



**KWAZULU-NATAL PROVINCE**

**TRANSPORT**  
REPUBLIC OF SOUTH AFRICA



**Inspiring  
Hope  
For  
A  
Better  
Future**

# **BUDGET SPEECH 2024**

**by: MR SIBONISO DUMA**  
MEC for Transport and Human Settlements

THURSDAY  
15 AUGUST 2024 | 09H00 - 12H00 | LEGISLATURE, PMB

**GROWING  
KWAZULU-NATAL  
TOGETHER**

# BUDGET SPEECH 2024



# **BUDGET POLICY SPEECH VOTE -12 FOR THE KWAZULU-NATAL DEPARTMENT OF TRANSPORT TABLED BY HON MR S.A DUMA (MPL) AT THE KWAZULU – NATAL LEGISLATURE, PIETERMARITZBURG, THURSDAY 15 AUGUST 2024**

**Madam Speaker; Hon Boyce;**

**Deputy Speaker; Hon Tembe;**

**KZN Premier; Hon Ntuli;**

**Members of the Executive Council;**

**Honourable members of the Legislature;**

**Amakhosi aseNdlunkulu;**

**Heads of Departments;**

**Stakeholders from the Transport sector;**

**Provincial Secretary of the African National Congress Cde Bheki Mtolo;**

**Members of the media;**

**Distinguished guests;**

## **INTRODUCTION AND SCENE SETTING**

Almost 32 years ago, a giant stood before 2,244 delegates at the ANC's 48th National Conference in Durban. He walked up to the podium, the applause ringing louder with every step he took.

With a few words, this titan of South Africa's liberation struggle ushered in a new era.

He said, and I quote:

*"Even as we provided leadership, we were always conscious of the fact that the ANC was the people's parliament. The widespread circulation of Constitutional Guidelines was a further assertion of the sovereignty of the people.*

*The unity in action of our people has remained the guiding beacon throughout the days of illegality. To reach our goal of a united, democratic, non-racial and non-sexist South Africa, sooner rather than later, we must not deviate from this course."*

In these words, by President Oliver Reginald Tambo, are the foundations for the dream our former President had.

Importantly, OR Tambo once highlighted challenges that we would face as we build this country. He said

*“Comrades, you might think it is very difficult to wage a liberation struggle. Wait until you are in power. I might be dead by then. At that stage, you will realize that it is actually more difficult to keep the power than to wage a liberation war. People will be expecting a lot of services from you. You will have to satisfy the various demands of the masses of our people. In the process, be prepared to learn from other people’s revolutions. Learn from the enemy also. The enemy is not necessarily doing everything wrongly. You may take his right tactics and use them to your advantage. At the same time, avoid repeating the enemy’s mistakes.”*

Honourable Members, it is not my intention to merely narrate the history of President OR Tambo, but to assist the current cohort of leadership to draw valuable lessons from a life well lived.

Madam Speaker, I rise to the tabled budget vote -12 for the KwaZulu-Natal Department of Transport. The over R13 billion budget we are tabling before this House is more than a financial figure; it is a commitment to progress. This budget will directly impact the lives of our citizens, improving their daily commutes, creating job opportunities, and enhancing their overall quality of life. We present the first Department of Transport budget in the 7th Administration under the theme **‘Transport—Inspiring Hope for a Better Future’**.

We are also tabling this budget as we celebrate 30 years of freedom and democracy and Women’s Month. We remain inspired by women like Charlotte Maxeke, a fearless leader, talented academic, and one of South Africa’s first black woman graduates. She was exemplary in showcasing that women were in no way less competent than men.

Through the struggles of women like Mama Maxeke, we can celebrate young women today, such as Ms Nasiphi Sinazo Gumede, the first black Chief Engineer in the KwaZulu-Natal Department of Transport. Gumede is proof that our internal skills development programmes are bearing fruit.

Her success, along with the over 135 women in engineering working in our Department, is a testament to our commitment to gender equality and the empowerment of women in the Transport Sector. At the beginning of this women’s month, the Department appointed Ms Nokwanda Phenyane as the Chief Engineer for the Ladysmith Region. Amongst other significant strides, we pride ourselves on now having over 135 women in engineering working in our Department, a far cry from 30 years ago when we didn’t have any female in engineering within our Department.

In the last two years we have **directly awarded and subcontracted projects at a value of over R62 million** to women owned companies ranging from 1CE to 7CE. We will ensure that we have set asides for women so that we can ensure their growth in the construction industry. We also salute those women who are pioneers in the taxi and bus industry. Igama Lamakhosikazi Malibongwe!



## PROVINCIAL GOVERNMENT OF NATIONAL UNITY

Chairperson, the outcomes of the national and provincial elections taught us that as leaders, even though we come from different political parties with different ideologies and mandates, it was essential to work together for the common interests of the people who elected us to serve them.

For this reason, we established a Government of Provincial Unity (GPU), a testament to the strength of our democracy. This government comprises parties that have agreed to set aside their political differences, demonstrating a united front to move this province forward. It is imperative that we depart from the traditional way of doing things. We must be more intuitive and agile and work with a sense of urgency in delivering services to the people. This commitment to progress and unity in the government should inspire hope and confidence in the future.

As the Department, we are aligning ourselves with President Ramaphosa's outlined three priorities for the 7th Administration, led by the Government of National Unity (GNU).

These priorities are:

- **Driving inclusive economic growth and job creation**
- **Tackling poverty and the high cost of living and**
- **Building a capable, ethical and developmental state**

## CELEBRATING 30 YEARS OF FREEDOM AND DEMOCRACY

Madam Speaker, we have made great strides since the new democratic dispensation. The Department of Transport in Kwazulu-Natal has been at the forefront of transforming the infrastructure landscape. In 1994, the Department inherited a road network with a massive backlog due to the lack of investment by the apartheid government, mainly in townships and traditional areas. It was clear that there was a need to speed up delivery, particularly in rural areas with a starting budget of only R8million.

Under our first MEC for Transport, Mr Sbu Ndebele, many road infrastructure programmes were implemented to achieve a more balanced road network in line with the empowerment objectives of the African National Congress. We also appreciate the contribution of former MECs for having made a significant contribution from **Mazalankosi, MEC Bheki Cele, MEC Mchunu, MEC Mxolisi Kaunda, MEC Bheki Ntuli (late), MEC Peggy Nkonyeni and MEC Sipho Hlomuka.**

We continue to tap into their wisdom and experience; hence we invited Macingwane and Ndosi to our recently held Strategic Planning Session. As we celebrate 30 years of freedom and democracy, we reflect on the progress we've made and the hope it brings for a brighter future.

These achievements have been made possible by working with other stakeholders, including working under the guidance of the late King Goodwill Zwelithini umdlombane, nawo wonke amakhosi aseNdlunkulu. As we continue to inspire new hope for the future, we will commit to working with oNdabezitha, kanye neNdlunkulu kaZulu.

Chairperson, in the past 30 years, this Department has achieved the following:

- **we have built over 1816 kilometres of new blacktop roads, dramatically enhancing our connectivity. We have linked vital economic hubs and continued to position ourselves as the gateway to Africa.**
- **In addition to building new roads, the Department has prioritized maintaining existing infrastructure, as we are currently responsible for over 34000 kilometres of road network.**
- **We have built over 283 vehicle and pedestrian bridges to connect communities to essential services and economic facilities.**
- **We have also been at the forefront of ensuring job creation through our infrastructure and EPWP programmes, such as Vukayibambe Routine Road Maintenance (6000) and Zibambele (40.000), where we have employed thousands of people.**
- **We have also invested over 20 billion in subsidizing public transport operations, including free transport for more than 79,000 learners daily and bicycle distribution to over 16,000 learners travelling long distances to school.**
- **We have achieved participation of the previously disadvantaged operators in the subsidised public transport contracts to the value of R2,8 billion**

**Our journey is not over iseyinde lindlela - usemuningi umsebenzi esisazowenzela abantu bakithi.**





## STRATEGIC INITIATIVES

### Operation Siyahlola – infrastructure monitoring campaign

Chairperson, one of the critical focuses of the department in this seventh administration will be to ensure proper management and timely delivery of all our infrastructural projects. As part of this, I urge all contractors to start and finish projects on time, ensuring we get value for money. **We will be intensifying Operation Siyahlola to inspect unfinished and stalled construction projects. We will be visiting roads that were promised or initiated during the era of all our previous MECs to provide critical interventions. Together, we can end the prolonged construction of roads,** including early terminations for contractors who cannot finish projects.

I have instructed the department to invest in a dashboard application that will give us an overview of our various projects' stages, allowing us to know which ones are progressing well and which ones are having challenges. We want to intervene and assist struggling contractors, mainly Africans; however, where there is repeat failure to complete projects, contractors will be deregistered and removed from our database.

**Our commitment to driving economic transformation and integration is unwavering.**

Chairperson, one of the key strategic tasks of the GPU and the NGU is to transform the economy's patterns. We need to change the mindset of using African people as labour and components of subcontracting when the cartel is securing big government contracts. We want to see more African contractors and consultants become billionaires and millionaires. We want to see them as employers rather than being employed.

The time to end the monopoly of a few construction companies awarded road construction projects is now. We can bring a positive change by fast-tracking emerging entrepreneurs into the construction sector. **Before the end of this financial year, we will convene an Emerging Contractor Indaba to assist emerging businesses in accessing transport work.** We are unapologetic about setting aside for all SMMEs. We want to accelerate economic reforms to unlock economic progress for previously disadvantaged groups such as women, youth, persons with disabilities and military veterans.



## Strengthening community involvement

As part of reclaiming the strategic location of transport in communities, we are reviving community structures that will link the department and the communities. This will bridge the gap and eliminate disinformation, including public protests. **Reviving these structures will ensure that the department continuously consults citizens when planning and implementing projects, leading to more inclusive and effective outcomes.** Community structures such as the Rural Road Transport Forums (RRTF), Community Road Safety Councils (CRSC) and Public Transport Passenger Association (PTPA) were disbanded in 2017 in favour of Transportation Committees. However, the Transportation Committees could not thrive and be as impactful as the previous structures because the department did not have control of the structure since it was composed of ward committee members.

The **department will now re-establish the Rural Road Transport Forums and recruit over 600 people from local, district and provincial levels who will be community representatives as members of this community participation programme for five years.** This change will not only bring back a more effective system of public participation but also provide more opportunities for citizens to be involved in the decision-making process.

These community representatives, crucial to our mission, will act as a vital link between the department and the communities they represent. They will provide their communities with regular reports on departmental projects, ensuring transparency and fostering a sense of shared responsibility. They will also assist in linking up with the District Development Model (DDM) and other structures of government. Over R113 million will be spent in resuscitating these structures.

### **Revival of Traffic Law Enforcement – reclaiming a Zero Tolerance Province**

Chairperson as part of the seventh administration, **we want to revive our enforcement agencies and reclaim this Province as a zero-tolerance.** To this end, I will, convene a Law Enforcement Imbizo comprising of our Road Traffic Inspectorate, Public Transport Enforcement Services (Shanela), Road Traffic Management Corporation, which houses the National Traffic Police, South African Police Services, Local Traffic Police from across all municipalities and other stakeholders such as Home Affairs (Immigration), South African National Defence Force (SANDF). This will ensure integration and one shared vision in providing an outcome driven enforcement operation. When entering the Province of KwaZulu-Natal borders, the mood must change. Drivers must adjust and know that they are entering a province with intensified law enforcement.

The imbizo must draw up an integrated plan that will ensure the visibility of our police on our roads throughout the entire Province. We want to target strategic points in various hotspots, including when you enter KwaZulu-Natal from other provinces and neighbouring countries. This integrated plan must include a visible Road Safety campaign with boards branding KZN as a Zero-Tolerance Province. The message must be clear and visible. **Kumele kwaziwe ukuthi lapha KwaZulu-Natal alufakwa lubuya nesaphulamthetho!**



In the next financial year, we will purchase four Number Plate Recognition Vehicles in order to strengthen our law enforcement operations and also assist in the recovery of hijacked vehicles.

Chairperson, this past weekend, I held a multidisciplinary operation in the Umkhanyakude District led by females to commemorate Women's Month. This roadblock formed part of our efforts to strengthen the fight against car theft, hijackings and border crimes. We will continue throughout August with these intensified law enforcement operations as a build-up to the October Transport Month and the Festive Season.

### **Building a Developmental State through Skills Development**

Madam Speaker, we envision the construction of roads as a catalyst for a '*skills revolution*' that will shape our country's future. This revolution will not only produce more engineers, surveyors, construction project managers, environmental specialists, and other experts in the built environment, but it will also empower our young people to lead the way in these fields. I have further instructed all contractors awarded big projects to produce at least one engineering graduate as part of their contribution and social responsibility initiative.

In addition, our goal is to ensure that the department is equipped to enhance the state's capacity to deliver services to the people. We plan to expand our technical skills base of engineers and technicians through internships, apprenticeships, and bursary programmes, thereby transforming the lives of hundreds of young people. We have already started processes to uptake **over 300 interns for the 2025/2026 financial year.**

We are eager to collaborate with all tertiary institutions, inviting them to partner with us in producing graduates with the requisite skills for futuristic transport solutions. We have concluded the Memorandum of agreement with the University of KwaZulu-Natal where we are collaborating in research for sustainable transportation. This partnership is crucial as the University of KwaZulu-Natal is the only tertiary institution in KZN with a research chair focusing on sustainable transportation, however this partnership has also been extended to Mangosuthu University of Technology and Durban University of Technology.

### **Programmatic approach to delivery**

Madam Speaker, Honourable Members: The Department of Transport continues to operate using a programmatic approach, which helps us effectively track service delivery.

## PROGRAMME 1: ADMINISTRATION

This programme aims to provide the Department with overall management and administrative, strategic, financial, and corporate support services to ensure that it delivers on its mandate in an integrated, efficient, effective, and sustainable manner.

The key focus areas for this programme will include:

- Reducing the vacancy rate.
- Finalising the organisational structure.
- Professionalising public service.
- Improving audit outcomes.

**The budget allocation for this programme is R828 million.**

### Filling of Posts

Chairperson, as we begin the 7th administration, we must finalise the concurrence of the organisational structure with the Department of Public Service and Administration (DPSA). **A budget provision has been made for 5,236 posts as per the proposed organisational structure.** We are also making significant progress in filling critical posts, with **over 444 posts still needing to be advertised and filled.**

In the last financial year, we filled 1155 posts, which pointed to the success of the government's job creation campaign, *S'thesha Waya Waya*. In filling these posts, we will continue improving our employment equity scores. Currently, over 44% of women occupy posts at Senior Management Service Levels, and the employment of women in the entire Department currently sits at **51%**. This reiteration of our commitment to equity should reassure you about the Department's fairness and inclusivity.

### Turning the tide on good governance

Madam Speaker, in line with our theme of inspiring new hope, we are already turning the tide on good governance. We are pleased to announce a significant shift in our audit outcomes. After nine years of unfavourable audits, we have achieved an unqualified audit. **This improvement results from our strengthened internal controls and monitoring mechanisms, demonstrating the effectiveness of our audit improvement plans. Our unwavering commitment to uphold the governance principles prescribed by the Public Finance Management Act is a testament to our dedication to transparency and accountability.** We are determined to achieve clean audits in the future.

We have included audit performance in all Senior Managers' Performance Agreements. This will ensure that we sustain the current audit outcomes and move toward attaining a clean audit.

## Building the transport sector of the future through a digital transformation strategy

Chairperson, we have placed digital transformation and investment at the centre of accelerating service delivery. To this end, we continue to enhance our digital transformation strategy to respond to our business model and improve our interaction with the people of KwaZulu-Natal. The digital strategy focuses on transforming not only the transportation sector but also internally in the department. We want citizens of KZN to access departmental services at the touch of a button in the comfort of their homes.

We will launch our **Contact Centre**, where citizens can engage with the department via a Toll-Free Number, WhatsApp, and Web Services. We are also working on an electronic, subsidised bus monitoring system to enhance our public transportation system. Within law enforcement, traffic officers already use electronic devices to perform their duties. This has improved the turnaround time for issuing traffic fines and other operations. Working with the taxi industry and in line with the National Taxi Lekgotla resolutions, we are piloting a cashless payment method in public transport.

## PROGRAMME TWO: TRANSPORT INFRASTRUCTURE

This programme aims to promote accessibility and the safe, affordable movement of people, goods and services by delivering and maintaining sustainable, integrated and environmentally sensitive transport infrastructure that supports and facilitates social empowerment and economic growth. The President has announced infrastructure as a critical driver of economic development. We continue to strike a delicate balance between constructing new projects and maintaining the existing infrastructure. A total of **R8,7 billion will be** spent on transport infrastructure.

Over **R3,7 billion will go into constructing new infrastructural projects** (roads and bridges), while **over R4 billion will be set aside to maintain our road network**. In addition, **over R58 million will go into infrastructure planning and design**, with **over R920 million being allocated to support programmes** within transport infrastructure.





## Progress on flood-damaged projects

Madam Speaker, the infrastructure upgrade and maintenance backlog far exceed our budget. This challenge has been further compounded by ongoing floods, which have seen us reprioritise our budget to fix flood-damaged projects. We need to come up with innovative ways to raise capital that will address the backlog. This includes but is not limited to, the National Infrastructure Fund, which will assist us roll out other road infrastructure projects and develop other transport subsectors to accommodate the growing population and accelerate economic growth.

Madam Speaker, in collaboration with Sanral and eThekweni Metro, we have made significant strides in repairing the flood-damaged projects affected by the April 2022 floods. These include M4, R102, and the Tongaat River Bridge. We have also initiated repair work at the P103 bridge in KwaDukuza, demonstrating our unwavering commitment to infrastructure maintenance. Damaged by floods, N2 in uMgababa is being rebuilt and will be completed within the next three months. The P107 embankment that was washed away has been completed. We are also working to replace a culvert on D2313 in the Ndwedwe under the Ilembe District at over R30 million. Other projects which were successfully repaired includes R74 linking KwaDukuza and KwaMaphumulo and R603 in Mbumbulu.

In addition, we will reopen P457 before the end of August, which links the Inanda and Ntuzuma/Nhlungwana areas. The April 2022 floods washed away a large part of this road on the section over the Piesang River. This strategic road serves as a link to Bridge City Mall, main road M25, and other essential business activities. This is where teacher Noxolo Khumalo died when her car drove over the damaged bridge. Once again, we send our deepest condolences to her family.

**This is the spread of our investment into infrastructural projects across all districts in the province:**

District Municipality	Amount
Amajuba District Municipality	871,581,250
Ethekewini Metro	567,586,298
Harry Gwala District Municipality	1,672,576,565
iLembe District Municipality	240,820,906
King Cetshwayo District Municipality	860,437,726
Ugu District Municipality	507,290,482
uMgungundlovu District Municipality	977,279,313
uMkhanyakude District Municipality	447,565,971
uMzinyathi District Municipality	749,823,000
uThukela District Municipality	656,858,055
Zululand District Municipality	945,906,835
Head Office Projects	1,672,576,565
Grand Total	8,823,878,000

**These are some of the strategic roads that are to be rehabilitated in the current financial year:**

- P559, 7.80 km (Milky Way) a road in Doesonhoek to the value of R61 million under eThekweni Metro.
- P34-4, 25.00 km from Vryheid to eDumbe under the Abaqulusi Local Municipality at a cost of over R354 million
- P394, 24.00 km from Winterton to Bergville at an estimated value of over R285 million under the Okhahlamba Local Municipality
- P3-1, 18 km from Orib to Hiberdene at a cost of over R523 million under the Ray Nkonyeni Local Municipality
- P32, 28 km from Ladysmith to Ekuvukeni at a cost of over R283 million under Alfred Duma Local Municipality
- P46-2, 29 from Hlobane to Louwsburg under Abaqulusi Local Municipality. It will be rehabilitation at a value of over R308 million.
- P305, 7 km from Arhens to Hermannsburg at a value of over R176 million. The road is under uMvoti Local Municipality.
- P732, 7.00 km from kwaNodalane to KwaXolo, a total value of over R71 million in the Ray Nkonyeni Local Municipality
- P22-1, 36.00 km from Park Rynie to Dumisa at a value of over R519 million under the uMdoni Local Municipality
- P234, 12.00 km from Nongoma to Esiphambanweni at value of over R86 million under Nongoma Local Municipality
- P47/3, 10 km from Melmoth towards Ulundi under the Mthonjaneni Local Municipality. It will be rehabilitated at a cost of over R159 million.

**These are some of the roads that will be constructed and upgraded in this financial year:**

- P113 Nhlamvini Upgrade to the value of R142 million.
- D871, P361, D1290 – Kwahlathi/Douglas Roads Upgrade to R528 million.
- P417 in Gugwini to the value of R251 million.
- P187 Construction of Culverts & Ancillary Works from km 14,7 to km 19 is a project in Blue Bank. The project was awarded at a value of R47 248 843.95 under Inkosi Langalibalele and Uthukela local and district municipalities.
- D 1259 in Bergville under the Okhahlamba and Uthukela Local and District Municipalities at a cost of over R42 million
- Main Road **P419** is located between Nkumba and Nkwezela. It falls under the Dr Nkosazana Zuma Local Municipality in the Harry Gwala District Municipality. The project entails the upgrade of 22.29 kilometres from gravel to blacktop. The 4km has surfaced to date, phase 2 of 10km has been awarded, and the contractor started with construction activities.
- Main Road P52-3 is located between Nongoma and Pongola. Of the 31,2 km prioritised for upgrade, 27.2 km have been upgraded to blacktop standards. The remaining 4km is under construction and is anticipated for completion in the 2026/27 financial year.
- District Road **D1925** is located in the Bhadeni area, on the outskirts of eDumbe town. It is 3.0km long and is currently under construction. This road forms part of the corridor between eDumbe and oPhongolo. Progress is 85% complete, and it is planned to be completed by December 2025.

### **These are some of the bridges that will be constructed in this financial year:**

- Mbabane River Bridge at a cost of over R65 million
- GC Crooks Hospital Pedestrian Bridge at a cost of over R9 million
- Dirkchinburg Kwasengi River Pedestrian Bridge at a cost of over R51 million

### **Welisizwe Bailey Bridges**

Chairperson, the Department continues constructing the Welisizwe Bailey Bridges in partnership with the National Department of Public Works and Infrastructure - and the South African National Defence Force (SANDF). Thirty-one (31) bridges have been completed. We are already planning for phases C and D of this programme. Phase C will see 16 bridges built, and Phase D will see 17 bridges built. These bridges are providing short to medium term solutions in communities living adjacent to rivers and they have proved to be a huge relief to those communities. Learners are now able to go to school; pensioners are able to access pay points and communities are able to connect with other amenities including health facilities.

### **Pothole Patching**

Chairperson, as stated, has allocated over R4 billion of our budget to maintain our road network, which includes rehabilitating and resealing our roads. Due to the changes in weather patterns and excessive rains in the province, our road infrastructure has deteriorated faster than anticipated, with potholes developing throughout the road. As promised in last year's budget speech, we have purchased 55 high-tech trucks, which we have allocated to all our District Offices (cost centres). These trucks are on the ground with nine members per truck to deal with the issues of potholes throughout the entire network of the province. We are also investing in technology for the early detection of potholes to improve the condition of our road network.





## New Jersey Barriers

Madam Speaker, we continue erecting New Jersey barriers along the South African and Mozambique border.

Last year alone, 30 vehicles were stolen per month from South Africa to Mozambique. A new contractor was appointed last year after the previous contractor defaulted on his contractual obligation, and the Department had no option but to terminate the contract. A total of 7.4km of eight kilometres of concrete barriers have been erected.

**Phase 1:** which will be eight km long will start at gate 6 and move in the western direction towards Tembe Elephant Park

**Phase 2:** will be eight kilometres long from the boundary of iSimangaliso Wetland Park, moving in the western direction towards gate 6

**Phase 3:** which will be nine kilometres will move from the western boundary of Tembe Elephant Park towards Phongolo River

The project has also benefited local businesses through subcontracting work and training opportunities. **Through the project, 40 local young people have been trained and given job opportunities under the National Youth Service Programme.** In addition, the Department has strategically placed one of its candidate engineers, Siphamandla Hlongwane, as a resident engineer for the project. This is part of his professional development which will see him gain relevant experience for registration as a Professional Engineer with the Engineering Council of South Africa (ECSA). **This has saved us millions which would have been spent on consultants to manage this project.** It is also worth noting that the department has recently won two awards for the Council for the Built Environment, one of which is the Best Employer Candidacy Programme for Professionals.



## Forging a strategic partnership with SANRAL to accelerate infrastructure investment

Madam Speaker, our hopes and aspirations for a better future are further given impetus by the massive investment in the province by the South African National Roads Agency SoC Limited. **Over the next three to five years, Sanral will invest more than R100 billion in our province.** Our relationship with SANRAL goes beyond building infrastructure projects, as we are currently sharing resources such as the digital road monitoring centre in uMkhondeni to improve our traffic management.

Motorists have already begun to witness the transformation of our roads, mainly the N3 between Pietermaritzburg and Durban and the N2 between EB Cloete and uMdloti.

### Other SANRAL capital projects include:

- **N11 between Bergville and Newcastle**
- **Kokstad interchange**
- **upgrading N2 between Empangeni and Phongolo**
- **The R22 upgrade/ partial interchange in Hluhluwe.**
- **The Department of Transport and Sanral are also partnering on strategic infrastructure such as the KwaXimba bridges and the Isandlwana road, which is critical for the province's tourism growth.**

Chairperson, to improve the condition of our provincial road network, we are discussing transferring some of the strategic roads of national importance to Sanral. The transfer of these roads will fast-track the turnaround in rehabilitating those roads that have reached their lifespan. This must be done, provided it addresses the economic redistribution and reflects the province's demographics. Economic spin-offs must accompany such massive investment, and we deliberate on building African entrepreneurs.





## PROGRAMME 3: TRANSPORT OPERATIONS

Madam Speaker, our unwavering commitment to strengthening the Public Transport System is a testament to our dedication to improving the quality of life of every citizen in KZN. By providing safe, reliable, affordable transportation, reducing travel time, and increasing accessibility to economic and social opportunities, we are ensuring a better future for our people. This commitment is a cornerstone of our efforts to enable development and investment in the Province and create socio-economic opportunities for our communities.

This programme is, therefore, important in realising that objective. Its primary function includes planning, regulating, and facilitating the integrated land transport system. The substantial allocation of over **R2 billion** to the programme underscores our commitment to improving the public transport system in KZN.

### Subsidised bus operations

Honourable members, in the previous administration the government made an undertaking to expand the subsidised operations in the Province. In the previous budget speech, the department announced that we were conducting design packages for two remaining districts, Harry Gwala and uMzinyathi. We are nearly completing this process and will soon begin consultations with affected taxi and bus operators to reach a comprehensive agreement.

***By the end of this financial year, we want to conclude the negotiated contracts in these two remaining districts fully. Sekuzokwazi ukuhamba izithuthi ezixhaswe uHulumeni eHarry Gwala naseMzinyathi***

### Public Transport Transformation

Honourable Members, we are making significant strides in our programme to transform subsidised public transport operations. This transformation, aimed at increasing the participation of emerging African operators in the mainstream of the public transport economy, is well underway. We are resolute in our commitment to fostering a more diverse and inclusive public transport sector. While we acknowledge the progress made, we are not entirely satisfied that only **11 contracts** out of **44** are in the hands of African operators.

These bus contracts are solely owned and managed by Historically Disadvantaged Individuals (HDIs), most of whom come from the taxi industry and small emerging bus operators that did not benefit from the previous subsidy regime. The current value of these contracts per annum is R336 million.

The transformation agenda in this area has faced a setback due to the Court Case, which has temporarily halted the Department's efforts to transform subsidised routes. We are actively engaging with the operators to find a solution that will allow us to continue with our transformation agenda. We are determined to reach a consensus and remove the matter from court, as we are fully committed to the transformation of the public transport sector.



## *Opening doors of Learning through the learner Transport programme*

Chairperson, the Freedom Charter talks about opening the doors of learning. As the transport sector, we have an obligation to realise this noble expectation. As part of inspiring the hope for a better future, we have placed our learners transport programme as a critical tool to assist learners from underprivileged communities. These are learners in mainly rural and underdeveloped areas to access education. Without this service, learners who must travel a distance of more than three (3) kilometres could be deprived of access to education facilities.

Through this programme, we have changed the lives of **learners** who are transported for free to school every day. This year, we have an allocation of **R278.419 million**. This budget will **cover 402 schools, benefiting 74 731 learners**. As part of learner transport, there are **over 85 contracts spread across 12 districts**.

Chairperson, we are committed to continuing our Shova Kalula programme, which has been instrumental in providing bicycles to needy learners who struggle with long distances to school. This initiative will continue to be a priority for us, ensuring that no learner is deprived of education due to transportation challenges.

### **Public Transport Facilities**

Chairperson, as part of providing strategic to municipalities, the Department **has successfully transferred R30 million** to the Ray Nkonyeni Local Municipality for the construction of the Port Shepstone Public Transport Facility. I am pleased to inform you that this facility is now 90% near completion and will officially open as part of October Transport Month. This is a significant step towards our goal of providing efficient and modern public transport facilities in KZN. The department is also working with other municipalities with a similar purpose.

### **Regulation of Public Transport**

Chairperson, the regulation of public transport has always been one of the Department's key priorities. In this Province, as in the country, most poor people rely on public transport for their daily livelihoods. Our ongoing interactions and collaboration with the public transport industry at large and the taxi industry through South African National Taxi Council (SANTACO) indicate that a healthy relationship exists between itself and the Department.

The taxi industry has been experiencing some worrying instability and an influx of illegal operators, which calls for us, as the government, to develop a framework for regulating vehicle dealerships so that they do not release vehicles without the required documentation and approval by the Provincial Regulatory Entities (PRE). Through our PRE, we are proactively intervening with the taxi industry's leadership in areas with looming conflicts.

In the last month, our team successfully mediated to end disputes over taxi routes among members of the Ulundi Mahlabathini Association and the Ikhwezi Local and Long-Distance Taxi Association in Phongola. In addition, we also intervened to end protests by taxi operators in Ugu Districts. We agreed to resolve issues raised by operators, which mainly relate to the issuing of permits.

### **Other interventions that the Department has successfully resolved include:**

- The KwaMashu Taxi Association, where the Department assisted in having a new executive elected
- Glenwood and Eastwood in Pietermaritzburg: The two associations agreed to share a route and signed an operational agreement.
- Mandeni Taxi Association and Nyoni Taxi Association Merger in Ilembe District: The two associations merged, eliminating conflicts over routes.
- Richmond Taxi Association and Phatheni Operators (Umgunundlovu): The association merged with illegal operators from Phatheni. They will apply for new operating licenses under the Richmond Taxi Association.
- Grange and Westgate merger: The operators will apply for new operating licences under the Grange and Westgate Taxi Association
- Thuthukani Mathuli Taxi Association and Ngolela Operators Merger in Ningizimu1: The association will merge with the Ngolela operators, and they will apply for new operating licences under Thuthukani Mathuli Taxi Association
- Zamukuthula Taxi Association: The association will merge with Oshabeni and apply for operating licences

### **Current interventions include:**

- Amaoti Taxi Association and Inanda Verulam: Amaoti complained about an illegal taxi rank opened by Inanda Verulam and fares dropping on the Verulam route. Both these taxi associations were found to have created illegal taxi ranks. Parties have agreed to enter into an operational agreement. A meeting is pending to finalise the matter.
- Vulamehlo and Umkomaas Taxi Association: Vulamehlo encroaches on the Umkomaas route and operates contrary to a court granted to Umkomaas. There are current interventions that the Department and SANTACO are busy with
- Intuthuko Taxi Association: Illegally recruiting new members and hiring without licenses. The Department intervened and stabilised the association. The association is monitored monthly to ensure that illegal practices cease.
- Bambanani and Gamalakhe: Bambanani infringed on Gamalakhe routes in Margate Ext 3 and 7. The Department's law enforcement and SAPS are dealing with the encroachment issues.

Honourable members, there is a wrong perception that the Department fails to issue permits on time. However, on the contrary, the Department has been able to reduce the turnaround time for the processing of operating licences following the decentralisation of the Provincial Regulatory Entity Offices (PRE) in various districts. The six new additional PRE offices are making a significant impact and improving the service delivery.

**We have issued over 53 413 operating licences** in the past five years. **Of those 15, 541 operating licences were issued in the past financial year alone.** However, **we currently have 3780 operating permits that have not been collected at PRE offices despite being approved and over 7436 operating licenses** that have expired and not renewed.

We also **have over 3468 vehicles** that have not submitted their operating license applications since January 2018. We thought we should highlight Honourable members so you can see where the problem lies.

It is, however, worrying that operators sometimes point fingers at the Department when they are not sorting out issues on their end to enable them to receive their permits successfully. However, we remain open to assisting taxi operators in ensuring they comply. Those not in compliance must face the arm of the law, and it is for these reasons that we will continue deploying members of the Public Transport Enforcement Services (Shanela) where necessary.

As part of our strategic interventions, the Department will continue to provide capacity to municipalities in this sphere further to improve the regulation of public transport in the Province. The need to provide training to municipality staff who deal with Public Transport issues continues. Most municipalities need dedicated officials to deal with public transport matters, and municipal traffic officers currently perform this function. Therefore, to mitigate this situation, the Department is attempting to procure these services for municipalities as mandated by Section 11 of the NLTA 5 of 2009. The process is pending from the previous financial year.

Chairperson, the Department has also succeeded in ensuring the regulation of Driving Schools within the Province, which led to the democratic election of its provincial leadership. This is a flagship for the Department of Transport KwaZulu Natal, as no other Province has achieved this within the country. This will improve the competency of drivers we produce and eliminate corruption in our testing centres.

## PROGRAMME 4: TRANSPORT REGULATION

Honourable Chairperson, this programme aims to ensure a safe road environment by regulating traffic on public infrastructure, conducting law enforcement, and registering and licensing vehicles and drivers. As such, a budget of **R1.3 billion** has been allocated towards achieving these objectives.

### Motor Transport Services

The Department remains committed to improving motor licence services to ensure compliance and revenue collection for the Province. The Province has a database of more than 1.7 million vehicles. Approximately 2.8 million members of the public are serviced by our Registering Authorities.





## New Licence Numbering System

Since its inception on 1 December 2023, the new KZN licence numbering system has received an overwhelming response from the motoring public.

Over 470,000 vehicles have migrated to the new system as of the end of July. The **department has also generated over R24,745 550 in revenue from the 10 998 personalised license numbers applied for.** We continue to sell new personalised licence numbers but have placed a moratorium on transferring an approved personalised licence number from one owner to another.

These customers have already bought personalised licence numbers from the department but wish to transfer the ownership of the personalised licence number to family members or someone else. This moratorium mainly allows MTS choice numbers to prioritise customers who want to migrate to new numbering systems but with a personalised licence number. The other reason was that MTS had detected that this functionality was being manipulated and abused, hence the request to place a moratorium on transferring approved personalised licence numbers.

## Thuthuka Drivers Licence Programme

In response to the high level of unemployment, the Department Identified the Thuthuka Driver Licence Programme to assist citizens with driver's licences in finding employment. **The first phase of the program targeted 4000 unemployed participants and beneficiaries. The project commenced in the 2023/2024 financial year, and there is no age restriction. Over 1626 beneficiaries have acquired their learner's licences, while over 203 participants have gotten their driver's licences.** Going forward, the Department intends to create a database of the applicants to mobilise more resources, including the private sector, to assist in this programme. The Programme will strengthen the relationship between the Department and the driving school industry, which we have since formalised in the Province. We will be able to produce competent and fit drivers.

## Traffic Enforcement

Chairperson, as mentioned above, we are going to strengthen our law enforcement as part of creating a safer road environment. Since the dawn of democracy, the KZN Department of Transport has **gradually increased its law enforcement capacity by 37.8%, from a baseline of 363 traffic law officers to 584 in the 2023/2024 financial year.**

We continue to fill all vacant posts in RTI and Public Transport Enforcement Services (known as Operation Shanela) to improve capacity. An additional 200 trainee provincial inspectors are currently undergoing their twelve-month training program, which is scheduled to be completed on 13 December 2024. Following the accident at uPongolo, the Department decided to open a satellite station at Pongola, bringing the total number of RTI stations to 26. Further, the Department migrated from manual written notices (books) to hand-held gadgets. The introduction of this gadget helps to reduce Officer time spent issuing notices.

## Implementation of the Smart Enrolment Unit

The smart enrolment project is set to significantly reduce the turnaround time at Drivers Licence Testing Centres, providing a more efficient and stress-free experience for motorists. The National Department of Transport is currently piloting this technological initiative across the country, including in three of our Driver Licence Testing Centres (Mkhondeni, Rossburgh and Pinetown). The smart enrolment unit, popularly known as a “one-stop shop”, is designed to significantly reduce the time people spend at DLTCs when applying for or renewing driver’s licences. This will make the application process more convenient and efficient for our stakeholders.

One of the key features of this new system is its real-time operation. When an individual applicant enrolls their application data at a centre, the information is immediately transmitted to the National Traffic Information System (NaTis) in real-time. This eliminates any delayed transmission, ensuring that the information is received promptly, thereby enhancing the efficiency of our operations. The new system will also play a crucial role in curbing fraud and corruption in our DLTCs.

## Road Safety education and campaigns

The “Road Safety is Our Collective Responsibility” theme, adopted in 2014, continues to be our rallying call for a coordinated and joint effort with all stakeholders and sectors of society. The Department envisages to reduce fatal crashes by 5% for the MTEF period (2024 to 2027). We will increase partnerships with various entities to promote road safety education, including in schools, and we will launch a massive road safety communication programme to drive mindset change.

Our Road Safety Unit has embarked on increasing the Interfaith capacity of Road Safety Ambassadors. In 2023/2024, the Department appointed ten (10) Chaplains in ten districts, with one (1) vacant position to be filled in this financial year. In addition, eleven (11) Ambassadors serve under these Chaplains in all districts.

The critical role of the Chaplains and Ambassadors is to provide counselling to the victims and families, including RTI staff who get exposed to horrible accidents. They also assist with road safety education for local communities.



## PROGRAMME 5: COMMUNITY-BASED PROGRAMMES AND JOB CREATION

The Community-Based Programmes, crucial for developing and empowering communities through job creation and poverty alleviation, have been allocated a significant budget of **R48.380 million** for this financial year.

### ***Job Creation***

Chairperson and Honourable Members, if our people still live in abject poverty, we are, as government, duly bound to create work opportunities for them to put something on the table. In the last financial year, we had over 47,702 work opportunities created. **For** the 2024/2025 financial year, we have planned 52,154 work opportunities under our EPWP programmes. We are pleased to report that 37,767 of these opportunities have already been achieved, a testament to the success of the Zibambele Poverty Alleviation Programme.

Recently, the Department of Transport, in collaboration with the Department of Public Works, launched Phase 5 of the Expanded Public Works Programme (EPWP), a government initiative aimed at providing temporary employment to the unemployed.

**These are the following DOT EPWP Job Creation Programmes for this financial year:**

Programme	Number of work opportunities
• Zibambele	41 000
• Vukayibambe Routine Road Maintenance (VRRM) • EPWP washing of government vehicles programme • Field Workers for monitoring and reporting	6264
• Welisizwe SANDF Bailey Bridges Project	1051
• SCM graduates programme	90
• RTI Summons Server	120
• Road Safety Walking Bus Programme	112
• Thuthuka Skills programme	2000
• Pedestrian Crossing Patrol	235
• National Youth Service Programme (NYS)	693
<b>Total</b>	<b>51 685</b>







## CONCLUSION

Honourable Chairperson, by tabling this budget speech, we want to set the tone that this 7th administration will be business unusual. The people of this province will no longer accept excuses if we promise a road and fail to deliver it.

We have a responsibility to inspire hope for the future. We must walk the walk and talk the talk. The Department of Transport must be visible in all corners of this province. We want to see the yellow plants out servicing and maintaining roads. We want to see our high-tech trucks fixing pot-holes in the streets. We want law enforcement vehicles and officers visible on the roads, keeping the law. Our frontline office staff must ensure that all those who come to our offices get the best service. We want to bring back a high level of professionalism and work ethic.

Chairperson allow me to express my heartfelt gratitude to the Hon. Premier and all members of the Provincial Executive Council for their unwavering support.

I also wish to thank my political home, the African National Congress (ANC), for sending me to serve the people of this province. I wish to single out the Provincial Secretary Cde Bheki Mtolo for the guidance ever since my deployment to this portfolio.

To the Transport Portfolio Committee Chairperson, Honourable Mncedisi Maphisa, we look forward to working with you and the committee members as you play your oversight role. To the Head of the Department, Mr Mbhele, management, and all the Department's workforce, thanks for the warm welcome and support you have given me. Asibambisane sishintshe izimpilo zabantu zibegcono.

Lastly, I extend my heartfelt thanks to all of you, the members of the Provincial Executive Council, political party members, department heads, and the general public in the province, for your continued support and dedication to our shared goals.

Chairperson, I want to assure you that we are unwavering in our commitment to bringing services to the people without leaving anyone behind. I humbly table the budget of **R13 023 631** (R13 billion) for the 2024/25 financial year, a clear and resolute demonstration of our commitment to service delivery.

**I thank you. Ngiyabonga!**





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**KWAZULU-NATAL PROVINCE**

**TRANSPORT**  
REPUBLIC OF SOUTH AFRICA

# BUDGET SPEECH 2024

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