

INKULUMO KAMPHATHISWA WEZOKUTHUTHA, UKUPHEPHA NOKUXHUMANISA UMPHAKATHI UMNUZ. MXOLISI KAUNDA EMCIMBINI WOKUNIKEZELWA KWEZINKONTILEKA ZOKUSEBENZA KWAMABHASI E-RICHARDS BAY MHLAKA 18 OCTOBER 2016.

- Mphathi wohlelo;
- UMeya waseMhlathuze; uKhansela uMhlongo;
- UMeya weKing Cetshwayo District; uKhansela uMkhulisa;
- AmaKhansela wonke akhona;
- Ubuholi bemboni yokuthutha umphakathi;
- Osomabhizinisi bonke;
- Zonke izinhlaka esisebenzisana nazo;
- Bafowethu nodadewethu;

Ngiyanibingelela nonke.

Mangiqale ngokuthatha leli thuba nginibonge nonke ngokuba yingxenye yalo mcimbi esiwuthatha njengobalulekile kakhulu kuthina sonke namhlanje. Namhlanje sithola ithuba lokukhuluma ngento ebalulekile kakhulu kithi okukuthuthukisa umnotho, ikakhulukazi nokuvulwa kwamathuba kubantu abamnyama.

The KwaZulu-Natal Department of Transport in the province has made significant strides in ensuring that there is meaningful transformation in the transportation sector, particularly in the subsidised bus services in the province.

This progress is seen foremost in the estimated 8.5 million citizens who enjoy affordable transport, because the government subsidises it. It is also evidenced by the 47 000 learners who enjoy free scholar transport when they travel to schools.

NjengoHulumeni wabantu, onakekelayo, oholwa umbutho wabantu u-African National Congress, sizibophezele ukuba siqhubeke nokuthuthuthikisa ezokuthutha KwaZulu-Natal. Lokhu kuhlanganisa ukutshala imali eyevile ku **R7 billion** ezinhlelweni ezifana nokwakhiwa kwemigwaqo emisha, imigwaqo yetiyela, ukuvuselela imigwaqo esikhona, amabhuloho kanye nama Public Transport Intermodal Facilities.

Konke lokhu sikwena ngenjongo yokufezekisa izidingo zomphakathi, kanti futhi kubaluleke kakhulu ekuthuthukisweni kwomnotho wezwe lase South Africa kanye nesifundazwe saKwaZulu-Natal.

Kanjalo, uma siyiletha lentuthuthuko sisuke sinejoka lokusabalalisa umnotho kubo bonke abantu bakulelizwe, ikakhulukazi abangama-Afrika njengoba sazi ukuthi yibona ebebencishwe amathuba kwezomnotho esikhathini esingaphambili.

Despite the progress we have made, we still need to do much more to ensure that we transform our economy in a radical way. This means that the distribution of the total of about **R1.1 billion** per annum in the subsidised bus services programme must, at some point, reflect the demographics of this province. It should change from the current state, where it benefits a few bus operators in the province, and excludes the greater majority of the people, particularly Africans, who largely rely on the service on a daily basis. This situation cannot be allowed to continue. It has to change.

Ngaloluhlelo uHulumeni uqinisekisa ukuthi zonke izinhlangothi ezithintekayo kwezokuthutha, ziyahlomula ezinhlelweni ezihlose ukubafukula.

Angikubalule ukuthi singuMnyango wezokuThutha sikubeke eqhulwini ukuthi kube noguquko olusheshayo kwezomnotho, esithi *Radical Economic Transformation*.

It is precisely for this reason that the department has embarked on a process to implement a radical economic transformation strategy in the subsidized public transport service. The aim of this strategy is to promote the inclusion of the previously disadvantaged African bus operators, so that they are able to participate meaningfully in the mainstream economy.

Ngakho, sizimisele ukuthi kulonyaka senze ngcono izinga lokuba izinkampani zabamnyama abangama-Afrika zibambe iqhaza emisebenzini wokuthuthwa komphakathi oxhaswe nguHulumeni.

Sithe phakathi kwezinhlelo zethu ngale nyanga yezokuthutha sizokwenza lo mcimbi wokusayina ama-*contract* nezinkampani zamabhasi ezingu-9 eziphethwe ngabantu abamnyama bakithi esifundazweni.

Uma nginika umlando kafushane nje futhi abanye bethu abawaziyo, ngifisa ukusho ukuthi uHulumeni uke waba nohlelo lwe *sub-contracting* kuyo yonke imisebenzi yokuthutha umphakathi exhasiwe.

Kulolu hlelo kwakuthiwe kumele inkampani yamabhasi ibe no-10% womsebenzi ewunika osomabhizinisi ababencishwe amathuba phambilini. Nokho lolo hlelo lwahluleka ukufeza injongo yalo. Esikhundleni salokho lwabonakala seluholela ekuxhashazweni kwabantu bakithi abangama *sub-contractor* okwakwenziwa yilaba abayizikhondlakhondla.

Ezinye izinkampani ezinkulu zazibhalisa abashayeli njengama *sub-contractor* ukuze nje zibonakale zilandela imigomo ebekiwe kodwa zingabe zisabanika labo bashayeli imihlomulo efaneele. Ngaleyo ndlela imboni yamabhasi yaqhubeka nokuqhoqhoqhalwa imindeneni embalwa yohlanga olulodwa.

Sithi-ke akukwazi ukuqhubeka lokho namanje.

You will recall that in the previous years, the department introduced a programme of sub-contracting in all subsidised bus services operations. This programme was based on the approach that says any bus company that has been awarded a contract must sub-contract 10% of its operations to the previously disadvantaged operators. However, this approach failed to transform the public transport system as it perpetuated exclusion and exploitation of the small operators by main operators. We want to sound a warning that such calculated exclusion and exploitation will not be allowed to continue any further.

SinguMnyango sithathe isinqumo sokuthi kululuhlelo esilwethula namhlanje bonke labo abazohlomula kululuhlelo bangene esivumelwaneni nomnyango. Lokhu kusho ukuthi umnyango uzokwazi ukulandela indlela abasebenza ngayo. Sizophinde sikwazi nokungenelela ngokushesha uma kunezinkinga abahlangabezana nazo ezenza kube nzima ukusebenza.

We have also developed an incubator programme for the nine companies that will participate in this empowerment programme. Our understanding is that all the new companies have limited knowledge about the operations of the public transport system. Therefore, we saw it fit that all these companies must be subjected to a training that will assist them to understand how the public transport system is run. The department is doing this because we want you to succeed.

Izinkampani ezingu-9 ezizohlomula lapha ziqhamuka kuma ezifundazweni (*districts*) ezine – okubalwa kuzo:

- eZululand: kuneMondlo Bus Service (1) enamabhasi ayisithupha axhaswe ngo-**R7.3 million**, iSihlangene Bus Company (2) enamabhasi angu-24 axhaswe ngo-**R25.8 million** neZululand Bus Service (3) enamabhasi angu-44 axhaswe ngo-**R45.9 million**;
- oThukela: kukhona iZakheni Transport Service (4) enamabhasi angu-14 axhaswe ngo-**R11.2 million**;
- eMgungundlovu: kukhona iSiyavuna Bus Company (5) enamabhasi amathathu axhaswe ngo-**R2.1 million**;
- bese kuba nalapha kwiKing Cetshwayo District okukhona uMthonjaneni Transport Service (6) onamabhasi angu-14 axhaswe ngo-**R15 million**, iSonke Transport (7) enamabhasi amathathu axhaswe ngo-**R2.6 million**, iNkwelo Coaches (8) enamabhasi angu-7 axhaswe ngo-**R6.3 million** neMatune Trading (9) enamabhasi angu-40 axhaswe ngo-**R43.2 million**.

Ngaphandle kwalezizinkontileka, eminyakeni edlule, uMnyango wangena esivumelwaneni ne Ugu Bus Services esilinganiselwa ku **R44 million** ngonyaka. Lolu kwaba uhlelo lwethu lokuqala lokuthuthukisa abantu abamnyama embonini yamabhasi.

Isiyonke imali esiyifake kulo msebenzi esiwethula namhlanje ibalelwa ku-**R204 million** kulonyaka wezimali ka-2016/2017. Asikubalule futhi ukuthi kulolu hlelo kungene nabaqhamuka embonini yamatekisi okusho ukuthi sebethathe igxathu elisha kulomkhakha wezokuThutha.

Programme Director, while we commend this empowerment programme we are presenting today as a significant step towards the transformation of the bus industry in the province, I strongly believe that we could do better on these contracts. My instruction to the department is to start engaging the main

operators with a view to ensuring that these contracts are renegotiated so that they can be improved to become meaningful empowerment. For these contracts to be successful, they have to be truly transformative.

Kuleliqophelo Mphathi Wohlelo mhlambe kubalulekile ukuthi umuntu ayichaze lendaba yama-subsidy ukuthi isho ukuthini. Uma sikhapha le mali sisuke singaxhasi nje abanikazi bezithuthi ukuze babe nemali eningi engena emaphaketheni abo. Uxhaso okusempeleni ngolomgibeli, kodwa uHulumeni imali uyinika ibhasi elihamba emzileni walowo mgibeli oxhasiwe.

Abanikazi bezinkampani bona okwabo ngukuqinisekisa ukuthi amabhasi ahlala esesimweni esifanele futhi angambi eqolo kubagibeli. Ngale kwalokho phela nabo bangosomabhizinisi abazakhela inzuzo, ngakho besingeke sazihlupha kakhulu uma besingenzi abagibeli kakhulukazi.

Ngakho-ke kusemqoka ukuba siyibongele nemiphakathi yakithi ezosizakala ngalolu xhaso lwamabhasi. Sinxusa ukuba kuhlale kunokubambisana phakathi ko-*operator* nabagibeli. Hhayi indaba yokuthi kudingeke kuze kubuye thina futhi njengoMnyango sesizongenelela sekunokushayisana. Uma kukhona ukungaboni ngaso linye kumele kuhlalwe phansi kuxoxiswane. Lapha kwezokuThutha futhi kukahle ngoba kukhona nohlaka olumele abagibeli, iPublic Transport Passengers Association, eholwa yibo obaba uMbambo.

Ngifuna ukuphetha ngokuthi kosomabhizinisi asebehlomulile kulolu hlelo, the ball is in your court. Thina sesiyicabile indlela njengoHulumeni ukuze nina nisebenze. Masiwufukule umnotho ndawonye kubantu abamnyama abebesalele ngaphandle. Ngalawo mazwi sithi siyabonga ukubambisana kuze kufike lolu suku lube yimpumelelo. Siyanihalalisela nonke. Ngiyabonga.