



transport

Department:

Transport

PROVINCE OF KWAZULU-NATAL

Budget Speech

2011 - 2012

KwaZulu-Natal Legislature - March 2011

'Activism against road carnages and transgressions'



Budget Speech 2011/2012
Presented to the
KZN Legislature
On 29 March 2011



MEC for Transport,

Community Safety & Liaison

Mr T.W. Mchunu



'Activism against road carnages and transgressions'

Budget Speech 2011/12

KWAZULU-NATAL

DEPARTMENT

OF TRANSPORT

**VOTE 12: BUDGET SPEECH FOR
2011/2012 FINANCIAL YEAR**

PRESENTED TO

THE KWAZULU-NATAL LEGISLATURE

ON 29 MARCH 2011

DELIVERED BY

Mr T.W. Mchunu

**HONOURABLE MEC FOR TRANSPORT,
COMMUNITY SAFETY & LIAISON**

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;
All stakeholders;
Members of the media;
Citizens of KwaZulu-Natal

Budget Speech 2011/12

Chairperson, we have dubbed the financial year 2011/2012 as the year of **Activism Against Road Carnages and Transgressions**. Today, I therefore have the honour to present Budget Vote 12, Department of Transport under the theme *Activism Against Road Carnages and Transgressions*. Co-incidentally, this is the decade of the United Nation's commitment to Safety on our Roads. The whole world is united behind endeavours to curb road deaths drastically between 2011 and 2020. As this Department, we want to galvanise individuals and the society at large to play a role in curbing carnages and transgressions on our roads, thus making them safe for all road users.

His Excellency the President of the Republic of South Africa Mr Jacob Zuma, in his State of the Nation Address said and I quote, *'But we are forging ahead, determined to achieve our mission of building a better life for all. And we are doing so with the help of our people.'* We heed your call Mr President, we commit to play our part in achieving this end starting with safety on our roads and extending to our other core mandates of road infrastructure development and public transport matters.

To that end, on 25 and 26 March 2011, we hosted a summit on Road Safety under the said theme. The summit provided us an opportunity to hear first hand from the people of KwaZulu-Natal as to what else can be done to fight this scourge, who exactly the culprits are, how we deal with these culprits as well as whose responsibility it is to deal with the culprits.

Honourable Members, allow me to take this opportunity to thank all those who participated in the summit. We are convinced that community participation in finding solutions to road safety challenges will go a long way in ensuring that individuals, social formations at all levels, the wider society own the fight against road carnages and transgressions because the responsibility for safety rests with each and every one of us. We are optimistic of the positive spinoffs emanating from the summit.

In order to move forward progressively, it is important that we look back at the achievements made in the past financial year. In 2010, we dedicated our budget speech to the stability in the taxi industry. We committed ourselves in this department to work tirelessly in achieving this end. Although the taxi industry has in the past been a volatile area, I am proud to say that we are making good progress in resolving conflicts amongst the warring associations.

We committed ourselves to play our part in hosting a successful 2010 FIFA World Cup Tournament in the 2010 Budget Speech presented to this House. Indeed the taxi industry lived up to its commitment of providing a safe, reliable, efficient and affordable public transport during the tournament. The road infrastructure development leading to the King Shaka International Airport was completed in time for the tournament.

Administration

With regards to the human resources aspect of our work, let me thank the entire family in the Department of Transport that has respected our investigation process. There were no labour unrest levelled against departmental officials during the said period. With the finalization of the investigation report, we will align our organogram as required and agreed upon so as to fill in all vacant posts. We will adhere to the principles of the Employment Equity Act as we embark on this exercise. We look forward to implementing the recommendations of the investigation in the interest of efficiencies in the Department, as well as the provision of optimal service to the People of KwaZulu-Natal.

Moving forward in 2011, we commit ourselves to President Zuma's call of ensuring that 2011 becomes a year of job-creation through meaningful economic transformation and inclusive growth. In his State of the Nation address, His Excellency President Zuma said: *'All government departments will align their programmes with the job creation imperative. The provincial and local government spheres have also been requested to do the same.'* As this Department, we heed your call Mr President. Our Annual Performance Plan is in line with this mandate.

Honourable Members, the Department continues to provide the Adult Education and Training Programme (AET) to the illiterate and semi-literate employees of the Department. There has been considerable progress since the inception of the Programme in 2004. In 2010, 22 AET learners successfully completed the Programme and achieved the General Education and Training Certificate/ NQF Level 1 qualification and it is anticipated that there will be more learners completing in 2011.

Due to cost-cutting measures in the Province, the Department has not taken any new bursary students (internal or external), however there are

still a large number of bursary holders being funded in this scheme who were already in the system. The Department has spent R1, 967, 500 million on the bursary programme to date and it is anticipated that this figure will go up during the 2011/2012 financial year due to an increase in tuition fees, accommodation and meals cost, amongst others.

Transport Infrastructure

Madam Speaker, it is a well-known fact that a major chunk of the Department's budget goes toward road infrastructure development and maintenance. The total allocation for the 2011/2012 financial year for road infrastructure development is R4.7 billion. R1.98 billion is allocated to construction projects and R2.5 billion to maintenance. The split in the allocation is aimed at continuously striking a balance in the construction of new roads and the maintenance of existing roads.

The department has made significant strides with regards to road infrastructure development in the rural areas of KwaZulu-Natal. Over 500 kilometres of major high quality roads were constructed to link the rural towns such as Nongoma, Hlabisa, Osizweni and other areas. We are prioritising access to public facilities such as schools, clinics and other social amenities through Operation KuShunquthuli, Roads for Rural Development and Pedestrian Bridges programmes. Whilst the department has built 6000 kilometres of rural access roads, it still has a backlog of approximately 11 800 kilometres to achieve its minimum equity. To date, 42 out of a prioritised backlog of 474 pedestrian bridges have been constructed. As much as possible, we are aware of the need to engage in on-going collaborative efforts with local and district municipalities in addressing this challenge.

Just as a point of reference, the construction of D1273 eMsinga KwaMabaso is currently underway. This road links communities of KwaNocomboshe, eHholwane, eNqwabeni who currently have to walk long distances to access services. On completion of this road, learners, teachers, health care workers and the community at large will benefit, as this road provides access to the multipurpose centre, Nocomboshe high school, Nzonyane primary, Nocomboshe and Colesi clinics. A number of such projects are currently underway throughout the Province.

With regards to the maintenance of our road infrastructure, the department will deal with the vexing subject of pot holes. This is a rather daunting task owing to the repetitive storms that continue to seriously damage and destroy the road infrastructure, including bridges and causeways for which huge resources have already been invested. As the Provincial Government, we look forward to the National Treasury to bail us out in this regard in the interest of the safety of the people of KwaZulu-Natal.

Honourable Members, the department will continue with its corridor projects such as the African Renaissance Road Upgrading Programme (ARRUP) which seeks to improve access to rural areas and support tourism while creating jobs and decent work opportunities through the utilisation of Vukuzakhe contractors and the Expanded Public Works Programme (EPWP), which includes the exemplary Zibambele road maintenance poverty alleviation programme.

Challenges in Construction

The supply of Bitumen which is used to make tarred roads has faced significant strain since 2010 as local oil refineries failed to produce the volumes necessary for the upgrade and maintenance of our national and provincial roads. This can be counted amongst the department's biggest challenges. Bitumen is a crude oil derivative that is used for road surfacing, and is produced by local oil refineries. There is insufficient capacity at refineries to satisfy the country's bitumen requirements.

It is recommended that Government intervene to ensure better co-ordination by the refineries since there seems to be no end to the continuous interruptions in the supply of bitumen. A possible solution to the supply problem could be to declare bitumen as a national strategic mineral resource. In this way, bitumen would be treated as fuel and oil, refineries would be obliged to keep minimum strategic reserves, even if it means importing the product, where the price would also then be regulated by government.

The heavy rains and floods experienced in KZN over the past couple of years remain a serious challenge faced by the department. These natural phenomena can never be anticipated. Although the department received an allocation totalling R214 million towards the repairs to roads damaged

B
U
D
G
E
T

S
P
E
E
C
H

2
0
1
1

-
2
0
1
2

by the November 2009 and January 2010 floods, a further R311.45 million is required to repair damages to roads caused by the January 2011 floods.

Gravel shortage is another problematic area. A lack of gravel results in increased haulage or long distances travelled between construction sites and the quarry which in turn results in increased costs of either construction or re-gravelling of the roads. The Department is also relying on the Amakhosi in the Ingonyama Trust to assist in providing access to the identified quarries as mining rights and the costs associated with them are frequently an issue.

Despite these constraints, the department commits itself to meeting the targets set in our operational plan with regards to construction and maintenance outputs in the 2011/2012 financial year:

Transport Operations

Honourable Members, in line with the Government's focus on integrated transport planning, the Department will bring on board municipalities in its land use and integrated plans. This will ensure synergy in our planning whilst also avoiding potential conflict prevalent particularly in the public transport sector. Milestones in this regard include, the ULundi Integrated Intermodal Public Transport facility which will be completed in April this year as well as the Estcourt Intergrated Public Transport Facility designs which are now complete. The Department will at the start of this financial year begin similar designs for eMondlo and uMzimkhulu.

We are furthermore making progress with regards to the Transformation of Subsidised Public Transport Contracts, with the KwaZulu-Natal Government having approved a policy position that will address the imbalances of the past. We look forward to the successful implementation of the strategy such that it benefits a number of people. Briefly, the strategy advocates a 70:30 split allocated respectively to empowerment groups (Africans, women, the youth, the disabled, the taxi industry, small bus operators including emerging businesses entrants) as well as the main bus operators.

We are pleased to report that in the 2010/2011 financial year, the Department was able to restore subsidised public transport services in Eshowe and

Clermont. In that process we were able to introduce participation of the taxi industry and small bus operators in the awarding of public transport service contracts. Plans are underway to restore subsidised services in Port Shepstone. Government remains committed in constructively engaging and supporting the KwaZulu-Natal Taxi Council (KWANATACO), KwaZulu-Natal Bus Council (KWANABUCO) and the Public Transport Passenger Associations, to ensure that quality public transport services are provided to citizens of the Province.

Government efforts in supporting the taxi industry and small bus operators have begun to bear positive results. On the 2nd of November 2010, the taxi industry launched its TR32020 vision which focused on redefining, restructuring and repositioning the industry so that it can meaningfully participate in opportunities which stem from the broader transformation agenda in public transport which will see taxi owners being able to invest in other transport modes. In January 2011, the KwaZulu-Natal Bus Council held an elective conference where new leadership was democratically elected. We are confident of the positive spin-offs in these initiatives.

The enactment of the National Land Transport Act of 2009 has brought about institutional reform in regulation that has led to the creation of Provincial Regulatory Entity (PRE) by the Member of the Executive Council for Transport Community Safety and Liaison. Currently there is a KwaZulu-Natal Public Transport Act Repeal Bill before this Legislature which is intended to disestablish the institution that was created through the Provincial Act that is now contrary to the National Act. We are pleased to say that the existence of the PRE is beginning to bear positive results since we are witnessing the reduction of public transport instability in the province coupled with a consolidated and improved operating licenses management and administration.

At this stage Honourable Members, I wish to thank the South African Police Services for partnering with us in bringing stability in the taxi industry. In the past, it was difficult to deal with taxi violence. The joint collaboration of the Department of Transport and the South African Police Services working under the auspices of the Justice Crime Prevention and Security Cluster task team, called the Taxi Violence Task Team, has contributed positively to the stability in the taxi industry. Our strategy of pursuing co-operation and peaceful engagement has resulted in the normalisation of taxi operations in a number of warring association members. There have also been a number of successful arrests. We still face problems of

B
U
D
G
E
T

S
P
E
E
C
H

2
0
1
1
-
2
0
1
2

successful convictions after these arrests. This can be attributed to people being intimidated against being witnesses as well as other witnesses being killed. We will continue to innovatively seek ways and means to sustain peace in the taxi industry.

I would be failing in my duty Honourable Members if I do not acknowledge the role that SANTACO has played in attaining peace and stability within the taxi industry in this Province. Without this active role by SANTACO, this exercise would have been difficult. For the benefit of this House, the Department has a close working relationship with the taxi industry. We also have a Memorandum of Agreement in place between ourselves and the industry, wherein we commit ourselves to dialogue in conflict resolution amongst other things. We commend the industry for honouring this agreement.

I wish to state to this House that our Memorandum of Understanding with the taxi industry is alive and practical. In most government community outreach programmes, we utilize the taxi industry as a preferred mode of transport to commute passengers to and from events. We commend the efficiency with which they execute this task.

The Department continues to support Non-Motorised Transport to ensure that the challenges of reaching out to school children that walk long distances resulting in poor performance at school are taken care of. To that end, 2 050 bicycles are being distributed to deserving rural schools following a launch held at eNdaka in November 2010 and which is being rolled out to other districts.

Road Traffic Management

Honourable Members, over and above road safety education, law enforcement is a critical tool for enforcing safety on our roads. To that end, we will intensify an integrated approach to law enforcement during and beyond the next financial year. 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, namely the Road Traffic Inspectorate, Municipal Police, the South African Police Force, Customs and Excise, the South African Revenue Services. We are certain to catch all forms of crime on the highway with this integrated and co-ordinated approach.

As safety on our roads remains a sore point for the department, we are pulling all resources to fight this scourge. We are encouraged by the public/private partnerships that have yielded positive spinoffs. The partnership with the South African Breweries has seen the department opening three Alcohol Evidence Centres at Braid Street RTI in Pietermaritzburg, Umdloti RTI and Port Shepstone RTI. Over the next financial year a further 2 centres will be commissioned - one within the Durban Metro at Pinetown and the other Empangeni. To date, 3 330 motorists have been arrested for drinking and driving through this development.

We have also forged a new partnership with a Non-Governmental Organisation (NGO) known as South Africans Against Drunk Drivers (SADD) as well as the Independent Newspapers. Together we launched the 'Name and Shame' campaign which saw Isolezwe and The Daily News publishing the names of offenders. This partnership is to encourage public participation in the fight against drinking and driving as well as to expose and humiliate offenders to the wider society. Here we are hoping to decrease the unacceptably high number of deaths and injuries caused by drivers who drink and drive.

Through these partnerships, we have also seen stakeholders in the taxi industry, bus industry, freight industry, driving schools, tavern owners, the private sector, educational institutions, religious institutions, local governments, the media and a range of organisations coming out in support and rallying behind our road safety initiatives.

Honourable Members, we have rolled out the Average-Speed-Over-Distance camera monitoring devices on the N3 between Ashburton and Camperdown. Over the past financial year we have seen the effects of this project in the reduction of speed and accidents. We have been monitoring the performance on the Average-Speed-Over-Distance initiative and have determined through bench mark monitoring sites that we have achieved over 60% reduction in prosecutable speeds through the sites. Specific focus has been on public transport and heavy motor vehicles. The projects are considered a major success and should be regarded as the way forward for speed limit enforcement.

National Government is advocating for the presence of traffic officers on the road on a twenty four hours and seven (24/7 shift system) days per

B
U
D
G
E
T

S
P
E
E
C
H

2
0
1
1
-
2
0
1
2

week. The need for this change is driven by the number of fatalities on our roads which require a twenty four hours presence of law enforcement officers. In light of these mooted developments, it still remains important that each and everyone of us actively play a part in reducing road carnages and transgressions on our roads as road safety is a shared responsibility.

Motor Licensing

The Motor Transport Services Directorate (MTSD) continues to be one of the highest revenue collection components in the Province as it rakes in more than R 1 billion in licence fees per annum from the more than 1,4 million vehicle owners through its Registering Authority outlets which are successfully decentralised in the Province. In line with the government's mandate of taking government to the people, the department's MTSD is taking its services closer to the people who otherwise would have had to travel long distances in order to access services for registration and licensing. Over the past few years, community-based licensing and vehicle registration outlets have grown from 34 Registering Authorities to 81 Registering Authorities, with the opening of the Post Office Registering Authority outlets, in previously disadvantaged areas, such as Hluhluwe, Megacity and Pinetown.

In the interest of safety and revenue collection, the MTSD will continue to maximize revenue collection through ongoing debtor control and the linking of debt on eNaTIS. Similarly, the eNaTIS system records are also 'cleaned up' where vehicle owners are deceased or failed to notify the Department of the sale of vehicles.

The Provincial Vehicle Inspectorate of the Motor Transport Services, in striving to combat fraud and corruption, will during 2011/ 2012, conduct routine and dedicated physical technical inspections in terms of the roadworthiness of buses, dump trucks belonging to Transnet / Portnet as well as mining companies, to verify compliance with the provisions of special classification of vehicles and physical verification of the official vehicle fleet for the KZN Province.

The Courts and Road Safety

The Department has welcomed the support from some of the courts within the Justice Department in imposing huge fines against traffic offenders, coupled with the suspension or cancellation of driving licences. We appeal to the Department of Justice to encourage this type of sentencing in court rooms within the Province. In the last financial year alone, the Department has administratively suspended 116 and cancelled some driving licences after receiving recommendations from the courts upon conviction.

Contractor Development Programmes

Honourable Members, the role of the Department in terms of capacitating Small Medium Micro Enterprises cannot be over-emphasised. The Department committed itself in the previous financial year, to ensure that our Vukuzakhe Emerging contractors are well versed with issues of the Broad-Base Black Economic Empowerment (B-BBEE), as it will influence their business activities and the growth path for their businesses amongst other things. We have provided awareness-training workshops to the whole of KwaZulu-Natal, where we engage our contractors in the issues of B-BBEE as well as ensuring that their business entities are commencing with the processes of verifications.

The process of aligning the Vukuzakhe Programme with all relevant legislative prescripts especially the Preferential Procurement Policy Framework Act (PPPFA) has been one of the exercises that the Department is trying on an ongoing basis to engage various stakeholders on. These are namely, the Construction Industry Development Board (CIDB), the National Treasury as well as the Provincial Treasury. The intention is to find a way forward in advancing this programme without diverting much from the objectives of the Vukuzakhe Programme. To date we have 4389 Vukuzakhe contractors registered on the CIDB equating to 54% of contractors within KwaZulu-Natal.

Honourable Members, our intention as a Department on the Vukuzakhe Programme in the forthcoming financial year is to continue to review our emerging contractor programme by investigating ways on how the youth

B
U
D
G
E
T

S
P
E
E
C
H

2
0
1
1
-
2
0
1
2

of our Province who is interested in the business of road infrastructure development can be assisted and enhanced through this programme. This exercise will include women, as well as the people living with disabilities. As a Department, it is our considered view that this is a necessary exercise that would be of benefit to this Province and the country as a whole.

Youth Development through Learnerships

In line with the government's priority to step up skills development, from the 2008/2009 financial year, the department has a programme of learner ships. The learner ships started off with a total of 197 learners who were spread out in various activities. To date, two learner ship programmes are still active and will be completed at the end of the current financial year, and they are made up of 24 learners. These are spread among three projects i.e P700 and P230/240 in the Province. In the financial year 2010/11 the rest of the learners graduated. Through the learner ship programme, the learners acquired training and qualifications in the supervision of Construction Processes at NQF Level 4 and construction contracting at NQF level 4, among others.

Among those who graduated in the current financial year some are pursuing further studies in the field of engineering and received credits through their participation and experience in the learnership programme. Many of them have also been absorbed by major construction firms such as Group Five, Steffanuti and Stock on a contract basis as construction labourers using the experience obtained from the learnership.

Honourable Members, we are pursuing partnerships with institutions of higher learning, particularly Further Education and Training Colleges and Universities of Technology with regards to scarce skills development as we embark on our mandate of road infrastructure development. We are currently partnering with institutions such as the Mangosuthu University of Technology to explore youth development programmes through learner ships and exchange programmes. We look forward to the positive spinoffs of this partnership in advancing youth development in the interest of this Province and our country as a whole.

Expanded Public Works Programme (EPWP)

The KZN Province is the pillar of the EPWP in the country, however, there are still challenges that are Province-specific and department-specific and these still need to be sorted out. These problems have a bearing on our capacity to draw down the incentive allocations, they relate to a lack of reporting among various departments in the Province across all sectors. This presents a dual picture of the EPWP in KZN where we meet national targets but quarterly reports in the Province suggest that we are under achieving.

The EPWP will continue to play a role in the contribution to the New Economic Growth Path and creation of employment. As an example in the new financial year, R1.1million is set aside to engage some of the learners from the learner ships who might not have had opportunities of further advancement, to assist the department with the supervision of the Zibambele Programme. These learners will be receiving a stipend to be financed through the EPWP Incentive Grant as they will form part of the EPWP reporting.

Conclusion

Honourable members, the struggle to build a better KwaZulu-Natal continues. Let me thank the contribution of the Department under the stewardship of Mr Chris Hlabisa and all our stakeholders in building a better KwaZulu-Natal. The success of a holistic approach to service delivery is dependent on the creation of successful partnerships with other departments, the municipalities, the private sector and most importantly the communities themselves. The department, through its consultative process of engagement with the communities, namely, the Rural Road Transport Fora, the Public Transport Passenger Fora, the Community Road Safety Councils, ensures that there is adequate and broad-representative consultation in the planning and prioritisation of projects and programmes such that they respond to the needs of the communities.

This is a decade for Road Safety, this is the year of People's Actions Against Road Carnages and Transgressions. Let us all play our part in making this

Department and this Government better in the interest of the people of KwaZulu-Natal.

Finally, Madame Speaker, it is my privilege to table budget Vote 12 for the Department of Transport for the 2011/2012 financial year amounting to R6, 573, 729 billion for approval to be appropriated as follows:

Administration R249 070 million
Transport Infrastructure R 4 746 431 billion
Transport Operations R 878,888 million
Transport Regulation R 619 209 million
Community Based Programme R 80,131 million

I Thank you !!!

UMNYANGO
WEZOKUTHUTHA
KWAZULU-NATAL

UMNYANGO WEZOKUTHUTHA KWAZULU-NATAL
INKULUMO YESABELO-ZIMALI SONYAKA KA2011/2012

UVOTE 12

YETHULWA ESISHAYAMTHETHO SAKWAZULU-NATAL

NGOMHLAKA 29 MARCH 2011

NGUMHLONISHWA, UNGQONGQOSHE

WEZOKUTHUTHA,

UKUPHEPHA NOKUXHUMANISA UMPHAKATHI

uMnuz T.W. Mchunu

Mama Somlomo;
Ndunankulu Mhlonishwa uDkt Zweli Mkhize;
Amalunga esiGungu esiPhezulu sesiFundazwe;
Amalunga aHloniphekile esiShayamthetho sesiFundazwe;
Amakhosi aseNdlunkulu akhona;
IziMeya namaKhansela oMasipala;
Umqondisi-jikelele kanye neziNhloko zemiNyango ehlukene;
Izikhulu zemiNyango kaHulumeni;
Ubuholi bemboni yokuthutha umphakathi;
Izinhlaka zonke esisebenzisana nazo;
Izimenywa zonke ngokwehlukana kwazo;
Abezindaba;
Izakhamizi zonke zaKwaZulu-Natal.

Inkulumo Yesabelomali Sika

2011/12

Sihlalo, lona nyaka wezimali ka-2011/2012 siwuhlonze njengonyaka womnyakazo. Ngakho-ke, namhlanje kuyigunya lami ukuba ngethule isabelo-mali soMnyango wezokuThutha uVote 12 ngaphansi kwesiqubulo esithi, *'Activism Against Road Carnages and Transgressions'*, okusho umnyakazo wokulwa nezingozi nokwepfulwa kwemithetho emigwaqeni. Lo mnyakazo futhi uphinde uqondane nokuthi kulo nyaka siqala ishumi leminyaka lokuzibophezela kwe-United Nation kwezokuphepha emigwaqeni. Umhlaba wonke uhlanganyela emizamweni yokunqanda ukufa kwabantu emigwaqeni phakathi ka-2011 no-2020. NjengoMnyango, sifuna ukugqugquzela imiphakathi ukuthi izibandakanye ekunqandeni izingozi nokwepfulwa kwemithetho emigwaqeni yethu.

Ngenkathi ethula inkulumo yesizwe, uMongameli wezwe uMhlonishwa uMnuz Jacob Zuma uthe, uma ngimcaphuna, "Sihlabela phambili, siphokophelele ekufezeni imigomo yethu yokwenza impilo engcono kubantu bonke. Lokho futhi sikwenza ngokubambisana nabantu". Siyalemukela ikhwela lakho Mongameli, siyazibophezela ngokubamba iqhaza kulokhu futhi sizoqala ngokuphepha emigwaqeni yethu, sidlulele emisebenzini yokuthuthukisa ingqalasizinda yomgwaqo nezokuthuthwa komphakathi.

Yingakho-ke mhlaka 25 no-26 kuMarch uMnyango wezokuThutha ubize imbizo yezokuphepha emigaqweni, ngaphansi kwaso isiqubulo sethu. Lo mhlango usinike ithuba lokuzizwela kubantu baKwaZulu-Natal ukuthi yini enye enokwenziwa ukulwa nalolu bhuhane, ngubani ngempela oyimbangela, kubhekwana kanjani nalabo abayimbangela nokuthi ngubani okumele abhekane nabo laba.

Malungu ahloniphekile, ngivumeleni ngithathe leli thuba ngibonge bonke labo ababe yingxenywe yalo mhlango. Siyakholwa ukuthi ukubamba iqhaza komphakathi ekutholeni izixazululo zezinselelo esibhekene nazo kwezokuphepha emigwaqeni kuzosiza kakhulu ukuqinisekisa ukuthi abantu ngabanye ngamunye, izinhlaka emazingeni wonke, umphakathi ngokubanzi bakwenza kube umsebenzi wabo ukulwa nezingozi ngoba ukuphepha emigaqweni kusemahlombe omuntu wonke osebenzisa umgwaqo. Siyathemba ukuthi sizobona izithelo ezinhle eziqhamuka kulo mhlango.

Ukuze sithathe igxathu eliya phambili, kusemqoka ukuthi sibheke emuva kulokho esikwenzile ngesabelo-mali sonyaka odlule. Ngo-2010 inkulumo yesabelomali sayibhekisa kakhulu ekuletheni uzinzo embonini

yamatekisi. SiwuMnyango sazibophezela ekusebenzeni ngenkuthalo ukuba kwenzekelwe lokho. Nakuba imboni yamatekisi beyikhungethwe yisimo esibucayi ngezikhathi ezidlule kodwa ngiyajabula ukusho ukuthi sesibe nempumelelo ekuxazululeni izinkinga zososeshini abebhekene ngeziqu zamehlo njengase-Chesterville/Westville, uMlazi MNR, kanye neMandeni/Sundumbili, ukubala abambalwa.

Sazibophezela ekubambeni iqhaza ekusingatheni ngempumelelo imidlalo yeNdebe yoMhlaba ka-2010. Kuyiqiniso ukuthi imboni yamatekisi yaqinisekisa ukuthuthwa komphakathi ngezithuthi eziphephile, ezikhonekayo futhi ongathembela kuzo. Ukwenziwa ngcono kwengqalazizinda yomgwaqo oholela e--King Shaka Airport yabe seyiphothuliwe ngesikhathi semidlalo.

Ezokuphatha

Ngasohlangothini olubhekene nabasebenzi emsebenzini wethu, ngiphakamisa okukhulu ukubonga emndenini wonke woMnyango wezokuThutha ngokuhlonipha uphenyo lwethu esibe nalo. Asihlangabezana nazinkulumo ezibhekiswe kubasebenzi boMnyango. Ngemuva kokuphothulwa kombiko wophenyo, sizobe sesihlela uhlaka lwezikhundla zabasebenzi njengoba kudingeka ukuze kugcwaliswe izikhala ezikhona. Sozihambisana nemigomo yokuqasha ngokulingana ebalulwa yi-Employment Equity Act. Sibheke ukuthi kwenzekelwe ngokulandela izincomo zabaphenyi egameni lokwenza ukusebenza koMnyango, nokuthi silethe usizo olusezingeni kubantu baKwaZulu-Natal.

Uma siqhubeka sibheka phambili ngonyaka ka-2011, siyazibophezela ekuhlonipheni ikhwela elihlatshwe nguMongameli wezwe uMsholozzi ukuba siqinisekise ukuthi u-2011 uba unyaka wokwakhiwa kwamathuba emisebenzi ngokwenza izinguquko kwezomnotho nokukhuliswa kwawo. Enkulumweni yakhe ayethulele isizwe uMongameli uthe, "Yonke iminyango kaHulumeni mayenze izinhlelo zayo zihambisane nokwakhiwa kwemisebenzi. Izifundazwe nohulumeni basekhaya bayanxuswa ukwenza lokho nabo." Kulo Mnyango sivumelana nekhwela likaMongameli. Uhlelo lwethu lokusebenza lonyaka, esithi i-Annual Performance Plan, luhambisana nalokhu.

Malungu ahloniphekile, uMnyango uyaqhubeka nohlelo lwemfundo yabadala, olwaziwa nge-Adult Education & Training (AET). Kunokukhulu ukudlondlobala kusukela zaqalwa lezi zinhlelo ngo-2004. Ngo-2010, abafundi be-AET abangu-22 abaphothule ngempumelelo bazuza izitifiketi ze-General Education and Training ku-NQF Level 1, kanti kulindeleke ukuba sikhule isibalo sabazoqeda kulo nyaka ka-2011.

Ngenxa yohlelo lokongiwa kwemali esiFundazweni, uMnyango awukwazanga ukunikeza abafundi abasha imifundaze (ngaphakathi nangaphandle), yize besebaningi abasaxhaswe ngemifundaze kule ndima. UMnyango utshale u-R1 967, 500 ezinhlelweni zokunikezelwa kwemifundaze kanti-ke lesi sibalo silindeleke ukuthi sinyuke ngonyaka wezimali ka-2011 no-2012 ngenxa yokukhuphuka kwemali yokufunda ezikoleni, indawo yokuhlala kanti nokudla kuyabiza nokunye-ke.

Ingqalasizinda yezokuthutha

Mama Somlomo, kuyaziwa ukuthi ingxenye enkulu yebhajethi yoMnyango iya ekuthuthukisweni kwengqalasizinda yomgwaqo nokugcinwa kwawo isesimweni. Isiyonke imali yengqalasizinda yemigwaqo kulo nyaka wezimali ka2011/2012 ingu-R4.7 billion. Imali engu-R1.98 billion ibhekene nezinhlelo zokwakha bese ingxenye engu-R2.5 billion ibhekane nokugcina imigwaqo isesimweni. Ukwabiwa kwemali kuzama ukulinganisa ukwakhiwa kwemigwaqo emisha nokugcina leyo ekhona isesimweni.

UMnyango usuwenze umehluko omkhulu ekuthuthukisweni kwengqalasizinda yomgwaqo ezindaweni zasemakhaya KwaZulu-Natal. Ngaphezulu kwamakhilomitha angu-500 emigwaqo emikhulu asephothuliwe ukuxhumanisa amadolobha asemakhaya njengoNongoma, Hlabisa, Osizweni nezinye izindawo.

Sibeka phambili ukufukulwa kwemiphakathi yasemakhaya ngokwenza lula ukufinyelela ezikoleni, emtholampilo, ezikhungweni zemiphakathi kubandakanya nezindawo zokulima, sisebenzisa izinhlelo zika-Operation Kushunquthuli, i-Roads for Rural Development nolokwakhiwa kwamabhuloho ezinyawo. Yize uMnyango usuwakhe amakhilomitha awu-6000 emigwaqo yasemakhaya, usasalelwe u-11 800 wamakhilomitha ukufinyelela lapho uzimisele ukuba ufike khona okwamanje. Kumanje, kumabhuloho ezinyawo angu-474 okumele siwakhe, angu-42

asesikwazile ukuwakha. Kodwa futhi sithanda ukugcizelela ukubaluleka kokusebenzisana nomasipala bezifunda nabamadlobha ekubhekaneni nalezi zinsalelo.

Isibonelo nje, umgwaqo u-D1273 eMsinga, KwaMabaso, lapho siphezu kokwakha umgwaqo oxhumanisa umphakathi wakwaNocomboshe, eHholwane, eNqwabeni, okumanje uhamba ibanga elide ukufinyelela lapho kunezinsiza khona. Ngokuqedwa kwawo kuzosizakala kakhulu abafundi, othisha, abasebenzi bezempilo kanye nomphakathi ngobuningi bawo njengoba lo mgwaqo wenza kufinyeleleke kalula esikhungweni somphakathi esididiyele izinsiza, esithi i-Multi-Purpose Centre, esikoleni uNocomboshe nomtholampilo i-Colesi. Miningi imisebenzi esiphezu kwayo njengamanje kuso sonke isifundazwe. Malungu ahloniphekile, lokhu kuhlenganisa umgwaqo u-D 1357, ibhuloho loMkhomazi eMpendle nelinye futhi elakhiwayo eLudimbi eMhulumayo ngaphansi kwesifunda saseMnambithi, ukubala nje okumbalwa.

Ekugcineni imigwaqo isesimweni, uMnyango uzolwa nenkinga yezikhinsi emigwaqweni yethu. Iyona nkinga le esiphenduke umagadl'ephindelela ocekela phansi ingqalasizinda yemigwaqo kuhlenganisa namabhuloho lapho kunemali eningi efakwayo. NjengoHulumeni wesifundazwe sibheke phezulu kumgcini mali kazwelonke ukuba asitakule kule nselelo yokwenza kubekhona ukuphepha kubantu baKwaZulu-Natali.

Malungu ahloniphekile, uMnyango usazoqhubeka nezinhlalo zawo ezifana ne-African Renaissance Road Upgrading Programme (ARRUP) eziphokophele ukwenza ngcono ukuhamba ezindaweni zasemakhaya nokubambisana kwezokuvakasha kube futhi kudaleka namathuba emisebenzi aseqophelweni eliphezulu ngokusebenzisa osonkontileka beVukuzakhe ne-Expanded Public Works Programme (EPWP) ebandakanya uhlelo lokuxosha indlala olwaziwa ngoZibambele.

Izinsalelo kwezokwakha

Ukuthunyelwa kwe-Bitumen esetshenziswa ekwakhiweni kwemigwaqo yetiyela kube nobunzima obukhulu kusuka ngo-2010 njengoba abaphehli bawoyela bengakwazanga ukukhiqiza ngokwezinga elanele ukulungisa nokunakekelwa kwemigwaqo yezifundazwe nekazwelonke. Lokhu kwaba ngenye yezingqinamba ezinkulu eMnyangweni. I-Bitumen iluketshezi lukawoyela olusetshenziswa etiyeleni futhi lukhiqizwa yibo abahluzi

bakawoyela. Njengamanje kunenkinga yokungabi khona kwezihluzo zikawoyela ezanele ukukhiqiza i-Bitumen edingekayo.

Kunesidingo sokuthi uHulumeni angenelele ukuqinisekisa ukusebenzisana okungcono kubahluzi bakawoyela njengoba kusengathithi kusalokhu kuqhubekile ukuphazamiseka kokuthunyelwa kwe-Bitumen. Kungaba yisixazululo kulezi zinkinga ukuthi i-Bitumen ivele nayo ithathwe njengo phethiloli nowoyela lapho abahwebi bebhekeke ukuba bagcine isamba esithile sikhona, noma-ke ivele ithengwe phesheya i-Bitumen, kodwa kube uHulumeni ozolawula intengo engathengwa ngayo.

Izimvula ezihambisana nezikhukhula iKZN ebhekane nazo kule minyaka edlule zibe enye yezingqinamba ezinkulu uMnyango ohlangabezane nazo. Vele isehlo esifana nalesi asigwemeki ngoba ukwenzeka kwaso kusuke kulawulwa iMvelo.

Nakuba uMnyango ukwazile ukuhlomula isamba esingu-R214 billion ekulungisweni kabusha kwemigwaqo ebhidlikile ngezikhukhula zika-November 2009, nezika-January 2010, kodwa uMnyango usasidinga isamba esingango-R311.45 million ukulungisa imigwaqo ebhidlike ngezikhukhula zika-January 2011.

Ukungatholakalikiwenkwalienyeyezingqinambaemsebenziniwomgwaqo. Lokhu kuntuleka kwayo kudala ukwenyuka kwezindleko ngenxa yebanga elide isuswa lapho itholakala khona iyiswa lapho kwakhiwa noma kulungiswa khona umgwaqo. UMnyango uthembele eMakhosini eNgonyama Trust ukusiza ekutholakaleni kwemvume yokuthatha inkwali ngokwamalungelo ezimayini kanti kusathanda ukuba nezinkinga uma kuxoxiswana nawo ngezindleko zokuyithola.

Noma zikhona lezizingqinamba, uMnyango uzibophezele ukufeza lokho ozibekela kona ekwakhiweni nasekunakekelweni kwemigwaqo kulonyaka wezimvulo ka-2011/2012.

Ukusebenza kwezokuthutha

Malungu ahloniphekile, ngokulandela uhlelo lukaHulumeni lokuhlela ezokuthutha ngokudidiyela, uMnyango uzobambisana nomasipala ekuhleleni ukusetshenziswa komhlaba. Lokhu kuzoqinisekisa ukuthi kukhulunywa ulimi olulodwa bese kugwemeka ukushayisana

ikakhulukazi emkhakheni wezithuthi zomphakathi. Izindawo osekube nomnyakazo kuzona ngalokhu zihlanganisa Ulundi Integrated Intermodal Public Transport Facility ezophothulwa ngo-April kulo nyaka, kanye nokulungiselelwa kweyase-Estcourt nako osekuphothuliwe. Ngo-2011 kuzokwenziwa okufanayo eMondlo naseMzimkhulu.

Iyaqhubeka imizamo yokuletha uguquko ekuxhasweni kwezithuthi zomphakathi, lapho uHulumeni waKwaZulu-Natal usuphasise umgomo ozobhekana nokulungisa ukungalingani kwangesikhathi esedlule. Sesibheke ukusebenza ngempumelelo kwalolu hlelo ukuze kusizakale abantu abaningi. Kafushane nje, lolu hlelo luthi u-70:30 okumele usebenze ukufukula abebengenalo ithuba (abamnyama, abesifazane, intsha, abaphila nokukhubazeka, imboni yamatekisi, nabamabhasi amancane) kanye nalabo asebekade basebenza ngamabhasi.

Ngonyaka wezimali ka-2010/2012, uMnyango ukwazile ukugcina ukusebenza kwalolu xhaso lokuthuthwa komphakathi endaweni yaseShowe nase-Clermont. Ngaleyo ndlela sikwazile ukufaka nabemboni yamatekisi nabamabhasi abancane kulolu hlelo lwezinkontileka zokuthuthwa komphakathi. Kumanje sisemizamweni yokuliqhuba lolu hlelo lwezinkontileka endaweni yase-Port Shepstone. UHulumeni usazibophezele ekuzibandakanyeni nokubambisana nabamele inhlango kazwelonke yosomatekisi eyaziwa nge-South African Taxi Council (SANTACO) lapha KwaZulu-Natal, kanjalo neKwaZulu-Natal Bus Council (KWANABUCO), kanye ne-Public Transport Passenger Associations (PTPA), ukuqinisekisa ukuthi ukuthuthwa komphakathi kusezingeni elifanele esifundazweni.

Imizamo kaHulumeni yokubambisana nemboni yamatekisi nabamabhasi amancane isiqalile ukuthela izithelo ezinhle. Ngomhlaka 2 kuNovember 2010 imboni yamatekisi yethula umbono wayo owaziwa nge-iTR32020 Vision, ohlose ukubuyisela isithunzi, ukwakheka kabusha nokuyibeka ezingeni elifanelekile le mboni lokuba ikwazi ukudlala noma iyiphi indima ezinhlelweni zokuthuthukisa ezokuthuthwa komphakathi nokunika abanikazi bamatekisi ithuba lokungena nakweminye imikhakha yezokuthutha. Ngo-January 2011 i- KwaZulu-Natal Bus Council (KWANABUCO) yaba nomhlangano okhethekile lapho kwakubekwa ubuholi obusha ngokwentando yeningi.

Ukusebenza komthetho we-National Land Transport Act ka 2009, kwaletsa izinguquko ezinhle ekulawulweni okwaholela ekusungulweni kwe-Provincial Regulatory Entity (PRE), isungulwa aMalungu oMkhandlu

oPhezulu wezokuThutha, ukuPhepha nokuXhumanisa uMphakathi. Njengamanje kune KwaZulu-Natal Public Transport Act Repeal Bill esisephalamende, okuyiyona emele ukubhidliza lesi sikhungo esakheka nge-Provincial Act nesiphikisana nomthetho kazwelonke. Ukubakhona kwe-PRE sekuqala ukuthela izithelo ezinhle njengoba sesibona ukwehla kwezinxushunxushu kwezokuthuthwa komphakathi esifundazweni okuhambisana nokwenziwa ngcono kohlelo lwamalayisensi emizila.

Malungu ahloniphekile, ngithanda ukubonga abombutho we-SAPS ngokubambisana nathi ekuletheni uzinzo embonini yamatekisi. Kulesi sikhathi esedlule bekunzima ukubhekana nodlame lwamatekisi. Ukubambisana koMnyango wezokuThutha ne-SAPS ngaphansi kohlelo lwethimba le-Justice Crime Prevention and Security Cluster elaziwa nge-Taxi Violence Task Team, sekube nomthelela omuhle ekuletheni uzinzo embonini yamatekisi. Isu lethu lokukhuthaza ukubambisana nokuxoxisana ngokuthula sekuholele ebuyeni kwesimo esijwayelekile sokusebenza kwamatekisi kososeshini abebenezimpi. Sekunabaningi futhi asebeboshiwe, nakuba zisekhona nokho izinkinga ngokugwetshwa kwabanye abasuke beboshiwe. Lokhu kudalwa kakhulu ngokusatshiswa kofakazi abanye baze babulawe. Sizozhubeka nokubheka izindlela zokugcina ukuthula embonini yamatekisi.

Ngabe ngehlulekile emsebenzini wami Malungu ahloniphekile uma ngingabaluli iqhaza i-SANTACO elibambile ekwakheni ukuthula embonini yamatekisi kulesi fundazwe. Ngaphandle kweqhaza elibanjwe yi-SANTACO, konke lokhu ngabe kube nzima kakhulu. Uma ngicacisela iNdlu lapha, uMnyango unokusebenzisana okukhulu nembali yamatekisi. Sesize sasayinda isivumelwano lapho sizibophezela ekuxoxeni uma sifuna izixazululo, phakathi kokunye. Siyethulela isigqoko imboni ngalokho kuzibophezela.

Ngifisa ukukuveza kule Ndlu ukuthi namanje isivumelwano sethu nembali yamatekisi siyaphila futhi siyasebenza. Ezinhlalweni eziningi zikahulumeni zokuya emiphakathini, sisebenzisa imboni yamatekisi njengezithuthi ezingcono ukuthutha umphakathi oya kuleyo micimbi. Sikushayela ihlombe futhi ukusebenza kwabo okugculisayo kuwo lo msebenzi.

UMnyango uyaqhubeka nohlelo lwamabhayisikili ukubhekana nezinsalelo zokukhinyabezeka kwabafundi ezifundweni ngenxa yebanga elide abalihambayo uma beya ezikoleni. Ngaleso sizathu amabhayisikili angu-2 050 asenikezelwe abafundi basezikoleni zasemakhaya kulandela

ukwethulwa kwalolu hlelo eNdaka ngo-November ka-2010. Lolu hlelo selusatshalaliswe nakwezinye izifunda.

Ukulawula ezomgwaqo

Malungu ahloniphekile, ngaphezu kokuba kuqwashiswe abasebenzisa umgwaqo ngezokuphepha, ukuqiniswa komthetho emigwaqeni yikona okuhamba phambili ekudaleni ukuphepha. Yingakho sizozhubeka sisebenzise indlela edidiyele kwezokugcinwa komthetho womgwaqo. Injongo yethu ukuqinisekisa ukuphepha emgaqweni kubo bonke abawusebenzisayo, lokhu kuzokwenzeka ngokuhlanganyela kwezokugcinwa komthetho okungamaphoyisa omasipala, i-SAPS, u-Custom nabезentela. Sifuna ukubamba zonke izinhlobo zobugebengu emgwaqeni ngalolu hlelo oludidiyele.

Njengoba uMnyango ukubona ukuphepha emgaqweni kuyindaba ebucayi, sizosebenzisa konke esinakho ukulwa nale mpicabadala yezingozi. Kuwusa phambili umbhidlango wethu wezokuphepha ukubambisana nezinhlangano ezisebenza ngokuzimela. Isibonelo, ubudlelwano nokubambisana ne-South African Breweries (SAB), sekwenze kwaba lula ukuvula izikhungo ezintathu ezaziwa ngama-Alcohol Evidence Centers ezitholaka kwa-RTI ku-Braid Street eMgungundlovu, nenye ekwa-RTI waseMdloti, kanye nenye futhi ese-Port Shepstone. Kulo nyaka wezimali esingena kuwona mabili ama-center azovulwa, enye izoba sePinetown, kanti enye izoba seMpangeni. Kuze kube manje sebengu-3 330 abashayeli bezimoto asebeboshelwe ukushayela bephuzile.

Siphindile futhi sakha ubudlelwano nenye yezinhlangano ezingekho ngaphansi kukaHulumeni, phecelezi, Non-Governmental Organisation (NGO) eyaziwa nge-South Africans Against Drunk Drivers (SADD), kanye nenkampani yabashicileli bamaphephandaba i-Independent Newspapers. Ngokubambisana sibe sesiqhamuka nomkhankaso esiwubiza nge - "Name and Shame Campaign," lapho siqonde khona ukuba amagama ezaphulamthetho ezishayela ziphuzile anekelwe izwe ephephandabeni Isolezwe ne-Daily News. Lokhu kungukukhuthaza ukubambisana nomphakathi ekulweni nabantu abaphuza bese beshayela nokuthi labo abakwenzayo baziwe emphakathini wonkana. Ngokwenza njalo sinethemba lokuthi sizokwehla isibalo esingemukelekile sabantu abafayo nabalimala emigaqweni ngenxa yalabo abaphuza bese beshayela.

Ngenxa yokubambisana, sibona zonke izinhloko zomphakathi kusukela kwi mboni yamatekisi, eyamabhasi, eyokuthuthwa kwempahla - amaloli, izikole zokushayela, abamathaveni, amabhizinisi azimele, amabandla ezenkolo, izikhungo zemfundo, ohulumeni basekhaya, abezindaba, bonke basho ngazwi linye bathi umbhidlango wokuphepha emgaqweni awuqhubekela phambili.

Malungu ahloniphekile, sasabalalisa uhlelo lwamakhamera athatha ijubane lemoto ngisho ngabe isikude nalapho lomshini ukhona (Average-Speed-Over-Distance camera) ku-N3 phakathi kwe -Ashburton ne-Camperdown. Kulo nyaka wezimali odlule, nokube isikhashana nje ibekiwe, sibone umehluko omkhulu, kwehla ubudedengu kubashayeli nezingozi zancipha. Sisalokhu sikulandele njalo ukusebenza kwale mishini kanti sesitholile ukuthi sesikwazile ukwehlisa izinga lejubane ngamaphesenti angu-60 lapho kufinyelela khona le mishini. Ikakhulukazi sibheke kakhulu izithuthi zomphakathi kanye namaloli athwala impahla. Lo msebenzi uphumelele kakhulu futhi wabekwa njengokumele uqiniswe uye phambili ekuqiniseni komthetho emgaqweni.

UHulumeni kazwelonke ugqoguzela ukuba amaphoyisa abe semgwaqeni amahora angu-24 ngosuku. Lokhu kudalwa yisibalo sabantu abafa emigwaqeni yethu okudinga kuqiniswe umthetho ubusuku nemini, ikakhulukazi isibalo esiphezulu sokufa kwabantu ngezimpelasonto naphakathi kuka-12 ebusuku no-6 ekuseni ezinsukwini zonke zeviki. Ngenxa yalokhu, sibona ukuthi kusabalulekile ukuthi wonke umuntu abambe iqhaza emshikashikeni wokunciphisa izingozi nokwepulwa kwemithetho emigwaqeni njengoba ezokuphepha kuyinto okumele kwabelwane ngayo.

I-Motor Licencing

Uphiko lakwa-Motor Transport Services Directorate (MTSD) luyaqhubeka nokudla umhlanganiso ekungeniseni imali njengoba lwenza ngaphezu kuka-R1 billion ngokukhokhelwa kwezincwadi zokushayela ngonyaka kubanini bezimoto abanga phezu kuka-R1.4 million sekuhlanganiswe imali engena ezikhungweni zaka MTSD esifundazweni sonke. Imizamo eqhubekayo yokuyisa uHulumeni kubantu isiyenza lolu phiko lwe-MTSD lufike mathupha kubantu obekudinga bahambe ibanga elide ukuyobhalisa nokuthola izincwadi zokushayela emadolobheni abo ahlukahlukene.

Eminyakeni embalwa nje edlule, izikhungo zokubhalisa izimoto nokuthola izincwadi sezikhule zisuka ku-34, ziya ku-81, sekuhlangene nezikhungo zokubhalisela amalayisense esezivulwe emaposini. Seziyasebenza lezi zikhungo ezindaweni ezifana neHluhluwe, MegaCity, nase-Pinetown.

Ukuze izinga lokuphepha emgaqweni lingehli futhi kubekhona inzuzo, uphiko lwe MTSD luzoqhubeka nokwandisa inzuzo eliyakhela uHulumeni ngokulawula izikweletu. Ngokufanayo futhi nakwi-eNatis imininigwane iyasuswa uma abanikazi bezimoto sebedlulile emhlabeni noma bengawazisanga uMnyango uma sebeyidayisa imoto.

Uphiko lwe-Provincial Vehicle Inspectorate kwa-MTSD, ekulweni nokukhwabanisa nenkohlakalo, luzozibambela mathupha kulo nyaka ka-2011/2012 ekuhloleni ukuphepha kwamabhasi, amaloli akwaTransnet noma uPortnet kanye nezinkampani zezimayini ukubheka ukuphepha kwazo zonke lezi zithuthi, bese kuba izimoto zikaHulumeni KwaZulu-Natal.

Izinkantolo nokuphepha emgaqweni

UMnyango uyakwemukela ukuhlawuliswa inhlawulo enkulu kwalabo abasuke bethweswe amacala ngokwephula imithetho yomgwaqo yizinkantolo zobulungiswa kuphelezelwa nawukuphucwa izincwadi zokushayela kwesikhashana. SiwuMnyango siyawunxusa uMnyango wezoBulungiswa ukuba uqhubeke njalo nokukhipha lezi zigwebo zalolu hlobo kwizaphulamthetho kuzo zonke izinkantolo zesifundazwe. Ngonyaka wezimali odlule, uMnyango ukwazile ukuphuca abashayeli amalayisense okwesikhashana njengoba bebalelwa ku-116 abathintekile emva kokuba belahlwe amacala abebethweswe wona ezinkantolo.

Izinhlelo zokuthuthukisa osonkontileka

Malungu ahloniphekile, iqhaza loMnyango ekusimamiseni ukusebenza kwama- SMMEs liyaqhubeka. Ngonyaka wezimali esiphuma kuwona, uMnyango wazibophezela ekutheni osonkontileka abasafufusa abangaphansi kukaVukuzakhe bahamba ezinyathelweni zohlelo lukaHulumeni lokufukula ababencishwe amathuba kwezomnotho

olwaziwa nge-Broad- Based Black Economic Empowerment (B-BBEE), njengoba luzolekelela ekukhuliseni amabhizinisi abo phakathi kokunye. Sesenze imihlangano yokufundisana esifundazweni sonke, lapho sixoxa nosonkontileka ngezindaba ezithinta i-B-BBEE nokuqinisekisa ukuthi amabhizinisi abo ayangena ohlelweni lokuhlolwa kwawo ukuthi asemthethweni.

Uhlelo lokuqinisekisa ukuthi uVukuzakhe uhambisana nemibandela yomthetho ikakhulukazi i-Preferential Procurement Policy Framework Act (PPPFA) sekube ngenye yezinto uMnyango ozenzayo njalo uma uhlangana nezinhlaka ezahlukene ezithintekayo. Lokhu kuhlangukisa i-Construction Industry Development Board (CIDB), uMgcinimafa kuzwelonke nasesifundazweni. Inhloso yalokhu ngukuthola indlela eya phambili ekuqhubeni uhlelo ngaphandle kokuphuma okutheni ezinhlosweni zikaVukuzakhe. Bangu-4 389 osonkontileka bakaVukuzakhe asebebhalisile kwi-CIDB okulingana no-54% wosonkontileka abakwaZulu-Natal.

Malungu ahloniphekile, inhloso yethu njengoMnyango ngoVukuzakhe kulo nyaka wezimali esingena kuwona ngokuqhubeka nokubuyekeza uhlelo losonkontileka abasafufusa ngokubheka izindlela intsha yesifundazwe sethu enothando lwamabhizinisi kwezokwakhiwa kwemigwaqo, engasizakala ngayo kulolu hlelo. Lokhu kuzohlangukisa abesifazane kanye nabaphila nokukhubazeka. NjengoMnyango, kungumbono wethu ukuthi lokhu kubalulekile njengoba kuzosiza lesi sifundazwe nezwe lonkana.

Ukuthuthukiswa kwentsha ngemifundaze

Ngokuhambisana nomgomo kaHulumeni wokubeka eqhulwini ukuthuthukiswa kwamakhono, kusuka ngonyaka wezimali ka-2008/2009, uMnyango unohlelo lokusiza abafundi esithi ama-learnship. Loluhlelo lwaqala ngabafundi abangu- 197 ababesemikhakheni eyahlukene. Nanamhlanje ama-learnship amabili asekhona azophothulwa ekupheleni kwalo nyaka wezimali, kanti abafundi abangu-24. Laba basabalele kuma-project amathathu okungu-P700 no-P230/240 esifundazweni. Ngonyaka wezimali ka-2010/11 bonke abanye baphothulile. Ngalolu hlelo lwama-learnship abafundi bathola uqeqesho ekuphathweni kwemisebenzi yokwakha esigabeni sika-NQF Level 4 nasekwenziweni

kwezinkontileka zokwakha esigabeni sika NQF Level 4, phakathi kokunye.

Kulabo abaphothulile kulo nyaka esiphuma kuwona, abanye bathathe umkhakha wobunjiniyela kanti bathole amaphuzu azobenza baqhubeke nezifundo ngenxa yokuzinikela kwabo nolwazi abaluthole kulolu hlelo. Abanye sebethathwe izinkampani ezinkulu zokwakha njengo Steffanuti & Stock no-Group Five besebenzisa lona leli khono abalithole lapha kuma-learnership.

Malungu ahloniphekile, siphezu kwezihlelo zokwakha ubambiswano nezikhungo zemfundo ephakeme, ikakhulukazi ama-Further Education Technical Colleges nama-University of Technology mayelana namakhono antulekayo njengoba umsebenzi wethu kungukuthuthukisa ingqalasizinda yomgwaqo. Njengamanje sibambisene nesikhungo saseMangosuthu University of Technology ukubheka izinhlelo ezingasiza ekuthuthukiseni intsha ngama-learnership nezinhlalo zokwabelana ngolwazi nabaqhamuka ngaphandle kwaleli. Sibheke izithelo ezinhle kulolu bambiswano ekuyiseni phambili intuthuko yentsha egameni lalesi sifundazwe nezwe lethu lonkana.

Uhlelo lwe-Expanded Public Works Programme (EPWP)

Isifundazwe saKwaZulu-Natali sithathwa njengomgogodla we-EPWP kuleli lizwe, nakuba zikhona izingqinamba ngokwesifundazwe nangokomnyango ezisadinga ukuxazululwa. Lezi zinkinga ziba nomthelela ongemuhle ekuzameni kwethu ukuthola izimali, zidalwa ukungabiki kahle kweminyango ethile esifundazweni. Lokhu kusinika isithombe esimbaxambili ngohlelo lwe-EPWP KwaZulu-Natal lapho sikwazi ukufinyelela kokulindelekile kuzwelonke ekubeni imibiko yesifundazwe ikhomba izinga eliphansi lokusebenza.

Uhlelo lwe-EPWP luzoqhubeka lubambe iqhaza ekwakhweni kwamathuba emisebenzi nokwenza igalelo kwi-New Economic Growth Path. Isibonelo, kulo nyaka wezimali omusha, u-R1.1 million ubekwe eceleni ukuba usize abanye abafundi ngohlelo lwama-learnership, abebengakaze bathole amathuba okuqhubekela phambili, ukuze basize

uMnyango ekuphathweni kohlelo lukaZibambe. Laba bafundi bazothola ukulekelelwa ngemadlana ezoqhamuka esikhwameni se-EPWP Incentive Grant njengoba bezobe beyingxenye yomsebenzi okwenziwa ngawo ombiko we-EPWP.

Isiphetho

Malungu ahloniphekile, umzabalazo wokwakha iKwaZulu-Natal engcono uyaqhubeka. Ngithanda ukubonga igalelo loMnyango ngaphansi kwesandla sikaMnuz Chris Hlabisa kanye nabo bonke esibambisene nabo ukwenza iKwaZulu-Natal ibe ngcono. Ukulethwa kwezinsiza ngempumelelo kuncike ekubambisaneni phakathi kweminyango, omasipala, osomabhizinisi abazimele, bese ikakhulukazi kuba imiphakathi uqobo lwayo. UMnyango, ngokusebenzisa izinhlaka zokuxhumana nemiphakathi, okungama-Rural Road Transport Forum, Public Transport Passenger Association nama-Community Road Safety Council, ukuqinisekisa ukuthi kunokumeleleka okwanele ekuhleleni nokubheka imisebenzi okumele ihambisane nezidingo zemiphakathi ngaleso sikhathi.

Leli yishumi leminyaka lezokuphepha emgwaqeni, lona ngunyaka womnyakazo womphakathi wokulwa nokufa kwabantu nokwepulwa kwemithetho emigwaqeni yethu. Sonke masibambe iqhaza ekwenzeni loMnyango nalo Hulumeni ube ngcono egameni labantu baKwaZulu-Natal.

Ekugcineni, Mama Somlomo, ngivumele ukuba ngethule isabelo-mali uVote 12 soMnyango wezokuThutha sonyaka ka-2011/12 esingu-R6,573,729 billion ukuba semukelwe njengoba sabiwe kanje:

Administration R249 070 million

Transport Infrastructure R 4 746 431 billion

Transport Operations R 878,888 million

Transport Regulation R 619 209 million

Community Based Programme R 80,131 million

Ngiyabonga

Compiled by:

Office of the MEC: Transport, Community Safety & Liaison

Physical Address:

172 Burger Street
Pietermaritzburg 3201

Postal Address:

Private Bag X9043
Pietermaritzburg 3200

For more copies contact the Library:

Tel.: (033) 355 8694

Fax.: (033) 355 8092

www.kzntransport.gov.za