

**UNREVISED HANSARD**

**MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER**

**FRIDAY, 18 MAY 2018**

**PAGE: 1**

**FRIDAY, 18 MAY 2018**

---

***PROCEEDINGS OF MINI-PLENARY SESSION – OLD ASSEMBLY CHAMBER***

---

Members of the mini-plenary session met in the Old Assembly Chamber at 10:03.

Mr M R Mdakane, as Chairperson, took the Chair and requested members to observe a moment of silence for prayer or meditation.

The ACTING HOUSE CHAIRPERSON (Mr M R Mdakane): The guests are not to participate in our debate. They mustn't clap hands, they mustn't shout and they mustn't howl anyone. They should just enjoy the debate and appreciate without getting involved in the debate in the House. Thank you very much for that.

**APPROPRIATION BILL**

Debate on Vote No 35 – Transport:

The MINISTER OF TRANSPORT: Hon Chairperson, hon Members of Parliament, Cabinet colleagues present, Deputy Minister of

**UNREVISED HANSARD**

**MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER**

**FRIDAY, 18 MAY 2018**

**PAGE: 2**

Transport, the hon Chikunga, members of the Portfolio Committee on Transport led by the hon Chairperson, Ms Dikeledi Magadzi, the acting director-general of the department, Mr Mathabatha Mokonyama, officials of the Department of Transport, chairpersons and CEOs of the transport entities, my special guests and other invited guests, ladies and gentlemen, and comrades, I dedicate this Budget Vote to the life of one of the most remarkable leaders this country and this continent – and indeed the world, has ever known, President Rolihlahla Nelson Mandela, who would have turned 100 years old this year. This year we also honour our mother, Albertina Nontsikelelo Sisulu who also would have been 100 years this year.

In line with Madiba's vision of the realisation of a democratic, just and equitable society, our Budget Vote seeks to confront our challenges and accelerate progress in building a prosperous society. We are also celebrating the bicentenary – that is 200 years, of the birth of that great intellectual and revolutionary, Karl Marx. Today, we present this budget as the world is entering the Fourth Industrial Revolution and we are cognisant both of the opportunities, as well as the dangers posed by this era. Therefore, this requires of us to define the kind of transport sector we want to see in our country in the next 50 years, guided by our National Transport Master Plan 2050, including its role in national and regional economic development.

**UNREVISED HANSARD**

**MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER**

**FRIDAY, 18 MAY 2018**

**PAGE: 3**

Transport is also important in promoting township and village economies. We therefore need to develop the capacity to conduct research, innovation, effective oversight and monitoring of our entities, through which most of the work of the department is implemented. We shall also pay particular attention to effective, inclusive and continuous engagement with all stakeholders in the transport sector. That is why I am pleased that most of our chairpersons, CEOs and other board members of our transport entities are here, and you are most welcome. In line with government priorities to fight unemployment inequality and poverty, our entities must play a much stronger developmental role in strengthening our economy.

I therefore intend to restructure the department to improve capacity for planning, innovation, skills development as well as improved oversight, monitoring and support for our entities. I wish to urge our entities to prioritise local procurement in order to promote jobs in our economy. To give effect to this priority, we have started to, amongst others, review the shape, size, structure and location of our entities. Amongst others, these interventions will help us to solve the many challenges we face in transport, whether it be traffic congestion, road crashes and fatalities, the taxi industry and the role of transport as the heartbeat of our economy, amongst others.

**UNREVISED HANSARD**

**MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER**

**FRIDAY, 18 MAY 2018**

**PAGE: 4**

We will also lead an initiative to mobilise both public and private sector funding to invest in innovation for the transport sector. We will work closely with government departments, including the Department of Science and Technology and the Department of Higher Education and Training, state research institutions like the Council for Scientific and Industrial Research, CSIR, the private sector, institutions of higher learning, and transport stakeholders.

We will intensify consultations within Southern African Development Community, SADC, and the broader African continent, to work towards, and strongly position the transport sector as one of the key mechanisms for regional and continental integration. We also intend to establish a Republic of South Africa and People's Republic of China transport forum that will be led by two governments, involving state-owned entities, SOEs, research, policy and higher education institutions, as well as the private sector. This forum will, amongst other things, be a platform to promote investments in the our respective transport sectors.

Governance remains a big challenge for most of our entities and I am paying particular attention to this matter. We will continue to intervene decisively to restore good governance and to fight the scourge of state capture. I have met with boards and management of entities, expressing to them my expectations of the kind of

**UNREVISED HANSARD**

**MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER**

**FRIDAY, 18 MAY 2018**

**PAGE: 5**

professional conduct expected. Board members must be diligent, professional, understand their fiduciary roles, not interfere with day to day running of entities and must fight against corruption and state capture. We are in the final stages of appointing boards for Airports Company SA, Acsa, SA National Roads Agency Limited, Sanral, and other entities whose terms have expired, and where there are vacancies.

We have intensified our efforts of stabilising the Passenger Rail Agency of South Africa, Prasa, by dealing with its capacity challenges, appointing a new board that will lead the turnaround strategy, and to attend to the senior management vacancies in the organisation. Among the areas we have given our urgent attention are challenges facing Prasa generally, but in the Western Cape, in Cape Town in particular.

We have begun tackling the safety and reliability of Metrorail in this corridor. Our priority is to provide safe rail travel, especially for the working class. I will convene a series of stakeholder meetings in the coming months, which will include Prasa, the City of Cape Town, trade unions and their shop stewards, municipal councillors and political formations. Passenger Rail Agency of South Africa is currently implementing a signalling

**UNREVISED HANSARD**

**MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER**

**FRIDAY, 18 MAY 2018**

**PAGE: 6**

programme to replace the old signalling system, and the project is near completion.

Furthermore, we are at an advanced stage with the construction of the Central Operations Centre for the control of rail operations in the entire Western Cape. Construction is expected to be completed by the end of June 2018. Through the Centre we will be able to better manage our service and improve our management and safety of our operations. To address the inadequacy of the rolling stock, we will continue to refurbish our current rolling stock to meet the immediate demand of this corridor. The Cape Town corridor requires about 110 train sets. In the next 24 months, we will operate 88 fully configured train sets - not half trains.

However, we are also working on our plans to roll out the new rolling stock, including putting in place enabling infrastructure such as the depot programme, perway and electrical works to support the deployment of the new rolling stock fleet, although I am concerned of the slow pace in these projects. I have therefore directed the new board of Prasa to pay urgent attention in dealing with these challenges and I expect a plan within the next two months.

**UNREVISED HANSARD**

**MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER**

**FRIDAY, 18 MAY 2018**

**PAGE: 7**

Part of our focus is to ensure that we provide a predictable Metrorail service. I am happy to report that the construction of our train manufacturing factory at Dunnottar in Ekurhuleni is now complete and it is anticipated that two new locally produced trains will be delivered in December 2018. As of December 2017, we have created a total of 1 396 jobs. We are also contracted to upskilling 19 527 individuals during the implementation of the programme. Through the Railway Safety Regulator Amendment Act and the Rail Safety Strategy, we will be able to mitigate the risks associated with level crossing occurrences, people struck by train, mainline derailments and platform-train interchange occurrences.

We are revamping our roads policy, which will contain proposals on the funding model of our road network. Through Sanral Horizon 2030 strategy, we have set aside an obligatory 30% subcontracting to small and medium enterprises, SMEs, and co-operatives in all projects. In addition, Sanral offers training and skills transfer programmes to small enterprises. We have set aside about R3 billion to upgrade the Limpopo and Mpumalanga sections of the Moloto Road. An estimated 12 500 jobs will be created over the five-year period of the project. Within the next 12 months, government will take the final decision regarding the planned rail component of this corridor.

**UNREVISED HANSARD**

**MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER**

**FRIDAY, 18 MAY 2018**

**PAGE: 8**

This financial year, we will continue to develop our road network to unlock the Northern Mineral Belt in the Waterberg district of Limpopo province, the Durban-Free State-Gauteng Logistics and Industrial Corridor; the South Eastern node and corridor development, including the Mthatha Airport and the N2 Wild Coast; and to unlock the economic opportunities in North West, working with the Presidential Infrastructure Co-ordinating Commission and the Minister of Economic Development, in particular, Minister Patel.

Through the S'hamba Sonke programme, we have maximised job creation in the road sector using our labour intensive methods and co-operatives model throughout South Africa. As part of reviewing the Gauteng Freeway Improvement Scheme, we will heighten our consultation with all involved government spheres and nongovernmental stakeholders to arrive at the solution for this perennial problem. These consultations will form a critical path toward the discussion of the Sanral operating model, which includes the new toll roads policy. But the most critical issue as a country that we have to face is, "How are we going to fund our road infrastructure going forward?" That is the most critical question which we will also be dealing with.

I also decided to urgently set up a panel of transport experts to advise us on strengthening the role of all the modes of transport in

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 9

social and economic development of our country. We have finalised our Integrated Public Transport Turnaround Plan which will ensure that we develop a comprehensive public transport development strategy and an investment plan across all modes of transport. To reduce input costs and enhance the sustainability of the mini and midibus taxi industry, we will implement a commercially viable revised Taxi Recapitalisation Programme.

The revised programme will enable the taxi industry to leverage and exploit downstream opportunities in the entire taxi value chain. We will engage with the taxi industry regarding all matters that are of concern to both government and the industry, including the issue of subsidies for the sector, vehicle financing, taxi violence, as well as building co-operatives supporting the industry.

*IsiZulu:*

Sizoxoxa bab'utiebosch sikhulume nawe nosomatekisi bakithi. Ayikho into esingeke siyixoxe enifuna ukuthi siyikhulume ngenhloso yokuthi sithole izixazululo kuzo zonke izinkinga esibhekene bazo kwezamatekisi.

*English:*

Due to the rapid increases in vehicle prices, we are conducting a review of the scrapping allowance with a view of increasing it to

**UNREVISED HANSARD**

**MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER**

**FRIDAY, 18 MAY 2018**

**PAGE: 10**

enhance levels of affordability for new vehicles. We are indeed delighted with the approval by this House of the National Land Transport Act Amendment Bill which will ensure that we regulate electronic hailing services. The integrated public transport network system across Rea Vaya, A Re Yeng, MyCiTi, and Go George, carry a combined 125 000 passenger trips on an average weekday. In addition, the cities of Ekurhuleni, eThekweni, Rustenburg, Polokwane, Mbombela and Nelson Mandela Bay are expected to commence with their operations in this financial year.

The issue of public transport subsidy regime remains a challenge. To this end, we have reached an agreement with the MECs that we need a thorough and comprehensive review of the entire regime of transport subsidisation in this country, which will include looking at the bus industry, commuter rail, Gautrain and the bus rapid transit, BRT, systems. We need to determine whether this money is being allocated equitably or we are funding the rich at the expense of the working class and the poor [Applause.]

Through the Shova Kalula bicycle programme, we procured 6 000 bicycles and distributed them to needy learners in rural district municipalities and schools. The National Road Safety Strategy remains our anchor strategy to further improve our road safety record. We look forward to the Administrative Adjudication of

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 11

Road Traffic Offences Amendment Bill which includes the demerit point system. We are determined to implement this once and for all, and it will bring tougher consequences for traffic offenders. Where necessary, we will take away driver's licences and even ban some people not to have driver's licences for some years if they are habitual offenders.

*IsiZulu:*

Uzwile Mam'uKhawula.

*English:*

The envisaged reclassification of traffic violations to Schedule 5 offences will ensure that we introduce minimum sentences for extremely serious traffic violations such as excessive speeding, reckless and negligent driving and driving under the influence of alcohol. Our intention to harmonise our road traffic law enforcement and the establishment of a single traffic police unit has gained traction.

We are also working tirelessly to ensure that we declare law enforcement an essential service to guarantee the availability of traffic officers on a 24/7 basis on our roads. We have intensified our antifraud and corruption operations, focusing also on fraudulent driver's licences and cars that are licensed to be on the road

**UNREVISED HANSARD**

**MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER**

**FRIDAY, 18 MAY 2018**

**PAGE: 12**

illegally. We are also implementing these measures and the transformation of the Road Accident Fund to make it the Road Accident Benefit Scheme, to ensure that we put to good use the already constrained financial resources allocated to the Road Accident Fund.

In line with its ambition to unlock the potential of transport in the region as a crucial component of regional economic intergration, our Cross-Border Roads Transport Agency is working tirelessly to harmonise standards in the Southern African Development Community region, SADC. I am happy that in the House today we are joined by five beneficiaries from our strategic partnership with the False Bay technical and vocational education and training college, where we provide skills to people living in the Blikkiesdorp community next to the Cape Town International Airport. We are also joined by young people who have also benefited from Acsa's partnership in a project called Goodbye Malaria.

These interventions will ensure that our country has adequate and highly skilled aviation professionals who are available to operate, manage and maintain our air transport system with distinction. I am also joined by students from my two former schools, as well as another from one of the schools for farm workers in Howick – they are sitting up there, the three of them. [Applause.]

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 13

*IsiZulu:*

Sukumani bantwana bami banibone. [Ihlombe.]

*English:*

I am particularly concerned about the fact that pilot training, for instance, continues to remain a responsibility of very expensive private academies. We will need to sort this out. As members are aware, there has been some negative media reporting about the airline licensing councils, with allegations of corruption and other malfeasance. I am also reviewing a report on irregularities already compiled for the department. I wish to assure the public that this matter is receiving my urgent attention. I am reviewing the process of appointment of the two airline licensing councils, as well as looking into all other allegations, and an announcement will be made in due course.

The Deputy Minister is going to deal with our maritime policies and developments there, so I will not go into that. The budget allocation for the department in the financial year 2018-19 is R68,6 billion, and includes allocations to provinces, municipalities and state-owned companies. The details are indeed in my speech. With all hands on deck and the commitment to conduct our business in a more effective way, we shall sustain the process of our fourth administration and take it to higher levels.

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 14

I wish to thank the hon President Ramaphosa for his support, the Deputy President, my Cabinet colleagues, the Deputy Minister Chikunga, MECs, the chairperson and members of the Portfolio Committee on Transport, as well as my wife and family.

*IsiZulu:*

Indoda engakwazi ukubonga uMkayo Mam' uKhawula akuyona indoda leyo.  
[Uhleko.]

*English:*

Gratitude also goes to my staff in the Ministry and to the acting Director-General, Mr Mokonyama and the entire executive management committee of the department, the boards and executives of our entities, and everybody who contributed toward the achievement of our mandate as the department.

*IsiZulu:*

Siyabonga sibesithi ke sizwelana nabantu base-Palestine njengoba behlukunyezwa kangaka nje. Sinabo kuze kufike ekugcineni la beyokhululeka khona. Ngiyabonga.

*Setswana:*

Moh D P MAGADZI: Modulasetilo wa gompieno, Letona la tsa Dipalangwa, Dr Blade Nzimande, Motlatsaletona, Mme Chikunga, maloko a a

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 15

tlotlegang a Ntlo e ya Kokoano Bosetšhaba Mokaedikakaretso yo o tshwereng mokobobo mo Lefapheng la Dipalangwa, maloko a bhoto le Bakaedikhuduthamagabagolo ba tsa ditheo, baeng ba rona ba ba tlotlegang, ke a lo dumedisa.

*English:*

This is a new dawn of creating infrastructure to contribute towards radical socioeconomic transformation. The theories and approaches on the developmental state emphasises that the states capacity to promote its developmental efforts, its capacity to organise around appropriate institutions and organisations, and the policies should be enhanced for it to say that it is a developmental state.

It is upon this analogy that the ANC's 54th conference expressed the need for government to use infrastructure as leverage for the developmental approach to create jobs, to alleviate poverty, but at the same time make sure that assets are being created. This, we believe as the ANC, should be people-centred and be people-driven. Indeed, infrastructure development can effectively contribute towards the achievement of a developmental state by stimulating the growth of the economic and reducing inequality while simultaneously addressing the social needs of the majority of the people.

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 16

The ANC's ready to govern discussion document illustrates the magnitude of the deep-rooted disparities made by the apartheid through noninvestment in the rural areas and peripheries of our country side. These are the areas where majority of our masses resides ...

*Setswana:*

Ba tlogeleng ba bogole. Moporesitente o ba boleletse gore ba dire eng.

*English:*

These are the areas where majority of our masses are residing, and the conditions, be it of roads or other related infrastructure, today we can say are visibly improved.

Mr C MACKENZIE: Chairperson, I'm standing on a point of order!

The HOUSE CHAIRPERSON (Mr M R Mdakane): Hon Magadzi, there is a point of order.

Mr C MACKENZIE: Sorry. Just by the way I see that you personally agree with the DA. That's lovely.

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 17

*IsiZulu:*

Nksz D P MAGADZI: Hayi, suka!

Mr C MACKENZIE: I rise in terms of Rule 92, House Chair. It's an hon member, I'm not going to point, but the hon member knows and she keeps saying, shut up! Now, the President has set the precedent in this way, but we know that it is unparliamentary and if you can ask her to stop saying that ... [Interjections.]

The HOUSE CHAIRPERSON (Mr M R Mdakane): Hon member, Oh! Hon Radebe, don't do that! It is unparliamentary!

Ms D P MAGADZI: Chairperson, the transport sector has been highlighted in the Republic of South Africa that it will be able to contribute to South Africa's competitiveness in the global markets. It is regarded as a crucial engine for economic growth and social development. As we are unveiling different plans as outlined by the Minister, improving the roads, rail airways and other related transport issues, we should be able to take cognisance of the fact that we are contributing towards our competitiveness in the global arena.

Through S'hamba Sonke project, a labour-intensive road maintenance programme, several projects have been upgraded in different

**UNREVISED HANSARD**

**MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER**

**FRIDAY, 18 MAY 2018**

**PAGE: 18**

provinces. The provinces therefore, can be able to upbeat and make sure that the lives of the people are better. Hon Chairperson of today, road infrastructure, in particular access roads, is better than what it was 24 years ago. Today is better than yesterday; tomorrow will be better than today.

The improvement of Moloto road needs to be applauded, because this has been a killer road. Minister, Gauteng Freeway Improvement Project, GFIP, is an issue that needs to be resolved as speedily as possible because it impacts negatively on SA National Roads Agency Limited, Sanral, work. We are sure that, as we deal with this discussion, we will be taking into cognisance the fact that Sanral needs to work very fast.

There is a need for the provinces and municipalities to also work and make sure that the resources as given for road maintenance and development are efficiently used. Over the years, the department has been having challenges of shortage of staff, especially where they are needed the most. Several of the vacancies have been filled and this is a milestone that needs to be celebrated.

This applies to the entities which actually has seen challenges in government and has been drastically affecting the entities. I am proud because the Minister has already filled several of the posts

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 19

and our boards are starting to do work in earnest. Leadership in Prasa has been found wanting, Minister, and these are the things that we shouldn't be talking about.

As the ANC, we believe that the new board should be able, as speedily as possible, to submit their Annual Report to Parliament. We also believe that the new board should as speedily as possible, be able to give us their cooperative plan and their Annual Performance plan, APP, because we can only say that the budget for Prasa is correct if those are adhered to. Nonetheless, we believe that the new board is up to the task.

Regarding the challenges in Prasa, we need to be able to say that...

*Setswana:*

... batho ba rona ba a sotlega, gape diterena di ba fitlhisa thari kwa tirong. Seno se dira gore ekonomi ya rona e fitlhelele kwa tlase gonne batho ba kobiwa kwa ditirong, gape ga ba fitlhelele mafelo a bookelo le dikolo ka nako e e tshwanetseng. Bana ba fitlha thari kwa dikolong, ka jalo, re kopa gore boto ya Prasa e mekamekane le boemo bo gore batho ba fitlhe ka nako kwa mafelong a ba yang go ona.

*English:*

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 20

The reconstruction and Development Programme, RDP, has indicated that we need to have safe, reliable and affordable public transport. This, we believe that, it is what Prasa has been doing all the years, but we also believe that they can do better in making sure that there is a number and a sizeable number of trains that are operational.

In order to provide affordable, sustainable solution, the ANC-led government has elevated integrated public transport network as the anchor, and the integrated public transport network grant funding should be used with the courtesy and care.

*Setswana:*

Tsela e Bus Rapid Transport, BRT, e tsengwang mo molaong ka ona, e bosula gone mokgwa o diteksi di ntshiwang mo ditseleng ka ona gore dibese di kgone go tsamaya. Seno ga se tlhokege. Re ka se bue ka Integrated Transport Network fa re ntsha dipalangwa tsa bosetšhaba mo tseleng.

Mo Motse Kapa mo, MyCity e dirisa madi a le mantis go duela baneedikaditirelo. Kwa Goerge, ba tlositse diteksi, ba tsenya Go George mo ditseleng. Ba re batho ba rona ba tla tshela jang fa ba tloswa gape ba beelwa kwa thoko fa ba tshwanetse go nna le letseno? Seno ga se a siama, Tona.

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 21

*English:*

This is the policy about Integrated Transport Network, therefore, we cannot be able to discriminate and remove others.

*Setswana:*

Kwa Tshwane le gona, go na le mathata. Batho ba a sotlega kwa dikgaolong ditshwana le Hammanskraal le Mpumalanga, dipalangwa tsa bosetšhaba ga di fitlhelele setšhaba ka le baka la gore re leka go tsenya BRT mo tseleng. Ke kopa gore kgang eno re e lebelele sentle gore re kgone go ka thusa batho ba rona.

*English:*

Public transport is has really improved in the rural areas, and this, we need to really applaud because the economic activities in the rural areas are shining and social access is better than yesterday.

*Setswana:*

Gompieno go botoka go feta maabane, le ka moso go tla nna botoka go feta gompieno. Ke batla go bua jaana ke re ...

*English:*

... we live with hope as we make herself, "South Africa will be a microcosm of the new world that is striving to be born" These are

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 22

the words of Tata Nelson Mandela. As we remember this giant, and as we celebrate his centenary, South Africa is remaking herself. The microcosm in roads, rail, aviation, marine and public transport, is unfolding. Yes, this is the year that we celebrate the centenary of two giants, Mama Albertina Sisulu, a phenomenal woman; a woman of substance. Let me quote Maya Angelou when she said, "Try to be a rainbow in someone's cloud."

*Setswana:*

Mme Sisulu, yo o neng a tshwara thipa ka fa bogaleng, ke molalatladi mo gare ga rona; mooki wa thlwathlwa, modirela loago wa thlwathlwa, morutabana, moetapele yo o tshwanetsweng ke gore rona rotlhe re latele motlhala wa gagwe o a re bontshitseng ona. Ka nnete, Aforika Borwa le basadi ba yona re tshwanetse go lebogela gore re nnile le baetapele ba ba thlwathlwa.

*English:*

Aviation in South Africa is doing very well, and we need to applaud all the stakeholders in aviation because they shine the light in countries like Brazil and others ... [Interjections.] Thank you, Chairperson, as the ANC, we support Vote 35. Thank you very much.

Mr M S F DE FREITAS: Hon Chair, we welcome yet another Transport Minister. We can only hope that hon Minister Nzimande will do be

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 23

better than his predecessor. That should not be too difficult to do and based on your speech it certainly sound Sir. As I stated last year and the year before, the DA is supportive of any initiative that will get South Africa moving literally and figuratively. Certainly, transport can do so literally and in real terms. It is one portfolio that can move people closer and mitigate the bad apartheid's spatial planning and using real opportunities that people can freely and fairly be able to move around without any hindrance.

In fact, the Portfolio Committee's report takes transport a step further when it discusses fair universal access which aims at enabling all citizens to reach every destination by not only the traditional transport modalities but by other means which includes bicycles, wheelchairs and even walking.

The portfolio committee also expressed its concern about Sanral's finances as the Gauteng Freeway Improvement Project, or e-tolls, continues to cripple this entity. Sanral needs to start facing 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. [Applause.] Now more than ever, the Minister must develop a new toll roads policy.

**UNREVISED HANSARD**

**MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER**

**FRIDAY, 18 MAY 2018**

**PAGE: 24**

Experience shows us that great contributor to the negative public sentiment against e-tolls project in Gauteng was a deeply lacking public participation process. Until the e-tolls project is scrapped we need to ensure that any future e-toll projects do not repeat these bad public participation practices. My Private Members Bill recently tabled, aims at ensuring that mayors and premiers affected by future e-toll projects are properly consulted. It also protects motorists who wish to use alternative roads instead of the expensive toll roads, giving them a diversity of options. I hope that at the end of this process my bill will be supported.

As in previous years, Prasa continues to deliver corruption whilst millions of South Africans are left to suffer daily by using outdated and mal-administered coaches. The Public Protector's 2015 "Derailed" report detailed a total failure of delivery and governance as well as widespread corruption within Prasa. Contracts totaling to 216, all with the value of over R10 million each, are being investigated by Treasury. But we remain concerned about this as written replies I received only last month, to questions I posed to Minister Nzimande indicate the following:

The Treasury report was scrutinised by Prasa and Prasa has responded to Treasury indicating that some of the findings were inaccurate and needed to be reviewed. Treasury has therefore

**UNREVISED HANSARD**

**MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER**

**FRIDAY, 18 MAY 2018**

**PAGE: 25**

undertaken a process to reappoint the relevant service providers to review the disputed findings. Once the service providers are appointed, a review will take place and the findings will be finalised.

The reply thus indicates that the party that is being investigated, which in this case is Prasa, is questioning the findings against them. The player is now questioning the referee. This is plain madness. To top this, the reply also indicated that Prasa is dictating to Treasury to reappoint service providers to review the findings, possibly because it puts Prasa in a bad light. Added to this is the fact that taxpayer's money will be used for more investigations. These replies alone demonstrate that the portfolio committee's investigation into Prasa that starts next week couldn't have come at a better time. We are sick and tired of the continued Prasa cover up.

The first interim board continued its looting as soon it took up office. Questionable payments were made as directed by the previous interim Board during their tenure needs to be investigated. In the meantime, we will watch with great interest the activities of the new interim board. In the meantime, South Africans need to be moved by rail. This means that when looking at the Prasa's modernisation project, all options should be considered, such as, as stated in the

**UNREVISED HANSARD**

**MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER**

**FRIDAY, 18 MAY 2018**

**PAGE: 26**

committee's report, the devolution of authority to regions. This must be an option as the modernisation project will not be able to meet its budgetary obligations as it continues to spend more money on refurbishments of vandalised and outdated coaches and infrastructure to ensure that services are able to run. It is time to consider the devolution of the rail function to cities that have the capacity.

The process needs to start to amalgamate Transnet and Prasa. Until these two SOEs become one so that all assets are planned and used holistically we will never be able to harness the economic growth potential and opportunities that rail brings to the nation.

Minister, you need to help stop the tug-of-war between Prasa and its bullying big bother, Transnet. After the fanfare dust has settled about the Moloto Development Corridor, which I see the chair also mentioned it, this project is now progressing at a snail's pace, in particular the rail portion of this important project is practically Nonexistent. The Minister needs to kick some butt in this regard.

To make matters worse, the committee has still not received Prasa's annual report and it has failed to submit its 2018-19 procurement plan to the Treasury. What an indictment on Prasa. As I stated last year and every year, if there is one key performance indicator than demonstrates a Transport Minister's performance or non-performance,

**UNREVISED HANSARD**

**MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER**

**FRIDAY, 18 MAY 2018**

**PAGE: 27**

it's 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. Reports by the Road Traffic Management Corporation, RTMC, confirm studies that the major reasons for road deaths are tyre and brake related issues, yet our road safety campaigns do not speak to these concerns. Instead, the same strategy of checking vehicles and driver's licenses continues as a campaign yet different results are expected. The results are displayed in the recent Easter weekend which showed an increase in deaths compared to last year.

Until road safety campaigns are designed against proper empirical research, we will continue to see thousands of motorists and pedestrians die unnecessarily costing the economy billions. Minister, we are supportive of you fulfilling your mandate and we are here to assist in whatever way we can. 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. Until this is done using either the values of freedom, fairness, opportunity and diversity we will continue to see these continued problems within the transport sector. In the meantime, we continue to support you. Thank you Sir.

**UNREVISED HANSARD**

**MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER**

**FRIDAY, 18 MAY 2018**

**PAGE: 28**

Mr K P SITHOLE: Hon House Chairperson, of particular concern in this budget is the increase in making use of consultants from R286 million to R348 million. The expertise and capacitating of offices within this department must be addressed. We cannot be spending money from the public purse we do not have. The failures of PRASA to submit their Annual Performance Plans of 2016-17 and 2017-18 is an oversight failure of the department in not being able to monitor and evaluate this crucial entity. A firm hand is required to turn things around at this state-owned enterprise, SOE and other entities reporting to the department.

Chairperson, the IFP believes that one of the departments focuses should be on the issue of scholar transport, especially in the rural areas where our children are walking long distances to school. Scholar transport should reside under the department of transport and not basic education, which does not have the capability to ensure vehicles transporting our learners are safe. [Interjections.]

Ms M S KHAWULA: Point of order Chair.

The HOUSE CHAIRPERSON (Mr M R Mdakane): Okay, hon Sithole.

*IsiZulu:*

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 29

Ms M S KHAWULA: Sihlalo, nginephuzu lokukhalima okuphambukayo. Uxolo! Uxolo Mondise. Uyangiphazamisa, angisezwa nakahle ukuthi umhlonishwa uSithole uthini.

USIHLALO WENDLU (Mnu M R Mdakane): Ubani?

Nk M S KHAWULA: Abantu be-ANC nje abafundisekile, bamatasa nje bayasithuka benza yonke into, uyezwa.

USIHLALO WENDLU (Mnu M R Mdakane): Mhlonishwa uKhawula, kodwa nawe usuke nawe uphakamise isandla kakhulu.

*English:*

Hon members, please let us allow hon Sithole to continue.

*IsiZulu:*

Mhlonishwa uKhawula, nawe kodwa uyangena odakeni. [Uhleko.] Nawe uyangena odakeni. Hon Sithole.

*English:*

Mr K P SITHOLE: Hon Chairperson, the IFP believes that one of the departments focuses should be on the issue of scholar transport, especially in the rural areas where our children are walking long distances to school. Scholar transport should reside under the

**UNREVISED HANSARD**

**MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER**

**FRIDAY, 18 MAY 2018**

**PAGE: 30**

department of transport and not basic education, which does not have the capability to ensure vehicles transporting our learners are safe roadworthy and are constantly monitored.

Another area of concern is e-tolls which its administration in Gauteng does not prioritize the scrapping of e-tolls. It is high time that an alternative solution is found to e-tolls and that the Premier provides tangible feedback on his recent engagement with the President, and why he and Minister Mphahlele are singing two different tunes. When will the people of Gauteng finally know where they stand with e-tolls?

In terms of current road infrastructure projects and safety on our roads we need to ensure that low cost engineering programs at high risk hazardous locations are implemented. These involve erection of traffic lights, speed reduction by speed tables, rumble strips or building of pavements or barriers, or other remedial measures in all provinces and townships across the country.

Chairperson, the Test Assessing Secondary Completion, TASC recapitalization project is a disaster – it doesn't address the needs of our taxi commuters. Scrapping of this funding model and the failure to ensure adequate upgrade – new, modified taxi models to be used are expensive and the state needs to assist the taxi industry

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 31

better. We see when busses are on strike, or trains go on strike, that the taxi industry assists this country to get to work. In the interest of governance, the IFP will support this budget.

*IsiZulu:*

Sihlalo, mhlonishwa Ngqongqoshe, kunomgwaqo osuka eSilutshana oya e-Kranskop ongu-170 wamakhilomitha waqalwa wase uma endleleni kwathiwa kuphele imali, mhlonishwa Ngqongqoshe sicela ungenelele. Kunomgwaqo futhi osuka eThekwini u-N2 oya o-Thongathi umile isikhathi eside awusetshenzwa, besicela ungenelele Ngqongqoshe.

*English:*

The IFP do support this budget. Thank you. [Applause.]

*IsiZulu:*

Ms M S KHAWULA: Sihlalo, nginephuzu lokukhalima okuphambukayo. Angidlali manje

The HOUSE CHAIRPERSON (Mr M R Mdakane): Hon Khawula ...

[Interjections.]

*IsiZulu:*

... kwenzenjani?

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 32

Nk M S KHAWULA: Ngifuna ukwazi ukuthi yini eyenza ukuthi uma kungena u-commissar bahleke laba. [Uhleko.] Okwesibili engifuna ukukubuza kuwena Sihlalo, ngomuphi umthetho othi mina ngingene odakeni, akukhona ukungiphoxa lokho? [Uhleko.] [Ubuwelewele.] Ngicela ukusule khona manje. Ngoba angazi noma usholo ukuthi udaka yibo labantu lana bakini abawudaka. [Ubuwelewele.]

*English:*

Ms P E ADAMS: Hon Chairperson, I did not laugh. I can't be implicated in the laughing. [Interjections.]

*IsiZulu:*

Nk M S KHAWULA: Ungibiza u-Nomarussia labo-Schotho bakho.

Ms P E ADAMS: Hon Chair, I can't be implicated in the laughing, I never laughed. I did not laugh.

The HOUSE CHAIRPERSON (Mr M R Mdakane): Hon Khawula! Hon members, let us again take the platform. Hon Khawula! Hon Khawula!

*IsiZulu:*

Masilalele ngapha kuqala, sizoyikhuluma le yakho ekugcineni, asibazi bahlekani

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 33

Nk M S KHAWULA: Mhlonishwa, kuvumelekile yini umuntu abheme ngaphambi kokuthi angene lana? Kufuneka babheke ukuthi babhemani ngaphambi kokuthi bangene la. Ngeke abantu sihleli bayafa yinsini. Kuwukudelela lokhu abakwenzayo.

The HOUSE CHAIRPERSON (Mr M R Mdakane): Hon Khawula ...

*IsiZulu:*

... masiqhubeke ngomsebenzi. Hon Khubisa.

Usolwazi N M KHUBISA: Sihlalo, sicela ukubingelela kuNgqongqoshe neSekela lakho, namalunga kanye nezivakashi zethu kwi-galari, ngicela udedele Sihlalo ongabhemile ukuthi akhulume kancane.

*English:*

Minister, there are few things that we want to put to the floor. We understand this is a very important department and to ensure that there is safety in this department and also to ensure that it contributes to economic development and also poverty alleviation dealing with all the inequalities of the past. I think these things needs to be mentioned. In a very basic way Minister because some of the things we observe and there is a lot of money that is given to the budget but it's not enough when we consider some of the issues that we need to attend to.

**UNREVISED HANSARD**

**MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER**

**FRIDAY, 18 MAY 2018**

**PAGE: 34**

For instance, we know that provinces get about 23 billion, the agencies about 16 billion and the public corporation and private enterprises 18,8 billion and the 12 entities of the department which should be performing optimally to ensure that there is service delivery. You know transport like water and electricity is very crucial and next to the heart of the people. We have to ensure that in line with the white paper, our infrastructure and rail is up to standard. Our pipes, our roads, airports, harbours, freights etc, they are all good.

We also understand that this is a national, provincial and also local competence and your department does oversight on all these spheres. But let me start with the fact that the war that is going on within the industry is not acceptable. For instance, if one was to make an example of here in Delft and Nyanga association, there is no reason why our taxi owners cannot sit down and discuss these issues because at the end of the day it is the lives of the people that are involved. When we hear that Nyanga and Delft cannot agree on one route they are using but why don't they sit down and discuss because at the end of the day it is the lives of the people that is lost. These are the matters that you need to attend to because we don't want to see people dying.

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 35

This is an industry that should be executing service delivery – ensuring that we alleviate poverty – ensuring there is economic development; hence there must be safety in the industry. So, it worries us for instance in KwaZulu-Natal we hear that some notable leaders, drivers and also owners are dying everyday. Why should they die everyday?

*IsiZulu:*

Yindaba kube nempi kumzila wase-Stanger, kumzila wakwa-Maphumulo bengakwazi ukuhlala phansi baxoxe izinto zabo ngoba lokho kudala ukuthi kube nabafelokazi kube nezintandane. Yilezi zinto esikhala ngazo mhlonishwa ukuthi kuningi okusadingeka ukuthi kulungiswe. Siqonda futhi ukuthi eminye yemigwaqo yethu mihle kodwa eminye ayilungile ngokwesibonelo kukhona umgwaqo engike ngawubona Ngqongqoshe ongase-Zinkwazi nase-Darnell, muncane mungaka kodwa uya uya ulimala sekuphele izinyanga nezinyanga umgwaqo awukhandeki.

*English:*

Whereas it may not be a national road but because the province is playing its competence on the road, I don't know why one small short road cannot be repaired for a long time.

*IsiZulu:*

Enye into esiyizwayo Ngqongqoshe ukuthi impahla

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 36

*English:*

... that is supposed to repair the roads is taken away. Fraud, corruption as a result ...

*IsiZulu:*

... ugcine ungasakhandwanga umgwaqo ubemubi ...

*English:*

... because people are taking the materials away. These are the matters of concern that must be attended to. And ...

*IsiZulu:*

... Ngqongqoshe lolu daba lwamabhasi ukuthi kube nesiteleka eside kungaxoxwa kungahlalwa phansi kugcine sekudutshulwa nabagibeli zonke lezi zinto kufanelwe zibhekisiswe ukuze imboni sikwazi ukuyilungisa ngoba ngeke sivume abantu bafe. Ngokwesibonelo Ngqongqoshe siyaqonda ukuthi usebenzise R10 billion kwikota yokuqala ukuthi uxhumanise abantu imigwaqo ilunge, yonke into kwezokuthuthwa komphakathi. Ngifuna ukudlula Ngqongqoshe ukuthi udaba lwe-scholar transport policy le eniyenza ngcono ninoMnyango Wezemfundo, makulungiswe ngoba abantu bayafa, izingane zethu ziyafa, kulungiswe ngokukhulu ukushesha. Yilezi izinto esifuna ukuzibeka Ngqongqoshe.

*English:*

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 37

We support the budget. Thank you very much. [Applause.]

The DEPUTY MINISTER OF TRANSPORT: Hon House Chairperson...

*IsiZulu:*

... Ngqongqoshe woMnyango Wezokuthutha eNingizimu Afrika uDkt Blade Nzimande, oNgqongqoshe bezokuthutha ezifundazweni, amalungu eNdlu ahloniphekile ...

*English:*

In his state of the nation address, the President of the Republic of South Africa, His Excellency Cyril Ramaphosa was emphatic about government's responsibility to continue improving the living conditions of the majority of South Africans, even more so, in this year, in which we celebrate the legacies of mama Albertina Sisulu Dr Nelson Mandela.

Our commitment to the people's contract to create work and fight poverty has been impressed up on us by our people's voices across the corners of our land to do things better.

*IsiZulu:*

Sizwile.

*English:*

We have listened and we have heard. As team transport, we acknowledge the leadership of our President and assure our people of effective service delivery by saying to the President and our people...

*IsiZulu:*

... Thuma mina.

*English:*

Government's Outcome 5 mandates us to develop a skilled and capable workforce to support an inclusive growth path as articulated in the 2014-19 Medium Term Framework, MTF, and the National Development Plan, NDP, and Netmap.

We have thus establish a national multi stakeholder structure which is tasked to align all our skills development initiatives as National and Provincial Department of Transports, Transport Education Training Authority, TETA, and state owned companies. This exercise aims to ensure that the transport sector training and skills development value chain maximally make use of available resources streamlines all initiatives and get rid of duplication, addresses recruitment, in take and absorption of youth and act as a catalyst for the employment of the masses of unemployed young

**UNREVISED HANSARD**

**MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER**

**FRIDAY, 18 MAY 2018**

**PAGE: 39**

people. As part of this exercise, we will indeed convene a training and skills development focus meeting with the transport private sector. The department's budget for skills development stands at R20,9 million for the 2018-19 financial year.

Historically, the transport sector for the longest time has been discriminating on most of its professions on the grounds of class, gender and race. The miniscule transformation progress registered in the aviation sector is a deliberate structural and systemically embedded resistance by gate keepers who are non developmental and anti-transformation in their outlook.

The current status quo reflects that we have 20 054 pilots in South Africa. Of these, 18 613 which is 90,6% are whites, 6,3%, are black, 1,9% are Indian and 1,2% are coloureds. In respect to aircraft engineers, we have 1 759, of those 86% are whites, 11% are Africans, 2% Indians and 1% coloureds. Even on Cabin Crew, we have 19 922 but of these 89,72% are Whites, 7,% are Africans, 1,9% are Indians and 1,2% are Coloureds. These disparities are also reflective in all other aviation professions including the pass rate at the aviation private academies. In aviation, the issue of class, gender and race discrimination is still very much prevalent.

**UNREVISED HANSARD**

**MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER**

**FRIDAY, 18 MAY 2018**

**PAGE: 40**

We will thus, unapologetically take drastic measures to foster the transformation agenda, eradicate gate keeping and bottlenecks by eliminating the reliance on privately owned aviation academies which have a record of discriminating state funded African students while promoting and qualifying all their white counterparts.

Chairperson, we will ensure that transformation in terms of gender and equity is realized, because the Department of Transport together with its state owned companies remain the constitutional custodian of the rights of the people of South Africa in the transport sector.

Among the aviation transformation initiatives, South African Civil Aviation Authority, SACAA, in partnership with "École nationale de l'aviation civile", ENAC, a French National Aviation Academy, has a scheme which currently funds 32 bursars 15 of whom are females. A sum of R10 million has been allocated for the next intake in September 2018. Of course, our Air Traffic and Navigation Services Academy, ATNS, will continue with the training of Air Traffic Controllers.

In our midst we have graced by the presence of the following learners. Mr Dumeko Scott who is a learner pilot Mothibi Boingotlo, who is an Aeronautical Engineering student - I like that one,

**UNREVISED HANSARD**

**MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER**

**FRIDAY, 18 MAY 2018**

**PAGE: 41**

Mudunga Madzanga, who is a learner pilot. Can they please rise so that we can see them wherever they are. [Applause.] Thank you.

As the transport team, we are committed to the women and the youth empowerment, for instance the Road Traffic Infringement Agency, RTIA, has signed a Memorandum of Understanding, MoU, with South African Network for Women in Transport, SANWIT, on Enterprise Development programmes, on the Administrative Adjudication of Road Traffic Offences, AARTO, programme. The investment value by the RTIA is projected at R180 million over three years.

Responding to the 2016, 39th International Civil Aviation Organization, ICAO, Assembly Resolution A39-30, on ICAO Gender Equality Programme, the SACAA, in co-operation with the ICAO and in collaboration with the United Nations Women and United Nations Educational, Scientific and Cultural Organisation, UNESCO, will be hosting the world's first Global Aviation Gender Summit in Cape Town during this financial year. Employee Wellness Honourable Members;

Hon members, our staff in the transport sector is our critical human capital and therefore assets to the country. As a sector, we are cognisant of the prevailing health challenges. To this end, the National Department of Transport has concluded A Transport Sector HIV/AIDS; TB and STI Strategy. Employee Health and Wellness Budget

**UNREVISED HANSARD**

**MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER**

**FRIDAY, 18 MAY 2018**

**PAGE: 42**

is R 1 8, million. In this regard, allow me hon members, to commend the excellent work done by the Employee Wellness as well as the Capacity Building Units of the Department of Transport. I wish they were here.

Ladies and gentlemen, the Department of Transport continues to make a difference in the lives of many learners in rural and farmland areas, through our Shova Kalula initiative which supply learners with non-motorized mobility in the form of bicycles.

We will procure a further 9 300 bicycles for 2018-21 period at a cost of R20 million.

Esteemed guests, in preparation for the national roll-out of AARTO, and to ensure that we have an educated and empowered road user community, in its marketing, education and awareness campaigns, RTIA has allocated R150 million in the current financial year.

The Railway Safety Regulator, RSR, continues in its directive to provide rail safety and for the 2018-19 financial year, will receive R286, million towards the implementation of its mandate which will include greater professionalization safety personnel and sophistication of equipment.

**UNREVISED HANSARD**

**MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER**

**FRIDAY, 18 MAY 2018**

**PAGE: 43**

Our aviation state owned entities continues to grow in stature throughout the world. Airports Company South Africa, ACSA, have recently concluded several MoU, with airport authorities in Sub-Saharan Africa for collaborating on, and providing airport services. The airport authorities with which MoUs were concluded include, Liberia Airports Authority, Cameroon Civil Aviation Authority and Namibia Airports Company.

Our Air Traffic and Navigation Services has unlocked the value chain in its Capital Expenditure, CapEx, acquisition process. In order to heed the call for localization and extensive local industrialisation, the company continues to encourage partnerships between international Original Equipment Manufacturers, OEMs, and emerging local companies for skills transfer and enterprise development. The introduction of local enterprises into the CapEx value chain will result in less reliance on international OEMs for the upkeep of our aviation infrastructure.

In order to continue with the development and application of technologies for safer skies, the ATNS has allocated R1,7 billion in the 2018-19 financial year.

Ladies and gentlemen, in the last budget debate of 2017, we announced to this House that we were gearing up to contest for a

**UNREVISED HANSARD**

**MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER**

**FRIDAY, 18 MAY 2018**

**PAGE: 44**

Council seat at the International Maritime Organization, IMO, under Paragraph C. We are most honoured to report that South Africa represented by the National Department of Transport retained its IMO Council seat.

We would like to thank the Portfolio Committee on Transport and of course, Cabinet for their unwavering support. On Operation Phakisa Oceans Economy in the Transport and Manufacturing category, to date we have a R6,9 billion investment and have created 4507 jobs.

Chairperson to respond to the implementation of the Cabotage Chapter of the Comprehensive Maritime Policy we now have a 100% female black-owned company with a specific focus on the energy sector called SEMONA OIL, which has partnered with HARPS holdings a private investment company with a strong presence in Africa and interests in Oil and Gas, Marine, Trading, and Real Estate.

The second company is Mnambithi Shipping, a 100% black owned company which is in the process of purchasing a chemical tanker vessel with the aim of registering and flagging the vessel locally. And this will increase the number of registered vessels and will be the first 100% black-owned South African registered vessel.

**UNREVISED HANSARD**

**MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER**

**FRIDAY, 18 MAY 2018**

**PAGE: 45**

Fellow South Africans, Port stakeholders have traditionally complained about the historically high pricing of container and vehicle export cargo dues as compared to low export cargo dues for raw materials such as coal. The Ports Regulator's Tariff Strategy for implementation over the next 10 years, addresses the re-balancing of tariffs towards more cost effective prices. Over the past five years, the Ports Regulator has announced below inflation overall increases in favour of reducing the cost of living to South Africans and the cost of doing business with international markets.

Chairperson, esteemed guests, in the last budget debate we promised to come back and report to this House on the outcomes of the ICAO's Universal Safety Audit for our civil aviation programme. Today, we are proud to mention that we excelled in the audit. The results reveal that South Africa's Effective Implementation rating has increased from 8,83% in 2013, to the current 87,39%. This rating is significantly higher than the world average of 60%, and positions South Africa as number 1 in Africa, and number 31 globally. If we had failed this audit, it would have meant that South Africa would be locked out of the world's aviation space and no major international airline would have wanted to fly to South Africa.

As I conclude, I wish to officially welcome and thank the Hon Minister and his office for the provision of an amicable and very

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 46

conducive working environment. I would also want to thank the MECs of Transport in provinces, the office of the Deputy Minister, the Chairperson of the portfolio committee and members and extend my appreciation to the acting director-general and the staff of the Department Of Transport, Chairpersons and CEOs of our State Owned Companies for their support. Together, we move South Africa forward. To our people we say...

*IsiZulu:*

Sizwile.

*English:*

We have listened and we have heard and we are echoing the marching order.

*IsiZulu:*

Thuma Mina. [Ihlombe.]

Mr M L W FILTANE: Hon Chairperson, failure by government to appropriate a meaningful budget for taxi recapitalisation programme which result in taxi operators having to get rid of their old and sometimes unroadworthy vehicles remains a sore point, both for the operators as well as the commuters. Taxi operators are forced to go,

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 47

not opt, to commercial banks for full funding of their new vehicles.

[Interjections.]

Mr G S RADEBE: Chairperson, on a point of order.

The ACTING CHAIRPERSON (Ms N Gina): Hon Filtane, may I disturb you for a moment. There is a point of order. Yes hon member.

Mr G S RADEBE: Chair, I rise on a point of order. My point of order is: Hon Filtane must be informed about the information that he is raising. The department is always allocating enough money for recapitalisation programme. [Interjections.]

The ACTING CHAIRPERSON (Ms N Gina): No, hon member, hon Filtane is debating. That is not a point of order is a point of debate, you cannot do that and you know very well. You may continue hon Filtane. Continue hon Filtane.

Mr M L W FILTANE: This dents their operating capital as much as it minimises their profits. This information comes from the committee report. Commuters on the other hand are forced to ride on extremely unsafe vehicles, daily to work.

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 48

The fact that there are no timelines for the finalisation of this project, whilst its budget keeps on being diverted to other items is a clear indication that the current government is not prioritising the daily commuters' lives. This happens to be one simple sphere of this industry in which the majority of voters can operate easily because it requires less skills.

Hon Minister, we appreciate your admission when you made your policy statement that this matter is receiving attention and we hope that an appropriate budget will be made available so that this matter gets attention soon.

With regard to legislation, yet another department is lagging way behind on necessary legislation. The absence of appropriate legislation creates both a strategic and an operational gap in an establishment. A strategy without legal compliance can easily be failed. Equally, an implementation plan which is not legally sound can, at worst entrap the implementer with costly legal consequences or at best, inhibits operations.

With regard to SA National Roads Agency Limited, Sanral, the N2 Wild Coast is intended and can only achieve one thing and that is to take away business from the people of Transkei, simple. [Interjections.]

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 49

Mr G S RADEBE: Where is Transkei?

Today, I am happy that the Wild Coast in the Eastern Cape has been abandoned, at least for now. It was never going to benefit the poor citizens on the Eastern side of the Eastern Cape, except during construction. Rather hon Minister, government should focus on improving the ever poor road network that permeates that part of the country. The N2 entering Butterworth from Mthatha side, urgently needs widening hon Minister. I hope you will respond to this.

With regard to the scholar transport, it is the UDM's plea that the department finds a more sustainable solution to this challenge. Time and time again, we hear stories of scholars who cannot access their constitutional right, which is education all because government albeit at provincial level, is unable to provide safe and reliable transport to schools. This has serious long-term consequences for the kids as their chances of securing good jobs depend on the level of education they get.

With regard to driving licences, the scam of traffic officers and other employees of this department who continue to sell driving licences to unqualified prospective drivers must come to an end soon. Failure to do so simply exposes other road users to life threatening accidents.

**UNREVISED HANSARD**

**MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER**

**FRIDAY, 18 MAY 2018**

**PAGE: 50**

With regard to civil aviation safety, it is quite alarming that SA Express plane, full of passengers was allowed to take off from the East London Airport last week only to have one of its engines cutting off in mid-air. What a scary experience for those passengers, more than four kilometres from ground. Does this department have any competent staff? Have you abandoned taxi violence in Mthatha that the police have driven that concept? We need answers. [Time expired.]

Mr L RAMATLAKANE: Chairperson of the House, just to start when I listened to the hon member from the EFF who was speaking about special transport with special needs, we agree with that there is no problem. In fact, when you speak about integrated public transport, it caters for the needs of all the commuters in that particular transport. So, there is no point of saying we are isolating one. That's what we want and that's what we are waiting for.

House Chairperson, Ministers and Deputy Ministers, hon members and guests in attendance, I rise to register the ANC's support for the Transport Budget Vote 35. We do so because we understand and we are confident that the ANC, through the effective management and utilisation of the resources allocated through this budget, will continue to transform our society and change the lives of all our people for the better. The President and leadership of the ANC have

**UNREVISED HANSARD**

**MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER**

**FRIDAY, 18 MAY 2018**

**PAGE: 51**

made a strong commitment that public resources are used at all times for the purpose in which they are allocated for.

Our Movement the ANC and the people of South Africa, as a whole, are celebrating the centenary of uMama Albertina Nontsikelelo Sisulu – the mother of our nation who was born on 21 October 1918. Mama Sisulu was a giant of our liberation struggle respected by all in the broader movement for freedom and democracy in the country and the world, a political activist, an organiser of the historic antipass laws, led the struggle against the inferior Bantu Education, a nurse and most importantly, leader of the anti-apartheid resistance in South Africa. We know this leader that truly embodied the best values of our people – humility, selflessness and courage. We salute Mama Albertina Sisulu and the centenary.

Our movement the ANC and the masses of our people, the democratic government led by the ANC, are also celebrating the centenary of the birth of Ntate Nelson Mandela who was born on 18 July 1918. A leader who led the struggle from the front, a chief volunteer of the 1952 Defiance Campaign, jailed and became the first black President in 1994. The one who captures the moment very importantly is Brenda Fassie. The late Brenda Fassie captures this well in a song called *My Black President*. Our people salute this formidable leader of our

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 52

struggle for day, today and tomorrow and we will forever remember his sacrifices.

The President Ramaphosa during the state of the nation address captured the moment correctly when he said and I quote:

Now is the time for all of us to work together, in honour of Nelson Mandela to build a new South Africa for all. He continues - we are one people, committed to work together to find jobs for our youth; to build factories and roads, houses and clinics; to prepare our children for a world of change and progress; to build cities and towns where families may be safe, productive and content.

Ms M S KHAWULA: [Interjections.] [Inaudible.]

Mr L RAMATLAKANE: The President summarised this [Inaudible.] by basically invoking the New Dawn. The ANC after 1994 started the process of making sure that there are policies in this country. Policies that address the public transport and transport in general. I must say this at the onset that as the ANC, we know what it means to accelerate the pace of social, economic transformation enable those small industry players, who are at the periphery of public transport to be at the centre of public transport, which is

**UNREVISED HANSARD**

**MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER**

**FRIDAY, 18 MAY 2018**

**PAGE: 53**

important for it to be the heartbeat of the economy. This includes the taxi industry, small bus operators, small road builders and women that maintain and clean access roads. As part of economic transformation and social cohesion, the ANC will also support and assist to establish taxi co-operatives that are today recognised as legal entities. Only the ANC—the people's government, and with its experience of governance, is capable of implementing this programme.

The ANC before 1994 as I have already alluded was dealing with spatial disparities where black people in particular were put on the periphery of the city, with high costs in terms of public transport – whether there were Africans, coloureds and Indians. We are far from cities. Langa and Bonteheuwel are separated by railway line. Like the Main Road where the freeway is separating both the people – working class and middle class communities.

The ANC has driven 1994 Reconstruction and Development programme. Under the view of ready to govern and moving South Africa, introduced and implemented the policies of integrated transport and the modernisation of the public transport system. The national conference of the ANC reaffirmed these policies including the National Development Plan, NDP, as of course, the medium to long-term plan for government. The Department of Transport, with the budget allocations, will continue to champion integrated transport

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 54

solutions, enhancing its own capacity and implement policies diligently.

Transportation remains the heartbeat of any economy. Transportation facilitates the efficiency of the safe environment of our people and the goods produced. Transport is the key to achieve sustainable growth and development. Efficient transport is a key to a competitive economy and reduces the costs of doing business. Investment in transport infrastructure stimulates new economic activities and ...

Ms M S KHAWULA: [Interjections.] Inaudible.]

Mr L RAMATLAKANE: Let me conclude, Chair. In conclusion, the President Ramaphosa during the state of the nation address, he articulated that "it is the time to work together" it means that the implementation of the National Transportation Task Team, the NTTTs, recommendations that would make the task of integrated public transport and single integrated ticket system achievable. This will result in the attainment of the economic empowerment project, as captured by NTTTs recommendations and transforming the taxi industry into a legal trading entity co-operative in terms of the Co-Operative Act, Act 91 of 1981. The ANC government has agreed to

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 55

implement this strategic economic empowerment plan for the country. We support the budget. I thank you, Chair. [Applause.]

*Afrikaans:*

Adv A de W ALBERTS: Voorsitter en Minister, Suid-Afrika het 'n geïntegreerde en veilige vervoerstelsel nodig. Die kostes verbonde aan alledaagse vervoer is heeltemal te hoog. Dit beteken dat die regering 'n verpligting het om behoorlike en bekostigbare vervoer-infrastruktuur te skep. Daar is egter twee voorvereistes daarvoor ...

*IsiZulu:*

Nk M S KHAWULA: Sihlalo, nginephuzu lokukhalima okuphambukayo. Ngokukhulu ukuhlonipha, umhlonishwa lona kufanele ukuthi uma edlula la angahambi athi "gqi gqi gqi" ngoba kumele azi ukuthi ahamba emhlabeni wethu. Makasihloniphe bakithi. [Ubuwelewele.]

*Afrikaans:*

Die eerste voorvereiste is dat die besluit om infrastruktuur te skep rasioneel moet wees - met ander woorde, dit moet werklik nodig wees - en, tweedens, dit moet deur die publiek aanvaar word en regtens korrek hanteer word.

*English:*

**UNREVISED HANSARD**

**MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER**

**FRIDAY, 18 MAY 2018**

**PAGE: 56**

Minister, in your department there are three projects that have little public support, namely e-tolls, the Administrative Adjudication of Road Traffic Offences, Aarto, and the Road Accident Benefit Scheme, RABS, and at least two are also patently unnecessary. These are e-tolls and the RABS.

It has now become clear that the Gauteng e-toll system should never have been implemented in the first place. The cost for the highway upgrades could have been covered by ensuring savings to the annual irregular spend, which has climbed from R30 billion to R70 billion per annum. Currently, Sanral is mired in litigation with many road users. So many legal mistakes have been made that Sanral's chances of winning actually look grim. For instance, no standards for the e-toll instrumentation have been established to date, and there is no compliance with the Legal Metrology Act. Minister, it is better that you switch off the system sooner rather than later – before you start losing court cases like Transnet did with the Transnet pensioner scandal.

Another system that has unfortunately failed thus far is the Aarto. The Aarto is a good idea, but it failed dismally during its test phase in Gauteng. Road accidents and deaths did not decrease during this time. It actually increased. The system is therefore not ready to be implemented countrywide. The various issues with the Aarto

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 57

were highlighted by two court cases: *Fines4U v RTIA* and *Fines4U v JMPD*. Please go and read those two judgments. In one case, it was found that the representation officers were biased in that they would not adjudicate representations based on procedure. In another case, it was found that the Johannesburg Metro Police actually usurped the powers of the Road Traffic Infringement Agency, RTIA.

Another accident coming our way is the Road Accident Fund. The proposed Road Accident Benefit Scheme will severely curtail the medical and financial assistance needed by claimants. 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. The current system is actually working, but it is being sabotaged from the inside so that the RABS can be implemented. The problem with the RABS is that it might save money in the short term, but in the long term it will be at the expense of the claimants themselves and will open up government to more litigation.

The main problems identified are the following. Firstly, it will limit the funds made available to a person who will need lifelong care. Secondly, the public health system will not be able to handle patients with care and rehabilitate them due to the poor service levels of the public healthcare system at present.

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 58

*Afrikaans:*

Daarom vra ons u, Minister, dat u hierdie drie aspekte hanteer.

*English:*

We have asked you to look at these three problems to place your department on a healthy basis going forward. It will also enable you to make sure that you design an integrated transport system that will work for everyone in the country, especially the poor who cannot get to work without huge expense. I thank you.

Mr T S MPANZA: Hon Chairperson, hon Minister, Deputy Minister, portfolio committee Chairperson, ladies and gentlemen. I hope hon Sbongile Khawula is not going to disturb me ...

*IsiZulu:*

... ngoba uwumngani wami ngoba sisuka kude naye. [Uhleko.]

*English:*

The ANC-led government has been at the forefront in developing infrastructure which is conducive for economic stimulation in South Africa over the past two decades. The ANC had committed itself to reverse the spatial inequality and ensure safe, reliable and effective modes of transport to contribute to economic development.

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 59

ANC policy document "Ready to Govern" put forward a framework for a long-term, multi-modal land transportation system and the development of a network of infrastructure facilities across the country.

Since the Reconstruction and Development Programme, RDP, had recognised apartheid transport policy as depriving the majority of people of a say in transport matters, has also exposed commuters to vast walking distances and insecure rail travel; failed to regulate the kombi-taxi industry adequately; largely ignored the country's outrageous road safety record. The ANC-led government is gradually improving transport industry to contribute immensely to the development of the country.

*IsiZulu:*

Udaba lwezingqalasizinda zezokwethutha lubaluleke kakhulu lana eNingizimu Afrika. Ngamhla sonke sayisukumela sayibeka eqhulwini lezi zinto ezingumgogodla wokuthuthukisa umnotho wezwe iyobe impela ngalelo langa isigcagcele esokeni.

*English:*

The safety of transport is paramount to the ANC-led government; it has introduced several regulators to ensure safe, compliance and

**UNREVISED HANSARD**

**MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER**

**FRIDAY, 18 MAY 2018**

**PAGE: 60**

change of societal behaviour towards approaching the use of transport system.

We have a firm believe on Thomas Hobbs' assertion that "covenants without swords are nothing but words"; the government has since introduced several entities dealing with regulatory and enforce punitive measures on infringements and regulating transport system for a competitive business environment. The Road Traffic Infringement Agency, RTIA, is as a result of government trying to curb fatalities in South African roads.

This agency's primary mandate deals with administering the procedure to discourage the contravention of road traffic laws, to support the adjudication and enforce penalties, to undertake community education and community awareness programmes in order to ensure that individuals understand their rights and options.

RTIA has introduced a bill, Administrative Adjudication of Road Traffic Offences Amendment Bill, AARTO, which seeks to promote road traffic quality by providing a system that discourages road traffic contraventions and facilitate the efficient adjudication of road traffic infringements.

**UNREVISED HANSARD**

**MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER**

**FRIDAY, 18 MAY 2018**

**PAGE: 61**

Due to the increase in number of negligence and fatalities on South African roads, the Act seeks to introduce a demerit system where the license of a driver and the owner of their vehicle could be suspended after committing a certain number of infringements.

The RTIA is supporting the government call on job creation and poverty alleviation; it targets to employ youth, people with disability and women to increase the staff for road safety campaign and AARTO services outlets aiming at changing people's attitude towards road safety.

In this centenary celebration of the gallant martyrs, Mama Albertina Sisulu and Nelson Mandela, whom in their lives always encouraged regional cooperation for mutual benefit; it is worth noting the job done by the Cross Border Road Transport Agency, CBRTA. The agency became vital for regional integration and cooperation business opportunities and multilateral relations.

It is in this context that the Department of Transport has mandated the CBRTA to eliminate impediments, regulate competition, liberalise market access, eliminate operational constraints and create regional partnership to empower cross border road industry.

**UNREVISED HANSARD**

**MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER**

**FRIDAY, 18 MAY 2018**

**PAGE: 62**

The National Development Plan, NDP, expresses the view of regional cooperation as integral part in the development of our economy and Africa at large. It is in this context that CBRTA has, with their counterparts, decided to repeal bilateral agreements and forge a single multilateral Cross-border Road Transport agreement.

The department is concerned about the amount of tension between Lesotho and Free State taxi associations. The ANC-led government seeks to forge cohesion between the two countries for mutual economic benefit.

The current budget has enabled the agency to proceed with their programme on industry development strategy which will give a chance to small businesses in areas around border-gates and empowerment of border town communities, not Transkei. This is very crucial for economic inclusivity in a country where inequality is rife. This intervention is welcomed as it will give priority on youth, women and people with disabilities to address triple challenges which are bedevilling the country.

Transport is the heartbeat of economic growth and social development. The Department of Transport is mandated to facilitate and enable a reliable, economic, safe, comfortable and accessible transport infrastructure and services to all our people. It is

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 63

imperative that the rail maintenance and the infrastructure realignment at Rail Safety Regulator, RSR, should be given preference for the stimulation of economic growth and public good.

Therefore, RSR should be enabled to establish road shows awareness on safety and new rail technologies, refurbishment of rail signals and maintain boom gates on railway crossing to curb unnecessary incidents.

*IsiZulu:*

Enye indaba umnyango ozoyibheka ngamehlo okhozi ukuthi uyibhekisise uyiphathise okwezikhali zamaNtungwa eyokuthuthwa kwabantwana besikole ikakhulukazi "omalume". Ngiyabonga Sihlalo. [Ihlombe.]

Mr C H H HUNSINGER: House Chair, this 2018 occasion of the Transport Budget Vote takes place against the backdrop of frequent leadership reshuffle. In Transport, we have been marvelled by the 9th combination between Minister and DG, which on average hardly exceeded 12 months in the last nine years. These severe interruptions of management stability have significantly impacted on the entities; shifting over from financial steadiness and operational credibility to an increasing condition of risk to the national fiscus.

**UNREVISED HANSARD**

**MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER**

**FRIDAY, 18 MAY 2018**

**PAGE: 64**

The following comparisons in public transport could bear proof to this: In 2009, busses transported about 1,2 million people to work and today just over 1,4 million. In comparison, trains carried 2,7 million people in 2008 while trains today transport only 1,2 million people. In fact, Passenger Rail Agency of South Africa, Prasa, lost nearly 60% of their clients in 20 years, mostly in the last five years. This, despite increasing population and millions being added to the work force.

The DA therefore recognises the huge role which the minibus taxi industry has played in filling this obvious public transport gap – in fact, the minibus taxi industry can be regarded as one of the South African economy's most underrated heroes. Being mindful of the importance which mobility can play as economic enabler, and as catalyst towards overcoming the inequalities brought about by apartheid spatial planning, the DA would not have decreased the public transport allocation as the ANC-led government currently does.

In terms of trains, we would focus on three simple aspects. We would make sure that train commuters get safe, on time, and clean facilities. The growing belief amongst SOEs that they are not accountable to the state and that the Public Finance Management Act

**UNREVISED HANSARD**

**MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER**

**FRIDAY, 18 MAY 2018**

**PAGE: 65**

is an optional requirement is something which the DA will not tolerate.

In addition to the position which we hold of increasing public transport, instead of decreasing it as the ANC suggests, the DA will also increase the road infrastructure Budget and not decrease this since delayed maintenance has a detrimental effect, severely adding to backlog management challenges.

Some research claims that as much as 60% of South Africa's 535 000km road networks have potholes. Let me remind everyone that deferred infrastructure maintenance makes fixing things later more expensive. Moreover, deferred plans are in fact a sincere debt burden on future generations. Let it be known, that the DA-led government in the Western Cape is the only province where 100% of vehicle licence fees are reinvested into roads.

The ANC-proposed budget cuts are therefore most worrying, and by extending this into subsequent years, a mindless exposé of pure disregard for consequence. Acknowledging the current fiscal constraints, the DA will resort to the following measures to streamline some of the Transport budget features. We will immediately stop paying bonuses and ridiculous salaries to top

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 66

management, which are not substantiated by performance and value add to citizens.

While many entities own property, the DA will make sure that these are used optimally and to the benefit of citizens and service delivery. Huge savings can be achieved by amalgamating all regulatory entities, as one organ directly, within the Department of Transport. Currently, many safety requirements are compromised due to the user-regulator arrangement ... [Interjections.]

The ACTING CHAIRPERSON (Ms L M Maseko): Hon Hunsinger! Hon member, can you stop a little bit. There is a point of order. Yes, hon member?

Mr H P CHAUKE: Can the hon Hunsinger take a question?

Mr C H H HUNSINGER: Yes definitely, as soon as I am finished; you can email it to me as well. [Laughter.] [Applause.]

The ACTING CHAIRPERSON (Ms L M Maseko): You may continue then.

Mr C H H HUNSINGER: Huge savings can be achieved by amalgamating all regulatory entities, as one organ, directly within the Department of Transport. Currently, many safety requirements are compromised due

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 67

to the user-regulator arrangement which causes a bizarre relationship. Without hesitation, the DA will immediately amalgamate Prasa and Transnet to get rid of the current ridiculous cross-invoicing practise of over a billion rand between the two entities. This, while all rail infrastructure belongs to the same state.

While the additional 30c increase in the fuel levy announced by the Minister of Finance during this year's budget speech will provide the Road Accident Fund, Raf, with estimated additional R7 billion in revenue for the year, vehicle drivers cannot constantly pay the price to solve issues of bad management.

Employee cost at Road Accident Fund doubled in 4 years amidst the fact that claims are processed by subcontractors like Medscheme and Forbes. In general, it is important to realise that each crisis adds to new complexities which could have been avoided if it wasn't for outdated solutions and silo-like thinking.

Lastly, there should be no doubt that current Transport Governance Management in South Africa can be improved - progresses, which can improve everyday life and provide opportunities. Necessary change which only the DA can bring and implement! Subsequently, at your reaction, we cannot support this Budget Vote. [Time expired.] And, I would now take your question! [Interjections.] No, you don't have

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 68

question and you don't have solutions, but I thank you for trying.

[Applause.]

Mr M P SIBANDE: Hon Ministers, hon members and guests in the gallery

...

*IsiZulu:*

... Mgcinisihlalo ngizokucela ukuthi unginikeze imvume yokuthi ngiqondise kuNgqongqoshe ukuthi, Ngqongqoshe ngiyacela siyashweleza kakhulu ukuthi kubobonke abashayeli emigaqweni ikakhulukazi eNtshonalanga Koloni laphaya e-Delft naseMpumalanga Koloni eMthatha ukuthi sithi, maluju, sekuyisikhathi sokukhumisana umlotha, maliphele udlame lwamatekisi/

*English:*

The ANC's vision for the South African economy is guided by The Freedom Charter's call that "the people shall share in the country's wealth". The ANC is committed to building a more equal society, in which all can find decent work and enjoy a sustainable livelihood.

Despite the economic advances of the past 23 years of freedom and democracy, the legacy of colonialism and apartheid is still deeply entrenched in our society and in the structure of the South African

economy.

In order to revive South Africa's economy, sectoral growth plans must be developed for Transport and integrated planning and services. There must also be programmes to ensure increased investment in infrastructure, expanded research and development and a rapid improvement in education and training in order to equip our people to participate fully in the global economy's ongoing fourth industrial revolution.

Our struggle has been a struggle of values not determined by the values and actions of our oppressors, but by ourselves and guided by our desire to live in peace and prosperity with all who live in our country.

We have always sought a morality higher than that of our oppressors. It is for this reason we said that our freedom did not only liberate ourselves from oppression but it also liberated our oppressors from their actions to oppress.

*English:*

South Africa is one of the most culturally diverse countries in the world, which makes the business of politics quite complicated.

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 70

Making matters worse in the fact that it is also the most unequal society in the world.

Most DA Members of Parliament are white, middle class and have no concerns in rural areas and townships. As a result, they are detached from the people they seek to represent, and they don't get to know what makes elusive votes tick. White Monopoly capital, poverty and inequality and racism...

*IsiZulu:*

... yilolonke lolu talatiya lotwayi olwafika no-Jan van Riebeeck nezifikamthwalo ezingo ndlebezikhanyilanga kusukela kwafika yena u-Jan van Riebeeck kule ngabade yakithi.

*English:*

Amongst the achievements we have observed at The South African National Roads Agency, Sanral, is the existing N2 and M41 Mount Edgecombe interchange North of Durban. This interchange connects Phoenix and uMhlanga with Durban and the North Coast of KwaZulu-Natal. This is a huge infrastructure with the most high tech in the Hemisphere. It is an intermodal system which has brought change in the live of our people. It is a one stop shop which saved people from travelling long distances as well as travelling cost. It has contributed immensely in traffic control.

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 71

We must thank the ANC-led government for its continuous commitment on job creation and skills development and its endless continuous support in bringing services closer to the people. Minister, we wish that such projects can be escalated to other provinces as well.

The ANC-led government when it took power in 1994, it was discovered that there are quite a number of atrocities with regard to Road Accident fund, RAF, therefore, Satchwill Commission was commissioned to investigate about this fund. There were findings which implicated that corruption and theft is entrenched in the blood streams of the RAF. The commission discovered that there is an organized syndicate that includes doctors and lawyers. Also there are doctors and lawyers who have signed a contract with an undisclosed period of years.

*IsiZulu:*

Okunye esizokucela ukuthi uNgqongqoshe kulokho ngoba kunabantu abavimbayo ukuthi kungaqhubeki ukuthi kube nokuchitshiyelwa ukuthi sishintshe lo mthetho ngoba bona bayazitamzela kulesi sikhwama lesi se-Road Accident Fund, RAF, ngoba le mali ayifiki ebantwini bafuna idlule kubo. Thina, singuHulumeni we-ANC, sithi imali mayiye ebantwini ngoba kukhona isigameko esike senzeka laphaya e-Stellenbosch, uMnu Nana wathola ingozi kanye noMnu Schoss wase-Switzerland. UMnu Schoss ubefuna u-R4,5 billion okuyinto uMnu Schoss

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 72

kuleyo mali leyo emuva kokudazisana ezinkantolo wathola imali engango-R500 million. ENingizimu Afrika akukaze kwenzeke kumuntu omnyama. Yilento abayifunayo ukuthi-ke kumele bona bakhokhelwe imali eyehlukile kule mali ekhokhelwa abantu. Yingakho bengafuni ukuthi kube nezinguquko kuloMthethosivivinyo. Ngiyabonga.

The MINISTER OF TRANSPORT: Thank you very much hon Chair, hon members and our guests. First, let me thank all those who supported this Budget Vote.

*IsiZulu:*

Niyayibona indlela.

*English:*

The second thing I want to say is that I agree with the fact that we need to eliminate violence and destruction in the transport centre. That is why we also call upon communities to protect the transport infrastructure, especially rail.

*IsiZulu:*

Sicela abantu bakithi bangashisi izitimela balimeze olayini bazo izitimela. Engifisa ukusho okunye wukuthi-ke ngenhlanhla bakhona abaphathiswa la ozakwethi bezifundazwe. Ngicabanga laba abekade bekhuluma ngomgwago waKwazulu-Natal ukhona umphathiswa u-Kaunda la.

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 73

Nawe Mama uKhawula uye kuyena ungazohlupha mina ngomgwaqo wase-Nanda kanye nozakwethi umphathiswa u-Tikana waseMpumalanga Koloni.

[Uhleko.]

*English:*

Hon Chair and hon members, I directed the new board of Prasa to submit whatever is owed here in Parliament - whether it is an annual performance plan or whatever else is outstanding on their side.

I will not rest until they do that. We must also hold them to account as the portfolio committee, in particular. We also wish to say that our strategy for accessible transport has won the United Nations Award in Sweden, - [Applause.] for having the best universally accessible transport strategy, even now, in all what we are doing we must prioritise the disabled - our people with disabilities.

*IsiZulu:*

... i-Bus Rapid Transit, BRT, ungena nje khaxa.

*English:*

... so that we are able to deal with this.

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 74

*IsiZulu:*

Bayathanda njalo abantu ukusijikijela ngamagabade, u-ANC owafika nomgomo wokuthi abantu bakithi abakhubazekile mababhekelelwe. Yayingekho leyonto ekuqaleni kunoma yinini. [Applause.]

*English:*

Hon De Freitas, thanks for some of the positive comments you have made, but we want to say there is no need to introduce a private members' ... [Inaudible.] ... on e-tolls, because as I have said, our strategy is that in dealing with this matter we are going to deal with it in an inclusive manner, and consult everybody who has an interest in it, with the hope that we will arrive at a common understanding.

The second thing, which I must repeat, I said that the key question facing the country, which we are going to be leading in answering - is, how do we find our road infrastructure going forward. That's the fundamental issue that we will actually need to deal with.

On the bus strike, what we need to say is that we did intervene, we didn't watch. We did intervene. We spent hours and hours with the Minister of labour, listening to both side and also trying to offer our own suggestions; but in the end it was the two parties that was supposed to solve this.

UNREVISED HANSARD

MINI PLENARY SESSION – OLD ASSEMBLY CHAMBER

FRIDAY, 18 MAY 2018

PAGE: 75

We are also disturbed about the fact that it took so long and the inconvenience to passengers; but it is done now.

*IsiZulu:*

Wesihlalo uma sengihlala phansi, uMama uKhawula akake asiphendule ukuthi ubabona ngani abantu ababhemile? [Uhleko.] Umbona kanjani umuntu obhemile Mama uKhawula? Ngiyabonga Sihlalo. Ngiyabonga kubo bonke. [Ubuwelewele.] [Uhleko.]

The ACTING CHAIRPERSON (Mr M R Mdakane): Thank you very much hon Minister. Thank you hon members for your contributions, and I want to thank our invited guests for coming.

Debate concluded.