



transport

Department:

Transport

PROVINCE OF KWAZULU-NATAL

Budget Speech 2012 - 2013

KwaZulu-Natal Legislature - May 2012

'Deepening Activism Against Road Carnages and Transgressions'



Budget Speech 2012/2013
Presented to the
KZN Legislature
On 31 May 2012



MEC for Transport,

Community Safety & Liaison

Mr T.W. Mchunu

KWAZULU-NATAL

DEPARTMENT

OF TRANSPORT

VOTE 12: BUDGET SPEECH FOR
2012/2013 FINANCIAL YEAR

PRESENTED TO

THE KWAZULU-NATAL LEGISLATURE

ON 31 MAY 2012

BY THE MEC FOR

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;

Members of the media;

Citizens of KwaZulu-Natal

Budget Speech 2012/13

Introduction

Madam Speaker, I rise to table the Budget for Vote 12, Department of Transport, in my capacity as the Executing Authority for the Department under the theme, "**Deepening People's Activism Against Road Carnages and Transgressions.**"

Safety on our roads is a priority for the Department of Transport. This is particularly so as 2011 – 2020 is declared as the United Nations decade for fighting carnages and transgressions on our roads. We are playing our part as this Department, together with our partners in Health and Social Development as mandated by the Executive Council of KwaZulu-Natal towards fighting this scourge.

We have taken stock of commitments made in the last budget speech in an attempt to evaluate if indeed we are moving forward. We committed to align our organogram with the service delivery mandates of our department as well as to fill in all vacant posts. We made commitments with regards to Transport Infrastructure development. These include dealing with the vexing subject of potholes, the shortages of bitumen, continuing with corridor projects and striking a balance between construction and maintenance. We went on record with regards to completing the Ulundi and the Estcourt Integrated Public Transport Facility, commencing designs for eMondlo and Umzimkhulu, as well as distributing 2050 bicycles to schools as part of our Transportation programme. In as far as Road Safety matters are concerned, we committed as the Department to implement the resolutions of the summit on Road Safety so as to yield positive spinoffs in the fight against transgressions and road carnages. We further committed to achieving a clean audit.

Developments on our Commitments

Chairperson, we have made considerable progress in delivering on our commitments made in the 2011 budget speech. We have implemented some of the resolutions and are currently implementing most of the Resolutions of the Road Safety Summit held in March 2011.

With regards to the organogram, we have now in place the top structure, level 13 upwards, approved by Mr R L Padayachie, the late Minister of Public Service and Administration (DPSA) for implementation. The implementation plan with regards to the filling in of vacant posts is in place and we have commenced with it.

In as far as the vexing matter of potholes is concerned, we have identified and quantified the extent of potholes throughout the Province and we are in the process of implementing a strategy that will mitigate the risk failures as they occur.

In as far as shortages over the supply of bitumen, our interactions with the refineries revealed that there is sufficient bitumen for the country. The problem identified was rather a lack of co-ordination between the oil companies on maintenance shutdowns which has resulted in supply shortages, and ultimately, hampered progress of many road infrastructure projects in the Province. In 2011, the Department engaged with the refineries regarding their overlapping maintenance schedules, and requested that these shutdown periods to be scheduled for the rainy months of the year when the department is not involved on maintenance programmes.

Honourable Members particularly in the Transport Portfolio Committee will know that the ULundi Intermodal Facility was completed as scheduled, and was since opened in May 2011. A total of 53 jobs were created through the construction of this facility.

During the past year the department received a Clean Audit for the 2012/13 financial year. I take this opportunity to thank the entire team in the Department for such an improvement in the manner in which the financial and administrative affairs of the department have been managed. I urge them to sustain this good record and improve on it year on year.

Administration

Madam Speaker, allow me to specifically deal with programme 1, Administration. The Department remains committed to improving Employment Equity with regard to women and people with disabilities (PWDs). The analysis of the Department's workforce profile currently shows that women represent 40.14% of the total staff complement, PWDs represent 0.57%, women at SMS level represent 48.38% and employees from designated groups represent 91.56% of the entire workforce. As we implement the approved structure alluded earlier, we shall pay attention to this matter.

Government has identified training and education as one of the key strategies for investing in its human capital. In response to this the Department has committed itself to providing 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. The number of learners completing the Programme and achieving the General Education and Training Certificate/ NQF Level 1 qualification is

increasing annually. The Department has budgeted R6,804,857 million for the AET programme for the 2012/2013 financial year.

In our last budget speech, we committed to pursue partnerships with institutions of higher learning particularly Further Education and Training Colleges as well as Universities of Technology. We are in pursuit of this goal. The Department has spent R1,784,255 million on the bursary programme to date. The number of prospective employees (youth) that have completed their National Diplomas in Civil/Mechanical Engineering has now increased to 70 and approval has been granted for their appointment on fixed term contracts for three years. Although these prospective employees are not appointed permanently, they are afforded the opportunity to apply for any vacant posts in the Department. Their employment will address the issue of scarce skills that the Department direly needs and consequently contribute to the development of the economy of our Province and the country as a whole. A dedicated budget of R6.5 million is allocated to ensure that all facets of the Employee Wellness Programme are implemented. The development of the Employee Wellness Programme has four pillars emanating from the Employee Health and Wellness Strategic Framework which was implemented and Launched by the Minister of Public Service and Administration in November 2008 with effect from 1st April 2009. These pillars are: HIV/AIDS and TB Management; Health and Productivity Management; Wellness Management and Safety; Health, Environment, Risk and Quality (SHERQ). Our Employee Wellness Programme continues to see a steady increase in the number of employees attending the clinics every year.

Transport Infrastructure

Chairperson, the purpose of this programme is to promote accessibility and the safe, affordable movement of people, goods and services through the delivery and maintenance of transport infrastructure that is safe, sustainable, integrated, environmentally sensitive, and which supports and facilitates social empowerment and economic growth. The Provincial Planning commission has completed the provincial Growth and Development strategy. This strategy identifies infrastructure development as one of the key pillars that are integral to the stimulation of economic growth of this Province. The President in his State of the Nation Address has already given the marching orders in terms of infrastructure that needs to be developed. This infrastructure development includes road, rail and Ports. These have been echoed by the Premier in his state of the Province address and we are now implementing these marching orders together with the Passenger Rail Agency (PRASA) and all our partners. As a Department we have had two engagements with PRASA in April and in May 2012. We have agreed on the establishment of

the KwaZulu-Natal Rail Steering Committee (KZNRSC). This committee will comprise of representatives from the National Department of Transport, PRASA, Metrorail, KZN department of Transport and the Municipalities. We are currently working on the Memorandum of Understanding which will be concretizing the working relationship to achieve the Rail Agenda.

Honourable Members, the total allocation for the 2012/2013 financial year for road infrastructure development is R5.17 billion. Almost 70% of the entire departmental budget is dedicated to infrastructure development. From this infrastructure budget R1.5 billion is for construction and R3.67 billion for maintenance. The key focus area for the 2012/2013 financial year has shifted from the construction of road infrastructure to the maintenance of the existing road network. The construction investment is made up of new gravel and blacktop roads and upgrading of gravel roads to blacktop. Maintenance on the other hand consists of routine maintenance, re-gravelling, blacktop patching, rehabilitation, reseals, blading, safety and special maintenance. Although there is an increase in allocation, the budget allocated to maintenance is still not sufficient to drastically reduce the backlog in maintenance requirements. It is, however a start in the correct direction to maintain the existing provincial road network.

In executing our transport infrastructure development, we remain committed to our Operation Kushunquthuli programme of uplifting rural communities through the provision of access to schools, clinics, social amenities, including areas with agricultural potential. We will continue to champion our programme of Roads of national Importance, African Renaissance Roads Upgrading Programme including Roads for Rural Development and Pedestrian Bridges.

Briefly, Honourable Members, the African Renaissance Roads Upgrading Programme consists of 15 roads totalling in excess of 500 kilometres (km) at an investment in excess of R3,7 billion. The Department is proud to announce the completion of the following three projects; P399 in Vulindlela, P296/38 in Osizweni to Buffalo Flats, P235 Hlabisa to Nongoma and P240 from Obanjeni to Kwamaqwakazi. The following are some of the key ARRUP projects currently under construction, namely, P577 (Duffs Road), which forms part of an alternative route between Pinetown and the King Shaka International Airport, the upgrade to blacktop of the P700 (Ulundi Road) which is 95 kilometres, upgrade to blacktop of P68 located from Assisi to St. Faiths to Port Shepstone which is 23.9 kilometres, P230 located from Empangeni to Eshowe which is 31.3 kilometres, upgrade to blacktop of Main Road P15-1 located from Ntonjambili to Woshi River, in Stanger which is 7.6 kilometres.

Challenges

Honourable Members, service delivery has not been without its challenges. The heavy rains and floods experienced in the Province over the past couple of years remain a serious challenge facing the department. Although the department received an allocation of R214 million towards the repairs to roads during 2010/2011 and a further R29.63 million during 2011/2012, damages to the value of R727.12 million still remain outstanding. To ensure the safety of its road users, the Department undertook to complete repairs to flood damaged road infrastructure to the value of R250.50 million from its own budget thus requiring reprioritization of our projects.

The provision of infrastructure comes with various other challenges apart from limited funding. Scarce skills is a problem that is facing the Department as many old staff are either retiring or have moved on for greener pastures. The Department is experiencing an exodus of trained staff both young and old. The key focus is for experienced staff to be retained as this will enable new staff to be trained as well as appropriately monitor consultants in its employ. Furthermore this will eventually reduce the usage of consultants.

One of the challenges preventing the road network from fulfilling its core function is the high incidence of potholes in the Province. Approximately 80% of our roads are more than 25 years old, and the design life of a road is 25 years. The lifespan of such roads can only be prolonged if regular and proper maintenance has been carried. Unfortunately the occurrence of regular maintenance has been minimal due to a shortage of funds for such programmes. This critical issue 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. Gravel shortage is another problematic area. This results in increased haulage which in turn results in increased costs of either construction or re-gravelling of gravel roads.

Transport Operations

Chairperson, allow me to now move to programme 3, Transport Operations. Public Transport remains a critical component that enables the citizens to effectively and seamlessly move within the Province and between Provinces to access goods and services. The improved public transport system is guided by the principles of:

- The user orientated system
- Fully integrated and publicly controlled
- Mass rapid public transport networks.
- Affordable and accessible transport

Integrated Public Transport System

The National Transport Policy, Public Transport Strategy and Action Plan have been a ground breaking initiative towards re-engineering of public transport system. These policies mandate Planning Authorities to develop and implement Integrated Rapid Public Transport Networks (IRPTN) and Integrated Public Transport Networks (IPTN). The Province is mandated to assist Planning Authorities that lack capacity in developing and implementing IRPTN/IPTN. Hence, the Department is instrumental in the development and implementation of infrastructure that emanates from planning process. The progress to the development of IRPTN/IPTN in the Province can be summarised as follows.

The following municipalities have prepared and completed their IRPTN/IPTN: eThekweni Metropolitan Council, uGu, uMgungundlovu, uThungulu, iLembe and uMkhanyakude District Municipalities. In 2012/2013 financial year, the Department will engage in preparing the following IRPTN/IPTN: Zululand, uThukela, Amajuba and uMzinyathi District Municipalities. The Sisonke IRPTN/IPTN will be prepared in the 2014/2015 financial year.

In line with the National Public Transport Strategy and Action Plan much work has progressed in eThekweni Municipality in terms of accelerating the development of integrated rapid public transport networks. I deem it prudent that I share briefly with the Honourable Members these developments. eThekweni is in the process of detailed planning on some of the key corridors with the aim of implementing some of these public transport improvements within the next 3 years. The first phase of the project will see the development of high quality public transport linkages utilizing all modes in an integrated manner between Bridge City, Durban Central, Pinetown, Umlazi and Umhlanga. There will be a strong emphasis of providing seamless movements across modes by enhancing modal interchanges, electronic ticketing and security as part of the project.

In fact the eThekweni Metropolitan Council is piloting a new Automated Fare Collection System (AFC) whereby a Smartcard will be used as the fare payment method on board the buses, replacing the current paper bus coupons. For the pilot phase, 22 PeopleMover buses have been kitted out with electronic ticketing devices. 1000 commuters have been issued with "Muvo" branded Smartcards, preloaded with 10 trips for travel on the bus. During the Pilot, commuters will be able to top-up their cards with trips and load them with cash. After the Pilot phase has been successfully concluded, the Muvo card will be rolled out to all PeopleMover commuters from mid-June and to the Durban Transport buses from end July, reaching commuters in Ntuzuma, Umlazi, KwaMashu and Rossburgh.

Lessons learnt from the eThekweni pilot, elsewhere in the country and internationally, will help us assist the direction of a totally integrated transport network for the Province of KwaZulu-Natal.

Public Transport Infrastructure Improvements

Chairperson, while it is the responsibility of the Municipality to improve public transport infrastructure, where there is no capacity, the department will continue to play this role. The packaging for the private sector involvement in the implementation of public transport intermodal facilities in KwaDukuza and Portshepstone is ongoing. It is anticipated that construction of these facilities will begin this financial year. In 2011/2012 financial year, the Department has implemented 40 public transport shelters within uMtshezi and Abaqulusi municipalities (20 respectively).

With regards to Estcourt and eMondlo intermodal facilities, a feasibility study, preliminary and detailed designs were commissioned and completed. The department is now engaged in the process of the actual construction of the facilities. In as far as UMzimkhulu facility is concerned, it is envisaged that the actual construction of the facility will commence in 2014/2015 financial year. A feasibility study, preliminary designs have been commissioned and completed. The process is now locked at preparation of detailed designs.

Subsidised Public Transport Services

Honourable members, the majority of people are currently not getting public transport service as defined in the public transport agenda because of the system challenges such as modal fragmentation, supply driven system, lack of proper infrastructure, and skewed subsidy amongst others. The Department spends about R800 million annually on contracts for subsidised public transport services. Participation in these contracts does not reflect the demographics of the Province. In order to transform the industry, the Department developed a strategy for transformation of subsidised contract in the Province. The strategy was approved by Cabinet in April 2011 and will be rolled out over a three (3) year period. The Department is working with all stakeholders to ensure the successful implementation of the strategy.

The Department has begun the implementation of a transformation strategy in the Province. The restoration of service in Port Shepstone and surroundings is one such example. For the first time in the history of subsidised public transport, the Department has entered into a contract for provision of subsidised services with Ugu Transport Services PTY (Ltd) which is a company of small bus operators and taxi operators in Port Shepstone. This is the first

empowerment of its kind in public transport in the country. The Department also provided an incubation programme to empower these operators to be able to run a subsidised public transport services. The process was not easy and had many challenges, but working together with the operators, the challenges were overcome. We are happy to report that operations commenced on 7 May 2012. We have learnt a number of lessons which will serve to improve the implementation approach in the roll out process.

Dedicated Scholar Transport Service

Chairperson, the Department took over the function of dedicated subsidised transportation of learners in September 2011, through the signing of Memorandum of Agreement with the Department of Education. The service is currently provided in one hundred and seventy one (171) schools in the Province and benefit thirteen thousand (13 000) learners. There is a high demand for the service but the budget is limited. The Department will increase the number of learners benefiting as additional budget becomes available in consultation with the Department of Education.

Public Transport Conflict

Public Transport Conflict remains a pervasive threat towards achieving a successful regulation of the public transport industry, especially the minibus taxi industry. While progress has been made in ending conflicts in areas such as Bergville and Umlazi-West MNR, steady steps are taken to ensure that in Newcastle the threats of violence are completely extinguished. The cooperation between the Department of Transport, the SAPS Provincial Taxi Team and municipalities affected by conflict has proved to be successful in ending acts of violence where they have occurred and preventing them where threats were detected on time. Despite continuous challenges, there is relative stability in Mpumalanga owing to processes that are currently unfolding to ensure that the problems plaguing Mpumalanga and District Taxi Association are properly addressed. The Department of Transport continues to make strides in ensuring that the sporadic acts of taxi violence, as recently experienced in Isipingo, are addressed in collaboration with the leadership of the industry in the respective regions where the conflict is taking place.

Partnership In Public Transport Improvements

The provision of safe, reliable, affordable and integrated public transport services requires a close working relationship between government, public transport operators and public transport users. The Department is still committed to working closely with KwaZulu-Natal SANTACO, KWANABUCO

and Structures representing commuters, towards the improvement of our public transport system in the interest of the citizens of this Province.

Road Safety

Chairperson, let me reiterate that, we have dubbed the year 2012 in this Department as, 'The year of Deepening People's Activism Against Road Accidents'. Our target specifically, is to halve road accidents in this Province in 2012 not in 2020. In order to attain this, our attitude must be, accidents are just wrong; people must stop the killing on our roads. Our approach is to say that the high levels of death on our roads are unacceptable. We must not hype the decrease in road accidents, but indicate that it is not significant and therefore not worth writing home about.

Operation Valingozi

Honourable Members, from August 2011 to October 2011 KwaZulu-Natal experienced a spike in the number of road accidents, resulting in the loss of lives of people in an unprecedented manner. To this end the Department tabled a cabinet memorandum to the Executive Council as well as an Executive Statement to the Legislature on this matter. The Executive Council resolved that the Departments of Health, Transport and Social Development work together on this matter. We are continuously making a clarion call to Members of the Legislature, the Executive Council, the Traditional Leadership, the Leadership of this Province at all levels, and the people of KwaZulu-Natal in all their formations to partner with us in fighting this scourge.

We have identified the major cause for these accidents to be the disregard for the rules of the road. The Road Safety Summit held in March 2011 further confirmed this. To this end, we launched Operation Val'ingozi as a strategy to fight against these accidents. We will anchor all our road safety initiatives under this programme. We will take this programme to its highest level working collaboratively with communities, the labour union movement, business people, traditional leadership, religious leaders, and municipalities. Our first partners in this campaign are POPCRU KwaZulu-Natal. COSATU has also committed itself to the road safety campaign. We call on all political parties, other union formations, social formations to also commit themselves to this noble cause.

This integrated approach will see us addressing both crime as well as issues of road safety. The Operation is aimed at stopping the unnecessary loss of innocent lives of passengers, drivers, legal operators and the affected communities. This will be done by educating our communities and conducting awareness campaigns to road users, to be more cautious of the causes of road accidents. We will also be applying a multidisciplinary approach in law

enforcement on permits, operating licences, vehicle road worthiness, driver fitness and driving behaviour in line with the founding principles of the Integrated Traffic Law Enforcement Committee. We will continue with our contribution to tighten the road rules. There is a need for the Justice system to be harsh on road rule transgressions. We are proud to indicate that some of the judges in KwaZulu-Natal are meting very harsh penalties with regards to road transgressions. We are in support of the national approach with regards to suspensions of drivers licences as it is in line with our thinking as resolved at our Road Safety summit. We are pleased to learn that our contribution to safety on our roads through the summit has made the national department of Transport to take the matter of tightening the laws seriously.

As an ideal, we must work towards producing a new driver in KwaZulu-Natal and ultimately in South Africa as a whole if we are serious about safety on our roads. It is important that we embark on an exercise to audit learner driver centres including vehicle driver centres and effectively put corrective measures where necessary. Stricter monitoring mechanisms should therefore be in place to combat fraud and corruption in Driver Licence Testing Centre's in particular. The centralization of various sensitive transactions such as the waiver of a Certification of Roadworthiness (CRW) is proving beneficial. These initiatives have resulted in successfully closing down 15 Vehicle Testing Stations since 2003, as well as deregistering some 53 vehicle examiners for their part in committing fraud in the issuing of fraudulent roadworthy certificates. Furthermore, neighbouring countries like Namibia and Zambia for instance, and neighbouring Provinces like Gauteng and Eastern Cape have tapped on our expertise. The net result of our initiatives has been a drastic decline in the illegal roadworthiness matters in KZN resulting in culprits now having to move to other Provinces for roadworthy fraud to be committed, as per the evidence gleaned from various sources including NaTIS.

We are also targeting cyclists for road safety education as instructed by the summit in view of road accidents involving cyclists. A road safety hand book has been specifically designed to educate cyclists on safe cycling behaviour. Various aspects of bicycle traffic safety are communicated with special focus on obeying traffic rules and the rights and responsibilities of cyclists.

We will also work on rewarding our road traffic law enforcement members through a programme of road traffic awards. We believe these officers execute sterling work and deserve such recognition.

The South Africa legislative context advocates for the inclusion of citizens in the decision making process to promote developmental governance. To this end, the department created the Rural Roads Transport Forums (RRTFs), Community Road Safety Councils (CRSC), Public Transport Passenger Associations (PTPA) as community liaison structures to achieve participatory democracy. The summit identified that these structures and various entities

operate in silos on road safety matters. To this end, we are advocating for the amalgamation of these structures and linking them to ward committee structures so as to address the fragmentation and the misalignment of planning and delivery of transport related services by the department and municipalities. Our approach is premised on the Municipal Systems Act which provides for the establishment of ward committees created to enhance participation of citizens and deepen democracy. Discussions with the Department of Co-operative Governance and Traditional Affairs are at an advanced stage in this regard as this department is at the forefront of service delivery at a local level.

Transport Regulation

Honourable Members, on 19 July 2011 we launched the Integrated Traffic Law Enforcement Committee (ITLEC) pursuant to the Justice Crime Prevention and Security Cluster meeting held on 03 March 2011 and the resolutions of the Road Safety Summit. The success of this however hinges on the co-ordinated approach adopted by all law enforcement agencies. ITLEC is premised on partnerships with other tiers of government for better planning and co-ordination. Its mandate is to deal decisively with drunken drivers, unroadworthy vehicles, speed, overloading of passengers and goods, driver and vehicle documentation and is very much committed to 'catching crime on the highway ' in an integrated manner. Such a partnership further assists to decrease response times for emergency services. In a nutshell, the primary objective is to make a safe road environment through stringent enforcement of traffic regulations true to the spirit of, 'Alufakwa Lubuya Nesaphulamthetho KwaZulu-Natal '.

In addition to ITLEC the Department of Transport also launched the 'RED SPOT RESPONSE TEAM'. The team targets red spots or rather areas where accidents are prevalent for enforcement. Linked to this as resolved by the summit is determining hazardous locations so as to minimize pedestrian fatalities. Interventions on these locations entail putting in place engineering measures coupled with vigorous education, enforcement and constant monitoring of these hazardous locations after corrective action has been carried out.

Honourable Members, delegates at the summit raised concerns that there was insufficient information on Administrative Adjudication of Road Traffic Offences (AARTO). We have subsequently engaged our counterparts at national, for an information sharing platform on AARTO in the Province on a date soon to be confirmed.

The summit identified the lack of traffic enforcement on weekends and public holidays as a contributing factor on carnages and transgressions on our roads. To this end, the Department working collaboratively with our national counterparts is exploring the implementation of the 3 shift system in

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law enforcement. We will apprise this House on developments in this regard. In an effort to eradicate road carnages and responding to the “Operation Valingozi Campaign” and the fact that the National Department of Transport has no legislation in place for regulating the driving school industry the Department has managed to craft two critical documents.

The first document responds to the formalization and regulation of the driving school industry. Its objective is to have all driving schools operating within an agreed upon memorandum of understanding. The second document is meant to come up with standards and processes of producing a safe professional driver through an intensive training program. This view led to the birth of an “Instructors Training Manual.” The provincial team is on the verge of rolling out the stakeholder’s consultation workshop throughout the regional spheres and this process is scheduled to be completed by the end of May 2012. All inputs will be included in the final document.

The Department recognizes the importance of increasing efficiencies within the traffic law enforcement, whilst combating fraud and corruption in our systems. To this end the department will continually invest in high technology equipment such as the Intelligent Roadblock Technology, computerized learners licence testing system, brake testers, speed over distance technology.

It is furthermore, the Department’s responsibility to ensure that all vehicles registered and licensed are properly homologated and classified and fall within the ambit of relevant traffic legislation prior to such being reflected on the eNaTIS. This in itself is a drive towards Road Safety in ensuring that crashes and loss of lives that result from un roadworthy vehicles being put on our roads are dealt with. While performing this activity the Department is able to collect revenue. Such accrual presently amounting to more than R 1.23 billion per annum which is an increase of more than R 150 million in excess of the anticipated revenue of R 1.08 billion for the 2011/ 2012 financial year.

In addition to the aforementioned, the Department will continue to collect levies on behalf of the Road Traffic Management Corporation as mandated legislatively; and in this regard, expects to reconcile and pay over approximately R 61 million for the 2012/ 2013 financial year.

Job Creation and Empowerment

Honourable Members, KwaZulu-Natal has contributed immensely in the number of work opportunities created through the Expanded Public Works Programme. In fact, it has been identified as the Province with a potential of creating more EPWP work opportunities country wide. Public bodies need to leverage on the availability of the incentive grant by utilizing the funds to

expand on the programs that create work opportunities. Notwithstanding the fact that the Province has achieved its target nationally and has a potential to create more work opportunities, there has been an element of under reporting within the Province which has cost the Province large amount of the incentive grant funding which could have been claimed. We are therefore making a clarion call to all participating bodies to report and adhere to all the EPWP requirements in pursuit of job creation, more incentive grant for the Province and ultimately a better life for all.

In the quest to optimize our job creation strategies we have apportioned R2m to an EPWP road safety programme to expand on the school crossing patrol attendants. These attendants assist school children to cross roads in various districts and will be receiving monthly stipend from the incentive grant fund. This also forms part of our Operation Valingozi programme. We have also utilised the incentive grant to pilot block paving project on an access road to Mzamweni High School in Pietermaritzburg employing labour intensive methods.

The Zibambebe programme continues to be a beacon of hope for the destitute women of the Province who would otherwise not get employment in the labour market. This programme is the main programme through which the department is able to create in excess of 39,000 job opportunities reported in the EPWP. The department is currently in consultation with other departments like the Provincial Treasury to find ways and mechanisms of assisting the Zibambebe beneficiaries on their savings.

It is with sadness that I have to report to the Legislature that the hugely successful Vukuzakhe programme, which is now being emulated in the other Provinces, has come under attack through a legal challenge by the South African Federation of Civil Engineers. The department is being taken to Court to defend the constitutionality of this ground breaking programme aimed at creating and empowering previously disadvantaged emerging construction contractors.

In line with the principles of good governance, we will evaluate and review our procurement systems in this financial year to determine the value added to the beneficiaries and to the end user.

Conclusion

Honourable members, the reality we face is that more than 70 percent of our road network is beyond its design life and if not attended to immediately, will end up in a total state of disrepair. It will cost the government eighteen times more in the long run to re-construct these roads if not attended to urgently.

The current level of funding for 2012/2013 is indicative that there will be an improvement in the reduction of the backlog due to an increase in the budget allocation, however it would require at least an additional R3 billion per year over a three year period and an additional R2 billion annually for maintenance to bring the road network back to the required minimum level of service.

Chairperson, we remain concerned about the lives we continue to loose on our roads. We believe that a reduction of fatalities from this year's Easter Holidays is worth noting amidst the fact that one death is one too many. We will continue with our educational and law enforcement activities throughout the year to ensure that we deepen people's activism against road carnages and transgressions and that we all become friends of the United Nations Decade of Action for Safety on our Roads. Allow me to salute our traffic officers for their tireless contribution to safety on our roads. You are truely championing a good cause.

At this stage, I would like to thank the marked contribution of the entire team in the Department and all our partners under the stewardship of the former Head Of Department Mr Hlabisa and the now Acting Head of Department Mr Gumbi in the struggle to build a better KwaZulu-Natal. I would be failing in my duty if I do not acknowledge the support of my family, in particular my wife uMankosi as I execute my obligations.

To the government of KwaZulu-Natal, under the stewardship of the Premier we salute your contribution to the marked improvement of the quality of lives of our people. To the organisation that bestowed its confidence in me to lead this portfolio, the African National Congress, I salute you!!!

Allow me chairperson to now table Budget Vote 12 Department of Transport 2012/2013 financial year amounting to R 7 418 873 000 (R7.4 billion) for approval to be appropriated as follows:

Administration	R261 977 000 (R 261million)
Transport Infrastructure	R5 398 753 000 (R5.3 billion)
Transport Operations	R1 022 862 000 (R 1 billion)
Transport Regulation	R670 796 000 (R670 million)
Community based programmes	R64 485 000 (R64 million)

I thank you

UMNYANGO WEZOKUTHUTHA KWAZULU-NATAL

INKULUMO YESABELOMALI SIKA 2012/2013
SAKWAZULU-NAL U VOTE 12 YETHULWA
ESISHAYAMTHETHO SAKWAZULU-NATAL NGOMHLAKA
31 MAY 2012 NGUMHLONISHWA,
UNGQONGQOSHE WEZOKUTHUTHA,
UKUPHEPHA NOKUXHUMANISA UMPHAKATHI

uMnuz **T.W. Mchunu**

*Mama Somlomo;
Ndunankulu Mhlonishwa uDkt Zweli Mkhize;
Amalungu 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;
Izakhambi zonke zaKwaZulu-Natal.*

Isingeniso

Sihlalo, ngivumele ngisukume ngethule iSabelo-mali somNyango wezokuThutha uVote 12, ngokwamandla ami njengoMphathiswa woMnyango ngaphansi kwesiqubulo esithi: **“Deepening People’s Activism Against Road Carnage and Transgression”**, okusho ukugxiliswa komnyakazo wabantu wokulwa nezingozi nokungaziphathi kahle emgwaqeni.

Ukuphepha emigwaqeni yethu yikona okuseqhulwini emNyangweni wezokuThutha, ikakhulukazi njengoba kusuka ngonyaka ka-2011 kuya ku-2020 iNhlango yeZizwe ibeke lelo shumi leminyaka ukuthi kube ngelokulwa nezingozi nokungaziphathi kahle kwabantu emigwaqeni. Nathi siwumNyango sifaka igalelo lethu ukweseka lokhu, ngokubambisana nomNyango wezeMpilo kanye nowezokuThuthukiswa koMphakathi njengoba sijutshwe isiGungu esiPhezulu KwaZulu-Natal ukulwa nalolu bhuhane.

Kuningi-ke esikuphethe lapha okuyizibophezelo esazenza ngesabelo-mali esedlule esihlose ngako ukubheka ukuthi ngabe siyaya ngempela yini phambili. Sazibophezela ekuhleleni isakhiwo sezikhundla zabasebenzi ukuze sihambisane nemigomo yokuhanjiswa kwezinsiza kubantu futhi sazibophezela ngokugcwalisa zonke izikhala zemisebenzi. Sazibophezela nasekuthuthukisweni kwengqalasizinda yezokuthutha.

Lokhu kuhlangukisa ukulungiswa kwenkinga yezikhinsi ezingama-pothole, ukuqhubeka namaphrojekthi emigwaqo eyimizila yezomnotho kanye nokuvala igebe phakathi kwemisebenzi yokwakha neyokugcina imigwaqo isesimweni. Sathembisa ukuphuthula umsebenzi wokwakha amarenki adidiyele izithuthi zomphakathi oLundi naseMtshezi, sathi sizozalisa nangeMondlo kanye noMzimkhulu, bese sinikezela ngamabhayisikili angu-2050 ezikoleni njengolunye lwezinhlelo zokuthutha. Kwezokuphepha emgwaqeni, sazibophezela singumNyango ukuqhubeka sisebenzise izinqumo zengqungquthela yezokuphepha emgwaqeni esaba nayo ukuze sithole imiphumela emihle emkhankasweni wokulwa nokungaziphathi kahle nokufa kwabantu emgwaqeni. Saqhubeka sazibophezela ngokusebenzisa izimali ngendlela engezokuba nachashazi kumcwani wamabhuku ezimali.

Esesikwenzile ngezibophezelo zethu

Sihlalo, sesenze umehluko omkhulu ekuqinisekiseni ukuthi kuyenzeka esazibophezela kukona ngesabelo-mali sika-2011/2012. Njengamanje siyaqhubeka nokusebenzisa izinqumo zengqungquthela yezokuphepha emgwaqeni eyaba ngoMarch 2011. Ikomiti elihlanganise izinhlelo zokugcina umthetho womgwaqo, esilubiza nge-Integrated Traffic Law Enforcement Committee (ITLEC), lethulwa ngoJuly 2011, kanti kuyimanje libonakala lilekelela kakhulu ekwehliseni izingozi zomgwaqo.

Ngokohlelo lwezikhundla zabasebenzi emNyangweni, sesikwazile ukulungisa uhlaka ezingeni lezimenenja kusuka esigabeni 13 kuya phezulu, lwamukelwa nguMnuz R L Padayachie ongasekho emhlabeni, obenguNgqongqoshe wezeziSebenzi zoMphakathi. Umsebenzi wokugcwaliswa kwezikhala zemisebenzi usuqalile.

Mayelana nokulungiswa kwama-pothole, sesikwazile ukuhlonza sabona ubungako benkinga esifundazweni sonke, manje sisohlelweni lokwenza umsebenzi ngokohlelo oluzobhekela umonakalo ngenkathi wenzeka.

AmaLungu aHloniphekile, ikakhulukazi angamaLungu eKomiti lezokuThutha, azokwazi ukuthi irenki edidiyele izithuthi zomphakathi, esithi i-Intermodal Facility, yasoLundi yaqedwa ukwakhiwa ngesikhathi esasibekiwe, yavulwa ngo-May 2011. Lesi sakhwiwo sadala amathuba emisebenzi angu-53.

Ngonyaka odlule umNyango utholwe ngumcwaningi wamabhuku ezimali ungenachashaza ekusebenziseni izimali zonyaka ka-2011/2012. Ngithatha leli thuba ukubonga ithimba lonke lomNyango ngendlela okusetshenziswe ngayo izimali zomNyango. Ngiyabanxusa ukuba baqhubeke nomsebenzi omuhle benze kangcono nangeminyaka ezayo.

Ezokuphatha

Mama Somlomo, ngivumele ngiqale ngohlelo lokuqala, Ezokuphatha. UmNyango usazibophezele ngobhekela ukulingana ngokobulili nangokubhekela abaphila nokukhubazeka uma kuqashwa abasebenzi. Izibalo zabasebenzi bomNyango ziveza ukuthi abesifazane bangu-40.14% wabasebenzi bebonke, abantu abanokukhubazeka bangu-0.57%, abesifazane abasezikhundleni eziphezulu bangu-48.38% kanti abasebenzi ngokubhekelela izinhlanga okumele zinikwe amathuba bangu-91.56% wabasebenzi bebonke. Njengoba sizobe sisebenza ngalolu hlelo oseluphasisiwe esengilubalulile, sizokubhekisisa konke lokhu.

UHulumeni usehlonze izinhlelo zokuqeqesha nokufundisa njengezinto ezibalulekile ekwakheni nasekuthuthukiseni abasebenzi. Ukubhekana nalokhu umNyango usazibophezele ekuhlinzekeni ngohlelo lwemfundo yabadala kanye noqeqesho kulabo basebenzi bomNyango abangakwazi ukufunda nokubhala.

Sekunomehluko obonakalayo selokhu lwaqaliswa lolu hlelo ngo-2004. Inani labafundi abaluphothula kulolu hlelo baphinde bathole i-General Education and Training Certificate / NQF Level 1 luyakhula minyaka yonke. UmNyango usubeke imali engu R6,804,857 million ezosetshenziselwa uhlelo lwemfundo yabadala ngonyaka wezimali ka-2012/2013.

Ngesabelo-mali sangonyaka odlule, sazibophezela ngokuqhubeka nokusebenzisana nezikhungo zemfundo ephakeme ikakhulukazi ama-FET kanye nama-University of Technology. Sizimisele ukulifeza leli phupho. UmNyango ususebenzise

imali engu-R1,784,255 ngemifundaze kuze kube yimanje. Inani labafundi abalindeleke ukuthi bathole imisebenzi emva kokuphuthula ama-National Diploma abo kwezobunjiniyela selikhule lafika kwabangu-70 futhi sebezoqashwa ngokwenkontileka yeminyaka emithathu. Yize bezoqashwa ngokwenkontileka, kodwa bavumelekile ukufaka izicelo zomsebenzi emNyangweni. Ukuqashwa kwabo kuzolekelela ukuxazulula inkinga yokuntuleka kwamakhono umNyango owadinga kakhulu bese futhi kube negalelo ekuthuthukeni komnotho wesifundazwe nezwe lethu jikelele.

Kunesabelo mali esibekelwe ukuqinisekisa ukuthi zonke izinhlaka zohlelo lwe-Employee Wellness ziyasetshenziswa. Ukwakhiwa kohlelo lokunakekelwa kwabasebenzi ngokwezempilo olwaziwa nge-Employee Wellness Programme, kususelwa ezintweni ezine ezibalulwa kwi-Employee Health and Wellness Strategic Framework neyaqaliswa nguNgqongqoshe wezeziSebenzi zoMphakathi ngoNovember 2008, yaqala ukusebenza ngomhlaka 1 April 2009. Lezi zinto zihlanganisa ukulawulwa kwe-HIV and AIDS neTB; ukubhekela ukuhambisana kwempilo nezinga lokukhiqiza kubasebenzi; ukubhekela ukuphepha; ezempilo; isimo sendawo okusetshenzelwa kuyona, izimo ezinobungozi kanye nezinga lomsebenzi. Uhlelo lwethu lwezokunakekelwa kwabasebenzi ngezempilo luyaqhubeka nokukhulakanti loku kubonakala ngenani labasebenzi abavakashela imitholampilo minyaka yonke.

Ingqalasizinda Yezokuthutha

Sihlalo, inhloso yalolu hlelo ngukuba abantu nezimpahla bakwazi ukufinyelela lapho befuna ukuya khona ngokuphepha nangendlela engambi eqolo, lokhu okwenzeka ngokuba kunakekelwe ingqalasizinda yezokuthutha, ihlale iphephile futhi ivumele ukuthuthukiswa kwabantu nokukhula komnotho. Ikhomishana yokuhlela yesifundazwe isiwuqedile umsebenzi wayo wokwakha amasu okukhulisa nokuthuthukisa isifundazwe, esithi i-Growth and Development Strategy. Lolu hlelo luveza ukuthuthukiswa kwengqalasizinda njengeny ezezinsika zokukhulisa ezomnotho esifundazweni. UMongameli wezwe enkulumweni yakhe yesizwe uyicacise kahle imikhakha yengqalasizinda edinga ukuthuthukiswa. Le ngqalasizinda ihlanganisa ezomgwaqo, uloliwe kanye namachweba. Lezi zinhlelo ziphinde zagcizelelwa uNdunankulu enkulumweni yakhe ayethulele isifundazwe kanti njengamanje sesiqalile ukusabela ikhwela ngokusebenzisana nozakwethu bakwa-Passenger Rail Agency (PRASA).

NjengomNyango sesibe nemihlangano izikhathi ezimbili no-PRASA ngo-April nango-May 2012. Sesivumelene ngokuthi kusungulwe ikomiti i-KwaZulu-Natal Rail Steering Committee (KZNRSC). Leli komiti lizokwakhiwa ngabamele umNyango wezokuThutha kuzwelonke, u-PRASA, uMetrorail, umNyango wezokuThutha KwaZulu-Natal kanye nomasipala. Njengamanje siphezu komebenzi wokwakha i-Memorandum of Understanding okuyiyona ezoqondisa uhlelo lokusebenzisana ukuze kufezeke izinhlelo zokusetshenziswa kukaloliwe.

MaLungu aHloniphekile, isamba semali esibekelwe ukuthuthukiswa kwengqalasizinda yonyaka wezimali ka-2012/2013 singu-R5.17 billion. Cishe u-70% wesabelo-mali sonke somNyango uya ekuthuthukisweni kwengqalasizinda. Kulesi sabelo-mali sengqalasizinda, u-R1.5 billion uzosebenza ekwakheni ingqalasizinda entsha, kuthi uR3.39 billion wona kube owokuyigcina isesimweni esifanele.

Okubhekwe kakhulu kulo nyaka wezimali ka-2012/2013 ukunakekelwa kwemigwaqo ekhona. Kubhekwe ukuthi imali yokwakha igxile ekufakweni kwenkwali entsha kanye nokuvulungiswa kwemigwaqo ewubhuqu ibe itiyela. Ukunakekela kona kuhlanganisa ukunakekela okujwayelekile, ukuvuselelwa kwemigwaqo yobhuqu, ukupheshwa kwemigwaqo yetiyela, ingqalasizinda yokwenza umgwaqo uphephe nokunakekela okuyisipesheli. Yize sikhulile isamba esibhekene naloku, isabelo mali esibekelwe ukunakekelwa kwemigwaqo asanele ukunciphisa umsebenzi wokunakekela odinga ukwenziwa. Kodwa-ke ukubhekelela isimo semigwaqo ekhona kuyigxathu okuyilona lona.

Ekufezeni ukuthuthukiswa kwengqalasizinda yethu, sisazibophezele ohlelweni lwethu luka-Operation Kushunquthuli oluqondene nokusiza imiphakathi yasemakhaya, ngokuyinikeza imigwaqo yokufinyelela ezikoleni, emitholampilo, ezindaweni zokungcebeleka kuhlanganisa nezindawo zokulima. Sizozhubeka nokubhekelela kakhulukazi izinhlelo zemigwaqo yethu eyaziwa ngama-Road of National Importance ne-African Renaissance Roads Upgrading Programme kuhlanganisa nohlelo lwengqalasizinda yomgwaqo nababhuloho emakhaya i-Roads for Rural Development and Pedestrian Bridges.

Kafushane nje, maLungu aHloniphekile, uhlelo lwe-African Renaissance Roads Upgrading Program (ARRUP) luhlanganisa imigwaqo engu-15 efinyelela ku-500 km isiyonke neyaxhiwa ngesamba esingaphezu kuka-R3.7 billion. UmNyango uyaziqhenya ngokunazisa ngomsebenzi osuphuthuliwe walezi zinhlelo ezilandelayo: uP399 eVulindlela, uP296/38 Osizweni kuya eBuffalo Flats, uP235 kwaHlabisa kuya kwaNongoma, kanye no-P240 osuka Obanjeni uya Kwamaqwakazi. Izinhlelo ze-ARRUP ezisasetshenzwa kubalwa u-P577 (Duffs Road) noyingxenywe yomzila phakathi kwe-Pinetown kanye nesikhumulo sezindiza i-King Shaka International Airport, ukufakwa kwetiyela kuP700 (Ulundi Road) ongu-95km, ukufakwa kwetiyela ku P68 ose-Assisi kuya eSt. Faiths kuya e-Port Shepstone nongu-23.9km, u-P230 osuka eMpangeni uya eShowe ongu-31.3km, ukufakwa kwetiyela kuMain Road P15-1 osuka eNtunjambili uye eWoshi River, eStanger nongu 7.6km.

Izinsalelo

MaLungu aHloniphekile, ukuhanjiswa kwezidingo kubantu kuhambisana nezinsalelo zako. Izimvula ezinkulu kanye nezikhukhula ezilokhu zibakhona esifundazweni kule minyakeni edlule zisaloku ziyinsalelo enkulu ebhekene nomNyango. Yize umNyango uthole isamba esingu-R214 million wokulungiswa

kwengqalasizinda ngonyaka ka-2010/2011 kanye nesinye esingu-R29.63 million ngonyaka ka-2011/2012, umonakalo ubalelwa ku R727.12 million okusamele ulungiswe. Ukuqinisekisa ukuphepha kubasebenzisi bomgwaqo, umNyango wazibophezela ngokulungisa ingqalasizinda yomgwaqo eyonakele ngenani elingu-R250.50 million elithathwe kwisabelo mali sawo. Ngakho-ke kube nesidingo sokuba kubhewe kabusha imisebenzi okumele yenziwe kuqala.

Ukulethwa kwengqalasizinda kuza nezinye izinselelo ngaphandle kwemali ehlele inganelisi. Ukungabikhona kwamakhono inkinga ebhekene nomNyango njengoba abasebenzi abadala bethatha umhlalaphansi noma bethola amadlelo aluhlaza. UmNyango ubhekene nenkinga yokuhamba kwabasebenzi abaqeqeshiwe abancane kanye nabadala. Okumele kubhekwe ukuthi abasebenzi abawaziyo umsebenzi wabo bagcinwe, okuzokwenza ukuthi abasebenzi abasha baqeqesheke. Lokhu kuzoqeda nokusetshenziswa kwezinkampani zangasese ezingama-consultant.

Enye yezinselelo ezenza izinhlelo zomgwaqo zingakwazi ukufeza izinhloso zazo inkinga yama-pothole amaningi kulesi sifundazwe. Ibalelwa cishe ku 80% imigwaqo engaphezulu kweminyaka engu-25 ubudala, kanti umgwaqo ubekelwe iminyaka engu-25 usesimweni sokusebenziseka. Impilo yale migwaqo ingaqhutshwa kuphela uma inakekelwa ngaso sonke isikhathi futhi loku kwenziwa ngendlela. Ngeshwa-ke kuthina ukunakekelwa kwengqalasizinda akwanele ngenxa yokungabikhona kwezimali ukufeza lezi zinhlelo.

Uma lesi simo usihlanganisa nomthamo omkhulu wezimoto emgwaqeni, ukulayisha ngokweqile kwezimoto ezithwala impahla, kanye nezimvula ezilokhu zibakhona, uyaqonda ukuthi kwenziwa yini ukuba sibe nezikhinsi eziningi kangaka emgwaqeni yethu kulesi sifundazwe.

UmNyango usuyazazi izindawo nenani lezikhinsi ezikhona esifundazweni sonkana, kanti usunohlelo lokuhlangabezana nezinkinga ngenkathi zenzeka. Ukungatholakali kwenkwali noma amatshe okwakha umgwaqo wobhuqu enye yezinkinga engapheli. Lokhu kwandisa inkinga yokuthutha nokuphinde kwandise amanani okwakha noma kokufakwa kwenkwali kabusha emigwaqeni.

Ukusebenza Kwezithuthi

Sihlalo, ngivumele ngiye ohlelweni lwesithathu lokusebenza kwezithuthi. Ukuthuthwa komphakathi kuyingxenye ebalulekile eqinisekisa ukuthi izakhamizi ziyakwazi ukusuka kwenye indawo ziye kwenye ngokungenazihibe nangokufanelekile esifundazweni. Kanjalo nokusuka esifundazweni simbe baye kwesinye ukuyothola abakudingayo. Uhlelo olungcono lokuthuthwa komphakathi luhambisana nezincwadi ezithi:

- Uhlelo olubhekelela umgibeli
- Luhlanganise ezinye izithuthi futhi luphathwe umphakathi
- Luthutha umphakathi omningi ngokushesha
- Ukuthuthwa okubiza kahle nokutholalalayo

Uhlelo Lokuthutha Umphakathi Oluhlanganyele

Kukhona izinhlelo ezaziwa nge-National Transport Policy, i-Public Transport Strategy and Action Plan okuyizona ezihamba phambili ekuhleleni kabusha ezokuthutha umphakathi. Lezi zinhlelo zinika igunya iziphathimandla esithi ama-Planning Authorities ukuba zakhe i-Integrated Rapid Public Transport Networks (IRPTN) ne-Integrated Public Transport Networks (IPTN) okuyimisebenzi yokudidiyela izithuthi zomphakathi. Isifundazwe sijutshwe ukuba sizise ama-Planning Authorities angacijekile kahle ukuze akhe lama IRPTN nama-IPTN. Yingakho-ke umNyango ubambe iqhaza ekwakhiweni nokusebenzisa ingqalasizinda evela khona ekuhleleni. Inqubekela-phambili esibekhona ekwakhiweni kwama-IRPTN/IPTN esifundazweni ihamba kanjena:

Omasipala abalandelayo bazilungiselele futhi bawafeza ama-IRPTN/IPTN abo: eThekwini Transport Authority, uGu, uMgungundlovu, uThungulu, iLembe kanye noMkhanyakude. Ngonyaka wezimali ka-2012/2013, umNyango uzolungiselela ama-IRPTN/IPTN alezi zindawo ezilandelayo: Zululand, uThukela, aMajuba kanye noMzinyathi. Ama-IRPTN/IPTN aseSisonke azoqaliswa ngonyaka wezimali ka-2014/2015.

Ngokulandela uhlelo lukazwelonke lwamasu ezokuthuthwa komphakathi i-National Public Transport Strategy and Action Plan, muningi umsebenzi osuwenziwekumasipalaweThekumayelananokuphuthumisa uhlelo lokudidiyela kwezithuthi ukuze zisebenze ngokushesha. Ngibona kungubuhlakani ukuba ngikuveze lokhu phambi kwamaLungu aHloniphekile. ITheku lipwhezu kohlelo olubanzi oluthinta eminye imizila ebalulekile ngenhloso yokuba kusebenze lolu hlelo lokudidiyelwa kwezithuthi kule minyaka emithathu ezayo. Esigabeni sokuqala kuzobakhona ukuthuthukiswa kwemizila esetshenziswa yizithuthi phakathi kwe-Bridge City nenkaba yedolobha, iPinetown, Umlazi noMhlanga. Kuzogcizelelwa ukuthi kungabikhona ukuphazamisana phakathi kwemikhakha yezithuthi ethintekayo ngokuthi kuqiniswe ezokuphepha nhlelo lobuchwepheshe ekukhishweni kwamathikithi.

Okusempeleni uMkhandlu weTheku usuqalile ukuhlola ukusebenza kwe-Automated Fare Collection System (AFC) lapho kusetshenziswa khona i-Smartcard njengendlela yokukhona uma ugibela ibhasi, osekuthatha indawo yamakhuphoni ajwayelekile ayiphepha. Njengesigaba sokuhlola, amabhasi angu-22 abizwa nge-People Mover asefakiwe le mishini yamathikithi. Abagibeli abangu-1000 sebewatholile ama-smartcard abizwa ngokuthi "Muvo", agunyaza ukuba umuntu athathe izinkambo ezilishumi ngebhasi. Ngenkathi kwenziwa lolu hlelo lokuhlola, abagibeli bazokwazi ukufaka enye imali yezinkambo emakhadini. Ngemuva kohlelo lokuhlola, ikhadi leMuvo lizobe selisabalaliswa kubo bonke abagibeli bamabhasi ePeopleMover kusuka phakathi kuka-June bese eya nasemabhasini eDurban Transport kusuka ekupheleni kuka-July, kufinyelela kubagibeli baseNtuzuma, Umlazi, KwaMashu nase-Rossburgh.

Isifundo esitholakele ngalolu hlelo lokuhlola, ngukuthi noma yikuphi lapha ezweni nasemhlabeni, sizosisiza ukuqonda ngohlelo lokudidiyelwa kwezithuthi lapha esifundazweni saKwaZulu-Natal.

Ukuphuculwa Kwengqalasizinda Yezokuthuthwa Komphakathi

Yize kungumsebenzi kaMasipala ukuphucula ingqalasizinda yezokuthuthwa komphakathi, lapho kungenzeki khona, umNyango uzoqhubeka nokudlala le ndima. Ukufakwa kwezindawo zokukhosela uma abantu besalinde izithuthi kuyaqhubeka KwaDukuza kanye nase-Port Shepstone. Ukwakhiwa kwale mipheme kuzoqala kulo nyaka wezimali. Kunyaka wezimali ka2011/2012, umNyango ufake imipheme engu 40 kuMasipala waseMtshezi kanye naseBaqulusini (abangu-20 ngokulandelana)

Ucwaningo olube sendaweni yaseMtshezi mayelana nokufakwa kwale mipheme luhambe kahle futhi lafezwa. UmNyango ususezinhlelweni zokuqalisa ngokwakhiwa kwale ngqalasizinda. EyaseMzimkhulu yona ingqalasizinda kubhekeke ukuthi yakhiwe ngokuqala konyaka wezimali ka2014/2015. Ucwaningo selwenziwe futhi lwahamba kahle.

Ukuxhaswa Kwezithuthi Zomphakathi Nguhulumeni

MaLungu aHloniphekile, iningi labantu abalutholi uhlelo lokuthuthwa komphakathi njengokulindelekile ngenxa yezinselelo ezifana nezinhlobo zezithuthi ezingasebenzisani ngokufanelekile, uhlelo lwezithuthi olweyame ohlotsheni lwezithuthi ezikhona, ukungabikho kwengqalasizinda efanele kanye noxhaso olungahambi ngendlela.

Uhlelo lokuthutha oludingekayo yilolo oluphephile, oluthembekile, olungabizi, oluhlanganisa zonke izinhlobo zezithuthi noluphethe kahle abagibeli. UmNyango uhlukana nemali engu-R800 million ngonyaka ukuxhasa izithuthi ukuba zenze umsebenzi wazo wokuthutha umphakathi.

Ukusebenza kwalezi zinkontileka akuhambisani nokuhleleka kwemiphakathi ngokwezinhlanga kulesifundazwe, okusho ukuthi kuyenzelela. Emizamweni yawo umNyango ukushintsha imboni, usuqhamuke nohlelo oluzoguqula izinkampani ezixhaswe nguHulumeni esifundazweni. Lolu hlelo lwavunywa kwiKhabhinethi ngo April 2011, noluzosebenza iminyaka emithathu. UmNyango usebenzisana nabo bonke ababambe iqhaza ukuqinisekisa ukusebenza okuyimpumelelo kwalolu hlelo.

UmNyango usuqalisile ngohlelo lokwenza izinguquko kulesi fundazwe. Ukubuyiselwa kokusebenza kwamabhasi e-Port Shepstone nezindawo eziseduzane ngesinye isibonelo salokhu. Kungokokuqala emlandweni wezokuthuthwa komphakathi okuxhasiwe ukuthi umNyango ube nesivumelwano sokunikezela ngamabhasi ngokubambisana noGu Transport Services PTY (Ltd), okuyinkampani ehlanganisa abamabhasi nabamatekisi e-Port Shepstone. Lokhu kuyaqala ngqa ukwenzeka ezweni. UmNyango uphinde walekelela abaphathi ngohlelo lokuzithuthukisa ukuze bakwazi ukuphatha umsebenzi ngendlela. Uhlelo alubanga lula futhi lube nezinsalelo eziningi, kodwa ngokusebenzisana ndawonye sikwazile ukuphumelela. Siyajabula ukusho ukuthi ukusebenza kwamabhasi kule ndawo kuqale ngomhlaka 7 May 2012. Sifunde izinto eziningi nokuzosisiza uma lolu hlelo sesiluyisa kwezinye izindawo.

Uhlelo Lokuthuthwa Kwabafundi

Sihlalo, umNyango uthathe umsebenzi wokuthuthwa kwabafundi ngo-September 2011, emva kokusayinda isivumelwano (Memorandum of Agreement) nomNyango wezeMfundo. Lolu hlelo seluyatholakala ezikoleni ezingu-171 esifundazweni, nokusizakala ngalo abafundi abangu-13000. Kunesidingo esikhulu salolu hlelo kodwa imali ayenele. UmNyango uzokwandisa inani labafundi abazosizakala uma kutholakala ezinye izimali nangokuxoxisana nomNyango wezeMfundo.

Izinxushunxushu Kwezokuthuthwa Komphakathi

Izinxushunxushu embonini yokuthuthwa komphakathi ziyaqhubeka nokudala izihibe ezivimbela impumelelo yokusebenza kule mboni, ikakhulukazi embonini yamatekisi. Ngenkathi sekube nenqubekela phambili emizamweni yokudala ukuthula ezindaweni ezifana nase-Bergville kanye naseMlazi – West NMR, sekudingeke kube nezinyathelo futhi ezithathwayo ukuqinisekisa ukuthi udlame e-Newcastle luyavinjwa lungabhebhetheki.

Ukusebenzisana phakathi komNyango wezokuThutha, umbutho wamaphoyisa e-SAPS, i-Provincial Taxi Team kanye nomasipala bonke abathintekayo, kukhombise impumelelo ekuqedeni izehlakalo zodlame lapho bekwenzeka khona zaphinda zavinjwa lapho beseziqala khona.

Yize kusenezinsalelo ezibonakalayo, kunozinzo endaweni yaseMpumalanga ngenxa yezinhlelo eziqhubekayo ekuqinisekiseni ukuthi izinkinga ezikhungethe iMpumalanga and District Taxi Association ziyalandelwa ngendlela. UmNyango uyaqhubeka nemizamo yokuqinisekisa ukuthi izenzo zodlame embonini yamatekisi njengoba kuke kwenzeka eSipingo ziyabhekelelwa ngokubambisana nabaphathi bemboni kulezo zifunda lapho kuqubuke khona ukungezwani.

Ubambiswano Ekuthuthukiseni Ukuthuthwa Komphakathi

Ukuhlinzeka ngohlelo lokuthuthwa komphakathi oludidiyele, oluphephile, oluthembekile kanye nolungambi eqolo kudinga ukusebenzisana okunzulu phakathi kukaHulumeni, abaphathi bezokuthuthwa komphakathi kanye nabasebenzisi bezithuthi. UmNyango usazibophezele ekusebenzisaneni neSANTACO KwaZulu-Natal, KWANABUCO kanye nezinhlaka ezimele abagibeli, ekuphuculeni uhlelo lokusebenza kwezokuthutha umphakathi ngokubhekelela izakhamuzi zalesi sifundazwe.

Ukuphepha Emgwaqeni

Sihlalo, angiphinde ngigcizelele ukuthi, kulo mNyango sibeke unyaka ka-2012 njengonyaka wokugxilisa umnyakazo wabantu ekulweni nezingozi zomgwaqo, esithi “Deepening People’s Activism Against Road Accidents”. Inhloso yethu singumNyango ukwehlisa inani lezingozi zomgwaqo ngohhafu esifundazweni kuwo lo nyaka ka-2012 hhayi ka-2020. Ukuze sizuze lokhu, indlela esicabanga ngayo kumele ithi “izingozi zimbi; abantu kumele bayeke ukubulala abanye emigwaqeni yethu.

Operation Valingozi

Malungu aHloniphekile, kusukela ngo-August 2011 kuya ku-October 2011 iKwaZulu-Natal ike yabhekana nesibalo esiphezulu sezingozi zomgwaqo, eziholele ekulahlekeni kwemiphefumulo ngendlela engakaze ibonwe. Ngemuva kwalokho umNyango ube usubeka lolu daba ezithebeni zeKhabinethi wenza nesitatimende esiShayamthetho ngalolu daba.

IKhabinethi ibe isinquma ukuba imiNyango owezeMpilo, owezokuThutha nowezokuThuthukiswa koMphakathi isebenzisane kulolu daba. Siyaqhubeka nokuhlaba ikhwela kumaLungu esiShayamthetho, isiGungu seKhabinethi, abaHoli beNdabuko, ubuholi balesi fundazwe kuwo wonke amazanga, kanye nabantu baKwaZulu-Natal kuyo yonke imikhakha ukuba babe yingxenye yokulwa nalesi sihlava.

Esesikuhlonze njengembangela enkulu yalezi zingozi ukungahlonishwa kwemithetho yomgwaqo. Ingqungquthela yezokuphepha emgwaqeni esibe nayo ngoMarch ka-2011 nayo ikuqinisekile lokhu. Ukulandela lapho sibe sesethula umkhankaso ka-Operation Val’ingozi ongelinye icebo lokulwa nalezi zingozi. Zonke izinhlelo zethu zokuphepha emgwaqeni zizosekeleka kulo mkhankaso.

Sibheke ukuthi lolu hlelo lungene kwelinye izinga njengoba sizosebenzisana nemiphakathi, izinyunyana zabasebenzi, osomabhizinisi, ubuholi bendabuko, abaholi bezenkolo nomasipala. Esesiqalile ukusebenza nabo kulo mkhankaso yi-POPCRU KwaZulu-Natal. I-COSATU nayo isiphumele obala yazibophezela ngalo mkhankaso wokuphepha emgwaqeni. Simema wonke amaqembu epolitiki, ezinye izinyunyana zabasebenzi, izinhlaka zemiphakathi ukuba nazo zizibophezele ngalo msebenzi.

Ngo-Operation Val'ingozi sihlose ukunqanda ukulahleka kwemiphefumulo engenacala yabagibeli, abashayeli, abanikazi bezithuthi zomphakathi abasemthethweni kanye neminye imiphakathi ethintekayo. Lokhu sikwenza ngokuba sifundise imiphakathi yakithi siphinde senze imikhankaso yokuqwashisa abasebenzisi bomgwaqo ukuba baqaphele lezi zinto eziyimbangela yezingazi zomgwaqo. Okunye esikwenza ngokunkanisa ngezimvimba-mgwaqo lapho sibheka khona amalayisensi okusebenza kwezithuthi zomphakathi, isimo semoto ukuthi ikulungele ukuba semgwaqeni, isimo somshayeli nendlela aziphatha ngayo ngokulandela imigomo yekomiti elididiyele i-Integrated Traffic Law Enforcement Committee.

Sizoqhubeka nokufaka igalelo ekuqiniseni kwemithetho yomgwaqo. Kunesidingo sokuba uhlelo lwezobulungiswa luthi ukuqinisa isandla kwabephula imithetho yomgwaqo. Siyaziqhenya ngokuthi namhlanje amanye amajaji KwaZulu-Natal asekipha izigwebo ezinzima emacaleni omgwaqo. Siyaweseka nomqondo kazwelonke wokuba kubanjwe okwesikhashana amalayisensi abashayeli njengoba kuhambisana nezinqumo nathi esazithatha engqungqutheleni yezokuphepha emgwaqeni. Kuyasithokozisa ukuthi igalelo lethu kwezokuphepha emgwaqeni ngale ngqungquthela selenze umNyango wezokuThutha kuzwelonke uthathe izinyathelo zokuqinisa imithetho kakhudlwana manje.

Esifuna kwenzeke manje ngokuba sikhiqize abashayeli abasha KwaZulu-Natal kanjalo naseNingizimu Afrika yonkana uma sithi asininisi amahleza kwezokuphepha emgwaqeni. Kubalulekile ukuba siqalise ngokuhlolisisa izikhungo zamalayisensi bese siqhamuka nezindlela zokulungisa lapho kudingeka khona. Kumele sibe nezindlela eziqinile zokulwa nenkohlakalo nokukhwabanisa ikakhulukazi ezikhungweni zamalayisensi okushayela. Ukufakwa ngaphansi kwehhovisi elilodwa yonke imininingwane ebucayi njengokwenziwa kwezitifiketi ezigunyaza ukuba khona kwemoto emgwaqeni kubonakala kuthela izithelo ezinhle. Lokhu sekuholele ekuvalweni kwezikhungo zamalayisensi ezimoto ezingu-15 kusuka ngo-2003, kwaphucwa amaphoyisa angu-53 izimvume zokuhlola ngokubamba iqhaza ekukhishweni kwezitifiketi zomgunyathi. Ngaphezu kwalokho, amazwe angomakhelwane njengeNamibia neZambia isibonelo, kanye nezifundazwe ezingomakhelwane njenge-Gauteng ne-Eastern Cape asethole ukusizakala ngolwazi kuthina. Osekube ngumphumela walezi zinhlelo zethu ngukwehla kwezigameko zokunikwa kwezimoto izitifiketi lapha KwaZulu-Natal, osekwenze izigilamkhuba zakhetha ukubalekelela kwezinye izifundazwe ukuyothola izitifiketi zomgunyathi. Lokhu kufakazelwa yimithombo ehlukeni kuhlenganisa ne-NaTIS.

Kukhona nohlelo olubhekela abahamba ngamabhayisekili lapho sifundisa ngokuphepha emgwaqeni njengokuyalela kwengqungquthela kulandela ukwanda kwezingozi ezibandakanya abahamba ngamabhayisekili. Kukhona incwadi yezokuphepha emgwaqeni ehlanganiselwe ukufundisa abagibeli bamabhayisekili ngokusebenzisa umgwaqo ngokuphepha. Kunezinto eziningi ezithintwayo lapha ikakhulukazi kubhekwa ukuhlonishwa kwemithetho yomgwaqo.

Sizoqhubeka futhi sibheke indaba yokuklommelisa amaphoyisa omgwaqo ngohlelo esilubiza nge-road traffic awards. Sikholwa ngukuthi la maphoyisa akithi enza umsebenzi omkhulu kakhulu ngakho-ke ayadinga ukuhlonishwa ngemiklomelo. Ngokwemithetho yaseNingizimu Afrika kumele kubandakanywe izakhamizi ekuthathweni kwezinqumo ukuze kukhuthazwe ukuthuthuka ekuphatheni. Ngakho ke umNyango wakhe esikubiza ngama-Rural Roads Transport Forum (RRTFs), Community Road Safety Councils (CRSC), Public Transport Passenger Associations (PTPA) njengezinhlaka zokusixhumanisa nomphakathi ukuze kukhuthazwe intando yeningi nokubamba iqhaza. I-Summit yathola ukuthi lezi zinhlaka zisebenza ngokuhlukana uma kuza kwezokuphepha emgwaqeni. Njengamanje sisohlelweni lokuhlanganisa lezi zinhlaka zisebenzisane namakomiti amawadi ukuze kulungiseke inkinga yokuhlela okuyinhlakanhlaka phakathi komNyango nomasipala uma kulethwa intuthuko ekuhleleni nasekunikezeni abantu intuthuko. Lokhu sikwenza ngokulandela umthetho we-Municipal Systems Act nebeka ukuthi makwaxhiwe amakomiti amawadi ukuze izakhamuzi zibambe iqhaza nokuqinisa ukuphumelela kwentando yeningi. Kunezingxoxo esezihambe ibanga elide noNyango wezokuBusa ngokuBambisana nobuHoli boMdabu njengoba lo mNyango kuyiwona obhekene nokulethwa kwezidingo ezingeni lohulumeni basekhaya.

Ukulawula Ezokuthutha

Malungu ahloniphekile, sesike sabeka ukuthi ngomhlaka 19 July 2011 sethula ngokusemthethweni i-Integrated Traffic Law Enforcement Committee (ITLEC) ngemva kokuvumelana emhlanganweni we-Justice Crime Prevention and Security Cluster mhlaka 03 March 2011 kanye nangokulandela izinqumo zengqungquthela yezokuphepha emgwaqeni. Ukuphumelela kwalokhu kodwa kuncike ekusebenzisaneni kwazo zonke izinhlaka zokugcinwa komthetho. I-ITLEC isekeleke okubambisaneni kwazo zonke izinhlaka zikaHulumeni ukuze kube nokuhlela ngendlela efanele. Ijuthshwe ukubhekela ikakhulukazi abashayela bephuzile, izimoto ezingekho esimweni sokuba semgwaqeni, isivinini, ukulayisha abagibeli kanye nezimpahla ngokweqile, izincwadi zomshayeli kanye nemoto ezifanele, kanti futhi bazibophezele ukubamba ubugebengu obenzeka busesemgwaqeni. Lolu bambiswano luphinde lusize ekusheshiseni usizo oluphuthumayo. Kafushane nje, injongo enkulu ngukwenza imigwaqo ibe ngephephile ngokuqinisa imithetho yomgwaqo okuhambisana nesiqubulo sethu sokuthi, 'Alufakwa Lubuya Nesaphulamthetho KwaZulu Natal.

Phezu kokwethulwa kwe – ITLEC umNyango wezokuThutha uphinde wethula i-‘RED RESPONSE TEAM’. Leli thimba libheka izindawo esizihlonze njengeziba nezingozi zomgwaqo kakhulu. Okuhambisana nalokhu njengokunquma kwe-summit ukuthola izindawo ezinobungozi ukuze kuncishiswe ukufa kwabantu abahamba ngezinyawo. Ukungenelela kulezi zindawo kusho ukubheka ngeso lobunjiniyela okuhambisana nokufundisa, ukuqiniswa komthetho kanye nokuhlolwa okuqhubekayo kwalezi zindawo ezinobungozi emva kokuthi sekusetshenziwe.

Malungu ahloniphekile, izithunywa ze-summit zaveza ukukhathazeka ukuthi alukho ulwazi olwanele mayelana nohlelo lokuthathwa kwamaphuzu i-Administrative Adjudication of Road Traffic Offences (AARTO). Sibe sesikhuluma nozakwethu kuzwelonke ukuthi basicobele ulwazi ngokwenzakayo nge-AARTO esifundazweni. Inggungquthela yaveza ukuthi okunye okunomthelela ezingozini kanye nokungaziphathi kahle emigwaqeni yethu ngokungabikhona kwamaphoyisa omgwaqo ngezimpelasonto kanye namaholide. Ngokuzwa lokho, umNyango usebenza ngokubambisana nozakwethu kuzwelonke ekubhekeni ukuthi uhlelo lwama-shift amathathu lungasebenza kanjani ekuqinisekiseni ukugcinwa komthetho emgwaqeni. Sizolokhu siyazisa iNdlu ngokwenzekayo mayelana nalokhu.

Emizamweni yokuqeda izingozi emgwaqeni nokweseka umkhankaso ka-“Operation Val’ingazi, nanokuthi umNyango wezokuThutha kuzwelonke awunawo umthetho obekiwe wokulawula imboni yezikole zokufundisa ukushayela, umNyango usukwazile ukwenza izincomo ezimbili ezibalulekile. Isincomo sokuqala sikhuluma ngokubhaliswa ngokusemthethweni kanye nokulawulwa kwemboni yokufundela ukushayela. Inhloso ukuthi zonke izikole zokufundela ukushayela zisebenze ngaphansi kwesivumelwano ezizosisayina, esithi i-Memorandum of Understanding (MOU). Kwesesibili sihlose ukuqhamuka nezindlela ezizosikhiqizela abashayeli abaqeqeshekile ukuze babe ngabasebenzisa umgwaqo ngokuphepha. Ngalokhu sibe sesakha usomqulu esithi i“Instructors Training Manual”. Ithimba lethu esifundazweni lihlela ukuba nemihlangano yokucobelelana ngolwazi nabo bonke abathintekayo kulo mkhakha kuzo zonke izifunda. Konke okuvela kule mihlangano kuyobe sekufakwa ohlelweni lwalo msebenzi lokugcina.

UmNyango uyakubona ukubaluleka kokukhushulwa kwezinga lokukwazi ukuphuthuma ezinhlakeni zokugcinwa komthetho womgwaqo, kube kuliwa nenkohlakalo kanye nokukhwabanisa ekusebenzeni kwethu. UmNyango uzoqhubeka nokwandisa ubuchwepheshe njenge-Intelligent Roadblock Technology, uhlelo lwama-learners olusebenzisa ikhompyutha, umshini wokuhlola amabhuleki namakhamera alinganisa ijubane ebangeni elithile, i-speed over distance. Kuphinde kube ngumsebenzi womNyango ukuqinisekisa ukuthi zonke izimoto ezisemabhukwini nezithelelwe zibekwe zifakwe ngaphansi kwezigaba zazo ngokomthetho womgwaqo ngaphambi kokuthi zibonakale ngisho kwi-eNaTIS. Lokhu kukodwa nje kuyindlela eqinisekisa ukuphepha emgwaqeni ngokuthi kubhekwane nezingozi nokulahleka kwezimpilo zabantu ngenxa yezimoto ezingekho esimweni sokuba semgwaqeni. Ngenkathi umNyango wenza konke lokhu, kukhona nemali engenayo esikhwameni.

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Le mali njengamanje ibalelwa ngaphezulu kuka-R1.23 billion ngonyaka okusho ukwenyuka ngaphezu kuka-R150 million uma uqhathanisa no-R1.08 million owawubhekwe ngonyaka wezimali ka-20011/2012. Ngaphezu kwalokhu osekubaliwe, umNyango uzoqhubeka nokuqoqa intela ye-Road Traffic Management Corporation ngokujutshwa umthetho; futhi ngalokhu kulindeleke ukuthi kukhokhwe imali engaphezulu kuka-R61 million ngonyaka wezimali ka-2012/2013.

Amathuba Emisebenzi

Malungu aHloniphekile, iKwaZulu Natal isibe namagalelo amakhulu esibalweni samathuba emisebenzi adalwa ngohlelo lwe-Expanded Public Works Programme. Empeleni sikhonjwe njengesifundazwe esinamathuba okwakha amathuba amaningi emisebenzi ngalolu hlelo lwe-EPWP ezweni lonke. Izinhlaka zikaHulumeni kumele zisebenzise ithuba lokuthola izimali kulolu hlelo ngokuba ziqhamuke izinhlelo ezakha amathuba emisebenzi. Phezu kokuba isifundazwe sesiwufezile umgomo esiwubekelwe kuzwelonke futhi sakwazi ukwakha amathuba emisebenzi angaphezulu, kusalokhu kubakhona ukugqoza kukwenziwa kwemibiko esifundazweni, okwenza isifundazwe siphunyukwe yimali eningi evela kuMgcinimafa kaZwelonke. Ngakho-ke sinxusa bonke esisebenzisana nabo ukuba bayenze le mibiko futhi bagcine zonke izidingo ze-EPWP ekwakhiweni kwamathuba emisebenzi, kwande imali yoxhaso etholwa isifundazwe kanjalo kube nempilo engcono kubantu bonke.

Njengengxenywe yokwandisa izinhlelo zamathuba emisebenzi sifake imali engu-R2 million ohlelweni lwezokuphepha emgwaqeni olungaphansi kwe-EPWP oluqasha abantu abawelisa izingane zesikole umgwaqo. Laba basiza ngokuwelisa abafundi ngokulawula izimoto emgwaqeni ezifundeni ezahlukene kanti bazothola umholo ngenyanga ovela esikhwameni salolu hlelo. Lokhu kuphinda kube yingxenywe yomakhankaso ka-Operation Val'ingozi. Siphinde sasebenzisa imali yesikhwama ukuqalisa uhlelo lokwakha unqenqema lomgwaqo oya eMzamweni High School eMgungundlovu lapho kusebenza abantu ngezandla.

Izinhlelo zikaZibambeke ziyaqhubeka nokuba inhlati yethemba komama abahluphekayo esifundazweni abangawutholi umsebenzi. Lolu hlelo yilona olubaluleke kakhulu nolwenza umNyango ukwazi ukwakha amathuba emisebenzi angaphezulu kuka 39 000 ngokombiko we- EPWP. UmNyango uxoxisana neminye imiNyango njengoMgcinimafa wesifundazwe ngenhloso yokuthola izindlela zokulekelela amalungu kaZibambeke ukuba basebenzise imali yabo asebeyongile. Ngiyadabuka ukubikela isiShayamthetho ukuthi uhlelo obelunempumelelo eyisasasa lukaVukuzakhe, nolusebenzayo njengamanje nakwezinye izifundazwe, seluphonselwe inselelo kwezomthetho yi-South African Federation of Civil Engineers. UmNyango usufakwe enkantolo ukuyochaza ukuthi aluphambani yini noMthethosisekelo lolu hlelo olubhekiswe ekusizeni osonkontileka ababencishwe amathuba phambilini. Ngokulandela izimiso zokuphatha ngendlela efanele, sizobheka izinhlelo nemigudu yokuqasha ngalo nyaka wezimali ukuze sibheke ukuthi kusahlomula okufanele kube yibona yini.

Isiphetho

Malungu aHloniphekile, isimo esibhekene naso ngukuthi ngaphezu kuka 70% wemigwaqo yethu isiphelelwe isikhathi kanjalo uma ingabhekelelwa ngokushesha, izogcina isesimweni esibi kakhulu. Ngokuhamba kwesikhathi lokhu kuzothatha uhulumeni isikhathi esiphindwe ka-18 ngaphezulu ukwakha le migwaqo uma kungabhekelelwa ngokushesha.

Umthamo wesabelo-mali sika-2012/2013 ukhomba ukuthi kuzoba noshintsho ekuncipheni kwegebe ngenxa yokwenyuka kokwabiwa kwemali, kodwa kusazodingeka ukwandiswa ngemali okungenani engu-R3 billion ngonyaka eminyakeni emithathu kanye nemali engu-R2 billion ngonyaka ukugcina imigwaqo isesimweni ukuze ibuyele ezingeni elifanelekile.

Somlomo, sikhathazekile ngezimpilo eziphelela emigwaqeni yethu. Sikholelwa ukuthi ukuncipha kwezingozi kusukela ngesikhathi sePhasika kulo nyaka kuyabonakala yize ukufa koyedwa kusho ukufa kwabaningi. Sizoghubeka nezinhlelo zethu zokufundisa kanye nezokuqiniswa komthetho unyaka wonke ukuqinisekisa ukuthi imizamo yabantu yokulwa nezingozi kanye nokungaziphathi kahle emigwaqeni siyayeseka nokuthi sonke sibe ngabangani be-United Nations Decade of Action for Road Safety. Ngivumeleni ngethulele isigqoko amaphoyisa akithi ngomsebenzi wawo wokuqinisekisa ukuphepha emigwaqeni yethu. Ngithi ningamaqhawe ngomsebenzi eniwezayo.

Ngithanda ukubonga ukubamba iqhaza kwethimba lonke lomNyango kanye nabo bonke esisebenzisana nabo kusukela kusengaphansi kweNhloko yoMnyango esishiyile uMnuz Chris Hlabisa kuze kube manje ngaphansi kweNhloko ebambile uMnuz Sbu Gumbi, emzabalazweni wokwakha iKwaZulu-Natal engcono. Ngabe angenzi kahle uma ngingabongi kumndenani wami, ikakhulukazi umama wekhaya wami uMankosi ngokungisiza ekwenzeni umsebenzi wami. KuHulumeni waKwaZulu-Natal, ngaphansi kobuholi bukaNdunankulu sinethulele isigqoko ngegalelo lenu ekwenzeni ngcono izimpilo zabantu bakithi. Enhlanganweni ekhombise ukungethemba ngokuba ngihole lo mNyango, i-African National Congress, Ngiyabonga!

Ngivumele Sihlalo ukuba ngethule isabelo-mali uVote 12 somNyango wezokuThutha sonyaka wezimali ka-2012/2013 esingu-R 7. 4 billion ukuba semukelwe njengoba sihlukaniswe kanje:

Administration	R 261 million
Transport Infrastructure	R 5. 3 billion
Transport Operations	R 1 billion
Transport Regulation	R 670 million
Community based programmes	R64 million

Ngiyabonga

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