



# 2025 BUDGET SPEECH

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

**VOTE 12**

**FRIDAY,  
25 APRIL 2025**

**Time: 08h30**

**Venue: KwaZulu-Natal Provincial Legislature, Pietermaritzburg**



**KWAZULU-NATAL PROVINCE**  
TRANSPORT  
REPUBLIC OF SOUTH AFRICA



**Inspiring Hope  
For A Better Future**



# 2025 BUDGET SPEECH



# 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

- 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;
- Leadership of the African National Congress Provincial Task Team;
- Members of the Media;
- Distinguished Guests;



MR SIBONISO DUMA  
MEC for Transport and Human Settlements

## INTRODUCTION AND SCENE SETTING

**Madam Speaker,** When Ambassador Sbu Ndebele, as the first KZN MEC for Transport in a democratic South Africa stood before this house to deliver the first ever Budget Speech, this province was ravaged by political violence, instability and tension amongst leaders of political parties.

The international community and the mainstream media at large portrayed KwaZulu-Natal as a backward province with a gloomy future.

Political analysts and commentators were convinced that this province was short of leaders with the capacity to face and resolve daunting challenges faced by ordinary people of this province.

It was through the determination of the entire leadership collective that we lifted ourselves up, shook off all skepticism and surged forward as an unstoppable force towards a positive future.

Honourable Members, the presentation of this Budget Speech coincides with the beginning of another 30 years of our Freedom and Democracy.

This Sunday, 27<sup>th</sup> April 2025, millions of people across the length and the breadth of this province and the country will observe and celebrate Freedom Day.

As we present this budget we want to ignite a little of President Nelson Mandela's spirit in our hearts.

Madiba's life has been synonymous with the fight for human rights, justice, peace, reconciliation, equality and, most of all, selfless love, compassion and the triumph of human spirit despite all adversity.

Fellow compatriots and Honourable Members, whilst we have made significant progress over the past 30 years towards the achievement of a better life for all, it is important to focus on the future.

I am one of those who feel honoured to serve the people of our province at this crucial time in the history of our new democracy.

I lead a dedicated team of all categories of workers who are determined to Inspire Hope for a Better Future.

For the sake of those who laid down their lives for our country to be free and for the sake of our children and their future, KwaZulu-Natal must succeed.

We are determined to build on the solid foundation laid over the years as we tackle unemployment and banish poverty and relegate our sad history of apartheid exclusion and underdevelopment to become distant memories.

We are determined to create a safe, secure and prosperous province using transport as a catalyst.

In our meeting with management we agreed that all workers - from offices to regions will use their intellectual capacity, technical qualifications and specialized skills to ensure an efficient and effective state.

We agreed that these attributes are meaningless if employed to abuse the system to the disadvantage of ordinary members of society.

We agreed that invoices must be paid on time and that services must be rendered without asking for anything in return.

We agree that it is the integrity of those who handle public office with honour that will generate respect for the government institutions and create an image of good government.

Honourable Members, as the Executive Authority I understand that as the Department of Transport we need to maintain a collegial spirit of collective accountability and unity of purpose.

It is for these reasons we will continue to seek guidance from His Majesty Indlulamithi Misuzulu kaZwelithini and the entire institution of traditional leadership.

Religious leaders, non-governmental organisations, academics, leaders of political parties - inside and outside this legislature - including ordinary members of society will continue to serve as a fountain of our wisdom.

**The 24 Hour Toll-Free Call Centre 080 005 5505 / WhatsApp number 0601055505** that we launched on March 27 as well as the introduction of KZN Transport Forums on March 28, is a clear indication of our determination to enable the people of this province to decide how services should be delivered to them.

This is what democracy is all about – enabling the populace to determine what services they want and giving each and every member of the community the opportunity to participate in monitoring the delivery of such services.

Complaints, compliments and suggestions, we are receiving through the Call Centre and from the Forums serves as a reminder that this freedom belongs to the ordinary people of this province. It is them who must taste the fruits of freedom in a manner that changes their lives for the better.

**Madam Speaker, Our budget allocation for the 2025/26 financial year, just over R13 billion,** will be invested in rolling out our infrastructure, improving public transportation, and refining our law enforcement and road safety campaigns.

**Siletha ithemba | Sisebenza kanzima | Siyazimisela**



We will create jobs, help eradicate poverty, reduce inequality, and drive socio-economic transformation, key ideals on which the Freedom Charter was founded upon.

Over the 2025/26 MTEF, the Department's budget shows a promising growth of 4.5 per cent from 2024/25 Adjusted Appropriation to 2025/26, mainly due to allocations for learner transport services, additional allocations for various conditional grants, and inflationary increments.

The Department will also continue entering all the various modes of transport in the province: road, rail, maritime, aviation, and pipelines.

It envisages a KZN transportation system that will be developed in an integrated and complementary manner for ease of movement of people, goods, and services.

The service that the Department will be offering will evolve to a more comprehensive version, where the Department's role in transport will bring what was previously deemed as national competencies. This is done through collaborative partnerships with national counterparts.

The province's participation in these respective competencies will benefit the transport sector and its citizens. The strategic focus on governance matters is for the Department to improve its audit outcomes and financial management. Central to this will be strengthening its project management capacity and improving its supply chain management system to meet the Department's procurement needs.

As the Department, we continue to align ourselves with national and provincial priorities: drive inclusive growth and job creation, reduce poverty, tackle the high cost of living, and build a capable, ethical, and developmental state.

## CLIMATE CHANGE AND FLOOD PLANNING



**Madam Speaker,** it is clear that as a province, we have to make climate change our top priority. It must dominate our planning in every sphere of government across all departments so that we come up with mitigative measures that will assist in coming up with innovative solutions into implementing the rollout of infrastructure that can stand firm in these new weather patterns.

The ongoing devastating floods in KZN are a stark reminder of the realities of climate change. There is a need for better disaster preparedness and climate resilience. As a Department, we must invest in flood-resistant materials and innovative methods to build structures to withstand the weather, such as floating bridges to adapt to rising water levels.

We need collaborative and inclusive approaches across all engineering disciplines, including weather and ecology specialists.

We are pleased to announce that the KwaZulu-Natal Department of Transport is fully committed to contributing to His Majesty Isilo Misuzulu kaZwelithini's Climate Change Summit.

This summit, which will involve all spheres of government, the Institution of Traditional Leaders, and the Private Sector, is a crucial step towards developing a clear Climate Change Action Plan to protect the people of KwaZulu-Natal. As a Department, we are ready to play our part in this significant event, as climate change directly impacts our line of work.

## JOB CREATION AND PROVINCIAL PRIORITIES ON FREIGHT, AVIATION



Our primary objective is to boost our economy, thereby creating jobs, reducing poverty, and enhancing the lives of KZN citizens. Transport plays a pivotal role in economic development and growth, serving as the lifeblood of our economy.

By prioritizing our planned roads and transport infrastructure, we aim to tackle the triple challenges of unemployment, poverty, and inequality.

In line with the Premier's announcement during the State of the Province Address (SOPA) on the rail network, we will work with the national government to ensure that we are part of revitalising and creating improved efficiency in the rail network.

The KwaZulu-Natal White Paper on Freight Transport Policy outlines a comprehensive plan to enhance the efficiency and effectiveness of the railway network across the Province. The Integrated Freight Transport Strategy and Transportation Master Plan addresses key logistical challenges, optimises transportation routes, and supports economic growth through improved infrastructure.

We will be aligning ourselves with the work being undertaken following an announcement made by the national government to divide Transnet Freight Rail into a Transnet Rail Infrastructure Manager (TRIM) and a Transnet Freight Rail Operating Company (TFROC). In particular, a dedicated team from our Department will work with the National Department of Transport and other key stakeholders, such as TRIM and TFROC, as we undertake this work.

As guided by the national government, TRIP will manage, operate, and maintain the rail infrastructure while TFROC will open the market to third parties. Undoubtedly, this arrangement will ensure revenue generation to fund the rehabilitation of the rail network. As KZN, we offer to make a meaningful contribution to ushering in a new era.



The KwaZulu-Natal Department of Transport has identified two railway branch lines to be revived: one in Durban Metro and another at Dr Nkosazana Zuma Local Municipality. With regard to aviation, the Department has been working closely with EDTEA (the custodians of aviation as mandated by the Cabinet). Collectively, we have been assisting regional airports to grow and ensure CAA compliance.

Initiatives such as the rebuilding of the Mkuze terminal building look to gain momentum with the possibility of scheduled daily flights between KSIA and Mkuze by Club Med. We have stated that our economy is driven mainly by the transport and logistics sectors, which are based on the two major ports in the Province, the Port of Richards Bay and the Port of Durban.

Both ports are economically strategic not only to the Province of KZN but also to the national economy of South Africa since they are linked to the economic heartland of South Africa, Gauteng, via our road infrastructure.

The Port of Durban is also a transit point for cross-border container traffic for our neighbouring countries and a gateway to Southern Africa. The Ports of Richards Bay and Durban are important contributors to international trade and significant enablers of South Africa's and the Province's economic development.

Lastly, we will have a Freight Indaba as part of ongoing interaction with key stakeholders in the industry. The Bullet Train between Durban and Gauteng will help bridge the gap between KZN and that province and will undoubtedly be a game changer in terms of an improved public transport system.

## ESTABLISHMENT OF TRANSPORT FORUMS

**Madam Speaker**, as we reflected last year, the outcomes of last year's national and provincial elections taught us that citizens wanted to see us as leaders putting them first and ensure that, as citizens, they had a voice in the development of key programmes that would seek to improve their lives. Their vote was a call for us to revisit and strengthen our social compact. **Yileso sizathu esabona kubalulekile ukuthi sibuyela emasisweni ngokuthi sivume ukuholwa abantu bazikhulumele bona ngentuthuko abafuna ukuyibona ezindaweni zangakubo.**

Madam Speaker, we need to reclaim the strategic location of transport in communities by reviving community structures. We are pleased to report to this House that we successfully relaunched these structures on 28 March. The Transport Forums have been established in all local municipalities, and their core mandate will be to facilitate public participation as per the KZN Roads Act. This programme, which has a budget of over R15 million per annum, will see over 900 members who are representatives of all wards in KwaZulu-Natal. The forum members will be provided accredited and non-accredited training for their empowerment.



## RECRUITMENT OF TRAFFIC OFFICERS TO IMPROVE LAW ENFORCEMENT

**Honourable Members**, we continue strengthening law enforcement to create a safer road environment. KwaZulu-Natal must be a zero-tolerance zone for traffic violators. This entails rooting out drunk drivers, speedsters, and unlicensed drivers and vehicles from our roads. Our law enforcement must pay special attention to seatbelts, roadworthiness, and pedestrian safety compliance.

Plans are afoot to continue increasing our law enforcement workforce and expanding our stations to ensure we have footprints across the entire Province. **As a result, we will recruit 200 traffic trainee officers annually over the next five years.** Funding for this has been provided over the 2025/26 MTEF for the staffing and operational costs.

The old recruits have since been deployed to stations within the various regions of the Province. They have increased the visibility of law enforcement officers on the Provincial Road Network and built capacity at the satellite stations we recently opened in Van Reenen and Underberg, including the satellite station in Pongola. **In addition, 84 posts ranging from Chief Provincial Inspectors to Principal Provincial Inspectors have been advertised and are in the process of being filled.** We are certain that these posts will add an impetus to our law enforcement officers.





# PROGRAMME 1: ADMINISTRATION

**Madam Speaker, we have allocated over R960 million to Programme One** to respond to our national and provincial priority of building a capable and ethical developmental state. In this 7th administration, we are embarking on a significant transformation journey. We aim to cultivate a cadre of highly skilled and professional public servants who will have the requisite innovation to respond to modern-day challenges. We will achieve this by investing in skilling and capacitating our workforce, attracting much-needed skills, and reducing our vacancy rate.

The finalisation of the departmental structure will enable the Department to achieve a capable developmental state. We want to build within the Department of Transport a new cadre of public servants who understand that they are called to serve the people. Their value system must be driven by the principles of Batho Pele.

## FILLING OF POSTS

Since the **beginning of the 7th administration 317 posts have been filled**. We currently have over 976 posts advertised and in various stages of the selection process.

This progress is a testament to our commitment to ensuring a capable and efficient workforce. In the 2025/26 financial year, we will still advertise over 268 posts. In addition to these posts, the Department intends to fill 200 Traffic Trainee posts as already mentioned.

## EMPLOYMENT EQUITY

**Madam Speaker,** we are steadfast in our commitment to employment equity. Currently, over 47% of our Senior Management Service Levels are women, and over 40% of women occupy Middle Management Posts. The representation of women in general within the Department is over 50%.

However, we acknowledge the need to improve our representation of employees with disabilities, as we currently have 78 employees with disabilities out of a staff complement of 4631 (1.68%). Of those one occupies a senior management position with 17 employees with disabilities occupying middle management positions and working as experienced specialists. We are dedicated to creating an inclusive and diverse workforce.

## SKILLS DEVELOPMENT

**Honourable Members, we are resolute in our pursuit of excellence. We understand that attracting the requisite skills is crucial for a vast, technically driven department such as Transport.** As part of our contribution to building a developmental and capable state and strengthening our internal capacity, we continue to award bursaries, internships, and apprenticeship programmes. We are committed to expanding our skills base of engineers and technicians and investing in equipping our staff with the skills needed to develop into various modes of Transport. This budget will be instrumental in ensuring that the Department can meet the strategic objective of building the capacity of the state to deliver services to the people.

The total estimated budget for the implementation of training and reskilling staff, the Graduate Internship Programme, Work Integrated Learning, Bursaries (Internal and External), and the Plant Operator Training Programme is **R91 624 200.00**. The **Department has also set aside an estimated R10 000 000 budget for the implementation of the training programmes, which targets at least 60% of employees to be trained in various programmes.**

In 2024, internal bursaries were awarded to 56 employees in various fields of study, and over R1,4 million was spent on tuition fees. A total of 12 employees have completed their studies in 2024, while the remaining 66 learners are still in progress. **In this financial year 2025/2026, the Department has awarded internal bursaries to 53 employees. The total cost for the 53 new bursary holders and the 66 progressing bursary holders is estimated at R3 million.**

**In 2024, we awarded 10 external learners with bursaries in BSc Civil Engineering at a cost of over R3,4 million** in order to improve the required skills base in the Department; **nine of the students successfully completed their qualifications in 2024 and are placed in the Department to serve their obligations.** The Department has further advertised external bursaries in various fields of studies, which will contribute to improving our skills base for the 2025 academic year via the Office of the Premier, in which an amount of R5 000 000.00 has been allocated in this regard.

The Department has continued to develop internal capacity through professional registration with several Councils in order to continue with creating a capable state by reducing the excessive reliance on consultants. Over the last 6 years the Department has been able to produce 18 Professionally-Registered Engineers covering the demographics of the historically disadvantaged individuals, where previously the Department had only 4 Professional Engineers. Additionally the Department has 110 Professional Technicians and 10 Professional Engineering Technologists.

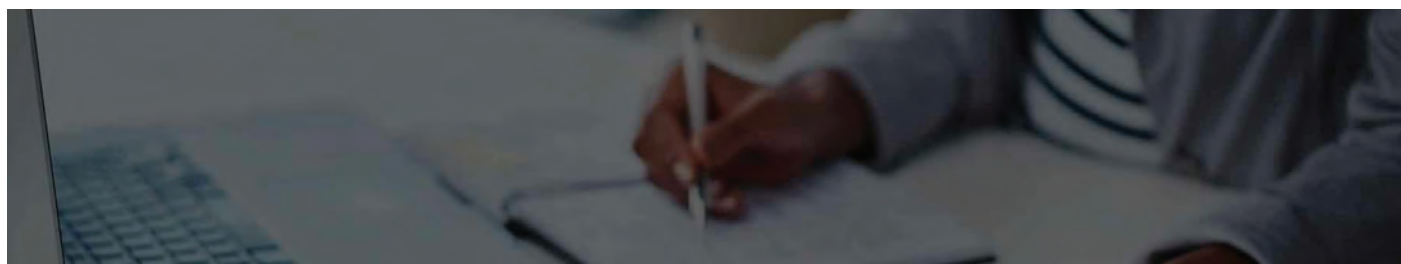
## GRADUATE INTERNSHIP AND WIL PROGRAMME

We continue to provide young graduates with opportunities through our Graduate Internship Programme so that they can gather the requisite experience needed in the work environment. **The Department is in the process of appointing a total of 364 graduate interns for the 2025/26 financial year.** The Department continues to also expand its Work Integrated Learning (WIL) Programme to students who are currently studying towards higher education and who must undertake a period of workplace experience in order to receive their full qualifications in their respective studies. **In this financial year, we will also be placing 20 mechanical students and 10 students studying administration under the WIL programme.**

The Department currently has a shortage of Plant Operators and will, from this financial year, implement a three-year Plant Operator Training Programme to minimise the deficit. This Programme is crucial for ensuring the smooth operation of our Vuk'ayibambe Routine Road Maintenance Programme (VRRMP) and improving service delivery. The Programme will target 40 participants from all Regions and equip them with the necessary skills and knowledge. An amount of R7 200 000 (for a 3-year period) has been allocated for this Programme for implementation from the beginning of April 2025.

## AUDIT IMPROVEMENT

We remain committed to upholding clean governance principles as prescribed by the Public Finance Management Act and to sustainably achieving clean audits. **Honourable Members**, despite some qualifications in the past audit, we have turned things around to achieve an unqualified audit. Through the continuous implementation of our Audit Improvement Strategy, we remain hopeful that the current audit circle will take us to a better audit position.





## FIGHTING FRAUD AND CORRUPTION

The Department continues to fight fraud and corruption. The Department is tightening its internal controls informed by its risk mitigating strategy. We continue to work with other agencies of the state in ensuring proper investigation of all cases where crime is suspected. These include effective monitoring of Supply Chain Management processes and orders that are issued.

We continue to intensify our fight against crime and corruption. The Department has a Fraud Prevention Plan in place. The implementation of the Fraud Risk Prevention Plan is monitored on a regular basis. The Department also conducted a Fraud Risk Assessment with various business units in the Department. The Department developed a fraud and corruption risk register identifying key risks and implementing mitigation measures. These measures have been reassessed to determine their effectiveness in managing and reducing fraud-related risks.

As a Department, we vigorously promote whistleblowing and encourage employees, stakeholders and members of the public to report any suspected fraudulent activities. As a result, 37 cases were reported and subjected to forensic investigation, of which 27 have been finalised; 12 cases were closed after the Department implemented necessary recommendations, of which seven were resolved within the labour relations processes. Additionally, the Department has successfully **recovered over R1,7 million in funds**, which were lost due to fraudulent activities, demonstrating our dedication to financial accountability and governance.

We have also been cooperating with the Investigations from the Special Investigations Unit (SIU) and implementing recommendations in various cases that have been completed.

The KwaZulu-Natal Department of Transport is actively conducting ongoing awareness sessions in collaboration with the Office of the Premier (OTP), the Special Investigating Unit (SIU), and the Public Service Commission (PSC). These sessions focus on various aspects of fraud, corruption, and ethics, reinforcing the Department's commitment to integrity and accountability. The Head of Department also appointed an Ethics Committee constituted in accordance with the Public Service Act. The Department is in the process of enhancing the gift register to ensure efficiency.



## PROGRAMME 2: TRANSPORT INFRASTRUCTURE

As the Department of Transport, we are responsible for the over 34,000 kilometres of provincial road networks, of which over 8700 kilometres are paved. This requires us to continue striking a delicate balance between constructing new projects and maintaining existing infrastructure, especially with the continuous flooding that has increased our repair and rehabilitation costs, thus diverting funds from planned projects. **A total of R9,2 billion will be spent on transport infrastructure.**

**Over R 3,8 billion will be spent on constructing new infrastructural projects, while over R 4,3 billion will maintain our road network. Over R 102 million will be spent on infrastructure planning and design, with over R927 million being allocated to support programmes within transport infrastructure.**

In planning for the 2025/26 procurement of infrastructure programmes and projects, the Department will continue to use the established panels for procuring various services from contractors and consultants to streamline the lengthy procurement processes and deliver road infrastructure efficiently and effectively.

The Department is responsible for 34 404.8 km of the proclaimed provincial road network, of which 8 705.5 km is paved, and 25 699.2 km is unpaved. The paved network needs heavy investment in maintenance and rehabilitation. The Department is currently on a drive to ensure that the relevant resources are acquired to address the road infrastructure backlog on the provincial road network.

The development of the Road Asset Management Policy as per sector requirements will help guide the optimal usage of the acquired resources to be invested into road infrastructure maintenance and rehabilitation to improve the overall condition and levels of service provided by the provincial road network. In addition, to achieve high levels of economic growth, we are undertaking massive investments in new infrastructure while upgrading and maintaining existing infrastructure. We are also developing innovative ways of funding infrastructure and want to tap into the Presidential Infrastructure Fund to transform our infrastructure through blended financing solutions.

### POTHOLE PATCHING

**Honourable Members we have allocated a budget of R216 584 440.26 towards the programme of Black Top Patching in the current financial year.** In the 2023/24 financial year the Department procured 55 trucks at a cost of R103 million to tackle the backlog of 3.12 million m<sup>2</sup> of potholes that need to be attended to. We intend to procure a further 25 trucks to reinforce our efforts to eradicate potholes on our network. The Department has also appointed more than 100 road worker aids and foremen to be on the frontlines in our fight against potholes.

The Department will also contract the services of service providers to assist in this cause. The Department had previously tasked the regions with this task and now it is being elevated to head of-office level and will be funded and executed through the rehabilitation and reseal program's panel of pothole patching service providers. We are in the process of appointing a specialist automated road rehabilitation and pothole patching service provider to deliver a speedy means of pothole patching at strategic areas of our Province. This exercise will contribute greatly towards the capacitation and development of small contractors and employment of targeted labour.



## PROGRESS ON FLOOD DAMAGED PROJECTS

Persistent flooding continues to severely disrupt infrastructure projects by eroding road surfaces, washing away bridges, and damaging culverts and drainage systems. This has led to a significant increase in repair and rehabilitation costs, diverting funds from planned projects and impacting our overall budget.

Immediate measures such as temporary patch gravelling and drainage improvements have been implemented, yet betterment re-gravelling and structural reinforcement remain urgently necessary. The flooding has created significant safety and accessibility concerns, with roads and collapsed bridges posing hazards to workers and isolating communities from essential services like healthcare and education. Additionally, heavy rainfall and saturated ground conditions have halted construction activities, complicating excavation, foundation work, and material transportation, while extended drying times for construction materials further prolong project timelines. Budget constraints, rising costs of materials, labour, and fuel, and persistent supply chain disruptions, along with a shortage of trucks, graders, and skilled personnel, continue to hinder repair capacity.

## INFRASTRUCTURAL PROJECTS WHICH NEED REPAIR PER REGION

### • Empangeni Region

Critical routes such as D2042 in KwaKhoza, L797 in KwaNandi, and P708 in Nongamlana have experienced complete washaways, necessitating full-scale reconstruction estimated between R15 million and R20 million per project, with overall repair costs exceeding R203 million. Moreover, failures in pipes and drainage systems on roads like L784 in Sdumuka and D255 in Siyavuna, coupled with the deterioration of gravel roads such as L1786 in Ohlange and P253 in KwaSanguye, require extensive re-gravelling and blading, with repair costs ranging from R1 million to R3.5 million per project. Structural failures, including collapsed bridge abutments on roads such as D1544 in Ezinyathi, P525 in Ezingwenya, and D2474 in Ncemaneni demand new bridge constructions and gabion wall reinforcements, costing between R5 million and R20 million per project. In contrast, tarred roads like P746 in Nsingweni have suffered severe potholes, necessitating blacktop resurfacing at an estimated cost of R4.5 million.

### • Durban Region

Among the critical roads which were heavily affected, which will be funded from the allocation of R1.3 billion, include the following:

- **ILembe District:** P20-2 (R 15 000 000.00), P715 (R 4 000 000.00), D1515 (R 6 000 000.00), P339 (R 4 000 000.00), P25-3 (R 10 000 000.00) and, P104 (R 30 000 000.00).
- **uGu District:** P464 (R 45 000 000.00), P3-1 (R 2 000 000.00), D2386 (R 22 500 000.00), P923 (R 7 500 000.00), P520 (R 13 500 000.00) and, P197-3 (R 20 000 000.00).
- **eThekweni Metro:** P551 (R 2 000 000.00), D1611 (R 10 000 000.00), P197-3 (R 20 000 000.00), P3-1 (R 25 000 000.00), P718 (R 123 500 000.00) and, P385 (R 200 000 000.00).

Once we secure these funds, we will swiftly initiate emergency procurement processes to ensure the timely repair of our damaged infrastructure, with the aim of completing the projects within months.

### • Ladysmith Region

The Ladysmith Region suffered severe damages to road infrastructure, such as P281 in the Msinga area, L557 in Utrecht, D296 in the Blood River, and D1348 in Nquthu. The Department has utilized not only contractors but also its internal teams and resources to respond to the abovementioned matters.

## • Pietermaritzburg Region

The estimated cost to restore the road network in the Pietermaritzburg region is about R261 million.

In the uMgungundlovu District, D406 in uMngeni Municipality, D568 in Mpofana Municipality, D1223 in Impendle Municipality and L1487 in Msunduzi Municipality was affected.

In the Harry Gwala Municipality D616, D623, P606, D607, D662, L946 in Kokstad Municipality and D1050, P112, P729, L1639, P73, P246, L186, L1529, L981, L2815, D2391, D483, D1005, L1105, P113, D64 in the Ubuhlebezwe Municipality and P601-1, L2306, L2278, L2298, L2173, D2420, L2195, L2239, L2236, L2238, L2147, D2413, D2406, L2253, P479, D634, L3306 in Umzimkhulu Municipality and D206, L1618, L1883, P318-2, D1356, D2, D8, D1769, D2168 in Dr Nkosazana Dlamini-Zuma Municipality was affected.

The Department has utilized not only Zonal Contractors but also its internal teams and resources to respond to the affected roads listed above.

## IMPACT ON CAPITAL PROJECTS

The Department has been proactively addressing the challenges with the poor performance of contractors on site, which affects project completion on time. We have had to terminate some projects and have started reporting these contractors to the Treasury and CIDB to place them on the default register, demonstrating our commitment to quality and accountability.

Furthermore, the budget containment issued in November 2024 has necessitated revisions to accommodate ongoing projects, underscoring our commitment to their completion. As a Department, we are dedicated to keeping our stakeholders, including Amakhosi, councillors, and the community, informed about the challenges and reasons for delays in some projects.

**Projects which have been affected by budget constraints, which we are continuing to construct, include:**

- District Road D880 under King Cetshwayo District.
- Main Road P711 under iLembe District
- Main Road P73 under Ugu District
- Main Road P112 under Harry Gwala District
- Local Road L1159 under eThekweni District
- Main Road P444 under uMkhanyakude District



This is the spread of our investment into infrastructural projects across all districts in the province demonstrating our commitment to balanced development (Certain projects and services are implemented or rendered for the whole province, and as such, are allocated under the “Whole Province” category)

District Municipality	Final Budget Allocation 2025-26(B5)
Amajuba District Municipality	323 354 636.49
Durban regional office	314 468 410.00
Empangeni Regional Office	328 743 711.00
eThekweni Metro	420 136 137.40
Harry Gwala District Municipality	1 015 322 645.63
iLembe District Municipality	440 169 502.65
King Cetshwayo District Municipality	738 147 476.29
Ladysmith Regional office	299 693 416.00
Pietermaritzburg Regional Office	291 643 852.00
Ugu District Municipality	646 078 484.83
uMgungundlovu District Municipality	648 229 097.92
uMkhanyakude District Municipality	315 480 892.69
uMzinyathi District Municipality	496 639 513.47
UThukela District Municipality	525 107 388.79
Zululand District Municipality	1 012 793 445.03
Whole province	982 101 963.82
<b>GRAND TOTAL</b>	<b>8 798 110 574.00</b>

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

- P130 in Impendle, the upgrade from km 18+00 to km 5+00 at an estimated cost of R96 million.
- P129 in Impendle, the upgrade from km 3+00 to km 6+00 at an estimated cost of R95 million.
- P123 in eGqumeni, the upgrade from km 0+00 to km 7+17 at a value of R176 million.
- D1014 in Bhobhoyi, the upgrade from km 2+50 to km 7+57 at a value of R156 million.
- P8-3 in Riverside, the upgrade from km 17+56 to km 24+22 at an estimated cost of R129 million.
- D365 in Ray Nkonyeni upgraded from km 2+29 to km 5+73 at a value of R134 million.
- D1867 in Phongola, the upgrade from km 6+00 to km 16+87, and Mozana Bridge at a value of R427 million.
- D883 in Endulinde, the upgrade from km 3+00 to km 8+43 at a value of R139 million.
- P104 in Shakaskraal, the upgrade from km 18+00 to km 24+00 at a value of R143 million.
- D77 in Ntembisweni, the upgrade from km 0+00 to km 5+00 at a value of R157 million.
- D1842 in Manyiseni, the upgrade from km 30+60 to km 40+60 at an estimated cost of R196 million.

These are some of the roads to be rehabilitated and resealed in this financial year:

- P41 in Utrecht, the rehabilitation from km 00+00 to km 32.00 at an estimated cost of R650 million.
- P12-1 in Greytown, the rehabilitation will be from km 12+00 to 21+00 at an estimated cost of R23 million.

- P52-1 in Ulundi, the rehabilitation from km 22+00 to km 25+50 at an estimated cost of R65 million.
- P208 in Peace Town, the reseal from km 00+00 to km 16+22 at an estimated cost of R60 million.
- D48 in Besters the reseal from km14+00 to km 25+70 at an estimated cost of R92 million.
- P49-1 in Vryheid, the reseal from km 14+00 to 25+75 km at an estimated cost of R82 million.
- P235-2 in KwaHlabisa, the reseal from km 0+00 to km 04+00 at an estimated cost of R37 million.
- P200 in Port Shepstone Completion of the reseal of P200 from km 0+00 to km 6+00 at an estimated cost of R18 million
- P17 in Msinga, the reseal from km 47+00 to km 52+00 at an estimated cost of R52 million.

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

- uMgungundlovu District – D669 bridge to commence construction in 2025-2026 at an estimated cost of R41 million.
- **uMzimkhulu River Bridge Centocow** – the construction of a bridge under Centocow at an estimated cost of R89 million.
- **Ibisi River Bridge** – the construction of a bridge under uMzimkhulu at an estimated cost of R97 million.
- **Illovo Pedestrian Bridge** – the construction of a bridge under Illovo at an estimated cost of R22 million.

In the uMzinyathi District, the district consultants are assisting with bridge designs, such as the Nadi Bridge in the Msinga area. The designs will be completed within the 2025/2026 Financial Year. In uThukela District, the Kwesentombi Bridge on road P176 has been completed and is currently being reviewed for approval.

**Infrastructure projects which are completed and ready to be handed over in this financial year:**

We are ready to officially open the KwaMagoda River Bridge on D59 (Phatheni, Richmond), which was constructed at a cost of just over R33 million, Ngudwini River Bridge on L818 in Sandanezwe, Khombe River Bridge on D1263 and Mpolweni River Bridge.

### Welisizwe Bailey Bridges

**Honourable Members,** the Department has extended the Memorandum of Agreement with the National Department of Public Works and Infrastructure (DPWI) for the implementation of the Welisizwe Rural Bridges Programme for another 5 years. The programme brings together DPWI, the Department of Defence (DOD) and KZN DOT.

Under the programme, which started in 2020, 32 bridges have been constructed, and another 47 are in the works. It is anticipated that the 47 bridges will be completed by the end of the 2025/2026 financial year.





*Updated list of Bridges to be completed in the 2025/2026 financial year:*

BRIDGE No.	BRIDGE NAME	PHASE	COST ESTIMATE AS PER DPWI	SPAN	DISTRICT MUNICIPALITY	LOCAL MUNICIPALITY	GPS COORDINATES	TYPE OF BRIDGE	PROGRESS
BB120	MQEKU 2 - MGEZANYONI	B	R6 179 633.52	30	Ilembe	Ndwedwe	-29.56016 30.730856	Pedestrian	10%
BB124	Ogunjini	B	R24 423 398.57	42	Ilembe	Ndwedwe	-29.58684 30.987968	Vehicular	69%
BB217	Henley Dam	B	R18 956 291.77	39	Umgungundlovu	Umsunduzi	-29.641342 30.255812	Vehicular	72%
BB317	Ombimbini	B	R8 635 139.22	21	Zululand	Nongoma	-27.895569 31.444487	Vehicular	10%
BB318	Osuthu	B	R10 832 932.02	24	Zululand	Nongoma	-27.937195 31.460001	Vehicular	60%
BB319	Mayine 1	B	R4 498 552.27	15	Zululand	Nongoma	-28.05435 31.744661	Pedestrian	95%
BB320	Mayine 2	B	R4 084 999.07	12	Zululand	Nongoma	-28.055628 31.744816	Pedestrian	95%
BB414	Nophethu (Kwasikhova)	B	R10 828 166.52	30	uMzinyathi	Umvoti	-28.823732 30.809185	Vehicular	90%
BB129	Amatikulu	D	R13 624 294.13	30	Ilembe	Mandeni	29°3'57.1" S 31°34'59.0" E	Vehicular	0%
BB421	Emmausi 2	C	R15 904 321.69	36	uThukela	Okhahlamba	-28.840879 29.385687	Vehicular	0%
BB423	Excelsior 1	C	R16 927 405.75	30	Zululand	Ulundi	28°15'14.7" S 30°58'04.1" E	Vehicular	0%
BB424	Excelsior 2	D	R15 064 754.53	30	Zululand	Ulundi	28°15'09.2" S 30° 58'04.1" E	Vehicular	0%
BB219	Ifalethu 2	C	R7 216 498.52	27	Ilembe	Mandeni	29°9'21.44" S 31°30'4.67" E	Pedestrian	0%
BB128	Maqokomela	D	R6 082 039.18	21	Ilembe	Ndwedwe	29°27'37.09" S 30°53'58.26" E	Pedestrian	0%
BB420	Moyi	C	R14 286 538.63	30	uThukela	Okhahlamba	-28.865946 29.280089	Vehicular	0%
BB419	Nconcosi	C	R15 904 321.69	36	uThukela	Okhahlamba	28°51'57.4 S 29°16'48.3" E	Vehicular	0%
BB417	Ngcengeni	C	R13 297 044.13	30	Umzinyathi	Msinga	28°39'31.0" S 30°25'58.4" E	Vehicular	0%



## NEW JERSEY BARRIERS

Phase One of the border barrier project has been completed, covering an initial 8 km segment along the uMkhanyakude–Mozambique border. This phase has already demonstrated a significant positive impact, particularly in curbing car hijackings in the covered area. According to uMhlabuyalingana Society Against Crime (USAC), the number of hijacked vehicles dropped significantly in December 2024 compared to a peak of 35 hijackings in December 2023 prior to the wall's completion. This confirms that the reinforced concrete barrier has effectively disrupted one of the key routes used for illegal vehicle crossings, aligning with the objectives set out by the KZN Department of Transport and the Provincial Executive Council.

However, it is also noted that criminal activity has now moved toward the areas along the border where construction has not yet commenced, this is where Phases 2 and 3 are planned. According to USAC, these adjacent areas are now recording an average of 8 vehicle crossings per month, suggesting that criminal syndicates have simply shifted their operations. This highlights the urgent need to continue with the remaining phases of the project to achieve full coverage and long-term effectiveness. Engagements are continuing with the National Department of Public Works and Infrastructure to finalise the commencements of phase two and three.





## UPDATED PROGRESS ON SANRAL PROJECTS

**Madam Speaker,** I am pleased to report to this House that last month, we officially handed over the contractor for the construction of P372, which leads to the historical heritage site eSandlwana, where the Zulu Kingdom defeated the British Empire in 1879.

The R400 million project forms part of the Stimulus Package (SIP26), gazetted by President Cyril Ramaphosa. It is guided by a Memorandum of Agreement between SANRAL and KZN DoT, which entrusts SANRAL with the project's implementation.

The construction of this road was championed by the late Isilo uMdlokombane futhi siyathobeka ukuthi Isilo Indlulamithi uMisuzulu kaZwelithini sawubusisa lomsebenzi ngokuthi sibekhona nge-langa lokuwethula osokontileka. **In honouring the Zulu Royal Family, P372 is to be known as Isilo Misuzulu kaZwelithini Road.** This historic project is expected to be complete by the end of January 2027.

Other projects that we have implemented in partnership with SANRAL include M4, P103, R102 and P107, which have been 95% completed and re-opened to the public. The remaining minor finishes (5%), which include M4 from the Mdloti interchange to the Mdloti River and the Mhlali River Bridge on P103 are currently in construction and progressing well. From the overall budget of R879 736 218.00, the total expenditure to date is R516 232 747.61. The remaining budget will be used to fund the shortfall for the permanent works on the Tongaat River Bridge Replacement, Mhlali River Bridge Replacement, Isandlwana road upgrade, KwaXimba Bridges and the new Jozini Bypass road.

The Kokstad Interchange Traffic Control Centre, where the Department contributed over R167,7 million, is also near completion. Working with SANRAL, we expect to hand over this project by the end of this financial year. There have been challenges with the KwaXimba bridges, which the Department and SANRAL are working expeditiously to resolve so that work can move faster. The Department contributed R103,4 million towards this project.





## PROGRAMME 3: TRANSPORT OPERATIONS

This pivotal programme is designed to meticulously plan, regulate, and facilitate the provision of integrated land transport services. Through close coordination and cooperation with local and national planning authorities, it aims to enhance the mobility of all communities. **A substantial allocation of over R2 billion** underscores the critical importance of this programme in improving the public transport system in KZN.

### SUBSIDISED PUBLIC TRANSPORT

**Chairperson and Honourable Members,** the Department will continue to provide subsidised transport services in various communities in the Province. In the financial year 2024/2025, the Department began designing services for two districts, Harry Gwala and Umzinyathi, to conclude new public transport subsidised contracts. However due to funding issues we will not be able to implement these new contracts in the financial year 2025/2026.

### HOUSEHOLD TRAVEL SURVEY

We have realised, Honourable Members, that the improvement of the passenger transport system in KwaZulu Natal is hampered by the lack of detailed local information on modes utilised for commuting, modal split per route, level of service, travel distances, travel times and expenditure per household for commuting. This lack of information leads to inefficient planning and resource allocation, hindering the adoption of the most appropriate interventions to overcome the challenges faced within the passenger transport sector. Statistics South Africa publishes statistics on passenger transport behaviour; however, a gap exists in travel behaviour at the local government level.

The National Land Transport Act, 2009 (NLTA) requires transport authorities (municipalities) to develop and implement their Integrated Transport Plans (ITP); furthermore, in developing these plans, they are required every 10 years to conduct a household travel survey. Unfortunately, they could not conduct this research due to lacking resources and capacity. The NLTA thus places the responsibility on the MEC for Transport to capacitate planning authorities where they cannot meet their planning obligations. The research will focus on collecting data and information relevant to attaining the transport planning objectives. The collected data and information will provide a general overview of the transport system for each district municipality. The budget required for this exercise is estimated at **R30 million**.

### LEARNER TRANSPORT

Our commitment to the Learner Transport Programme is a testament to our dedication to opening the doors of learning. This initiative not only provides practical solutions to transport challenges but also inspires hope for a better future among our learners from underprivileged communities.

The programme is composed of **85 contracts** spread across eleven districts. The department is finalising new agreements that will commence in July 2025, as the current contracts come to an end in June 2025. The number of schools to be assisted in the financial year 2025/26 is 433, with a total number of 77,369 learners.

The department has been allocated additional funds of **R50 million, R60 million, and R100 million** over the MTEF to deliver this service. Thus, the budget for 2025/26 amounts to **R341.154 million**, up from an initial budget of **R291.154 million**.

While the additional funding is a step in the right direction, we acknowledge that many learners

in KwaZulu-Natal are still left to travel long distances. More than 157 538 learners from about 1138 schools who qualify to benefit from dedicated learner transport remain on the waiting list. We are actively engaging with the Department of Education, Transport, and Provincial Treasury to find a lasting solution to this issue, demonstrating our unwavering commitment to the learner transport program.

### PROGRESS ON OPERATING LICENCES

The Department has **27,313** valid operating licences issued by the Provincial Regulatory Entity offices across the Province. The Department has also embarked on a project to install digital operating licences on all vehicles issued with operating licences to better regulate public transport. Another innovation will see citizens use smart payment when utilising vehicles with operating licences as part of the Departmental digital strategy.

### PUBLIC TRANSPORT INSTABILITY

The Department will continue to monitor the minibus taxi industry to ensure that even during the year of electing new leadership, the industry remains stable. Collaborations with SANTACO, SAPS, and municipalities will be heightened as District and Local Transport Forums will be established to target hotspots of public transport instability.

### ENGAGEMENTS WITH OPERATORS

We have engaged with public transport operators in a transparent and collaborative manner. Operators were provided with information regarding applications for new operating licences, which depend on the supply and demand trends within Integrated Transport Plans and enquiries as directed by Section 55 of the National Land Transport Act, Act 5 of 2009. Operators were also informed of the engagement protocol when dealing with disagreements and conflicts between taxi associations.

### FREIGHT TRANSPORT

**Honourable Members**, the effective movement of road freight on the major corridors necessitates high standards of efficiency and safety as defined in the existing Road Traffic legislation. The Department of Transport, therefore, has a responsibility to ensure the enforcement of operating standards regarding speed, overloading control, load securement, and evenly distributed loads to avoid road crashes and damage to road infrastructure. There are 15 weighbridges in the entire Province, and most of them were built many years ago. Therefore, the Department is upgrading and installing the latest technology on three weighbridges this year, 2025. These are the Newcastle, One Tree Hill, and Marburg weighbridges.

### REVITALISATION OF RAILWAY BRANCH LINES

We want to work with our Integrated Freight Transport Strategy and Transportation Master Plan, which aims to address key logistical challenges, optimise transportation routes, and support economic growth through improved infrastructure. Revising the branch lines is a critical component of the Department and the Province in particular, reflecting its importance within the broader framework of regional development. The main objectives of revitalising the railway branch lines are rural development, SMEs, job creation, moving rail-friendly cargo back to rail, skills development, and tourism promotion. The KwaZulu-Natal Department of Transport has identified two railway branch lines to be revived: one in eThekweni Metro and another at Dr Nkosazana Zuma Municipality.

## PROGRAMME 4: TRANSPORT REGULATION

Programme Four aims to ensure a safe transport environment by regulating traffic on public infrastructure, enforcing the law, implementing road safety education and awareness programmes, and registering and licensing vehicles and drivers. As such, a budget of **over R1.3 billion has been allocated** to achieving these objectives.

### MOTOR TRANSPORT SERVICES

The vehicle population for KwaZulu Natal has increased to approximately **1.8 million** motor vehicles, and approximately **2.8 million** members of the public are served annually on a one-to-one basis at the 76 various Registering Authority Agents situated throughout KwaZulu-Natal, emphasising the importance of accessible and efficient service delivery.

### RURAL SOCIO-ECONOMIC TRANSFORMATION

**Chairperson**, we are encouraged by the opportunity for rural employment creation presented by the opening of additional registering authorities within municipalities in rural areas to perform the motor vehicle registration and licensing function. Whilst the department continues to ensure that registering authorities are adequately available and accessible, it is key that municipalities in the Province also identify this as an opportunity and accordingly approach the Department for consideration. For the **2025/2026** financial year, **R 2,238,357,278 billion** is projected for collection by Registering Authorities.

### DISCONTINUATION OF CASH PAYMENTS

In aligning ourselves with the best practices, as from **1st April 2025**, the Department is no longer accepting cash payments at Registering Authorities. We want to reduce the risk of cash handling errors and losses, reduce the number of Cash-in-Transit heists and robberies at Registering Authorities, enhance transaction security and integrity, improve customer convenience and experience, and align with digital payment trends and best practices. The payment methods accepted will be Debit/Credit cards, Electronic Funds Transfer (at Municipalities and Government Departments only), and Online Payments.

### KZN LICENCE NUMBERING SYSTEM

To address the critical shortage of licence numbers in KZN, a solution was ardently pursued, which saw the successful implementation of the new KZN Licence Numbering System on 1 December 2023, giving a 2-year sunset clause for vehicle owners to migrate to the new system. Such success saw **3 000 licence numbers issued** on the first day (01/12/2023). **As of 31 January 2025, 1,000 385 new licence numbers had been issued**, equating to  $\pm 800\ 000$  motor vehicle owners still to migrate to the new KZN Licence Numbering System. Motor vehicle owners are reminded that should they not migrate their vehicles to the new KZN License Numbering System by 30 November 2025, law enforcement will then start to impose a fine.

### MOTOR VEHICLE REGISTRATION AND LICENCE FEES

The KZN Province has been identified as having the highest registration and licencing fees in the country. This has led motorists and customers to register and license their vehicles in other provinces where costs are lower, negatively impacting KZN's revenue.

To address this issue, the Department has not increased registration and licencing fees since 2021 and plans to maintain the 0% increase until KZN's fees align with those of other provinces. Additionally, the Department, in collaboration with the Provincial Treasury, is exploring other measures to expedite this alignment, such as reducing fees for heavy motor vehicles.



## LAW ENFORCEMENT

**Chairperson,** we will continue strengthening our law enforcement to create a safer road environment. We have now introduced personal operating devices to issue traffic infringements, and **800** devices have been issued to traffic officers across the Province. Also, **700** Digital Alco Screening devices will be issued to all officers to assist with the apprehension of drunk drivers. The Department is in the process of procuring four smart roadblock buses to enhance fine recovery processes and drones to assist with accident scenes, traffic congestions, etc.

In **2025/26**, the Department is planning on conducting **1 445** multi-disciplinary operations, **18 319** speed operations, **573** drunk driving operations, stop/inspect more than **1 111 154** vehicles, as well as weighing more than **161 051** vehicles, **220** pedestrian operations and **40** vehicle test station compliance inspections. We will continue with our mission of becoming a zero-tolerance province.

The Department will also establish two further satellite stations at Kosi Bay and Strafford's Post to improve service delivery in those specific areas. Hazardous locations in these areas have resulted in fatal crashes. These will be in addition to already functioning satellite stations at Van Rennen, Pongola, and Underberg.

## ROAD SAFETY

Our mandate is to improve road user behaviour by raising awareness of the dangers of irresponsible road usage and encouraging user involvement. Roads are shared public spaces constructed to meet the mobility needs of communities in a safe and protected environment; hence, the government's application of laws and regulations is essential.

The Department will intensify road safety activities in partnership with internal and external stakeholders, such as the RTI, Public Transport Enforcement Services, internal and external communications, Public and Freight Transport, Interfaith Committees, district municipalities, the eThekweni Metro, the KZN Economic Regulatory Authority, the Road Accident Fund, Department of Home Affairs, Department of Education and SANRAL, among others.

Key activities focus on education and awareness projects to promote safe road usage. The premise is that roads are a shared public space, and therefore, community engagement is essential to secure buy-in. The Department will execute the mandate of safer roads as follows:

- Implementation of school-based projects in **1,269** schools.
- Engage drivers, passengers, and pedestrians through **1 764** awareness campaigns.

Create **587** employment opportunities through the Walking School Bus and Pedestrian Crossing Patrol projects.



## PROGRAMME 5: COMMUNITY BASED PROGRAMMES

Through our Empowerment Programmes, we aim to end poverty and ensure that women and other people from previously disadvantaged groups are able to put bread on the table. At the centre of our programmes, we want to ensure that we continue to support poor and unemployed people. **Over 52 million has been set aside for empowerment programmes.**

### EXPANDED PUBLIC WORKS PROGRAMME (EPWP)

There are 52 154 work opportunities planned for 2025/26, which equates to 20 302 full-time equivalents. The Department will continue with its Zibambeke poverty alleviation programme. The beneficiaries are women-headed households appointed to maintain the road network, including gravel roads.

The VRRM programme aims to implement labour-intensive maintenance of the provincial roads and other non-infrastructure employment opportunities by employing 5,900 participants across all district municipalities. In partnership with NDPWI and SANDF, the Department will continue to implement the Bailey bridge project, aimed at attracting 1 920 EPWP participants in the construction of vehicular bridges across the Province.



### SMME BUSINESS TRAINING

The Department plans to provide accredited and non-accredited business training to 1,200 SMMEs owned by women, youth, PWDs, and MVAs. Training providers will be invited via a panel of training providers, and the estimated value of the training will be R15 million.

The training is meant to prepare and provide new and lower CIDB grades and other non-infrastructure entities with the necessary accredited training in theoretical information and skills required for pursuing a future business opportunity in construction, managing a business, entrepreneurship, quality requirements, and compiling and submitting compliant tender submissions. This training is meant to target entities that have received opportunities in government and those who wish to trade with the Department in the future.

## CONCLUSION

Madam Speaker and Honourable Members, in packaging this budget, we had in mind the ordinary members of society who are waiting patiently for their lives to be transformed and changed for the better.

We want to emphasize that this budget will be used to strengthen the capacity of the Department of Transport to be the catalyst of service delivery and socio-economic growth.

We will continuously prioritize the conservation of resources and shift budgets to ensure delivery of services in the townships and deep rural areas under Amakhosi. These are areas that were neglected.

We will continue with efforts to create an image of a responsible, hardworking, clean and caring Department. We will ensure that our employees, at all levels, project an image of a Department that cares about the future of this province and its people.

When we talk about being loyal to the Constitution of the Republic and its people it is when we are able to use this Department as an instrument to transform the lives of the people. This will be our focus this financial year.

I would like to take this opportunity to thank HoD Siboniso Mbhele and the entire team in the Department for their hard work and dedication, which is evident in the smooth day-to-day operations and the achievements made since the beginning of the 7<sup>th</sup> Administration.

I also want to extend gratitude to Members of this House, the Premier, Members of the Provincial Executive Council, my family and my organisation the African National Congress for their unwavering support and guidance they have and continue to give me.

**I present Vote 12:** Department of Transport for 2025/2026 for consideration of this august House.

I thank you.





**KWAZULU-NATAL PROVINCE**

**TRANSPORT**  
REPUBLIC OF SOUTH AFRICA

# 2025 BUDGET SPEECH

#KZNDoTBudget2025

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**POSTAL ADDRESS**

Private Bag X9043 | Pietermaritzburg |  
3200



**PHYSICAL ADDRESS**

Inkosi Mhlabunzima Maphumulo House  
172 Burger Street | Pietermaritzburg | 3201

**Tel: 033 355 8600 | Fax: 033 355 8092**

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