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***PROCEEDINGS OF THE MINI-PLENARY SESSION OF THE NATIONAL***

***ASSEMBLY***

\_\_\_\_

Members of the mini-plenary session met on the virtual

platform at 14:00.

The House Chairperson Ms M G Boroto took the Chair and

requested members to observe a moment of silence for prayer or

meditation.

The Chairperson announced that the virtual mini-plenary

sitting constituted a meeting of the National Assembly.

**VIRTUAL MINI-PLENARY SITTING CONSTITUTES MEETING OF THE**

**NATIONAL ASSEMBLY**

(Announcement)



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The HOUSE CHAIRPERSON (Ms M G Boroto): Thank you, hon members.

Hon members, before we proceed, I would like to remind you

that the virtual mini-plenary is deemed to be in the precinct

of Parliament and it constitutes a meeting of the National

Assembly for debating purposes only. In addition to the Rules

of the virtual sittings, the Rules of the National Assembly

including the rules of the debate shall apply. Members enjoy

the same powers and privileges that apply in a sitting of the

National Assembly. Members should equally note that anything

said in the virtual platform is deemed to have been said to

the House and may be ruled upon.

All members who have logged in shall be considered to be

present and are requested to mute their microphones and only

unmute it when recognised to speak. This is because the

microphones are very sensitive and will pick up any noise

which might disturb the attention of other members. When you

are recognised to speak, please unmute your microphone

and connect your video. We will understand in terms of the

power and people might experience load shedding. You might

just have informed that you won’t be able to open your video.

Members may also make use of the icons on the bars at the



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bottom of their screens which has the option that allows a

member to put up his or her hand to raise points of order.

The secretariat will assist in alerting the Chairperson when

members are requesting to speak. When using the virtual

system, members are urged to refrain or desist from

unnecessary points of order or interjections.

Hon members, we shall now proceed to the Order, which is a

debate on Vote No 40: Transport Appropriation Bill. I will now

invite the hon Minister of Transport, hon Mbalula. You may

proceed, hon Mbalula. I think you are still muted.

**APPROPRIATION BILL**

Debate on Vote No 40 – Transport:

The MINISTER OF TRANSPORT: Can you hear me now, House Chair?

The HOUSE CHAIRPERSON (Ms M G Boroto): Yes, hon Minister, we

now can hear you although your camera, I don’t know because

it’s black somehow. However, you may proceed.



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The MINISTER OF TRANSPORT: You can’t see me. Thank you, hon

House Chair, Chairperson of the Portfolio Committee on

Transport, hon Mosebenzi Zwane, Deputy Minister, Ms Sindisiwe

Chikunga, Chairpersons of Transport entities and chief

executive officers, CEOs, present here today, hon members and

fellow South Africans, I must thank the Portfolio Committee on

Transport for its robust and uncompromising oversight. Your

leadership and guidance has kept us on a path that places the

aspirations of the people at the centre of development and

service delivery. Allow me to also congratulate the newly

elected leadership of the South African National Taxi Council,

Santaco, Mr Abner Tsebe, and his leadership collective on the

successful electoral conference that ushered in the new

leadership. The profound words of the renowned American poet,

novelist and activist, Maya Angelou, set the tone for our

Budget Vote this year, when she said, I quote:

I’ve learned that people will not forget what you said,

people will forget what you did, but people will never

forget how you made them feel.

This is the essence of our approach to service delivery.

Delivering services that people can see, can experience and



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more importantly, transform their lives in ways that make them

feel the progress we are making. At the beginning of the term

of the Sixth Administration, we identified five Ministerial

priorities which define the change agenda that are not only

meant to change the way we approach service delivery, but by

focusing on tangible deliverables, but also to give practical

expression to accelerated service delivery. Over the medium-

term the department’s planned expenditure will increase at an

average annual rate of 7,7%. This means an increase from

R69,1 billion in 2022-23 to R81,6 billion in 2024-25. We have,

in the recent past, agreed that the challenges experienced by

our people cannot be adequately addressed unless we

exponentially improve the capacity of the state to deliver

services efficiently.

Ensuring that those entrusted with the responsibility to

deliver on our service delivery mandate across all our

entities and the department have the requisite skills and are

fit for purpose is non-negotiable. The road transport

programme facilitates activities related to the maintenance of

the country’s national and provincial road network. An

allocation of R76,4 billion goes to the South African National

Roads Agency, Sanral. Transfers to Sanral account for 33,5% of



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the department’s budget over the medium-term and 65,5% of the

budget of the road transport programme.

Over the medium-term, R45,3 billion or 59,3% of the allocation

to Sanral is budgeted to upgrade, strengthen and refurbish the

national nontoll roads network. An amount of R2,8 billion is

allocated for the R573, better known as Moloto Road. A budget

of R3,7 billion is allocated for the N2 Wild Coast project and

R2,1 billion allocated to fund reduced tariffs for the Gauteng

freeway improvement project. We have been working closely with

the Minister of Finance to finalise outstanding matters that

will enable the final determination by Cabinet on the funding

of the Gauteng Freeway Improvement project, better known as e-

tolls. We are alive to the adverse impact the delay in making

the final decision on e-tolls has on the Sanral balance sheet

and its ability to raise capital for its catalytic projects.

This is a matter Cabinet ... [Interjections.]

The HOUSE CHAIRPERSON (Ms M G Boroto): Oh, sorry, you may

proceed, Minister.

The MINISTER OF TRANSPORT: Thank you. They have been working

closely with the Minister of Finance to finalise the



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outstanding matters that will enable the finalisation by

Cabinet on the funding of the Gauteng Freeway Improvement

project. This is a matter Cabinet has on its radar and a

pronouncement will be made once the final decision has been

taken. I can report that the decision is eminent and I’ve made

the fact that it took us a long time.

The maintenance of provincial and municipal roads remains one

of our biggest challenges. Schedule 5 of the Constitution

provides that provincial roads are an area of exclusive

provincial legislative competence, while municipal roads are

exclusive municipal functions. Despite these provisions, the

national sphere of government has a responsibility to ensure

that these roads are managed within a framework of national

norms and standards to maximise their role in enabling

economic activity and access to social amenities. The

maintenance of provincial roads is largely funded through the

Provincial Roads Maintenance Grant, with an allocation of

R37,4 billion over the medium-term.

Over the medium-term, we have earmarked resources to finance

the acquisition of a central roads data repository that will

provide a comprehensive and uniform overview of the state of



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South Africa’s provincial roads. We are committed to provide

the necessary support to ensure that there is adequate

capacity to deliver roads that enable citizens to access

centres of economic activity and social infrastructure.

Through our collective efforts, with the private sector and

civil society, we will embrace creative solutions to

decisively tackle potholes that have become a defining

character of our secondary and tertiary road networks. This

financial year, we will reprioritise our resources to

establish a project management unit that will serve as an

engineering and project management knowledge repository to

assist provinces and municipalities in giving traction to

projects funded through the conditional grants.

This unit will also serve as a hub to monitor and track our

portfolio of capital projects across all our amenities. We

will ensure requisite support on capital programmes of our

entities. This unit will tap into engineering and project

management collective capacity of all our entities reinforced

by collaboration with our organs of state. Our efforts to

reduce carnage on our roads by 25% in 2024, remain firmly on

track. We have been making steady progress with the reduction

of fatalities by 20,27% in 2019-20, and 19,73% in 2020-21 and



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20,02% in the first three quarters of the 2021-22 financial

year. Although the reduction is largely attributed to reduced

traffic volumes due to coronavirus disease 2019, Covid-19,

restrictions, the increased visibility of our officers on the

roads also played a significant part. We are making progress

towards classifying traffic policing as a 24-7-day job with

several provinces having scheduled resolutions by their

executive councils to this effect. The completion of this

process will enable us to table the matter before the General

Public Sector Bargaining Council during this year.

As a lead agency in traffic law enforcement, the allocation to

the Road Traffic Management Corporation, RTMC, increases from

R224 million in 2022 to R229 million in 2024. The allocation

for the Road Traffic Infringement Agency, RTIA, decreases from

R174 million in 2022 to R159 million in 2024 with anticipated

new revenue streams once the Administration Adjudication of

Traffic Offences Act is fully implemented. Over the last five

years, the operating model of the Road Accident Fund, which

was anchored around litigation, saw the actuarial liability of

the Road Accident Fund, Raf, increase exponentially. To

address this unsustainable model, the Raf adopted a new

strategic plan in the 2020-21 financial year.



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Through this plan, a new operating model was adopted, which

was anchored on reducing legal costs, and therefore a move

away from litigation to claims management, thus prioritising

early investigation and settlement of claims within 120 days.

In addition, the Raf has put efforts on the reduction of

medical costs by, amongst others, developing Raf medical

tariffs, implementing treatment protocols and introducing

medical preauthorisation. The Raf is also looking for cost

effective ways to reimburse medical service providers when

road accident victims seek medical care in both the private

and public sector. These will be finalised once consultations

with the Department of Health have been concluded.

In the last year, we committed to a process to rationalise our

road traffic entities in order to achieve maximum efficiency

and alignment of related functions through institutional

realignment. This exercise will be premised on a sound

business case which will look at the mandates and

institutional arrangements in relation to the RTMC, RTIA,

Driving Licence Card Account, DLCA, Cross-Border Road

Transport Agency, C-BRTA. Improving efficiencies at DLTC level

will be driven by a new service delivery model that will not

only improve the experience of the motorist but will



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drastically cut down turnaround times. These will range from

the time a motorist spends at a DLTC to the time it takes to

receive a driving licence. We have already implemented the

online payment system, eliminating another queue the motorists

would have spent time on in the past.

The deployment of smart enrolment and infrastructure this

financial year will further improve the processing time as the

units are linked to Home Affairs real time to validate the

identity of the motorist. The RTMC is finalising the agreement

with the Health Professions Council of South Africa, which

would enable motorists to do an eye test at an optometrist of

their choice, and results are directly uploaded in the system.

We have made notable progress in tackling the backlog in the

printing of cards. We have already eliminated the backlog

caused by the breakdown of the machine in November 2021.

Since January 2022, the Driving Licence Card Account has

produced 1 026 674 cards. As on 16 May 2022, we remain with a

backlog of 526 841 cards. With the additional capacity we

have introduced at DLCA, we are confident that this backlog

will be addressed by the end of June 2022. We remain resolute

in our commitment to deliver a public transport system that is



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responsive to the needs of our people. Our primary objective

is to position public transport as an enabler to achieve a

three-shift economy that will accelerate our economic recovery

interventions.

The implementation of Integrated Public Transport Networks,

IPTNs, in various cities has not been without problems.

Capacity challenges in some of the cities have given rise to

complications that have either delayed or stalled progress.

The suspension of the cities of Msunduzi, Buffalo City and

Mbombela had the effect of delaying delivery of a public

transport that is responsive to the needs of our people. We

have committed that we will work with these cities to assist

them in complying with the National Treasury requirements to

get back in the fold of the Public Transport Network.

The rollout of the IPTNs will be equally strengthened by the

establishment of an oversight mechanism under the leadership

of the Minister and political principals of the relevant

cities implementing IPTNs. This will ensure that

accountability for the implementation of the Integrated Public

Transport Networks is pitched at high level. Seven cities are

already operational and are working towards expanding current



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services. These are the City of Cape Town, George, Ekurhuleni,

Johannesburg, Tshwane, Nelson Mandela Bay and Polokwane. Three

additional cities are working towards the launch of new

services. These are Rustenburg, Mangaung and eThekwini.

eThekwini is currently experiencing challenges due to

unsuccessful negotiations with the taxi operators on the

affected routes.

Over the medium-term, all 10 cities are expected to be fully

operational with expansions to directly serve major cities.

Transfers to the cities of the Public Transport Network grant

are set to increase at an average annual rate of 14,3%, from

R6 billion in 2022-23 to R7,7 billion in 2024-25.

Over the medium-term, R76 million has been allocated towards

expanding the capacity for public transport grant monitoring.

The department has commenced with the process to procure

expert and technical services to monitor, oversee and fast-

track implementation at a city level and improve efficiency

and probity. Cities and provinces must deliver on their public

transport executive obligations. This section empowers the

Minister to take appropriate steps, that include issuing

directives to provincial executive and municipal councils,



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when a province or a municipality cannot or does not fulfil an

executive obligation relating to public transport.

We are on course in the implementation of the National Taxi

Lekgotla resolutions. Key among these is the finalisation of

the subsidy policy underpinned by a public transport funding

model that recognises the role of the taxi industry in the

public transport value chain. The draft policy will be

submitted to Cabinet in June 2022, to pave way for a broader

consultation process towards finalisation. Our public

transport infrastructure is in a major state of disrepair

because of theft and vandalism that has crippled our rail

recovery interventions. The criminals who continue to

undermine our efforts to provide a reliable commuter rail

services must face the full might of the law. Their conduct

not only negatively affects workers who rely on this mode, but

also cripples the economy.

We have equally called for the ban of scrap metal exports

which provide a perverse incentive for this criminality. We

remain ready to work with the Minister of Trade, Industry and

Competition to ensure that such a ban becomes a reality. The

implementation of our multi-disciplinary security



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interventions has gained traction, with the employment of the

full complement of 3 100 securities at Prasa personnel and the

construction of walls in certain sections of the rail network

and fencing in others to contain what has historically been an

open network. In recognising the centrality of providing

affordable, safe and reliable public transport services,

capital transfers to the Passenger Rail Agency of South Africa

will increase from R12,6 billion in 2022-23 to R13,5 billion

in 2024-25. These funds will be channelled towards

refurbishment of coaches, rolling stock fleet renewal

programme, signalling and other capital projects which

includes security of the rail infrastructure.

Operational transfers to Prasa are expected to increase from

R7,2 billion in 2022-23 to R7,8 billion in 2024-25. In

recovering commuter rail services, we had to adjust the

timelines for the resumption of services in a number of these

corridors due to either protracted procurement processes for

infrastructure such as substations and other factors beyond

our control. The Mabopane, Pretoria, Johannesburg, Naledi is a

core network of Prasa in Gauteng and a major priority ...

[Interjections.]



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The HOUSE CHAIRPERSON (Ms M G Boroto): Hon Minister, my

apologies. Let me just say it to other members that when I

switch on my video be sure that you have one minute left to

wrap up. I’m sorry, I didn’t say this before.

The MINISTER OF TRANSPORT: Should I wrap up?

The HOUSE CHAIRPERSON (Ms M G Boroto): No, it’s done, now. I

had long put my face on, but because I didn’t warn you, my

apologies.

The MINISTER OF TRANSPORT: Okay, thank you, House Chair. Thank

you very much. [Applause.]

Mr M J ZWANE: Hon House Chair, Mme M G Boroto, hon Minister of

Transport Mr Fikile Mbalula, Deputy Minister of Transport Mme

Sindisiwe Chikunga and all the colleagues who made it with us

here today, good afternoon to all of you. The Budget Vote for

Transport takes place at the time where South Africa is slowly

recovering from a number of disasters. The latest are the

floods that mostly affected the province of KwaZulu-Natal. Our

heartfelt condolences go to all the families that lost their

loved ones during these floods. We also want to send our



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condolences to the families who have lost their loved ones

during various accidents on our roads, skies and everywhere

where transport is involved. The committee takes note of

damages caused by these disasters and appreciate measures

taken by the department to repair the lost infrastructure

through the implementation of the economic reconstruction and

recovery plan. We want to however plead with the department to

ensure that this programme succeeds as it is clear that

without a full recovery of the infrastructure programme the

department cannot bring about the inclusive economic growth

and development premised in the transformation that is

critical to overcome the triple challenge of poverty,

inequality and unemployment.

The department has been doing well to fulfill its mandate

especially when it comes to the civil aviation legislation

regulations. The entities under the department are guided on

the basis of world-class standards of all modes of transport.

This is also a case when it comes to the licensing of modes of

transport to ensure effective economic regulation of the

sector.



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The department has been allocated R69 billion for its budget

for this year for the seven programmes which are critical to

ensure that ... [Interjections.]

The HOUSE CHAIRPERSON (Ms M G Boroto): I’m sorry to disturb

you, hon Zwane. I think you are not alone in that room and the

sounds which are in that room are really disturbing. There is

work and other things happening. Please, can the people in the

room give us the decorum of the House. You may proceed.

Mr M J ZWANE: ... programmes which are critical to road, rail,

maritime and civil aviation. The department will have to

transfer some of this budget to its entities and it is

critical that the department monitor the implementation of

programmes taken by those entities.

This budge should bring relieve to the poor state of our roads

especially provincial and local roads as witnessed by the

committee during its oversight visit to Mpumalanga, North West

and KwaZulu-Natal recently. Our rural roads have become

something else and the department needs to co-ordinate the

other spheres of government, as the Minister has said, to

attend to these roads.



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The department has been unable to achieve all its targets in

the previous financial year and has been underspending in some

cases. The department need to fill critical vacancies to

enable itself to be in capacity to tackle the above mentioned

challenges. The department can only be able to build better

workforce through this process and ensure efficiency. It is

also prudent for the department to ensure that boards are

appointed on time to ensure direction for the entities. The

same plea goes for the appointment of entities’ chief

executive officers. Stability in this regard will take the

department far.

The committee continue to urge the department to get closer to

entities like the Passenger Rail Agency of South Africa,

Prasa, and those that are struggling and lend a helping hand

to ensure economic spin-offs for those who continue to use

rail as a means to get to work. We are well aware of the

efforts taken by the department, but in this case more need to

be done.

Without seeing the face of the hon House Chairperson on the

screen, let me conclude. [Laughter.] The committee takes note

that the budget allocated to the department may not be



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sufficient to resolve all the challenges faced by the

department, but this budget, if used effectively and

efficiently, it surely can take the department somewhere and

benefit the people of South Africa. The ANC supports this

Budget Vote. I thank you, House Chair.

Mr C H H HUNSINGER: Hon House Chairperson, following his

recent visit to Ukraine, leader John Steenhuisen made one of

the most surprising remarks. Despite the war and destruction,

the electricity flow is maintained, roads are cleaned, trains

are moving and bridges are being repaired. The government of

Ukraine is focused on preserving infrastructure with the

citizens supporting the preservation and repair.

In contrast, we here in South Africa, are fighting a war

against ourselves with several unrealised ideas, crime,

corruption, vandalism, management incompetency and lousy

leadership. This 2022/23 Transport Budget Report is identical

to previous editions – strongly resembling the traditional

format of a copy and paste edition in which, unsurprisingly,

the words “service delivery” does not appear once.



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Two components of implementation facilitate Transport’s budget

functions to the people. The first is via the 12 entities

under the Department of Transport and the second component of

the implementation of transport functions happens through

provinces. As a result, public transport is a shared national

and provincial responsibility under schedule 4A, while

provincial roads and traffic are an exclusive schedule 5A

provincial responsibility.

The disparities in maintenance each has and processes require

collaboration, synergy and co-ordination which is when many

things go drastically wrong. Unfortunately, the Department of

Transport has been reluctant to accept the long-standing view

of the Democratic Alliance that their present indicators are

not connected to civic experiences of transport and the

Department's service delivery provision. For example, 95% of

passenger rail services have been eliminated. Nonetheless,

Passenger Rail Agency of South Africa, Prasa reports that

targets have been met and the department and Minister commend

this.

Another aspect that the DA has regularly warned against is the

use of consultants rather than developing internal capacity



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and competence. This 2022/23 budget is no exception with a 73%

increase in budget provision for consultants, the largest of

which is for the public transport programme. How can effective

and efficient co-ordination ever be achieved through

consultants? How can improved co-ordination and budget

functions ever be improved based on individualised projects

through consultants? How would we ever effectively serve

communities with choice and option of diverse modes in

varieties of integrated options of mobility when three quarter

of a budget is set aside for consultants?

After spending millions of rand on consultants, we today, have

more company-owned vehicles parked at Prasa-offices than

moving trains. A recent parliamentary question revealed that

more than R2 billion is owed by Transnet to Prasa – a bizarre

occurrence in its owns train assets yet allows this

nonsensical cross-invoicing between the two entities. The

sooner these two organisations get together, the better.

Any desire to shift more freight goods towards the rail

network to relieve rail congestion would be viable only after

the full merger of Transnet and Prasa. This should not a fresh

endeavour but rather an opportunity that has already pass a



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few by and this why the trucking business stepped up and

absorbed the growth at the period in the Durban harbour grew

by more than 40%. The 15 000 truck fleets of owners who have

five or more trucks now compete for more. In total, there are

well over 300 000 trucks with a capacity of 3,5 tons’ or more.

Nonetheless, despite the spectacular development, Transnet

could barely secure 12% share in container movement.

The Department and Minister Mbalula are not guided by

realistic facts and evidence. Instead of clear direction and

focus, there will be more self-delusion with toy stories war

rooms nothing will improve. It has little value in terms of

sustaining jobs and economic prosperity when there are 11 435

bills of 90 days outstanding to creditors amongst the 12

transport entities. This potential revenue has cost the

combined transport service provider Civic Centre over

R60 million, shame on you.

Debility is rife and evident in the decline of rail passenger

numbers by 95% from 2010 and currently. Put differently, this

department’s administration has left us only 5% of passenger

rail activity we are intact. We are at 10 years ago. The

majority of the Metro Rail’s 2 220km were operational until



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August 2019 when Minister Mbalula opted not to renew security

contracts to protect our national rail assets.

Because she now needs to pay much more to commute to work, a

working mother said she has 40% to spend in her household. You

should be ashamed. In this budget, R12,6 billion have been set

aside for rail capital projects. It would have been prudent to

use this money to expand on rail and enhance our signalling

equipment. For example, just five kilometres of rail track

might have connected the King Shaka International Airport, to

the vast passenger rail network.

I recently share substantial disparities o what SA National

Roads Agency, Sanral receives for road maintenance and what

the nine provinces combined receive. Sanral which manages

about 10% of road kilometres compared to the combined nine

provinces, yet again benefits from this budget once again

receiving general users. Apart from these and more budget

disappointments, the returned Adjudication of Road Traffic

Offences, AARTO and National Land Transport Amendment Bills,

provide absolute confirmation that the ANC-led government

cannot be trusted in making law or in implementing it, let



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alone adding budget to civic advantage. The sooner the DA gets

in control of these functions, the better.

*IsiXhosa*:

Ndiyabulela ngexesha enindiphe lona.

English:

I thank you.

Ms N J NOLUTSHUNGU: Thank you, Chairperson. Chairperson, the

EFF rejects Budget Vote 40 on Transport. Minister Mbalula has

overseen the most dramatic destruction of public transport

infrastructure ever witnessed in times of peace anywhere in

the world. In a country where 70% of its population depends on

public transport for their economic, social and general

activities, a reliable, accessible and affordable and overall

efficient public transport system should be a priority.

During the 2006-07 financial year, the Department of Transport

introduced the integrated public transport network plan for

the Metropolitan municipalities and certain selected cities.

This grand plan was meant to introduce the Bus Rapid Transit,

BRT, into our public transport system, with state-of-the-art



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technology, formalisation, and transformation as well as

empowerment of the taxi industry through Public Transport

Infrastructure Grant and the Public Transport Operating Grant.

This project has fallen flat in most cities, because of lack

of backbone by the department and their inability to stand up

to bullying from the taxi industry. The project has been a

dismal failure in Metros such Mangaung, Nelson Mandela Bay,

Buffalo City, and the likes. Instead, the grant funding meant

for these cities has been looted by the thieves, and no

tangible deliverables can be demonstrated. The other Metros

who were showing signs of progress have now regressed.

The department does not have the necessary skill set and

capacity internally to perform its function of monitoring the

performance of these struggling municipalities and intervene

timeously. The same goes on the failure of provinces and

municipalities to maintain roads and infrastructure. The worst

treasonous negligence by this department, however, has to be

the way they let the passenger rail system go. The rail

passenger traffic in South Africa decreased over the years

with only 237,3 million rail passenger journeys reported in



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2018, as compared to the 616,9 million rail passenger journeys

in 2009.

This decline in rail passenger traffic is directly

attributable to corruption, maladministration, mismanagement,

appointing of incompetent individuals disguised as cadre

deployment and lack of funding in the country’s passenger rail

transportation infrastructure. In big cities such as Cape Town

and Johannesburg, which have for generations depended on a

functioning passenger rail network, the neglect by this

department has led to a complete destruction of rail

infrastructure.

Today, the Minister waxes lyrical about the repair to rail

infrastructure that will cost billions of Rands. But why did

you allow such destruction in the first place? Was it so that

you can milk the state further through these contracts for

refurbishing the rail network? What measures have you ensured

that the destruction of rail infrastructure is stopped? We can

tell you now, for free, that the investments recently made

will be vandalised soon because you have not dealt with the

real causes of this vandalism.



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Perhaps it is time we re-introduce rail police that the

country once had in the 1970’s, but this too, will be

corrupted by your party, Minister. In the midst of all this

destruction at Passenger Rail Agency of SA, PRASA, you have

allowed a person with a well established reputation for

looting, to destabilise PRASA even further by hiring and then

firing a CEO without a valid basis whatsoever, still no valid

reason why you appointed and then fired a CEO.

The same is true for the infrastructure for transporting

goods. The movement of goods is mainly by road, but due to the

failure of rail, as a consequence, the roads are in a mess and

full of potholes because they were not build for trucks that

carry such heavy loads. Minister, we need a functioning rail

network. We need to revive and expand our public transport

network across the country. We need to bring order back into

the taxi industry and rid it of criminal elements who kill

without ever being brought to justice. We need to rid the

country of potholes.

We need to ensure that a much beneficial cooperation between

national and local government in as far as the running of

local transport networks are concerned. We must build internal



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capacity in order to prevent so much wastage on consultants.

The department used over R250 million just for consultants in

the previous financial year. This is an unnecessary waste of

public funds. We must sort out the mess that is the Road

Accident Fund, RAF, and minimise wastage of money on lawyers

to ensure that all the money goes to where it is supposed to

go, to victims of road accidents. We reject this budget. I

thank you.

Mr K P SITHOLE: Hon Chairperson, this department has been

tasked with ensuring the safety of every South African who

make use of transport. This department’s management and the

performance of its entities has an impact on the growth of our

economy. Unfortunately, this department is failing to deliver

on its mandate.

We can all attest to the poor current state of our roads - the

poor maintenance and the lack of overall development, for

example, the Moloto Road, also known as the death road, which

stretches over 160km spans through three provinces – Gauteng,

Mpumalanga, the Limpopo and has more than 1 000 vehicles

traveling on it during peak hours. A feasibility study in 2006

and then again in 2014, costs the taxpayers approximately R17



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million, merely to inform government that the road with

highest accident rate in Mpumalanga requires drastic

government action in order to save lives. Yet, to date, the

road is still incomplete and there is no progress, if any. It

has been very slow, to say the least.

However, it has been shown that upgrading this road could

prevent the loss of thousands of lives, each year as well as

improve economic development for the people, reduce excess

community distancing and provide greater access to work

opportunities.

It is quite clear that by not working within these timeframes,

to upgrade this large stretch of road, this department and

government have ... [Inaudible.] ... They are aware of this

road, but have ... [Inaudible.] ... with the allocation budget

to this road, while making the people believe that changes are

coming soon.

While the Moloto Road is one of the biggest concerns in

relation to the Transport Department’s obligation, there are

other areas that are suffering due to poor maintenance. The

potholes in Mpumalanga, the North West, the Free State,



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Gauteng and KwaZulu-Natal create a severe obstacle to the

development of our economy, caused huge damage, and, in fact,

injuries to road users. There are also enormous sinkholes,

which also pose danger to the wellbeing of our road users,

especially on the R71 from the Free State to uKhahlamba. This

tells us that this department has not only failed the people

of Gauteng, Mpumalanga and Limpopo through the Moloto Road

project, but also other important stretches of roads in this

country.

The IFP calls on this department to provide quarterly reports

on the Moloto Road and ... [Inaudible.] ... projects. Each

quarter, the Minister must appear before the department to

account for the expenditure and progress. Civil society groups

must also be invited to raise concern during each quarterly

regarding the progress in this regard. We support the

committee’s call for this department to provide a

comprehensive national, provincial and municipal account on

all road maintenance and expenditure. He must also submit a

three-month forecast on all road maintenance to be completed.

In closing, this department must seek to rectify the issues

with the payment to the taxi industry, as per the Covid-19



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Relief Fund. The lack of attention paid to resolving these

issues will have severe consequences on commuters using public

transport. In the form of increasing costs, government has

pledged to ease the impact on South Africans through making

funds available to each ... [Inaudible.] ... rise in

transportation costs and so too it needs to pay attention the

taxi industry.

Minister, accounting officers, MECs for different provinces

should actually be arrested for failing their constitutional

mandates. The IFP rejects the budget. Thank you.

*Afrikaans*:

Mnr P MEY: Agb Voorsitter, een van ’n land se belangrikste

komponente van ’n gesonde en groeiende ekonomie is ’n goeie

vervoerstelsel. Die grootte van die begroting van die

vervoerstelsel is ’n weerspieëling van hoe belangrik vervoer

vir die regering van die dag is.

Die afgelope jare het die openbare vervoerstelsel byna tot

stilstand gekom, terwyl dit ook nie voldoende was nie. Ons kan

vandag in Suid-Afrika sê dat die enigste openbare vervoer die

van taxi’s is, wat ongeveer 16 miljoen mense per dag vervoer.



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Sonder ’n volhoubare, betroubare en veilige vervoer stelsel

kan geen land suksesvol wees nie.

Op die mediumtermyn beplan die Departement van Vervoer om

onderhoud op nasionale sowel as provinsiale paaie volhoubaar

te maak en die spoorvervoer te verbeter.

Dit is verblydend om te sien dat waar Sanral betrokke is,

paaie in ’n goeie toestand is en gereeld opgegradeer en

onderhou word, dit terwyl die provinsiale paaie in ’n baie

swak toestand is en dit groot gevaar vir die motoriste inhou.

In sekere gevalle word die begroting wat aan die provinsies

toegeken word, nie eens gebruik vir die vir onderhoud van

paaie nie, maar vir ander doeleindes aangewend. Die beste ding

wat ooit kan gebeur is die dag as Sanral alle paaie in Suid-

Afrika oorneem, want die provinsies is eenvoudig net nie

daartoe in staat om die paaie voldoende te beheer nie.

In Suid-Afrika het ons die ou regering een van die beste

treinstelsels gehad en ek het die afgelope tyd gewonder waarom

hy so suksesvol was. Daar is ’n paar dinge wat vir my

belangrik is en ek het al verskeie kere in die



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portefeuljekomitee gesê dat ons die Suid-Afrikaanse

Spoorwegpolisie moet terugbring. Wat het in die ou bedeling

gebeur? Die Spoorwegpolisie het dissipline en hulle het die

veiligheid van passasiers gewaarborg. Die reiskoste was baie

laag vir die kliënte en hulle het van die kleinste tot die

grootse dorpe en stede bedien. Treine was tydgebonde en altyd

betroubaar. Ek wil sê soos ek nou die dag van Cosatu gelees

het dat die weermag ingespan word om die diefstal van

elektriese kabels te verhoed. Ek dink dis ’n baie goeie idee.

Die ANC-regering probeer om alles self te doen. Dis nie

moontlik nie. Hulle beskik nie oor die finansies nie, en

daarom is dit verblydend om te verneem dat die regering ook

nou van die privaatsektor gebruik gaan maak. Ek wil vandag sê

dat die ekonomie in Suid-Afrika kan groei, maar sonder hierdie

ordentlike vervoerstelsel is dit eenvoudig net nie moontlik

nie.

As ons byvoorbeeld na landbou kyk, landbou is een van die

grootste werkskeppers in Suid-Afrika, maar boere moet self hul

eie paaie instand hou. Hulle spandeer honderde duisende rande

aan herstel van voertuie, terwyl daardie geld vir verdere



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uitbreidings aangewend kon word, om sodoende op ’n ander

manier nuwe werksgeleenthede te skep.

Die oorsigbesoek aan Noord-Wes, Mpumalanga en KwaZulu-Natal

was om een word te gebruik – skokkend. Ek wil vir u sê dat

daar op grondvlak absoluut niks gebeur nie. In ’n plek soos

Rustenburg is daar 21 verkeersvoertuie. Slegs drie is in

gebruik. Die ander 18 – ons het self gaan besoek – staan

geparkeer. Waarom? Daar is nie onderdele beskikbaar nie, want

daar word nooit vir onderdele betaal nie.

Ons moet onthou dat, hoe verder dinge versleg, hoe minder gaan

ons die paaie kan verbeter. Ek dink dis nou tyd dat die

regering ingryp en ook kyk na die mense op grondvlak. Ek voel

baie keer dat hulle die regering saboteer.

In Suid-Afrka praat ons baie oor mense wat in ongelukke sterf,

maar ek dink, soos die vorige spreker van Inkatha gesê het,

moet ons na die Moloto-pad in Mpumalanga kyk.

Die afgelope 13jaar was daar meer as 10 000 sterftes op

daardie pad. Oppad na Mpumalanga het ons op ’n opgelukstoneel

afgekom waar twee persone toe net gesterf het. Die gemeenskap



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het ons ook ingelig dat vorige Lede van die Parlement ’n

belofte gemaak het dat hulle die treinstelsel vanaf daardie

gebied tot Pretoria sou instel. Dit het nie gebeur nie en dan

is die pad wat die Sanral doen wel in ’n proses, maar ek dink

dit kan ook vinniger geskied.

Die seining van die komitee oor vervoer is dat senior poste

vinniger gevul moet word; begroting vergroot moet word om

totale verval te stuit; oorsig besoeke meer moet plaasvind;

slaggagte moet vinniger herstel word en die vervoer van pad na

spoor absoluut as dringend beskou word. Dankie.

Rev K R J MESHOE: House Chairperson, I firstly want to convey,

on behalf of the ACDP, our sincere condolences to families who

have lost their loved ones in accidents that were caused by

the poor state of our roads, particularly potholes. We also

wish a speedy recovery to all those who are still recovering

from those accidents.

A major feature of what was reported as an attempted

insurrection that threatened to topple our democracy last July

was the closure of the N3. This was an act of economic

sabotage and a threat to the food security of our nation. It



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caused a national crisis, which damaged our economy and

severely dented our international image.

The ACDP welcomes the sentencing to 20 years behind bars of a

taxi industry worker for his involvement in the burning down

of a train carriage last month. According to the prosecutor,

and I quote:

The impact these incidents have on the poor in our communities

is where the real tragedy lay. Trains are the cheapest form of

transport. When they are put out of service, commuters are

forced to use taxis, which are more expensive and unaffordable

for many workers.

Hon Minister, many workers need efficient and affordable

transport systems that are essential to the lives of all South

Africans. When public roads are full of potholes, residents

are hesitant, or even afraid to drive at night, particularly

when it rains. When trains stop running, workers, including

street vendors, who depend on a cheaper mode of transport,

which is trains, go to markets and spend most of what they

earn for a living. When there is no safe or efficient public



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transport, emergencies become life-threatening and family time

after work becomes a luxury.

The ACDP has some serious concerns about the department’s

spending patterns. From the budget of R69,1 billion, the

financing of consultants is set to increase by 73,3% this

year. This is outrageous. An amount of R3,5 million was spent

on consultants last year, and this year a budget of R13,1

million has been allocated. We believe this is a waste of

money that should be used to help people and ensuring that our

roads are right for safe traveling. Thank you.

The DEPUTY MINISTER OF TRANSPORT: Hon House Chairperson,

Minister of Transport, Hon Fikile Mbalula, members of the

executive committee, MECs, Members of Parliament, guests,

ladies and gentlemen ... [Interjections.] ...

The HOUSE CHAIRPERSON (Ms M G Boroto): Hon Deputy Minister,

unfortunately, we can only see the wall. And we would

appreciate that we only see yourself rather than the whole

audience that is there. Can they allow the camera to point at

you? – If you can zoom in to the Deputy Minister please. Oh, I

don’t know what to say now.



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Mr J J McGLUWA: They must fix the roads first.

The HOUSE CHAIRPERSON (Ms M G Boroto): Hon Mcgluwa, you are

out of order. Please don’t do that. Hon Deputy Minister, I

don’t know what is happening. I think you are taking more

time. That’s much better. Oh! my God, they changed it again.

Proceed hon Deputy Minister. If they can only be quiet.

Although It’s very disturbing. I can’t stop you from

proceeding now.

*Siswati*:

SEKELA NGCONGCOSHE WETEKUTFUTSA: Ngihlale phansi, Sihlalo?

The HOUSE CHAIRPERSON (Ms M G Boroto): It has everybody on the

picture and that’s not what we would want to see. We only want

to see Deputy Minister speaking, Please. It was alright but

they changed it again. Proceed, hon Deputy Minister.

The DEPUTY MINISTER OF TRANSPORT: ... Thank you very much,

Chairperson. There is no keener revelation of a nation’s soul

than the way it embraces change, endures devastating

adversity, and amidst all, choose a purposed path of unity and

Ubuntu.



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As South Africans, we are a diverse, inclusive, and resilient

nation. We are a country adorned with a fierce resolute

tenacity. A people who are not afraid to rise, clear the path,

rebuild, adapt and serve ... [Interjections.] ...

The HOUSE CHAIRPERSON (Ms M G Boroto): I am sorry to have to

interrupt you again, hon Deputy Minister. I see hon Papo’s

hand. Hon Papo, your hand is up, should we proceed?

Mr A H M PAPO: You have already addressed the issue. Because I

was worried about the head on the screen next to the Minister.

It’s destructing us.

The HOUSE CHAIRPERSON (Ms M G Boroto): The camera is not

projecting the Deputy Minister as it is supposed to and this

frustrates us. But we have to proceed. We can only see the

wall now, but you can proceed, Minister. Thank you.

The DEPUTY MINISTER OF TRANSPORT: ... A people who are not

afraid to rise, clear the path, rebuild, adapt and serve. And

as the transport sector, we are the heartbeat of economic

growth and social development. We play a critical role in the

Economic Recovery and Reconstruction Plan.



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In this regard, for this financial year, we have prioritized

skills development and training in order to organically build

capabilities and capacity of the transport sector. We have

also continued to recruit young talent, especially women and

persons with disabilities either as interns or as new entrants

or even senior executives.

The total budget for training and skills development for the

year 2022-23 is R26,8 million. Of which R15, 4 million, which

is 57% is for our university bursary programme, from where we

are funding 330 students per year who are studying various

transport qualifications at 13 Tertiary Institution of South

Africa. Some have graduated, others are graduating even this

year.

I must appreciate the immense commitment by our state-owned

entities, SOEs, who have recognized the importance of skills

development and training as critical to the greater agenda of

transforming and capacitating the sector. We also appeal to

the private sector to partner and or collaborate with the

department to ensure that our young people find employment and

improve the skills capacity of the sector.



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We applaud Coca-Cola Beverage South Africa, CCBSA, for

collaborating with the department to drive skills development

in transport freight and logistics, by ensuring placement of

our students to gain practical work experience. This

partnership will see ten students commencing their internship

at CCBSA in June this year. More work will be done to create

opportunities for participation by young people in the CCBSA

learnership programme that accommodates 700 learners.

It is important to highlight that through-out the transport

sector we have ensured the implementation of a gender-

responsive budgeting approach. Such a commitment will ensure

that we fight the scourge of gender-based violence and

femicide, GBVF.

Hon members, as the transport sector, we were hard-hit by

COVID-19 and we lost quite a number of our capable employees.

I must commend our national and provincial departments as well

as SOEs, employee health and wellness units, for heightening

and strengthening preventative measures and providing

tremendous psycho-social support to infected and affected

employees and their families. We extend our heartfelt



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condolences to all the families of the fallen employees across

the transport sector.

Chairperson, we committed ourselves to appoint the required

skills, experience and expertise, especially at senior and

executive levels, whilst ensuring that we continue to apply a

gender, disability and youth sensitive strategy on human

capital development. To this end, we are proud to inform the

House that we now have five capable women chief executive

officers, CEOs, in our twelve SOEs. These women run the Air

Traffic and Navigation Services SOC Limited, ATNS, Airports

Company South Africa, ACSA, South African Civil Aviation

Authority, SACAA, Ports Regulator of South Africa, PRSA, and

the Railway Safety Regulator, RSR. We must commend our

Ministry and boards for responding so positively to the call

to transform our sector. As a matter of fact, we also have one

women deputy director-general, DDG, in the transport

department for the first time.

We have also appointed a Chief Executive Officer of the Cross-

Border Road Transport Agency, C-BRTA. We are in the process of

boards appointments where board tenure is about to expire or

have vacancies. We have also appointed both the Air Services



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Licensing Council and the International Air Services Council.

These appointments will clear the backlog of all the pending

and amendment applications that have been lodged by the

airlines.

Hon Members, in relation to the implementation of Public

Transport universal design and access, which seeks to improve

the mobility needs of persons with disabilities, all public

and private transport operators will be required to conduct

audits of existing infrastructure, fleet composition and

operations against legislated minimum norms and standards.

House Chairperson, this financial year, we have proposed a

number of policy and legislative amendments in an effort to

seek efficiencies and cost effectiveness in the running of our

SOEs. With a modest budget of R42 million for the 2022-23

financial year, the PRSA will continue to implement the Multi-

Year Tariff Methodology and Tariff Strategy to ensure that the

pricing of both the ports infrastructure, and the services and

facilities provided in the eight commercial ports owned by the

National Ports Authority, NPA, are cost-reflective and where

applicable, adjusted for inflation.



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The 2022-23 is not only the last financial year for which the

current tariff methodology is applicable, it is also the first

year that the regulator will be setting tariffs for a

corporatized NPA in line with section 3(2) of the National

Ports Act, 12 of 2005.

With corporatization affecting the treatment of the various

elements within the tariff methodology, the PRSA will be

reviewing the tariff methodology and its applicability for

2023-24. This is to ensure the financial and operational

sustainability of the NPA as a corporate entity under the

Transnet SOC Limited, with a focus on the valuation of the

assets, taxation, and elements impacting on the credit metrics

of the NPA.

The PRSA approved an average inflation linked 4,5% tariff

adjustment with discounts and incentives. These discounts

include a 60% rebate on vessels taking on bunkers, 30% on

license fees for license holders and lastly, 30% discount for

South African flagged vessels on marine charges.

On rail safety, it is critical that we inform the House that

in this financial year the RSR will commence with the



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development and implementation of a digitised and an

integrated Information Management System, IMS, to meet the

requirements set out in the RSR Act. The IMS will deliver data

integrity to support operational intelligence in assuming the

effectiveness of the RSR’s compliance activities.

The RSR concluded two research reports on level crossings and

personal safety on trains. These research papers will create a

body of knowledge on actions and strategies that are necessary

to improve safety levels in the reached areas as well as level

crossings. In this financial year, the RSR has been allocated

a total budget of R278 million.

Hon House Chair, the Minister of Transport, hon Fikile

Mbalula, announced on 01 July 2021, that the Administrative

Adjudication of Road Traffic Offences, AARTO, roll out will be

implemented in four phases. Most of the activities in the

implementation project schedule are close to completion.

However, some of the outstanding activities have been put on

hold pending the decision on the appeal at the Constitutional

Court.



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For the current financial year, Road Traffic Infringement

Agency, RTIA, will embark on AARTO legislative training and

awareness in all 44 districts with the view to increase

readiness, ensure access particularly in rural areas for the

anticipated national rollout. They will further, establish 37

AARTO Service Outlets and procure AARTO Mobile Offices in all

9 provinces creating 98 job opportunities. The RTIA has been

allocated a total budget of R486 million for the current

financial year.

Hon members, the civil aviation remains one of the sectors

worst hit by the covid pandemic since the hardest lockdown

restrictions of just over two-years ago meant to curb the

spread of the virus and to save lives. The International Air

Transport Association, IATA, indicated that the impact of

COVID-19 in 2020 resulted in 64% of the global fleet grounded.

Airports revenue around the world dropped by 54,6%. However,

IATA has forecasted a potential overall improvement on

traveller numbers to reach 4 billion in 2024, which exceeds

pre-COVID-19 levels.

IATA further estimates that passenger numbers to, from, or

within Africa will recover more gradually than in other



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regions, reaching 76% of 2019 levels in 2022, surpassing pre-

crisis levels in 2025. Our aviation SOEs are readying

themselves for this recovery. To this end, the National Civil

Aviation Policy Review process continues as it seeks to change

the policy trajectory towards the promotion of national

interests and domestic growth of the aviation sector and a

realignment of the sector’s growth to the National Development

Plan, NDP, 2030.

On civil aviation, South Africa will be audited on aviation

security compliance by the International Civil Aviation

Organization, ICAO. We were last audited in 2011 and achieved

81,3%. We hope to improve our performance in the upcoming ICAO

aviation security audit in August this year. The SACAA will be

representing South Africa.

The SACAA launched a smart card licence for aviation

professionals which replaces the booklet that have been used

to identify personnel licenses. The launch took place in 2021

making South Africa one of only a few countries in the world

to use a smart card where licence holders and operators can

access the data of aviation personnel in real time from

anywhere in the world and at any time.



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Whilst as a country we are doing very well in commercial

aviation, we are concerned about the increase in the number of

accidents in the general aviation. Stringent measures to curb

these accidents have been communicated to all aviation

stakeholders. However, the country has reduced the number of

fatal accidents by 25%. This is an achievement towards meeting

the Minister’s target of reducing aircraft accidents and

fatalities by 50% in the current strategy cycle.

In 2022-23, SACAA will implement a R140 million automation

project with a view to migrate into a complete paperless

system to address the stakeholder needs of efficiency, agility

and client-centricity. For the 2022-23 financial year, SACAA

has been allocated a total budget of R771 million.

As part of the recovery and reconstruction efforts in the

current financial year, ACSA’s focal area will be on

strengthening its cargo and logistics services with the main

aim to diversify its revenue generation through supporting

development of aerotropolis. While ACSA is cognisant of the

impact that COVID-19 had on the aviation and air travel

industry, it will not extend any concessions on aeronautical

fees as this is guided by the airport economic regulation and



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form the cornerstone of the airport revenue. It is worth

noting that an extensive business support in the form of

reprieves on the non-aeronautical revenue side was extended at

the peak of the pandemic.

Since 2019, when the ATNS, commenced the implementation of its

safety strategy, notable improvement has been recorded in its

Standard of Excellence in Safety Management Systems, SoE in

SMS, rating, due to the improvement in its safety ratio and

the serious incident rate. The SMS maturity improved from

level A to level C.

In the regional context, the ATNS continues to manage the

satellite voice and data communication networks covering 27

African countries. The introduction of these networks and

communications systems have gone a long way in improving

aviation safety over African skies.

Based on our known strengths as an important contributor in

the civil aviation development and governance, South Africa

will bid for re-election in the IACO Council at the 41st ICAO

Elective Assembly scheduled to take place in Montreal, Canada

from 27 September to 7 October 2022.



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As I conclude, I wish to thank the hon Minister Mbalula for

providing strategic leadership and support to all of us. I

also want to thank the MECs, of Transport in provinces, the

hon members of the Portfolio Committee on Transport in holding

us accountable as per their constitutional mandate. I also

extend my appreciation to the Acting Director-General, DG, and

the staff of the Department of Transport, as well as to the

chairs and chief executive officers, CEOs, of our SOEs, for

their commitment and hard work.

To all our stakeholders in the transport sector, we say, now

is the time to actualize tangible strategic partnerships for

the development of our country South Africa in general and our

transport sector in particular. To our people we say, all

hands are on deck to fast-track service delivery and actualize

the Khawuleza ethos. Let’s be patriotic, love and protect our

country. God Bless South Africa and its people.

Hon Hunsinger, you told us about hon John Steenhuisen, who

travelled to Ukraine, I wish he was able to drive to

Stellenbosch University to meet a black student whose

belongings were urinated upon by a white student. That would

be very cheap for him to undertake. I thank you.



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The ACTING CHAIRPERSON (Ms R M M Lesoma): Hon members, for

noting the ANC’s hon Zwane left six minutes, the following

speakers of the ANC will share them among themselves. Having

said that, we shall proceed to the hon Herron from GOOD. Hon

Herron, over to you.

Mr B N HERRON: House Chairperson, those with good memories will

recall the build-up up to the 2010 FIFA World Cup, and our

resolution to use the event as a springboard to develop an effective

public transport system. We promulgated the National Land

Transport Act which represented an important policy shift. And

according to the Minister, the Act was intended to consolidate

land transport functions and locate them in the appropriate

spheres of government, being the local sphere.

As the football extravaganza drew near, we saw new bus and

rail networks were developed in some cities and, for the first

time, it appeared that the taxi industry was being afforded a

rightful seat at the table of decision-makers and

implementers. But 13 years later, the new legislation has

failed to achieve its goals because it has never been fully

embraced by the revolving doors of management at the

Department of Transport. And most of the seven Ministers who



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have occupied that office since 2009 have not hung around long

enough to fully comprehend or implement it.

Instead of using the Act to fix the system, what we have

witnessed over the past dozen years has been the total

collapse of scheduled mass rapid public transport across the

country. What has happened to our transport plans? The ones

about a hierarchy of modes, with commuter rail identified to

provide the backbone of local public transport, supported by

bus rapid transit, BRT, with efficient, seamless and

affordable connections integrated with other scheduled bus

services and the minibus taxi industry. What we have instead

is a collapsed commuter rail system and a declining BRT

system. In the absence of regular and reliable rail, the idea

of mass rapid connectors and the development of meaningful BRT

networks cannot work.

We have an inverted hierarchy of modal choice, with minibus

taxis providing the backbone of public transport and the

state-backed modalities are on the brink of collapse. The

Department of Transport should be ashamed to report the

dramatic decline of rail and bus users between 2013 and 2020

in its annual performance plan. If it was not for taxis, the



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bitter truth is, there would be virtually no public transport

system left, and ideas of growing the economy would have to be

put on hold. Devolving public transport networks and the

functions of local government is not just the law in South

Africa, it is also a key recommendation of the Integrated

Urban Development Framework.

We must rescue the commuter rail system by securing the rail

reserves through built environment interventions; fast-track

the rail modernisation programme; and devolve the rail

networks to cities along with the rail operating subsidies. We

must permit cities to contract with Metrorail and other

private operators; devolve scheduled bus contracting

functions, along with their subsidies, to cities with BRTs so

that the two systems can be integrated. And we must fast-track

the roll-out of the BRT where it is still viable, and we must

develop a new approach to the minibus taxi operating licensing

regime that acknowledges taxis’ functional role in our

economy. I thank you.

*IsiZulu*:

Nk F E KHUMALO: Sihlalo, ngibingelele, Sihlalo, uNgqongqoshe

woMnyango Wezokuthutha, ngibingele uSekela Ngqongoshe



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namalungu ekomidi elibhekene nomsebenzi womnyango eliholwa

ngusihlalo umhlonishwa uZwane, malungu ahloniphekile.

*English*:

The ANC supports Budget Vote 40 of the Department of

Transport. The Budget Vote of the Department of Transport is

taking place at a critical time for the country as the sector

was negatively affected by the COVID-19 pandemic. And it was

further affected by the devastating floods that affected parts

of KwaZulu-Natal and the Eastern Cape. The floods had a major

impact on the rail, road and port infrastructure. The impact

on the road and rail infrastructure also impacts the major

inland market that is dependent on the transport

infrastructure of KwaZulu-Natal for the movement of goods,

freight and people.

Whilst there has been much work done for the restoration of

the transport infrastructure, more work needs to be done to

ensure that the transport infrastructure can operate normally

and be further developed. This means that this Budget Vote

requires to be optimised in terms of the funds and make every

rand spent count in terms of the outcomes on the ground. The

flood damage to the road and rail system does require urgent



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attention as the infrastructure requires to be restored in

KwaZulu-Natal and parts of the Eastern Cape.

The rail network between KwaZulu-Natal and Gauteng must be

restored to ensure that the major inland market has access to

the coast for the receiving of goods and exports.

The ACTING CHAIRPERSON (Ms R M M Lesoma): Hon Khumalo, one

minute, hon Khumalo. I am sorry to do that. Can you just

switch your video on? It is one of the Rules unless you would

have requested it before you started your speech.

Nevertheless, you may proceed while you are sorting out

yourself in terms of the video. You may proceed, hon member.

Ms F E KHUMALO: I have tried, Chair, but it does not allow me.

The ACTING CHAIRPERSON (Ms R M M Lesoma): Okay, proceed.

Ms F E KHUMALO: It is important to understand that the

transport sector is critical to the functioning of the

economy, and all the seven programmes of the department are

critical in that regard, which is the focus of this Budget

Vote. Infrastructure development in the transport sector forms



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a critical part of ensuring the success of the Economic

Reconstruction and Recovery Plan. The implementation of the

Economic Reconstruction and Recovery Plan is dependent, for

its success, on the development of an efficient and integrated

transport system nationally. This will enable the transport

sector to generate funding for the development of transport

infrastructure projects externally to this Budget Vote.

Transport infrastructure development is capital intensive.

Therefore, the department, as part of the rail and road

programme, should focus on which projects require external

funding for their development. Road transport is the major

mode of transport for the movement of people, goods and

freight. The road transport programme has a budget, for this

financial year, and it is R34 billion.

*IsiZulu*:

Sihlalo, kufanele sikusho ukuthi noma sehlile isabelomali uma

usiqhathanise nesonyaka odlule. Sifanele sikukhuthaze

sikugcizelele ukuthi umnyango uma usisebenzisa lesi sabelomali

usenze isiqiniseko sokuthi wenze ngawowonke amandla ukuthi

wenze okuqondene nomsebenzi wesabelomali ukuze senze umsebenzi

esihlelelwe sona.



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*English*:

The SA National Road Agency has budgeted some R22 billion for

both toll roads and non-toll roads. It is positive to note

that this Budget Vote has allocated funding for the Moloto

Road Corridor. This road corridor must be refurbished as a

matter of urgency. It has historically recorded a large number

of road accidents resulting in many fatalities. The community

in that area has been calling for the government to do

something about the condition of the road in the Moloto road

corridor for a while. And their call has been heard as this

Budget Vote demonstrates the ANC government’s commitment to

the call of this community. It is also positive to note while

the proposed N2 Road has been budgeted for, and is a critical

road between the two provinces the Eastern Cape and KwaZulu-

Natal, these roads are non-toll roads, which will assist

motorists and enable movement between the two provinces. The

Gauteng Freeway Improvement Project has been granted a budget

of R4,4 billion in the 2021-22 budget and has been granted a

further R664,4 million this financial year to stabilise the

finances of this important project which relieves the traffic

between Johannesburg and Pretoria. Road maintenance is

critical in many parts of the country and this is not only

about the national roads but also the provincial and local



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roads. This Budget Vote has allocated R11,9 billion to road

maintenance.

*IsiZulu*:

Ithi-ke leyonto, Sihlalo, siyakubonga ukuthi kungagcini

ngokuthi sibuke imigwaqo kazwelonke siye nasezifundazweni

nakumigwaqo yendawo ngoba sikwazi ukuthi imigwaqo yethu

ezindaweni esihlala kuzo ayimihle kangakanani. Siyabonga

nokuthi izobhekwa ukuze abantu bakithi balubone ushintsho

ngoba balulindele abantu bakithi ushintsho ekutheni imigwaqo

ibe sesimweni esikahle.

*English*:

It is far cheaper from a budget perspective to maintain roads

than to refurbish the roads. As part of the recommendations of

the report on this Budget Vote on transport, the committee

seeks progress reports on the provincial roads maintenance

grant, rural road asset management system gran, municipal

infrastructure grant, expanded public works programme,

integrated grant for municipalities and the public transport

network grant. The Road Traffic Management Corporation has

been budgeted R224 million. Road safety is a critical element

of the legislation and regulation features developed by the



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ANC government, and this occurs through road traffic

management and safety programmes.

Historically, there have been far too many fatalities on the

roads in the country. And while this may have been reduced due

to the COVID-19 travel restrictions, these fatalities come at

a great cost to the people and the economy of the country. The

government has correctly adopted the policy of the movement of

goods and perishable freight from road to rail. This policy is

important to ensure that there are fewer heavy-duty trucks on

the road which in turn will act to preserve our road network

and reduce the maintenance costs.

Due to the volume of goods and freight being transported by

road, the N3 between Gauteng and Durban has to be refurbished

every three years instead of every seven years as was

originally planned. There must be a functioning weighbridge

which enforces weight regulations for heavy-duty vehicles

given the impact of these vehicles on the condition of the

roads. Rail is the most efficient form of transport and the

country has an integrated rail network for the movement of

freight and passengers. Rail is also the cheapest form of

transport which increases transport cost savings for the



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working class and the poor commuters. Over a number of years,

there have been a number of lines which have not been

functional due to the criminal destruction of the network.

Work has commenced on the Central Line in Cape town and the

Mabopane Line still needs to be completed. This must be

supported as it creates a better life for all.

The Passenger Rail Agency of South Africa, Prasa, has

allocated a transfer from this budget.

The ACTING CHAIRPERSON (Ms R M M Lesoma): Hon member, start

wrapping up.

Ms F E KHUMALO: Thank you, Chair. There is a new board that

has recently been appointed and the committee appreciates

that. In conclusion, Chair, I think it cannot be businesses as

usual as there are many challenges which rail and road

transport in this country that needs to be resolved.

Therefore, the department must ensure that in this budget they

have, to utilise it as it has been set out. Thank you,

Chairperson. The ANC supports the budget.



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Mr M G E HENDRICKS: Hon House Chair, the Minister of Transport

must become an unstoppable force so that our railway network

is a mega railway network that is a symbol of the country’s

economic power, and he can do it. Minister De Lille says she

has the appetite to work on full employment for the poor. So,

Minister, Al Jama-ah says you can do it, you have the

appetite.

South Africa’s 14 km railway line between central Johannesburg

and the business hub, Nasrec, was described in 2010 as one of

the world’s best railway networks. The construction cost us

R70 million and ferried 20 000 passengers during peak hours.

Sadly, this has become dysfunctional.

We heard the hon member talk about the central line in Cape

Town that is still work in progress. That is unacceptable.

Minister, you promised we will have it up and running before

last Christmas so that the sailors coming to Simonstown, if

there is a war, then they can reach the base quicker. Now they

have to use all kinds of transport so we will really lose the

war before it started.



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I went to visit the railway line between Port Elizabeth and

Johannesburg, and most of the Khoi and the San live at most of

these stations. All these stations along the route are

dysfunctional. Minister, the country is waiting for you to

become that unstoppable force. Thank You very much, Hon House

Chair.

Mr I S SEITLHOLO: Hon House Chairperson, thank you very much,

today, we debate the national Department of Transport’s

Budget; a Budget that hon Chris Hunsinger pointed out as being

one where service delivery does not feature, and the ANC

speakers, including the Minister, attested to that.

While this Budget is the same old, same old Budget, the

service delivery outcomes thereof are not aligned with the

experiences that millions of South Africans have on our roads.

Hon Chris Hunsinger’ speech highlighted the two components

that facilitate Transport Budget functions to the people, one

of which includes the implementation of transport functions

which happens through provinces.

Unfortunately, for the North West province, the complete

collapse of provincial and municipal road infrastructure is



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the reason why this Budget is nothing but a ghost budget. This

province has been mismanaged by the failed ANC for the past 28

years. The infrastructure collapse in the form of roads in the

North West proves that there is no co-ordination between

national and provincial spheres of government, and that that

which this national Department of Transport seeks to achieve,

will remain a pipe dream for as long as the ANC is in

government.

In a reply to a written question on the allocation of the

Provincial Roads Maintenance grant, PRMG, to North West

province from 2011 to the year 2020, the department noted that

the North West had received well over R7 billion with almost

R2 billion of the total amount sent back to National Treasury

as unspent.

The culture of unspent funds by the North West province is

well documented. A *News24* article published on 3 April 2020,

noted that the North West, which has one of the worst service

delivery records in the country, was on the verge of giving

back R17 billion of a total combined budget of R57,4 billion

to National Treasury because its departments had failed to

spend money. Also note that this is a province whose



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departments have been under section 100 intervention for the

past 3 years, including its Public Works and Roads Department.

Chairperson, this failure to spend money on service delivery,

specifically the building, upgrading and maintenance of both

provincial and municipal roads has had dire consequences and

results for the people of the North West. Residents in several

rural communities in the North West have horror stories to

tell.

Dunga Tshilo, a resident in Modimong Village in Greater Taung,

explains how back in 2006, the late Premier Edna Molewa

introduced the building of road D210. To date, that road

linking Cokonyane and Modimong villages is still a ghost,

making the almost 12 km travel between the two villages

difficult for emergency medical services and public transport,

especially when there are heavy rains.

In the villages of Tlapeng, Mocweding, Mokasa and Matlapaneng,

road D201 which was promised to be upgraded from gravel to tar

back in 2011 was regravelled to the tune of R18 million, only

to leave residents unable to access public transport, schools



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and tuck shops due to the condition of the road after

torrential rains a month after the said regravelling.

The residents of Matsheng, Kokomeng, Molelema and connecting

villages were excited to have the D206 as well as the D208

roads upgraded from gravel to tar. The 10 km road would have

created easy access to more than five villages in the Ba-Ga-

Maidi area. Unfortunately, after two years of having the site

abandoned by the contractor after 56% work was completed and

with well over R40 million spent, the residents of Molelema

have now resorted to fixing their own road as it has now been

completely destroyed by rains while the department and the

contractor remain locked in a battle royal in court.

Chairperson, Pieter Ernest, a broiler farmer for Supreme

Chicken in Leeudoringstad, is in danger of losing his contract

due to the terrible state of the road. Every 40 days, his farm

produces more than 500 000 chickens. About 55 trucks are used

to transport the chickens and deliver 1 500 tons of feed.

These trucks use road D1248 - a provincial road - to access

the farm. Thirty-nine households will be affected should this

termination take place.



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On Workers Day, members of the Montshioa Methodist Church of

Southern Africa in Mahikeng, were forced to fill potholes

found in the streets near the church. Community members,

business forums, and taxi associations across the North West

province have had to dig deep into their pockets to fix access

roads. All this due to the failure of the ANC to govern.

On 7 May, public figure Lebo Molax posted a video on his

Facebook page about the current state of the N12 road in the

City of Matlosana. He jokingly said, as I paraphrase, that

people no longer need to go to Kimberly in order to see the

big hole; the holes on the N12 were enough to become a tourist

attraction. This is deeply saddening.

Chairperson, while I may have singled out the North West here

today, the reality is that provinces such as the Northern

Cape, Free State and others, know exactly what I am talking

about in as far as the conditions of their provincial and

municipal road network is concerned. House Chairperson, I

thank you.

The ACTING HOUSE CHAIRPERSON (Ms R M M Lesoma): Hon members,

you are encouraged and we will continue to encourage you to



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use a black background and a parliamentary background. It

would be highly appreciated because you are deemed to be in

the House. It would give life in terms of the decorum of the

House, as it were.

Mr L E MCDONALD: Hon House Chair, this is a critical Budget

Vote for the transport sector. There is much work to be done

on the infrastructure of rail, roads and ports. The department

has been allocated funds in these programmes dealing with rail

and roads.

It is common cause that South Africa has a developed transport

system in terms of civil aviation, road, rail and ports. This

transport system extends over a relatively vast geography. The

geography as ... [Inaudible.] ... from Cape Town to the south

of Polokwane in the north is equivalent to the distance from

London to Istanbul. It is 102% times bigger than the Ukraine,

and in Europe one will pass through many countries.

The transport system in the country is functional as millions

of people utilise it daily. However, there are a number of

challenges which confront the transport sector and these need

to be dealt with. The rational and the approach of the ANC to



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dealing with these challenges is different to that of the

opposition. If one wants to listen to the opposition and

believe their narrative, it would sound like there is a

complete breakdown of the transport system, which is false as

millions of commuters utilise the transport system on a daily

basis. In this regard, the opposition speaks as though they

prefer to live in another country, in another planet or in a

South Africa of yesterday.

The approach of the ANC is that the people want better

services faster and greater level of efficiency of government.

They wish that the ANC-led government, which is a better life

for all, they want transformation in the transport sector. For

the ANC this means that the transport system in the country

must be preserved, protected and developed in all modes of

transport as this is the key driver of economic development

and growth.

The ANC opposes the destruction of transport infrastructure of

the country, especially rail. It seeks growth of the sector,

and that is at the heart of the matter. This begs the question

of what are the challenges in the transport sector which the



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department needs to attend to in the current financial year

and the next financial year.

The transport sector is a key catalyst to the efficiently

functioning of the economy and must directly contribute to its

growth and development. Therefore, the state of the current

transport system is not conducive to economic growth and

development. It is not efficient, integrated and the

infrastructure requires much investment due to poor

maintenance. The state of the municipal and provincial roads

is a source of frustration for the people of South Africa. Far

too many people are losing their lives on the road and some

because of the conditions of the roads in provinces and

municipalities. The rail network has been seriously damaged in

many parts of the country, mostly due to the inability to

secure the infrastructure.

It is heartening and very positive that the South African

Police Service, Saps, have made a number of arrests of people

and syndicates who have made a criminal career out of

destroying the rail infrastructure of the country through

theft of cable and tracks. The Passenger Rail Agency of South

Africa, Prasa, has been allocated some R19 billion as a



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transfer from the national department and the committee is

expecting results in the form of improved rail services. The

Department of Transport and Prasa must ensure that the rail

network is protected, restored and fully operational for the

transport of goods, freight and people. Municipal and

provincial roads require to be maintained as this is much

cheaper than neglecting maintenance and having to reservice

roads regularly.

The national Department of Transport must work hand in hand

with provincial and local government to ensure that road

maintenance occurs. The silence which exists between different

levels of government in the transport sector does not

facilitate delivery and therefore require closer co-

ordination. Allocated budgets in different spheres of

government must be optimised to achieve delivery.

Yes, hon Hunsinger, it is service delivery. This is what the

ANC-led government is planning on doing. Furthermore, the

different spheres of government and the transport sector must

be held accountable for the funds which are made available for

maintenance and the development of public transport. Most



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people in South Africa do not care about who is responsible

for what road, just that the potholes be fixed.

Apartheid spatial planning placed a majority of black working-

class and the poor away from places of work, and therefore,

these communities are reliant on public transport. In the best

of circumstances, most of these people require to use more

than one mode of transport such as rail and road. This

historical injustice of apartheid negatively impacts on these

communities as they spend much time travelling to earn a

living, and also impacts on their family life. This programme

is funded by government through the national department and

provinces. Therefore, it is imperative that the Department of

Transport ensures that the development of the transport system

occurs to serve such communities which are dependent on public

transport for their livelihoods. This means that the rail and

road transport require to be fixed and be fully operational to

serve our people’s transport needs are at possible cheapest

cost.

The rapid bus transport system requires efficiency functioning

where it is operational and extended to the areas where there

are similar transport needs. Public transport that is



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efficiently organised and integrated can play an important

role to reducing carbon emissions through reducing car fleet

on the roads. For implementation of the single ticket

transport system, this travel for all approaches is critical.

This is also the effect of preserving road infrastructure in

the country.

The entity presented to the committee as part of the Budget

Vote process and is critical that the entity, as a focus on

the Budget Vote, is funded through the special levy as per the

Road Accident Fund Act. The Road Accident Fund plays an

important role as a social benefit scheme for the victims of

road accidents. In the past year, the Road Accident Fund has

paid out R34,2 billion, of which R20,87 billion was paid out

towards loss of earnings as a result of vehicle accidents.

Moreover, some R2,2 billion was paid out on the loss of

support for dependants of vehicle accidents which have lost

breadwinners. In a country struggling to reduce the triple

challenges of poverty, inequality and unemployment, the

payment to dependants is critical as it draws the line for

those families between facing abject poverty and ensuring

their survival.



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Chair, the ANC-led government may not always get things right,

and we will be the first to admit that in the attempts of

ramification, but it is certainly a caring government for

people of the country. The Road Accident Fund has faced many

challenges in the past, both internally in terms of limited

funding in relations to its claims. National Treasury, through

the intervention of the Minister of Transport and the

department, has since stepped in and increased the funding to

the fund. In the past financial year, through the

restructuring of the fund, it was able to achieve a

R3,1 billion in terms of surplus. This is a result of the

review and the process of restructuring which has commenced.

There are a number of challenges which still need to be

addressed in terms of the legislation as well as the

functioning of the fund, including the role of legal

fraternity associated with the work of the fund that requires

to be regulated. There is no substitute for efficient

administration and this certainly has to improve as duplicate

payments are unacceptable. The funding model must be improved

and all forms of corruption must be eliminated from the

workings of the Road Accident Fund. It is unacceptable that

the fund pays higher medical rates than the medical aids and



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this must be corrected. Improving the financial state of the

fund through reduction of liabilities does require

restructuring. A balance between the revenue and claims needs

to be reached in favour of revenue for the fund to operate as

a going concern.

The Road Accident Fund has made slow and steady progress to

improve the government’s operations, including its financial

operations, through the appointment of the new board and

ensure consequence management. Actuarial costs and

investigation costs has been reduced through internal capacity

building as these are now treated as poor functions. Change is

required for improving the function of the fund in terms of

reducing its liability, and must occur within this financial

year through generating further surplus as part of

restructuring. Critical to the operations, the Road Accident

Fund is ensuring safety on the roads to reduce the number of

road accidents and fatalities. Efficient road maintenance will

also have some effect of reducing accidents and fatalities on

the road. Both these positive measures will ensure

preservation of life and as the effect of reducing the number

of claims thereby reducing the upward pressure of funding the

Road Accident Fund. One third of fatalities on our roads in



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directly linked to the failure to wearing seatbelts. We need

to improve basic law enforcement and compliance to the rules

of the road.

Our civil aviation industry, which is a budgeted programme of

the department, functions on world-class standards. Since the

outbreak of the COVID-19 pandemic, civil aviation has not

fully recovered. Both Airports Company of South Africa, ACSA,

and the Air Traffic and Navigation Services, ATNS, as state

entities have traditionally been financially stable state

entities. The department needs to pay close attention to the

financial health of these entities to ensure that they remain

sound in government and financially stable as this has always

been the case since there is no transfers from the budget to

these entities. Now is the time to implement expansion

programmes that will future proof our efforts and make air

travel safer and less costly — new runways and upgraded

airports, to name a few.

The department needs to get used to the idea that it cannot be

business as usual, as the people in their daily lives are

frustrated by the pace of change in the transport sector. It

is important for the department to note that the committee



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will be ensuring that there will be enhanced oversight not

just of departmental outputs of its programmes but also of

deliverable outcomes which improves the lives of the ordinary

South Africans who utilise the transport sector.

The committee wants service delivery to the citizens of the

country, nothing else. We must be able to do more with a

decreased budget in real terms and obtain greater value for

money spent. In simple terms, we are expecting delivery as the

ANC-led government represents the interests of the people,

especially those of the working class and the poor. our future

economic development growth depends on a fully functional

transport system. The ANC supports Budget Vote 40 of the

Department of Transport. I thank you.

The MINISTER OF TRANSPORT: Madam Chair and hon members, thank

you very much for your contributions. First and foremost, I

want to draw your attention not like a broken record, but to

that there is somewhere we are going in terms of the rail

situation in the country. We have now adopted and introduced

the national rail policy which is going to intervene

decisively in terms of our rail network, rail reserves, branch

lines and how we are going to revive them. We are also opening



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up to the public-private participations, PPPs, which is not

privatisation, where we are going to collaborate through

concessions in the implementation of the regulations. Very

soon we will be meeting with the stakeholders to address that.

That will address issues of road freight and logistics -

moving goods from roads to rail. That is the key and

fundamental issue when it comes to business and growth in that

particular sector. That is what we seek to do with the

adoption of the road policy.

We are turning the Passenger Rail Agency of South Africa,

Prasa, around. I saw that talking about the war room has just

been deemed kicked out of the window by hon Hansinger. War

rooms are implemented in situations of crisis to speed up

implementation. What do we seek to speed up at Prasa? It is a

capital project, but a quick turnaround to get the trains

back. I am repeating here in this platform that by October or

November this year all the ten corridors will be back to

operation. I was at the war room yesterday and it is up and

functioning.

We are building capacity at Prasa at the present moment, and

this is what we are doing. This is our concurrent function.



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Working with other spheres of government we do the work of

constructing roads. You can go if you want to politic. Go to

the Western Cape and tell me if you won’t see potholes.

Wherever there are rails you will find potholes. We have said

to our municipalities and all of us that let us have a

strategy of closing potholes because there are heavy rains due

to climate change and that is not going to change. We even had

a road indaba where Tito Mboweni said why do you need an

indaba, just fix the roads? I agree with him. We must fix the

potholes at the municipal level.

Go around Johannesburg if you want to play politics. We are

not in charge there but there are potholes left and right.

Potholes bring about accidents, potholes are a disaster and we

must close them. It doesn’t matter whether they are in the ANC

territory or wherever they are.

The IFP leader who spoke here must go to the Moloto Road. Two

years back the first thing I did was to transfer that road to

Gauteng. We are finished the Moloto Road in the side of

Mpumalanga and Limpopo. In Gauteng we are deep into

construction. We have now allocated more than R2,8 billion to

that project. It is operational. The Moloto people want rail.



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I have said to them that with the new rail policy that is

coming we will be working with them to get it back on track.

At a given point in time it was mismanaged, but now working

with the private sector we will be back alongside

reconstructing the branch lines to get the rails back. We need

feasibility study to determine whether or not that is

feasible. We are hard at work at the Department of Transport

not withstanding challenges.

I am happy we have the leadership of the SA National Taxi

Council, Santaco, here. We have a pact that we will be signing

very soon with the national taxis regulator. Among others, we

are going to see for the first time, the adoption of the

subsidy policy for the taxi industry in South Africa. We are

deep in discussions about formalisation as well as

professionalisation of the taxi industry and addressing the

empowerment. We are moving ahead and we are also intervening

in terms of some of the challenges that we are facing.

Thank you very much, hon members for your inputs. “Ndziya

bulela” [I thank you] to everybody who came to this Budget

Vote and support the Department of Transport. Thanks to the

media for carrying us live. Thank you very much.



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Debate Concluded

The mini-plenary session rose at 15:59.

