



BUDGET VOTE SPEECH

by: MEC FOR TRANSPORT, COMMUNITY SAFETY AND LIAISON
NELISWA PEGGY NKONYENI (MPL)

VOTE 12



KWAZULU-NATAL PROVINCE

TRANSPORT
REPUBLIC OF SOUTH AFRICA

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BUDGET VOTE 12 POLICY STATEMENT 2021/2022 DELIVERED BY THE MEC FOR TRANSPORT, COMMUNITY SAFETY AND LIAISON - HON. NELISWA PEGGY NKONYENI (MPL) DURING THE SITTING OF THE KWAZULU-NATAL LEGISLATURE, PIETERMARITZBURG, 20 MAY 2021

- Honourable Speaker of the Provincial Legislature, Nontembeko Boyce;
- Deputy Speaker, Honourable Themba Mthembu;
- Honourable Premier Sihle Zikalala;
- Honourable Members of the Executive Council (MECs);
- Honourable Chairperson and members of the Transport Portfolio Committee;
- Honourable Members of the Provincial Legislature;
- Amakhosi aseNdlunkulu;
- Acting Head of Department Ms. Simanga Ngubo and Officials;
- Academia, Labour, Captains of Industry and Civil Society;
- Stakeholders who have joined us through virtual platforms;
- Members of the media;
- Ladies and Gentlemen;
- Comrades and compatriots.

1. INTRODUCTION

Honourable Chairperson, it is my pleasure to present the budget speech on Vote 12, which is the budget policy speech for the KwaZulu-Natal Department of Transport. We are tabling this budget speech under the theme: ***“Championing a new developmental trajectory for rapid growth and job creation”***.

Through this theme, we are re-imaging and defining a new phase for development and we refocus this government led by the African National Congress (ANC) in continuing to serve the people. This theme also aligns with the tone set by the Premier of our province, Honourable Sihle Zikalala, who in his State of the Province Address called on us to ***“Quicken the Tempo to Economic Recovery and Job Creation”***.

The overarching message in all the above statements is the assurance that as government we acknowledge the enormous tasks at hand, and we are willing to do things differently and with greater urgency to change the lives of our people.

Chairperson, we wish to acknowledge the contribution made by our late liberation stalwart and MEC, Bheki Ntuli, in championing development and laying a foundation for this Department to continue to grow. His presence was felt and indeed his untimely and painful departure left an indelible void in the Department. Ours is to take the spear and forge ahead. As part of commemorating Mphemba's life and as part of our Roads Naming & Renaming, we will name one of the key strategic roads after him. The process is now in the consultation phases and we will soon make an announcement in this regard. We will also be honoring His Majesty, King Goodwill kaZwelithini and uNdlunkulu for their role towards peace, unity and rural development in the province. We also commit to continue working closely with the Zulu Royal Family and all Amakhosi aseNdlunkulu in promoting rural development.

2. POLITICAL CONTEXT

Madam Speaker, through this Budget Policy Speech, we are making a “**Solemn Oath**” to continue serving our people and to indeed “**quicken the tempo**” in improving their lives as the Honourable Premier Khuzeni instructed us to do.

We are indeed rolling up our sleeves and championing a new trajectory. We need to be more aggressive and be resolved in addressing the triple challenges of inequality, unemployment and poverty that continues to confront our society.

In addressing such stubborn challenges, we must, however, be inspired by the progress we have made in championing women emancipation. I have no doubt Mama Charlotte Maxeke whose 150th birth anniversary we celebrate this year would be pleased to know that this Department has achieved more than 52 percent women representation in Senior Management positions, and that they continue to play a very strategic and instrumental role in ensuring development and service delivery.

A black and white portrait of Charlotte Maxeke, a woman with dark skin, wearing a headwrap adorned with beaded jewelry and a patterned garment with multiple strands of beaded necklaces. She is looking directly at the camera with a serious expression.

CHARLOTTE MAXEKE

7 APRIL 1874 - 16 OCTOBER 1939

3. IMPACT OF THE COVID-19 PANDEMIC

Honourable Chairperson, the impact of the COVID-19 pandemic will continue to be felt by many generations to come. Equally, as the Department we have suffered severely due to this global pandemic. We have lost many of our valuable staff members and important skills that are necessary to the work of the Department.

The latest Covid-19 statistics indicates there has been more than 365 staff members in the Department of Transport that have been infected by Covid-19, of those there are 296 recoveries and sadly, 26 staff members passed away. The pandemic has also had a significant impact on the construction industry as many projects were halted during the National lockdown

4. PROGRESS ON THE RADICAL SOCIO-ECONOMIC TRANSFORMATION PROGRAMME (IGULA)

Honourable Chairperson, the Premier captured well the importance of forging ahead with the Radical Socio-Economic Programme through Operation Vula. Taking the line from Operation Vula, as the Department we have tailor made our radical socio-economic transformation strategy and named it IGULA, which stands for Inclusive Growth, Unity and Economic Liberation of African in Particular and Blacks in General.

The Department is continually implementing this programme focusing on using the procurement expenditure as a way of increasing the economic redistribution to reflect the demographics of the province and promote the participation of all designated groups. Since the introduction of our radical socio-economic programme, IGULA, we have witnessed massive progress in the distribution of resources within the transport value chain. This radical shift is largely benefiting our people, who, otherwise would have continued to be deprived of opportunities within the mainstream of economy.

Under IGULA the Department of Transport continues to implement procurement reforms, which focuses on two key elements namely; the application of the prequalifying criteria on tenders and enforcement of a minimum **35% sub-contracting** of all contracts from a minimum value of R10 Million across all programmes. IGULA performance in the Department is largely driven by the infrastructure procurement and public transportation while other areas are also aligned.

Honourable Chairperson, the Department spend in all procurement opportunities both indirect and direct opportunities is **R2.59 Billion**, in which the total number of contracts awarded was **3 123 opportunities** in the previous financial year. Through the Department's Igula transormation policy, we have started the process of unbundling large contracts so that designated groups can benefit from the econoimic value chain.

Direct Procurement Opportunities: Value of contracts awarded below R10 Million

The total cumulative contracts value awarded below R10 Million is **R 605 Million**. Of this **R211 Million** was awarded to women-owned entities and translates to 35%. The total of **664 contracts** have been awarded to date and **257** of these benefitted women-owned entities translating to **39%** of the total number of contracts to women-owned entities. Of the total value of contracts awarded below R10 Million, **R129 Million** benefitted youth-owned entities translating to **21%** of the value to youth-owned entities. Of the total **197 contracts** that were awarded to youth-owned entities this translates to **30%** of contracts that went to youth owned entities. Of the total value of contracts awarded below R10 Million, **R2.5 Million** was awarded to People With Disabilities translating to **0,4%** of the value, and **5 contracts** were awarded to People With Disabilities. Of the total value awarded below R10 Million, **R13 Million** was awarded to Military Veteran Association owned-entities translating to **2,1%** of the value and **8 contracts** were awarded to date.

Direct Procurement Opportunities: Value of contracts awarded above R10 Million

The total cumulative value awarded above R10 Million is **R1 Billion**. Of this **R223 Million** was awarded to women-owned entities. This translates to **21%** of the total value. A total of **18 contracts** have been awarded to date and **6 of these went to women-owned entities translating to 29%** of the total number of contracts to women-owned entities. Of the total value of contracts awarded above R10 Million, **R51 Million** went to youth-owned entities translating to **5% of the value awarded to youth owned entities**. In total **3 contracts** were awarded to youth-owned entities and this translates to **17% of contracts** benefitting youth-owned entities.

Indirect Opportunities (Subcontracting): Value of sub-contracts awarded on contracts above R10 Million

The total cumulative value of sub-contracts awarded on contracts above R10 Million is **R 204 Million**. Of this **R82 Million** was awarded to women-owned entities. This translates to **40%** of the total value of contracts sub-contracted to women-owned entities. A total of **94 contracts** have been awarded to date and **33 of these went to women-owned entities translating to 35%** of the total number of contracts awarded to women-owned entities. Of the total value of sub-contracts awarded, **R68 Million** went to youth-owned entities translating to **34% of the value of youth-owned entities** that were sub-contracted. In total **37 contracts** were awarded to youth-owned entities this translates to **39% of contracts benefitting youth-owned entities**. Of the total value of sub-contracts awarded, more than **R1 Million** was awarded to People With Disabilities translating to **0,7%** of the value and **2 contracts** were awarded to People With Disabilities. Of the total value awarded below R10 Million, **R890 0000** was awarded to Military Veterans Association owned-entities translating to **0,4%** of the value and **2 contracts** were awarded to-date.

The Department procurement spent on the Personal Protective Equipment's (PPEs):

The procurement of the Covid-19 related PPEs opportunities in this financial year is **R10.8 Million**. The balance of R347 000 000 was spent on women owned entities and

R1.4 Million was spent on youth-owned entities. A total of **30 contracts** were awarded to PPE opportunities, **9 contracts** were awarded to women-owned entities that translates to **30%**, **12 contracts** were awarded to youth-owned entities that translates to **40% of contracts that benefitted youth-owned entities**, and **5 contracts** were awarded to young women-owned entities that translates to **17%**.

5. TOWNSHIP ROADS AND POTHOLE PATCHING

Honourable Chairperson, due to the ever-changing weather patterns and aging infrastructure, our road network, including township roads is severely affected. The state of our township roads is dire and need urgent intervention. As Premier Khuzeni directed us, together with Treasury, the Department of Cooperative Governance and Traditional Affairs (COGTA) and municipalities, we have formed a joint task team that will work on this project. The task team will assess the extent of work that needs to be done, estimated costs and advise on the funding model for such work. This will be done with speed because our people cannot wait any longer. This will be part of the ongoing government programme to revive the township economy.

Equally, Honourable Chairperson the challenge of potholes continues to persist as most provincial roads are aging and reaching the end of their lifespan. We will now implement our plan to improve the turn-around time of fixing potholes. Our strategy is to fix potholes within 48 hours and all our district teams will be called to account on the state of the road network, especially as it relates to pothole patching. The Department is also improving its asset management plan which will ensure early warning signs for roads that need to be prioritized as part of our maintenance programmes.



6. BUDGET ALLOCATION FOR THE FINANCIAL YEAR 2021/2022 AND OVER THE MTEF

Honourable Chairperson, I am pleased to table the budget for Vote 12 which is **R11,6 billion** for the adoption and approval of this house. The breakdown of the budget is as follows:

6.1 BUDGET ALLOCATION PER PROGRAMME

PROGRAMMES	2021/2022	2022/2023	2023/2024
Administration	514 729	529 062	583 334
Transport Infrastructure	8 168 840	8 088 921	8 133 667
Transport Operations	1 937 852	1 942 542	1 814 232
Transport Regulations	982 451	1 013 995	1 058 611
Community Based Programme	40 537	42 194	44 050
TOTAL	11 644 409	11 616 714	11 633 894 000

6.2 CONDITIONAL GRANT ALLOCATED

PROGRAMMES	2021/2022	2022/2023	2023/2024
Provincial Roads Maintenance Grant	2 138 225	1 930 879	2 027 423
Public Transport Operation Grant	1 314 912	1 309 303	1 367 009
EPWP Integrated Grant	73 252	-	-
TOTAL	3 526 389	3 240 182	3 394 432

7. PROGRAMME ONE: ADMINISTRATION

Chairperson, the purpose of this Programme is to provide the Department with the overall management and administrative, strategic, corporate support and financial services, including human resource management, labour relations, communications and legal services. In this financial year, we have allocated **R514 Million** for this programme.

7.1 BUILDING THE CAPACITY OF THE STATE

Honourable Chairperson, one of the strategic priorities of this current administration is to build the capacity of the state to deliver. We are working hard to address all the skills gaps in the system, including the historical organisational and systemic structural design of the department. Part of achieving this is to address the scarcity of professional engineers, which is affecting our work.

Plans are at an advanced stage for the Technical Academy, which will be training technicians, technologists and candidate engineers. This pilot project will take off in this financial year and is supported by the Engineering Council of South Africa (ECSA). In addition, as part of our Mentorship Programme, we have **104 professionals** within the build environment.

The Department has a highly skilled team of professionals that has been found to be competent by the independent professional body, ECSA, in the areas of operations.

Honourable Members, the Department through Adult Education and Training (AET) is assisting **37 learners at a value of R5.6 Million**, currently we have 132 interns employed as part of our **Graduate Internship Programme at a value of R30.3 Million**. In the next financial year we have targeted **401 interns for our graduate internship programme at a value of 36,7 Million for a period of two years**, our **Learnership Programme has 93 Apprentices in Earthmoving Mechanical at a value of R1.2 Million**, our **Bricklaying Apprenticeship has 49 candidates** and **Work Integrated Learning Programme has 41 candidates**.

In addition, the Department has awarded 213 bursaries to its staff at a value of R3.8 Million and to 48 external learners at a value of R2.9 Million. Chairperson, we are committed to ensuring stability in the department and we are fast tracking the process of appointing the Head of Department. We can assure you that by the 1st of July 2021, we would have filled the position.

7.2 SERVICE DELIVERY MODEL REVIEW

Honourable Chairperson, as part of our Five-Year Strategic Plan, the Department seeks to play its meaningful role as a **“Gateway to Africa and the World”**. This policy statement must not just be a rhetoric, but it must find expression and ensure that we indeed play a meaningful role in coordinating all the transport-related activities in the province. Our strategy moving forward will not only focus on road transport – but we want to expand our presence and influence future plans in the aviation, maritime and rail transport sectors.

We have started engagements in this regard, and we want to reclaim what we think belongs to transport. This Department must play a meaningful role on the decisions of the building of small airports, developments of ports and improvement of rail infrastructure within our province.

Honourable Chairperson, as the Department we are currently reviewing our service delivery model and aligning the Department with the District Development Model (DDM). The DDM has been adopted as a policy for service delivery by this government and we are now part of the One Plan – One District Budget approach.

Currently, we are transforming all our regional offices and local offices (Cost Centres) to align with district municipalities for easy coordination and integration. We are now going to have Department of Transport District Offices in all district municipalities, including eThekweni Metro. These must be fully fledged offices which will be able to have all services offered by the Department. I have directed management to finalise the restructuring process and report to DPSA in six months.



Honourable Chairperson, it has taken the Department more than 10 years to finalise the Organisational Structure. This is impacting negatively in the ability of the Department to deliver services. The engagements with the Department of Public Services and Administration (DPSA) has not secured a concurrence, which is impacting on the capacity of the Department to deliver services to the people.

7.3 TIGHTENING INTERNAL SYSTEMS AND CONTROL

Chairperson, the Department has undertaken a three-day Strategic Review Session. We identified a number of defects and agreed to align our systems and improve the functioning of the Department. As part of this exercise, we have agreed to develop a **Provincial Infrastructure Masterplan** for the infrastructure roll-out. This will include all projects to be constructed and maintained in each district and will feed to the DDM. We have also agreed on reviewing our Supply Chain Management (SCM).

To this end, we have engaged with Treasury to assist in beefing up our SCM team. Equally, we have agreed to have a dedicated **Infrastructure Procurement Team**. This will improve service delivery and eliminate unnecessary delays in the implementation of projects. In the meantime we are fast-tracking procurement processes through appointing multi-disciplinary professional teams in the construction industry through the Turnkey approach. The Department will also resuscitate the Contract Management Unit as part of improving service delivery.

7.4 DIGITAL TRANSFORMATION STRATEGY

Honourable Chairperson, we need to capitalise on the realities of the Fourth Industrial Revolution to improve service delivery. It is high time that as the Department we improve the way we interact with our citizens. This is even more urgent with the realities brought about by the Covid-19 and other life-threatening diseases. Among some of the key strategic focus areas of our Departmental Digital Strategy include developing:

- A **Digital Service Catalogue**, which will ensure that our services are available via mobile phones and computers, like Online licence renewal, Online Learner and Driver Test Systems.
- **Smart Public Transport** – digitize operating licences thus reducing fraud and corruption. The system will improve the management of routes. This will create a more efficient public transport and improve customer care.
- **Smart Road Safety** – use information to monitor people's movements and driver behaviors. This will assist in improving traffic policing and deployments will be informed by updated data.
- **Law Enforcement** – improve enforcement using electronic devices to issue fines and information verification. This will also create an online payment system for fines and licencing.
- **Departmental Project Management Office (DPMO)** – smart way of managing departmental projects. This is maturing and already more programmes are now digital in infrastructure.

7.5 RISK, FRAUD AND CORRUPTION

Honourable Chairperson, fighting fraud and corruption is one of the key priorities for this Government. Through our Internal Control, we have identified critical areas which need urgent attention to prevent fraud and corruption. We are strengthening our anti-fraud interventions so that we are more proactive in preventing and detecting risks relating to fraud and corruption before such criminal acts even take place.

In terms of investigations pertaining to forensic cases, the Department outsourced all forensic investigations to the Forensic Unit in the Office of the Premier. There are **21 cases that were referred for forensic investigation, 10 are completed and 11 are in progress.**

Honourable Chairperson, the Department is also working with other law enforcement agencies to close the net on those who are continuing with driver licence and motor licence fraud. Recently, the suspects who were involved in issuing more than 490 fraudulent roadworthy certificates were arrested in Pinetown, corrupt examiners continue to be arrested every day in this province. We want to send a clear message that the illegal issuing of learners and driver licences is a serious risk which endangers the lives of road users. Equally, giving an unroadworthy vehicle permission to be on the road is a serious crime.

Honourable Members, the Department will continue to implement robust strategies to fight fraud and corruption in the testing environment and in law enforcement operations together with other law enforcement agencies. In February 2021 five (5) officials from Umngeni Municipality received various sentences ranging from imprisonment as well as fines for fraudulently issuing learner's licences. This was a joint effort between the National Road Traffic Management Corporation (RTMC) anti-corruption unit, Hawks and the Department.

The Departmental Inspectorate unit, in its quest to fight corruption at the driver's licence testing centres, has since conducted **161 investigations**, effected **98 arrests** which therefore resulted in the cancellation of **168 learner's licences** and **104 driving licences** between 2019 to 2021.

Out of these investigations, there were **20 examiners** who were convicted of fraud and corruption by the courts and 20 have been dismissed from employment. These investigations included driving licence centres run by the province and municipalities.

7.6 AUDIT IMPROVEMENT STRATEGY

Honourable Chairperson, it is concerning that the Department has not received a clean audit in the past five financial years. While matters of audit concerns are continuing to be eliminated, the reality is that there is a greater need to improve accountability and financial management.

“ There were **20 examiners** who were convicted of fraud and corruption by the courts and 20 have been dismissed from employment.

We are taking a very firm position against irregular expenditure as it has been one of the major concerns over the past years. The elimination of irregular expenditure will be done while improving service delivery, mainly infrastructure delivery. We will implement consequence management and impose harsher punitive measures against officials who contravene the Public Finance Management Act.

As part of our audit turn-around strategy, we continue to converge weekly to assess progress and process reports on some outstanding work that still needs to be done. These meetings are attended by officials from the Department of Treasury and the Auditor-General is assisting. Our plan is to turn the situation around and improve the audit outcomes of the Department. This will be done through ensuring adherence to accounting standards and compliance with accounting manuals.

PROGRAMME 2: INFRASTRUCTURE

8.1 billion
allocated budget

8. PROGRAMME TWO: INFRASTRUCTURE

Honourable Chairperson, the key role that transport infrastructure plays, as an enabler to connecting economies and people, while driving socio-economic growth and development, remains the backdrop to delivery in the transport infrastructure. The Provincial Growth and Development Plan makes the following observations on the importance of infrastructure.

“The Province’s long-term success and participation in the global market will depend on its ability to maintain good governance, to continue to provide services and improve its transport and logistics infrastructure. In line with national government policy, public-sector investment in infrastructure is seen as key to building the overall levels of investment in fixed assets, which is central to achieving growth and development targets. The need is therefore to invest in both operational infrastructure (such as roads) and connectivity (information technology, mobility) infrastructure.”

Honourable Chairperson, the above statement is very relevant considering the strategic nature and location of our province. It is estimated that the ports of Durban and Richards Bay account for some 80% of the value of all goods imported into and exported from South Africa with approximately 9 000 heavy vehicles per day passing through the Mariannhill Toll Plaza on the N3. While this is an indication of growing economic activity, the increased road freight, particularly between Gauteng and Durban, has placed the KwaZulu-Natal Provincial road network under severe strain. Furthermore, users of the N3 suffer losses of nearly R800 million per annum due to accidents and time delays.

Many of the most heavily trafficked roads have passed their design lifespan, while some heavily trafficked roads are not designed to accommodate freight. This has increasingly manifested itself through road failure, more potholes, higher accident rates, increased vehicle operating costs, longer journey times, higher transaction and logistic costs, reduced productivity, reduced global competitiveness and high levels of public discontent.

It is within this context that the Department will continue to streamline, consolidate and elevate management of strategic partnerships and inter-governmental relations to improve coordination and collaboration between the province, national government and its entities, municipalities and other social partners. This will support integrated planning and ensure a more efficient delivery of services.

Notwithstanding transport infrastructure financing and other challenges, the need to maintain the primary road network and keep it at appropriate levels will continue to be one of the most important strategic focus areas especially when the Department is faced with significant maintenance backlogs. It is well documented that the Provincial Road Network in South Africa has been under-budget for several decades. The backlog is estimated to be at around R417 Billion, of which the provincial road maintenance backlog accounts to R15 Billion. The situation is further worsened by the budget cuts, which in the last financial year accounted to more than R2 Billion due to COVID-19.

The shift in infrastructure delivery to concentrate more on fewer but strategic and catalytic infrastructure, remains at the forefront of our plans. The new approach places a premium on consolidating the available capacity and resources while focusing on completing construction projects on time, within budget and scope, and with the highest possible levels of quality.

As part of the strategic interventions, the Department is working hard to find solutions and to unlock delays in many construction projects in the province – and importantly the maintenance of our more than 25 000 kilometres of gravel road network. Working with the Department of Cooperative Governance and Traditional Affairs together with Amakhosi will assist with regard to resolving the challenge of the borrowed material. Equally, the Department is improving its Supply Chain Management (SCM) unit to have a dedicated section, of highly qualified and experienced people to attend to infrastructure procurement.

8.1 PROVINCIAL INFRASTRUCTURE INVESTMENT

Honourable Chairperson, the Premier has directed us to move with speed in infrastructure delivery investment to grow the economy and create jobs. Infrastructure delivery is the lifeblood of our radical economic transformation and redistributing the economic to reflect the demographics of our society.

Our infrastructure roll-out is a direct response to the Covid-19 Economic Recovery Plan to sustain economic growth and reposition the province for investment and job creation.

Honourable Chairperson, in the next three years we are investing more than **R21 Billion** in the construction and maintenance of the provincial road network. In this financial year alone, we are investing **R8.1 Billion** in infrastructure delivery. We continue to strike a delicate balance between maintenance and construction of new projects. To this end, we have invested **R3.6 Billion** in maintenance while investing **R3.7 Billion** in constructing new infrastructure projects.

Through this massive investment, in this financial year, we plan to construct **99 kilometres** of surfaced road, build new **50 kilometres of gravel road**, and construct **9 vehicle bridges** and **4 pedestrian bridges**. In addition, we will rehabilitate and maintain **1 800 000 square metres** of the current existing infrastructure.

This is in addition to the already existing **8 602 kilometres** of the paved provincial road network and **25 000 kilometres** of gravel road network throughout the province.

“In the next three years we are investing more than **R21 Billion** in the construction and maintenance of the provincial road network.

8.2 CONSTRUCTION BUDGET ALLOCATION PER DISTRICT

District Municipalities	New Infrastructure	Rehabilitation	Upgrades
Ugu District	39 878	71 643	201 084
uMgungundlovu District	27 170	185 665	198 049
uThukela District	42 616	140 298	199 282
uMzinyathi District	96 682	83 633	103 650
Amajuba District	6 260	81 993	37 250
Zululand District	135 163	124 056	133 125
uMkhanyakude District	8 855	216 729	67 146
King Cetshwayo District	25 737	187 727	176 862
iLembe District	31 487	119 814	64 510
Harry Gwala District	92 300	145 385	238 826
eThekweni Metropolitan	58 651	188 540	101 607
TOTAL	564 799	1 545 483	1 551 391



8.3 PROGRESS ON THE BAILEY BRIDGES PROJECT

Honourable Chairperson, the Premier reported in his State of the Province Address that significant progress has been made in delivering the Bailey Bridges to connect underprivileged communities. This project is a partnership between the KwaZulu-Natal Department of Transport, National Department of Public Works and Infrastructure and the South African National Defense Force and Military Veterans.

Today, we are pleased to announce that out of 14 bailey bridges which we committed in the previous budget speech, **12 have now been completed** and are now traversable. The two remaining are almost complete and will be ready for use by end of June 2021.

This **R110 Million-rand project** will enable learners and communities safe crossing in the ever flooding and crocodile infested rivers. Through this project, the ANC-led government has indeed opened the doors to safe learning and teaching. Our communities can now access important amenities such as public transport facilities, shopping centres, pension pay-points and medical care facilities.

Honourable Chairperson, in this financial year, we plan to construct an additional **14 bailey bridges**. The team is already working on the assessments of the most deprived communities. This partnership will run over the next four years and we hope to have made a serious dent in the delivery of bridges in rural communities.

8.4 NEW JERSEY BARRIERS

Honourable Chairperson, this project remains strategic in curbing cross-border crime and addressing the plight of the people of uMkhanyakude District. There have been numerous complaints from communities living under uMkhanyakude District who are continuously victimized by the criminal syndicates stealing and hijacking vehicles and illegally crossing the Mozambique border.

Despite the challenges with obtaining the environmental approvals, the Department of Transport had to proceed with the construction of these concrete walls despite it being an unfunded mandate. The Department has budgeted R92 Million after the calculation of the escalation costs and the first phase of 8 kilometres will be completed by July 2021. The remaining 17 kilometres is still subject to negotiations between the Department of Transport and the National Department of Public Works and Infrastructure.

8.5 PRIORITY PROJECTS FOR 2021/2022 FINANCIAL YEAR AND MTEF

Honourable Chairperson, some of our infrastructure projects are running over multiple financial years as they seek to respond to the commitments of the PGDP on identified corridors, which are essential to the economic growth and job creation of the province. We will continue to invest in these projects and prioritize them in our capital project budget. These are being rolled out in phases and are already making an impact in many communities where blacktops was seen as a pipedream.

8.6 CAPITAL PROJECTS PER DISTRICTS IN THE KZN PROVINCE

8.6.1 King Cetshwayo District Municipality

Project Name	Total km's/ No of Bridge	Completed km's/ Bridge	Budget Allocation for 2021-22 FY
P232 from KwaMbonambi to Sokhulu	30.9km	15.5km	R18 million
P710 from Sundumbili to Mbongolwane	47.14km	19.6km	R18 million
P700 from Ulundi to Empangeni	94km	84.5km	R39 million
P706 in Magwaza area	33.2km		R17 million
D880 in Matshana area	7.7km	2km	R15 million
Dirkchinburg Pedestrian Bridge in Nduro area	1		R1.2 million
3532 Mhlathuze River Bridge in Nkungu-mathe area	1		R5 million
3738 Mhlathuze River Bridge in Ziqongwane area	1		R1.5 million
P707 in Nkandla area	31km	Newly initiated	R5 million

8.6.2 UMkhanyakude District Municipality

Project Name	Total km's/ No of Bridge	Completed km's/ Bridge	Budget Allocation for 2021-22 FY
P484 from Bhoboza to Somkhele	16.70km	3km	R13.5 million
D1841 eNdumo area	16.70km		R13.5 million
D1842 eManyiseni area	47.22km		R24 million
D1886 in Ngwavuma area	3.5km		R1 million
P451 Wela River Bridge in Hlabisa area	1		R5 million
D9 River Bridge in Jozini	1		R5 million

8.6.3 Zululand District Municipality

Project Name	Total km's/ No of Bridge	Completed km's/ Bridge	Budget Allocation for 2021-22 FY
P258 in Mondlo area	23.4km	13.4km	R4million
D1867 in Pongola area	17.5km	6.2km	R12 million
D1880 in Dumbe area	22.5km	5km	R12 million
Mondlo Access Roads in Mondlo area	4.95km	0.7km	R12 million
P234 from Nongoma to Mkhuze	61km	4.5km	R11 million
P303 in Dumbe area	30.2km	8.5km	R12 million
Bilanyoni Access Roads	28.22km	2.82km	R6 million
P271 in Dumbe area	10km	5km	R15 million
D1724 in KwaCeza area	6km		R10 million
3513 Mboza Phongola River Bridge	1		R5 million
Mvunyana River Bridge	1		R5 million
WHITE MFOLOZI RIVER BRIDGE NO 3600 & LINK RD L2598	1		R5 million

8.6.4 EThekweni District Municipality

Project Name	Total km's/ No of Bridge	Completed km's/ Bridge	Budget Allocation for 2021-22 FY
L1578 in Mpolweni area (Labour Intensive project funded by EPWP)	2.5km		R20 million
P725 in Mbumbulu area	10km		R20 million
P728 from Mfume to Mkhambathini	26.80km	17.20km	R10 million
P740 in Mbumbulu	16.83km		R7.37 million
D985 in Mbumbulu to Mfume	20.5km		R23 million
P100 from Ndwedwe to Mzinyathi	45.59km	41km	R18.39 million
P713 Mdloti River Bridge 3601	1		R19.85 million

8.6.5 ILembe District Municipality

Project Name	Total km's/ No of Bridge	Completed km's/ Bridge	Budget Allocation for 2021-22 FY
D883 in Mandeni area	12.2km	3km	R25 million
D1514 in Ndwedwe area	7km	3.8km	R1 million
P104 in KwaDukuza	30km	18km	R10 million
P712 from Mthandeni to White Hill in Ndwedwe	22.5km	5km	R20 million
P714 in Tongaat	37.1km	8km	R35.21 million
3383 Illovu Pedestrian Bridge in Maphumulo	1		R5 million
3202 Msunduzi River Bridge in Nyoni area	1		R6 million

8.6.6 UGu District Municipality

Project Name	Total km's/ No of Bridge	Completed km's/ Bridge	Budget Allocation for 2021-22 FY
P73 from Sipofu to Highflats	58km	33.2km	R20 million
P57 in Ezingoleni	12.2km	3km	R20 million
P75-2 in Umzumbe	20.5km		R10.55 million
D1095 in Ezingoleni	12.5km		R10 million
P520 in Ezingoleni	8km		R10 million
P77 from Dududu to Nhlamvini	60.3km	15km	R20 million
Gumatane Umzimkhulu River Bridge linking Umzumbe to Umuz- iwabantu	1		R41.01 million

8.6.7 Amajuba District Municipality

Project Name	Total km's/ No of Bridge	Completed km's/ Bridge	Budget Allocation for 2021-22 FY
P296 from Osizweni to Tayside	49.5km	31.82km	R1 million
D280 in Dannhauser	11.08km	6.2km	R20.25 million
P233 in Dannhauser	11.03km		R15 million

8.6.8 UMzinyathi District Municipality

Project Name	Total km's/ No of Bridge	Completed km's/ Bridge	Budget Allocation for 2021-22 FY
D77 in eNtembisweni area	13.5km		R30 million
D1625 in eNtembisweni area	8.5km		R15 million
Widening of P6-3 KwaKopi in Msinga	3.3km		R10 million
P16-3 from Qudeni to Silotshana	44.8km	11km	R32 million
P17 in Msinga	47km	9.10km	R10 million
P368 in Msinga	23.5km	19.38km	R40.7 million
D1271 Bridge approaches	500m		R5 million
Buffalo River Bridge on P752 link Nquthu and Msinga	1		R11.77 million

8.6.9 UThukela District Municipality

Project Name	Total km's/ No of Bridge	Completed km's/ Bridge	Budget Allocation for 2021-22 FY
P179 in Estcourt	9.53km	5.17km	R52 million
D1259 in Okhahlamba	14.31km		R1 million
P191 in Alfred Duma link P91	3.5km		R20 million
P91 in Alfred Duma	14.3km		R10 million



8.6.10 Harry Gwala District Municipality

Project Name	Total km's/ No of Bridge	Completed km's/ Bridge	Budget Allocation for 2021-22 FY
P73 in Hlokozi area	20km	3km	R25 million
P112 from Highflats and Ncalu	14.25km	3km	R9.69 million
P113 in Highflats	18.50km		R8.47 million
P419 in Nkumba to Nkwezela	22.01km	4km	R26.27 million
P417 in uMzimkhulu area	13.98km	2.9km	R15 million
P8-3 from Creighton to Riverside	28.8km	18km	R15 million
P749 in uMzimkhulu to Riverside	41.5km	25km	R20 million
L1633 in Bulwer (Labour Intensive Project funded by EPWP)	3.2km		R12.88 million
D168 in Highflats	24km	13.3km	R20 million
P318 in Sani Pass to Underburg	21.8km	13.8km	R20 million
D309 and D310 in KwaNokweja	7.7km		R22.66 million
P429 Centocow to Khilomu	36km		R15 million
Umzimkhulu River Bridge in Centocow	1		R25.77 million

8.6.11 UMgungundlovu District Municipality

Project Name	Total km's/ No of Bridge	Completed km's/ Bridge	Budget Allocation for 2021-22 FY
D457 in Umshwathi area	12.2km		R25 million
P390 in Kwagwagwa area	5.8km		R18.79 million
D1357 in Empendle area	10.34km	4.5km	R11.37 million
P129 in Empendle area	15.5km	3km	R20 million
P28-1 in Mpofana	62.5km		R20 million
P489 in Zwelibomvu	15.6km		R14.29 million
P278 in Umshwathi	22.5km		R20 million
D1001 in Maqongqo	8.5km		R20 million

8.7 STRATEGIC SANRAL INVESTMENT IN THE PROVINCE

Honourable Chairperson, the Department continues to partner with the South African National Roads Agency Limited (PTY) Ltd. These are very essential in the fulfilment of our strategic objective of opening our province as a gateway to Africa and the World. Through such investments, we are changing the landscape of our infrastructure in the province.

8.7.1 N2/N3 UPGRADE

The N2/N3 corridor is important in unlocking economic potential and the upgrade will ease congestion and allow for an easy traffic flow of freight and other road users.

The value of the first phase of this project is **R9 Billion**. KZNDOT with SANRAL and other stakeholders have embarked on a series of engagements and processes in order to elevate the traffic congestion during the construction. SANRAL has in the interim, commenced with the procurement of engineering services for the implementation of the N3 upgrade. Under this 48-month contract, the existing 4-lane dual carriageway will be increased to an 8-lane dual carriageway for 6.4km and will significantly increase the capacity of the road.

The R103 provincial road, which runs next to the N3, will also be upgraded between the outer limits of the contract as an alternative to reduce the congestion. A new section of R103 will be constructed alongside the N3 on the southern side between Camperdown Interchange and the existing R103.

This project, which comes at a cost of approximately R1.45 Billion was necessitated by high crash statistics as well as poor conditions of the pavement. The upgrade will increase safety but also significantly improve the level of service for the next 30 years. Other projects being implemented by SANRAL, includes a R720 Million P372/D30 Isandlwana road, D1021 in uMshwathi, N2 Ballito/ P702 and M7 Widening from Pinetown to Harbour.



PROGRAMME 3: TRANSPORT OPERATIONS



1.9 billion
allocated budget

9. PROGRAMME THREE: TRANSPORT OPERATIONS

Honourable Chairperson, the Department remains committed to an integrated public transport system that is efficient, reliable, affordable and safe thus over **R1.9 Billion** has been allocated to this programme.

The COVID-19 pandemic has exposed that our public transport systems are not equipped to function in a pandemic as we lack technological systems to minimize our contact such as payment of fares. In addition, social distancing proved difficult. These are challenges we need to all put our heads together to tackle to ensure that we are able to provide a safe public transport system to our citizenry.

9.1 REVIEWED APPROACH IN PUBLIC TRANSPORT PLANNING

The Department has developed a Public and Freight Planning Framework. This framework takes a district- based approach and will allow the Department to focus on public transport improvement in the poor districts. Phase one of the plan (Manguzi and Jozini Concentric transit centres) will be implemented in the next five years. We have completed detailed public transport designs for the above focus areas. We will also commence with plans and infrastructure designs for most needed public transport facilities for both public transport and freight. This programme seeks to improve public transport and rail taking into considerations the challenges, dynamics and uniqueness for each district. We are also assisting in resolving bottlenecks in eThekweni Municipality's Go!Durban Project through reaching out to all stakeholders with a view of getting this project to go live. Equally, the Department is part of the task team that is working on solutions on the uMsunduzi project and the upgrade of Edendale Road.

Working with all stakeholders, we are working on the design of an integrated public transport plan that will link the King Shaka International Airport, Durban and Pietermaritzburg.

9.2 SUBSIDIZED PUBLIC TRANSPORT SERVICES

Honourable Chairperson, we will continue to drive change in the public transport industry, as we move with speed to finalize our new bus contracts that are expected to be advertised via open tender process during this financial year. We will ensure that we increase our uptake of African bus operators to achieve our target of a 70% sector representation of the previously disadvantaged. This will ensure that we achieve our transformation target of moving the subsidized transport from the hands of the few in the province to reflect the demographics. Considerations will also be given to other public transport, including those that are participating in the taxi industry and small bus operators.

We are expecting that our transformation initiatives will be met with resistance, however, we are ready for this battle. Currently there is a court battle with current bus operators who are opposing this transformation. We, however, remain unapologetic because economic transformation is an official policy position of the ruling party and is one of the four key priorities of our government as announced by President Ramaphosa and Premier Zikalala.

Kule asizokuhlehla! Sizoghubeka nokwenza izinguquko kwezomnotho ezizinqinisekisa ukuthi abantu bakithi banesabelo esibonakalayo kuwo futhi bayakwazi ukuzuza kuwo. Sifuna amabhasi axhaswe nguHulumeni nathutha abantu bakithi abahlwempu, aphathwe yibo abantu bakithi.

Honourable Chairperson, already we have **12 contracts** at the value of **R272 Million** that are in the hands of African operators. The experience gained through this process has equipped the Department to understand the complexities and challenges facing African operators. We continue to monitor this programme and assist the emerging operators to improve in areas of weaknesses, including financial management. We have also instructed the Department plans and moved money to provide subsidized public transport in the district of uMzinyathi and Harry Gwala.

9.3 LEARNER TRANSPORT PROGRAMME

Honourable Chairperson, this programme remains strategic in changing the lives of learners, especially those who are travelling long distance to access schools. The painful reality we need to face is inequality in our education system that continues to place an African child at the receiving end. We pride ourselves, as this government that despite existing challenges, that we are able to provide transport.

The national household travel survey 2020 by STATS SA show that KZN still has the highest number learners walking to school and this requires to come up with a holistic approach to resolve mobility and access needs of learners in the province.

The budget to administer this services totals R456 Million for this financial year. This is inclusive of the additional R214 Million, which was allocated by Treasury to assist us in dealing with the usual pressures experienced in respect of learner transport services. In order to ensure that the transformation is enhanced even in this programme, it can be reported that eighty-five (85) contracts were awarded and in terms of demographic award, the African (blacks) got seventy-two (72) contracts and Indians got thirteen (13) contracts.

Honourable Chairperson, we are pleased to report that we were able to finalize all our learner transport contracts for the next five years. The new service providers began operating in July last year. **Currently 62 070 learners from 332 schools are benefiting from this service.**

Siyaqhubeka nokuhlinzeka abafundi ngohlelo lokuthuthwa mahhala uma beya ezikoleni. Sikholwa ukuthi lokhu kuzokhuphula izinga lokuphumelela kubafundi bethu abekade behamba amabanga amade uma beya ezikoleni. Noma zikhona izinselelo zokushoda kwemali nokugcwala kakhulu kwamabhasi kodwa sizibophezele ukwenza ngcono ukuhamba komfundi omnyama.

Furthermore, **the Department will distribute 2400 bicycles to 100 schools** with needy learners who suffer the plight of travelling long distances to schools. This non-motorized transport is part of the interventions and we urge our communities to protect these bicycles from theft.

9.4 TAXI INDUSTRY PEACE AND STABILITY

Honourable Chairperson, as the government of the day we remain committed in transforming and expanding the taxi industry into a reputable business model no longer associated with any form of violence and lawlessness.

It is against this backdrop that the National Department of Transport hosted a National Taxi Lekgotla that was preceded by a Provincial Lekgotla. The Lekgotla reviewed progress made in developing and professionalizing the taxi industry since 1996. We also extensively discussed and debated issues of Unity and Leadership, Regulation and Enforcement, Industry Empowerment and Industry Professionalization.

The Lekgotla agreed to provisioning a subsidy for the taxi industry, modernizing the operating licence systems and introducing an Electronic Cash Management System. As a Department, we are committed to implementing all these resolutions working together with the taxi industry and the National Government. Importantly, we want to build a taxi industry of the future and an industry that is reliable, especially because the majority of our people, mainly workers, are transported using taxis every day. Approximately 20 million South Africans everyday are using taxis, hence there is a need to improve the functioning of this industry, including the issue of customer care.

Honourable Chairperson, we do however remain concerned by the ongoing violence in a few areas of this province. Recently we have had to deal with outbreaks of violent conflict in the following areas: Umzinyathi (Ndwedwe and District Taxi Association), Pietermaritzburg (Uzimeleni and PMB Long Distance Taxi Associations), KwaNongoma (Non-goma Taxi Association), Mpumalanga (Mpumalanga and District Taxi Association) and Umhlathuze (Richard Bay Taxi Association). These are a few remaining areas that are still experiencing bloody conflict. Out of the 246 associations in the province, less than ten are experiencing violent instability and we are attending to them.

Honourable Chairperson, we are also mindful of the fact that this year, most associations are going to have elections. We appeal to the industry to make sure that these elections are peaceful and are not further harming the image of the industry.

It is notable that increasingly the conflicts that we are dealing with as the Department are internal conflicts caused primarily by greed and power contestations to ensure access to the finances of the association. There is also an increasing trend of feared individuals within the industry who intimidate leadership of targeted association with an aim of encroaching on association's route and ultimately try to take over the control of the associations.


9.5 PROVINCIAL REGULATORY ENTITY (PRE) DECENTRALISATIONS

Honourable Chairperson, we continue to make progress with regards to the decentralisation of our Provincial Regulatory Entity (PRE). We are doing this as part of promoting service accessibility to our operators. In the not too distant past, operators throughout the province had to travel to one central office in Pietermaritzburg to access services relating to applications and processing of Operating Licences. Now, we have offices in Ladysmith, UMkhanyakude, Port Shepstone, Empangeni and eThekweni. In total, this government has issued more than 22 000 operating licences in the past ten years. There are more than 2 604 which have not been uplifted by their owners and we will continue with awareness campaigns to have them collected and promote adherence with the law.

9.6 TRAINING OF 4200 TAXI DRIVERS AND TAXI OPERATORS

Honourable Chairperson, the taxi industry plays a major role in the transportation of commuters. Over the years, the industry has demonstrated a huge improvement in transporting our passengers. Working together with the industry, in the 2020/2021 financial year, the Department planned to train 4 200 taxi owners and drivers on issues related to customer care/relations, financial management and other issues that has a major impact on the growth of the taxi industry.





PROGRAMME 4: TRANSPORT REGULATION

982 million
allocated budget

10. PROGRAMME FOUR: TRANSPORT REGULATION

Honourable Chairperson, 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 as well as the registration and licencing of vehicles and drivers. As such, a budget of **R 982 Million** has been allocated towards achieving these objectives.

10.1 ROAD SAFETY AND TRAFFIC ENFORCEMENT OPERATION

Honourable Chairperson, through the integrated 365 Road Safety and Traffic Management Plan, the Department is addressing hazardous locations as identified in the Road Traffic Management Cooperation (RTMC) 2019/2020 festive season report. The identified hotspot areas in the eThekweni region, which are in the top 10 hazardous locations in the country, are being addressed by the formation of a law enforcement task team. However, response to COVID-19 regulations by law enforcement agencies has impacted on the work undertaken in these hazardous areas.

The past 2020/2021 festive season statistics identified the Tongaat section of the N2 as one of the most hazardous areas that recorded an increase in crashes and fatalities. As such, policing on this section will be intensified as a mitigation measure.

During the festive season, the province recorded a decrease of 14% in road crashes and fatalities. We want to build from this foundation in improving our performance. We were however disturbed by the fact that during this year's Easter Period, the province recorded 54 fatalities. As if that was not enough, the day after the Easter long weekend, we had a major fatal accident on R34 near Vryheid, which killed ten people.

In this financial year we plan to have 1,365 multi-disciplinary operations, 1, 241 licence inspections, 18, 250 speed operations, 220 drunk driving operations and to stop and 690 000 vehicles. The expansion of the Evidential Breath Alcohol Testing centre as reported in the last budget speech for eThekweni Metro has been completed and awaiting final approval. The risks associated with the COVID-19 pandemic has also played a role in delaying the use of the Evidential Breath Alcohol Testing Machine. However, now we must be more proactive.

Furthermore, the Department has signed an MOU with the South African Breweries for the refurbishment of the Umdloti EBAT centre, which is now complete. The Department of Public Works has handed over the site to the contractors and the work is now underway.

Honourable Members, the Department will continue to reimburse local authorities for the employment of 165 pedestrian crossing attendants. The issue of pedestrian safety is critical as they account for more than 40 percent of deaths on our provincial roads. The budget for the reimbursement of salaries is **R4 Million**.

10.2 STATE OF READINESS FOR THE IMPLEMENTATION OF AARTO

Honourable Members, the long-awaited Administration Adjudication of Traffic Offenders Act (AARTO), is expected to be rolled-out around July 2021. This means, we are now entering another era, where there will be punitive measures against those who repeatedly violate traffic regulations. We remain hopeful that this will go a long way in changing the mind-set and instilling behavioural change of road users.

As the province we have assigned dedicated officers who have undergone AARTO training facilitated by the Road Traffic Infringement Agency (RTIA) and we are now taking our workshops to all stakeholders within the law enforcement fraternity, including local authorities.

The first phase of implementation of AARTO Service Kiosk is being implemented in the following offices, Umhlathuze Municipality, Umkondeni DLTC; Pinetown DLTC; Alfred Duma Municipality; Newcastle Municipality; Abaqulusi Municipality and eThekweni Municipality

10.3 MOTOR TRANSPORT SERVICES

Honourable Members, for the 2021/2022 financial year, the Department expects to reconcile **R1,955 Billion** in respect of motor vehicle registration and licencing fees collected by Registering Authorities.

The limited payment options at the Registering Authorities that perform motor vehicle registration and licencing functions has been exacerbated by the discontinuation of the provision of cheques by Financial Institutions, more especially logistic companies and Municipalities who pay motor vehicle licence fees for fleets of company/entity owned vehicles.

Various payment methods, as per the national solution by the Road Traffic Management Corporation, are planned to be implemented in the 2021/2022 financial year and in the interim, additional Post Office Registering Authority outlets, dealing with EFT's payment have been opened.

The Department intends to, before the end of the financial year, open an additional Registering Authority outlet, for processing of vehicle licenses, at Umhlathuze Municipality (Esikhaleni), and additional Post Office Registering Authority within the Province.





PROGRAMME 5: EMPOWERMENT AND COMMUNITY PROJECTS

In 2020/21,
the Department created
46 608 job opportunities
and **3 496 000** employment
days, which equates
to **15 200** full-time
equivalents.

11. PROGRAMME FIVE: EMPOWERMENT AND COMMUNITY PROJECTS

Honourable Chairperson, this programme is very important as it addresses issues of empowerment and job creation, which is one of the top priorities for this provincial government. This programme is allocated **R40 Million**.

Informed by Operation Vula and IGULA, in this financial year we plan to increase the number of sub-contracts awarded to contracts above R10 Million to 700 beneficiaries, the number of sub-contracts awarded on contracts above R10 Million to **400 beneficiaries** and the value of contracts awarded to public transport transformation programme to 271 beneficiaries. We will also leverage on the EPWP grant of **R73 Million** to stimulate job creation and skills development. Again, as part of our community-based programmes, 400 emerging businesses will receive training, 1500 women will also be trained and be skilled, **2000 youth** and **932 persons** with disabilities will also be empowered.

11.1 EXPANDED PUBLIC WORKS PROGRAMME (EPWP)

Honourable Chairperson, our Expanded Public Works Programme (EPWP) will be linked to both training and economic opportunities as part of this 40 percent will be spent on women. In 2020/21, the Department created **46 608** job opportunities and **3 496 000 employment days**, which equates to **15 200 full-time equivalents**. The Department retained and paid **42 000 Zibambele** participants who continue to provide manual clearance of road verges and minor road maintenance. Performance on job creation and the number of employment days were affected as EPWP participants (unskilled labour) were not able to work during the initial stages of the national lockdown. The National Youth Development Agency (NYDA), have been engaged with respect to the training of 6 000 young people who are currently on the Zibambele programme. They are being trained on Business Management and Entrepreneurial skills.

11.2 NATIONAL YOUTH SERVICE PROGRAMME (NYS)

Honourable Chairperson, this programme was launched to target specifically young people and as part of equipping them with necessary skills. This is part of the Sukuma 100 000 championed by the Office of the Premier. This programme has created opportunities to 850 young people, where it was piloted in uMkhanyakude and uThukela District Municipalities. These young people have also benefited with training by accredited service providers on Roadworks, which is NQF level 3 for a period of 1 month.

Honourable Members, the Department has also received an additional R1.1 Million to train 47 learners from Transport Education and Training Authority (TETA). The training will accommodate 100 young people and will be piloted in Zululand and uMgungundlovu District.

11.2 KERB YARDS PROJECT

One of our strategic intervention in fighting poverty and creating jobs is by empowering our communities to produce the construction material. This will reduce transport cost thus empowering local communities, mainly young people. Through the programme of producing

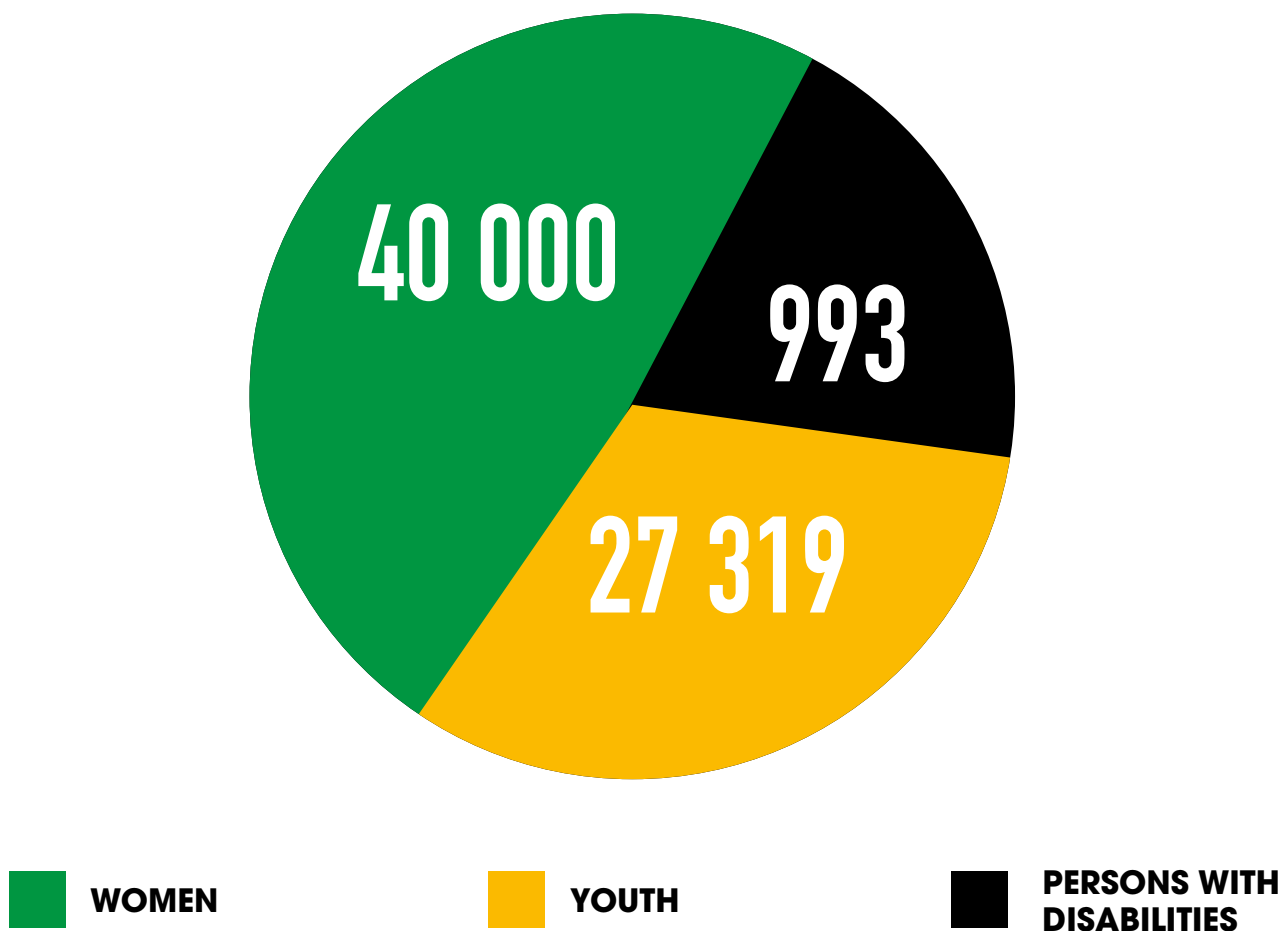
Kerb Yards, 110 participants were trained and received national certificates in construction. This programme will continue, targeting rural youth, who were previously deprived of opportunities before.

11.3 VUKAYIBAMBE ROUTINE ROAD MAINTENANCE PROGRAMME

Honourable Chairperson, this Department continues to implement the Vukayibambe Routine Road Maintenance Programme, where **4 000 young people** were employed in various routine road maintenance projects across the province. The focus areas for the programme are safety maintenance, routine maintenance and special maintenance. The type of work performed by the participants includes construction road works and routine road maintenance activities such as installation of road studs, guardrails, gabions, signs, markers, clearing and grubbing, grass cutting along the road verge, pothole patching, road safety assistance, pipe de-silting and pipe installation. The programme was impacted on at the initial stages of the national lockdown.

Also, the Department, in partnership with the National Department of Public Works and Infrastructure (NDPWI) and the South African National Defence Force (SANDF) implemented the construction of the Bailey bridges project, aimed at attracting **780 EPWP participants** in the construction of vehicular bridges across the province.

In total employment per designated categories as part our job creation programme is as follows:



12. CONCLUSION

Honourable Chairperson, through this budget as we have committed in our theme, we intend to move with speed in championing a new developmental trajectory. Integral to the work that we do is closer collaboration with communities and constant community engagements in order for us to understand their service delivery needs and to give them regular feedback on projects that are experiencing challenges.

As we navigate this new journey, we will continue to forge the unity of purpose and revive the innovation to reposition the KwaZulu-Natal Department of Transport to return to its glory days as one of the best performing Departments in the province.

Allow me to thank my organisation, the African National Congress (ANC) for giving me the opportunity to lead this Department – to ensure that the people of KwaZulu-Natal continue to receive services. We know nothing else but service delivery. ***“Intuthuko izoza ngolayini kubantu baKwaZulu-Natal!”***

My special appreciation to the Premier Honourable Khuzeni for his on-going support and guidance as we continue to execute our tasks as Members of the Provincial Executive Council.

Equally, the Legislature Portfolio Committee on Transport led by the Honourable Sibonelo Mtshali has been very instrumental in assisting the Department to improve its operations and refocus its targets.

I would also like to thank the Acting Head of Department, management and entire work force of the Department of Transport for their dedication and commitment to serving our people and putting them first. It has not been easy, but you have managed, Acting HoD, to demonstrate leadership and resilience when it was needed the most.

Lastly, I wish to thank my family for their support and understanding, especially my grandchildren who are my pride and joy, as I continue to execute the responsibilities assigned to me by the people of this province and the ANC.

We dare not fail our people, the majority who are looking up at this government for leadership and better life. Like former President Thabo Mbeki said in 1999, we are on course. He instructed us to never look back but set our eyes firmly in changing the lives of the people:

“Steadily, the dark clouds are lifting, giving way to our season of hope. Our country which, for centuries, has bled from a thousand wounds is progressing towards healing. The continuing process of social and nation emancipation, to which All of us subject, constitute an evolving act of self-definition. At the dawn of a new life, our practical actions must ensure that non-can challenge us when we say – we are a nation at work to build a better life,”

Honourable members, allow me to present before this House the Budget Vote 12, which is the budget of R11.6 Billion – for your adoption and approval.

I thank you!

Ngiyabonga!

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2021/22 BUDGET SPEECH

**GROWING
KWAZULU-NATAL
TOGETHER**



KWAZULU-NATAL PROVINCE

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