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MINI-PLenary - NATIONAL ASSEMBLY CHAMBER

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*PROCEEDINGS OF MINI-PLenary SESSION OF NATIONAL ASSEMBLY -  
NATIONAL ASSEMBLY CHAMBER*

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Members of the mini-plenary session met at 16:15.

The House Chairperson, Ms A T Didiza, as Chairperson, took the Chair and requested members to observe a moment of silence for prayers or meditation.

The HOUSE CHAIRPERSON (Ms A T Didiza): Hon members, good afternoon. You are all welcomed. We have tried to make the House to be more comfortable because we heard that it was bit freezing. Given that it is winter, it's trying to keep you awake. I do realise that this budget will start on a very good note. I saw a photo opportunity between the Minister and the members of the opposition. Wow! That's great.

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I would like to welcome the Minister, Deputy Minister, the director-general, DG, senior officials of the department, public entities and board members of the public entities that report to Transport. You are all welcomed.

The guests of the Minister in the gallery you are now the guests of Parliament. We welcome you. But I need to give you a bit of some house keeping rules. When you hear a very exciting statement either by the Minister, the Deputy Minister or even Members of Parliament, you must just smile. No clapping of hands is allowed. Even if when we introduce some of you who, for one reason or the other, you may be recognised, you can just nod standing without clapping hands.

If there is anything that irritates you very much from whatever quarter that is being said in this House, you can just make some funny faces, but no gestures with your hands. These are just nice house keeping rules for me to you. Otherwise, you are welcome, but clapping for nobody, even for the party you love most.

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**APPROPRIATION BILL**

Debate on Vote No 35 - TRANSPORT:

The MINISTER OF TRANSPORT: Hon Chairperson, hon Members of Parliament, Cabinet, colleagues, Deputy Minister Chikunga, chairperson of the Portfolio Committee on Transport Mme Magadzi and members, Acting Director-General of the Department, Mr Mokonyama, officials of the Department of Transport, chairpersons and chief executive officers, CEOs of our entities, invited guests ladies and gentlemen, let me first pay tribute to my predecessor Minister Dipuo Peters who laid a solid foundation by leading the Department of Transport diligently. This gratitude also goes to all the ANC Ministers who led the department since 1994. I am honoured to present the Department of Transport Budget Vote 2017 in May - a month where South Africa marks Africa Month under the theme: The year of OR Tambo: building a better Africa and a better world. This year's Africa Month celebrations coincide with the centenary of our struggle stalwart, the ANC president, Oliver Reginald Tambo who epitomised the struggle for liberation and was instrumental in

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rallying support, assistance and solidarity for the African National Congress. President Tambo emphasised that political freedom is intertwined with economic emancipation.

Today we are tabling a budget which will go along way in realising the vision of O R Tambo in transforming the lives of South Africans in particular the previously disadvantaged. Building from the state of the national address, by President Zuma, transport will play an important role in leading radical socioeconomic transformation programme. The ANC government is indeed serious about economic deracialisation in pursuance of an inclusive economy. The South African economy is characterised by vast racial and gender inequalities in the distribution of and access to productive assets, wealth, income, skills and employment. Little progress has been made in achieving greater operational participation and control in the economy by Africans. This has limited the ability to expand the productive base, sustain economic development, eradicate poverty and contribute to a better life for all. Effectively, the black majority had been excluded from economic ownership and control fundamentally undermining their ability to accumulate capital.

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To allow the existing economic forces to retain their interests intact is to feed the roots of racial supremacy and exploitation, and does not represent even the shadow of liberation. Government therefore must ensure efficient and affordable transport to serve production and communities in the interior of the country and to support regional integration. As the transport sector, we pledge our commitment to transform our procurement environment to ensure broad-based black economic empowerment, promotion of local companies, small, medium and micro enterprises, SMMEs, suppliers and communities. Our people cannot only be subjected to taxis as a business venture. We will broaden their economic emancipation in the construction industry, in the bus industry, in the rail sector, in the aviation as well as in the oceans economy. This requires us to ensure bold forms of state intervention, including progressive and redistributive procurement, progressive competition policies that promote growth and employment and address poverty and inequality.

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Radical socioeconomic transformation is important because its intention is to transform the structure of the economy through industrialisation, broad-based black economic empowerment addressing the basic needs of our people including women and youth, strengthening and expanding the role of the state and the role of the state-owned enterprises.

We are finalising the much-awaited Public transport subsidy policy. The policy will focus more on subsidising the user than the operators, irrespective of the mode used. [Applause.] It is totally unacceptable that other modes, notably taxis are not included in the subsidy regime. This is despite the result of the 2013 national household travel survey that indicates that the taxi mode is the most preferred by the majority of transport users, accounting for over 68% of the daily commuting public. To this extend, we would be meeting the taxi industry, the rail sector and bus operators to discuss the transport subsidy policy.

We will also be convening the transformation summits in various sectors of transport to explore further opportunities that will

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benefit the previously disadvantaged, particularly women, youth and people living with disabilities.

We continue to evaluate and monitor the mandates of state-owned assets and enterprises to ensure that their social and economic mandates, including issues such as procurement, equity and transformation remain aligned to our economic transformation programme. In this current financial year, we will fill vacancies of the boards and executive positions of all entities under the department. We will marshal our state-owned enterprises, SOEs, to take account of recommendations of the Presidential Review Commission with a view of transforming them to be the key instruments of the developmental state. We want to indicate that SOEs should not be always in the media for wrong reasons. [Applause.]

We have launched an ambitious infrastructure programme, which is gathering momentum every day. Our large public investments in ports, railways and roads will help alleviate supply bottlenecks in the economy, while social infrastructure will improve the living conditions of our people. The SA National Roads Agency

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Ltd, Sanral, is in the process of developing a long-term strategy aligned with the National Development Plan, NDP. The strategy will enable the development of a 2030 roads plan and will review Sanral's operating model, which includes the new toll roads policy. Also included in the strategy is the transformation policy which seeks to radically transform Sanral's procurement system. Sanral is also revisiting its contract model to comply with the 30% requirements of the Preferential Procurement Policy Framework Act regulations for subcontracting which will continue to priorities black youth, women, people with disabilities and people living in rural or underdeveloped areas or townships.

In 2016, Sanral continued to conduct training for contractors in both construction and maintenance projects. We trained 4 120 people in road building and other skills. We created 15 721 jobs through the fulfilment of contracts. Our contract participation goals saw the development of 1 004 black-owned companies individually contracted to perform work to the value of approximately R1,9 billion.

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Working together with the Competition Commission and other law enforcement agencies, we will uproot the practice of widespread collusion in the construction industry. [Applause.] We welcome the Constitutional Court's decision to dismiss with costs the application for leave to appeal by two members of the bicycle cartel who were found guilty of price fixing. [Applause.] We also welcome the wide-ranging probe by the commission into possible anticompetitive behaviour in the public transport sector. The move will widen entry into the public transport sector by the previously excluded groups.

President Zuma said during the state of the nation address that we have started upgrading the current Moloto Corridor. We are today reporting that we have appointed contractors to commence with the construction of the Moloto Corridor. At the end of the project, we are going to create 12 500 jobs. [Applause.] We are also going to unbundle the bus contract in this corridor to widen participation by small, localised and designated groups.

In 2016, South Africa signed a co-operation agreement with the People's Republic of China to build the Moloto Rail Development

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Corridor and the development is included in a list of projects submitted to the Forum on China-Africa Co-operation, Focac. The Moloto rail development will provide a public transport system that is user-friendly, less environmentally damaging, cheaper and seamless. The project covers a railway line with 14 new stations and eight upgraded stations as well as depots and staging yards which will shape the economic landscape and spatial development of the Moloto Corridor.

Rail transportation plays a critical role in economic growth and development. Our rolling stock fleet renewal programme is underway, with significant progress already made. This is the beginning of the revival of passenger rail after 40 years of underinvestment which has resulted in old and unreliable trains and rail infrastructure. On 9 May 2017, His Excellency, President Jacob Zuma successfully handed over the new Passenger Rail Agency of South Africa, Prasa, trains to the general public for operation by Metrorail between Pienaarspoort Station and Pretoria Station as the first deployment corridor. [Applause.]

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To date, 18 new trains, affectionately known as the people's trains, have already been delivered. The new trains are part of the first roll-out which will be implemented over the next 20 years. The remaining 580 trains will be built in South Africa by Gibela at a local factory, located in Dunnottar Park, Ekurhuleni. [Applause.]

Furthermore, we are facilitating the development of a supplier park that will support the manufacturing at the factory with local components and will help achieve localisation and transformation goals including participation of black industrialists, SMMEs, women and the youth. The roll-out of the new trains will now shift towards other corridors in Gauteng, Western Cape, KwaZulu-Natal and Eastern Cape to improve the Metrorail service. The next deployment of the new trains is expected from the 2018-19 financial year, with the following corridors targeted: Pretoria - Saulsville in Gauteng; Mabopane - Pretoria - Johannesburg - Naledi in Gauteng; Khayalitsha - Kapteinsklip - Cape Town in the Western Cape; and Umlazi - Durban - KwaMashu/Isipingo in KwaZulu-Natal.

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Our public transport network system continued to mature carrying a combined 125 000 passenger trips on an average weekday across Rea Vaya, A Re Yeng, MyCiTi, and Go George. In addition, six new cities are expected to run operations in 2017-18, including Ekurhuleni, eThekweni, Rustenburg, Polokwane, Mbombela and Nelson Mandela Bay. By 2019-20 the 10 operating cities are expected to carry a combined total of 400 000 weekday passenger trips.

Through the Shova Kalula bicycle project, we continue to maximise the use of nonmotorised transport to enable learners to access centres of learning. The department has procured 6 000 bicycles that will be distributed to needy learners particularly in earmarked rural district municipalities and schools.

[Applause.]

In the current financial year, we hereby say that Cabinet has approved the Road Accident Benefit Scheme Bill commonly known as the Rabs Bill and is ready to be introduced to Parliament.

I am pleased to announce that the government is now in control of the e-Natis system. The Constitutional Court has ruled in

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favour of the department for the e-Natis to be permanently transferred to the Road Traffic Management Corporation, RTMC, for management and operation. [Applause.] Cabinet has also approved the National Road Safety Strategy 2016-2030, to address the challenges and gaps identified on the implementation of the previous strategies.

I congratulate the SA Civil Aviation Authority as well as the SA Audit Task Team for ensuring that South Africa passes the recent audit that was conducted on South Africa by the International Civil Aviation Organisation, Icao. The International Civil Aviation Organisation placed South Africa at position one in Africa, and 33 globally. Our audit results have risen from 83,83% to 86,71%. This means that the South Africa civil aviation sector is efficient, secure, economically sustainable, and environmentally responsible.

We also celebrate the country's first three black women, namely, Captain Thembela Taboshe, Captain Tshepo Motloutsi and Captain Pretty Molefe, all qualified as master mariners or ship captains. [Applause.] This is the highest professional

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qualification for seafarers enabling the holder to be in command of a vessel of more than 3 000 gross tonnage.

Honourable Chairperson, allow me to table the 2017-18 budget which stands at R59 billion. The breakdown is as follows: road transport is R27 billion; rail transport is at R19 billion; public transport is R12,5 billion; civil aviation is R169 million; maritime is R119 million; integrated transport planning is R81 million; administration is R406 million.

We will through this budget capacitate the department by filling key vacant positions to ensure that we deliver on all of the above commitments taking cognisance of the gender disparities at the executive management level. With this budget we will continue to transform the lives of our people and develop and implement interventions aimed at improving transport systems and operations by finalising the outstanding policies, strategies and legislation in road, rail, aviation and maritime subsectors

We will also continue to develop and implement policies and strategies geared at improving provision of quality public

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transport infrastructure and services including learner and nonmotorised transport. We will also implement and monitor implementation of policies aimed at ensuring construction and maintenance of transport infrastructure through programmes like S'hamba Sonke that had proven to be the main creator of jobs and opportunities. Through this programme we will make sure that we don't compromise on implementing our programme of radical socioeconomic transformation to bring the previously disadvantaged, generally blacks and in particular Africans.

In conclusion, I thank the hon President, Deputy President, Cabinet, colleagues, our Deputy Minister Chikunga, MECs of transport, chairperson of the portfolio committee and members for the support and guidance. I would also like to thank the acting director-general, the entire executive management of the department, the boards and executives of our entities, as well as staff members across the three spheres of government. Also I thank my family which continue to be the pillar of my strength, and thank you very much for continuing to allow me to serve our people.

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*Xitsonga:*

A hi khomaneni hi mavoko hi aka no hluvukisa tiko ra hina ra Afrika Dzonga.

“Siyaqhuba!” [We move forward]. “Ndza khensa!” [I thank you].  
[Applause.]

Ms D P MAGADZI: Thank you very much. Viva wena!

The HOUSE CHAIRPERSON (Ms A T Didiza): This is not Limpopo it's a national budget of councils. [Laughter.]

Mme D P MAGADZI: Modulasetilo wa gompieno Mme Didiza, Letona la tsa Dipalangwa mo Afrika Borwa Rre Maswanganyi, Motlatsa Letona wa tsa Dipalangwa Mme Chikunga, Mokaedikakaretso [Director-General] le maloko a Lefapha la Dipalangwa mo Aforika Borwa, Maloko a Ntlo e a tlotlegang, baeng ba go tswa mafapheng a a farologaneng, ke a le dumedisa.

*English:*

As we celebrate the 100 years of the life and times of the African giant, let us remind ourselves that this giant that

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traversed the world, to popularize the plight of the South Africans under apartheid regime - the giant who spoke at the United Nation and the Organisation of African Unity on the inhumane of colonialism apartheid system. We are remembering this giant today here in this House as we celebrate Africa month. This giant carried the ANC for many years - the longest serving President of the ANC who worked tirelessly throughout to make sure that the ANC lives and the ANC leads. This is the giant that took the ANC through Morogoro Consultative Conference and the Harare declaration. We are here talking about Oliver Reginald Tambo. [Applause.]

The Portfolio Committee engaged and discussed with the Department of Transport after consulting with the Auditor-General of South Africa. The Portfolio Committee also engaged 10 of the 12 entities of the Department of Transport and raised issues that the Auditor-General saw befitting for correction. The annual strategic plans, the strategic plans of the different entities and the department were looked into hence as the ANC supports this Budget Vote 35. [Applause.]

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The National Development Plan: Vision 2030 focuses on several key principles with regard to Infrastructure. Amongst others, it talks to improve the socio economic opportunities for Africa, advancing development in Africa, improving movement of goods and people and also promoting regional integration. Hon Chairperson, hon Minister and hon members let me indicate that the Portfolio Committee on Transport together with the Auditor-General of South Africa made several observations that need to be taken into consideration by the Department of Transport.

*Setswana:*

Modulasetilo, ke batla go supetsa gore Morunikakaretso le Komiti ya Lefapha re lemogile gore go dingwe tsa ditheo kgwebo tsa puso tse di boetseng morago mo ditirong tsa tsone ya letsatsi le letsatsi. Ke bua ka ditheo kgwebo di tshwana le Passenger Rail Agency of South Africa, PRASA, Railway Safety Regulator, RSR, South African National Roads Agency Limited, SANRAL, le South Africa Maritime Safety Authority, SAMSA, gore di boetse morago. Morunikakaretso wa Aforika Borwa o bontsha gore ditheo kgwebo tse, di Annual Performance Plan, APP, tsa tsone ga di a tsepama sentle, ga dina nako e e maleba ebile ga di batlisisege. Dipelo

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tša ditheo kgwebo tse, ga di na bonnete jo bo tsepameng gore go tlile go diragala eng. Se ke setshwantsho se eleng gore Tona ya Dipalangwa mo Aforika Borwa o tshwanetse gore a se siamise ka bonako.

*English:*

We take pride as the ANC that there are several policies and Bills are eventually progressing speedily towards implementation and Parliament. I am saying that there are 10 pilots' projects of National Transport Master Plan, NATMAP, which are going to be implemented in this financial year. There are several Bills such as Administrative Adjudication of Road Traffic Offences, AARTO, Road Accident Fund, RAF, Road Accident Benefit Scheme, RABS, as the Minister has spoken about and National Land Transport, NLT, which are already here in Parliament. And the other Bills which we believe will be coming very soon and they are Rail Safety Regulator Bill, South African Civil Aviation Authority, SACAA, Air Traffic and Navigation Services, ATNS amendments - These are the amendment Bills. The National Rail Bill and Single Transport Economic Regulation, STER, to name but a few that we believe we will be grappling with and hoping to finish by the end of this

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the 5th Parliament. We take pride in the work that has been done by the department.

*Xitsonga:* 16:44:33

Komiti ya Ndzawulo ya swa Vutleketli laha Palamende ya Afrika-Dzonga yi ntshuxekile hikuva ndzawulo yi endlile pholisi ya mapatu lama enghenaka eka matikoxikaya. Hi na ku tshemba leswaku ku ta va na ntirhisano exikarhi ka Ndzawulo ya swa Vutleketli na mimfumo ya miganga na ya swifundzhankulu ekutirheni ka mapatu lawa hikuva leswi hi swona leswi swi nga na nkoka wa leswaku vanhu va ka hina va ta kota ku endzela lomu va faneleke ku ya kona hi ku olova, ku fana na ku ya eswibedlhele na le swikolweni ku nga ri na swiphigo leswi swi sivelaka.

Hi langutela ku vona leswaku ku va vukamberi bya le henhla bya ntirho lowu wu nga ta va wu ri eku endlweni hi ndzawulo, timasipala na swifundzhankulu eku akeni ka mapatu. Hi na ku tshemba leswaku a swi nga endli leswaku timali ti yisiwa lomu swi nga fanelangiki ku ya kona, kambe ti tirha ntirho wa ku aka mapatu.

*English:*

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Indeed, Gauteng, Free State and Durban corridor transport logistics, the construction of N2 wild coast highway are some of the projects that as the Portfolio Committee we give thumbs up to the department. In advancing regional modern infrastructure network and access to public infrastructure, public transport and integrated planning by all the departments on basic amenities and special planning is a very crucial one. Here we are talking about the fact that it is possible that you can be able to build schools, clinics and build every amenity having engaged all the departments so that as you engage the Department of Roads and Transport you will be making sure that the roads go to where they are needed the most.

We applaud entities such as ATNS, SACAA, and ACSA that have their footprints in the African Diaspora and the world as a whole. They are raising the South African flag high and we believe that others will be able to follow. This is in advancing the regional modern infrastructure network in Africa. The department needs to strengthen its research and development programme so as to enhance modernisation and the implementation thereof. This will be able to assist in growing the economy. We

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commend the department on the revitalisation and bringing back Moloto corridor road which is eventually under construction and we believe that the rail will soon follow.

We are concerned as we are talking about this PRASA for the past three years has engaged in retrogressive programmes giving little attention to service delivery matters. We are talking about service delivery contracts that have been cancelled, unauthorised expenditure on legal issues that have been at the centre stage of PRASA activities which led to under expenditure with respect to capital project. It is very embarrassing that in two years you will have four group CEOs. Who is wrong here? Is it the CEOs or the board? These are the questions that need to be answered - An embarrassing situation Minister that needs you to look into. Therefore, we employ you to monitor and make sure that PRASA is able to implement the Turnaround Strategy as reported. The ANC supports the Budget Vote of Department of Transport. Thank you very much. [Applause.]

Mr M S DE FREITAS: Chairperson, I said in last year's debate, the DA is, and has always been supportive of any initiative that

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will get South Africa moving literally and figuratively. Indeed, it is the transport sector that can - in real terms - negate apartheid's spatial planning as it can bring people closer to their place of work from where they live.

It appears that South African National Roads Agency Limited, Sanral, continues to keep its head in the sand. This month civil society organisation, Organisation Undoing Tax Abuse, Outa, has instituted a round of legal challenges against Sanral. Outa believes that the Gauteng e-tolls scheme was introduced unlawfully, and they don't comply with and they don't comply with public information and consultation requirements in the Sanral Act and the Promotion of Administrative Justice Act, Paja. The E-toll issue alone has turned an otherwise efficient and effective State Owned Entity into one that is suffering economically. Sanral needs to start to face this issue head-on and listen to the people of Gauteng. The entire e-tolls scheme needs to either be scrapped or be funded differently so that the financial burden is not left with the already overstretch taxpayer.

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As I mentioned in last year's debate, there is a bad soap opera in town and it just won't go away! In case you're not sure what I'm talking about, it's called Passenger Rail Agency of South Africa, Prasa. Just like previous seasons, Prasa continues to deliver corruption whilst millions of South Africans are left to suffer by using outdated and mal-maintained trains daily.

In a cliff hanger episode in 2015 the Public Protector dramatically revealed her, until then much anticipated, report called Derailed. This over 390 page report revealed details of a total failure of delivery and governance. The Auditor-General's report also confirmed wide-spread corruption within Prasa. I pause here to add that the Chairman of the Prasa at the time of the report was none other than the current Deputy Minister of Finance, Sibusiso Buthelezi.

Among the remedial actions prescribed by the Public Protector was that National Treasury must review all Prasa contracts above R10 million for the period under review. The mind boggles thinking about the conflicts of interest involved here. The suspect has now become the judge. The soap opera reveals how 370

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contracts all with the value of over R10 million each are being investigated by duly appointed contractors with 56 suspicious transactions under the value of R10 million are being investigated by National Treasury. Our soapy wheeling and dealing reveal that in the end, Prasa has paid nearly R2,65 billion to date for trains that cannot run on the South African rail network. Claims have been made of substantial payments worth millions made to ANC fundraisers who claim to be friends of the President. Now, that makes you think, doesn't it?

More crooked deals are revealed in this story. The Siyangena signalling tender to the value of R3,1 billion was irregularly awarded. To add insult to injury, the quality of work is so poor that these signalling systems present potential derailments. We also see several questionable relationships that exist between Siyangena's shareholders and key political figures. In the press, it was reported that Siyangena had purportedly paid more than R500 million to an obscure company called Hailway Trading. The director of this company is a known associate and benefactor of President Zuma. Makes you think, doesn't it?

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The soap opera started taking bizarre proportions when the Minister seconded to Prasa the Chief Financial Officer, CFO, in her department, Mr. Collins Letsoalo, to act as the group CEO while a permanent replacement is being sought. As soon as he was appointed; Mr. Letsoalo awarded himself a 350% salary increase without the board approval and instructed officials in the ministry to charge Prasa for it. The delays in the permanent appointment of a CEO and relevant executives, the lack of progress from law enforcement on the criminal investigations and prosecutions and indifference from the Minister on critical matters have had a deleterious effect on Prasa operations and governance.

It became crystal clear to me that there is a cover up here when my colleague and I saw for ourselves it playing out before our very eyes. On Tuesday and Wednesday, 7 March and 8 March, the Prasa Board reported to the portfolio committee. At the end of the second day of hearings, the committee unanimously agreed that it undertakes an investigation into all that is taking place within Prasa. This was reconfirmed at that same meeting after the Minister announced via a cowardly written statement

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that the Board had been fired. In fact, it was the members of the ANC that were the most vocal and voracious in demanding that we institute an investigation. Well, complete with melodramatic violin infested music, imagine my dismay and total shock when only two days later, on Friday that week, on 8 March, when the members of the ANC had a complete opposite stance to what they had had only 48 hours earlier. Suddenly, no investigation is necessary! Makes you think, doesn't it?

Obviously, they had been told to toe the line and to assist in a cover-up that involves many people all the way up to and including number one. Let me repeat what I said at that meeting. I will continue to dig, probe and investigate this issue. All that this cover-up has done is to make me more determined than ever before.

This Board's term of office is scheduled to end on 31 July. Just as the Minister was appointed because he is willing to do his master's bidding, I predict that a new more compliant board will be installed that will assist in this cover-up. It will be then that South Africans will be made aware and cognisant that this

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is the next cliff hanger episode of a cover-up in this soapy. This will make everyone think, won't it?

If there is one key performance indicator than demonstrates a Transport Minister's performance or non-performance then is the road safety statistics. Thousands continue to die every month yet the same strategies that do not yield positive results continue to be used year in and year out. A recent report tabled by the Road Traffic Management Corporation, RTMC at the portfolio committee meeting confirmed other studies that the majority reasons for road deaths that they are tyre and brake issues, yet our road safety campaign doesn't speak to these concerns. Instead, the same strategy of checking vehicle and drivers licenses continues yet different results are expected; crazy!

In fact, if one looks at the RTMC's own road safety statistics, one sees that the best road safety year statistically speaking, was 2000 with less than 8 500 fatalities. This is considering that there were less resources and money thrown at this problem at the time. It is also when the focus changed from road safety

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to revenue generation. The RTMC and the department prefer to focus on making money out of the issue instead of saving lives.

In addition, the Minister embarrasses himself by making statements such as that we do not require visible traffic policing because are we not a police state; when international practice unambiguously demonstrates that visible traffic policing does reduce road deaths.

Minister, we are here to be supportive of you to fulfil your mandate and we are here to assist in whatever way possible. However Minister, unlike your predecessor, you need to do the right thing and you actually need to be present and demonstrate leadership by addressing the numerous transport issues that we face today, not by covering them up. Thank you. [Applause.]

Tshivenda:

Vho E T MULAUDZI: Mudzulatshidulo, Vho Mme Didiza, Minisiṭa na vhaṭhomphei vhoṭhe vha re fano Nḍuni, riṅe vha lihora la EFF ri khou thudzela kule Mugaganyagwama hoyu wa Vhuendi.

*English:*

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Mr E T MULAUDZI: Chairperson, only between 20 to 30% of South African households owns a private car, leaving almost 80% of the population depending on public transport to their transportation need. Despite this, the state of public transport in South Africa is in serious ruins and the government has done very little to visionary long term thinking on resolving the transport crisis in this country.

These are some of the problems we as EFF think should be tackled to resolve the problem of transportation in this country, the collapsing service of the Metrorail due to the decade of poor maintenance on their rolling stock; the high number of unroadworthy busses, taxis, leading to the large number of the recent road crashes, deaths and serious injuries and poor maintenance of public roads in the country.

The government must tackle against the poor planning and the arrogance by the government leaders, leading up to matters such as the unresolved Gauteng Freeway Improvement Project and the forced tolling on road users.

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By its nature, transport requires heavily investment in infrastructure, and proper planning of transport infrastructure maintenance and upgrade could unlock opportunity for thousands of jobs.

*Tshivenda:*

Mudzulatshidulo, ri dovha ra vha ri khou sedza zwauri muvhuso u khou ya phanda na u sabusidaiza vhuendi, mabasi a khou sabusidaiziwa 48%, zwidimela 25%, Gautrain yo daho mulovha 15% na Bus Rapid Transit, BRT, 8%.

Dzithekhisi, sa izwi vho dzi amba na Vho Minisiṭa uri dzi khou hwala vhathu vha 68% a dzi khou sabusidaiziwa. Ri khou humbetshela uri dzithekhisi dzi sedziwe na dzone ngauri dzi hwala vhathu vhanzhi hangei mahayani.

*English:*

We call on government to think clearly and seriously about the centrality of the transport to our economic development ideals. As a result, we call on the department to do the following: Invest heavily in connecting the country with rail network that will be able to transport both people and goods timorously,

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safely, and at affordable prices. This will take the pressure of our road network and minimise road traffic accident.

The government must invest in making use of carbon friendly means of public transport for travelling short distances. This would minimise traffic congestion in the city centre and reduce our carbon footprint.

Government must do away with the e-tolls, which does not benefit anyone involved. Government must also introduce the tax heavily to the big logistics companies for the use of our roads to transport goods. This must be done to encourage these big companies to use rail transport.

Government must also introduce the accident tax, to tax SA Breweries, SAB, and other alcohol making companies, and that money must be used to strengthen Road Accident Fund. Government must also resolve the Passenger Rail Agency of South Africa, Prasa, board fiasco drama, which is happening there in order to ensure that all the trains are being function in a maximum capacity.

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The Prasa must stop its indefinite investigation through Werksmans wasting state money by legal cost, which is not to do for people. The entity like SA Maritime Safety Authority, Samsa, is also not doing well in terms of - there is no transformation in the Ship Registry in 23 years and also there state-owned ships were stolen in 1994 prior to democracy. Also again, the Samsa has violated section 61(b) of Samsa Act 1998 because the acting chief executive officer is supposed not to exceed 12 months in terms of this Act.

In terms of Road Accident Fund, Raf, road accident is intentionally put insolvent because the board is involved on violating section 24(6) of the Road Accident Fund Act, by exceeding not to follow the law of trying to settle their matters within 120 days or four months to settle. They settle after 120 days in order to maneuver Road Accident Benefit Scheme, RABS, which is in conflict with section 80 of the Constitution which needs the input from the Constitution itself.

We need more money in the Road Traffic Management Corporation, RTMC, to curb the accident because more than R30 billion is busy

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wasted on our road by accident, but RTMC is given a little money to curb that accident, which is unfair. Also, the use of consultants is too high. The EFF proudly and loudly so rejects this budget. [Time expired.]

Mr R N CEBEKHULU: Honourable Chairperson, I must first point out that I am not a member of the portfolio committee but I am standing in the place of my colleague, Mr Sithole.

This department is failing in its objective to provide a safe, secure and efficient medium for the movement of people, goods and services from one location to another. The Passenger Rail Agency of South Africa, Prasa, has derailed itself through its continued maladministration, mismanagement, incompetence and corruption.

Just recently we have seen a probe by one of South Africa's biggest commercial law firms into irregular contracts at the entity that could almost amount to R24 billion. Commuter safety on trains, on-going vandalism as well as trains that do not run

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on schedule remain issues of major concern. Metrorail is a comedy of errors with almost continuous train delays.

Another issue is the fact that Transnet and Prasa seem to be at odds with each other most of the time and this is definitely hindering rather than helping rail transport in this country, which is in dire need of upgrade, repair and maintenance.

Transnet not to be outdone by Prasa's 2015 embarrassment when they purchased trains that did not fit our tracks, entered into an R8 billion contract with the Chinese state-owned CRRC Corporation for locomotives, the first of which are total duds and have been inoperable since arriving in South Africa.

Surprisingly enough, Transnet had not learnt from our neighbour, Namibia's problems in 2004 with similar locomotives but then it had Mr Brian Molefe at the helm when these contracts were signed, need I say more?

Hon Chairperson, in such challenging economic times, government should be doing everything within its power to ease the

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financial burden on our consumers. Why is it that commuter subsidies are not given to commuters using taxis as a means of transport to and from their place of employment? Why is it that when 75% of our labour force make use of such transport, government does not assist through subsidies? Why does the Diesel Fuel Tax Refund System not apply to passenger transport in the form of private busses and taxis?

Government's Arrive Alive safety campaign which is an important part of the Department of Transport's road safety projects and awareness efforts is not as effective as it could be. More visible policing, random road blocks which check drivers' licences and road worthiness of vehicles as well as zero tolerance approach towards driving under the influence of alcohol must be more prevalent. In some parts of our country, we hear that drivers licences are still for sale by corrupt officials, what is being done to crack down on this crime?

In closing, we wish to congratulate the new Minister on his appointment. We hope that with him at the helm it will usher in a new era of departmental competence and achievement of

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objectives. The new Minister is well versed in the departmental challenges as he served previously in this portfolio committee. We wish him well. The IFP supports the Budget for the department. [Time expired.] [Applause.]

Mr M L SHELEMBE: Chairperson, the NFP notes the report of the Portfolio Committee on Transport on Budget Vote 35. The new Minister of Transport, Minister Joe Maswanganyi, has inherited a department that is ailing and failing dismally to deliver on its mandate. Moreover, this is a department that is neglecting to exercise effective oversight over its entities.

Incidents such as the firing of the Prasa Board fiasco and the subsequent court ruling has dented the image of the department, as did the lack of adequate security by Airports Company of South Africa at OR Tambo airport resulting in the recent heist.

To make matters worse, the Road Accident Fund is in a perpetual cash-flow crisis leaving many victims of road accidents in limbo as payments are delayed, and an increase is expected in accumulated deficit over the Medium Term from R183 billion in 2016-2017 to a staggering R328,8 billion in 2019-2020.

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Nowhere in the budget do we see anything that tells us that approving the budget is going to make any difference to these problems. Presiding over the transport needs of the country, the Department of Transport has been allocated a total budget of R59,8 billion in the current financial year. This allocation represents a 6,2% increase on the R 56 billion of the previous financial year, with the bulk of the budget allocated to the programs for rail, road and public transport spending areas.

The NFP notes the concern raised by the portfolio committee on the skewed allocation of subsidies between the various modes of public transport, and adds its voice to this concern. In particular, we believe that the taxi industry should long have been into consideration for proactive intervention and subsidies, not only because of the huge number of passengers conveyed in this sector, but also to alleviate the often deadly competition for access to routes which often flares up as so called "taxi wars".

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The budget tabled here today does not tell us how many more people have to die in horrific taxi-related violence and accidents before the department gets its act together and intervene in this volatile public transport sector.

Generally, the NFP believes that the department is failing in its mandate. We just need to look at the sorry state of our roads and the road death rate to see that the department is not effective. We just need to look at the scandalous financial mismanagement and the rampant corruption spreading through its entities to see that the department has lost its moral authority to exercise oversight. Nothing in this budget tells us how these problems are going to be addressed.

In conclusion, in view of our lack of trust in the ability of the department to execute its mandate, the NFP cannot support the report on Budget Vote 35. I thank you.

The DEPUTY MINISTER OF TRANSPORT: Chairperson, hon Minister of Transport, Mr Joe Maswanganyi, the Chairperson and Members of the Portfolio Committee on Transport, hon members of Parliament,

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distinguished guests, fellow South Africans, as team transport, we unapologetically remain the conduit of trade, the heartbeat of an effective radical economic transformation; the very core of our country, the region and the continent's prosperity.

Transport is the locus, the very nerve centre and the heartbeat of South Africa's socioeconomic development. We are a global player, fully immersed in our position in the family of nations. In policy, we are comprehensive; in legislation, we are sound; in implementation, we are robust, in challenges, we are durable, hands-on and tough, in achievements, we excel like no other, driven by one conviction, to give our people a better life and cement a South Africa that is democratic, prosperous, nonracial, nonsexist, and united as envisioned by President O R Tambo.

Fellow South Africans, the Department of Transport is an infrastructure department. Our infrastructure programme is multipronged and all-encompassing of the different transport modes. We have airspace infrastructure; we have oceans infrastructure; we have land infrastructure that includes rail and roads. For the very first time in South Africa, we now have

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an approved comprehensive Maritime Transport Policy which seeks to unleash and catalyse the various interventions under the Operation Phakisa Oceans Economy Programme.

For the 2017-18 financial year, we have allocated R13 million to assist South African Maritime Safety Authority, SAMSA, in its operations and implementation of maritime transport and manufacturing initiatives. We are making headways to ensure that we have a solid oceans infrastructure. In Port Elizabeth, we boast of a fully effective offshore bunkering station infrastructure, which started its economic activities in April 2016, with only two vessels that purchased bunker oil.

Today, it has seen more than 1 100 vessels needing bunkering services that would normally by pass South Africa. [Applause.] The bunkering can be compared to an ultra-city on land but located in our very own ocean. To promote safety in inland waterways, we have submitted before the Cabinet the Inland Waterways Strategy. By this, we will control and regulate all the boat activities in approximately 60 000 dams and 23 large rivers, to curb the recurring accidents and incidents. This will

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also ensure that inland waterways become a safe and accountable marine tourism and leisure sector.

In support of the maritime growth and competitiveness, the port regulator completed major studies on port tariff benchmarking; South African Ports Benchmarking; and analysis of terminal operator standards. The ports regulator was also awarded a clean audit certificate in 2015-16 by the Auditor-General, second time running since its establishment.

In South Africa we have a Rail Safety Regulator, RSR, established in terms of the Act. There is no train that can operate on South African railways without due safety compliance approval from the Rail Safety Regulator, hon De Freitas.

According to the safety report of 2 December 2015, all new trains that have come to the country have all received a stamp of railway safety approval, and this includes all technological advance systems, hon De Freitas.

So, the tail-tales being told about the new trains on the railway revitalisation programme not meeting safety compliance standards is indeed a figment of imagination of some among us,

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hon F De Freitas. To the extent that this is the case, - what are you saying? - the RSR has established a radically advanced train driver's accreditation programme, which today has licensed 130 train drivers. This programme serves the accreditation and certification of safety critical localised products and programmes.

Regional rail safety integration as an enabler for effective regional trade is among the apex agenda matters of the government of the ANC, and it is one of the issues to be discussed further at the SA Railways Association Conference, hosted by the RSR from tomorrow 24-25 May 2017, in Johannesburg. Well done RSR! Hon members, in all our efforts, what drives us is to better the lives of our people by taking service delivery right at the door steps of the South African citizens.

To this end, the Road Traffic Infringement Agency has spent R11 million to establish mobile Administrative Adjudication of Road Traffic Offences, AARTO, offices for education and awareness, on both AARTO and road safety related activities, and these offices will be accessible to both urban and rural areas.

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The results from pilot studies conducted, show that AARTO and the implementation of the de-merit system are effective in curbing the carnage on our roads.

The time is now to roll out AARTO and the de-merit system nationwide in order to fight road carnage. For the roll-out of AARTO a transfer of approximately R18 million has been made for this financial year. The integration of education enforcement and engineering, and if it is done in a sustainable manner, do reduces road fatalities. A study conducted here in the Western Cape confirmed this, hon De Freitas.

The Road Traffic Infringement Agency, RTIA, has also embarked on a youth enterprise development programme, which seeks to create 1 920 enterprises on a distribution of 10 enterprises in each of the 192 municipalities. Hon members, as part of many Women Empowerment Programmes, in 2017-18 financial year, the SA Network of Women in Transport, Sanwit, under the Department of Transport, will host a national elective conference. We will continue to intensify our efforts to ensure access to business

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opportunities for the Small, Medium and Micro Enterprises, SMMEs.

It is worth noting that the Department of Transport Wellness Unit has produced a comprehensive HIV/Aids Strategy which encompasses all modes of transport. This strategy is critical in ensuring that we have a healthy and supported transport work force. We congratulate the Department of Transport Employee Wellness Team for this excellent work.

Taking it to the skies, South Africa through the Air Traffic Navigation Services, ATNS, has and controls 10% of the world's air space. This 10% South Africa's airspace is equivalent to 22 million square kilometres, making it one of the largest airspaces in the world controlled by one country, and that is South Africa. [Applause.]

On airspace infrastructure for 2017-18, to mention just two projects, the ATNS has budgeted R132 million, to introduce the next generation of the Medium Earth Orbit Search and Rescue, MEOSAR, satellite system, into the Cospas-Sarsat system, as well

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as the space-based ADS-B technology, which will enhance air traffic and navigation service provisions of the ATNS.

The approval of Airports Company South Africa, Acsa, business development strategy enables the organisation to proactively grow its international footprint. The Acsa has been appointed to provide project management advisory services for ground lighting and the new terminal projects for Kotaka International Airport in Ghana. We are indeed pleased that Acsa continues to make South Africa proud in the world of airports management.

Hon members, on the world assessment of quality of airport infrastructure conducted by the International Monetary Fund, IMF, Acsa is ranked number 10 out of 138 world countries audited. The South African Civil Aviation Authority, Sacaa, is currently developing regulations for licensing of small and large aerodromes and private airstrips, especially those used for commercial purposes.

For the 2017-18 financial year, Sacaa will receive R22 million. Sacaa still holds a record of zero accidents record in the area

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of commercial aviation. For general aviation, Sacaa has since adopted the Cross-Reduction Accident Reduction Plan which is envisaged to yield 40-45% reduction in the number of accidents.

We have seen a steady decrease in general aviation incidents from 29 in 2014 to 20 in 2016. Again, hon members, the Auditor-General has for the fourth year running conferred a clean audit Award to the Sacaa. This achievement attests to the effective controls and good governance of the entity.

As the hon Minister stated, the overall 86,71% achieved on the International Civil Aviation Organisation, ICAO, audit, which is an A plus achievement, does not surprise us. As I said before, we are a global player, fully immersed in our position in the family of nations. After the last week's ICAO audit, the leader of the ICAO audit team, Mr Henri Gourdjji said, and I quote:

In my 18 years of auditing the aviation sector, I have not seen so much of accuracy in the portfolio of evidence responding to all matters of legislation, organisation, accident and incident investigation. I have been auditing

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this sector globally, South Africa has far surpassed our expectations as this audit team.

No wonder, Mr Gourdji said this, out of the eight audited areas, we received 100% in both Civil Aviation Organisational Structure and Primary Aviation Legislation and Specific Operating Regulations, as well as on the aviation medicine subsector. He further indicated that some of South Africa's systems and methods will be used as benchmark when auditing other countries.

We immensely appreciate the sterling work performed by SACAA Board, management and staff and other stakeholders including the ATNS, Denel, Solenta Aviation and the SA Airlink for their contribution in making sure that we receive a first class distinction ICAO audit outcome without any significant safety concern. We further applaud the firm and resolute commitment of all our twelve Chief Executive Officers, CEOs, who continuously fly South Africa's flag very high in the nations of the world.

Through their serving South Africa impeccably, in both domestically and in multilateral organisations, some have

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received recognition from the people of the world and have been elected to serve in very strategic and influential positions, which raise the stature of South Africa to be among the international pool of experts.

For instance, our one and only female CEO, Ms Poppy Khoza of Sacaa, Mr Bongani Maseko of Acsa, Mr Thabani Mthiyani of ATNS and Mr Nkululeko Poya of RSR, are chairpersons and presidents of the international aviation and rail multilateral organisations. The Department of Transport is serious about the transformation, skills development and socioeconomic emancipation of women.

In our midst, we acknowledge the presence of the first four Women Master-Mariners in the entire continent of Africa. We are also graced by students who are pilots and others studying aeronautical engineering. Can they also rise, please! Of course, there they are! Also, the rail safety inspectors, can they also rise! Thank you very much! They are selected from both rural and urban areas, and have been given an opportunity to study and change the face and the slowly transforming transport sector.

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Chairperson, as I conclude, allow me to extend my appreciation to our former Minister, Ms Dipuo Peters and our current Minister, hon Joe Maswanganyi, for their patriotic, comradely and revolutionary leadership. We further appreciate the support and guidance of the provincial MECs, Chairperson and Members of the Portfolio Committee on Transport, the Ministry, the Acting Director-General, Mr Mathabatha and the entire Department of Transport, as well as our Boards and state-owned entities.

Let's never forget our mandate: We are global players, an influential member in the family of nations. Neither the skies nor the seas not even the vastness of our land can limit our strides as we face challenges head-on to move South Africa to a radical economic transformed nation. We are and will always be the A plus sector. Together, we move South Africa forward. Siyaqhuba! [We are heading forward!] Thank you.

Mr M L W FILTANE: Hon Chairperson and hon members, in the hope that not a cent of this budget will be used to enrich a few within the Passenger Rail Agency of South Africa, Prasa, or any other entity through corruption, we will support this. We are

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still experiencing the legacy of a well designed and executed political, social and economic exclusion. Transport planning and development was such that we now have a highly distorted situation where people are separated from both their places of work and the majority of social services that are required to live a productive life.

In this regard, the provision of safe, accessible, and affordable public transport infrastructure is a fundamental requisite for the socioeconomic advancement of the people of South Africa.

In order to effectively address the direct effects of the socioeconomic exclusion of the past, and in the context of the mandate of this department, we need to ensure that the costs of travelling are reduced or subsidised. Our public transport must be improved, with an operation and fare structure that is regulated. Poor communities spend 40% of their meager income on transport.

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Slow spending on the taxi recapitalisation programme is a serious drawback for these private practitioners and can only damper your efforts to accelerate the economic impact that is desired.

The National Transport Policy Forum, NTPF, of the early 1990s created space for the participation of a broad spectrum of stakeholders in the planning of an integrated transport system.

It is our view, as the UDM, that there is an urgent need to ensure that, at the local level, transport forums are created to give space to the broader and more meaningful participation of all people from all sectors of our economy.

This approach should ensure that gender is involved in the analysis of transport needs. Here, we are thinking particularly of our women. There is a need for gender-sensitive transportation infrastructure, both in the urban and rural contexts.

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The constraint with developing and maintaining rural roads is the fact that they are unfortunately, rural. Yet, the rural environment is the growth engine of a country.

It is difficult to access and network rural areas. This makes logistics become complicated. Local contracting capability is limited, engineers are few and far in between, and younger engineers are hard to come by and not keen to leave the urban environment. We need to do something to confront this challenge.

Gravel roads are reconstructed or rehabilitated at nonfrequent intervals, often with little in the way of lasting improvements. Maybe we need to ask the question, whether there is a government policy that dictates that rural roads must only be gravel, whilst we need a regular supply of food and other basic necessities of life.

The cost of maintaining a gravel-road-driven vehicle is about 40% higher than that of a surfaced transporter. This impacts negatively on the pockets of those who use those roads. The

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internal municipal road infrastructure is in a crisis in almost all municipalities.

It is highly regrettable that SA Airlink is being allowed to monopolise the Johannesburg-Mthatha route. This negates economical transportation in that part of the world. We implore the department to engage with the Competition Commission and find a lasting solution.

Whilst it may not be the primary mandate of the national Department of Transport, we invite the Minister to assist with the solution of the transport problem of kids in the Eastern Cape. On Monday, they did not move the kids because of no payment. Some people are being owned as much as half a million rands.

The boardroom battles at Prasa need to be addressed with speed, given the need for the service that is solely needed by less privileged people. Thank you.

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Adv A D ALBERTS: Minister, you are new and we see it as our duty to bring you up to speed with all the issues that you will have to deal with, going forward. The ANC calls these things challenges; we call them self-inflicted wounds and slow suicide, also known as disrespecting the people of South Africa. Despite this, we still try to be constructive and provide some advice.

Firstly, the much beloved Gauteng e-toll system: It is now abundantly clear that this wretched system has failed. With a very low compliance rate, the tribe as spoken and voted the South African National Roads Agency Limited, Sanral, out. Nothing that Sanral does will ever legitimise the system or force road users to pay. You can sue them, you can try to arrest them, but the cards remain stacked against the ANC government, for there is plenty of resistance from within Parliament and outside in the form of the brave organisation called Organisation Undoing Tax Abuse, Outa. Our advice is to scrap the system and use the toll technology for speed and road traffic management. At the very least, you will serve the public by making the roads safer. As for the e-tolls, accept that it is dead.

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The damage inflicted upon you, in this respect, and the country, at large, is considerable, as government has inadvertently taught the public how to revolt against taxes and the ANC. Expect more of this in the future.

*Afrikaans:*

Noq 'n stelsel wat nie werk nie is die Administrative Adjudication of Road Traffic Offences, AARTO. Die stelsel maak nie die paaie veiliger nie, al is dit die hoofdoelwit van die wet. Die stelsel is so gebrekkig dat Fines4U onlangs 'n hofbevel teen die Padverkeersoortredings-Agentskap, PVOA, gekry het. Gaan lees gerus daardie uitspraak, Minister. Dit verduidelik in besonderhede, hoe deurspek van foute die hele stelsel is en waarom julle nooit enige iemand aanspreeklik sal kan hou in terme van AARTO nie.

Trouens die onwettige optrede is van so 'n aard dat bykans elke AARTO-kennisgewing uitgereik, van dag een af, waarskynlik onwettig en oninvorderbaar is. Die effek daarvan is dat al daardie miljarde rande van die staat teruggeis kan word. Die

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verdere effek is dat roekelose motoriste nou straffeloos gelaat word en dat ons paaie in Gauteng onveiligter geword het. AARTO is 'n klaaglike mislukking.

*English:*

Then we need to discuss the Road Accident Fund, RAF. We have proof that there is huge mismanagement taking place in the Fund, in order to steer it into a weakened state that will allow the proposed Road Accident Benefit Scheme, RABS, to be implemented in its place. The current system is not failing because it is inherently weak, but because it is supposed to fail, to fit the agenda of certain persons in the Fund. RABS might save the Fund money, but it will happen at the expense of the claimants. The main problems identified are the following.

Firstly, it will limit the funds made available to a person who will need lifetime care.

Secondly, the public health system will not be able to handle patients with care and rehabilitate them, due to the poor

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service levels of the public health care system. People go to public hospitals to die, not to get healed.

Thirdly, it deprives claimants of independent legal advice and turns the RAF into a lawyer and a judge, as it decides on behalf of the claimant, what the best way is to deal with his or her compensation and rehabilitation. This will surely fail the test of independence in the Constitutional Court. It represents a serious conflict of interest as the RAF would want to give the claimant as little as possible.

Lastly, the Minister must appraise himself of how many claims prescribe in the hands of the RAF. The RAF is so dysfunctional that many claims prescribe, thus opening the RAF up to legal attack and failing claimants. This presents a serious infraction on the human rights of claimants.

Minister, leave the RAF as is. Root out the inefficiencies and corruption and you will have a just system that works for claimants.

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*Afrikaans:*

Minister, u kan ons advies ignoreer, soos gewoonlik, maar uiteindelik gaan julle, die ANC, die prys betaal, soos die mense opstaan. Die mense op grond is nie dom nie, en belangriker nog, hulle is nou meer ingelig as ooit te vore. Ek dank u.

Ms D CARTER: Chairperson, on a point of order: I would like know whether the hon Radebe is prepared to take a question. He told me it's payback time today. [Interjections.] [Laughter.]

The CHAIRPERSON (Mr A F Mahlalela): Hon Radebe, before you start your speech, are you prepared to take a question?

Mr G S RADEBE: On what, Chair? No, I can't. I would like to congratulate the Minister on his new deployment and welcome him. Deputy Minister, members, distinguished guests, all protocols observed. Let me start by extending our condolences to all those who passed away or were injured in train accidents. I would also pass special condolences to all victims of abuse and killings and those who bore witness to gruesome murders of women by cowardly men in our country.

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We call on all communities and the Police Service to work together tirelessly in bringing all those involved to justice. It is a shame that we don't see Save South Africa, the DA and its alliance marching against these gruesome killings, but they waste their resources and money to march against President Zuma. [Interjections.] I wonder what the priority is here. [Interjections.]

In support of the O R Tambo centenary, the SA Maritime Safety Authority, Samsa, has developed a detailed maritime programme. Once again, we want to congratulate our female ship captains. The Samsa identified the community of Ekuvukeni in KwaZulu-Natal for its Corporate Social Investment programme, in line with the inland waterways strategy. This particular programme has also partnered with the Department of Transport and the KwaZulu-Natal Sharks Board. This partnership has contributed four boats and trained three skippers to operate these boats.

More than 200 youth from the O R Tambo district and Buffalo City are currently undergoing training, with 50 to be placed in 2017 and the rest in 2018. Two additional vessels were

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registered on the South African Ships Register during the current financial year, bringing the number of vessels up to four. I wonder how hon Mulaudzi has come about this thing that we don't have any ships registered. Maybe he was dreaming. We request the Minister to pay attention to the National Ports Act and the development of the port economic participation framework, as this is one piece of legislation that needs very serious attention. There are also other Bills on the department's desk that need serious attention.

The Railway Safety Regulator, RSR, has rolled out the licensing of safety critical grades and signed a memorandum of agreement with Prasa. The project was premised on the human factors management standard, SANS3000-4. These train drivers need a valid certificate of competency, qualifications where relevant, and a valid license where relevant. Let us also congratulate the chief executive officer of RSR on hosting the rail safety conference in Durban, where it brought together all the railway industries in discussing the importance of rail. We also wish them good luck for the upcoming Southern African Railways Association, Sara, conference to be held in Sandton and

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congratulate the chief executive officer as Sara president. Keep up the good work and also make sure that you don't forget that the education and awareness programmes should continue to run effectively.

Let us also congratulate Prasa on its 18 new trains delivered over the weekend by President Jacob Zuma, as well as the revitalisation of the rail industry in Dunnottar. Indeed, this is great progress, and we thank President Zuma for providing new trains after 50 long years. We take note that the Gautrain is much more expensive than Metrorail trains. We should take note and do something about this. Today, we also celebrate the hope of the people of Moloto. They have confidence that the Moloto Rail Corridor will be delivered. Our congratulations go to the department. [Applause.]

At Dunnottar, we know very well that an amount of R923 million is allocated for broad-based black economic empowerment, BBBEE, skills development, R54 billion for small, medium and microenterprises, R1,6 billion for enterprises owned by black women, and R323 million for socioeconomic development.

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We want to voice our disappointment about coaches and trains being set on fire. Vandalism and cable theft pose big challenges and have destroyed all infrastructure. As the portfolio committee, we want to request that the hon Minister engage with his counterparts in the Peace and Security Cluster to ensure that this infrastructure is well protected and that legislation is set in place to ensure that infrastructure isn't destroyed. If that is not done, our new trains will also be set alight, and this will set back the progress made.

The refurbishment of the signalling system will also help a great deal, as it is one of the causes of train accidents. We request that the Minister strengthen the RSR by putting in place proper systems to monitor the implementation. The illegal and irregular appointment of Werksmans Attorneys exposed the hypocritical Prasa board. This is one of the issues that occupied the Prasa board. The board has failed to deal with the issue it was supposed to deal with. For a period of three years after its appointment, the board had not done anything. Instead, they went out and paid themselves large sums of money. We

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request them to pay it back. We want to congratulate and thank former acting group chief executive officer Mr Letsoalo for helping us expose these board members, their dirty tricks, and what they have done. We know very well that the court has cleared you, Mr Letsoalo, and that you didn't give yourself an increase but that you were tainted. We hope that those board members will be banned and not be allowed to serve on any board in South Africa. They are untrustworthy and dishonest.

[Applause.]

We want to ensure the vision of the National Development Plan that, by 2030, the transport sector will, amongst others, support economic development by allowing the transport of goods from points of production to its destinations. This will facilitate regional and international trade. The Prasa should also provide suitable means for safe, efficient, and cost effective public transport.

On that note, thank you very much. We support Budget Vote No 35: Transport. [Applause.]

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Ms D CARTER: Chairperson, if transport is responsible for the infrastructure network and operations that serve as a catalyst - that's the wheels - for social and economic development - then it's no wonder that we face the socio-economic crisis that threatens our very stability as a nation.

If one looks at the State of Capture Report and the SA Council of Churches, SACC,'s Unburdening Report, then it's a wonder that the wheels have not yet been stolen. We know that Passenger Rail Agency of South Africa, Prasa locomotive can't leave the station, because it's too tall. Besides, we only have a temporary chief driver following the eventual demise of Lucky Montana whose luck ran out, and the removal of Collins 350% Letsoalo.

Well, one thing's for is sure, you can't get board - because one moment it's there and the next minute its not! It's also clear that the Speaker is not the only one to have swindled her driver's license because corruption is rampant at our drivers licensing and motor-vehicle testing centres. Chair it sounds Monty-Pythonesque but it's not!

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We have a looted Passenger Rail Agency of South Africa, Prasa, worse than a runaway train - A tussle over Electronic National Administration Traffic Information system, eNATIS, - with no end in sight - and charges relating to a R10 million bribe involving the former Minister Ndebele and a former director-general, DG - Rampant corruption at licensing and vehicle testing centres - that threatens road safety.

A seemingly inoperable Administrative Adjudication of Road Traffic Offences, AARTO system, - the AARTO Act 46 of 1998, is almost 20 years old and still not fully functional. A Road Accident Fund under Public Protector's investigation for maladministration - and its solvency questioned. Rampant irregular expenditure in the billions at South African National Roads Agency, Sanral, - let alone the unresolved E-Toll's saga. Hon Minister, you will be aware of all of this as a former member of the Transport Portfolio Committee. You have an onerous task ahead of you.

We know that the Public Protector made damning findings of corruption and maladministration in respect of Prasa. We know

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that as a consequence Lucky Montana eventually resigned in disgrace. We know that former Minister strong- armed the deployment of 350% Letsoalo in as acting CEO. We know that when the Board fought back former Minister Dipuo Peters summarily dismissed the board - only for the courts to reinstate the board... [Interjections.]

Mr G S Radebe: Order Chair!

The CHAIRPERSON (Mr A F Mahlalela): Hon Carter, may you take your seat please. What is the point of order?

Mr G S Radebe: I rise on a point of information. Mr Lucky Montana was not fired... [Interjections.]

The CHAIRPERSON (Mr A F Mahlalela): What is the point of order hon Sbu? Proceed, that is not a point of order.

... Only for the court to reinstate the board, declaring her action unlawful and irrational -phrases we now hear far too

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often in respect of the President and his executive.

Sources reveal Molefe was beginning to uncover high level detailed investigation into Prasa's irregular tender deals. Molefe's Board has been getting close to some very sensitive information about monies flowing to politically connected people. Now, it's reported that in the interim, you, Minister, are ignoring letters from Molefe requesting a meeting. That there is a concerted effort to oust him that you, Mr Minister, are purposefully not filling Board vacancies to render the board functus officio, and that Members of the Black Business Council visited Molefe asking him to walk away from Prasa - can you please answer that.

One can only ask rhetorically - for what end? - For it can only be in a desperate attempt to hide the ugly truth. Mr Minister, as a former colleague, I have got know you as a humble, firm and uncaptured person. I have missed the comrade carter in the passage. And Comrade Joe, I want to say that, will you keep your moral high ground.

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Remember, that the truth will come out. At some point the ugly boil of corruption and state capture will be lanced – and those complicit exposed. [Time expired.]

Mr L RAMATLAKANE: Hon Chairperson, Minister and Deputy Minister and other Ministers present, hon members, today we have assembled here to consider a debate on the budget of the Department Of Transport. We support this budget vote at on set as the committee and as the ANC.

I forgot that hon Carter no longer participate in the portfolio committee. So the level of information that she has in the committee in terms of Passenger Rail Agency of South Africa, Prasa, including the locomotive would be limited. The limitation of it is that, she speaks about the trains that cannot go through – that cannot leave the station because they are tall. That is completely incorrect. That's in fact being economical with the truth. The issue is that those locomotives have been commissioned. The Legal Resources Centre, LRC, have dealt with the matter. They only could not issue the license because the contract for maintenance was not necessarily signed. Because of

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the court case. So there is no such thing that the trains - I will forgive her because of that limited information.

Let us start from the beginning, South Africa's Transport Policy provides that the state allocation of a public transport subsidy as a socially necessity service in a manner that is transparent. However, the long-term aim, as stated in the 1996 White Paper on National Transport Policy, is to reduce the state's subsidisation costs, dependent on a more effective and efficient public transport system being developed.

The policy also state that where public transport subsidies are granted based on welfare considerations or to promote public transport, they should be applied through mechanisms that provide incentives for increased efficiency. The majority of the working people are generally public that needs an efficient, accessible, integrated and safe public transport, with a single integrated fare structure or a ticket system for rail, buses and taxi operators. The current mode of ticketing systems is fragmented and inconveniences the commuting public. In addition, they encourage destructive competition among various modes of

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transport.

The further complicating of the fragmented subsidy framework is in addition to the public transport modes is of course in not integrated Gautrain and the Bus Rapid Transit, BRT, system which requires integration with rail and minibus operators. BRT is not about buses only, it is about integration and public transport which is inclusive.

In 2015, the state of the nation address, President Jacob Zuma asserted that R6 billion will be spent in 13 cities on planning, building and operating the BRT system. Notwithstanding this pronouncement, we need to say that the process is moving very slow. Commuters continue to be inconvenienced as they cannot seamlessly switch between different modes of transport such as buses, Metrorail trains and taxis.

Integrated public transport was a never a priority during the 1980s, up until in 1994. The spatial challenges of Black South Africans, Coloureds and Indians place them so far away from the cities - approximately 80kms from townships to cities which are

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depended only on a public transport. In this case, taxi was in fact the most suitable and accessible mode of transport which has not received a subsidy.

The democratic government has inherited plus - minus 120 000 taxis nationally, which of course that process of transforming has seen the National Taxi Task Team, NTTT, recommendations being adopted. Minibus taxis ferry thousands of pupils to and from school every day. Taxi operators are also deeply woven with the cultural fabric of our society. More often than not, their only means by which the majority of South Africans can gather for a vital social and culturally important events such as community meetings, going to church or weddings and funerals. In effect, taxi operators make South Africa's democracy work - by getting people to the voting stations as well.

The introduction of the bus transport which was mainly owned by White South Africans, together with rail, was of course government operation - you listen! Government operator's money as subsidy towards transport costs ... [Interjections.] ... When the shoe fits the pain you must feel that because you know about

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it. You have been there before and you know what we are talking about. We are correcting the problems of the past.

Bus subsidies have been growing by an average of real growth rate of 4%, since 1994 up to 2009. In 2009, the subsidy administration system has altered the annual contract system, escalating the capping of the budget of course and handing the money to the provinces. Approximately R3.5 billion was paid in operational subsidy for road based public transport bus services in South Africa in past years.

It is my considered view that the Department of Transport's inability to integrate this complex process in almost two decades is of course, not a positive matter. The Department of Transport has a responsibility to drive the processes and robe in the sister department like energy in terms of implementing the NTTT recommendations. The realization of radical economic transformation is instructive to all and sundry including the minibus taxi that it should be part and parcel of the integrated transport system.

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The recap review should provide a solution to these challenges of minibus taxi conundrum. Obviously, in terms of how we then begin to integrate and have seamless public transport. Minister M J Maswanganyi knows and understands these concerns. Having been part of the committee and the discussions, and we have confidence that he will intervene in finding solutions in these challenges. We cannot expect the department to deliver on all its key performance indicators, KPIs, without proper staff that drive the process. We are worried about the issue of staff, the management that has been lacking is a source of concern.

The matter of Shosholozana mail, as a public transport is another concern for us. We want to say from here that it is critical that Shosholozana mail is aligned to the National Development Plan, NDP, objective. Remember, the NDP, recognize the importance of the mainline train or the long distance travel as the one that has the ability to connect rural community to their cities.

We are concerned about the funding mechanism of the Shosholozana mail and we have said as the committee that it's about time that the joint committee have a discussion with the Transnet issues

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about the quaint of what must be transferred from Transnet to public transport by way of rail. That is an issue that we are going to be able to deal with.

We are concern about the BRT and the issue of our delivering of our BRTs because of the budget. It is the R6.2 billion that has been allocated to it - we want as committee to begin to have a feel of implementation and a speedy implementation of the budget and integrated public transport system. We are concern about the capacity of the local authorities in municipalities, ability to be able to implement it. [Time expired.]

Mr C H H HUNSINGER: Chairperson, not more money but organisational dysfunction is the core problem with transport under this ruling government. The distress of what millions of people are facing daily is echoed by a range of red signals.

Chairperson, the review of the past three years in audit outcomes indicated that there has been a regression in reliable performance reporting. The level of accuracy and reliability of entities is deteriorating with no focus on consequence

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management. Sadly, transport is adding to the current negative fiscal and credibility image, mainly because the fundamentals are not in place. This is the main reason why former Minister Dipuo Peters could not be trusted behind the wheel any longer.

During this budget review, each entity confessed loyalty to the NDP Medium Term Framework and the state of the nation address of 2017 however, I fail to understand this lip-service when, for instance, we have one rail network, and yet between Prasa and Transnet they cross invoices each other annually way beyond R1 billion. This ridiculous dual ownership scheme on rail assets should be stopped immediately.

With more than 1 billion conveniently floating between the two entities, our commuters are battling to keep their job with near daily excuses of why they are late again. Let along the challenges around scholars and homes that are equally affected.

In fact public transport in general is not on time, not safe, and not clean. Train delays are detrimental to the whole economy. Every average train set delayed for 40 minutes

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attributes to a loss of 400 personal hours per event. This is not acceptable and not fair to the users.

The 157 coaches lost, due to vandalism between January and April in the Western Cape this year is one thing, not having a singly fence around it. Definitely something else, and Minister, don't even dare to think about anything relating to budget constraints. If you could find R 42 million for 70 toilet seats, like Prasa did, you can find money for a fence and make it safer for commuters.

Will you Minister, allow Road Accident Fund to get away with tender requests before a Bill has been approved? Road Accident Fund called for several Road Accident Benefit Scheme, RABS, and related service provision, like medical treatment protocols and Road Accident Benefit Scheme, Corporate Branding Services. This, while the Road Accident Benefit Scheme Bill, has not been approved.

Words like, insolvent and financial constraints is used in relation to the terrible state of management of the road

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accident fund, and then we disclose tenders for nearly 100 car ports and for fancy offices in Cape town and Johannesburg.

Minister, I am sure you are not aware that most if not all of the road accident fund claims are processed by Medscheme on behalf of road accident fund. But the illusion specialist CEO mesmerises everyone with fairy-tale phrases like, the road accident fund is doing well.

A step in the right direction was the recent arrest of traffic and licensing department officials in Johannesburg by the new DA administration. The loss of income due to this fraudulent activity has cost the city of Johannesburg and estimated R14,7 million in revenue. This result of corrupt actions is hardly the full picture of the rot.

Vehicle roadworthy test stations have no standardised system to prove that a vehicle has been there. In many cases only the paperwork and a wallet ever gets to the test station.

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Most importantly, whether it is road, rail or air or sea, we cannot afford the divided and duplicated safety regulation in its current form. The DA would immediately unite all current safety regulators and agencies position them in DOT as a direct function of the department, get rid of the senseless tariffs and valueless registrations and direct the enormous savings towards safety and reliability for our commuters and travellers. We simply cannot afford the current structure.

In conclusion, Minister, our citizens require reliable information that not only describes how taxpayer contributions are spent but explains how key policies and decisions are implemented to their benefit.

Lastly, Chair, I have got a question to the Deputy Minister. If the Afro 4 000 were train was fine to use, as you put it, why are you trying to send them back? I know it is a speaker but we will show you all about that when you sit on this side. [Time expired.]

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Mr M P SIBANDE: Hon Chairperson, hon Ministers and hon members, 2017 the year of Oliver Reginald Tambo. It is the year of unity inaction by all South Africans as we move South Africa forward. Oliver Tambo at a South African Communist Party anniversary meeting in London in 1981 he said:

The objective of our struggle in South Africa, as set out in the Freedom Charter, encompassed economic emancipation. It is inconceivable for liberation to have meaning without a return of the wealthy of the country to the people as a whole. To allow the existing economic forces to retain their interest intact is to feed the roots of radical supremacy and exploitation, and does not represent even the shadow of liberation.

Our 1994 democratic breakthrough has done little to shake this reality, as such. What we have now is political power without economic power. It therefore means that our core business as the ANC is presently at its peak, economic transformation is critical.

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Our ideological strength and influence in the national discourse is unmatched; as such, thieves sometimes steal it in order to legitimise themselves to the society. Everyone - even bourgeois parties are claiming to be representative of the poor, some populist demagogues go to an extent of even stealing our colures and our rhetoric.

The ANC National Executive committee bulletin of 2015 considers transport infrastructure, within the broader infrastructure development programme as a sector, which requires appropriate and adequate funding. The ANC further urges government to consider various funding models and options available so we can develop and maintain our transport infrastructure. The ANC further emphasises that in supporting economic development, funding for secondary airport infrastructure and associated operations must be considered in the immediate term.

The Road Traffic Management Corporation Act established the RTMC to pool powers and resources, and to eliminate the fragmentation of responsibilities for road traffic management across all various spheres of government. The Act provides for co-operative

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and co-ordinated strategic planning, regulation, facilitation and law enforcement in respect of road traffic matters by national, provincial and local spheres of government.

*IsiZulu:*

Sihlalo awuthi kengize kancane la. Bengilalele izikhulumi ezikhulumile, angidlulise lokhu masinyane.

*English:*

Some people are suffering from verbal diarrhea and malnutrition in knowledge multiply by schizophrenia. [Laughter.] Chairperson, to the DA members Mr hon De Freitas and hon Husinger, I think it is not fair that during our committee meeting when we were discussing the issue of Prasa, you proposed that we must have a task team to investigate. Investigate what because the previous Minister disbanded the Board. What is it that we must go and disband? [Interjections.]

Also the recent ... your party during the local government elections where they have won seats, they won with the arrangements with other opposition parties. Also with the

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recent, the so-called "regime change" marches were achieved through the arrangement with other parties as well. Therefore, your achievements are like an anaconda that has swallowed up a porcupine. [laughter.]

*IsiZulu:*

Mgcinisihlalo, manje sengiyabona ukuthi kungani ngenkathi omunye wabaholi be-DA elobe emaphephe ngohlevana lokucwaswa kwabantu abampisholo. Ngizothanda ukucaphuna kwesinye isihloko esabhalwa ngenye yezintatheli zolwimi lwesintu. Lathi: "usephinde washipha kudliwa unkosazane uZille". [Uhleko.] Nani ke malungu ale nhlango senitholakala ngokusigcwalisa lesi sitatimende.

Mgcinisihlalo, engqondweni yamalunga we DA, abantu okufanele bahlomule kakhulu futhi kube neziqhingi maphakathi nezwe, yizindawo okuhlala kuzo abamhlophe kakhulukazi. Izindawo ezifana no-Constantia Park, Waterkloof, Montana njalo-njalo eTshwane. Kubo bonke omasipala ezindaweni ezisingathwe yi-DA, zonke izindawo ezihlala abantu abampisholo kubona intuthuko iyiphupho. [Ihlombe.] Ezinyangeni ezimbalwa ezedlule ikomidi lezokuThutha lavakashela eTshwane. Lathola ukuthi kunamabhuloho aguguleka,

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imiphakathi eyakhelene njengase e-Klipgaat nase Winterveld, ayisakwazi ukuwelela ngaphesheya komfula. Imiphakathi ifinyelela kanzima ezindaweni zezinsiza zikahulumeni njengezingane zesikole nomama okufanele baye emakliniki nosizo lwamaphoyisa imbala konke kushabalele.

Umbuso we-DA uma uthatha izintambo komasipala wamisa zonke izinhlelo zokuletha intuthuko ebantwini abamnyama. Okungagokuba khona futhi eTshwane ePhase 1 Garankuwa View itshelentaba libhuza yonke imigwaqo ngokuba amaphayiphi athutha indle awasebenzi kahle sukela kwaphatha i-DA.

*English:*

I appeal to Minister to look carefully at the implementation of MyCiti in Cape Town. Instead of beginning with the Klipfontein Corridor which would have linked communities from Khayelitsha, Gugulethu, Heideveldt, Athlone and Mowbray, the DA City of Cape Town decided to first link Blaauwberg and Milnerton to the City and focus on the CBD. We now have a situation where the DA is determined to route the next phase from Khayelitsha to Wynberg

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through South Road which would destroy the homes of families, who have been living there for decades.

There are two other alternative routes. The city has refused to provide the costing for both the alternative routes and South Road itself. It is clear that the costs, both financial and human, to build an entirely new road through South Road will be massive. The DA claims they have consulted, but the DA ward councillor in that area, declared, before any process of consultation had started that South Road was a done deal.

Secondly, we believe that it is necessary to examine the procurement patterns of MyCiti in Cape Town to see whether the city has done enough to advance preferential procurement for black contractors. Lastly, we request the Minister to visit George and investigate the allegations about double payments to municipal officials by the local operating company, George Link, and also to hear the views of both commuters and the taxi industry. These are national resources from the Department of Transport which are being transferred to local government in Cape Town and George. We must ensure that they advance our

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national transformation objectives. The ANC supports this budget. [Applause.]

*IsiZulu:*

Kuwena Mnumzane we-EFF lapha yi-podium akusona isiteji lapho omunye wabaholi benu wayezolingisa ... elingisela i-Hip hop. Asikhulumi nge-hip hop, sikhuluma ngokuthi abantu kumele bathuthukiswe ngezokuthutha. [Ubuwelewele.] Ngiyabonga Sihlalo.

The MINISTER OF TRANSPORT: Programme director, what we should know is that this department was designed for whites - to serve the whites' interests through the National Party. It was only servicing the farming communalities at the expense of villages and townships. It is no surprise that Hellen Zille and Kohler-Barnard are yearning for colonialism and apartheid times.

Mr C MACKENZIE: On a point of order: Chairperson, I have realised that the Minister is a new Minister, but I presume he is a member of this House. I presume he is the member of this House and he knows how to address other members of this House,

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and certainly not addressed as Kohler-Barnard. Thank you, Chairperson.

The HOUSE CHAIRPERSON (Mr A F Mahlalela): Hon Minister, you know very well that all members here are addressed as hon. Thank you very much.

The MINISTER OF TRANSPORT: Comrade Magadzi, the Bills and policies are coming to Parliament. Cabinet is processing most of them.

Hon De Freitas, indeed, South Africa is not a police state. We are not going to have traffic officers and the SA Police Service, SAPS, in every corner of South Africa. The priorities of this government are on education and health, and not on police. We are not a colonial or an apartheid state where you emphasise police in every aspect.

Collins Letsoalo was cleared by the court. It was the board that paid Letsoalo through the letter that was signed by the chairperson of the board. Letsoalo did not pay himself money.

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We are reviewing the tolling policy which will go to Parliament and this Parliament will benefit from discussing the new toll policy. We are not going to interfere with any court processes. It is not true. No Minister, whether Minister Dipuo Peterse or I have intervened with the court processes, the Special Investigating Unit, SIU, or the Hawks processes. So it is just a hot air that people come and masquerade themselves as if they are corruption busters.

If ever there are corrupt traffic officers, they are arrested. Not that every time when you walk into a traffic station and see black officials it means they are corrupt - it is not correct.  
[Applause.]

Hon Mulaudzi, how do you reject a budget that serves the interests of Shayandima where you come from? We understand that since the EFF took Rupert's money, you serve the interests of the master.

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Mr E T MULAUDZI: On a point of Order: Chairperson, is it parliamentary for the Minister to cast aspersion that we took Rupert's money without a substantive motion?

The HOUSE CHAIRPERSON (Mr A F Mahlalela): Hon Minister, proceed! You have not cast any aspersion to any member of this House.

The MINISTER OF TRANSPORT: Yes, Rupert said it when he was receiving an award at the Best 100 Companies in South Africa. He said that he gave the EFF money. You took his money. You are captured by Rupert; yourselves.

The subsidy policy is going to be reviewed to cover the taxis, the rail as well as the buses. Hon Alberts, the Road Accident Fund, RAF, was introduced in the 1940s to serve the interests of the whites, particular the rich whites who could prove that after accident they could not get an income. It is that reason why we are doing away with RAF and bring the Road Accident Benefit Scheme, Rabs, which is going to benefit all people including the poor. Under RAF in the main it is lawyers who are benefiting as middlemen.

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Hon Sbu Radebe, we condemn vandalism of trains. We call upon our people to make sure that they look after the trains. If ever there are problems let's us resolve them together.

Hon Ramatlakane, the filling of vacancies is what we are going to prioritise. In the top executive we are going to prioritise women as deputy directors-generals, DDGs, and chief directors.

Hon Hunsinger, as I have said before, you have no interest of black people. You are not interested in the Department of Transport to serve the interests of our people. You were comfortable when the entire budget under Ben Schoeman was serving the interests of the whites. Today, the Department of Transport is taking services to the people of Moloto Corridor. Also we will not allow delinquent entities which always go to the media and cast aspersions.

What I want to say in conclusion we will use our entities, whether the Passenger Rail Agency of SA, Prasa, the SA National Roads Agency Limited, Sanral, Airports Company SA, Acsa, the SA

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Maritime Safety Authority, Samsa, all of them, to empower the previously disadvantaged people in implementing the radical economic transformation programme. That is what we are going to do. Our people are going to benefit from tenders from Sanral. Why are you not blaming your companies when they collude in Sanral? You kept quiet. [Time expired.]

Debate concluded.

The mini-plenary session rose at 18:17.