

## The speech by Honorable L Ramatlakane on the occasion of Vote 35 Transport budget debate

5 May 2015

Chairperson  
Hon Minister and Deputy Minister of Transport  
Hon Members  
Ladies and Gentleman

We must acknowledge that urbanization to big cities from rural or underdeveloped areas is worldwide reality. The technology choice framework states that the efficiency rates of rail transport moves up to 60 000 passengers per hour -Light rail moves up to 20 000 people per hour- the Bus Rapid Transport carries between 10 000 to 15 000 people per hour- regular busses transport up to 6000 passengers per hour , and taxis up to 3000 people per hour.

Chairperson - without an integrated transport system, the drive to move private car users out of a single driven person car- to utilise public transport will not be realized with negative economic growth and negative productivity consequences.

As the country our solution is to use long distance passenger rail service to address, amongst others, the unacceptably high ongoing road carnage experienced by South Africa which cost our nation misdirected ill- afforded billions.

Chairperson- for our country- for the economic growth- for the working people accessibility and affordability mobility- it is not a desire but an absolutely necessity to implement integrated transport system.

Public Transport Development to date confirms that; we are indeed moving South Africa forward

We must confirm that since the white paper on Transport in 1996- the Moving SA Forward policy - the National Land Transport Act and the Comprehensive Integrated Transport Plans, government has invested billions towards an Integrated Rapid Public Transport Network: Passenger Rail Service, Subsidies for passenger commuting journeys, Bus Rapid Transport, Bus Services and Taxi Industry transformation.

- The government program a Rail Revitalization Strategy is not just words – but a committed investment of R172.5 billion over 10 years. As we debate this budget- the number of locomotive is been delivered, trains coaches are being built for the metros and long distance passenger rail.
- Chairperson- the President gave direction during SONA that billions will be invested in 13 cities for public transport improvement plans. The department allocation of R5.5 billion of Bus Rapid Transport is proof that ANC government walks the talks – and is moving South Africa forward.
- We are the witnesses of the Taxi Recapitalization program with millions being invested towards formalization and professionalizing of this industry. We must emphasis that there's no turning back on this commitment for the taxis operators integration. We must confirm that indeed taxis transport 65% of the working or commuting people.

- It well known that moving South Africa transport policy remains a creditable strategy that include planning and infrastructure development that includes Non- motorized Transport – walking to stations, cycling pathway to work.
- Since the last (2014/15) budget we commend the department for introduction of another cheap fare airbus. We further appreciate the process towards re-opening of Mahikeng flight route.
- Chairperson - we are concern that cross boarder transport remain skewed against South African operators- and this should receive executive attention. If nothing changes South African authority should employ same standard to those operators using our roads. However, we are pleased to note that, amongst other transport initiatives, the African Union is expecting South Africa to manufacture locomotives and train coaches for the African continent.
- The government's infrastructure Investment in the form of integrated transport termini where all modes enjoying equal opportunity is good news. The challenge of binding all modes of public transport together in the provision of service requires skillful management by the department of transport.
- The matter of diverse operators and three spheres of government remains a task to be handle in line with the constitution(Chapter 3 Cooperative Government)
- Legislation and Institutional arrangement for smooth transport function is an absolute necessity.
- It's imperative that as a glue to realize integrated transport, all transport operators should be financially secured in the same or in a better position during the development of integrated public transport system.
- However the resolution of challenges in this connection must meet the expectations and the requirements of the commuting public and key stakeholders.
- As indicated the current legislation reforms as promulgated takes cognizance of the transformation of the public transport industry - we support these laws and its review where appropriate.
- We recognize that Government has delegated the Public Transport Planning authority to Metropolitan Cities but it should retain the restraining measures.
- The Public Transport regulations have been extended to metropolitan cities. Again we must emphasis that resource capacity both human and material should guide this process.
- Chairperson- as government delegates' passenger rail service to the local competent sphere of government the institutional arrangement should be handle with concomitant abilities.
- The most critical carrot in public transport is the speed in which departmenttransport finalizes Integrated Ticketing System policy position- with all transport modes understanding their- shared portion of money and periodic payments.
- In-conclusion the ANC supports the approval of 53billion Rands budget for departmental transport.
- We urge the Minister to continue to monitor the fault line in the integration of public transport - especially a development affecting the taxi industry modes. We must move with speed to correct the Cape Town Council plans to destroy the taxi industry.
- We call on the department to intervene and stop the-displacement of community in Plumstead and Wynburg by Cape Town council for bus route.
- We continue to support government's transformation agenda in moving South Africa forward.

I thank you.