

**VOTE 12 BUDGET SPEECH FOR 2013/2014 FINANCIAL YEAR
PRESENTED TO THE KZN LEGISLATURE 31 MAY2013 BY THE MEC
FOR TRANSPORT, COMMUNITY SAFETY AND 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 Councilors of Municipalities;

Director General and Heads of various Departments;

Distinguished guests, ladies and gentlemen;

Senior Officials of government departments;

Members of the Media;

Citizens of KwaZulu-Natal.

INTRODUCTION

Chairperson, I rise to present the Budget Speech for Vote 12, Department of Transport for the financial year 2013/2014 under the theme, ***Accelerating Activism Against Road Carnages and Transgressions***. I request this Honourable House to rise and observe a moment of silence in honour **of all the victims of road accidents and** those Road Traffic Inspectorate recruits who passed away in December last year in the departmental recruitment drive. May their souls rest in peace!

We present this budget in a crucial period as we conclude the term of office for the current administration, which took office in 2009 under the leadership of Premier Dr Zweli Mkhize. This budget speech therefore affords us an opportunity to account on, reflect on and chart the way forward in respect of our service delivery mandates.

Before reflecting on past performance let me remind this House that the driving force for this Department is the Constitution. We exist to redress the imbalances of the past and to improve the quality of life of the people. Madam Speaker, we are driven by this constitution in transforming the subsidized services in this province because we recognize the injustices of the past and we are addressing these. We are hard at work to improve the quality of life of the citizens of this province and this country in line with the Constitution as we construct, maintain and upgrade the transport infrastructure. We are implementing this constitution by building a united and a democratic South Africa as we build community liaison transport structures linked to ward committees across the Province. We are addressing the injustices of the past and improving the quality of life of our people as we skill our human resources through Adult Education and Training programmes and provide internships as well as bursaries to the youth. We are certainly improving the quality of life of the people through our Employee Health and Wellness Programme. So too, as we work co-operatively with the public transport industry such that it is stable, progressive and with a positive image. So too as we champion our Zibambele programme, Vukuzakhe programmes and the Expanded Public Works Programme.

REFLECTING ON SERVICE DELIVERY SINCE 2009

Honourable members let me take this opportunity to reflect on service deliverables achieved by this department since the current administration in 2009.

Road Safety

In respect of Road Safety matters, we have reduced road fatalities by 33.6% since the 2009/2010 financial year. We attribute this to the support we have received from all our stakeholders and the individual members of the public who have rallied behind our road safety programmes, under the *Operation Val'ingozi* campaign. We attribute this to relentless efforts of our traffic law

enforcement officers who are always there to safeguard our safety on the road. We remain mindful that much still needs to be done in this regard.

Public Transport

In as far as public transport matters are concerned, we are pleased to report that the taxi industry has been generally stable since 2009. Isolated cases of incidents were reported and attended to as has been reported in Umlazi MNR, Mpumalanga, Folweni, Bergville, Port Shepstone, KwaDukuza, Mandeni, Newcastle-Danhauser precinct, kwaNongoma, eThekwini inner city, Pietermaritzburg and Howick out of a total of 246 taxi associations province wide.

Transformation of subsidized bus contracts has seen the empowerment of black contractors in the sector in an unprecedented manner. This has taken off at Ugu district. Negotiations have already started in Umgungundlovu, Umkhanyakude, Uthungulu and Ethekwini.

Skills Development

Our response to the priority of education as the department is on skills development. In terms of adult education and training, the department spent R30.6million for the AET Programme from 2009/10 financial year to 2012/13 financial year. A total of 2778 learners enrolled, whilst a total of 1459 passed from 2009 to the last financial year.

The department awards bursaries to students for tertiary education. To date the Department has spent R10,141,773 million on the bursary programme since 2009. We have 79 graduates who have completed their studies since 2009 to date with a total of 24 officials employed to serve out their bursary commitments.

Employee Health and Wellness

The department has a comprehensive employee health and wellness programme which includes screening, counseling, HIV/AIDS and TB management amongst others. The Employee Health and Wellness Programme speaks to the priority of Health in terms of the provincial priorities. This programme has achieved an enormous progress in improving the health and well-being of employees within the department. It is working very well particularly because of professional work done by the medical team, in terms of keeping confidentiality and respect of employees' rights, when dealing with them. 1550 employees attended these wellness clinics in the year 2010. This figure rose to 1756 in 2011 and to 2000 in 2012.

Infrastructure

Since 2009, the department has been hard at work to improve the quality of lives of our people through infrastructure development.

During the period under review 2009 /2010 to 2012/2013, the KwaZulu-Natal Department of Transport upgraded a total of 353.81 kilometres of gravel road to blacktop standards at an investment of R5,669 billion. 1338 kilometres on new access roads were constructed at a cost of R 1.713 billion. 45 Pedestrian bridges and 20 vehicle bridges were constructed at a cost of R465 million. 1080 741 square metres of pothole repairs were also successfully carried out during this period at an investment of R280 million. 614.27 kilometres of blacktop surfaced roads were rehabilitated and 6 938 335 square metres of blacktop surfaced roads were resealed since the 2009/2010 financial year at a cost of R2.513 billion.

Shova Kalula Programme

In respect of the Shova Kalula programme, 2900 bicycles were delivered to 93 schools in 2008/09 financial year. 3000 bicycles were delivered to 88 schools in the 2010/11 financial year and again 3000 bicycles were delivered to 91 schools in the 2011/12 financial year.

Job creation and Opportunities

The department has been the biggest contributor in employment creation under the infrastructure sector within the Expanded Public Works Programme. The department is creating employment through the following programmes; Vukuzakhe infrastructure programmes and Zibambele Programme. It is very encouraging to note that there has been an increase in the number of Vukuzakhe contractors registered on the Construction Industry Development Board's (CIDB) database. Currently, 4 703 emerging contractors are registered on the CIDB and out of that, 398 are women-owned companies, 282 are youth-owned and 28 are owned by People Living with Disabilities.

In 2009/10 financial year the department created 41,769 work opportunities through the Vukuzakhe and Zibambele programmes. Out of those work opportunities there were 12, 479 Full Time Equivalent (FTEs) that were created. In 2010/11 financial year the Department expanded from the infrastructure sector by introducing School crossing patrol under the social sector. This contributed to the 48, 915 work opportunities created in that particular financial year.

The School Crossing Patrol is done by the department in partnership with 28 Municipalities. These are namely, Edumbe, Pongola, Jozini, KwaDukuza, UMzumbe, UMdoni, Vulamehlo, Ndwedwe, Hibiscus Coast, Ezingolweni, Mandeni, Mshwathi, Hlabisa, UMhlabuyalingana, Richmond, Kokstad, UBuhlebezwe, UMngeni, Impendle, EMnambithi, IMbabazane, Newcastle, UMTshezi, EMadlangeni, OKhahlamba, Nquthu, Nongoma, and Mpofana.

In 2011/12 financial year the department contributed 48, 389 work opportunities which is 16, 119 FTEs, out of the total number of work opportunities. 40,630 catered for women and 10,498 catered for youth. In the previous financial year 2012/13 the Department managed to increase its contribution to 51, 556 work opportunities which translates to 17, 736 FTEs with a total number of 42,791 women employment and 11,342 youth employment. In total over the past four financial years the department has contributed 190,629 work opportunities and 63,233 FTES.

Fraud and corruption

Honourable Members, as a Department, we will continue to fight for the eradication of fraud and corruption in all departmental service delivery programmes and in the administration. We will continue to work closely with the Integrity Unit of the Office of the Premier on matters that affect our department. In this effort we have rolled out the computerised learners licence system at our five Provincial centres as well as all 41 centres run by municipal and metro police. Improvements in respect of monitoring fraud and corruption through camera technology enables the department to monitor learners licence classes centrally in Pietermaritzburg.

PROGRAMME 1: ADMINISTRATION

Chairperson, we have allocated R 260.532 million to Programme 1 Administration. In the last budget speech you would recall that we reported on the process of organisational reviewal, approved by the late Minister of Public Service and Administration, Mr Padayache. During November 2012, eleven SMS posts were advertised. We are pleased to report that processes to fill in the top three tiers of the structure are almost concluded.

The department is now busy with the second phase of the organisational reviewal process affecting levels 1 – 12. This process is being facilitated by the Departmental Restructuring Task-Team which is considering inputs from all Directorates regarding their structures below Senior Management Services (SMS) level.

Honourable members would further recall that we reported also to this Legislature that in view of the process of organisational reviewal, a moratorium was placed on the filling in of posts. However, in view of the impact of not filling in key positions on service delivery, approval was granted

for the filling in of all vacant SMS posts as well as 850 posts on salary levels 1–12 identified as priority posts yet, not affected by the re-structuring process.

660 of the 850 priority posts on salary levels 1–12 were advertised in November 2012. All of these posts are currently in the various stages of the selection process. In February and March 2013, a further 32 posts were advertised with closing dates in March 2013. The balance of the approved priority posts on salary levels 1–12 will be advertised pending the finalization of job descriptions and job evaluation. In filling in these the department will adhere to the employment equity policy of government in an attempt to redress the imbalances of the past.

Youth Education

The Department has always shown commitment in the education of youth through its bursary and internship programmes. 51 Internship opportunities were advertised in the 2013/14 financial year, and we are now in the final stages of making appointments.

The number of prospective employees (youth) that have completed their National Diploma in Civil/Mechanical Engineering has now increased to 70. To this end, approval has been granted for their appointment on a fixed term contract of three years. Although these prospective employees are not appointed permanently, they are given the opportunity to apply for any vacant post in the Department. Their employment will address the issue of scarce skills in the Department whilst improving the economy of the Province.

In January 2013, 18 new bursaries were awarded to students as follows:

- 6 for Bachelor of Science in Civil Engineering
- 2 for Bachelor of Science in Mechanical Engineering
- 2 for National Diploma in Surveying
- 3 for Diploma in Transportation Management
- 5 for National Diploma in Civil Engineering

PROGRAMME 2: TRANSPORT INFRASTRUCTURE

Chairperson, over the past years by virtue of its mandate, the department has provided accessibility as well as the safe, affordable movement of people, goods and services through the delivery and maintenance of transport infrastructure. The Department has committed itself to the provision of a balanced road network that is both equitable, safe, integrated, environmentally-friendly, sustainable and that facilitates social and economic development where it is needed the most.

At the center of the drive to reverse high levels of unemployment and inequality at national and provincial levels respectively, are the multi-billion rand transport infrastructure plans which the President has already announced. This Department is at the center of the many strides that must be made in order to ensure that the road infrastructure network serves as a direct response to the socio-economic challenges that have been identified in the National Development Plan. Hence, as a Department, we have to prepare ourselves to materialize these key and paramount projects as we strive to attain the vision that guides the Provincial Growth and Development Strategy.

Honourable Members, the total allocation for the 2013/2014 financial year for KZN Department of Transport is R 8.066 billion. **Of** this budget **72%** (R 5.817 billion) of the budget is dedicated to infrastructure development. From this infrastructure budget R2.425 billion is allocated to construction and R3.392 billion to maintenance. Evidently, the key focus area since the 2012/2013 financial year shifted towards maintaining the existing road network. Despite this shift, the budget allocated to maintenance is still insufficient to drastically reduce the backlog in maintenance requirements.

Provincial Road Maintenance Grant (PRMG)

The Department receives the Provincial Road Maintenance Grant (PRMG) funding of R 1.678 billion from the National Department of Transport. Part of this funding will be used in a pilot project of road maintenance of **provincial**

roads in the townships. This owes to the fact that municipalities often do not have the capacity for such infrastructure **programmes**. To this end, we have identified the township of e-Mondlo to benefit from the portion of this grant with an intention of expanding it to other townships in the near future. The national department drives this process under the banner of the programme Sihamba Sonke Programme.

Roads Rehabilitation

In 2013/14, the Department will continue the rehabilitation of the provincial road network to improve and prolong the lifespan of the network. Some of the major projects that will be undertaken include, Main Road P47, located between Eshowe and Melmoth, which will include the rehabilitation of 50 kilometres of blacktop; Main Road P1-1(M13), located between Hillcrest and Pinetown, will involve the rehabilitation of 15 kilometres of blacktop; Main Road P6, located between New Hanover and Greytown, will see the rehabilitation of 40 kilometres of blacktop; Main Road P34, located between Bloodriver and Vryheid, will also see the rehabilitation of 30 kilometres of blacktop.

Other rehabilitation projects include P443 from Bhambanana to Ingwavuma, P522 Jozini to Bhambanana, P389 KwaMsane to Mtubatuba, P537 Port Dunford to eSikhaleni, P2-3 (R102) Fairbreeze-KwaDukuza to Gingindlovu, P12-1 Greytown to Muden, P14-1 Greytown to Mooi River, P22-1 Highflats to Jolievet, P6-2 New Hanover to Greytown, P398 (M4) uMhlanga to uMdloti and P340 (R74) Bergville to Oliviershoek Pass. We intend to complete P1-10 (R102) Colenso to Ladysmith, P77 Dududu link road from the N2 this financial year.

Strategy for potholes

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 are therefore beyond the design life of a road which 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.

The Department has identified and quantified the extent of the pothole failures throughout the Province. It is in the process of implementing a strategy that will mitigate the risk of failures as they occur. The Department is implementing a strategy to address potholes. This process entails, defining and quantifying the extent of potholes per district; allocation of contractor within the respective district from the data base and that the contractor be established on site within 48 hrs.

Rail infrastructure development

Honourable Members, the Passenger Rail Agency of South Africa (PRASA) has made significant progress in so far as infrastructural development is concerned, including rolling stock upgrades, the new access gates and CCTV cameras at stations and general infrastructure improvements. Some of the projects which PRASA is currently implementing are minor improvements at some stations which include UMhlali at a budget of **R2. 683** million, Flamingo Heights at **R 2. 753** million, Constantia at **R 2 984 870** million, Umbogintwini at **R 3 .565** million, Thornwood at **R 1. 892** million, Cavendish at **R 2. 757** million, Dassenhoek at **R 1.874** million, Jacobs at **R 2. 712** million and Amanzimtoti at **R 2 .697** million. PRASA is also busy with the provision of garages for vehicles and trucks at Rossburgh Railway at a budget of R1million.

In respect of the Durban to Pietermaritzburg Business Express, currently PRASA is upgrading the Durban and PMB premises including business lounges at an investment of R31. 549 million. It is envisaged that the train will be operational before the end of the financial year.

As the Provincial Department of Transport, together with eThekweni Transport Authority and PRASA, we nominated representatives to serve on the steering committee that will be formed in terms of the necessary Memorandum of Understanding (MoU) to monitor all the projects in all stations.

Public transport infrastructure development

In line with the National Transport Policy, Public Transport Strategy and Action Plan, the KZN Department of Transport is committed to the development and improvement of public transport infrastructure as the key strategic intervention that will ensure a safe, reliable, accessible, affordable, integrated and sustainable public transport system.

In terms of the above policies, municipalities have statutory obligation to develop and improve public transport systems. But noting the lack of skills and financial resources at the lowest level of government, the Department has continuously exercised its legislative mandate of assisting all those municipalities that have a limitation in delivering on their public transport mandate.

Hence, the Department has committed to the development of world class Public Transport Facilities within different municipalities in the province. It is anticipated that the Estcourt Public Transport facility valued at R40million, will be completed by March 2014. This will thereafter be handed over to the municipality which will be responsible for the operation and maintenance of the facility. In the current financial year a total of 40 shelters will be constructed within Mbabazane municipality at an estimated cost of R3million.

The construction of Mondlo Public Transport Facility has commenced. It is anticipated that it will be completed in December 2013; thereafter the facility will be handed over to the municipality. The municipality will be responsible for the operation and maintenance of the facility. This Public Transport Facility was launched on 15 May 2012 and is valued at R20 million.

A feasibility study, preliminary designs have been commissioned and completed in respect of uMzimkhulu Public Transport facility. The preparation of detailed designs is currently 80% complete. Upon the finalization of detailed designs and Environmental Impact Assessment matters, the process of construction, envisaged for 2014/2015 financial budget at a budget of R 45 million, will commence.

The implementation of Intermodal facilities in KwaDukuza and Port Shepstone is on-going. The Port Shepstone Public Transport Facility is currently going through municipal procurement processes for the appointment of suitable contractor. Whilst the KwaDukuza Public Transport Facility has been delayed due to land related matters which the municipality is currently dealing with, the department is further engaging PRASA to assist in the development of KwaDukuza Facility. PRASA through Intersite (a division of PRASA) have indicated an interest in getting involved in the construction of the facility.

PROGRAMME 3: TRANSPORT OPERATIONS

The purpose of this programme is to plan, regulate, enforce and develop public transport in order to ensure a balanced, equitable, safe and sustainable public and freight transport system.

Public Transport Licensing

In line with our commitment to maintain good relations with the Public Transport Industry for purposes of improving service delivery, the Department is implementing a consolidated public transport strategy a major part of which is improving the issuing of Operating Licenses. The system that is currently being implemented will amongst other things be able to:

- Decentralize the Public Regulatory Entity service points to cater for operators that travel long distances to access the services of the Regulation and Support Office.
- Combat fraud and corruption in the processing and issuing of Operating Licenses.
- Improve turn-around times in the issuing of Operating Licenses.

- Digitize the processes of applying for and ultimately issuing of Operating Licenses.
- Purify all public transport operator's current data in possession of the Department.

We are working towards launching the new Information Technology (IT) system in the immediate future which shall immediately be followed by the launch of the decentralized regional sites in pre-identified sites across the province. We will commence in Ladysmith and Empangeni in the current financial year with an intention of expanding the service moving forward.

Public Transport Conflict

Chairperson, notwithstanding some challenges in dealing with Public Transport Conflict, some real progress has been made and continues to be made to ensure that jointly with the Public Transport Industry and other stakeholders, the department is properly geared up to effectively address the scourge of violence within Public Transport.

In September 2012 we successfully hosted a provincial Taxi Indaba in which resolutions were made to propel the industry towards being violence free and that it plays a positive role in improving the lives of our people within and outside the industry.

In our commitment to implement the resolutions of the Indaba, we have signed a Memorandum of Understanding with the provincial leadership of the South African National Taxi Council to, amongst others, to effect a moratorium in the admission of new members whilst the clean - up process is underway. This entails that a comprehensive audit of current membership and a reconciliation of records held by the government and those held by the industry is finalized.

Also in line with the resolutions of the Indaba, the Department has created a relationship with the Private Security Industry Regulatory Authority (PSIRA) which will confront the rising challenge of the involvement of Private Security Companies in acts of violence within and between the public transport industry.

The Department will continue to work with various Municipalities to ensure that issues of Public Transport are not neglected in their processes as they are a statutory responsibility and critical to the governance and stability of the very municipalities and by extension the province.

Through ward committees, we will further encourage that community leadership structures, including local government, have continuous engagements with the public transport operators in their localities for the primary purpose of harmonizing relations and ensuring sufficient sharing of important or relevant information. In future this consultation will occur through the Transport Committees that will be linked to ward committees.

The department has also commissioned investigations to root-out the alleged fraud/ maladministration and corrupt practices in the taxi industry. This is aimed at getting at the root of conflict and decisively deal with it.

Learner transport services

Currently in the Province the department is providing services to two hundred and six (206) schools and nineteen thousand five hundred and sixty two (19562) learners covering all the districts in the Province.

The Department of Education has identified an additional one hundred and sixteen (116) schools with six thousand one hundred and sixty seven (6 167) learners to benefit in 2013/14 financial year. Transportation designs have been completed however the current MTEF budget does not allow for these additional services therefore additional budget allocation is needed for the above mentioned services to be advertised for commencement in the

2014/2015 financial year. There is in addition a minimal allocation in place for emergency transport of learners.

A long term solution must be found honourable members on this matter. In our view, the Departments of Human Settlement, the Department of Education including the Department of Works and each and everyone of us, must explore the issue of ensuring that every community has a school to cater for all grades and volumes. This will eliminate the provision of learner transport including road accidents whilst in transit. However, we are mindful that we are currently chasing the backlogs of the past.

Non Motorised Transport

In supplementing the Learner Transport, the Department has continued to support and promote the use of non-motorised transport. In the current financial year; a total of 3000 bicycles will be purchased and distributed to schools identified by the Department of Education. The list of schools to benefit has been developed and a service provider to procure bicycles, safety helmets, locks and pumps has been appointed.

Subsidised Bus Services

The provincial approach toward rolling out new contracts is informed, primarily by the need to eradicate inefficiencies in the subsidised public transport system and the need to transform the sector so that economic transformation in favour of the operators who have been alienated in the sector is achieved. To achieve the transformation agenda, the strategy advocates a 70/30 percent split where 70% is allocated to Africans, women and people with disability and 30% remains with main operators.

The system would subsequently be improved through alignment of services with Integrated Public Transport Plans and integrate subsidised services to main stream public transport system. The main aim of this approach is to introduce a more efficient and reliable subsidised service, restore order in the

system while providing a space for participation of African small bus operators and minibus operators such that the system reflects the demographics of the province. Therefore the vision of the department for the next five years; in as far as public transport subsidised sector is concerned, is to transform the industry to ensure that it is expanded to other modes whilst ensuring the participation of the disadvantaged groups.

Honourable Members, we are pleased to announce that the transformation process of the subsidized bus contracts has been completed in Ugu district. It will now be rolled out into other districts. Negotiations have already started in Umgungundlovu, Umkhanyakude, Uthungulu and Ethekekwini.

The present subsidy allocation received by the Province is insufficient to cater for the current commitments. To this end I will approach the Minister of Transport so as to raise the matter with him for further intervention with National Treasury.

ROAD SAFETY

Safety on the road hinges on a comprehensive strategic approach of Education, Enforcement, Engineering, Evaluation (the 4E's) and partnerships against road accidents. Amidst the recorded reduction of road fatalities by 33.6% since 2009, we still maintain that the number of fatalities on our roads is still unacceptable as one death is one too many. We are therefore making a clarion call for all road users to obey the rules of the road so as to fight this scourge.

The majority of our stakeholders have rallied behind our *Operation Vali'ingozi* campaign. We have seen how the *Operation Hlokomela*, spearheaded by the taxi industry has impacted on the reduction of road fatalities. We recognize therefore that Government is no longer alone in shouldering the responsibility to promote safety on our roads.

We are now convinced that if as Government, the leadership and members of the public transport industry, transport community liaison structures and all

other stakeholders, we continue together to provide good leadership and direction, we can realise the objective of reducing road fatalities by 50% at the end of the United Nations Decade of Road Safety in 2020. In KwaZulu-Natal we can even surpass this target with this approach sooner than in 2020.

The Department will continue to place greater emphasis on road safety education and intends to increase public participation and road safety awareness through vigorous mass awareness campaigns and media interventions. In the 2013/2014 financial year the Department has also committed to reaching 950 schools, educating 480 000 learners on safe road usage.

We will continue to create employment through the school crossing patrol services project. Through this project, women headed households, single income households, no income households and women are given preference for employment. For the 2013/2014 financial year an additional 36 employment opportunities will be created.

We have also identified a need for educating cyclists on safe cycling practices when utilizing public roads. The Department will attend major cycling events, 48 retailers will be targeted and encouraged to provide cycle safety education for customers buying new bicycles.

The Department also intends to play a role in road safety through infrastructure development. The philosophy behind this is that as we construct road infrastructure, safety on the roads must be factored in by the entire value chain. These include planning for pedestrian side walks, bridges so as to separate people from cars. This further includes cyclist routes, signage amongst other things.

Driving Schools.

Honourable members, at the heart of reducing carnages and transgressions on our roads is the production of a good driver. Driving schools therefore are central in our quest to curb the scourge of road accidents. In line with the resolutions of the summit, we have engaged extensively with the driving schools in this regard. Positive spin offs and progress has been made. A task team was put together and an interim agreement has been reached with the industry. The task team has produced a guiding document and an implementation plan is currently being developed.

PROGRAMME 4: TRANSPORT REGULATION

The purpose of this programme is to ensure the provision of a safe transport environment through the regulation of traffic on public infrastructure, law enforcement, registration and licensing of vehicles and drivers.

Traffic fines

During this financial year, we are working on a proposal for a punitive strategy for traffic offenders. We want transgressors who break the rules of the road to not just get away with paying the fine because often they become repeat offenders since they can afford to pay those fines. Our legal team, working with our partners in the Justice, Crime and Security Cluster are looking into how the legislation can assist us in this regard, notwithstanding the Administrative Adjudication of Road Traffic Offences Act.

The department has embarked on a project whereby all camera speed fines can be paid using the Easy Pay options. To this end, payment can be made at all Easy Pay agents such as Shoprite, Checkers, Pick n Pay, Spar, SA Post Office as well as the Easy Pay website. Furthermore the Department has established a traffic fines tracing task team whose responsibility amongst others will be to trace, find and arrest repeat offenders and motorists with outstanding warrants of arrest where ever they will be within our Province.

This task team will execute warrants of arrest at the homes, work places and or any other places of the offenders where they will be found.

AARTO Readiness

As per the RTMC directive issued in 2011, it became necessary to ensure that all Provincial Issuing Authorities (IA's) were ready for the implementation of the Administrative Adjudication of Road Traffic Offences (AARTO), in terms of ensuring that all sites have the necessary NaTIS equipment to effectively perform the functions associated with AARTO. To date, with the exception of one site, all Provincial IA sites are AARTO ready. The AARTO pilot is being implemented in Johannesburg and Tshwane Metropolitan Municipalities. When AARTO is approved we will be ready to implement.

PROGRAMME 5: COMMUNITY BASED PROGRAMMES

Job Creation and Empowerment

The province has made progress with regards to job creation through the Expanded Public Works Programme (EPWP).

The Department will continue to expand the community-based labour-intensive road construction and maintenance programmes, aligned with the objectives of the EPWP principles. Over the 2013/14 financial year, the Department is committed to creating over 5 439 920 days of employment, which is equal to 58 840 jobs created, of which 66% are for women, 14% for youth. We are also committed to projects that target opportunities for people living with disabilities.

Vukuzakhe Emerging Contractor Association

The official launch of the first structure of emerging contractors in the country on November 9, 2012, attended by over 3 000-strong Vukuzakhe Emerging Contractor Association (VECA) members that were representing 32 associations based in various district municipalities, has been a positive

development. In the Vukuzakhe Emerging Contractor Association, provincial government now has a formally-created structure that represents the interests of emerging contractors. It has been formally re-launched at a time when the government of the ANC is poised to roll-out massive infrastructure development initiatives that will cost trillions.

Together with the Departments of Economic Development and Tourism and Public Works we have an agreement to train these contractors to be entrepreneurs. We want them to not only compete in the Department of Transport but across the Industry.

Chairperson, let me indicate that this programme has been challenged by the South African Federation of Civil Engineering Contractors (SAFSEC), however through engagement an out of court settlement has been reached and the matter has been withdrawn.

Transport Committees

We are currently establishing Transport Committees in each ward in the Province. These Committees will provide the department with integrated community participation at a ward level on transportation matters. The formation of transport committees anchoring them through ward committees will ensure proper alignment with other spheres of government and effectiveness of programme implementation down to ward level.

ACCOLADES

The Department has proven to be one of the leading Departments in terms of service delivery. Our department through the transport infrastructure section received a silver award in 2009/10 and a gold award in the Premier's Service Excellence Award in 2010/11. The department received a gold award in 2009, a bronze award in 2010, a silver award in 2011 and a silver award in 2012 for the, Best performing Department in Human Resources Management :Premier's award. In 2011, we received a Certificate of Acknowledgement for creating an enabling environment for adult learners to participate in skills

Development interventions, as well as a Certificate of Recognition for continuously opening doors of learning for adult learners until the completion of Adult Education Training programme.

In 2009, the Traffic Officer of the year came from KwaZulu-Natal, namely Mr Colin Govender. This is an indication that there is good work we are doing in law enforcement amidst the carnages on our road.

KwaZulu-Natal has won a number of Kamoso Awards under the Expanded Public Works Programme since their introduction in 2007. Our Zibambele programme has scooped awards for the best programme under the infrastructure sector in November 2009 and again in 2011. As a co-ordinating department the province has scored wins in 2012. There were 15 awards and the KwaZulu-Natal Province won 6 awards in total as follows. We got an award for the best province under Infrastructure Sector Category, Environment and Culture Sector as well as the Non State Sector. The Department of Sports and Recreation won an award for the Mass Participation Programme. In terms of the Local Government Sphere, UMsinga municipality won the Best Community Works Programme. The Best District Municipality went to Sisonke Municipality.

In addition, KwaZulu-Natal won the prize for the best province in the National Road Safety debates held in Cape Town in 2012. Further more the best Speaker in the debates also came from KwaZulu-Natal, Senzekile Bhengu from Sacred Heart Secondary School in Verulam,

CONCLUSION

In conclusion, chairperson, I take this opportunity to formally welcome the new Head of Department, Mr Blessing Sibusiso Gumbi. Mr Gumbi started working for this department as Acting HOD in 2012. He can now only continue to work with greater confidence and speed.

It is good that in you we have a person who is familiar with the challenges and the tasks at hand. We wish you and your team at Transport all the best in

your endeavors in helping the province to realize its objectives. It would be amiss of me not to acknowledge the support from my family, in particular my wife uMaNkosi, the children and the grand children as I execute my obligations.

I would also like to thank the members of the Portfolio Committee for their contribution to the work of the department and to this budget we table here today. To the government of KwaZulu-Natal under the leadership of the Premier Dr Zweli Mkhize we thank you.

To my organisation the African National Congress, I convey my sincere appreciation for the opportunity given to me to lead this portfolio.

It is my conviction that indeed together we can make a difference in curbing these unnecessary deaths and injuries on our roads. To this end, we are rightfully saying this is ***'The year of Accelerating People's Activism Against Road Carnages and Transgressions'***.

It is now my privilege to formally table the Department of Transport Budget Vote 12 amounting to **R 8, 066,335,000 (R 8.066)** billion for the 2013/2014 financial year for approval by this House.

I thank you