



transport

Department:
Transport

PROVINCE OF KWAZULU-NATAL



DEPARTMENT OF TRANSPORT

2018
2019

Budget Speech



ROAD SAFETY IS OUR COLLECTIVE RESPONSIBILITY.



Mr. T.M. KAUNDA

MEC for Transport, Community Safety and Liaison
KwaZulu-Natal Province



BUDGET VOTE SPEECH 2018/ 2019

“We owe it to all the peoples of the sub-continent to ensure that they see in us, not as merely good leaders waxing lyrical about development, but as the front commanders in the blast furnaces of labour, productive investments and visible change.” - Nelson Mandela

Budget Vote 12 Policy Statement 2018/19 delivered by MEC for Transport, Community Safety and Liaison, Honorable T.M. Kaunda, MPL, at the KwaZulu-Natal Provincial Legislature in Pietermaritzburg on Tuesday, 8 May 2018.

- Madam Speaker, Honorable Lydia Johnson;
- The Premier, Honorable Willies Mchunu;
- Deputy Speaker, Honorable Meshack Radebe;
- Honourable MECs;
- Honourable Members of the Legislature;
- Your Worships, the Mayors, and Councillors of Municipalities;
- The Director-General;
- Heads of Departments and State Agencies;
- Traditional Leaders present;
- Leaders of Transport Stakeholder Organisations;
- Various sectors of our Society;
- Officials of Government Departments;
- Distinguished guests;
- Members of the media; and
- Fellow citizens.

(a). Introduction

Madam Speaker, I rise to table Vote 12, which is the budget policy statement of the KwaZulu-Natal Department of Transport for the financial year 2018/19. This policy statement demonstrates continuity in our developmental approach to implement our mandate of providing roads and transportation infrastructure services to citizens and create a safe road environment.

As such, we are retaining our theme, which is **“Road Safety is Our Collective Responsibility.”** Further on, we will expand on critical interventions to reduce road crashes and fatalities.

This year, we are also reflecting on our journey to transform our Department in line with our policy thrust, the IGULA radical socio-economic transformation programme. As we introduced it last year, IGULA stands for *Inclusive Growth, Unity and economic Liberation of Africans in particular and blacks in general*. In practice, the Department has formed a Steering Committee that is responsible for the day-to-day planning and implementation of the programme.

Establishing this committee was informed by our understanding that ***Impi yosongo ayilwi***, which loosely translates to us ensuring that we ‘walk the talk’, and thoroughly implement our commitments.

We are acutely aware that successfully implementing radical changes requires utmost focus and commitment from all of stakeholders in government and across society.

Our country recently celebrated **Freedom Day** on 27 April, which underscores the milestone we have reached in our socio-political dispensation of **24 years of Freedom and Democracy**. We do not for a moment take this milestone for granted. We dare not! Thus, our celebration of Freedom Day underpins our liberation from the chains of oppression by man-made, evil systems of colonialism and apartheid. These systems, lest it be forgotten, saw the greater majority of particularly Africans and generally Black people subjected to untold oppression by a white minority, for centuries. They begot most of our current socio-economic challenges.



Freedom Day, therefore, affords us the opportunity to reflect on the gains of our democratic dispensation. It also serves to remind us all that, indeed our common strategic objective remains fundamentally to create a **‘united, non-racial, non-sexist, democratic, equal and prosperous South Africa’**.

This will be a country where all her people participate in the mainstream socio-economic activity. Such is the ideal our late, former President, Nelson Rolihlahla Mandela, whose centenary we celebrate this year, fought long and hard for.

It is also the vision our recently departed *“Mother of the Nation”*, uMama u Nomzamo Winfred “Winnie” Madikizela-Mandela and her contemporaries – such luminaries as oMama Albertina Sisulu, whose centenary we are also celebrating; Lilian Ngoyi, Helen Joseph, Dorothy Nyembe, and Charlotte Maxeke, waged the Struggle for. It is a vision we continue to march towards.

In the same vein, we wish to observe the recent losses of other Struggle stalwarts and eminent persons, including the former Minister of Public Service and Administration as well as Social Development; Dr. Zola Skweyiya; former Director-General of the Department of International Relations and Cooperation, Ambassador George Nene; our great Poet Laureate, Dr. Keorapetse William Kgosisile and legendary Afro jazz musician, Hugh Masekela.

Importantly, our national government has dedicated 2018 for celebrations, which have already started, of the joint-centenary of President Mandela and Mama Sisulu.

These celebrations, too, enable us to revisit the lives and legacies of both leaders of our Struggle for Freedom and Democracy. In their respective and collective ways, they spared no effort toward ensuring the realisation of freedom in their lifetime, and ushered the democratic dispensation we enjoy today. In their footsteps, we are walking and continuing the Struggle for economic freedom and deepening our democracy.

On our part as the Department, we are mandated to contribute to national objectives through the delivery of our commitments to the people of KwaZulu-Natal. These commitments are broadly captured in the vision of the Department, which is **“Prosperity through Mobility”**.

In this regard, let me report to the House that in the last year of the five-year administrative term of Government, our Department has achieved the following, amongst others:

- **Built 598 kilometres of surfaced or tarred roads**, which were upgraded from gravel;
- **Rehabilitated, resealed and re-gravelled 2,9 million of square metres** of tarred and gravel road network;
- **Built 32 pedestrian and 64 vehicular bridges**, totalling 96 bridges;
- Provided more than **47 000 learners per annum** with scholar transport;
- Provided **subsidy to nearly 236 million kilometres to approximately five (5) million citizens per month** who rely on public transport;
- Created a total of **243 699 work opportunities and 81 008 full-time equivalent opportunities through our Expanded Public Works programme** (in particular the Zibambele Roads Maintenance programme) and other departmental programmes. These opportunities have in the main benefitted women; youth and people with disabilities; and
- Provided financial supported through our bursary programme to more than **120 employees for a total of R4.9 million and 66 students** studying mainly BSc Civil Engineering and Transportation Economics for a total investment of **R7.94 million**. A total of **125 of these bursary beneficiaries** are working in the Department.

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Our bursary programme has supported 120 employees and 66 students over the last five years.

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(b). Radical Socio-Economic Transformation

Honourable Members; our commitment to Radical Socio-Economic Transformation is resolute. It combines planning for the medium to long-term, while stressing the implementation of quick wins. Our department's Integrated Radical Socio-Economic Strategy (IGULA), was approved by the Provincial Executive Council last year. Experience teaches us that it will take greater collaboration to change attitudes, perspectives and mind-sets of both members of staff and our external stakeholders to rally around this cause.

I am certain that we are, by now, all aware that achieving a fair and equitable distribution of work and wealth in Government spending particularly, and across the economy, is non-negotiable. It is central to attaining sustainable socio-economic development and growth of our province and country. For this very reason, our transformation approach adopts a transportation sector-wide view, because we believe it is the best way to unlock growth across the entire value chain both provincially and nationally.

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Fair and equitable distribution of work and wealth are non-negotiable and critical to socio-economic growth.
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KwaZulu-Natal, is after all, strategically the import and export gateway into the country, and Africa at large. We want to see Africans in particular benefitting from the logistics and transportation industry, from the sea (maritime) to road and rail.

Our Broad-Based Black Economic Empowerment (B-BBEE), Preferential Procurement Policy Framework Act (PPPFA) and other relevant legislations, are supportive of the change we want. They are also aiming to change patterns of ownership, management control, and advance skills development, enterprise and supplier development as well as socio-economic development.

Furthermore, our IGULA programme will foster collaboration across all stakeholders in transport sub-sectors, including Bus Commuter and Coach Services; Taxi Industry; Public Transport; Road Freight; Maritime Transport and Service Industry; Forwarding and Clearing as well as Rail.

Let me now provide an update of the progress we have made and planned interventions on the 10 pillars underpinning the IGULA Programme.

Pillar 1:

Transformation of the KZN transport sector in line with the Integrated Transport Sector Transformation Codes

- We have established a departmental Steering Committee led by the Head of the Department, and appointed a dedicated full Programme Director (i.e. Director for Empowerment Programmes);
- We have finalised a departmental IGULA Strategy and Policy framework;
- Our IGULA programme has approved by the Provincial Executive Council;
- We have conducted a consultative transport sector industry stakeholders summit (held last year on 8 December) to introduce our Programme and expectations to our key stakeholders;
- We have finalised the department's public-sector B-BBEE scorecard, which sets out our broad sector transformation targets;
- We had obtained approval from the then Minister of Transport to proceed with our plans to establish a provincial transport sector B-BBEE Council. In this regard, we are at advanced stages of finalising the governance framework for the establishment of the Provincial Council; and



Former President Jacob Zuma flanked by former Transport Minister Joe Maswanganyi and KwaZulu-Natal Premier Willies Mchunu on the left as well as Ethekwini Metro Mayor, Cllr. Zandile Gumede, former First Lady Bongi Ngema-Zuma, Nomusa Dube-Ncube, MEC for COGTA, Mrs. Linda Makhaye, widow of Dumisani Makhaye, and the MEC for Transport, Community Safety and Liaison Mxolisi Kaunda on the right, during the official opening of the new Dumisani Makhaye Drive. *Photo: Mbuyiselo Ndlovu*

Plans are at an advanced stage to reconfigure the department's organisational design, which we expand upon under Programme 1. This restructure will reposition the department as an effective driver of transformation in the sector.

Pillar 2:

Radical Procurement Reforms

- We have developed and adopted a framework for institutionalising transformation and infrastructure reforms within the department.
- The framework will ensure that 65% of all the department's strategic contracts will incorporate participation of designated groups (women, youth, military veterans, and people with disabilities);
- The Supply Chain Management (SCM) policy has been approved and is being implemented in line with our adopted transformation framework;
- SCM business process re-engineering is underway to align our SCM operations with the IGULA programme;
- We are finalising our Jobs and Skills Development Procurement policy framework in order to ensure that every contract worth R5 million produces one minimum decent job or skills development in its duration;
- We have analysed the department's expenditure in order to identify the gaps in spending patterns by provincial demographics, understand our top 10 service providers, top 10 commodities and develop a cost containment plan to reduce costs and add value. *We are well on our path of changing from being a price taker and towards being a price negotiator.*

- We will be embarking on the institutionalisation of category management as a business change management process; and
- We are now aligning all branch Annual Performance Plans (APPs) with IGULA in order to enforce performance and compliance.

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Already these reforms are starting to bear fruits. In the last financial year, 36 contracts that were awarded, but have yet to commence due to budgetary constraints, incorporate the Department’s 35% minimum local beneficiation requirements.

A total of 271 contractors benefited from negotiated local content participation by the targeted sectors to the value of R300 million. As well, a further 831 Vukuzakhe contractors benefited to the tune of R525 million in projects participation.

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Pillar 3:

Enterprise and Supplier Development

The approved transformation framework provides the department with the opportunity to allocate 30% of all infrastructure and other identified strategic contracts value to districts based on prequalified, designated groups between Construction Industry Development Board (CIDB) Grades 4 to 6. This was in order to drive a structured Enterprise or Contractor Development Programme and maximise local content benefit.

- The framework further provides for the establishment of social enterprises, which is fundamental to reconfiguring our current socio-economic programmes, namely Zibambele Roads Maintenance and Vukuzakhe Emerging Contractor development programmes;
- The Social Enterprises will be a key feature of the department’s socio-economic development programmes going forward.
- To this end, we are currently planning the establishment of a Project Management Unit to plan and coordinate the establishment of social enterprises as well as manage the transition from Zibambele and Vukuzakhe towards benefitting all targeted sectors;
- Rationalisation and analysis of Bills of Quantities (BOQs) will be completed in order to identify further opportunities for community-based Social Enterprises including Emerging Materials Suppliers;
- Partnerships with municipalities will be initiated to utilise the development programmes, including the Pothole Patching programme already piloted in the Ethekewini Metropolitan Municipality, and benefitting the targeted sectors (women, youth, military veterans and people with disabilities); and
- District stakeholder engagements are planned to commence post-the-budget vote speech in order to induct our beneficiary stakeholders and social partners on the IGULA programme.

Pillar 4:

Enforcing regulatory and licensing mandates

Plans are in progress to develop a framework to guide the department on how best to utilise its regulatory and licensing authority to enforce and demand compliance with the B-BBEE sub-Sector codes. We will make further details on this framework available once the Provincial Sector B-BBEE Council has been established.



Pillar 5:

Collaborative partnerships

- Working with our national department of transport and sector stakeholders, we have begun engagements on strategic partnerships aimed at enhancing our operational and technical capacity at various strategic levels including improving Road Safety initiatives and B-BBEE advancement;
- The modernisation and revitalisation of the Government Garage awaits the completion of the fleet management feasibility study, to be finalised in this financial year, and which will recommend the most viable approach for the Provincial Government going forward;
- Engagements with Development Finance Institutions such as Ithala Bank Corporation are advancing and are mobilising financial support for targeted Enterprise Supplier Development and Social Enterprise beneficiaries; and
- The Provincial B-BBEE Council's primary task will be to develop strategies to facilitate mergers and acquisitions including off-take agreements.

Pillar 6:

Establishment of a Strategic Infrastructure Development Agency

- Working with the Department of Public Works, we have finalised the conceptual framework for the establishment of a Strategic Infrastructure Development Agency (SIDA) in order to effect the Provincial Executive Council's resolution on the establishment of the state-owned construction company; and
- We plan to finalise the entity's business case and pilot in the current financial year.

Pillar 7:

Industrial Development programmes

- The B-BBEE Council will focus on the development of our inclusive Industrial Transport Sector Development Strategy to ensure the department aligns to the Sector Charter.



The inserted picture shows learners crossing Uthukela River using a boat. The main picture shows learners walking on the newly built Nyakana Uthukela River Bridge, which connects KwaDukuza, Mandeni and Umlalazi Local Municipalities. Photos: Mbuyiselo Ndlovu

Pillar 8:

Establishing a KZN Integrated Transport Institute

- We will seek to enter into a strategic level engagement with the University of Johannesburg to explore the feasibility of establishing a provincial public transport institute to develop a sustainable skills pipeline;
- A detailed programme for training Candidate Engineers, technologists and Engineering Technicians was conceptualised, and provides training guidelines in line with the requirements of the Engineering Council of South Africa (ECSA) and other Councils; and
- The Department will continue to build a pipeline of critical, technical skills particularly in the field of civil and construction engineering.

Pillar 9:

Revitalising Road Safety Programmes

Following a spate of road crashes last year, the Department held a Road Safety workshop in September. At this workshop, we adopted the following key interventions:

- Improving coordination and management through the establishment of a Road Safety Advisory Board that integrates all key stakeholders, enforces an integrated planning across Enforcement, Engineering, Road Safety and Communications as well as revises key performance indicators;
- Strengthening of partnerships with all sectors of the economy and build multi-stakeholder engagements platforms at Ward-level, Municipal level as well as District level;
Ensure adequate funding and capacity for road safety interventions, including staffing and training;
- Eliminate fraud and corruption at Driver and Learner Testing Centres (DLTCs);
- Improve road safety data systems and research to inform tactical interventions;
- Enhance the use of technology in road safety improvement;
- Eliminate crashes on hazardous routes, which are already identified;
- Strengthen compliance and roadworthiness mechanisms;
- Engage the Department of Transport to review speed limits to suit road environments and align to international best practice;
- Increase visibility of signage across the provincial road network;
- Improve enforcement effectiveness through increased police visibility;
- Simplify access to post-crash care; and
- Improve road user behavior through an all-year-round communications campaign.

Pillar 10:

Driving a sector-wide technology development

- Modernisation of the transport sector remains our strategic goal. Process improvements such as the *She-sha* lanes which have been introduced by the South African National Roads Agency Limited SOC (SANRAL) to reduce traffic congestion at tollgates are a case in point. Similarly, the introduction of electronic booking by the Road Traffic Management Corporation (RTMC) at our DLTCs is a welcome intervention to reduce queues and improve customer service;
- Electronic monitoring provincial road network in order to promote road safety will also be enhanced; and
- Working with the B-BBEE Council, we will accelerate the pace of developing a sector-wide technology development strategy, which takes into cognisance global advancements such as the driver-less vehicles and impact of e-hailing rider services.



(c). Responding to People's Needs

Honourable Members; yesterday (Monday, 7 May) we paid a visit to three bridge-building projects in the Ilembe District. As part of our *Siyahlola* Service Delivery Monitoring Programme, we visited the projects that link communities in Maphumulo and KwaDukuza Local Municipalities to Umlalazi Local Municipality across the Uthukela River. The processes leading to construction of these bridges started in 2012 in response to requests from communities. Communities were particularly concerned about the safety of hundreds of learners and thousands of citizens crossing Uthukela River to school and other destinations.

Under the able leadership of then MEC Mchunu, now Premier; the Department responded to the calls of the communities. Today the construction of Nyakana in KwaDukuza as well as Mabhobhane and Mvumase Uthukela River Bridges in Maphumulo is virtually complete. We derive comfort in the fact that today, learners and citizens generally, enjoy safe travel daily to school, clinics, and other destinations.

- The **Nyakana Uthukela River Bridge**, is a vehicular bridge constructed at an investment of **R89.5 million with a provision for pedestrian crossing**, serves learners and communities from Mankenganeni community on the northern side of the river. It links Umlalazi and KwaDukuza Local Municipalities. The benefitting learners attend the Nyakana Combined School, Banguni High School and Tshelabantu Combined School within the Emdlebeni community on the southern side of the river. Previously, communities had relied on the services of a *Good Samaritan*, **Mr. Amos Dlodla**, 65, who ferried learners across the river every morning from Mankenganeni to Emdlebeni. We thank Mr. Dlodla very profusely for his contribution.



The Nyakana Uthukela River Bridge connects the Emdlebeni area in KwaDukuza Local Municipality and Mankenganeni area in Mandeni and Umlalazi Local Municipalities. *Photos: Mbuyiselo Ndlovu*

- **Mabhobhane Uthukela River Bridge** links Umlalazi and Maphumulo Local Municipalities and assists school learners attending Inkonjane Primary School, Embusweni Primary School, Inkonjane Secondary School, Phandaphansi Primary School and the Mpungeni Primary School. This bridge was constructed for an investment of **R130.8 million**. In addition, this bridge links District Road D1533 to main road P710, and will also provide a much-needed link to the towns of Mandeni and Eshowe.
- **Mvumase Uthukela River Pedestrian Bridge**, built for **R9.5 million**, links Umlalazi and Maphumulo municipalities and assists learners who attend Mvumase, Empungeni and Siyacothoza primary schools; and the Ezithabeni Senior School. It also provides access to the Uqaqeni and the Mtabaqumbi Provincial Clinics.

Construction of these bridges has ensured the safety of travelers, reduced late-coming and school absenteeism (which averaged 2 to 3 weeks), and created 92 job opportunities – of which 55% went to youth and 45% to women. Construction of these bridges has also completely eliminated incidents of drowning. Members of the community reported that approximately there have been more than 10 lives lost due to drownings along where Nyakana Uthukela River Bridge has since been built.

(d). Connecting to Africa

We continue to advance regional integration in line with the positioning of KwaZulu-Natal and South Africa as *'a gateway to Africa and the World'*. This is being done through the upgrade of:

- Main road P125 between Underberg and Swartberg in KwaSani, which is 41.8 kilometres-long and is expected to be completed in the 2022/23 financial year;
- Main road P318 in Sani Pass, which starts from Himeville, within the Dr. Nkosazana Dlamini-Zuma Local Municipality in the Harry Gwala District, to the Lesotho Border Post.
- Main road P443, which extends from the intersection with road P522/2 and P522/1 in the town of Jozini and runs for 13 kilometres southwest of the Phongola River. This road forms part of the Inkululeko development projects in Ndumo and continues in a south-westerly direction toward Ingwavuma near the Swaziland border. The project entails the rehabilitation and upgrade of 23.26 kilometres.

In addition, SANRAL has committed to **invest R21 billion in roads infrastructure projects in the province over the next six to eight years**. This is a welcome investment, which has seen the construction of major interchanges such as Dr. Chota Motala in Pietermaritzburg as well as Umngeni and Mount Edgecombe- Gateway in Ethekewini, the latter which is expected to be completed within the next three months.

The upgrades are along the N2 and N3 routes and include the construction of the R1 billion, 34 kilometres-long, dual carriageway stretch from Mtunzini to Empangeni R102/N2 T-Junction. They have also helped ease traffic congestion into the City of Ethekewini and other areas, contributed to housing development, namely Cornubia, introduced smart road technology that reduces road crashes, and socio-economically benefited emerging enterprises and local communities.

(e). Torching of Trucks

The torching of trucks on the N3-Mooi River is greatly concerning, and we strongly condemn it for its potential to negatively impact investment in the province. We understand the issue to centre on a labour dispute, emerging from the Bargaining Council. The Provincial Government, led by the Premier, has engaged National Government in order to resolve the issue with speed.

We have further put measures in place to discourage communities from looting, and safeguard lives of truck drivers as well as property and goods within the Mooi River area in Mpofana Local Municipality. A Memorandum of Agreement (MoU) has been developed to be entered into with the Departments of Labour and Home Affairs. The MoU will further ensure that traffic officers are empowered to check the legal status of truck drivers, and avoid repeat of the incidents of violence.



(f). Cross-Border Security in Umkhanyakude District

The construction of the Modified New Jersey Barrier, which is a Cross-Border Security measure along the Manguzi borderline, to curb theft of goods and hijacking of vehicles, which are taken across the border into Mozambique, is expected to begin in the second half of this year. Our Department has been tasked with leading the project, and the first phase is estimated to cost **R50 million**. A Memorandum of Understanding will be signed between the Office of the Premier and the relevant national Departments of Home Affairs, Defence and Military Veterans as well as Public Works.

(g). Road Safety

Honourable Members; for too many years in this House we have decried the troubling mind-sets of some of our road users, particularly motorists who cause most road crashes and fatalities. We have perpetually called for collective action to end the road carnage, but with minimal success. The truth is, this journey towards achieving a safe road environment is marked by progress and regress at the same time. For example, we recorded a 10% reduction in road crashes and fatalities in the last Festive Season holiday, but suffered greater losses in the last Easter period.

KwaZulu-Natal recorded 111 fatalities during the Easter holidays, followed by Gauteng with 89 lost lives and Limpopo at 80. In these crashes, motor vehicles accounted for 44.6% followed by bakkies at 21.2%. We need radical strategies to end the road carnage.

This entails increasing investment in road safety education and awareness. It means intensifying collaboration across all law enforcement authorities, building on what we have already started. Furthermore, we have to implement the National Road Safety Strategy, which was approved last year by Cabinet. But we also now need to thoroughly interrogate what we mean by **“Road Safety is Our Collective Responsibility”**?

How do we, in practice, ensure that we get every citizen involved as a mind-set and attitude change agent for road safety? How do we get all sectors of society working for road safety, and understanding that the nearly R200 billion socio-economic cost of road crashes to our national economy is huge burden that needs to be eliminated? In our pursuit toward collective approach to road safety, we have formed partnerships with organisations such as the Road Freight Association, the Interfaith, and other Private Sector entities. Our outreach to young people has been enhanced by the establishment of the Provincial Youth in Road Safety. Through the youth structure, we have been able to reach and create awareness amongst young people in schools and places of higher education and training.

We have also partnered with municipalities on creating safe crossing for children in schools. This programme has created **191 job opportunities**. But much more still needs to be done, as per the interventions articulated under **Pillar 9** above. The Department will this year invest on various safety improvement measures on hazardous routes. These include:

- Building the Gumatana Umzimkhulu River Bridge linking Umzumbe and Umziwabantu Local Municipalities, where scores of people died in a crash nearly two years ago;
- Plans to improve and broaden M13 (Field’s Hill), where 24 people were killed in a truck and minibuses’ crash in 2013, are also underway; and
- Further long-term plans will be announced in due course on other hazardous routes across the province.



The R10 billion budget for 2018/19 will be invested in roads and transportation programmes across the province.



(h). This financial year's budget allocation

Honourable Members; our budget allocation for 2018/19 stands at a little over **R10 billion** and will be invested in the rollout of roads and transportation programmes in KwaZulu-Natal.

The Department continues to suffer serious budgetary cuts, which will total **R4.5 billion** over the next three year period. The cuts are due to reasons including the reduction of equitable share and grants as well as contribution to provincial pressures including funding for *Izinduna*.

The budgetary cuts breakdown is as follows:

- R1.41 billion (2018/19);
- R1.51 billion (2019/20); and
- R1.41 billion (2020/21).

In addition, we note that the **1 percentage point** increase in VAT from 14% to 15% will increase our cost of service delivery by **R82 million** per year. The Department allocates **74 percent** of its budget toward construction, upgrade and maintenance of road infrastructure in line with the National Development Plan and Provincial Growth and Development Strategy.



MEC for Transport Community Safety and Liaison, Mr. Mxolisi Kaunda, together with Transport Head of Department, Mr. Sibusiso Gumbi, congratulating the department's employee, Ms. Thembi Mgwili, who received the gold award in The Best Operational Employee category in the National Batho Pele Excellence Awards. *Photo: Mbuyiselo Ndlovu*



(i). Programmes

1. Programme 1: Administration

Chairperson, we have allocated **R363.3 million** to Programme 1: Administration. This underpins our continued focus on building a responsive, accountable, efficient, and service delivery-oriented Department. In the last financial year, we fast-tracked the organisational restructuring, which will position the Department well to implement the IGULA transformation programme.

The organisational structure and its costing have already been endorsed by Provincial Treasury and currently going through approval processes up the line through the Office of the Premier and ultimately, the Department of Public Service and Administration.

1.1 Implementing a new Service Delivery Model

Key to the new organisational restructure is the implementation of a new Service Delivery Model. The new structure therefore has the following key provisions:

- A new unit for Macro Integrated Transport Planning at Head Office, responsible for integrated policy and planning for all modes for transport and its infrastructure. The planning will enable interaction of all modes, which are road, and coordinate aviation, maritime, and rail, which are part of the national mandate.
- It provides roles clarification of each tier in the Department and those of service partners. This eliminates duplication of functions, clarifies responsibilities, eliminates silos, and allows inter-dependency between services.
- The Head Office is responsible for inter alia, provision of strategic direction, policy and planning, and monitoring and evaluation of services. The regions are responsible for coordination, management, and implementation of service delivery.
- The Districts, formerly known as Cost Centres, are responsible for the implementation of services and have been aligned to the municipal demarcations. Each service delivery point within the district has been created per local municipality.
- More resources have been put on service delivery points where each maintenance team is allocated a zone of 200 kilometres of the road network and a depot, which is shared by everyone in the zones.

As already articulated above on Pillar 2, the Department is continuing with SCM reforms, which are aimed at transforming the spending patterns to benefit targeted sectors. **Importantly, these reforms are also aimed at improving systems and processes as well as our reporting for service delivery and working towards achieving a clean audit.**

For a start, all infrastructure-related work valued at **R10 million** or more is being advertised with a 35% local content subcontracting requirement. This confirms our commitment to the Procurement Reforms we outlined in last financial year's budget vote.

It is in line with the national and provincial objectives of our government and governing party, the African National Congress (ANC). We are further continuing to review and align all our policies, systems and processes with our vision of advancing radical socio-economic transformation. This entails ensuring that all Senior Managers integrate within their Key Performance Indicators, the responsibility to ensure compliance with, and achievement, of the IGULA objectives.

1.2 CSD Baseline Statistics on Spending

In the period between 1 April 2017 and 28 February 2018 (11 months), the department spent 77.6% of its R6.3 billion procurement budget on level 1 and 2 B-BBEE suppliers.

A total of 21.6% of the Department's budget was spent on women-owned suppliers, 7.8% on youth-owned businesses; and 18.9% on rural or township businesses. Of the 2 875 suppliers the department did business with, 2 065 businesses are B-BBEE Level 1.

We are proud of great progress in increasing equity in the Department. Women's representation in Senior Management Service (Levels 13 to 16) rose to **52.78%** according to the latest report, from **48.57%** last year. Women also make up **47.4%** of the total permanent employee population of **3 585**, **44% of middle management, and 43% of junior management**. As well, the percentage of people with disabilities has grown to **1.20% up from 1.17% last year**.



MEC for Transport Community Safety and Liaison, Mr. Mxolisi Kaunda, together with the Road Safety members of staff after receiving an award during the Premier's Service Excellence Awards. *Photo: Mbuyiselo Ndlovu*

1.3 Skills Development

The Department has increased its focus on skills development, in line with the national drive. A detailed programme for training of Candidate Engineers, Technologists and Engineering Technicians was conceptualised and used as a guide for training that conforms to the requirements of the Engineering Council of South Africa (ECSA) and other councils.

The Department currently has **69 Built Environment professionals** who are comprised of **3 Engineers, 9 Technologists, 33 Technicians, 18 Surveyors** and **6 Geographic Information Systems** technicians. There are currently **52 candidates** awaiting professional registration processes. In addition, the Department is providing training and internship opportunities to young people, as follows:

- **157** young people in the Graduate Internship Programme;
- **100** young people in the learner-ship programme;
- **50** young people in Bricklaying Apprenticeship and **24** in the Earthmoving Mechanical programmes.
- These two programmes are funded through a **R2.5 million** grant from the Construction Education and Training Authority (CETA) for a Bricklaying Apprenticeship Programme and **R3.6 million** grant for Construction Roadworks's learner-ship programmes; and
- The Department is developing driving skills of **120 learners** in matric, who come from disadvantaged backgrounds, with driver licences.



1.4 Bursaries

Furthermore, the Department continues to provide financial support to needy students through its Bursary programme to address the shortage of technical skills. The Department received an addition **R1.8 million** from CETA to fund **30 students** who are studying BSc: Civil Engineering. Another grant of **R852 000** was received from the Transport Education Training Authority (TETA) to fund **four serving employees** who are studying a Diploma or a Degree at NQF Level 6 or above at recognised Higher Education Institutions.

1.5 Health

We continue to focus on the health and wellness of employees with regular awareness programmes for communicable and non-communicable diseases, including HIV and AIDS, diabetes, cancer; as well as TB. Our internal clinic continues to help many of our employees with monthly visits still averaging 2 000 employees.

1.6 Fighting Fraud and Corruption

On tackling fraud and corruption, our Risk Management Directorate is constantly raising awareness on fraud prevention and encouraging employees to report suspected fraud and corruption. This is supported by the Whistle blowing policy that was recently reviewed to ensure that those who report fraud and corruption are protected by allowing them to be anonymous.

Moreover, reported cases of fraud and corruption are being investigated by the Provincial Treasury Forensic Services unit. We have instances of officials that are facing criminal charges and the Department is also recovering the losses that were incurred. In addition, we will collaborate with our law enforcement authorities to discipline and prosecute the perpetrators of crime as we strive for successful conclusion of the cases.



MEC for Transport Community Safety and Liaison, Mr. Mxolisi Kaunda, addressing concerns of members of the public during a visit at the Rossburgh Licence Testing Station. *Photo: Mbuyiselo Ndlovu*

2. Programme 2: Transport Infrastructure

As we approach the end of the administrative term of government, it is crucial that we finish most of the committed infrastructure development projects.

A total of **R7.4 billion has been allocated** for transport infrastructure.

Of the total, **R4.6 billion** goes to maintenance and rehabilitation; **R2.4 billion** towards construction of new roads and bridges, and **R400 million** is for support, planning and design.

As we stated in the last policy statement, the backlog for infrastructure upgrade and maintenance far exceeds our budget allocation, hence we are implementing a **prioritisation model**. The model is based on equitable distribution of funding of projects across districts and considers factors such as supporting provincial growth sectors including tourism and agriculture.

It also considers communities' public transport needs, the population size, road safety and traffic volumes. In the next three years, we plan to **upgrade 270 kilometres of gravel roads to tar roads**, and build **39 pedestrian bridges** and **21 vehicular bridges**.

2.1 Infrastructure Projects completed in 2017/18 financial year

In the last four years of this administration we have worked hard to reduce roads infrastructure backlog. The following key infrastructure projects have been completed in the last financial year:

- Main road P230, located between Eshowe to Empangeni, comprising the upgrade of 31.3 kilometres from gravel road to blacktop surface. The department has constructed the remaining 3.3 kilometres as planned;
- Main Road P577 now officially known as Dumisani Makhaye Drive, after its official opening by then President Jacob Zuma, on 2 December last year, and is located from Duffs Road to KwaDabeka, comprising the construction of 16.5 kilometres. The project has been completed, although the Ethekewini Metropolitan Municipality is working on the rapid bus transit system construction on the road;
- P58, from KwaMachi to Ezingolweni, linking Umziwabantu and Ray Nkonyeni Local Municipalities;
- P255 in Ethekewini Inanda Road to Hillcrest to Waterfall, which was completed in 2016/17;
- D1251 in Inkosi Langalibalele Municipality, from Mqendaba to Loskop;
- P271 in eDumbe between Paulpietersburg and Vlakplaats;
- P499 which runs between KwaMbonambi and Dondotha; and
- Dambuza roads in Msunduzi Local Municipality.

2.2 Projects completed in last three years

The following projects were completed in the last three years:

- Kleingenoeg iBisi River Pedestrian Bridge and Gungununu River Bridge in Umzimkhulu;
- Ncibidwana River Vehicle Bridge on D1240 in the Uthukela District;
- Nhlesi Mooi River Vehicle Bridge on L2985 in Umsinga Local Municipality;
- Mona River Vehicular Bridge on P712 and Othongathi River Vehicle Bridge;
- Ndonyane vehicle bridge no 3492 in Ubuhlebezwe Municipality;
- KwaGezibuso Culvert and Willowfontein Pedestrian Bridge in Umsunduzi Local Municipality;
- Mkhomazi Vehicle Bridge in Impendle;
- Malukoka Pedestrian bridge in Umzumbé;
- Ensimbini River Pedestrian Bridge in KwaMakhutha;
- Umlazi Pedestrian Bridge in Hammarsdale;
- Mvuzane Pedestrian Bridge in Ethekewini;



- Ezwelisha pedestrian bridge which is in the Inwabi area in Ethekekwini;
- Nsetheni Ifidi Vehicle Bridge in Okhahlamba;
- Mbabane Pedestrian bridge in Dannhauser;
- Thuthuka Biyane Pedestrian bridge in Emadlangeni;
- Jolwayo Uthukelapedestrian bridge in Umsinga;
- Ngubevo Tugela bridge in Umsinga;
- Buffels River Bridge in Umsinga;
- Nsongweni Sikwebezi River vehicle bridge in Nongoma; and
- Igode River Pedestrian Bridge in Edumbe.

2.3 Projects within the MTEF

The following projects will be completed within the current Medium Term Expenditure Framework (MTEF) period:

- Main road P368 in KwaKopi linking to Mhlangana in eMsinga, in Umzinyathi, of which 14.7 kilometres is already completed and 8.8 kilometres is outstanding; and
- Main road P36/2 between Nquthu and Nondweni also in uMzinyathi District, and stretches for 23 kilometres has 20.6 kilometres completed and only 2.3 kilometres outstanding.
- Main Road P700 from Ulundi to Empangeni.

2.4 Projects beyond the MTEF

Honourable Members; in light of the budgetary constraints, we have had to reschedule planned completion of some projects, beyond the MTEF including for the following projects:

- Main road P712 between Mthandeni and White Hill in Ndwedwe Local Municipality in Ilembe District will be completed within the medium term;
- Progress has been recorded in D1867 in Belgrade in oPhongolo where six kilometres have already been completed;
- D883, which is 23.21 kilometres-long between Endulinde and Samungu Clinic in Mandeni, in Ilembe District, will be completed in 2022/23 financial year;
- On main road P17 between Greytown and Ngubevu, 19.1 kilometres of the 52.3 kilometres have been completed in Umvoti Local Municipality in Umzinyathi District. The remaining 33.2 kilometres is scheduled to be completed in 2022/23 financial year;
- Phase 1 of main road 16-2 between Kranskop and Qhudeni in the Nqutu is under construction, and 6.9 kilometres is scheduled for completion in 2018/19;
- Main road P127, located from Impendle to Himeville, comprising the upgrade of 56 kilometres from gravel road to blacktop surface. To date, 29 kilometres have been upgraded, and three kilometres has been achieved in the 2017/18 financial year;
- The Mboza Pongola vehicle river bridge is a new bridge to be constructed over the Pongola River, in uMhlabuyalingana Municipality;
- Main Road P218/P710 is located from Ntumeni to Sundumbili in the Mandeni Local Municipality;
- The Uthukela River Bridge is located off P706 and D1639 in the Thulwane area; and
- Main road P104 is located from Shakaskraal to Glendale Mill, Mount Albert, in Ndwedwe Local Municipality, in the iLembe District.

2.5 Roads naming and renaming legacy project

Honourable Members, we are pleased to announce that we officially launched our Roads Naming and Renaming Project last year on 2 December with the official opening of the Dumisani Makhaye Drive that was officiated by former President Jacob Zuma.

The Roads Naming and Renaming Legacy Project aims to achieve social transformation objectives and will ensure that the citizens of this province identify and derive pride in associating with the names of our roads. Planning processes are underway to name and rename roads including John Ross Highway, between Empangeni and Richards Bay, which is already on request list.



P271 Edumbe Local Municipality in the Zululand District Municipality is one of the roads that will be named as part of the Roads Naming initiative.



Buffels River Bridge on local road L2953 in the Mahlaba area in Msinga Local Municipality. This bridge connects Msinga to Nquthu.

Photo: Mbuyiselo Ndlovu



3. Programme 3: Transport Operations

This programme provides planning, regulation and the provision of integrated land transport services, and receives a budget of **R1.3 billion**. Of the total, **R1.1 billion** is allocated to Public Transport Services, which houses Subsidised Bus Services.

3.1 Learner Transport and Safety

Learner Transport remains a basic, yet critical service for learners in mainly rural and underdeveloped areas to access education. Without this service, learners who have to travel a distance of more than three (3) kilometres would be deprived of accessing education facilities.

It is important to **highlight at this point that the Provincial Executive Council decided to transfer this service back to the Department of Education**. The Department of Transport will continue to perform its mandated role of ensuring compliance to Road Traffic Rules by service providers, to ensure the safety of learners.

Furthermore, as stated in the last policy statement, the Department distributed **3 000 bicycles** to needy learners who suffer the plight of travelling long distances to schools. We will in the new financial year distribute a further **2 400 bicycles**.

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The Department has provided more than 47 000 students a year with scholar transport and distributed more than 13 000 bicycles.

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3.2 Subsidised Public Transport Services

Honourable Members; as part of our transformation programme, we will continue to drive change in the public transport industry, and increase the participation of African bus operators in the Subsidised Bus Services. Whilst we continue to encounter challenges with the negotiated contract-based empowerment, the Department will not tire in seeking new and innovative ways of achieving transformation in this sector. This will in the new financial year entail both negotiated contracts and creation of new opportunities.

3.3 Regulation of Public Transport

Most citizens rely on minibus taxis for their daily commuting to participate in economic activity and reach essential amenities. The National Land Transport Act No.5 of 2009 recognises municipalities as the primary sphere of government where the regulation of public transport has to take place.

Draft regulations are currently being finalised. Alongside this, the districts of Umkhanyakude, Umzinyathi, Uthukela, Harry Gwala, Amajuba, Ilembe and King Cetshwayo have been engaged to discuss their capacity requirements. Ugu and Umgungundlovu districts are still to be engaged. The limitations on the provincial sphere of government will persist if municipalities remain un-empowered to play their rightful role.

As such, municipalities require financial and human capacity to take responsibility for planning of public transport. We are encouraged that the City of eThekweni is advanced in its plans to establish a Municipal Regulatory Entity (MRE), to regulate public transport in the metro. We are continuing to open new Provincial Regulatory Entity (licensing) offices closer to where the operators are.

Offices are now operational Empangeni, Port Shepstone, Ladysmith and lately in Manguzi, in the Umkhanyakude District.

Our success in decentralising the services of the PRE has enabled the industry in eThekweni to petition the Department to open an office in the City. Engagements with the City of eThekweni through the Ethekeeni Transport Authority (ETA) are continuing in this regard.

We continue to work closely with the public transport industry at large and the taxi industry in particular, through SANTACO. In this regard, the decision to lift the moratorium on the issuing of Operating Licences is being implemented.

In the last financial year, the Department issued **6 600 operating licences** in the province. We are, however, concerned about the slow pace of returns from operators, because of reasons including tax compliance, which in turn slow our pace of processing applications. Of nearly **5 000** qualifying operators, only **1 900** have applied and only **450** have been issued with just under **1 450** still in process. More than **3 000** operators have not come forth with their applications.

3.4 Taxi industry peace and stability

Taxi industry conflict, which leads to the killings of operators and innocent citizens, continues to bedevil the industry. It also poses as a major challenge to efforts of ensuring that the taxi industry is properly regulated. Ongoing analysis of the trends of instability indicate that, whereas there are still brazen acts of violence that continue to afflict the taxi industry, these may be characterised in the main *less* as industry challenges and *more* as issues of criminality. The recent wave of violence that was recently experienced in the province points to resistance to change by certain individuals and is linked to power struggles within and between taxi associations.

Our experience in Ladysmith illustrates the observations we are making. It is common knowledge that we had to suspend the operations of both Sizwe Transport and Klipriver taxi associations due to the violence that took many lives in area of Emnambithi in the Alfred Duma Local Municipality.

Continuous interventions and engagements with the operators and the community at large have clearly indicated that the conflict is not an industry conflict, but it is perpetrated by individuals for their personal gain. That the issue centres around routes is in our view a mere smokescreen to implicate innocent operators.

Similarly in Mpumalanga-Hammarsdale, the violence that has claimed a number of lives of operators of the Mpumalanga and District Taxi Association has a strong involvement of criminal elements who are hell-bent on taking over the association from the current legitimate operators. The murders of the leaders of Dolphin Coast Taxi Association have indications of internal power struggles, where individuals are hungry for the control of the association and its resources.

These challenges notwithstanding, the Department remains focused on ensuring that the industry is peaceful and stable. That is why we are working with municipalities most affected by taxi violence to introduce the Rank Management System, which gives control of taxi ranks to municipalities.

Security measures, already implemented in Newcastle, include physical security, installing CCTV cameras, and a vehicle identification system. Equally, improvements continue to be made in the South African Police Services (SAPS) in relation to the investigation of cases related to taxi violence, leading to successful prosecution.

3.5 Umzimkhulu Public Transport Facility

Honourable Members; the construction of the Umzimkhulu Public Transport Facility is expected to begin in the second half of this financial year. Procurement processes are at an advanced stage, and the project, whose investment is **R86 million over three years**, is expected to create 20 job opportunities and benefit local communities a minimum of 35% of the project funding in line with our IGULA objectives.



4. Programme 4: Transport Regulation

The provision of a safe road environment through the regulation of traffic on public infrastructure, law enforcement and the registration and licensing of vehicles and drivers, remains critical. As such, a budget of **R920 million** has been allocated towards achieving these objectives.

4.1 Motor Transport Services (MTS)

The Department, through its motor licensing unit, continues to be the main contributor to the Provincial fiscus, generating **R1.6 billion in revenue** in the last financial year.

This year, we project revenue collection of **R1.7 billion**, upon implementation of the annual 4 percent increase in licence fees. The Motor Transport Services unit manages the registration and renewal of approximately **1.6 million** motor vehicle licenses annually, and is one area that requires agility in dealing with fraud and corruption. As the department extends registration and licensing of motor vehicles services throughout the province, including the relocation of six Registering Authorities in Uthukela Ferry, Mbongintwini, Bergville, Richmond, and Plessislaer, we will be striving for a fraud and corruption-free citizens' service environment.

I am also pleased to report that we have opened two additional registering authorities, in Mbazwana and Hlabisa, during the 2017/18 financial year. This brings the total number of Registering Authorities to **79** across the province. We will also extend services to Maphumulo in this financial year.

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The Department generated R1.6 billion from vehicle licensing fees, which makes it a major contributor to the provincial fiscus.

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MEC for Transport, Community Safety and Liaison, Mr. Mxolisi Kaunda with the Premier, Mr. Willies Mchunu, who were both interacting with commuters during a multi-disciplinary law enforcement road block on road M25 om KwaMashu. Photo: Mbuyiselo Ndlovu

4.2 Traffic Enforcement

Honourable Members; traffic law enforcement remains critical in preventing the road carnage, and ensuring a safe road environment. We have allocated **R708.2 million budget** to traffic enforcement. This will assist in increasing traffic law enforcement visibility on our road, particularly in high crash zones, during peak hours and holiday seasons.

We continue to work towards achieving the 24-hour law enforcement coverage during peak periods, and night-time to early morning when most crashes occur.

There are currently consultation processes led by the Road Traffic Management Corporation (RTMC) and involving Treasury and the Department of Public Service and Administration, on the 24/7 law enforcement coverage, and overtime. A provincial task team has been established to assess the state of readiness for the implementation of the 24/7 shifts system.

It is critical that our integrated Law Enforcement teams including Provincial Traffic Officers, members of the South African Police Service, Municipal Police Officers, and Emergency Medical Services, are out in big numbers and visible on the road, to prevent road crashes and fatalities.

Importantly, the Department will continue to strictly observe all relevant legislation, particularly the Labour Relations Act, No. 66 of 1995 and the Basic Conditions of Employment Act, No.75 of 1997 in the application of the decision on overtime. Notwithstanding the challenges, the Department has in the past three years made progress on the following:

- The installation of average speed over distance on the M13 between Shongweni and St Johns Bridge, which has reduced crashes.
- For the period 1 December 2017 to 15 January 2018, the province reduced fatalities to 324 fatalities 361 fatalities in the previous, comparable period.
- The introduction of the integrated law enforcement approach, Safer Fridays and Closing the Ranks programme (starting on Thursdays and running to Sundays).
- The planned introduction of the electronic booking system in partnership with RTMC in five Driver Licence Testing Centres in the province, namely Rossburgh, Pinetown, Emkhondeni, Newcastle and Empangeni, which will improve the servicing of citizens.

Furthermore, our plans for the MTEF include the following key areas of law enforcement:

- Implementation of the Integrated Traffic Management System, which covers Traffic Contravention Management System, Cameral Network Technologies (Average Speed over Distance), as well as Weigh-in-motion and Weighbridge Technology.
- The Integrated Traffic Management System also caters for Traffic Offence processing, Traffic Management Reporting, Remote Monitoring, Fine Recovery and Camera Network Management.

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The Department generated R1.6 billion from vehicle licensing fees, which makes it a major contributor to the provincial fiscus.

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5. Programme 5: Community Based Programmes

Community Based Programmes receive an allocation of **R36.6 million** towards the implementation of community empowerment programmes. These include running the Vukuzakhe Emerging Contractor, Zibambele, the Expanded Public Works and development of new BB-BEE programmes.

5.1 Vukuzakhe Emerging Contractors Programme

The Vukuzakhe programme was specifically designed to provide access to the road construction tender opportunities through its three-stage (Grade 1 to 3) developmental grading system. It also aimed to assist in the transfer of skills to Black-owned contractors, capacity building and mentorship. Contractors are allowed to enter the programme from Grades 1 to 3 and exit at Grade 4 upwards. We have previously committed to spend **R2 billion** with Vukuzakhe contractors over five years – **and are on track, given the annual average spending of more than R350 million.**

The Department's mentorship programme is budgeted at **R34 million** over three years and is currently underway with four training and mentorship companies running it in the four regions, namely Durban, Empanjeni, Ladysmith and Pietermaritzburg. The programme covers:

- Capacity building training initiative on soft skills;
- Onsite Technical mentorship training;
- Accredited and non-accredited training e.g. Learner ship and short skills programme; and
- Business and organisational development support.

5.2 Contractor Development Programme

Contractor development is aligned with our transformational agenda and will be escalated going forward. Opportunities for contractor development will be unlocked with the unbundling of capital projects, from Grades 1 to 6, to allow emerging contractors a fair opportunity to bid successfully. The emerging contractors will be given the necessary support to ensure that they are able to compete with established companies on open market from Grades 7 to 9.

5.3 Pothole Patching Pilot Programme

The department successfully launched the pilot programme for pothole patching using small contractors and cooperatives in Ethekwini. This programme advances transformation in roads infrastructure upgrade and maintenance, particularly pothole patching. It targets the youth, women, persons with disability and military veterans, and has contributed to local job creation and skills transfer.

With a total investment of **R43 million** over 25 months, the programme created **180 job opportunities**, of which 149 went to the youth and 93 went to women. Of the total investment, more than **R19 million (77%)** was sub-contracted to local contractors. At the end of March 2018, there were five (5) entities that had already exited the programme at Grade 3. There are seven (7) remaining entities, which are expected to exit at the end of October 2018. Potholes have a negative impact on road users, cause crashes and lead to litigation with claim cases totalling 274 in the last financial year.

5.4 Employment Opportunities

The Department continues to advance employment opportunity creation with its EPWP having created **50 143 Work Opportunities** to relieve unemployment and alleviate poverty in the province. Of the total, **6 401** work opportunities were created for the youth in the Zibambele programme. Other infrastructure projects outside of Zibambele contributed a further **4 266** work opportunities for the youth working in our projects. This brings the total youth employed under the EPWP to **10 667**.

As well, through the Zibambele programme, the Department employs **40 618 women**, while **2 286** women are employed on other Departmental projects. The success of the EPWP programme has led to the increase of the grant by **R43 million** in this financial year to just over **R76 million, which will** enhance Labour Intensive Construction projects.

5.5 Establishment of Transportation Committees

In the last budget vote, we announced that we would be establishing Transportation Committees. We are proud to report that we have established integrated community liaison structures to handle all transport related matters at ward levels. The integrated community structures came out of a Consultative Indaba held in June 2017.

The Indaba marked the end of Rural Road Transport Forum (RRTF), Community Road Safety Council (CRSC) and Public Transport Passenger Association (PTPA). Induction workshops for the new structures were also held from December 2017 to February 2018, where new members were introduced to the mandate and policies of the Department. This workshop was done in collaboration with Department of Cooperative Governance and Traditional Affairs (COGTA) to ensure alignment between Transportation Committees and Ward Committees.

(j). Conclusion

Madam Speaker and Honorable Members; I wish to conclude with the words of the late, former President of South Africa, Nelson Mandela, who said the following on the occasion of the Southern African Development Community (SADC) 15th anniversary summit in Johannesburg on 13 September 1995:

“We owe it to all the peoples of the sub-continent to ensure that they see in us, not as merely good leaders waxing lyrical about development, but as the front commanders in the blast furnaces of labour, productive investments and visible change.”

This statement is fitting, because we have embarked on the radical socio-economic transformation, which will benefit our people and make them active participants in their own development. Our continued effectiveness as a department depends on the support and good working relations we enjoy with all our transport industry stakeholders, which we truly value.

I am very thankful of the support from the management and staff of the department, and my office, under the leadership of the Head of Department, Mr. Sibusiso Gumbi.

I most appreciate the unfaltering support of my family, especially my wife (uMaXaba) and children, who remain my pillar of strength.

Honorable Members; the road to radical socio-economic transformation requires our collective effort and participation. I urge the House to take a keen interest in our programmes and approve the **R10.06 billion budget** for the 2018/19 financial year so we can advance the development and growth of our people.

I thank you.



KwaZulu-Natal Legislature

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BUDGET VOTE SPEECH 2018/2019

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