



transport

Department:
Transport
PROVINCE OF KWAZULU-NATAL



DEPARTMENT OF TRANSPORT

2019

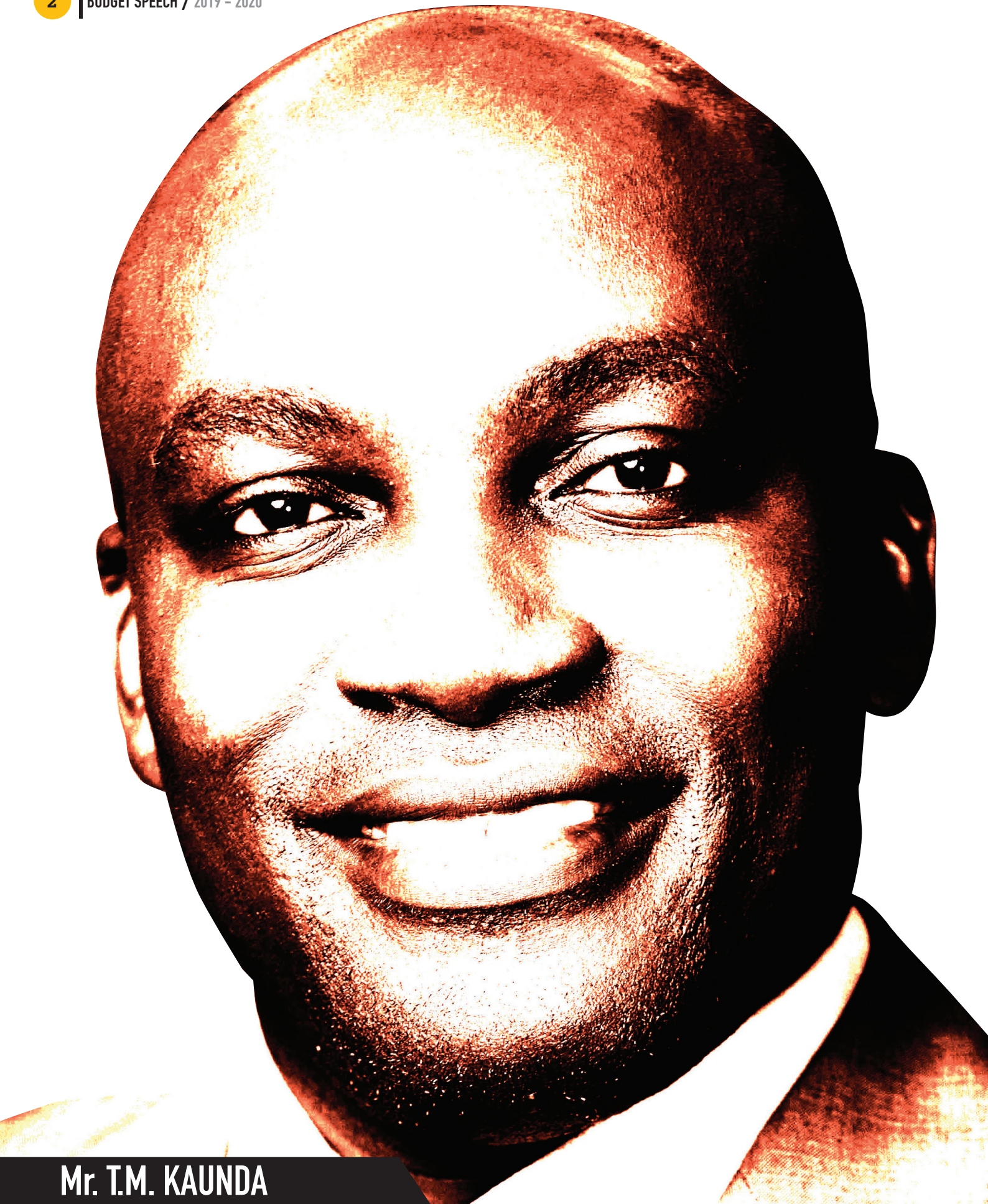
2020

BUDGET VOTE SPEECH



16 JULY 2019

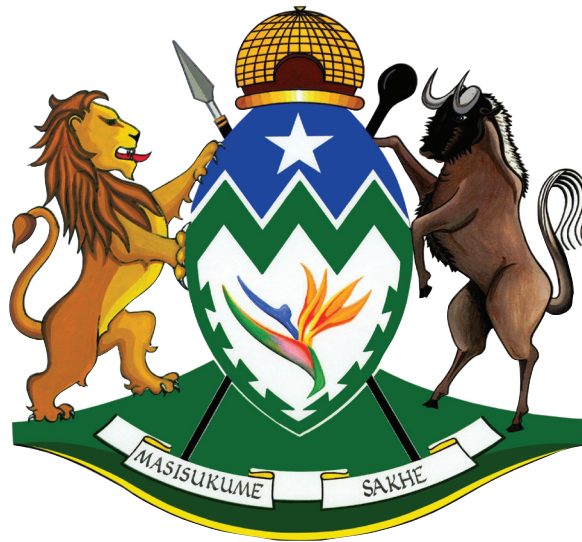
Theme: "Transforming Transport Sector, Growing the Economy for Job Creation"



Mr. T.M. KAUNDA

MEC for Transport,
Community Safety and Liaison

“Transforming **TRANSPORT SECTOR**, Growing the **ECONOMY** for **JOB CREATION**”



BUDGET VOTE SPEECH 2019/ 2020

“

Theme:

“Transforming Transport Sector, Growing
the Economy for Job Creation”

”

Budget Vote 12 Policy Statement 2019/2020 delivered by MEC for Transport, Community Safety and Liaison, Honourable T.M. Kaunda, MPL, at the KwaZulu-Natal Provincial Legislature in Pietermaritzburg - 16 July 2019.



- **Madam Speaker, Honourable Nontembeko Boyce;**
- **Deputy Speaker, Honourable Mluleki Ndobe;**
- **The Premier, Honourable Sihle Zikalala;**
- **Honourable Members of the Executive Council (MECs);**
- **Honourable Members of the Legislature;**
- **Mayors, and Councillors of Municipalities;**
- **The Director-General;**
- **Provincial 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.**

1. INTRODUCTION

Chairperson, allow me to express my profound gratitude for the opportunity to rise and present the budget vote 12 policy speech for the KwaZulu – Natal Department of Transport. This budget policy speech is aligned to the work done by the 5th administration and the progress government has made in improving the lives of the people of KwaZulu-Natal in the past 25 years of freedom and democracy.

This budget policy speech also ushers in a new approach, informed by the priorities of the 6th administration and engagements with our communities during the period of heightened political campaigning. We have heard our people and now is the time to fulfil the commitments we made to them.

Our theme for this year is: **“Transforming Transport Sector, Growing the Economy for Job Creation”** To us, this is not just a theme but a call to action and to expedite infrastructure delivery and transport operations to change the lives of the people while we address the fundamental issue of economic transformation and create much-needed jobs.

2. SCENE SETTING

Honorable Members, we have now entered the 6th administration's term of the democratic government. The term of the current administration coincides with the commemoration of six years since the passing of our founding father and stalwart of this democratic government, uTata Nelson Mandela.

Having served his people selflessly, we must honour President Mandela by ensuring tangible changes to the lives of our people. We must redouble our efforts in making South Africa and KwaZulu-Natal a better place – where people can have equal access to opportunities.

In honouring Madiba's legacy, 25 years into democracy, we must use our political power as the executive and legislature to challenge the status quo and to address the skewed economic patterns in the country. Within the transportation sector, we are committed in inspiring the next generation and restoring hope to our people. Like Madiba, whom we celebrate his birthday in the next two days, we reiterate that political freedom without economic freedom is meaningless.

As our people queued on the 8th May 2019 to cast their votes, we heard the people of Madiba crying for economic inclusion, job creation, building a capable state and a corrupt-free government. Ours as public representatives is to move with speed guided by the new spirit of **Khawuleza (Move with Speed)** to respond to the needs of our people.

When you are introducing change and new ideas, you do not expect the enemies of change and transformation to relax and take a back seat. They are having sleepless nights, pondering and orchestrating fight back strategies as Thomas Sankara said, **“You cannot carry out fundamental change without a certain amount of madness. In this case, it comes from nonconformity, the courage to turn your back on the old formulas, the courage to invent the future”**.

Madam Speaker, as the Department of Transport, we have placed it on our shoulders to take a firm lead in addressing the issues raised by the electorate, mainly the urgent issue of radically transforming the economy and broadening the participation of Blacks in general and Africans in particular into the mainstream economy.

As we undertake this noble task, we continue to seek Madiba's guidance who, when reflecting on the state of economy in the country, had this to say:

“If we are genuinely interested in ending the old social order and bringing in a new one, characterized by the notions of justice and equity, it is obvious that the economic power relations represented by the reality of the excessive concentration of power in few white hands have to change. We make this demand not as a result of any imperative that might be derived from ideological convictions. We make it because we cannot see how it would be possible to pull our country out of the economic crisis, in part caused and exemplified by white control of economic power while, at the same time, we perpetuate this power structure”

These profound words were relevant 19 years ago when Madiba uttered them and we strongly believe they are still relevant to us even today. The next generation will judge us with how we responded to this challenge Madiba posed to us of challenging the current economic power relations in the country.

Equally, we dare not fail the generation of African women, whose grandmothers, mothers and sisters demonstrated bravery against the evil apartheid system. As we celebrate 63 years since the Women's March, we must pose and ask if we have done justice in emancipating African women from the bondages of poverty and economic exclusion.

The above narrative must therefore compel all of us to respond to challenges that are still facing our people, who for years were isolated and neglected.

Honourable Members, the work of this administration must and will be characterized by radical action and pro-activeness in addressing people's needs. The plight of the people must always remind us that while a lot has been done over the past 25 years, much more still needs to be achieved. Our people are still faced with the triple challenges; poverty, unemployment and inequality.

Chairperson, we also welcome the clarion call by the President, Honourable Cyril Matamela Ramaphosa, who in his inspiring State of the Nations Address, outlined seven key bold priorities. Exciting for us, was to see the president placing on top of the agenda the issue of economic transformation and job creation, which is line with the manifesto of the ruling African National Congress (ANC).

As the KwaZulu-Natal Department of Transport, we have already aligned ourselves with these priorities since they are a continuation of the implementation of resolutions taken at the ANC Nasrec conference.

Chairperson, we also wish to commend and welcome the commitment by the Premier, Honourable Sihle Zikalala, who in his State of the Province Address outlined his vision and placed infrastructure delivery at the centre of his administration.

Indeed Khuzeni, you are correct – our people are now tired of slogans and rhetoric. They demand tangible action. Guided by the National Development Plan (NDP) and the Provincial Growth and Development Plan/Strategy, we must be the lead agents of change and trusted implementing agencies.

The commitment by the Premier to radical economic transformation through Operation Vula and your unequivocal support of IGULA radical economic transformation programme, is enough testimony that this province is now going to take the lead in driving transformation and job creation. In our quest to create an equal society, we must fundamentally change the current economic condition of our people.

3. IGULA (RADICAL SOCIO – ECONOMIC PROGRAMME)

Chairperson, as we begin this new term of the current administration, we must appreciate that we carry on our shoulders as the public representatives, the hopes and aspirations of millions of our people. To us Radical Socio-Economic Transformation is not an option but a programme of action that need to be realized in our life time.

As we reported in this House before, the Constitution of the Republic of South Africa, Broad Based Black Economic Empowerment (B-BBEE), Preferential Procurement Policy Framework Act and all other legislations and policies are supportive of transforming the current economic outlook and empower those who were previously marginalized.

Over the past two years, notable progress has been made in institutionalizing Igula into the Department and we are pleased to report that it is now part of the performance measure of all senior managers and is boldly reflecting in the performance plans of the department.

Since the policy was endorsed by the Provincial Executive Council, two years ago, great strides have been made to translate this into tangible action and we must commend the department for adapting and being the lead agent for transformation. The directive now, as we begin this new term of office is to accelerate the

implementation of this programme with all its 10 pillars to the letter.

Allow me to share with the House the progress in the implementation of some of the pillars that we committed to undertake since the previous budget policy speech:

Pillar - 1

Transformation of the KZN transport sector in line with the integrated transport sector code.

- The Department has undergone restructuring to ensure that we are equal to the task. As part of the new organogram, the Department has created a new unit of Integrated Macro Planning, which will assist the Department in coordinating all role player in the sector, including maritime, aviation, freight and logistics.
- The verification of the Department as a public sector was undertaken at the beginning of this year. We are however working on aligning our scorecard as contained in the iGula strategy with the generic public sector scorecards.
- The founding documents for the B-BBEE council have been developed and key role players have been identified. The Department is waiting for the concurrence by the Minister of Transport on the establishment of the council.

Pillar - 2

Radical Procurement Reforms

- The Department is enforcing the implementation of a minimum of 35 percent in all contracts that are exceeding the value of R10 million. A draft guideline that provides guidance for implementing the minimum 35% of subcontracting has been developed in order to ensure uniformity. However, one of the major challenges in sub-contract relationships; is to ensure that sub-contractors are not unfairly treated by main contractors and vice-versa.
- In order to manage this in the guideline without prescribing the business relationship; we are developing a standard contract document to be used in subcontracting; this will contain key compulsory clauses that are meant to protect both parties and minimize any exploitative tendencies in the business relationship. Furthermore, we will be including these clauses in the general conditions of tender so that companies that do business with the Department are aware beforehand of their obligations.
- In this financial year, the Department will finalize and begin to implement the Job and Skills Development Procurement Policy framework. The framework will assist the Department to compel contractors who have been awarded over R5 million value of work to create at least one decent job. The Jobs Procurement framework will further drive our objective of targeting unemployed youth from the Operation Sukuma Sakhe (OSS) profiled wards in particular.
- This means that as we drive the localization of procurement opportunities, we also ensure that job opportunities are also localized where feasible. This strategy does not seek to replace the EPWP, however it seeks to complement and expand our ability to create more stable decent jobs.
- However, there are legislative challenges which are still subject of engagement between the Department and Treasury to allow for the full implementation of some of the key reforms.

Pillar - 3

Enterprise and Supplier Development

- A new contractor development programme has been conceptualized and will be launched this year. This programme is modelled and aligned with the Construction Industry Development Board (CIDB) framework on the contractor development model. The programme will follow an incubation model wherein only contractors who want to grow their entrepreneurial capabilities will be allowed to participate. To this end, a detailed selection criteria has been developed and presented to the CIDB for support. The contrac-

tors in the programme will be invited through an expression of interest. The benefit of this programme is that it also has a strong mentorship and training element which compels contractors to attend training. Contracting opportunities in the programme will also be aligned to the number of contractors accepted into the programme. Strict assessments of exit criteria will also be carried out to ensure that those who remain in the programme do indeed grow; so as to avoid contractors staying in the programme for financial gain without exiting.

- The formation of businesses is the competence of Department of Trade and Industry and Economic Development, Tourism and Environmental Affairs (EDTEA), in the province and in this regard, the Department has established a partnership with Ithala as an EDTEA entity to support the Department in the establishment of social enterprises. This work is currently underway through a partnership with Ithala. Further opportunities presented by Ithala include access to finance and training of emerging entities.
- With the support of EDTEA, consultation sessions will be conducted this month in all regions of the Department with all women currently employed by SMMEs with a view of formalizing them into a cooperative so that they are in a better position to bid directly for work in this area of expenditure in future. The Department has identified the cleaning services as another area to be set aside for Cooperatives. This area of procurement is largely populated by women who do not have security of employment whenever a new company gets a contract.
- Another area that has been identified for Social Enterprises is that of supply of material for construction. Internal work of unbundling contracts is underway within the infrastructure component through the category management team. This team is identifying commodities and material that could be supplied by local enterprises.
- The supply and manufacture of kerbs by SMMEs and Cooperatives has been identified and will be implemented in the current financial year.

Pillar - 4

Enforcing regulator and licensing mandates

- The Department will report progress in this regards during the current term of office.

Pillar - 5

Collaborative partnership

- The Department has finalized the Memorandum of Understanding with iThala to assist the targeted enterprises. Some of these enterprises are uMlalazi Bus Service and Umthonjaneni Bus Service who have acquired a new fleet of buses and constructed new depots.
- Regarding the revitalization of the government garage, a feasibility study on the best viable option was completed in March 2019 and now awaits approval.
- We will also continue to finalize relevant partnerships with the Small Enterprise Development Agency. Since Youth Development has become a key priority, we have also engaged with the NYDA to explore opportunities for collaborations which will open further opportunities for the youth.

Pillar - 6

Establishment of a Strategic Infrastructure Development Agency

- The Department has finalized the Memorandum of Understanding with iThala to assist the targeted enterprises. Some of these enterprises are uMlalazi Bus Service and Umthonjaneni Bus Service who have acquired a new fleet of buses and constructed a new depots.
- Regarding the revitalization of government garage, a feasibility study on best viable option was completed in March 2019 and now awaits approval.

- We will also continue to finalize relevant partnerships with the Small Enterprise Development Agency. Since Youth Development has become a key priority, we have also engaged with the NYDA to explore opportunities for collaborations, which will open further opportunities for the youth.

Pillar - 7

Industrial Development Programmes

- This programme will be implemented in a long term, this falls within the scope of work of the BBBEE Council. Once it is formally constituted and established one of its key deliverables is to ensure alignment to the Sector charter.
- The department has identified the production of keyboards and New Jersey Barriers as one of the commodities which will be used to accelerate the implementation of the industrial development programme. We are also engaging our partners to explore other areas like crushing of stones with a potential of creating job opportunities.

Pillar - 8

Establish a KZN integrated Transport Institute

- The Department of Transport has identified the University of Johannesburg as the strategic partner in the establishment of the Transport Institute. UJ is the only tertiary institution in the country offering a comprehensive curriculum on transport and logistics. The Department will unveil this partnership in October this year. We are also working with the Moses Kotane Institute as another role player in this initiative.

Pillar - 9

Revitalizing road safety programmes

- The transportation committees were successfully established and they have bi-monthly meetings. Some of the responsibilities of the committees is to drive road safety programmes and infrastructure planning. This structure also represent the public who uses public transport. We are currently improving the alignment between the Public Transportation Committees and functions of the Department.
- Currently, the Department is developing localized road safety plans which will be ward based. Moving forward, we are strengthening the existing partnership with Santaco, South African Breweries, Road Accident Fund and Road Freight Association. These sectors are key as their activities impact on road users. We have also partnered with eThekweni Metro in driving a pedestrian campaign, focusing on areas identified as hazardous for pedestrians. The campaign yielded positive results in reducing pedestrian fatalities.
- The Department continues to curb fraud and corruption, working with the Hawks and other law enforcement agencies. This has resulted to the arrest of officials who are colluding with driving school operators.
- The Department is conducting a province-wide audit of signage on all provincial roads. The audit will assist the department in identify areas where signage needs to be improved.
- The Department is currently driving the 365 days law enforcement programme, which include Safety Fridays, Closing the Ranks and working with eThekweni Municipality, we are focusing now on pedestrian safety on high hazard zones, which were identified by the Road Management Cooperation.
- Though the Expanded Public Works Programme, the Department will be recruiting two Road Safety Asiphepe Champions per ward to implement road safety programmes and conduct patrols.
- Working with COGTA, the Department will also develop a plan to integrate Izinduna in our road safety programmes.

Pillar - 10

Driving a sector wide technology development

- The department is working with RTMC to introduce an online learner driver booking system.
- A Departmental Project Management Office (DPMO) has also been created to collect and centralise data within the Department. This will enable the Department to have a bird's eye view of all projects implemented.
- In line with the 4th Industrial Revolution, the BBB-EE Council will also be prioritizing the sector wide-technology strategy to further enhance the adoption of technological solutions within the law enforcement.

4. TORCHING OF TRUCKS

Chairperson, the freight industry is an essential sector of our economy as it ensures the movement of goods. In the State of the Province Address, Premier Zikalala indicated that amongst other priorities the province will focus on Freight and Logistics. This is more significant in our case as KwaZulu-Natal because we are home to two major ports, the Durban harbor and Richards Bay. We are, however, disturbed by the recent incidents of instability that has been characterized by the on-going barricading of national roads and torching of trucks.

We repeat, these are well planned economic sabotage and campaign that is aimed at destabilizing this province.

We must emphasize that government is taking this issue seriously. To this end, an Inter-ministerial task team composed of the Ministers of Police, Transport, Home Affairs, Labour, KZN Premier and the MEC for Transport, Community Safety and Liaison in the province was established. At the last meeting of the committee last month, the following interventions were adopted to clamp down this act of criminality:

- Establish a task team to deal with all issues affecting the stability of the truck industry and drivers. The task team will be led by the Department of Labour Inspector-General. In KZN the team is led by the DDG in the Premier's Office.
- Establish a rapid response team, led by the National Police Commissioner and the Acting Provincial Commissioner that will ensure heightened police visibility on the road and identification of hot spots.
- Elevate the offences committed by perpetrators to economic sabotage. This has been brought to the attention of the National Prosecution Authority.
- All cases reported must be followed up and investigated.
- Intensify joint inspections on the road and companies flouting labour and immigration laws.
- The Industry must conduct skills development and training for local truck drivers.
- Review national legislation among all relevant departments and align it.
- Facilitate free flow of communication between government, industry and drivers.
- Zimbabwean Exemption Permit must not be abused by employers and they must comply with the country's labour laws.
- A database of local truck drivers must be developed to address the notion that we have a shortage of skilled truck drivers in the country.

We are happy to report that a technical task team, led by the Department of Labour Inspector-General and the Deputy Director-General in the Office of the Premier meets on monthly basis to assess the progress of these resolutions.

5. ADOPTING DIFFERENT APPROACH ON INFRASTRUCTURE PLANNING

Madam Speaker, as the Department, more than 70% of our budget goes towards infrastructure delivery, simple because of its impact in unlocking and supporting economic development in the province. We have taken liberty to analyse our delivery model in relation to infrastructure and we agree that it requires an overhaul.

Our approach of wanting to satisfy every community at once has resulted in start and stop of projects. We have projects that are active all over the province and most of them are implemented through phases of five kilometers per financial year.

Our assessment is that while this is assisting in ensuring that the Department has a footprint in all corners of the province, but the pace and turnaround time of completing these projects is slow. In the current system was adopted as a result of the pressure imposed by various communities.

We are aware that some of the communities are not going to be pleased with this approach however it is necessary to make this change in order to enhance delivery of government. Our view is that it is better to focus on few projects, complete them – and then proceed to the next projects.

Through this approach, we will revisit our delivery model wherein focus will be to deliver the projects within reasonable time while containing costs. In this regard our prioritization model will be reviewed to ensure that we can identify key projects which are essential corridors to development, economic growth, tourism and agricultural potential as well as those that are serving important amenities in various communities.

Madam Speaker, we would like to plead for support in this House so that we all take collective responsibility in going to communities and explain this new approach. Once, the prioritization model is complete, we will present it to the Legislature so that we are all aware of the projects that have been prioritized.

Working with the Department of Cooperative Governance and Traditional Affairs, we are integrating the approach on small towns development. Some of our major roads pass through these small towns, therefore we are directly involved in their improvement, taking into consideration the municipal plans and other developmental needs.

5.1 Terminated Infrastructure Project

Chairperson, we are concerned with the performance of some contractors in the infrastructure industry. Shockingly, this is affecting both established and emerging contractors. Currently, we have 28 projects that have been suspended because of defaulting by contractors.

There are number of factors that are believed to be causing this turmoil; among them is the global economic climate, high rise in the cost of living and corporate greediness, wherein one contractor has more than five projects at once. We are considering serious penalties to those who are abandoning our projects deliberately. Equally, the Department will improve its Financial Risk Management Assessment of all contractors awarded work. We have now commissioned a technical investigation into the causes of this problem.

At the end of September 2019, we will be hosting the Provincial Transport Contractor Indaba to address this issue with role players in the construction sector.

6. PROGRESS ON NEW JERSEY BARRIERS

Chairperson, as we reported in this House that we are working with other government agencies to fast-track the construction of the new jersey barriers in the South Africa–Mozambique border in Manguzi. This project is strategic in addressing the scourge of vehicle theft and other cross–border crimes. This project will be complimented by integrated enforcement operations involving various law enforcement agencies working with the Mozambique government.

After months of discussions between the Department, Provincial Treasury, National Treasury, Public Works and the Department of Defence, we have managed to finalize the memorandum of agreement.

In April 2019, led by the then acting Premier Khuzeni, we went to Manguzi and communicated the commencement processes of this project. We are pleased therefore to report to this House that the contractor is currently on site and has commenced with the production of New Jersey Barriers.

This project also falls under our flagship iGula programme hence the barriers are manufactured by a local youth. The project will create more than **445 work opportunities**, mainly to young people. We are planning to sustain this programme by creating a fully-fledged manufacturing plant for New Jersey Barriers and other materials in Manguzi that will supply the entire province.

7. NATIONAL STRATEGIC PROJECTS

Honourable Members, government has identified infrastructure as one of the sectors that will unlock economic growth and create employment.

It is against this background that government, through the South African National Roads Agency Limited (SANRAL), is planning to upgrade two national roads in the province, namely the N2 and N3 corridor. This **R35 billion** project will commence in 2020/21 for the next eight to 12 years. The upgrades are expected to create thousands of job opportunities. Apart from business and job opportunities it will create, this project will improve road safety as it will ease traffic congestion between Pietermaritzburg and Durban.

Last month, SANRAL organised a workshop for Small, Medium and Micro Enterprises (SMMEs) on how they will access business opportunities brought by the project. We would like to applaud SANRAL for this initiative as it is in line with the government radical-socio-economic programme.

In the last five years, SANRAL has invested billions in the province in the following projects:

- Bhuboza Interchange at a value of **R180 million**;
- Iteza Truck Centre at a value of **R290 million**;
- Upgrade of N2 between Mthunzini and Mpangeni at the value of **R1.2 billion**;
- In conjunction with the KwaZulu-Natal Department of Transport, SANRAL built Mt Edgecombe at the value of **R1.1 billion (Province contributed close to R500 million)**;
- N2/Ballito partial interchange at the value of **R140 million**;
- Umngeni Interchange at a value of **R512 million**;
- N2 Harding partial interchange at a value of **R190 million**.

Currently, SANRAL is investing **R237 million** in the construction of Hammersdale interchange.

Engagements are at an advanced stage to upgrade N11 from Bergville via Ladysmith-Newcastle to Mpumalanga.

8. ACHIEVEMENTS OF THE 5TH ADMINISTRATION

Honourable Members, this administration is building on a very solid foundation laid by the 5th administration under the leadership of our former Premier, Willies Mchunu. Indeed, a lot has changed, and we do have a good story to tell.

We must tell a story of a grieving mother of uMzimkhulu who lost her six-year-old girl whilst trying to cross the flooding and crocodile infested Gungununu River to school. She pleaded with government that in honour and remembrance of her child, she is asking for a bridge to be constructed. This caring government led by the ANC has responded and the **R26 million** Gungununu river bridge was constructed and completed in the previous administration.



We have a great story to tell because the community of KwaNongoma, today have an easy link with Vryheid through the construction of main road P-49, which is **23,8 kilometres** long. This road is now all surfaced (ubukade uyibhuqu manje usufakwe itiyela) at a value of **R311.14 million**.

We pride ourselves because Mvelo Mchunu, who is a learner at Tauricus Combine school in Mooi River, is among the **47 000 learners** that are benefiting by being transported free to school every day through the learner transport programme. In addition more than **15 000 learners** from poor households benefited through our Shova Kalula bicycle programme.

Chairperson, we have every reason to celebrate because a widow, whose husband was killed in a taxi conflict, whose family was about to suffer from poverty is now running a legitimate taxi business because she benefited from the **17 189 operating licenses** issued by this department in the past five years as we continue to stabilize and regulate operations in the taxi industry.

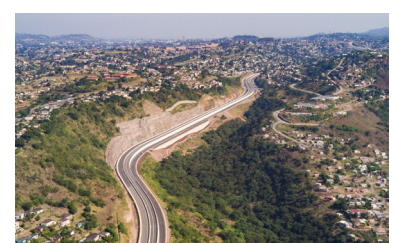
Mama Charlotte Maxeke, Lilian Ngoyi, Winnie Mandela any many others who led the struggle for liberation, are smiling today to hear that as we approach the women's month (August), this government led by the ANC has opened opportunities and awarded Ms Thandi Ngcobo of Zamadunga Business Enterprise a female contractor to construct the **R85 million uMzimkhulu Public Transport facility**. She is among many women, who have benefited through opportunities created by this government.

Chairperson, these are some of the few human and life changing experiences by genuine people whose lives will never be the same again. There are many others, in all corners of this province whose lives have been touched positively by the work of this Department.

Honourable members, allow me to share with the House a brief summary of the key achievements of the 5th

administration:

- * More than **399 kilometres of gravel road** were surfaced into blacktop. This means people now have easy access to important facilities and their travel time is shortened.
- * Over **36 new blacktop** lanes have been added in the existing infrastructure. This will ease the traffic volumes and improve mobility to drive economic growth.
- * A total of **57 new vehicle bridges** and **27 new pedestrian bridges** were constructed, totaling to 84 new bridges throughout the province. This means communities adjacent to dangerous, flooding and crocodile infested rivers now have safe crossing access. Among those bridges completed is Mabhobhane, Mvumase, Nyakana – Linking Maphumulo – KwaDukuza to areas across the Thukela river (eShowe). These bridges are providing a safe link to learners attending to schools such as Nyakana Combined, Banguni High School, Inkonjane Primary, Embusweni Primary School, Siyacothola Primany. These bridges also link up with local clinics and other amenities.
- * Construction of a **R1.1 billion State-of-the-Art Mt Edgecombe/Gateway interchange** has changed the infrastructure landscape of eThekweni.
- * More than **132 649 work opportunities created**, mainly benefiting youth and women headed households.
- * More than **47 000 learners** are provided with free transport to schools. This has drastically reduced absenteeism and improved pass rate.
- * As part of stabilizing the taxi industry four new offices have been opened as part of the decentralization process and more than **17 187 operating licenses**.
- * As part of the implementation of our programme of naming and renaming of infrastructure projects and buildings, the Department has officially named its head office after **Inkosi Mhlabuzima Manhumulo**.



9. PROGRAMME 1 – ADMINISTRATION

Chairperson, we have allocated **R412.788 million** to Programme 1: Administration. This is in response to the call by President Cyril Ramaphosa and Premier Sihle Zikalala of building a capable ethical developmental state.

In this sixth administration, we want a corps of skilled and professional public servants of the highest moral standards and who are dedicated to the public good. We are committed to building an ethical state in which there is no place for corruption patronage, rent seeking and plundering of public money. We believe that the finalization of the new organisational structure will enable the Department to achieve a capable developmental state.

The organizational structure of the Department was submitted to the Department of Public Service and Administration in August 2018 following the approval by Provincial Treasury and the Office of the Premier. We are currently awaiting to obtain a concurrence from the Department of Public Service and Administration (DPSA) soon so that we can reposition the Department for Igula transformational programme. We will request the Premier to engage with the Minister of DPSA to request him to attend to this issue as a matter of urgency. Through the finalization of this structure we will have in place, among other, the Youth Directorate. However focus on youth programme are being prioritized and attended to.

In addition to the new organizational structure, we have launched “Operation Take Your Position for Excellence”. Through this operation, we want to build within the Department of Transport a new cadre of public servants who understand that they are called to serve the people and not to pursue their narrow interests. Their value system must be driven by the principles of Batho Pele.

9.1 Skills development

Honourable Members, we will never achieve excellence if we do not attract the requisite skills relevant for a huge technically driven department such as Transport. It is for this reason that we are responding to the call by the Premier of conducting a skills audit by implementing our internal skills audit. This will assist us to assess our skills gap and technological resources we will require to function optimally as we enter the Fourth Industrial Revolution.

The skills audit will also assist us to build an internal capacity to reduce reliance on consultants. Some of the interventions we have undertaken to reduce reliance on consultants include training and supporting our technicians to register as professionals.

The Engineering Council of South Africa Academy (ECSA) Joint Working Group has been established to expedite the establishment of an academy for the professional registration of candidates. The Department has a mentorship programme which facilitates the professional registration of the technical personnel such as Engineers, Technologists and Technicians.

There are currently **82** professionally registered technical personal within the Department, **55** are professionally registered with ECSA, **27** are professionally registered with South African Geomatics Council in the respective categories. **46** technical staff are waiting for the various engineering councils’ processes.

We have continued with the in-house technical training specifically maintenance in the field of Civil Engineering. To date, the Department has trained the following categories of staff:

- **28** people have been trained in routine road Maintenance
- **32** people trained in Road Safety Audits

- **48** people have been trained in Road Marking
- **26** people have been trained in Apprenticeship training

The Department has three professionally registered engineers and **21 candidate engineers** that are being mentored to register professionally.

The Department has sent **six candidate engineers** to the SANRAL School of Excellence. Furthermore, the Department has initiated internal design training where some roads and structures are being designed internally by our candidates. We have also allocated some of our candidate engineers to construction sites as resident engineers and assistant resident engineers.

Chairperson, some of the roads are now being designed and managed internally in the Department. This will minimize over reliance on consultants and improve internal capacity in the Department. Among some of the projects which are designed and managed internally are D77 in eNtembisweni, D348 in eMshwathi, P234 in Nongoma – Mkhuze and P113 in Highflats.

9.2 Audit turn around plan

Chairperson, the Department remains committed in ensuring clean governance. Despite some qualifications in the past audits, we are making progress since we managed to move from four matters to only two remaining (irregular expenditure and immovable capital assets).

Through our Audit Improvement Strategy, we remain hopeful that the current audit cycle will take us to a better audit position.

9.3 Employment equity

Honourable Members, the Department of Transport continues to make huge strides in increasing the equity targets. We are pleased to report that the Department has surpassed the stipulated national target of 50% at senior management level. Currently, women representation in **senior management is sitting at 52.78%**. Women also make up **47.4% of the total permanent staff population** in the department.

9.4 Fighting fraud and corruption

Chairperson, we shall continue fighting fraud and corruption and mitigating any risk factors brought to our attention by our Risk Management Directorate. The Department has cooperated with Provincial Treasury to ensure that forensic investigations are done swiftly, and recommendations are implemented. As the President and the Premier committed, we must free government from all forms of capture and fight corruption, because it is depriving the poor.

Chairperson, in the past administration, a total of **18 forensic investigations** were concluded while **18 cases** are currently being investigated. The Department will ensure implementation of recommendations to ensure that fraud and corruption is rooted out. Already some officials have been dismissed and some are now serving jail sentences. We want to go beyond this and recovery the money stolen from the poor.

With regards to fighting fraud and corruption in the Driver License Testing Centres, the department has conducted **161** investigations, effected **98** arrests. These have resulted in the cancellation of **168** learners licenses, **104** drivers licenses. The outcome of these are **20** convictions and **20** dismissals.

10. PROGRAMME 2 – TRANSPORT INFRASTRUCTURE

Chairperson, we cannot over emphasize the importance of transport infrastructure to achieve the goals of the current administration under the new dawn. KwaZulu-Natal as a gateway province to Africa and the world requires to deliver infrastructure at a more accelerated speed. The seamless movement of goods and other logistics is essential in unlocking the economic potential of this province.

Corridor development is one of the key strategic projects that the Department will do working with COGTA- and will be aligned with the small town rehabilitation programme. Through this infrastructure investment, we want to promote economic investment and job creation. When the infrastructure is well maintained, more appetite will be developed from private and foreign investors.

Over the next five years, we want to use infrastructure investment to meet the developmental needs and unlock tourism and agricultural potential.

Chairperson, our infrastructure is aging and the assessment by the Department conducted reveals that more **than R16 billion a year is needed to maintain more than 33 000 kilometers** of the provincial road network. Informed by this reality, we are required to always strive for a delicate balance between construction and maintenance.

This year, we have an allocation **R7.8 billion** to transport infrastructure. The allocation of **R3.7 billion** goes to the maintenance of existing infrastructure and **R3.4 billion** for construction of new projects. The remaining goes to planning and design.

In this financial year, we will construct three **(3) pedestrian bridges** and **16 vehicle bridges**. This will total to **19 bridges** that will be built in this financial year alone. We must emphasize that pedestrian bridges are proving to be a challenge, wherein you will construct one and the same community makes a demand for a vehicle bridge. The vehicle bridges can accommodate everyone be it human, goods, animal and motor vehicles.

Chairperson, the South African National Defense Force has a variety of skills which government departments could leverage on to enhance service delivery. One such skills and capacity is in the area of engineering, particularly building of bridges.

The Department is also intending to form a partnership with the South African National Defense Force for the construction of single lane bailey bridges, mainly to provide easy and safe crossing to learners and communities alongside dangerous rivers. This will save government a lot of money and promote inter-governmental relations.

Again, in this financial year, we intend to rehabilitate **2,500,000 square metres of surfaced road**. Equally, we will reseal **500,000 square metres** of surfaced road.

Chairperson, we must also report in this House that our infrastructure is seriously affected and damaged by the changing weather conditions, especially with the recent floods. The recent floods left **214 of our existing roads damaged**. These are mainly projects located in Ugu, iLembe, eThekweni Metro, King Cetshwayo and Zululand. The total estimation value for this damage is **R199.8 million**.

10.1 Project to commence in the current financial year (2019/2020):

- P113, linking Nhlamvini and Highflats in the Harry Gwala District. This project is 34 kilometres long and will be constructed at a value of R75 million. The project will link the community with schools, clinics and public transport facilities.
- Gungununu River Bridge, linking the community of uMzumbe and Harding. This project is anticipated to start this year. The value for this project is R98 million.
- D1014 is located in Bhubhoyi under Ray Nkonyeni Municipality, at a value of R120 million.
- D77 is located in eNtembisweni outside Greytown. This road is 15.72 kilometres long. The budget allocated is R75 million.
- P77 linking Dududu and Highflats. A section of this road will be constructed at a value of R75 million.
- P191, linking Ekuvukeni and Wesbank under uThukela. This road is 17.81 kilometres long. The value is R75 million.
- P6-3, capacity improvement in KwaKopi uMsinga. The value for this project is R127.21 million and more than 308 jobs to be created.
- P714, linking Ndondolo and kwaSonkombo in Ndwedwe. In this financial year, ten kilometres will be constructed. The value for this phase is R150 million.
- Nzinga River Bridge, located in Harry Gwala, the value of the project is R8.2 million.

10.2 Project to be completed in this financial year (2019/2020):

- P415 in Mandeni which is 4.29 kilometres, provides a link between Mandeni (N2) to Tugela mouth. The total value for this project is R38 million.
- Mhlangana Vehicle Bridge, located in Weenen located under uThukela District. The value is R32 million.
- Manzimakhulu River Bridge located at White City in Zululand. The value is R9.9 million.
- Mabhuka – Ntsheleni River, located under uMlalazi. The value for the project is R31 million.
- Tugela Ferry Bridge, located at uMsinga, the last phase to be completed at a value of R16.6 million. This bridge is known as Isibaya Bridge because of the popular TV series. Motorists will not have to stop and wait for one vehicle to cross.
- Main Road P58 is located in the Ugu District Municipality, and serves the communities of both Deemount and Izingolweni by providing access to various schools, clinics and public amenities. The road entails the upgrade of 26 kilometres from gravel to blacktop, and 24.1 kilometres have been completed to date, and the remaining 1.9 kilometres are anticipated to be completed this year.
- D1841 is located in the uMkhanyakude District Municipality. The upgrade of the road will assist by providing a strategic link to the economic node of eNdumo, eKuhlehleni and eMbadleni. The road entails the upgrade of 16.7 kilometres of gravel to blacktop, and 10.2 kilometres are currently being upgraded, with 7.7 kilometres completed in 2018/19, 2.5 kilometres will be completed in 2019/20, while the remaining 6.5 kilometres are anticipated to be completed in 2020/21.
- Main Road P710 is located in the uMlalazi Local Municipality. The road provides access to six schools, a hospital, a clinic and a police station. The road entails the upgrade of 44.6 kilometres of gravel to blacktop, and 15.6 kilometres have been completed to date, while 6 kilometres are anticipated to be completed in this year.
- Main Road P218 is located in the uMlalazi Local Municipality and provides access to six schools, a hospital and a police station. The project entails the upgrading of 9.7 kilometres of gravel to blacktop and 8.9 kilo-

metres have been completed to date, and the remaining 0.8 kilometres are anticipated to be completed this year..

- District Road D880 is located in the uMhlathuze Local Municipality. This road provides access to schools, places of worship, retail stores, reservoirs, and post boxes. The project entails the upgrade of 7.7 kilometres, and is anticipated to be completed this year.

10.3 The following are some of the bridges that are anticipated to be completed in 2019/2020:

- The Injisuthi River Vehicle Bridge is being built over the Injisuthi River, to give access to a clinic, schools and a sport field. The project entails the construction of a vehicle bridge, as well as a pedestrian walkway. The project is anticipated to be completed in 2018/19, creating a total of 55 job opportunities.
- The Mboza–Phongolo River bridge, located under uMhlabuyalingana will be completed this financial year.
- The Maphophoma River Vehicle Bridge is a new bridge being constructed over the Maphophoma River in Ulundi, and aims to provide a safe, all-weather access to a mobile clinic, a crèche and a school. The project is anticipated to be completed this financial year.
- The Mahambuma, Phethu and the KwaSitholane River Vehicle Bridges are new bridges being constructed in Nongoma, and they aim to provide a safe access to schools, clinics and crèches. The projects are anticipated to be completed in the current financial year.



BUFFELS RIVER BRIDGE

Buffels River Bridge is located under uMsinga Local Municipality. It is one of the 84 bridges completed by the Department of Transport in the past five years. This bridge is providing much needed connectivity to the local community and links with road L2953.

11. PROGRAMME 3 – TRANSPORT OPERATIONS

Chairperson, over and above the regulation and provision of integrated land transport services, the Department of Transport also provides affordable transport through subsidised public transport services.

We will continue with the programme of transforming the subsidised transport services contracts in the province. In the current financial year, the Department has allocated **R1.2 billion** for this service.

Our efforts to drive transformation in this sector began three years ago when we implemented the first phase which saw the increase in participation of the taxi industry and small bus operators in contracted public transport services.

There are many lessons learnt from the first phase. We now know where the shortcomings are and how to improve. The lessons have helped us to review our approach so that we achieve more transformation in the sector. In ensuring that we increase access to affordable transport to people who need it most, we have re-designed the contracts for the provision of subsidised services in uMgungundlovu District Municipality to improve coverage and efficiencies. We are also doing this to ensure that the participation of Blacks and Africans in particular in the subsidised bus contracts is increased while improving the impact and levels of services.

Honourable Members, we are concerned about the lack of affordable and safe public transport in areas such as **Mkhanyakude, uMzinyathi and Harry Gwala Districts** where many people still travel long distances to get to public transport. Currently, in Harry Gwala District there are no subsidised bus services while in other districts mentioned above the department is providing minimum service.

While we are experiencing financial constraints which limit our ability to expand subsidised services, we are happy to report that the Department has started a process of redistributing the existing subsidy to areas where there is shortage such as the Harry Gwala District.

Chairperson, let me also take this opportunity to report on another public transport intervention in the province. I am sure we are all aware that eThekweni Municipality is implementing **Go Durban** which will bring much improvement in public transport in the City. The corridor between Bridge City and Pinetown of the project is ready to go live and is currently being tested. Infrastructure development are also underway on corridor between Umhlanga and Durban Central.

Regarding the participation of the taxi industry in the project, the first memorandum of understanding was signed in 2014 which was updated in 2016 between the Municipality and the industry.

We are also assisting UMsunduzi Municipality to fast track their Bus Rapid Transit System. An acceleration plan to implement phase one of the project has been developed.

Chairperson, we remain committed in providing integrated, affordable, safe and reliable transport in the province. For us to achieve this goal, we must pay more attention to our rail network. We are pleased that during his budget speech, the Minister of Transport, Hon Fikile Mbalula has committed the Department to prioritise the issue of fixing our rail infrastructure and improving the functioning as well as the efficiency of trains.

As the provincial Department of Transport, we will continue to work with Passenger Rail Agency of South Africa (PRASA) and Transnet in ensuring that our trains run smoothly. The majority of the working class in the province use trains as their mode of transport to commute to and from work. Therefore, we must eliminate all challenges that cause delays in the functioning of trains such as copper cable theft, aging infrastructure and poor signalling.



11.1 Learner Transport Services

Chairperson, the provision of learner transport services is now managed fully by Department of Transport; with the Department of Education responsible for the identification and assessment of schools and learners that qualify to be provided with transport. The department transported **47 747 learners** from 320 schools in 2018/19, as well as the additional **2 933 learners** in the Nquthu area following a court decision that transport be provided to learners in the area. Also, the Provincial Learner Transport Framework, which guides the transportation of learners in KZN, was finalized in September 2018.

One of the major achievements of this democratic government is to increase access to schooling, particularly for children in rural areas. This can be attributed to a number of programmes government has established to support learners in rural and township communities.

Also in the current financial year, the Department will also provide **3000 bicycles** to improve mobility to people, particularly learners in rural and remote areas.

11.2 Road safety

Chairperson, while great strides have been made in improving our road infrastructure, we remain concerned about the behavior of our road users which results in scores of lives being lost on our roads daily. This situation calls for collective action and a change of mind-set among all road users. Under this programme, we will continue to drive our programmes and campaigns under the slogan “Road Safety is our collective responsibility”.

Year 2020 will mark the end of the “Decade of Action” to end road carnage as declared by the United Nations. South Africa as a member country and signatory pledged for the reduction of fatalities by 50 percent. KwaZulu-Natal has committed to the reduction of 30 percent. We must pose and ask ourselves – what are we going to do differently to put an end to this scourge. Something drastic needs to happen...!

The Department has in the past years embarked on several interventions aimed at curbing road crashes and fatalities. These included amongst others Closing the Ranks and Safety Fridays which are an integrated law enforcement exercise to fight lawlessness on the road.

Our efforts to reduce road carnage yielded positive results this year when we reduced road crashes and fatalities during the Easter holidays. This is attributable to the integrated safety plan we developed with all law enforcement agencies in the province. Credit must also be given to our stakeholders who continue to drive road safety programmes. The most notable, is Hlokomela which is run by SANTACO. This programme has contributed immensely in the reduction of major crashes, which claim more than five lives.

As we move forward, we are going to accelerate the implementation of the Administrative Adjudication of Road Traffic Offences (AARTO) and the demerit system once it is signed into law. We will also continue to mobilise members of the society to obey the rules of the road so that we can save lives.



12. PROGRAMME 4: TRANSPORT REGULATION

Chairperson, 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, implementation of road safety education and awareness programmes and the registration and licensing of vehicles and drivers. A budget of **R987,413,000** has been allocated to this programme.

12.1 Motor Transport Services

Honourable Members, the Department continues to surpass the projection of revenue collection in the provincial fiscus.

In the previous financial year, the department collected over **R1.7 billion in license fees at 80 registered authorities** which services **2.8 million** people in the province annually. This is inclusive of personalised and specific license numbers. The vehicle population in the province stands **at approximately 1.7 million** and increases annually.

The Department has continued to expand its offices to ensure accessibility of the service. Since 2009 five additional Registering Authorities Agents namely Mega City Post Office (Umlazi), Hluhluwe Post Office, Big Five, Hlabisa, Mbazwana and Maphumulo Municipality have been opened bringing the total number of Registering Authority Agency offices to 80 province wide. These comprise of seven Provincial Offices, **40 Municipal offices and 33 Post Offices**.

In the last five years, the Department conducted 4906 training and scheduled inspections. In addition to this, 40 806 technical compliance audits were undertaken.

Working with the Road Traffic Management Corporation, the Department is finalising on-line registration of motor vehicles by financial institutions. We are also in the process of implementing on-line renewal of motor vehicle licenses by registered motor vehicle owners via the Internet.

The outsourcing of the motor vehicle registration and licensing function to the 73 Municipal and South African Post Office Registering Authority Agents, provided work opportunities to **369** employees in the performance of motor vehicle registration and licensing functions in areas throughout KwaZulu-Natal.

12.2. Traffic Law Enforcement

Law enforcement remains central to maintaining a safe environment for road users in the KwaZulu-Natal province and countrywide.

We have continued escalating our focus in improving our traffic law enforcement capability. Traffic Law Enforcement visibility on the road, especially during peak traffic weekends and holidays, as well as at night (between 18h00pm and 06h00am) is critical.

These are the periods where the province experiences a spate of road crashes. As such, we are reviewing our ways of working and reprioritizing the Department's Road Traffic Inspectorate (RTI) and Public Transport Enforcement Services (PTES) to conduct more 24 hour law enforcement coverage.

A provincial task team has been established to assess the state of readiness for the implementation of the 24/7 shifts system.

Honourable Members, we want driving under the influence of alcohol to be classified as a more serious offence. Currently, the law provides for fines ranging between R2000 and R120 000 rand, a maximum of six years imprisonment and the suspension of a license.

Currently, we are engaging the Department of Justice and the National Prosecutions Authority to declare road traffic offences, particularly drinking and driving as a schedule five offence, which means heavier prescribed minimum sentences must be imposed on drunken drivers especially if they have caused a fatal crash.

While this process is continuing, we have accelerated the pace of clamping down on drinking and driving by launching the Alcohol Evidence Centre here in Pietermaritzburg during the Easter Holidays. In the centre, we have installed a Drager machine which is able to give us accurate readings of alcohol in your blood. Since March this year, 215 cases of drinking and driving have been enrolled in court with 111 convictions.

Another leg of tightening up legislation around road crashes will be the introduction of the demerits system. Parliament has already adopted the act. It is only awaiting for the president to sign it into law. These stringent measures will be game changers to reduce road crashes.

2.3 Public Transport Regulation

Chairperson, one of the key mandates of the Department of Transport is ensuring a successful regulation and transformation of the public transport industry. The prevalence of violence within the public transport sector, particularly the taxi industry has continued to be one of the key challenges to achieving the desired success in regulating and transforming the Public Transport Industry.

As the Department of Transport in the province, we are duty bound to change this picture through collaboration with all stakeholders within the industry including operators and users of public transport.

We are pleased that in the last five years, great progress has been made in stabilizing the taxi industry. One of the major milestones achieved was the hosting of the Provincial Taxi Indaba to deal with the moratorium on new operating licenses. The Indaba paved way for a phased in approach to uplift the moratorium.

To date, a total of **1 962 operating licenses** have been issued through this project and a further **2 519 operators** still need to lodge their applications with the department for them to be fully compliant. We are planning to convene an annual Taxi Indaba to create a platform to deal with issues affecting the industry in a structured way.

Last year, the Departments of Transport and Community Safety & Liaison hosted the first Private Security Indaba in the province to address challenges that emanate from the involvement of heavily armed security guards in public spaces including taxi ranks. Working with Private Security Industry Regulatory Authority (PSIRA), we have adopted a very hard line against security companies that have been found to be involved in violence shooting. We must deal harshly with the culture of impunity and people behaving as law unto themselves.

We have also succeeded in decentralizing our Provincial Regulatory Entity offices in four regions of the department, namely Ladysmith, eMpingeni, Port Shepstone and Mbazwana. A site has been identified in Durban to open another office that will cater for all operators within closer proximity to eThekweni municipality. Processes to have the offices opened are at an advanced stage; with the MoU between the two parties being finalized. The decentralization of the offices has assisted in the timeous processing of applications. In the past, operators travelled long distances to lodge applications and collect approved operating licenses.

In an effort to reduce the violence in the public transport industry and also avoid the saturation of operating routes in the province, the Department commissioned an economic viability study of the public transport in the province. The study provided results on whether Public Regulatory Entity (PRE) can still issue new operating licenses in the districts where surveys were conducted or find remedies for over-saturated routes. The study further discovered unregistered routes that can be registered as they are operated currently by public transport operators.

In the last five years, a number of interventions have been made to deal with the scourge of violent conflict and successes were made in the various parts of the province that were affected.

We also developed and entered into cooperation agreements with a number of associations that were identified to be the most unstable in the province such as KwaDukuza, Port Shepstone and Newcastle. These agreements are assisting in building stability and normalizing operations in areas affected by conflict.

We remain committed in securing sustainable peace and stability in a few challenging areas, the latest of which is in Mandeni where at least seven vehicles were burnt and there was exchange of gunfire between members of two security companies. We commend the police, who have moved in to ensure the safety of innocent people and have arrested suspects carrying dangerous firearms at the taxi rank. Since our intervention in the area, no further incidents of violence were reported.

Notwithstanding some challenges, the Department remains focused on ensuring that the industry is peaceful and stable. Interventions and engagements with operators will continue so that we stop the power struggles, where individuals are hungry for the control of the association and its resources.

Chairperson, government is also forging ahead with the implementation of the Revised Taxi Recapitalization Programme. This new improved programme, came into effect in March 2019 and is of benefit to the industry. Since 2016, approximately 8 729 taxis have been scrapped in the province. As part of modernizing the taxi industry, improving compliance and safety standards, we appeal to the industry to make use and participate in this programme.



13. PROGRAMME 5

13.1 Community Based Programme

Chairperson, this programme is essential in alleviating poverty, creating jobs and empowering the designated groups. Through this programme, we can give true meaning to our theme. The budget allocation for this programme in this financial year is **R39.1 million**. In the last five years, the Department created **132 649 work opportunities of which 44 000 were created** in the previous financial year through the Expanded Public Works Programme (EPWP). In the current financial year, the Department has planned to create **58 260 work opportunities** including **41 000** for Zibambele.

13.2 Vukuzakhe Emerging Contractor Programme

Chairperson, the Vukuzakhe Emerging Programme remains one of our key empowerment programme for emerging contractors. As the Department, we will continue to make interventions informed by the principle of this policy and other transformation initiatives. Over the past years this programme has been very instrumental in assisting emerging contractors. In the last financial year, the Department awarded **394** contracts to the value of **R261 million**.

We must report that we are attending to issues of compliance and other challenges as identified by the Auditor General and we are working on aligning it with the new legislative framework and Supply Chain Management requirements. When this programme was invented some of the legislations were not in place and now we must ensure that this programme conforms without losing its essence of empowering emerging contractors and driving transformation in the construction space.

13.3 Contractor Development

In response to the mandate to support Igula, the Department has conceptualized a Contractor Development Programme that will support the implementation of the incubation model. The policy will guide the implementation of training with clearly defined objectives of upgrading and exiting participants into the open market.

It is worth mentioning that while Vukuzakhe is reviewed, some of the achievements of this programme have gone a long way in championing the interests of emerging contractors. Through this programme, we managed to train over **6 000 contractors** which include:

- 3 450 small contractors
- 1 720 women
- 1 521 youth and
- 29 people with disabilities



13.4 Vukayibambe Routine Road Maintenance Programme

Honourable Members, young people constitute the majority of the people who are unemployed in the country. As part of our contribution to creating work opportunities to the youth, the Department has established the Routine Road Maintenance programme called uVukayibambe. This Expanded Public Works Programme will assist in maintaining the quality of provincial roads as well as providing work opportunities coupled with training to the youth. With this programme, the Department has targeted to create work opportunities to **4 000 young people** from across the Province. The youth are contracted on a two year period to undertake routine road maintenance and other infrastructure related activities. The Maintenance activities to be performed by Vukayibambe participants include, among others:

- Traffic Accommodation
- Clearing and Grubbing/side brushing
- Tree felling
- Removal of litter from verge and median
- Clearing of drains and waterways
- Cleaning of kerb and channel and side drains
- Installation and dismantling of road signs
- Cleaning/maintenance of road signs
- Erection and maintenance of guardrails
- Installation of road studs
- Minor Pothole patching



3.5 National Youth Service (NYS)

Another programme the Department is piloting and rolling out this year is National Youth Service Programme (NYS) which is being implemented as part of the EPWP. The programme supports community and national development whilst simultaneously providing an opportunity for young people to access opportunities for skills development, employment and income generation.

The Programme will target **850 young people** aged between 18 – 35 years across the province. In 2019/20 financial year, the Department will target two districts namely; uThukela and uMkhanyakude. Recruited youth will be offered Accredited Training on the National Certificate, Construction, Roadworks NQF Level 03.



14. CONCLUSION

Chairperson, we must commend the management and employees of the Department, who continue to be true ambassadors of excellence. The following are the accolades received in the past financial year:

- Best Implemented Road Safety Project / Programme of the year
- Best Batho Pele Team of the year
- Best Implemented Project / Programme of the year
- Best Public Service Innovation / Creativity of the year
- Best Operational Employee of the year

Chairperson, through this budget policy speech, we present a vision that will take this province to another level. As we begin this term, we are inspired by encouraging voices of our people who expressed hope to this government. Disappointing them is not an option. We dare not fail their expectations.

We must be inspired by the spirit of great leaders, who have walked before us in building this Department. Here I refer to Mr Sbu Ndebele (Manzankosi), Mr Bheki Cele (Ndosi) and Mr Willies Mchunu (Macingwane) – the foundation they laid must compel us to take this Department to greatest heights.

We must also be inspired by great African leaders, who, through their resilience worked tirelessly to free the oppressed people. On this note allow me to pay tribute to the founding President of Zambia, His Excellency Kenneth Kaunda, who, this year is turning 95 years.

We are looking forward to work with the Transport portfolio committee, led by Honourable Chairperson, Siboniso Duma and all members of the committee.

Allow me to also extend my deep appreciation to my organization, the African National Congress for the support they have given me when discharging my responsibility. To the Premier – Khuzeni, thank you very much for your on-going guidance and support.

To the Head of Department, Mr Sbusiso Gumbe and your management team, thank you for always demonstrating professionalism as we continue to transform people's lives.

To my family for always being my pillar of strength and a shoulder to cry on. I am hugely indebted in you.

Chairperson, in conclusion we must all strive for unity as we drive this transformation programme. Unity of purpose is the only weapon we have at our disposal that will make us prosper and achieve total emancipation of our people – but we must be aware there are wedge drivers out there. Like President Oliver Tambo said:

“Close ranks – be vigilant comrades. The enemy is vigilant. Beware the wedge driver! Men who creep from ear to ear, driving wedges among us: who go around creating splits and divisions. Beware the wedge driver! Watch his poisonous tongue”

Chairperson, allow me to table the budget of vote 12, which is **R10.8 billion for the financial year 2019/2020.**

Through this budget we shall move with speed in **“Transforming Transport Sector, Growing the Economy for Job Creation”**

I thank you





**“TRANSFORMING
TRANSPORT
SECTOR,
GROWING
THE ECONOMY
FOR
JOB
CREATION”**



transport

Department:
Transport
PROVINCE OF KWAZULU-NATAL

INKOSI MHLABUNZIMA MAPHUMULO HOUSE

172 Burger Street • Tel: 033 355 8624

Pietermaritzburg

www.kzntransport.gov.za

Email: communications@kzntransport.gov.za

16 JULY 2019

ROAD SAFETY IS OUR COLLECTIVE RESPONSIBILITY.