billion. To date the department has completed 255 kms at a cost of R2,2 billion while creating more than 3,600,000 million person days of work. The department is proud to announce the completion of the following three projects P399 in Vulindlela, P296/38 in Osizweni and P235 Hlabisa to Nongoma.

Madam Speaker, the Department will continue with Operation KushunQuthuli which is dedicated to the upliftment of rural communities through the provision of access to schools, clinics, social amenities, including areas with agricultural potential. The department will remain focussed on the creation of access through the Roads for Rural Development and pedestrian bridges programmes.

Whilst the department has built 6,000kms of rural access roads, it still has a backlog of 11,800kms to achieve its minimum equity. 38 out of 474 pedestrian bridges, were completed at a cost of R130 million.

The department will continue to upgrade the Roads of National Importance such as the P496 John Ross Highway, P318 Sani Pass and the access roads to King Shaka International Airport, however their completion dates will extend beyond the 2011/2012 financial years. The current upgrades to R102 to provide southern access to the KSIA will be completed in time for the 2010 Soccer World Cup.

A serious challenge facing the department is the ongoing floods which can never be anticipated. Although the department received an allocation R617 million towards the repairs, an amount of R350 million is still required to restore access to some communities on the south coast. The recent flooding in November 2009 and January 2010 has resulted in a further R245 million being required for repairs.

Gravel shortage is another problematic area, which results in increasing haulage costs and therefore higher re-gravelling costs. This is further constrained by the issue of access to quarries and the cost associated to mining rights such as payment of royalties. The department is reliant on Amakhosi and the Ingonyama Trust to assist in providing access to these identified quarries.

The Municipality Property Rates Act provides for rates to be payable to municipalities for infrastructure in their locality including roads. This poses a serious threat to the finances of the Department, particularly because some municipalities are now billing the department for every road in their locality despite the fact that roads provide a public and an economic service to the municipality. We have engaged with provincial Treasury on this matter. We further call upon our MEC for Corporate Governance and Traditional Affairs to partner with us in dealing with this matter, which should include effecting amendments on the legislation or any other relevant interventions.

In light of these constraints the department commits to the following construction outputs in the 2010/2011 financial year:

- Upgrade 65kms of gravel roads to blacktop
- Construct 350kms of new gravel roads
- Construct 10 pedestrian bridges

Due to budget constraints and the increase in volumes of traffic, the rehabilitation and periodic maintenance programme is falling behind. The road network is deteriorating at a rapid pace and additional funding will be required to ensure that our road network is conserved in an acceptable manner to prevent any fatalities. More than 70% of our road network is also beyond its design life and if not attended to immediately, will end up in a total state of disrepair. This will cost the Government eighteen times more in the long run to construct these roads if not attended to urgently.

This state of our roads combined with high traffic volumes, overloading of heavy vehicles, poor drainage and high levels of rain experienced contribute to the high occurrence of potholes in our Province.

The department only receives R1,6 million of the required annual funding of R3,2million for maintenance which equates to 50% and this shortfall increases the backlog at a rapid rate. It would require at least an additional R2billion over a three year period and an additional R2billion to bring the road network back to the required minimum level of service.

Currently the split between construction and maintenance is 55:45 and the strategy is to ensure that over the MTEF period the construction versus maintenance budget is balanced. The Department will also not lose focus of new construction as the focus will always be rural access development.

The upgrading and construction of roads in the Umzimkhulu District to an acceptable standard with the rest of the Province is still underway at an estimated cost of R1, 2billion. The feedback from the communities is that they are satisfied with the current progress made but are also concerned that at the current rate of funding ,this will take approximately 15 years to achieve our target.

In light of these constraints the department commits to the following maintenance outputs in the 2010/2011 financial year, while continuing using emerging contractors:

- Re-gravel 850kms of gravel roads
- Undertake 100,000kms of gravel road blading
- Undertake 150,000 square meters of blacktop patching

DEVELOPMENTS IN PUBLIC TRANSPORT AND FREIGHT

The State of the Taxi Industry

Madame Speaker, the state of the taxi industry is closer to our hearts as government, particularly because it depicts Black Economic Empowerment at its best. It is on that score that the instability of this industry is always a cause for concern. These issues were elevated to the level of the Justice Crime Prevention and Security Cluster (JCPS) so as to ensure a comprehensive and an integrated strategy of dealing with taxi violence. The JCPS appointed a special taxi task team comprising of the SAPS, DOT, NIA, Justice, NPA and Community Safety and Liaison whose mandate is to deal with all forms of transport violence and to report to the Executing Authority on a regular basis.

However, today honourable members, It is with pride that I announce to this house that in the latter part of 2009, the Taxi Industry in the province held elections which were largely successful, in which new leadership for associations, the regional executive committees and ultimately the provincial taxi council was elected. Most of them are with us today, up there in the gallery. This is an indicator of stability in the industry as the elections were characterized mainly by peaceful albeit intense campaigning.

Furthermore, Honourable members, the MEC and the Provincial Leadership of the taxi industry committed themselves in working together to ensure that the taxi industry is transformed from the present state which is beset with confusion and violence to a peaceful and organized industry where lawful

operators can conduct their businesses profitably. To that end, the MEC and the taxi industry have entered into a memorandum of understanding where the industry committed themselves to the following principles:

- Operate an integrated public transport services that is safe, reliable, affordable, efficient and cost effective for all.
- To return the Council to an era of good governance, accountability & responsibility.
- To be the nucleus of all public passenger transport provisioning in the Province, guided by the principles of unity, safety, cost effectiveness and open and transparent administrative processes.

Furthermore, the Department is mindful of the major challenges it faces in ensuring that the safety of operators, drivers, commuters and the public in general is safeguarded, hence the MEC and the Department commits itself to active promotion of an industry culture geared towards problem solving through dialogue. To support the transformation and development of the taxi industry within the province, the department will fund programs and operations of the industry at a value of 6.500 million Rands. Such funding will be controlled and managed by the department in line with the Public Finance Management Act (PFMA).

Integration in Public Transport

As a Department we need to look at the optimal ways of mass transport of people especially for the marginalised communities. We are therefore working with municipalities in developing Integrated Rapid Public Transport Networks, which include Bus Rapid Transport and Rail Rapid Transport systems while integrating transport systems to encourage seamless transport.

We are pleased to announce that the construction of the Ulundi Integrated Intermodal Public Transport Facility will begin in May 2010 and that the design for the facility at Mondlo will soon begin.

The commuter bus subsidy of R714 million remains a challenge to the public transport system. As part of developing Integrated Public Transport Networks the Department will ensure that sustainable public transport is achieved that will ensure equitable representation of all modes and the inclusion of historically disadvantaged public transport operators.

The Department will continue supporting Non Motorised Transport to ensure that the need of those who walk or cycle are met through designing roads that provide for pedestrian lanes and cycling paths. The Department is still committed in the implementation of Shova Kalula project which entails the distribution of bicycles to schools. Matters of road safety and maintenance of such bicycles are looked into. To date, the department has distributed 3450 bicycles. This financial year we will distribute two thousand and fifty (2050) bicycles to schools, which includes the contribution from the National Department.

The department will also continue engaging with the Public Transport Passenger Association to ensure that the commuter voice is heard in our decision making and programmes.

The department has in consultation with all planning authorities developed a Provincial Public Transport Operation Framework so as to ensure that the Province is ready for the 2010 FIFA World Cup. Consultation on the framework was done with the bus and the taxi industry so as to ensure that a sustainable, seamless and a hassle-free service during the World Cup is realized. This framework will support intra provincial public transport service between the non hosting cities and the hosting city of Durban including residents who will be travelling to the Public Viewing sites in and around the Province.

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SAFETY ON OUR ROADS

Madam Speaker, the safety of all road users remain a cause for concern. It is our view that government has over the years embarked on a number of road safety initiatives, yet road accidents, crashes and fatalities continue. The Department plans to take road safety initiatives a step further by opening a platform for a symposium. Esteemed Members of this House, Communities, various stakeholders will get an opportunity of engaging with us on ideas, possible solutions and methods of curbing this road carnage. To illustrate the seriousness of the situation honourable members, road accidents cost the South African economy an estimated R581 billion between 1996 and 2006 according to a report by the national department of Transport. More than 13 thousand people are killed on South African roads each year. Speed, drunkenness, disregard for the rules of the road, the high number of unroadworthy vehicles are among the key contributing factors of accidents.

Furthermore, during the year 2008/2007 fatal crashes cost the province R2,406 billion rand and in 2008/2009 fatal crashes cost the province R2,721 billion rand when compared with 2007/2008 an increase of 13.1% was recorded. During the last financial year a total of 15 034 hours were spent on attending to accidents. This equates to 2147 officer days which are lost to enforcement.

It is thus essential for every single citizen of this country to realise that although it is the duty of government to provide road safety education, it is collaboration among government, driving schools, drivers and pedestrians that will ensure that fatalities on our roads are curbed. All of us need to understand that the death rate on South African roads is unacceptable, and that the trauma, pain and financial cost of crashes can be substantially reduced by commitment to behaviour and attitude change.

Law Enforcement

Honourable Members, over and above road safety education law enforcement is a critical tool of enforcing safety on our roads. To that end, we will intensify an integrated approach to law enforcement and disaster management ahead, during and beyond the 2010 Soccer World Cup. Our mission is to ensure the safety of all road users through law enforcement and traffic control in a coordinated manner with all role players.

Developments in technology continue to yield positive results for law enforcement. The Department boasts of computerised learners licence test programme, mobile brake tester, automated number plates recognition systems, including the recently launched Alcohol Evidence Centre at Braid Street RTI and Umdloti. We thank South African Breweries for partnering with us in providing the Alcohol Evidence Centres.

In an effort to improve efficiencies in our driving licence testing centres, the National Minister of Transport gazetted extended operating time to weekends. This will however necessitate the provision of resources both human and financial in order to realise this obligation and strain on infrastructure.

Honourable Members our RTI Officers continue to fly the KwaZulu-Natal flag high through their good work. We are proud of the achievements by our RTI during the past financial year. At the Conference Awards the province scooped 5 awards, including the traffic officer of the year award; the Road Traffic Inspectorate was placed 5th in Africa with regards to the Mobile Learners Licence Bus at Kenya. Traffic officers from KZN represented the province at the National Women in Law Enforcement Conference held at Midrand and a paper was presented by one of our traffic officers. We salute the good work of the officers.

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FREIGHT

Honourable Members, the Department is paying attention to the freight industry despite it being a national competence. At this stage, let me take this opportunity to congratulate and acknowledge the sugar cane growing industry and their hauliers who have partnered with the department with regard to the weighing of their freight vehicles. They have ensured that their scales are calibrated to our standards hence their vehicles comply with the rules of the road in respect of overloading. I would like to urge other industries like coal, timber, etc. to emulate this example.

JOB CREATION AND POVERTY ALLEVIATION

In keeping with the government's response to unemployment, KwaZulu-Natal continues to create job opportunities through the implementation of the Expanded Public Works Programme.

The EPWP emphasises the need to focus our investment on social infrastructure in a manner that addresses severe conditions of under-development and entrenched poverty. In order to meet this challenge, and contribute to halving unemployment by 2014, the Provincial Government signed a protocol agreement with the National Department of Public Works committing to contributing our part in creating 4, 5 million EPWP work opportunities in 5 years. We are proud to announce that 30.2% (i.e. 145,013) work opportunities, which include EPWP learnerships, Zibambele, that were announced by the President in his State of the Nation Address, were contributed by KwaZulu-Natal. The majority of these work opportunities come from the infrastructure sector.

Again KwaZulu-Natal's flag was flown high at the Kamoso awards run by the National Department of Public Works. KwaZulu-Natal has been the winner for the highest EPWP outputs in the country for the past two years.

Zibambele

The Department has been instrumental in creating a number of jobs within the tight economic environment focusing especially on youth and women. The Zibambele programme is still the key initiative to eradicate poverty. To date we have reached our target of 40,000 with an investment of R1,0 billion. The Department will employ a further 500 contractors during 2010/2011 financial year bringing our total number of contractors to 40,500. These contractors now have a collective saving of R12,015,000 million in their savings clubs.

In an effort to promote economic sustainability among our contractors, we support them as they establish co-operatives and to date, 13 co-operatives have been established. We have forged partnerships with the departments of Agriculture, Environmental Affairs and Rural Development as well as Economic Development to provide such support to our contractors.

The department's total financial commitment to the Zibambele programme is R4,6million.

Vukuzakhe

As a Broad Based Black Economic Empowerment programme, the Vukuzakhe Emerging Contractor Programme has been specifically designed to provide access to opportunities as well as empower and transfer skills to historically disadvantaged communities, thereby ensuring that more blacks actively participate in the economy of the country by owning, managing and controlling sustainable road construction entities. The current statistics reflect that there are 3,155 Vukuzakhe contractors registered on the CIDB equating to 42% of the total number of contractors within KZN. These include women, youth and people living with disabilities who constitute 24% , 24% and 2% respectively. These are contractors within the Programme's senior grade 2 - 6.

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In line with the CIDB requirements, Vukuzakhe contractors are awarded projects to the following maximum contract values:

Grade 1 = R200 000;

Grade 2 = R500 000;

Grade 3 = R1.5 million;

Grade 4 = R3 million;

Grade 5 = R5 million

Grade 6 = R10 million.

This Programme has and will continue the fight against poverty and unemployment, thus positively contributing towards promoting rural development.

The main focus for the 2010/11 financial year will be to prepare contractors for the future possible full implementation of the BBBEE and the aligning of the PPPFA. Contractors will be supported to ensure that when they are eventually required to be verified, that they obtain maximum scores in this regard. The department will further assist contractors by facilitating Public Private Partnerships whereby contractors could source work outside of the department. It is our ultimate aim that the quality of support given to contractors enable them to become less dependant on the department, and sustainable in the long term. `

SKILLS AND PEOPLE DEVELOPMENT

Honourable Members, key to continual success is the advancement of the knowledge and skills of our work force. This Department acknowledges that there is still a skewed relationship in terms of growth and skills. To this end, we intend to maximise and monitor skills development and the retention

strategy for officials to better position our Government to deliver on its mandate. We have developed a retention policy, particularly for technical skills. This will include the roll out of the Occupation Specific Dispensation for Engineers and technicians.

We will continue with our bursary scheme for engineering students which has seen 21 students completing their tertiary qualifications in the engineering field since 2007. Apart from adding value to the Department of Transport with their skills whilst fulfilling their contractual obligations, they will add to the pool of engineers in the country. 196 students are pursuing studies in the engineering and technical fields at a cost of R10million to the department in the current financial year.

Through the Adult Basic Education and Training programme, we continue to give our employees the opportunity to receive basic education, not only to comply with legislation but most importantly to help build a strong economic base in the province. We hold the view that education and literacy are very important to us in ensuring that we have staff that can read and write.

The KZN Department of Transport is proud of the fact that it has taken innovative steps towards addressing the serious problem of lifestyle within the Province of KwaZulu-Natal. The Department is currently active in implementing an Extensive Employee Wellness Programme for all its employees.

The Department seeks to ensure that its workforce profile mirrors the economically active population of the KwaZulu-Natal Province. In terms of the Cabinet decision, the Department is required to have 50% Women employed at SMS level by 31 March 2010. The Department is on cause in reaching this target since our work profile indicate that women occupy 47% of posts at SMS level.

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Labour Matters

Honourable Members, it is no secret that the Department is experiencing labour disputes. I would like to assure this esteemed House that processes are in place to deal with these matters to finality, leaving no stone unturned. We would like to emerge as a cohesive, stable organisation that will focus on service delivery all in the interest of the people of KwaZulu-Natal.

CONCLUSION

As I conclude Madam Speaker, allow me to thank the party I belong to, the African National Congress for having provided me with political guidance and positions of responsibility over the last 5 decades. To the Honourable Premier, my brother and my comrade Dr Zweli Mkhize, thank you for the confidence you have shown in appointing me to provide leadership to this crucial and important portfolio of Transport. My predecessors, for laying the foundation in the Department. The Portfolio Committee on Transport, our stakeholders, the management and staff in the Department and Ministry I thank you. Last but not least a big thank you to my family for your support.

Allow me to formally table Vote12: Department of Transport to the amount of R 5,631,057,000 which will be appropriated as follows:

Administration	R428,155,000
Road Infrastructure	R3,700,348,000
Public and Freight Transport	R814,202,000
Traffic Management	R581,725,000
Community Based Programme	R106,627,000

Honourable members, in 2010, we commemorate the 50th anniversary since iNkosi Albert Luthuli became the first African to receive the Nobel Peace Award. I feel it most befitting to conclude this speech in the words of this great hero of our struggle.

“ We could not achieve the new South Africa overnight, but we could begin to build it.....The struggle must go on – the struggle to make the opportunity for the building to begin. The struggle will go on”.

I thank you

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Inkulumo Yesabelomali Sika
2010/11

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WEZOKUTHUTHA

KWAZULU-NATAL

(VOTE 12) ISABELOMALI SONYAKA

KA-2010/2011

YETHULWA NGUNGQONGQOSHE

WEZOKUTHUTHA, UKUPHEPHA

NOKUXHUMANISA UMPHAKATHI

UMNUZ T.W. MCHUNU

Mama Somlomo;

UNdunankulu waKwaZulu-Natal, uMhlonishwa uDkt. Zweli Mkhize;

AmaLungu eSigungu soMkhandlu wesiFundazwe;

AmaLungu aHloniphekile eSishayamthetho sesiFundazwe;

Amakhosi aseNdlunkulu akhona;

IziMeya namaKhansela oMasipala;

Mqondisi-jikelele neziNhloko zemiNyango eyahlukene;

Izimenywa ezahlukene, bafowethu nodadewethu

Izikhulu eziphezulu zeminyango kaHulumeni;

Abaholi bemboni yezokuthuthwa komphakathi

Abemithombo yezindaba;

Izakhamuzi zaKwaZulu-Natal

Inkulumo Yesabelomali Sika

2010/11

SISEBENZA NGOKUBAMBISANA UKWAKHA IKUSASA ELINGCONO

Mama Somlomo, ngisukuma nokuphakamisa Isabelomali uVote 12, soMnyango wezokuThutha, ngokwesikhundla sami njengoNgqongqoshe woMnyango ngaphansi kwesiqubulo esithi, “sisebenza ngokubambisana ukwakha ikusasa elingcono.’ Lesiqubulo sethu sicacisa kahle ngomyalelo uMnyango onikwe wona. Njengoba sakha futhi sigcina imigwaqo isesimweni senzela ukuthi isebenze kahle nembali yezokuthuthwa komphakathi, siqinisekise ukuphepha kwalabo abasebenzisa imigwaqo, sikholelwa kakhulu ekuhlanganyeleni nayo yonke imiphakathi KwaZulu-Natali ukuze sifeze inhloso yoMnyango ukuba siphokophelele phambili ngezokuthutha. Lesabelo-mali esizosithula kulendlu namhlanje siphokophelele ukuletha ukuzinza embonini yamatekisi. Malunga ahloniphekile le DVD ekade niyibuka ifakazisa khona ukuzimisela kwethu ukuyibheka kabanzi lemboni. Lemboni ithinta kahle umsuka wokuthuthukiswa komnotho wabantu abansundu, kanjalo-ke negalelo lethu ekuthuthukisweni komnotho kumele libonakale lingangatshazwa.

Unyaka ka-2010 uthanda ukwehluka ngezindlela eziningi okuzokwenza uqoshwe njengesahluko esibalulekile emlandweni waseNingizimu Afrika neAfrika yonkana. Lona ngunyaka esizobona ngawo kuqopheka umlando. Unyaka ozokwenza isizukulwane esizayo sikwazi ukubuka emuva, sicabange bese sithi, ngempela siwenzile owethu umsebenzi. Isizathu esisemqoka ngalokhu ngukuthi kulo nyaka, sizobona okokuqala izwe lase-Afrika lisingatha amazwe angu-32 azoqhudelana ngendebe enedumela kunazo zonke emhlabeni ebholeni lezinyawo – iFIFA World Cup – namehlo omhlaba wonke azobe ebheke thina eNingizimu Afrika

Lo nyaka futhi siwuthatha njengobaluleke kakhulu njengoba sigubha iminyaka engu-20 uMengameli wethu wokuqala uNelson Mandela aphuma ejele. Kwakuyiminyaka engu-20 edlule lapho kwavulwa ukhiye wokumkhulula ejele ukuba azokuba ngomunye wamadoda ahlonishwayo nomgququzeli woxolo owaziwayo emhlabeni.

Manje pho lokhu kusho ukuthini kumuntu nje ojwayelekile nakuthina njengezakhamuzi zesifundazwe? Kusho ukuthi, kumele sonke sibe nentshisekelo sibambisane – ngenhliziyo nangokwenza nangomphfumulo – ukwenza izwe lethu liphumelele uma sesamukela umhlaba ngeNdebe

yoMhlaba. Okubaluleke kakhulu, kumele sikhombise umhlaba ukuthi KwaZulu-Natal isifundazwe esiphumelelayo.

Enkulumweni yakhe ayethule esizweni uMhlonishwa uMengameli, uMnuz Jacob Zuma uthe: *“Ngenkathi lo Hulumeni ungena ehhovisi ngonyaka odlule, sizibophezele ukusebenza kanzima ukwakha izwe elithuthukayo. Sithe kuzoba uHulumeni ophendulayo izikhalo zabantu futhi konke kuzokwenzeka kangcono nangokushesha. Kulo nyaka ka-2010, kuzoba unyaka wokwenza izinto. Okubalulekile ngalo Hulumeni ukuthi uyazi lapho kuhlala khona abantu, uyaqonda izidingo zabo bese uphendula ngokushesha. uHulumeni kumele asebenze ngokushesha, kanzima nangendlela enobuhlakani”*.

Nathi sithi kuMengameli siyazibophezelela njengoNgqongqoshe walo Mnyango, abasebenzi kanye nesibambisene nabo ukuthi sizosebenza ngokushesha, kanzima nangendlela enobuhlakani. Sizokwenza lokhu Somlomo hhayi ngoba kuyinto esesitayeleni, kodwa ngoba siqonda kahle ukuthi ukubekezela kwabantu kukhona lapho kuphela khona.

Somlomo namaLungu aHloniphekile, sizokwenza lokhu ngoba abantu bethu basivotela basinika amandla okuthi senze lokho ngqo – ukusebenzela bona futhi egameni labo sibambisane nabo. Angeke sehluleke noma sihlehlele emuva. Umlando nesikhathi akusekho ohlangothini lwethu. Sizokwenza ngoba abantu bakithi bafanelwe uHulumeni osebenza kanzima nangobuhlakani. Ukunanela ikhwela likaMengameli, uNdunankulu oHloniphekile, uDkt Zweli Mkhize enkulumweni yakhe yesiFundazwe usigqugquzele sonke ukuba senze ngcono izinga lokuphatha ngendlela efanele nenokunakekela umphakathi.

UmHlonishwa uNdunankulu uqhube wathi, ngiyacaphuna: *“Kube nesidingo esiphuthumayo sokugwema ukusetshenziswa kwezimali ngokweqile kodwa kulandelwe izinhlelo zokuphathwa kwezimali ngobuhlakani”*. Somlomo, namaLungu aHloniphekile, uMnyango engiphathiswe wona uzosabela kuleli khwela. Khabazela! Ungasethemba kulokhu!

ISISEKELO SESABELOMALI

Kwabaningi kuthatheka ngokuthi inhloso yezinhlelo zokuthutha ngukwenza ngcono izindlela zokuhamba nje, ikakhulukazi izimoto, bese kunganakeki

okunye okuba nomthelela. Kodwa inhloso yangempela yezokuthutha ngukuba kufinyeleleke – emsebenzini, ezikoleni, ezibhedlela, nezinye izinsiza – futhi kunezindlela ezifakazela ukuthi kungenziwa ngcono ukufinyelela kulezi zindawo kube futhi kuncishiswa ukuphazamiseka kwezimo zemvelo nenhlalo, futhi kulawuleke isiminyamina sezimoto. Imiphakathi ephumelelayo ekwenzeni ngcono nokusimamisa ezokuthutha yenza lokho njengengxenywe yohlelo oludidiyele lokusimamisa nokuthuthukisa amadolobha.

Yiloku kuqonda kwethu izinto maLungu aHloniphekile okusinika isisekelo salesi Sabelomali esisethula ngokuzithoba namhlanje.

Ngesikhathi sihlela sibheka imisebenzi edinga ukubekwa eqhulwini eMnyangweni, senze isiqiniseko sokuthi sihambisana nezinhlelo ezingu-12 ezibekwe eqhulwini isifundazwe ezeseka ukuthuthukiswa kwezindawo zasemakhaya, ezomnotho nenhlalakahle yabantu bakithi.

Lesi sabelo-mali, sizama ukwandisa uhlelo lwezokuthutha ngokubhekelela izimo ebezinganakiwe phambilini njengokwakhiwa kwezindlela zokuhamba ngezinyawo eceleni komgwaqo. Isabelo- mali siphinde sibhekelele ukwakhiwa kwengqalasizinda entsha kube kugcinwa leyo ekhona isesimweni kusetshenziswa yona le mali encane. Sizophinde sivale igebe phakathi kwabasemadolobheni nabasemakhaya. Lokhu kuzokwenzeka ngokuhambisana nohlelo oluseqhulwini kuHulumeni lokuthuthukisa izindawo zasemakhaya.

Lesi sabelo-mali, Somlomo namaLungu aHloniphekile senziwe ngaphansi kwengcindezi kumgcinimafa edalwe ukunqanyulwa kwezimali kwaphinde kwaba nenzikamnotho emhlabeni. Phezu kwalokho, uMnyango wezokuThutha awukwazi ukubalekela umsebenzi wawo.

Ngivumele Somlomo ngichaze neminingwane yalesi Sabelo-mali ngokwehlukana kwezinhlelo.

Imali eyabelwe unyaka wezimali ka-2010/2011 u-Vote 12 ingu- R5,6 billion (R5, 631, 057,000 billion). Lokhu kuhlanganisa isabelo sesifundazwe esingu-R3,7 billion (R3, 788, 610,000 billion) kanye noxhaso oluvela kuzwelonke olungu-R1,8 billion (R1,842,447,000 billion).

Yize isabelo-mali sinyukile kancane, empeleni kube nokwehla kwemali ngenxa yokuthathwa kuka-7,5% wempahla nezidingo ihlandla lokuqala ngokusebenza kwezimali ngokweqile ngo-2008/2009 okuwu- R185,666 million nokudalwe ukwenyuka kakhulu kwezimali zokwakha nokunakekela. Lokhu kwenzeka ngenxa yokwenyuka kwemali kawoyela, insimbi kanye nosimende.

Sihlalo, ngeshwa ukuhleshulwa kwesabelo-mali kuzoba nomthelela omkhulu ekubambezeneni izinhlelo ebezibhekwe ukuthi zizophothulwa ngonyaka wezimali ka-2010/2011. Lokhu kuzophinde kube nomthelela esikhathini ebesibekelwe ukwenziwa kwemisebenzi ngohlelo lwe-MTEF, manje osekuzodingeka ihoxiswe ngaphandle uma kutholakala enye imali kuMgcinimafa.

UKUTHUTHUKISWA KWEZINDAWO ZASEMAKHAYA NOKUTHUTHUKISA INGQALASIZINDA

Imali eyabelwe ukuthuthukiswa kwengqalasizinda yomgwaqo u-R3, 72 billion. Lokhu kusho ukuthi umthamo omkhulu wesabelo-mali ubekelwe ukuthuthukiswa kwengqalasizinda. Ingqalasizinda phela iyona eletha amathuba okukhula kwezomnotho ibe igqugquzela ukuthuthuka kwemiphakathi nezokuvakasha.

Kule mali yengqalasizinda u-R1,9 billion ngowokwakha bese kuthi u-R1,6 billion kube ngowokugcina imigwaqo isesimweni. Imisebenzi yokwakha ihlanganisa imigwaqo yobhuqu emisha nokufakwa kwetiyela. Imisebenzi yokunakekelwakwemigwaqo ihlanganisa ukulungisa okwenziwangezikhathi zonyaka, ukufaka inkwali kabusha, ukuphesha izikhinsi etiyeleni nokunye ukunakekela okuyisipesheli okuhambisana nokuphepha.

Kodwa-ke, ukuphumelela kwalolu hlelo oludidiyele kulele ekwakhiweni kobambiswano neminye iminyango, omasipala kanye nemiphakathi. UMnyango, ngohlelo lokuxhumana nemiphakathi lwama-Rural Roads Transport Forums, uqinisekisa ukuthi kunokuxoxisana nokubambisana okwenele nokubandakanyeka kweziphathimandla ngokwepolitiki ekubhekeni imisebenzi okumele ibekwe phambili, ube uqinisekisa futhi ukuthi wenza umsebenzi othunye wona wokuqinisekisa uhlelo lwezokuthutha oluphephile nolufinyelela ngesikhathi kubantu.

Ukusebenza ngokubambisana, ngokusebenza neminye iminyango efana nowokuPhatha ngokuBambisana nezoMdabu; owezoLimo, ezeMvelo nokuThuthukiswa kwasemaKhaya; owezeMfundo, owezeMpilo nowokuThuthukiswa koMphakathi, ikona okuwukhiye wokuthuthukiswa kwezindawo zasemakhaya uma kwenziwa izinhlelo zikaHulumeni wesifundazwe ukuze imiphakathi izuze ngezinsiza ezahlukeni ngesikhathi esisodwa.

uMnyango uzoqhubeka nezinhlelo zawo ezifana ne-ARRUP ukwenza ngcono ukufinyelela ezindaweni zasemakhaya nokwelekelela ezokuvakasha kube kwakhiwa imisebenzi namathuba emisebenzi esile ngokusebenzisa osonkontileka bakaVukuzakhe kanye nezinhlelo ze-EPWP.

Uhlelo lwe-ARRUP lunemigwaqo engu-15 ehlanganisa ngaphezulu kuka-500 km ngemali engaphezulu kuka-R3,7 billion. Kumanje uMnyango usuphothule u-255 km ngenani lika-R2,2 billion kwakheka imisebenzi yosuku engaphezulu kuka-3,600,000. UMnyango uyaziqhenya ngokubika ukuphothulwa kwemisebenzi emithathu u-P399 KwaVulindlela, u-P296/38 Osizweni kanye no-P235 KwaHlabisa kuya KwaNongoma.

Mama Somlomo, uMayango yzoqhubeka no-Operation Kushunquthuli umkhankaso obhekene ngqo nokufukulwa kwemiphakathi yasemakhaya ngokuthi ikwazi ukufinyelela ezikoleni, emitholampilo, ezikhungweni zomphakathi nasezindaweni ezinamathuba kwezolimo. UMnyango uzohlale

ugxile ekwakhiweni kwemigwaqo yasemakhaya ngohlelo lwe-Roads for Rural Development kanye nolokwakha amabhuloho ezinyawo.

UMnyango usuwakhe imigwaqo yasemakhaya engu-6,000km kanti kusenegebe lika-11,800 km osadinga ukwakhiwa. Emabhulohweni angu-474 abahamba ngezinyawo abedingeka, angu-38 asephothuliwe ngemali engu-R130 million.

UMnyango uzoqhubeka nokwakha imigwaqo ebekwe ezingeni likazwelonke esithi iRoads of National Importance efana no-P496 John Ross Highway, u-P318 Sani Pass kanye nemigwaqo eya King Shaka International Airport (KSIA), kodwa isikhathi sokuphuthulwa kwayo sizodlulela onyakeni wezimali ka-2011/2012. Ukwakha okuqhubekayo manje ku-R102 ukuze kufinyeleleke e-KSIA kuzophothulwa ngaphambi kokuqala kweNdebe yoMhlaba ka-2010.

Ingqinamba enkulu ebhekene noMnyango izikhukhula ezingapheli nezenzeka kungalindele muntu. Yize uMnyango wanikezwa isabelo esingu R617 million wokulungisa umonakalo, kusadingeka imali engu-R350 million ukuze kubuyiselwe isimo kwesifanele kweminye imiphakathi ogwini oluseningizimu. Izikhukhula zakamuva ngoNovember 2009 nangoJanuary 2010 ziphinde zadala omunye umonakalo olinganiselelwa ku-R245 million.

Ukuntuleka kwenkwali ngenye futhi inkinga esibhekene nayo. Lokhu kuholela ekwenyukeni kwezindleko zokuyithutha bese kwanda nezindleko zokulungisa imigwaqo yobhuqu. Okubuye kwenze kube nzima ngukungatholakali kalula kwemvume yokumba inkwali nezindleko ezihambisana namalungelo okumba njengokukhokhela abanikazi. UMnyango uthembele emakhosini neNgonyama Trust ukulekelela ukuze kufinyeleleke ezindaweni ezinenkwali.

Umthetho i-Municipality Property Rates Act ubalula ukuthi ama-rate kumele akhokhwe komasipala ukuze bakwazi ukuletha ingqalasisinda yabo

kuhlanganisa nemigwaqo. Lokhu kwenza uMnyango uthwale kanzima kwezezimali njengoba uthola ukuthi omasipala sebekhokhisa wona umnyango ngemigwaqo ehamba ezindaweni zabo yize leyo migwaqo isiza umphakathi ifukulenomnothokulowo masipala. Sesiyaluxoxa noMgcinimafa wesifundazwe lolu daba. Phezu kwalokho futhi sinxusa noNgqongqoshe wezokuPhatha ngokuBambisana nezoMdabu ukuba abambisane nathi ekubhekaneni nalesi simo okungenzeka sidinge izichibiyelo emthethweni noma okunye nje ukungenelela okufanele.

Ngenxa yalezi zingqinamba uMnyango uzibophezela ekwakheni lokhu okulandelayo ngonyaka wezimali ka-2010/2011:

- Ukufaka itiyela emigwaqeni yobhuqu engu-65 km
- Ukwakha imigwaqo yobhuqu emisha engu-350 km
- Ukwakha amabhuloho ezinyawo ayishumi

Ngenxa yokushoda kwezimali nokukhula kwesibalo sezimoto emigwaqeni, uhlelo lokulungisa imigwaqo okwenziwa ngezikhathi zonyaka lugcina lusilele emumva. Imigwaqo yethu inakala ngesivini esikhulu okwenza kudingeke izimali ezengeziwe ukuqinisekisa ukuthi imigwaqo yethu isesimweni esamukelekile ukunqanda izingozi ezingenzeka.

Imigwaqo yethu engaphezu kuka-70% isidlulelwe isikhathi eyayihlelwe ukuthi isihlale kanti uma inganakwanga ngokushesha izogcina isesimweni esibi kakhulu. Lokhu kuzofaka uHulumeni ezindlekweni eziphindwe ka-18 ngokuhamba kwesikhathi uma kungabhekelelwa ngokushesha ukwakhiwa kwalemigwaqo.

Lesi simo esibucayi, kuhlangene nomthamo ophezulu wezimoto, ukuthwala ngokweqile kwamaloli, ukungabi sesimweni kwamapayipi ahambisa amanzi kanye nezinga eliphezulu lemvula sekwandise izikhinsi eziningi emigwaqeni yethu kulesi siFundazwe.

UMnyango uthola imali engu-R1,6 million kuphela, esikhundleni sika-R3,2 million odingeka minyaka yonke okuyinto elingana no-50% kanti lokhu kwandisa igebe ngokukhulu ukushesha. Kudingeka okungenani kwengezwe ngo-R2 billion eminyakeni emithathu ezayo kuphinde kwengezwe ngomunye uR2 billion ukwenza ukusebenza komgwaqo kube sesimweni esifanele.

Njengamanje igebe phakathi kokwakha kanye nokunakekela kungu-55:45 kanti iqhinga elikhona manje ngelokuqinisekisa ukuthi ngesikhathi esibekelwe ukwenza imisebenzi i-MTEF kuzolinganiswa imali yokwakha nokunakekela imigwaqo. UMnyango ngeke ugudluke emgomweni wokwakha imigwaqo emisha njengoba uzohlale ugxile ekuthuthukisweni kwemigwaqo ezindaweni zasemakhaya.

Ukuvuselelwa nokwakhiwa kwemigwaqo esifundeni saseMzimkhulu ukuze ibe sezingeni elamukelekile njengeminye yesifundazwe kusaqhubeka ngemali elinganiselwa ku-R1,2 billion. Imibiko evela emiphakathini ithi bayagculiseka ngomsebenzi oqhubekayo kodwa bakhathazekile ngokuthi ngokwendlela imali ekhishwa ngayo kuzothatha cishe iminyaka engu 15 ukufeza umsebenzi.

Ngokubheka lezi zinselelo, uMnyango uzibophezele ekwakheni lokhu okulandelayo ngonyaka wezimali ka-2010/2011, ube uqhubeka nokusebenzisa osonkontileka abasafufusa:

- Ukufaka inkwali emigwaqeni yobhuqu ibanga elingu-850km
- Ukugugula ibanga elingu-100 000 km
- Ukuphesha umgwaqo wetiyela ibanga elingu-150,000 square meters.

EZOKUTHUTHA UMPHAKATHI NEZIMPAHLA

Mama Somlomo, imboni yamatekisi ihlale iseduze kwenhliziyo yethu njengohulumeni, ikakhulukazi njengoba kuyiyona eveza kangcono amathuba ookuthuthuka kwabamnyama kwezomnotho. Yingakho-ke ukuzinza kwesimo kule mboni kuhlale kusikhathaza. Lolu udaba oseludingidwa nasezingeni lohlakalwe-Justice Crime Prevention and Security Cluster (JCPS) ukuze kutholakale indlela edidiyele yokubhekana nodlame lwamatekisi. Uhlaka lwe-JCPS lujube ithimba eliyisipesheli elibhekene nezamatekisi elihlanganise i-SAPS, uMnyango wezokuThutha, abezobuhlanaki i-NIA, ezoBulungiswa, iNPA kanye noMnyango wezokuPhepha nokuXhumanisa uMphakathi umsebenzi wabo okungukubhekana nazo zonke izinhlobo zodlame kwezokuthutha nokubika kuNgqongqoshe ngaso sonke isikhathi. Nokho-ke, namhlanje maLungu aHloniphekile, siyaziqhenya ukumemezela ukuthi kuleNdlu ukuthi ngasekupheleni kuka-2009, imboni yamatekisi esifundazweni yenze ukhetho olube impumelelo, lapho kukhethwe ubuholi obusha ezigabeni ezintathu kusuka kososeshini, amakomiti ezifunda kanye nesigungu sesifundazwe. Iningi labo lihlanganye nathi namhlanje lapha phezulu. Lokhu kuyizinkomba zozinzo embonini njengoba ukhetho luhambe ngokuthula nakuba ukukhankasa bekushubile.

Phezu kwalokho, maLungu aHloniphekile, uNgqongqoshe nobuholi besifundazwe embonini yamatekisi bazibophezele ekusebenzeni ngokubambisana ukuqinisekisa ukuthi imboni yamatekisi iyaguquka esimweni ekuso esikhungethwe ukudideka nodlame ibe sesimweni esinokuthula nesihlelekile lapho abanikazi bamatekisi abasemthethweni bezokwazi ukuqhuba ibhizinisi labo ngendlela enenzuzo. Kulokhu, uNgqongqoshe nemboni yamatekisi benze isivumelwano lapho imboni izibophezele kule migomo elandelayo:

- Ukusebenza ngezithuthi zomphakathi eziphephile, ezithembekile, ezishibhile, ezifinyelela ngesikhathi esifanele nezikwazi ukongela abantu bonke.

- Ukubuyisela uMkhandlu endaweni yokuphatha ngokufanele futhi ukwazi ukuchaza ngezenzo zawo.
- Ukuba yisisekelo sako konke ukusebenza kwezithuthi zomphakathi esifundazweni, beholwa imigomo yobunye, ukuphepha, ukonga nezinhlelo zokuphatha ngendlela eculelekile.

Phezu kwalokho, uMnyango uyaziqaphela nezinye izinselelo ezibhekene nembali ekuqinisekiseni ukuthi kunokuphepha kwabanikazi, abashayeli, abagibeli nomphakathi jikelele. Yingakho uNgqongqoshe noMnyango bezibophezela ngokukhuthaza isiko lokuxoxisana kule mboni. Ukwesekela uguquko nentuthuko yembali yamatekisi esifundazweni, uMnyango uzofaka imali ebalelwa ku-R6.5m. Le mali izolawulwa uMnyango ngokulandela umthetho we-Public Finance Management Act (PMFA).

UKUTHUTHWA KOMPHAKATHI NGOKUDIDIYELE

NjengoMnyango kudingeka sibheke izindlela ezingcono zokuthutha umphakathi kakhulukazi leyo miphakathi ebinganakiwe phambilini. Ngokunjalo sisebenzisana nomasipala abehlukene ekusunguleni uhlelo oludidiyele i-Integrated Rapid Public Transport Networks ehlanganisa ne-Bus Rapid Transport kanye ne-Rail Rapid Transport System ukuze kugququzelwe uhlelo lokuthutha olungenazihibe.

Kuyasijabulisa ukusho ukuthi ukwakhiwa kwengqalasizinda yasoLundi eyi-Integrated Intermodal Public Transport Facility kuzoqala ngoMay 2010 nokuthi ukudwetshwa kohlelo lwesakhiwo saseMondlo sekusemugqeni. Uhlelo lwamakhompyutha emabhasini oluxhaswe ngo-R714 million lusalokhu luyinselelo endimeni yokuthuthwa komphakathi.

Njengengxenyeyokwakha uhlelo lwe-Integrated Public Transport Networks, uMnyango uzoqinisekisa ukusebenza okuyikho kwezithuthi zomphakathi nokuzoqinisekisa ukuthi zonke izinhlobo zezithuthi ziyasetshenziswa futhi zifaka nalabo ababencishwe amathuba phambilini.

UMnyango uzoqhubeka nokweseka ezokuthutha okungasebenzisi izimoto, esithi Non Motorized Transport, ukuqinisekisa ukuthi labo abahamba ngezinyawo nabahamba ngamabhayisikili bayabhekelelwa uma kwakhiwa imigwaqo ngokuthi bakhelwe izindlela eceleni kwemigwaqo. UMnyango usazibophezele ekusebenzeni kwezinhlelo zikaShova Kalula lapho kunikezelwa ngamabhayisikili ezikoleni. Izimo zokuphepha emigaqweni kanye nokunakekelwa kwalamabhayisikili kubhekelelwe ngendlela. Kumanje, uMnyango usunikezele ngamabhayisikili angu-3450. Kulo nyaka wezimali sizonikezela ngamabhayisikili angu-2050 ezikoleni, ngokusizwa uMnyango kaZwelonke.

UMnyango uzoqhubeka futhi ngokusebenzisana noSoseshini wabagibeli ukuqinisekisa ukuthi izwi labagibeli liyazwakala uma kwenziwa izinqumo noma izinhlelo ezibathintayo.

UMnyango ngokuxhumana nezikhulu ezibhekelele ukuhlela ususungule uhlakaolwaziwange-ProvincialPublicTransportOperationFrameworkkukuze njengesifundazwe sizilungiselele iNdebe yoMhlaba ka-2010. Ukuxhumana ngalolu hlaka nabemboni yamabhasi namatekisi kuzoqinisekisa ukusimama kwezokuthuthwa komphakathi nokuhlinzekwa kwezidingo okungenazihibe ngesikhathi seNdebe yoMhlaba.

Lokhu kuzolekelela ezokuthuthwa komphakathi ngaphakathi esifundazweni phakathi kwamadolobha angeke asingathe imidlalo nedolobha laseThekwini okuyilona elizosingatha le midlalo bese kusizakala nemiphakathi ezobe ihambela izindawo zomphakathi zokubuka ibhola ama-Public Viewing Areas esifundazweni sonke.

UKUPHEPHA EMGWAQENI YETHU

Mama Somlomo, ukuphepha kwabo bonke abasebenzisa umgwaqo kuhlale kuyinto esikhathaza kakhulu. Sesiwabona ukuthi uhulumeni kule minyaka edlule ungene kweminingi imikhankaso yezokuphepha, kodwa izingozi zomgwaqo nokufa kwabantu kulokhu kuqhubekile. UMnyango uhlela ukuthatha umkhankaso wokuphepha emgwaqeni uye kwelinye

izinga ngokuhlela umhlango wokucobelelana ngamasu. AmaLungu aleNdlu aHloniphekile nabo bonke esisebenzisana nabo bazothola ithuba lokuxoxisana nathi ngemibono yabo nezixazululo ezingasiza ukulwa nalezi zingozi. Ukucacisa ngobucayi besimo lapha maLungu aHloniphekile, ngokombiko owenziwe uMnyango wezokuThutha kazwelonke izingozi zomgwaqo zidle umnotho waseNingizimu Afrika isamba semali esingu-R581 billion phakathi kuka-1996 no-2006. Bangaphezu kuka-13 000 abantu abafa ezingozini zomgwaqo eNingizimu Afrika minyaka yonke. Ukushayela ngejubane eliphezulu, ukushayela uphuzile, ukungahloniphi imithetho yomgwaqo nezinga eliphezulu lezimoto ezingekho esimweni sokuba semgwaqeni kungezinye zezinto ezidala lezi zingozi.

Phezu kalokho, ngonyaka ka-2007/2008 izingozi ezadlula nemiphefumulo yabantu zadla isifundazwe imali engu-R2,406.28 billion kwathi ngonyaka ka-2008/2009 zadla u-R2,721.51 billion okusho ukwenyuka ngo-13.1% uma uqhathanisa nonyaka ka-2007/08. Ngonyaka odlule angu-15 034 amahora achithwa ngesikhathi kuhanjelwe izindawo zezingozi. Lesi sikhathi silingana nezinsuku ezingu-2147 ebezizosetshenziswa kwezokugcinwa komthetho emgwaqeni.

Yingakhokubalulekile ukuthi lelo nalelo lungu lomphakathi likuqonde ukuthi yize kungumthwalo kaHulumeni ukuhlinzeka ngolwazi lwezokuphepha emgwaqeni, lokhu kumele kube yinhlanganisela kaHulumeni, izikole zokushayela, imiphakathi nabantu abazoqinisekisa ukuthi izingozi zomgwaqo ziyanqandeka. Sonke kumele sikuqonde ukuthi izinga labantu abafa emigwaqeni yaseNingizimu Afrika alamukeleki neze nokuthi ukuhlukumezeka komqondo, ubuhlungu nokuchitheka kwemali ngenxa yezingozi kungehla uma kunokuzibophezela ekushintsheni ukucabanga kanye nendlela yokuziphatha.

Ezokugcinwa komthetho

MaLungu aHloniphekile, ngaphezulukokufundisangokuphepha emgwaqeni, ukubhekela ukugcinwa komthetho kubaluleke kakhulu ekuqiniseni

ukuphepha emigwaqeni yethu. Kulokhu-ke sizoqinisa uhlelo oludidiyele kwezokugcinwa komthetho nokubhekelela izinhlekelele ezingase zenzeke, ngesikhathi seNdebe yoMhlaba ka-2010 nangemuva kwayo. Umsebenzi wethu ukuqinisekisa ukuphepha kwabo bonke abasebenzisa umgwaqo sisebenzisa izinhlaka zokugcinwa komthetho silawule nokuhamba kwezimoto ngendlela edidiyele bonke ababambe iqhaza.

Ubuchwepheshe buya ngokuya buthuthuka busilekelela emsebenzini wokugcinwa komthetho. UMnyango uyaziqhenya manje ngohlelo lwamalayisensi olusebenza ngekhompyutha, umshini wokuhlola amabhuleki esithi i-mobile brake tester, imoto eyisanusi esithi i-automated number plate recognition kanye nezikhungo zokuhlola utshwala egazini ama-Acohol Evidence Centre esesiwavule eMgungundlovu naseMdloti. Sibonga abakwa-SAB ngokubambisana nathi ekuvuweni kwalezi zikhungo.

Emizamweni yokwenza ngcono umsebenzi ezikhungweni zethu zamalayisensi, uNgqongqoshe wezokuThutha kuzwelonke uyalele ukuba kwelulwe isikhathi sokusebenza sahlanganisa nezimpelasonto. Nokho, lokhu kuzoletha inselelo mayelana nezinsiza kanye nabasebenzi uma kugwenywa ingcindezi engase ibekhona.

MaLungu aHloniphekile, amaphoyisa ethu akwa-RTI asalokhu eqhubekile nokundizisa ifulegi laKwaZulu-Natal phezulu. Siyaziqhenya ngamagalelo akwa-RTI kulo nyaka wezimali odlule. Amanye ala magalelo kube ngesikhathi sama-Conference Awards, lapho isifundazwe ithathe imiklomelo emihlanu kuhlanganisa nowepхойisa lomgwaqo lonyaka; iRoad Traffic Inspectorate ingene endaweni yesihlanu e-Afrika yonkana ngokuba nomahamba nendlwana wokuhlola izincwadi zofundela ukushayela eKenya. Amaphoyisa omgwaqo asuka KwaZulu-Natal akwazile ukumela isifundazwe kwi-National Women in Law Enforcement Conference ebise-Midrand, lapho elinye lamaphoyisa ethu lenze isethulo. Siyawubonga umsebenzi omuhle owenziwa amaphoyisa.

IZITHUTHI ZEMPAHLA

MaLungu aHloniphekile, uMnyango ubheke ngeso elibanzi imboni yokuthuthwa kwempahla nakuba ukusebenza kwayo kwenganyelwe ezingeni likazwelonke. Kulokhu, mangithathe leli thuba ngincome imboni kamoba nabathuthi bawo abasebenzisana noMnyango ekukaleni amaloli abo. Benza isiqiniseko sokuthi izikali zabo zihambisana nezimiso zethu, okuyisizathu esenza izimoto zabo zihambisane nemithetho yomgwaqo elawula ukuthwala ngokweqile. Ngizothanda ukunxusa nezinye izimboni ezifana nezamalahlle, izingodo, njll, njll ukuba babukele kubona.

UKUSUNGULWA KWEMISEBENZI NOKULWA NENDLALA

Ukuphendula ikhwela elahlatshwe uHulumeni ukuba kuliwe nokuntuleka kwemisebenzi, iKwaZulu-Natal iyaqhubeka nokudala amathuba emisebenzi ngohlelo lwe-Expanded Public Work Programme.

I-EPWP iyasiphoqa ukuba sitshale imali kwingqala-sizinda yomphakathi ngendlela ezobhekana ngqo nezimo ezinzima zokuntuleka kwentuthuko nobubha obudla lubi. Ukubhekana nale nselelo nokuzama ukwehlisa izinga lokuntuleka kwemisebenzi ngohhafu ngo-2014, uHulumeni wesifundazwe ususayine isivumelwano noMnyango kaZwelonke wezeMisebenzi yoMphakathi sokuzibophezela ukudala amathuba emisebenzi ye-EPWP angu-4,5 million eminyakeni emihlanu.

Kuyintokozo ukumemezela ukuthi u-30.2% (145,013) wamathuba emisebenzi amenyezelwe, okuhlanganisa noqeqesho ngaphansi kwe-EPWP noZibambele, amenyezelwe uMongameli enkulumweni yesizwe adaleke KwaZulu-Natal. Iningi lawo aqhamuka emkhakheni wengqala-sizinda.

Ifulegi laKwaZulu-Natal liphinde landizela phezulu futhi kuma-Kamoso Awards ahlelwa uMnyango wezeMisebenzi yoMphakathi kuzwelonke.

IKwaZulu-Natal isidle umhlanganiso kule minyaka emibili edlule ngokuhamba phambili ekuvezeni imiphumela ebonakalayo ezweni.

UZIBAMBELE

UMnyango ubambe iqhaza ekusungulweni kwamathuba emisebenzi ikakhulukazi entsheni nakubantu besifazane yize isimo somnotho besingahambi kahle. Uhlelo lukaZibambele lusalokhu luhamba phambili ekulweni nobubha. Njengamanje, sesifinyelele esibalweni sosonkontileka esazibekela sona sika-40 000 nemali engu-R1,0 billion esitshalwe kulolu hlelo. UMnyango uzobuye uqashe abanye osonkontileka abangu-500 ngonyaka wezimali ka-2010/2011 okuzokwandisa isibalo sifinyelele ku-40 500. Labo sonkontileka sebekwaze ukonga imali engu-R12,015,000 ngokuhlanganyela kuma-saving club abo.

Emizamweni yethu yokukhuthaza ukuzimela kwezomnotho kosonkontileka, siyabalekelela njengoba besungula imifelandawonye okumanje isingu-13 esisunguliwe. Sesinokusebenzisana neminyango owezoLimo, ezeMvelo nokuThuthukiswa kweziNdawo zasemaKhaya kanye nowezokuThuthukiswa koMnotho ukunikeza ukweseka osonkontileka bethu.

Imali ebekwe uMnyango ukubhekela uhlelo lukaZibambele ingu-R4,6 million.

UVUKUZAKHE

Njengohlelo oluxbhekelele ukufukula abamnyama kwezomnotho i-Broad Based Black Economic Empowerment, uhlelo losonkontileka abasafufusa uVukuzakhe, lwasungulelwa ukuhlinzeka ngamathuba lubuye futhi ludlulisele amakhono ikakhulukazi kuleyo miphakathi eyayincishwe amathuba phambilini, luqinisekise ukuthi abantu abaningi abamnyama bayangena emnothweni wezwe ngokuthi baphathe amabhizinisi kwezokwakhiwa kwemigwaqo. Izibalo zakamuva nje zikhomba ukuthi

abangu-3,155 osonkontileka bakaVukuzakhe ababhaliswe ngaphansi kwe-CIDB okulingana no-42% wenani losonkontileka KwaZulu-Natali.

Lokhu kuhlangukisa abantu besifazane, intsha nabakhubazekile abangu-24%, u-24% no-2% ngokulandelana. Laba ngosonkontileka abasesigabeni kusuka ku-Grade 2 kuya ku-6.

Ukuhlangabezana nezidingo ze-CIDB, osonkontileka bakaVukuzakhe banikwa imisebenzi kuze kufike kule mali:

Grade 1 = R200 000;

Grade 2 = R500 000;

Grade 3 = R1.5 million;

Grade 4 = R3 million;

Grade 5 = R5 million

Grade 6 = R10 million.

Lolu hlelo luzoqhubeka nokulwa impi yobubha nokwentuleka kwemisebenzi okuzobamba iqhaza elikhulu ekugququzeleni intuthuko yezindawo zasemakhaya.

Okubhewe kakhulu kulo nyaka wezimali ka-2010/2011 ngukulungiselela osonkontileka uma sekusetshenziswa ngokuphelele uhlelo lwe-BBBEE nokwesekwa kwe-PPPFA. Osonkontileka bazothola ukwesekwa ukuqinisekisa ukuthi uma sekufike isikhathi sokubahlola bese bethola amaphuzu aphezulu kulokhu. UMyango uzolekelela osonkontileka ngokukhuthaza ukubambisana nezinkampani ezizimele esithi i-Public Private Partnership lapho osonkontileka bengahlwaya khona imisebenzi ngaphandle koMyango. Inhloso yethu ngukuthi usizo esilunika osonkontileka lube sezingeni elizobenza bagcine bengasathembele kulolu hlobo losizo kodwa bakwazi nokuzimela isikhathi eside.

UKUTHUTHUKISWA KWAMAKHONO NABANTU

MaLungu aHloniphekile, into ewukhiye empumelelweni eqhubekayo ukwandiswa kolwazi namakhono ezindaweni esisebenza kuzona. UMnyango uyazi ukuthi kusenegebe phakathi kokukhula njengesizwe namakhono akhona. Kungenxa yalokhu sinqume ukugxila ekuthuthukisweni kwamakhono nokusebenzisa amasu okugcina labo basebenzi abakhona ukuze babeke uHulumeni endaweni engcono yokufeza umgono wawo. Sesiqhamuke nenqubomgomo yokugcina abasebenzi, ikakhulukazi abanamakhono ezobuchwepheshe. Lokhu kuzohlenganisa ukusebenza kwe-Occupation Specific Dispensation for Engineers and Technicians.

Sizoqhubeka nohlelo lwethu lwemifundaze kulabo bafundi abenza izifundo zobunjiniyela nokumanje sekunabafundi abangu-21 asebeqede izifundo zabo ezikhungweni zemfundo ephakeme emkhakheni wezobunjiniyela ukusukela ngo-2007. Ngaphandle kokuba negalelo eMnyangweni wezokuThutha ngamakhono abawaletha ngokuphoqwa izivumelwano noMnyango bazobuye bandise isibalo sonjiniyela kuleli lizwe. Njengamanje bangu-196 abafundi abenza izifundo zabo zobunjiniyela nezobuchwepheshe okudla isamba semali yoMnyango engu-R10 million ngonyaka wezimali.

Ohlelweni lwemfundo yabadala i-Basic Education and Training sizoqhubeka nokunikeza abasebenzi bethu ithuba lokuthola imfundo eyisisekelo, hhayi nje ngokuhlonipha umthetho obekiwe kuphela kodwa okubaluleke kakhulu ukusiza ukwakha isisekelo sezomnotho esifundazweni.

UMnyangowezokuThuthaKwaZulu-Nataluyaziqhenyangegxathuolithathile ukukhuthaza indlela yokuphila enempilo esifundazweni saKwaZulu-Natal. UMnyango njengamanje unohlelo olwenzayo lwe-Extensive Employee Wellness Programme kubona bonke abasebenzi bawo.

UMnyango uzama ukuqinisekisa ukuthi abasebenzi bawo baveza isithombe sabantu besifundazwe saKwaZulu-Natal abanamagalelo emnothweni.

Ngokwesinqumo seKhabinethi, uMnyango udinga ukuba nesibalo sabantu besifazane abangu-50% abasezikhundleni eziphezulu ngo-31 Mashi 2010. UMnyango usemgqeni njengoba izibalo zikhomba ukuthi abesifazane ezikhundleni eziphezulu sebengu-47%.

Ezabasebenzi

MaLungu aHloniphekile, akuyona imfihlo ukuthi uMnyango ubhekene nezindaba ezithile ezithinta abasebenzi. Ngithanda ukuqinisekisa leNdlu ukuthi kunezinhlelo ezikhona zokubhekana nalezi zindaba kuze zifike esiphethweni. Sithanda ukubonakala njengesakhiwo esinozinzo esibhekene ngqo nokulethwa kwezidingo kubantu bonke naKwaZulu-Natal.

ISIPHETHO

Uma sengiphetha Mama Somlomo, ngivumele ngibonge iqembu engingaphansi kwalo, i-African National Congress ngokunginikeza uhlo lwezepolitikinezikhundlazokwenza umsebenzikuleminnyaka engamashumi amahlanu eyedlule. KumHlonishwa uNdunankulu, umfowethu ne-comrade lami uDkt Zweli Mkhize, ngiyabonga ngokungithemba kwakho okukhombise ngokungiqoka ukuthi nginike uhlo kulo Mnyango obucayi kangaka wezokuThutha. Ngibonga abebewuphetha ngaphambi kwami ngokusakhela isisekelo kulo Mnyango. Ikomidi lezokuThutha, esisebenzisana nabo, izimenenja nabasebenzi boMnyango nabeHhovisi likaNgqongqoshe ngiyabonga. Okokugcina ngibonga umndeni wami ngokungiseka kwawo. Ngivumeleni ngethule iSabelo-mali soMnyango wezokuThutha uVoti 12: esingu-R5, 631, 057,000 ozokwabiwa kanje:

Ezokuphatha	R428,155,000
Ingqala-sizinda yomgwaqo	R3,700,348,000
Ezokuthutha umphakathi nempahla	R814,202,000
Ezokulawula emgwaqeni	R581,725,000
Izinhlelo ezibhekene nomphakathi	R106,627,000

Malunga ahloniphekile, ku2010 sigubha iminyaka engu-50 iNkosi Albert Luthuli yaba ngowokuqala onsundu ukuthola indondo yoxolo. Ngibona kufanele ukuthi ngivale lenkulumo ngamazwi aleliqhawe lomzabalazo.

*“Ngeke sithole iNingizimu Afrika entsha ngosuku, kodwa
singaqala ukuyakha.... Umzabalazo uyaqhubeka –
umzabalazo wokwakha amathuba okuqala ukwakha.
Umzabalazo uyaqhubeka”.*

Ngiyabonga.

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