**UNREVISED HANSARD**

**MINI PLENARY - NATIONAL ASSEMBLY WEDNESDAY, 17 MAY 2023**

**VOTE NO 40 – TRANSPORT**

***PROCEEDINGS OF HYBRID MINIPLENARY – GOOD HOPE CHAMBER***

Members of the mini-plenary session met at Good Hope Chamber at 15:02.

The House Chairperson Ms M G Boroto took the chair and requested members to observe a moment of silence or meditation.

*IsiNdebele:*

USIHLALO WENDLU (Ksz M G Boroto): Ufuna ukwenzani nabacimezileko?

*English:*

Members on the Virtual Platform please check your gadgets and make sure that your gadgets are muted. Be forewarned.

**APPROPRIATION BILL**

Debate on Budget Vote No 40 – Transport:

The MINISTER OF TRANSPORT: Hon House Chairperson, Deputy Minister hon Lisa Mangcu, Acting Chairperson of the Portfolio Committee on Transport, Members of the Portfolio Committee on Transport, hon Members of Parliament, fellow South Africans, as I deliver my maiden Budget Vote speech as the Minister of Transport I am guided by the wise words of the founding father of our democracy, Tata Nelson Mandela, when he said and I quote:

After climbing a great hill one only finds that there are many more hills to climb.

But regardless of the hills before us the time is always right to do what is right, that is, making the lives of our people and communities better, a kilometre at a time. These words resonate with the acknowledgement that economic growth and social development of any nation is a continuous feat which we must always be committed to at all material times. Our singular focus remains in ensuring that we deliver tangible outcomes our people can see and experience.

Our 2023-24 budget allocation of R79,565 billion will be channelled towards delivering on these tangible outcomes. Of the R79, 565 billion, total transfers and subsidies account for approximately 98% of the department’s expenditure to the tune of R77,9 billion, in the 2023-24 financial year. Of this, R47,2 billion is transferred to our public entities and agencies, and R30,2 billion is transfers to other spheres of government.

House Chairperson, our roads programme plays a pivotal role in facilitating activities related to maintaining the country’s road networks. Investments in road networks are targeted at ensuring that passengers and freight carriers, which haul almost 80% of South Africa’s freight load, have adequate access to safe roads. In this regard, we are working towards finalising South Africa’s Roads Funding Policy by the end of this financial year.

For this financial year, we have budgeted R42,6 billion to fund efforts to construct, upgrade and maintain the national and provincial road networks. Allocation to South African National Roads Agency, SANRAL, is R25,4 billion. Of this budget, R15,8 billion is to strengthen and upgrade the

national non-toll network. Amongst the SANRAL mega projects, we are continuing with construction of the Moloto Road Corridor, the N2, N3, N7 road-network expansion and N2 Wild Coast Road projects which include the construction of the two iconic bridges, Msikaba being the highest in the continent and Mtentu being the longest bridges in the continent of Africa.

We are also in the process to commence with construction work in the North Bound section of the 3.9km long Hugeunot Tunnel, making it the longest road-based tunnel in Africa. These SANRAL mega projects confirm the diverse engineering excellence and profound expertise found right here in South Africa.

Our work to improve the condition of our road network, which includes refurbishment, rehabilitation and eradication of potholes particularly in provincial and municipal roads continues to gain momentum. In the process of undertaking this work, job creation through labour intensive methods remains our priority. We are also working closely with Transport Education Training Authority, TETA, to develop requisite skills.

For the Provincial Roads’ Maintenance Grant, we have allocated R15,9 billion, of which R4,6 billion is specifically earmarked for road refurbishment, disaster relief and the construction of 96 Welisizwe bridges in rural areas.

We also recognise the value of working with research institutions like the Centre for Scientific and Industrial Research for innovative solutions, like the Nanotechnology IT Solutions which we will be piloting this year in the Gravel Road Upgrade programme. It is our intent to employ the Nanotechnology IT Solutions to upgrade our gravel roads to well-engineered, and all-weather condition network.

We are also committed to working with the private sector in a structured manner to address this challenge and create a multiplier effect, in the rehabilitation and maintenance of our provincial as well as our municipal road network.

The work continues to restore and rebuild infrastructure that was damaged by floods during April 2022, that affected the provinces of KwaZulu-Natal, Eastern Cape and North-West. We are committed to ensuring that we build the capacity of our municipalities through support interventions to achieve

efficiencies in road maintenance. In this regard, we are also going to establish a roads war-room to address all road- based challenges.

We are purposeful in our efforts to arrest the carnage on our roads. In this regard, the Road Traffic Management Corporation, RTMC, has introduced a new era in traffic policing training curriculum. We now have the first cohort of graduates, qualified with a NQF Level 6 and have joined the ranks of our traffic law enforcement officers. This new generation brings to the table, fresh and innovative solutions to the intractable challenges of the carnage on our road. They are reinforced by technological innovations to reign-in the lawlessness on our roads and provide visibility 24/7 and 365 days.

We have previously committed to maximising visibility of our traffic law enforcement officers by declaring traffic policing a 24-hour, 7-day job. The number of provinces that have completed the necessary processes has increased and our intention is to ensure that the remaining provinces finalise the outstanding work in this regard, by the end of this

financial year. For this task, we have allocated a budget of R220 million this financial year to the RTMC.

Hon Chairperson, we remain resolute as government to deal with challenges confronting the freight industry. In June, last year, the Minister of Transport together with the Ministers of Labour, Police and Home Affairs, signed an 11–Point Plan with the entire freight industry to find common ground, and thus find each other in the stabilising of the industry. Ours is to continue to build the sector to grow a transformed and inclusive economy served by a modern and resilient transport system.

The Cross-Border Road Transport Agency, C-BRTA, is central in regulating the road freight industry and ensuring its ability to meaningfully contribute to the economy through the implementation of Linking Africa Plan and through the Africa’s Continental Free Trade Agreement. The C-BRTA is a self-funding entity, its expenditure is expected to increase from R274 million to R286 million in the 2023-24 financial year.

Hon Chair, our work towards delivering a public transport system that meets the needs of our people continues to gain

traction. The department plans to achieve seamless integration of all modal public transport operations that provide a public transport system for the delivery of efficient, affordable, safe and reliable transport. In this regard, we will achieve this through the Public Transports Network Grant and the Integrated Public Transport Network, IPTNs, the details of which will be covered by the Deputy Minister.

We are processing the Public Transport Subsidy Policy, which will be published for comments soon after approval by Cabinet. The Public Transport Funding Model will also be approved this financial year. The Taxi Recapitalisation Programme, TRP, remains an important intervention in the transformation of the industry, underpinned by improvement of passenger safety. The budget for the Taxi Recapitalisation Programme increases from R477 million to R479 million in 2023-24.

In this financial year, we will implement the recommendations of the reviewed Taxi Recapitalisation Programme by implementing projects which amongst others includes, the finalisation of the approved 60% ownership of the taxi scrapping agency by the taxi industry. The implementation of Taxi Broad-based Ownership Structures or Co-operatives across

the 57 regions, nine provinces and a single national structure. We will Pilot and monitor the single ticketing system for all government subsidised public transport operators.

The Taxi Relief Fund secured by the Department of Transport to mitigate the negative financial impact of covid-19 on the mini bus taxi industry came to an end on the 31 March 2023.

Approximately, R440 million has been disbursed accounting for over 80 000 operating licenses. Discussions are taking place with the National Treasury to ensure that the unspent funds if possible do reach the intended beneficiaries. We are supporting the parliamentary process of the Transport Appeal Tribunal Amendment Bill as well as the National Land Transport Amendment Bill, for approval, if possible by March 2024.

Hon members, in the 6th Administration, we have made significant milestones which include the historic White Paper on National Rail Policy, which is the first of its kind in the manufacturing of modern trains at the Gibela Rail Consortium Dunnottar factory in Ekurhuleni, and the recovery of critical commuter rail corridors following devastating theft and vandalism of our rail infrastructure.

Our work to rebuild commuter rail continues in earnest. In the last financial year, we committed to recover ten priority corridors. I am pleased that we did not only achieved the target, but we exceeded it by recovering 13 corridors. In this financial year we plan to recover 16 priority corridors total, eight in Gauteng, four in KwaZulu-Natal and four in the Western Cape.

The full recovery of the central line in Cape Town remains our top-most priority. The co-operation between the National and the Western Cape Provincial Departments of Human Settlement, HAD, and the City of Cape Town to relocate the illegal settlements on the rail reserve, will enable us to achieve full recovery of the line. Passenger Rail Agency of South Africa, PRASA, remains ready to execute this project.

For the 2023-24 financial year, we will transfer R20,5 billion to the PRASA. These funds will mainly focus towards implementing PRASA’s strategic corridor recovery programme, signalling – which we have said it has to be prioritised - and continuing with its rolling stock renewal drive. Capital expenditure is expected to increase from R12,5 billion to R12,9 billion. The portion of the transfers to the agency for

operational expenditure increases from R7,2 billion R7,5 billion in 2023-24.

In his state of the nation address, President Cyril Ramaphosa indicated that the National Rail Policy will guide the modernisation and reform of the rail sector, providing, among other things, for third-party access to our rail network. The National Rail Policy pronounced that the Interim Rail Economic Regulatory Capacity, IRERC, will guide the strategic direction for implementing economic regulation in the rail sector. The National Rail Policy mentions IRERC as a model that will be utilized as an interim arrangement for rail economic regulation within its mandate until the transport economic regulator is established. I must announce that the department has commenced the process to develop the urgently required National Rail Master Plan. Which will further assist in the identification of network constraints, opportunities, including infrastructure improvements and rail network expansions required to assist in creating a conducive environment for both private and public sector participation.

Chairperson, as we continue to transform the face of our economy, the transport sector cannot be left behind as we

remain focused on transformation and greater participation to enable the development and growth of a truly inclusive transport sector. It is for purposes of effective transformation of the sector that we have formulated the Transport Economic Regulation Bill. This Bill, when passed, will ensure a level playing field in the sector and ensure regulation of monopolies towards fair pricing and easier access to new entrants among other aims.

House Chairperson, it gives me pleasure to announce that last week, we appointed and introduced the Integrated Transport Sector B-BBEE Council. The urgent task of the council includes ensuring that as a sector we have Integrated Transport Sector B-BBEE Codes to address acute transformation challenges experienced in the main within the aviation, road freight and maritime sectors. And to create a tool to bring awareness and address the skills shortage in ensuring development of black professionals.

The maritime sector remains strategic in enabling economic growth and increased trade. Our efforts to support the maritime manufacturing capabilities, boat building, skills development and training will be strengthened and will be led

by South African Maritime Safety Authority SAMSA. We are testing out different solutions to address the tax regime as an instrument to attract shipping companies to register their vessels in South Africa leading to the growth of our register.

Our aviation infrastructure programme will provide support to the Airports Company South Africa’s Recovery and Sustain Strategy that includes playing an active role to support provincial airports and invest in specialised airports such as drone airports, taking advantage of emerging opportunities brought about by technology in moving air freight. At its airports, the company forecasts a passenger growth of 25,2% in 2023-24 and an increase in air transport movements of 17,3%, growing from 11,7% year-on-year. Revenue is expected to increase to R5,7 billion in 2023-24, driven by the expected increase in passenger numbers as the air travel industry continues to recover from the covid-19 pandemic. We will support Airports Company South Africa, ACSA, to grow its footprint and play a bigger role in building and managing airports in the country and elsewhere in the continent. We equally intend supporting the growth of the domestic aviation industry.

For the year 2022-23, OR Tambo International Airport won Best Cargo Airport in Africa. Cape Town International Airport won the Best Airport, and the Best Airport Staff in Africa award, while King Shaka International Airport won the Best Regional Airport in Africa award. Our three airports continue to be rated amongst the top 100 best airports in the world out

15 500 airports in the world.

The Air Traffic and Navigation Services Company, ATNS, maintains its focus on providing safe, efficient and cost- effect air traffic management solutions and related service, with the bulk of its budget expected to be used on communication, surveillance and simulator systems. Its total revenue is expected to increase from R1,3 billion to R1,9 billion during 2023-24 financial year. The non-regulated business has become increasingly critical for ATNS’s growth and long-term positioning on the African continent. Through its commercial services division, and as part of its service excellence and innovation strategic pillars, ATNS is seeking to further leverage strategic joint venture opportunities on the African continent, thereby extending its services, product offering and geographic reach.

House Chair, the expenditure for the South African Civil Aviation Authority, SACAA, is expected to increase to R894 million in 2023-24. SACAA will focus on strengthening their effort in the implementation of General Aviation Safety Strategy through the use of innovation and technological solutions. I am pleased to announce that the SACAA led a co- ordinated process of audits conducted by the following international bodies. The United States Federal Aviation Administration following an audit conducted in November 2021. The final outcome audit assessment confirmed that South Africa has retained its category one status with the United States.

The benefit of this outcome is that South African Airlines, can operate directly into the United States of America, USA, with no hindrance.

In August 2022, South Africa was also subjected to a Universal Security Audit Programme by the International Civil Aviation Organisation, ICAO. I am pleased to confirm that South Africa has now received the final report from ICAO and the state received an unqualified audit opinion with no significant security concerns raised by ICAO.

In November 2022, South Africa’s aviation security cargo system was assessed by the United States of America Transport Security Administration, TSA. The outcome of this assessment confirmed yet again that the cargo security system of South Africa is on par with that of the USA. As a result, the TSA granted South Africa permanent recognition. This means that South African cargo operators wishing to operate in the USA can do so unhindered, without a need to undergo individuals’ assessment by the USA.

In March 2023, we were again audited by ICAO under its Universal Safety Oversight Audit Programme. From this audit, South Africa did not attract any significant safety concern and received an overwhelming effective implementation score of around 92%. This is a significant improvement from the 87,39% that ICAO gave the country in the 2017 audit. The recognition of South Africa’s aviation systems by leading aviation states and bodies such as ICAO has huge economic benefits for the state and the operators in our country.

We pride ourselves as Team Transport for the progress and achievements recorded, which sometimes seemed as insurmountable hills to climb. But with the support of the

former Minister of Transport Fikile Mbalula, Deputy Minister hon Lisa Mangcu, the Director-General of the Department of Transport Advocate Mlawu, the boards, the CEOs, the Executive Management of both the Department of Transport and our state- owned entities, SOEs, and public entities as well as the Ministry, led by the chief of staff and the advisors to the Minister, departmental staff and the entire sector industry stakeholders. The diligent team work, commitment have made the hills to become enablers to economic growth and development opportunities.

As I conclude, regardless of the hills, the time is always right to do what is right. We know there are hills but the time is always right to do what is right. House Chairperson, I present the budget allocation for the Department of Transport Budget Vote 40 for the financial year 2022-23. I thank you.

Mr L E MCDONALD: Hon House Chairperson, hon Minister of Transport, hon Deputy Minister of Transport, hon Members of Parliament, ladies and gentlemen, this country has an extensive and modern transport network in different modes in the form of ports, roads, rail and civil aviation. It is transport system which is functional and making a recovery

from the period of COVID-19 pandemic. While ports, road and rail made a quicker recovery, the aviation industry is still steadily recovering with passenger numbers increasing daily. Transport is a key driver for our economic development and inclusive of economic growth as it is critical for moving people, goods and service as in freight. Therefore, this Budget Vote and the department’s programme must ensure the restoration and development of the different modes of transport. Transport infrastructure and development is a key economic reconstruction and recovery plan ensuring that people are linked to markets and can access markets easily. That is crucial. The current challenge in the transport sector is to ensures infrastructure investment in passenger and freight rail and develop rail infrastructure including passenger rail stations which have been vandalised especially during the COVID-19 pandemic.

Moreover, investment in the infrastructure need to be protected as South Africa is a capital scarce country and therefore it can only afford to build the same infrastructures once. Moreover, the funding model utilised through the budget is decentralised in a delivery. In other words, the department developed legislation, policy and transfer budgets to the

provinces and entities which are delivery instruments for the Department of Transport’s infrastructure. These entities report directly to the department and are assigned responsibility by the national Department of Transport. This decentralised funding model is our significant and accountability has created challenges in ensuring transport infrastructure delivery. Therefore, it is significant that in this year the review of the annual performance plans, APPs, the department will receive detailed reports from the province on the progress related to the development of the transport sector. This will enable the national department to utilise road grants and other grants for their budget.

The discussion on the annual performance plans has indicated that the provincial departments report quarterly on the progress to the national Department of Transport this will ensure that infrastructure development occurs in the transport sector and that the projects can be efficiently implemented.

The infrastructure projects in Transport are intended to deliver the necessary infrastructure and create jobs through the different projects.

The department has seven programmes and a budget of

R79,6 billion. This department programmes are administered with a budget of only R516 million, less than 1% of the overall budget. This means that the bulk of the budget is geared towards developing the transport system for the benefit of the public and perceived as an essential driver for our economic growth which is critical for the implementation of the ANC government’s priorities and programmes for transforming the transport sector.

In the past the department has been underspending in this programme due to vacancies in critical positions. This must be addressed in this financial year as it negatively impacts on the implementation of the programmes. The integration transport planning programme with a budget of R89,4 million is important for the country to ensure that integration and linking the different modes of transport to ensure efficiency. Most of the budget is dedicated to road, rail and public transport service delivery. These modes of transport are essential to the people as rail remains the cheapest and most efficient mode of transport for the movement of people and goods. The Passenger Rail Agency of South Africa, Prasa, has been allocated budgets for the development of stations and the

opening of railway lines. This need to occur in this financial year. Rail is a transport of choice for the working class and the poor and it is an efficient and the most cheapest form of transport.

The budget for the rail in this Budget Vote is R20 billion, which is geared towards the infrastructure development and the improvement of services. The road transport budget is the largest in the Transport Budget Vote at R42 billion, which is over 50% of the budget at which much work needs to occur on road infrastructure in terms of maintenance and new developments. In addition, this budget included building bridges to ensure that people can access markets and modern conveniences of life. Road transport remains the primary mode of transport and the department and its entities have planned much development for this financial year. Projects must be implemented effectively and efficiently, and within the budget.

The civil aviation programme has mainly many essential components and the regulatory function to ensure the safety and the development of the sector. This is critical as the tourism industry heavily depends on this transport mode. The

budget for this programme is R314,5 million. The maritime programme has a budget of R379,2 million and it is a critical priority for the ANC government to develop the oceans economy including developing ports that facilitate essential imports and exports.

The improvement in public transport in terms of the road transport through the Bus Rapid Transit, BRT, system, taxi industry and its linking with rail is a key delivery and priority for the ANC government as it seeks to provide reliable, efficient and safe mode of public transport at a cheapest possible cost to the working class and the poor. It is vital in the fight against poverty, inequality, unemployment and the historic economic exclusion from the transform people’s lives. This programme seeks to enhance the lives of the working class and the poor and create better life for all. Expanding the BRT system through its plan to more cities is important for more efficient public transport system. Furthermore, it is important to ensure that the transport subsidy for public transport benefits the users of public transport and buffers the community from increased costs or high costs of public transport.

The regulatory structure that deal with the implementation of the transport regulations must be functional regarding safety and other functions. Our transport system must continue to operate on the highest standards possible and international norms and regulations as it has historically been the case.

The portfolio committee made several essential observations in the Budget Vote and it is critical to bring that to the House to during this debate. The committee appreciated that the annual performance plans of the department had a refreshed focus as it assess what worked and what did not work in terms of the priority areas and its alignments. The committee also observed that the programmes for dealing with potholes to the Vala Zonke potholes programme has commenced and so is the bridge repairs. This observation also needs to be coupled by the Welisizwe rural bridges programme. So, the opposition’s criticism of road maintenance and using potholes as an example will, through this Budget Vote, end up in a fixe pothole covered in tar.

The report also makes important recommendations in the Budget Vote - the report on the filling of vacancies in the

department which impacts the quality of the implementation of programmes and is a cause of underspending in the department.

Moreover, it looks critical at road maintenance and the backlog in issuing driver’s licenses, and it recommends the necessity of regular report back on the progress to the committee. The department must respond to its observations and recommendations of the Budget Vote.

The ANC government under current fiscal conditions seeks to impact for quantitive spending which gives more value for money and ensures that the transport infrastructure is developed, and the public transport system improves the quality of live of people. Therefore, corruption has no place in the delivery of efficient transport sector in this country as it is a key deliverer driver of the economy.

The Budget Vote report reflects a plan of action by the department to implement projects to improve the transport infrastructure for the benefit of the people and the country’s economic development. This is imperative as it is an integral implementing and economic reconstruction and recovery plan.

Constructive criticism by the committee of the department has

led to us having a Budget Vote on the Transport which is oriented towards delivery of our goals in the transport sector.

The Portfolio Committee on Transport keenly awaits the reports from the department informing it of the progress later to the delivery achieved with the various programmes, but especially concerning those programmes which ensure the development and efficiency of the transport system. The ANC supports Vote 40 on Transport. Thank you.

Mr C H H HUNSINGER: Hon House Chair, after lockdown was lifted a year ago, we now find ourselves in a new setting with new circumstances. In a generalised context, that includes a deteriorating economy, acute cash difficulties, business confidence at a low, fiscal credit-rated grey listing, unresolved supply and value chain operations, catastrophic brand damage, and the biggest indicator of worse times lying ahead, our GDP data, which came in three times worse than expected. Seven out of the ten major sectors shrank.

It is far more difficult to make transport in South Africa function after the shutdown, than it was before. The 750-day

shutdown and how it was handled will have long-term implications on transit, transport, transportation and the ability to regain traction on the necessary enabling economic climate.

In scrutinising this budget, signs of impactful measures to win back on what was lost should stand out. From a budget in these conditions measures to prioritise facilitating growth- enablers should be clear & upfront.

Instead, what surfaced was best described in the words of Peter Ferdinand Drucker’s famous quotation: “There is nothing worse than doing the wrong thing well.” The unmet budget expectations implied by this quotation, however, is just one layer of the scope of disappointments.

Despite the critical need for an absolute focused approach to this year’s budget under ANC control, the portfolio committee interviewed the least number of entities that I have seen in nine years.

Even worse, it appears that the committee’s oversight procedures have remained in shutdown mode. There hasn’t been a

single formal site visit by this portfolio committee to any of the 12 transport organisations. In contrast, the DA has undertaken a multitude of inspections and engagements because we believe in seeing for ourselves.

One simply cannot fix everything that is wrong with the budget. For this reason, with the start of this term, four years ago, the DA suggested some very important combined portfolio committees’ meetings. Disappointingly, the ANC decided to ignore this proposal and avoid interaction with other portfolio committees, which shows the disinterest to address and solve problems.

The involvement of SAPS in finding solutions to safety and investigation concerns relating to public transport on roads and by rail was not seen as being beneficial by the Transport Portfolio Committee.

Furthermore, it was not thought necessary for this committee to meet with the Justice Portfolio Committee to discuss major trends in asset theft and vandalism, how punishments are applied in courts, and what legal changes are required to protect users and property. These serve as two pertinent

examples among others, like coastal matters with the environment, education about scholar transport, and Defence on marine disasters preparedness.

The DA also requested for the schedule of proposed pieces of legislation four years ago, so that we may plan more effectively, gain insight, and set priorities for significant change. Such a list or pipeline has never been able to be given to the committee. Under ANC control, the portfolio committee’s role has largely been reduced to line-following and rubber-stamping.

With the couple of Bills and amendments that were tabled, as in 2009, the National Land Transport Act was rushed through process and embarrassingly, had to be returned to the committee. As with the AARTO Bill, our warnings about conflicting content with the Constitution were not taken serious by the ANC.

Similarly, for the same reason, implementation of the AARTO Act is in suspense pending a Constitutional Court ruling. For the same reason, the hasty finished the Economic Regulation of Transport, ERT Bill will likely also end up at the

Constitutional Court. Such delayed and underdesigned Acts and regulations cause ripple effects to the ongoing annoyance of, in the case of AARTO, traffic law enforcement, because through this, inappropriate road user behaviour is seemingly tolerated.

*Afrikaans:*

Ten speite daarvan da tons aangemoedig is met die spesifieke aanstellings van jongste Minister van Vervoer, het ons no uses Ministers van Vervoer in slegs agt jaar gehad, die meeste met ’n plaasvervangende DG om elke nuwe regime of skema te lei.

Die groter gaping tussen die behoefte aan regulering en die skep daarvan is een aspek van bestuur wat erg belemmer is deur die vinnige wisseling en “musical chairs” speletjies. Daarmee is die broodnodige konsekwentheid in rigting deur visie en stabiliteit heeltemal verontagsaam, maar dit is nie al wat misgekyk is nie.

Die DA beskou dit as die hoofrede van ooglopendde voortslepende bevoegdheids tekorte binne die department, ook in hierdie begroting deurdat daar reeds beplan word vir die

besteding van R250 miljoen aan konsultante op die gebied van openbare vervoer alleen.

*English*:

One such consultant-driven product was the underconsidered, Economic Regulation of Transport Bill. This has been a matter of great concern, since it will introduce yet another Transport entity. It received the ANC’s approval despite having very little information about how tariff, tax, and fee- related functions will be moved from all the 12 existing entities into this new fantasy SOE.

Prof Shabir Madhi, Dean of the Faculty of Health Sciences at Wits University, accurately described similar conditions during lockdown when he said, and I quote: “Pretending that we are achieving anything with regulations that are obsolete and not fit for purpose, and pretending you are still achieving anything with them, demonstrates the incapacity of the government to understand what it is trying to achieve.” A statement made during lockdown but with profound application at nearly all levels, sectors and events under ANC control.

The most recent example is the Road-to-Rail Dream project – a newly adopted KPA with all sorts of imaginations and detached ideas. And this is why. Ten years ago, Transnet enjoyed nearly 30% of the container share between Durban and Gauteng and in 2022, Transnet had less than a 13% share of container movement. The difference is what we experience on the road and in the form of truck volumes. Because, from 2008 to 2021, containers through Durban harbour grew by 40%, 25% in the first three years alone. Transnet simply missed out and the trucking industry gained the competitive edge.

The two important economic elements to acknowledge in this equation is that market share lost is not gained back over the same period, unless dynamic measures are included in a convincing turnaround plan. It boggles the brain how the Department of Transport imagines having any impact on reducing trucks and increasing rail freight when they have no control or administrative authority over Transnet, since it is an entity under the Department of Public Enterprise.

Given the same challenge, under DA control, we would immediately engage in merging Prasa and Transnet and lay the outdated Succession Act to rest. With this, we will get rid of

the current ridiculous habit of cross-invoicing and absurd payments between passenger and freight rail operations. Yes, Prasa pays Transnet and vice versa for using different sections of the same Railtrack, platforms and locomotives while all assets belong to the same one state. A ridiculous and absurd state of affairs which only makes sense to the ANC.

In merging Prasa and Transnet, more than a billion Rand will be saved every year. This saving can be used to, for instance, re-establish freight terminals along active transportation routes instead of trying to make the current freight route configuration work. A billion Rand saving every year would go a long way in fixing infrastructure, securing assets and expanding on current networks.

While we do acknowledge the progress made and efforts demonstrated to get Metrorail trains running again in the four main urban Metro regions, the same progress in administration & management control remains to be seen. The so-called ghost employees are a case in point. Payments to the approximately

3 000 mystery employees of Prasa as a portion of the

R28 billion in unauthorised expenditures reported to National Treasury. Pay checks were drawn by ghost employees, whose

existence had failed to be confirmed. This, in the presence of the Prasa Board of Control, which assumed office in October 2020 that is still in place and ostensibly, still in charge.

The DA criticizes this reckless and unacceptable situation.

*Afrikaans*:

Behalwe vir Sanral het geen van die ander entiteite hul strategiese en kooperatiewe planne en jaarlikse prestasieplan met die portefeuljekomitee bespreek nie. Prasa en die Padongelukke Fonds het sommer blatant besluit om die fidusiêre vereistes te ignorer.

Met verskeie entiteite se rade wat vanjaar verval, is die DA bekommerd dat daar geen rugsteunplanne in plek is nie, dat aanstellings nie gesinkroniseer sal word met die siklus van sakebedrywighede nie, en dat entiteite bedryf sal word sonder die nodige aanspreeklikheid en oorsig in plek nie.

*English*:

This Transport budget under ANC control does not reflect the advancement of opportunities for the people of South Africa. Proof of this can be found with rail infrastructure maintenance & investment that will decrease by 55% from

R42 million to R19,7 million; the crucial road program budget will decrease by 32% and the aviation budget will decrease by 29%.

Talk is cheap and ANC promises are free. The tradition of fiscal dumping and careless management must end. The DA is ready for the opportunity to be entrusted with this and this budget. Vote DA and let’s fix this.

*IsiXhosa:*

Ndiyabulela ngexesha enindiphe lona.

*English:*

I thank you.

*Afrikaans*:

Ek dank u.

Ms N J NOLUTSHUNGU: Greetings to the President and the commander-in-chief of the EFF, President Julius Malema, the officials, commissars, Members of Parliament and fighters. The year 2023 marks a very special year for the EFF since the formation of this revolutionary movement. We have been

fighting for the functioning transportation for the working class for the past 10 years, we have been advocating for functioning and capacitated state-owned transport companies for the past 10 years and we have been at the forefront of the unbroken struggle for accessible public transport for people with disabilities.

As we mark this important milestone in the fight for the EFF, the EFF will hold its 10nth anniversary on 29 July 2023 at the FNB stadium. We call on all businesses, progressive institutions in the financial sector, and black professionals employed in banks, insurance companies and the broader financial sectors to join and finance the revolution. To donate, you can simply visit the EFF online, donations.org and make any contributions. We also invite progressive stakeholders to buy tables for the 10nth anniversary gala dinner. To do this, you can get in touch with the EFF Treasurer-General.

Chairperson, while we are expected to approve a budget that only benefits the few, and the large percentage of this budget goes to unintended recipients, after 29 years of democracy, there are still communities without bridges to cross rivers.

Children are prevented from going to school when these rivers are full to floods. Some have drowned and died when crossing these rivers in KwaZulu-Natal and the Eastern Cape. In the Eastern Cape, there are still areas that are inaccessible, due to the condition of the roads.

The introduction of scooters to be used as the ambulances by the former Minister of Health, was as a result of the normal vehicles inability to access most villages in the Eastern

Cape. The corruption at the Passenger Rail Agency SA, Prasa, continues unabated, and is condoned by the ANC. The current Chairperson of Prasa was fined for using state funds for his own benefit in his previous position as the Minister of Safety and Security. The very same person, in his new role as the Chairperson of Prasa, is staying in the Prasa property once again, using the state resources for the benefit of his own family. One wonders why he was appointed after having been fined for corruption in his previous position, but it’s only the ANC that can answer that.

Whistle-blowers at Prasa are targeted, sidelined and unfairly removed from their positions. Whilst we agree and are happy that there is progress in resuscitating rail, we cannot allow

a situation where the infrastructure is deliberately destroyed by removing security measures, leaving it to vandalism, and yet, we are expected to approve the budget without raising these issues, including that of over three ghosts’ employees of Prasa. Certain individuals are appointed by the ANC in these positions, and they do not care about the wellbeing of the poor South Africans.

While thousands of road accident victims have been waiting for years for their compensation, all the CEO of the Road Accident Fund, RAF, is concerned about, is to look good on paper. He is changing the accounting system in order to look good on paper, whilst the reality shows that there are still thousands that are still not paid, due to a shortage of funds. This is shocking. After 29 years of democracy, thousands of children are still not accommodated in the scholar transport programme, and there is still no direction as to which department should the scholar transport be sitting with.

The road infrastructure that was damaged by floods is still not fixed, especially in Chris Hani Region and some parts of KwaZulu-Natal. Operation Vala Zonke was launched a year ago to get rid of potholes. It came as a shock when the Department of

Transport indicated that, the system they are using to detect potholes cannot tell them where the place is. The recent accident on old Natal Spar Road in Vryheid as a result of potholes, bears testimony to the lack of commitment to get rid of potholes after a commitment by the former Minister to resurface roads and close all potholes.

Taxis are the most people’s only option for daily travel, accounting for 70% workforce. A move towards the formalisation of this industry was established in 1999 under the Taxi Recapitalisation Programme, TRP, but 24 years down the line, the industry is still in the process of being formalised. The ANC government is committed to providing a safe, accessible, affordable, efficient and reliable public transport system for all the South Africans, but in reality, our public transport system is inaccessible, it is expensive, it is unsafe, inefficient and very unreliable.

Finally, Chair, seven percent of the South African population is made up of people with disabilities, and no provision have been made for them to access the different modes of transport. The response to this challenge, we are told that is too expensive. As long as the transport for people with

disabilities is not catered for, the EFF rejects this budget.

{Interjections.] [Time expired.]

*IsiZulu*:

Mnu K P SITHOLE: Asibonge kakhulu, Mphathi wohlelo, ...

*English:*

The HOUSE CHAIRPERSON (Ms M G Boroto): Order, order members.

Mr K P SITHOLE: By the end of the third quoter of 2022, the Department of Transport and its entities had underspent its budget by approximately, R1,5 billion. Despite this, there are many challenges that needs urgent address sch as the poor state of our roads, bridges that have collapsed and in need of repair.

*IsiZulu*:

Mhlonishwa Ngqongqoshe, imigwaqo yethu imigodigodi. Noma ungasuka uyekuphi, umhlonishwa uKhumalo uyazi uma usuka eNquthu uya eSbitana ukuthi kufanele uhambe kanjani, kunzima.

*English*:

With these challenges that fail the citizens of our country daily, it is unbelievable that the department and its entities think that their underspending of the budget will solve these issues. It is especially contradictory that the entities under

the department such as the Passenger Rail Agency SA, Prasa, SA Maritime Safety *Authority,* Samsa, and Road Traffic Infringement Agency, RTIA, are underperforming and failing, by blaming the lack of funding whilst also underspending.

These entities have also yet to submit their Annual Performance Plans, APPs, to Parliament, which clearly show their lack of will to account to the people of this country. We call on the Minister to provide answers on how the entities under this department can achieve their turn-around strategy if they are grossly underspending their budget. Hon Chairperson, the IFP has continuously been calling for formalisation of taxi industry, and unfortunately, this has turned out to be a nonstarter programme.

This government is failing to approach all relevant stakeholders in the taxi industry, such as the National Taxi Alliance, NTA. This means that, one of the biggest taxi associations that transports millions of people has not been

given an opportunity to contribute to how its formalisation could look like. This is unacceptable, as more than 15 million people make use of this vital industry per day. Public transport in South Africa is a key player in the travel and economy of our country, yet the government has not sought to make key changes that will protect all commuters and especially our children.

We must seek to standardise scholar transport in all provinces. where scholars have access to safe, reliable and affordable transportation. We cannot continue in a fashion that would knowingly put our children at risk. Currently there is a situation where scholar transport in some provinces are in the care of the Department of Transport, and others under Basic Education. Whatever the government’s reasons are for splitting the two, we must ensure that this system of transportation meets the highest possible standards of safety, reliability and cost-effectiveness.

*IsiZulu*:

Mhlonishwa Ngqongqoshe, izingane zethu zeqa imifula, zihamba amabanga amade, ngicela ukuthi sibuyisele isithunzi sezingane zabantu abampisholo.

*English*:

The department needs to account for the misalignment between the plans it shares every year in the National Assembly and its actual performance and service delivery, or its lack thereof. Despite the above-mentioned concerns, the IFP has carefully considered its view to support the Bill. Thank you very much.

Mr P MEY: Dankie Voorsitter. [Thank you, Chairperson.] I’ve said in my maiden speech I’m a ground level politician.

*Afrikaans:*

Dit wat ek sien in die ANC op grondvlak verskil 100% van mekaar.

Die sterkste ekonomië in die wêreld beskik oor die beste vervoerstelsels. Die vervoerstelsel is die slagaar van enige land se ekonomie. Sonder dit kan geen ekonomie groei nie. Dis die rede waarom Suid-Afrika vandag in hierdie gemors is, dat werkloosheid toeneem, en alles verval.

In 1994 het die ANC een van die beste vervoerstelsels oorgeneem. Wat het gebeur? Daar was geen politieke wil om

daardie goeie stelsel te behou nie. Daar is niks onderhoud gedoen nie. Niks is gedoen om te verbeter nie.

Die kontrak van China is ’n baie goeie voorbeeld. Suid-Afrika gaan ’n kontrak aan met ’n vervaardigings maatskappy in China

- biljoene rande, bedryf deur die Guptas, die helde van die ANC. Wat gebeur? Kontrakbreuk word gepleeg. Die 160 lokomotiewe staan iewers geparkeer. Ek weet nie in wie se agterplaas nie.

Dan vra ons onself af, wat van die arm mense van Suid-Afrika? Wat van hulle? Daar word nie omgegee nie. Ek het redes hoekom ek dit sê. Ek het nou die dag in die portefeuljekomitee, nie die eerste keer nie, verskeie kere al genoem, ... Mnr McDonald, u kan maar hande wys, maar ek sê vir u, tussen Uitenhaag, Dispatch en Port Elisabeth loop sedert Februarie 2022 geen Metro trein meer nie. Hoekom nie?

Ek het by Prasa uitgevind enhulle het nie lokomotiewe nie, want die Guptas besit vandag die treine. As jy ’n arm man in hierdie land is, en jy leef van ’n klein salaris of loon, die retoerkaartjie tussen Port Elisabeth en Uitenhaag is R18. Die

taxi R70. Hoe moet jy oorleef? Dan sê die ANC hulle staan op vir die arm mense in hierdie land. Dit is nie waar nie.

Ek het al hoeveeel keer gepraat, Joubertina twee jaar en drie maande! Die ANC doen niks daaraan nie. Die DLTC is gesluit deur die bestuurder. Hy ignoreer die seniors. Hy ignoreer die Minister en almal. Hy sluit hom ’n jaar voor die verbeterings aangebring word. Ek het almal gaan sien, insluitend die inspektoraad wat hom opdrag gegee het, maak oop. Hulle voel niks.

Wat gebeur met die armes? Hulle moet George toe ry om uit te baseer vir hulle lisensie. Maar ek wil dankie sê vir die nuwe Adjunkminister van Vervoer wat onderneem het om binne weke Joubertina en Port Elisabeth te besoek. Ek waardeer dit opreg en sal kyk dat u dit wel doen.

’n Goeie treinstelsel, ’n goeie spoorweë, vervoerstelsel kan duisende werksgeleenthede skep. Ons was op ons besoek deur die nega provinsies. Op De Aar staan ’n man op. Hy het 37 jaar diens by die spoorweë gehad. De Aar was in 1970 beskou as ’n stad in wording. ’n Getal van 200 mense het op daardie stasie gewerk. Weet u wat vandag daar oor is. Hy is gesluit. Daar is

niks. Net drie sekuriteitswagte. Ek het vir die ANC dit uitgewys.

Ons het soveel baie probleme. Die belangrikste vier wat ek kan uitlig is verouderde spoorlyne, nie genoeg fondse nie, tekort aan kundigheid en swak infrastruktuur. Daar is meer as 20 miljoen potholes [slaggate] in Suid Afrika. En ek wil daar darem vir u sê dat met die nuwe projek wat aangepak word, kan ek duidelik sien dat daar ’n verbetering in die Oos-Kaap is.

Dit word op ’n professionele wyse gedoen, en ons is baie dankbaar daaroor.

Niemand hou van die taxis in Suid Afrika nie. As jy ’n motor bestuurder is, hou jy nie van hulle nie. Wat gebeur? Hulle vervoer 105 miljoen mense per week. Die treine, 1,7 miljoen.

Ek will oorslaan, want my tyd loop uit. Sanral, baie dankie vir wat julle doen. Julle doen uitstekende werk. Ons nasionale paaie is in ’n goeie toestand. Ek sien die R62, die alternatief vir die N2, gaan ook nou opgradeer word. Dit is goeie nuus vir al die mense langs die R62.

Ek wil net afsluit om te sê, Mnr ... [Tyd verstreke.]

Mr W M THRING: Hon House Chairperson, as we consider this Budget Vote with an allocation of some R69,1 billion, the ACDP is keenly aware of the importance of our transport modalities, be it road, rail, civil aviation, maritime, or public transport. From time immemorial, nations have understood the importance of the different transport modalities, be it the Silk Road, Spice routes, the Trans-Saharan trade route, or the Biblical Kings Highway. These routes were valued, protected, and maintained because of their value in growing the economies of the nations of those times.

Regrettably, the same cannot be said of this department because in the view of the ACDP, it has failed to value, protect and maintain the key transport modes entrusted to it. Both Passenger Rail Agency of South Africa, Prasa, and Transnet have become an embarrassment to our citizens and the business community. Across the country, train services are suspended on several major lines that take people to and from work due to poor management capacity, corruption, inadequate security, which in turn leads to theft, vandalism and the neglect of infrastructure.

Mr Njombo Lekula, the Managing Director at Pretoria Portland Cement Company, PPC, laments that transport freight rail, the backbone in the movement of materials in South Africa, is beset by many problems, rendering it incapable of carrying out its mandate of shifting the movement of bulk goods from road to rail. Mr Lekula further states that it is embarrassing that Botswana Railways is performing better than Transnet Freight Rail, whereas our rail network should be operating as a first class one on par with some developed countries.

Instead, what we have is a collapse of our railway network, with the resultant increased usage of trucks and damage to our national, provincial and municipal roads. This has caused gridlocks at border posts such as Lebombo, adding to time and cost inefficiencies. Additionally, the cost of lost export opportunities owing to Transnet inefficiencies is said to be over R50 billion in 2022.

The ACDP would like to give some free advice, Minister, to you and the ruling party, as a solution to our failing state-owned entities, SOE’s. The Singapore success model called Meritocracy, Pragmatism and Honesty, MPH. M, standing for Meritocracy; appointments, procurements must be based on

merit. P, Pragmatism, stick to what works. Failed ideologies must go. H, Honesty, where honesty is prevalent and valued, corruption is defeated. MPH is what your department needs, Minister, and the ruling party and you will find MPH in the ACDP. I thank you. [Time expired.]

The DEPUTY MINISTER OF TRANSPORT (Mr L N Mangcu): Hon House

Chair, chairperson of the portfolio committee, Minister of Transport, Ms Sindisiwe Chikunga, Ministers and Deputy Ministers, Director-General of the Department of Transport...

*IsiXhosa:*

... Tshawe nkosi, amaTshawe zinkosi...

*English:*

... hon members, colleagues and fellow South Africans, good afternoon. It is indeed a great honour and privilege which I do not take lightly to be given this opportunity to debate this Budget Vote before this House. We do this as we marked last month, 30 years since the brutal killing of Comrade Chris Hamilton Hani by the enemies of democracy who still exist today. The heartless killing robbed us of a leader, a father

and a visionary. We have not forgotten, and your death will not be in vain.

We also learnt with shock and horror of passing of 14 people in the last few days, six of whom were killed on the N2 between Mossel Bay and Voorbaai in the Western Cape on the 13th of this month, and 32 people were seriously injured.

Eight more people were killed on the N2, 14th near Sibangweni outside Umtata. We extend of heartfelt condolences to all those families, and we wish those in hospitals a speedy recovery.

Hon members, road crashes and deaths not only have a devastating impact on individuals and their families but carry the potential to place additional pressure on the country’s already strained healthcare system and lead to a loss of economic productivity. House Chair and hon members, in the words of President Obama which are very relevant and having listened to some of my colleagues earlier on, he has this to say, and I quote, “The cynics may be the loudest voices, but I promise you, they will accomplish the least”.

Road safety remains an important pillar to making transport the heartbeat of the economic growth and social development. It is in this light that as a Department of Transport we have set ourselves a target to reduce road fatalities. The task of achieving a reduction of 25% of road fatalities looms large and requires of us collectively to employ different methods to dent this phenomenon on our roads.

After successfully piloting of the Administrative Adjudication of Road Traffic Offences, Aarto, we were set back as one colleague said earlier, by the Gauteng North High Court and now the matter is before the Constitutional Court. We, accordingly, have set aside the expenditure for the Road Traffic Infringement Agency, RTIA, which is expected to increase at an average annual rate of 4,5% from R487 million to R555,6 million by 2025-26.

On the Road Accident Fund, RAF, we have a legislative mandate to compensate victims on road accidents or crashes. Although the RAF has not been receiving good media coverage of late, I have the privilege and honour to say this entity continues to perform exceptionally well despite all the negative talks.

After monitoring quarter 3 and quarter 4, I can share that a

total value of claims paid out over the Medium-Term Expenditure Framework, MTEF, period signally decreased.

Railways provide a safe and sustainable form of transport worldwide. Whilst the actual level of safety achieved can vary widely even within economically developed areas such as the European Union, railways are typically amongst the safest modes of transport. Inevitably ...

*Afrikaans:*

Sê weer.

*English:*

You see that is the issue, when you listen you do not talk. Inevitably, this level of safety comes with an associated cost and balancing safety performance and cost is one of the key global themes.

The Rail Safety Bill seeks to improve the regulatory framework of the railway safety to improve the safety of passengers and freight. It seeks to repeal the National Railway Safety Act.

Cheers! The department seeks to improve competition in the rail sector by finalising the private sector participation

framework by March 2024. The Railway Safety Regulator, RSR, continues to elevate the safety of our railways at the global level. To this end, the RSR will be hosting international rail safety experts at the International Rail Safety Council here in South African in the Western Cape from 1- 06 October 2023.

Expenditure is expected to increase at an average annual of 3,6% from around R263,2 million to R292,5 million in 2025-26 fiscal year.

On the ports regulator sector including the Transport Economic Regulation Bill, this passage of this Bill requires of us to play catch up in the implementation because we are two years behind schedule. The Ports Regulator will morph into the Transport Economic Regulator, we will therefore attend to the administrative issues that will ensure our readiness to hit the ground running upon the promulgation of the law. We will immediately get down to work to ensure that once the Bill is signed into law, the Economic Regulator is fully operational within reasonable time.

One of the department’s priorities in this financial year is the development of effective economic regulation mechanisms

for the transport sector to increase competitiveness and access to transport modal networks. We acknowledge the potential of the maritime transport sector to create jobs and transform the sector, by among others, bringing in new entrants and exploiting the whole value chain for the achievement of economic transformation.

To this end, the Ports Regulator of South Africa will prioritise the reduction of costs for maritime as a priority sector by increasing efficiency and effectiveness in our ports. Expenditure is expected to increase at an average annual rate of 2,9% from R44,5 million to around

R48,5 million.

On Integrated Transport Planning front, government continues – listen to this, listen to this -

*Afrikaans:*

Luister now, mooi...

*English:*

...government continues to improve the lives of South Africans and our contribution as the Department of Transport

is to continue to be in the area of mobility of the citizens. In the previous financial year, we continued to monitor the performance and rollout of the so-called Bus Rapid Transit, BRT, system which is out of the Integrated Public Transport Network, IPTN. This year we are working on assisting the three metros that were suspended to get back into the system. I want to say to the members and the citizens of Msunduzi, Buffalo City and Mbombela, we are coming your way; you are going to have your BRT this year.

Furthermore, the department is focussing on some of the following key interventions, but certainly not limited to, finalising the National Public Transport Funding model. The key thereof is to subsidise the user irrespective of the mode of transport they use. We will develop and operationalise a National Public Transport Regulator, NPTR, which will be fully responsible for all functions envisaged in the National Land Transport Act. Full implementation of the recommendations of the review of the Taxi Recapitalisation Programme.

House chair, I am pleased to announce, once more, to those citizens of major cities that we will be coming. We are

committing to a more interventionist approach in our monitoring and evaluation function.

House Chair, hon members, fellow South Africans, the issue of climate change cannot be left unattended, especially in transport. The development of a transport system is not exclusive of the protection of the environment and has thus required effective steps towards climate change mitigation, pollution control, and building climate change resilient infrastructure. The development of the transport sector must happen in tandem with the implementation of a clear strategy to mitigate climate change impacts. The negative disaster repercussions we have seen very well in our country and in our case to reduce emissions deriving from transport activities.

We must continue to contribute to global attempts to mitigate adverse climate conditions globally. This has required that we ratify conventions to that effect. We will continue to monitor what progress is being made across modal areas to reduce emissions and pollution.

In conclusion, House Chairperson, as we wrap up this debate today, I wish to quote once more the words of President Obama

at the occasion of his address to UN general Assembly in 2014 where he had this to say, I quote, “We choose hope over fear. We see the future not as something out of control, but as something we can shape for the better through concerted and collective effort”.

That is what we are saying as this Department of Transport. Also, President Obama had this to say, “We did not come to fear the future. We came here to shape it”. So, as we stand here, we are not going to be fearful for whatever is said by the left, but we are here determined to shape the future and that we are going to do. God bless South Africa and its people.

*IsiXhosa:*

Ndiyabulela Sihlalo.

Mr V ZUNGULA: Hon Chairperson, Minister the point of departure is to deal with the inequalities in the transport sector.

Buses, airlines and the Gautrain are all subsidised by the government yet the taxi industry that carries more than 70% of commuters is not subsidised. These subsidies would bring much needed relief to the commuters especially with the increasing

fuel prices. Minister, for some citizens, having a driver’s licence is the same as having a qualification. However, the practice of having to renew a driver’s licence every five years brings strain to most of those citizens.

South African truck drivers need your help. Companies are removing South African drivers and replace them with foreign South African truck drivers because they can exploit them with slave wages. This is a big problem as it creates a conflict between South Africans and foreigners. These companies that are a source to the conflict must be dealt with. Please Minister, do not wait up until there is loss of lives or the trucks blocked our road. Provide leadership and ensure that all Labour Laws are respected in the truck driving industry.

Driving a truck is not a scarce or a critical skill. Provide leadership, Minister.

Equally, what is problematic is the issue of not regulating the e-Hailing industry. Minister, as a country we cannot allow Uber and Bolt to operate in the country without a tangible benefit to our economy. Is Uber and Bolt registered and paying taxes in our country? In England, Minister these companies recognise drivers as employees and they are given employee

benefits. However, in our country the same companies recognise the drivers as social partners and drivers do not receive any protection or employee benefits. There has been an increase in the killing of e-Hailing drivers and the companies are doing nothing to protect the drivers.

Petrol prices have gone up and the interest rates also have gone up but the base prices of these companies have not changed. In fact, these companies exploit the drivers and drain our economy as they take the profits out of South Africa. These companies also allow foreign drivers to dominate the sector. Minister, driving Uber or Bolt is not a scarce or a critical skill. We have the worst unemployment rate in the world and we need to consider our interests.

Last week, I met with the leadership of the e-Hailing association and they spoke at great length about the challenges that they face in that industry. I appeal to you Minister, please ensure that the e-Hailing industry is regulated and the e-Hailing companies do business in our country in a manner that benefits our citizens and consider our national interests. [Time expired.]

Mr A M SHAIK EMAM: Hon House Chairperson, allow me to educate this house on what is happening in Palestine. Over 700 road obstacles control the movement of Palestinians in the West Bank alone. Over 700 blockages on the roads so that people cannot move freely on the roads in the West Bank in Palestine alone. That is the life of the Palestinian people but yes, indeed of course, some of them in this very House support the atrocities committed by the Israeli government in any event. There is nothing misleading, it is a fact, it is there. Let us not get into that argument right now.

Now, hon Chairperson, of recently we note a lot of heavy duty accidents that have taken place in South Africa claiming the lives of many of our citizens and we need to ask ourselves what are the root causes of these. You would notice a lot of these accidents take place in the early hours of the morning and late hours of the night. Let me give you some statistics from the University of Witwatersrand which founded that all long haul truck drivers in South Africa get less than five hours a day. The survey also found that many truck drivers work over the maximum of 71 hours per week mandated by the SA Labour Relations Act. In fact, those surveyed worked 93 hours a week.

I know of a youngster that is driving a fuel tanker. He has been doing it for three years and he does not have a Professional Driving Permit, PDP. Nobody on the road between Durban and Johannesburg stopped him at all until he died. He fell asleep to the pressure he was put to by his company.

Remember they got paid by the number of loads they do. He fell asleep and the tanker was off the road and he died and the company would not take responsibility for it either. He was never registered and never had a PDP. This is the plight of some of some of our people on the road.

The other thing that I want to raise and needs your attention Minister, is that needs action is that tow - truck drivers are dying every day. They are being murdered. I know that there was a Bill that was attended to many years ago and it had not been dealt with appropriately and timeously. I thing we need to deal with it to try and prevent more tow-truck drivers actually dying. South African roads are not conducive for long distance hauling and that is why we need to enhance the rail network particularly. Let us be honest that in a lot of the roads people get frustrated when you have to follow this convoy of trucks and then they want to overtake and it becomes a problem.

Very importantly, we need to introduce a law that says in every 200KMs you stop and check them. The NFP supports the budget vote. I thank you.

*Tshivenḓa*:

Mufumakadzi Vho M M RAMADWA Muhulisei Mulangadzulo, miraḓo ya Buthano la Lushaka, lushaka lwa Afurika Tshipembe nga u angaredza, ndi masiari.

*English*:

Hon Chairperson, it is important that at this Budget Vote on Transport that we recognise that this year marks the 50th year Anniversary of the Durban strike of 1973, which was sparked by Putco Bus drivers wage dispute and which ignited the formation of trade union after the suppression of the SA Congress of Trade Unions, Sactu. We honour the transport workers, which led the way.

*Tshivenḓa*:

Phanḓa na mihaga ya vhashumi phanḓa.

*English*:

Hon Chairperson, the country has a vast geography and therefore, has a sophisticated road and rail network, which links different parts of the country South Africa’s total roads networks estimated at 750 000kilometres, the longest of any African country and the 10th longest in the world.

The country has some 25 000kilometres of rail network of which the metro rail system consists of 471 stations,

2 228kilometres and carries an average of 1,7 million passengers per week day. This is certainly not a small network of road and rail transport. The critical issue flowing from this Budget Vote is the restoration, maintenance, development of the road and rail network in the country.

Hon Chairperson, the Budget Vote on Transport is a programme of action to resolve the critical issue affecting road and rail transport. The Budget Vote on Transport is also geared towards improving public transport to benefit of working class and the poor communities. Township residents rely on public transport.

*Tshivenḓa*:

Muhulisei Mulangadzulo, vhuendi ha badani ndi hone sia lihulwane la vhuendi kha shango lino kha u endedza vhathu, mihwalo na dziṅwe tshumelo. Hezwi zwi ita uri hu vhe na tshivhalo tshihulwane tsha malori na zwiṅwe zwiendedzi badani dzoṱhe. Zwine zwa amba uri u ṱhogomela dzibada zwi tea u itiwa tshifhinga tshoṱhe ngauri bada dzi a ṱahala dza vhaisala zwa ṱangana na dzimvula dzine dza vhanga madindi ndi thaidzo khulwane dzibadani dza mavundu.

Hezwi zwa madindi ndi zwone zwine zwa itisa uri hu vhe na dzikhombo. Ndayotewa ya dzangano la ANC i zwi vhea zwavhuḓi khagala u ri bada dzi fanela u vhavhalelwa dziṱhogomeliwe na uri zwa madindi zwi vhe zwithu zwa ḓivhazwakale.

Muhulisei Mulangadzulo, riṇe sa Phothifolio ya Vhuendi ro dzula na muhasho ra amba nga mafhungo haya a Mugaganyagwama ra vhona zwo fanela zwauri riṇe sa dzangano la ANC ri khou tikedza hoyo Mugaganyagwama.

*English*:

Therefore, in the Budget Vote report the committee expressed concern over poor state of the provincial and municipal roads and the lack of routine maintenance. The lack of maintenance

only increases the problems and makes it more expensive to repair.

As part of enhance oversight the committee remains of the view that there is a clear need to receive regular quarterly reports on the implementation of the following grants: Provincial Roads Maintenance Grant, Rural Road Asset Management System Grant, Municipal Infrastructure Grant, Expanded Public Works Programme, Integrated Grant for Municipality and Public Transport Network. The funding is being made available and the work must be done as per the budget.

*Tshivenḓa*:

Muhulisei Mulangadzulo, zwi a takadza u wana uri madindi kha dzibada dza masipala na mavundu a ḓo shumiwa nga thandela ya Valazonke yo rangwa phanḓa nga SA National Roads Agencies SOC Limited, Sanral, kha mbetshelwa i re hone kha ṅwaha wonoyu.

Ndi zwa ndeme u ri hu vhe na tshumisano vhukati ha mihasho u ri hezwi zwi bvelele.

*English*:

Heavy duty trucks on the road play an important economic role in moving goods and freight to market and export, however, it is important that drivers and truck companies assume the safety of the trucks through adhering to where age restrictions and there should be no tired drivers on the road who are working long hours. There have been far too many major road accidents on provincial roads, which have resulted in the loss of life even of school children.

The ANC government opposes such driving condition on trucks and road safety is of paramount importance. Therefore, the entities of the department dealing with road traffic management road traffic infringement must enforce road regulations and where bridges must be operational to ensure compliance with road regulation.

Road safety is an important part of the programme of the Department of Transport and many road accidents are caused due to vehicles being not roadworthy or through the illegal convention.

Sanral has embarked on a number of significant road building project as reflected in the Budget Vote report. These

programmes are geared to improve the road infrastructure. In the country we create nearly 200 000 jobs in different parts of the country. This is a major contribution to the reduction of unemployment in the country.

Transport is a driver of the economy. This infrastructure development is geared towards implementation of the goals of the Economic Reconstruction and Recovery Plan. This bridges building programme is a critical part of work that the Department of Transport is engaged in that has ensured that the communities which are affected by the floods now have access to service and children can go to school. This enable access to makes the jobs of the people from our communities while opposition parties shout about the ANC government poor delivery. The government has already delivered 43 bridges in flood affected areas and more is to happen in this financial year.

The current backlog in the issuing of driving licence remains a source of concern for the committee and the Budget Vote indicates this concern. This must occur as a faster place and the development need to ensure that the printing machine to

expertise the issuing of driver’s licence is obtain to replace the current machine.

The ANC government opposed to backlog in service delivery and our people must be serviced efficiently.

*Tshivenḓa*:

U ṱahala na u vhaisala ha dzibada dzangano la ANC a li imi nazwo.

*English*:

While department strives to discharge its mandate set out in the National Development Plan, NDP, Medium term Strategic Framework, MTSF, and the state of the nation address there is still a room of improvement. One of the areas that the department needs to improve is to ... The ANC support this budget.

*IsiZulu*:

Nk R M M LESOMA: Masizibongele ngenkulu intobeko Mphathisihlalo, sibingelele ngokukhulu ukuthobeka abantu baseNingizimu Afrika asivotele ukuthi sibekhona la, bangadinwa nakusasa ukwenza lokho, mhlonishwa Ngqongqoshe womnyango,

uSekela Ngqongqoshe, mndeni wezokuthutha nesizwe sonkana siyabingelela, sizizwa sithobekile

*English*:

Hon House Chair, let’s deal with housekeeping matter so that we can focus on what was supposed to be said here. Of course hon member, I will agree with you, even in the committee I also agreed with you that the DA blue book doesn’t reflect the areas of Khayelitsha, Mitchells Plain, Kuyasa Road, Philippi Road and more that I can count. You haven’t seen that.

Hon House Chair and fellow South Africans, allow me to indicate that the transport sector in the country covers all modes of transport in all parts of the country. The transport sector contributed some 340 billion in revenue to the GDP which is 6,5%. The transport sector is also a major contributor to job creation, directly and indirectly in the country. As the sector employs more than 600 000 people in different parts of the country, led by Gauteng and KwaZulu- Natal. The nature of the industry means that they are also indirect jobs and direct jobs also financial capital economic beneficiaries in that space. The rolling stock for rail occurs through local manufacturing.

This demonstrates ... [Inaudible.] ... certain terms we are dealing with the functional transport system that works 365 days of the year and 24/7. The opposition party of course we would not have expected less or more. Their narrative suggests that nothing is working rather than what is working. Of course, nothing is working as far as they are concerned. And I am sure even others forget that they used transport to be here

– such a contradiction.

Transportation is linked to the level of output employment and income within National Treasury and economy, therefore they push this Budget Vote to ensure that there is transport infrastructure development as part of the sector contribution to ensure the implementation of economic reconstruction and recovery plan, which is quite critical in the transport sector as a driver of economic development as it were.

This Budget Vote 40 of Transport is a programme of action by the Transport department to ensure the rehabilitation and further development of the transport sector. It is a programme and budget transfers are generated towards that end.

Therefore, our focus on challenges in the transport sector is based on the need for transport infrastructure restoration,

rehabilitation and further development to ensure inclusive economic growth and job creation.

We seek a more efficient and cheaper public transport system for the working class and the poor - the marginalised. We seek a well-maintained road system in all parts of the country, including Western Cape as well. We seek improvement in rail services for passenger and freight and field rail. We seek government policy on the rail and services for passenger and freight rail so that the movement of goods from road to rail occurs in a faster mode and pace and we will ensure that it get realised in our lifetime. Road, rather than rail is being used as a dominant mode of transport in the country. This is largely as a result of road transport being more profitable for business than transporting goods and freight by rail.

Moreover, in many parts of the country, especially during COVID-19, the passenger rail infrastructure was vandalised and there was theft of cables and rail tracks occurred by criminals who have dilapidated the rail network from operating efficiently. The country has a single rail system for passenger and goods and therefore, inefficiency in the rail

system encourages accessible road usage with all its associated challenges.

This means that more regular maintenance due to the high usage level of heavy duty trucks on the road which affects the road surface. High usage of road by smaller vehicles including public transport by road occurs due to rail not being functional in all areas. This requires work in rail infrastructure development security and cost-efficient to ensure that rail is economically attractive and efficient for the movement of passengers, goods and freight. This will assist in the implementation of government policy of movement of goods from road to rail.

More importantly, the one statement the Freedom Charter says is that the people shall govern. It means that the people – fellow South Africans themselves, need to take responsibility for the public assets which is a benefit to them. Vandalism and theft of infrastructure must be reported to the law enforcement agencies. The Passenger Rail of South Africa, Prasa, is entrusted with rail and it needs to improve the security of the infrastructure for commuters. Rail corridors

must be reopened and this is non-negotiable, hon Minister and the department.

South Africa has many entities that report to the Department of Transport which is functional and perform like SA Maritime Safety Authority, Samsa, and Civil Aviation Authority. Our safety standard in the maritime and civil aviation sector are based on the best international standards as alluded by the hon Minister. In terms of marine pollution control, it is about time that the department in the portfolio committee looks at ensuring that Samsa and all pollution control are able to acquire a deep water vessel to ensure that tier 2 pollution control can occur offshore to exploration of our coast for hydrocarbons.

South African civil aviation standards are in line with international standards. The country has a civil aviation track record as alluded by our fellow hon Minister. It records second to none due its strict adherence to international safety standard which is part of our registration and regulations led by the ANC government. The committee has correctly expressed its concern in observations in the Budget Vote report about the downgrade of the radio and air traffic

in navigation services at airports following the recent audit as well as the department’s budget that did not include the budget allocation for the replacement or repairing of some of these aviation equipments. We hope that ... [Inaudible.] ... it will be included.

The committee is expecting that the department will find a creative way to deal with this important matter and solve the problem as a matter of urgency. The safety and wellbeing of passengers is critical to the functioning of the efficient civil aviation industry. The aviation was last mode of transport to make a recovery since COVID-19 pandemic. The Airports Company SA needs to maintain and invest in its infrastructure as passenger numbers are increasing gradually. And the standards of facilities must be in line with other similar facilities internationally. This is critical for the development of the tourism industry which is a major job creator.

The financial recovery of this otherwise stable and - I am not going to be distracted, by the way – performing state-owned enterprises, SOEs, is most welcome. If this is not welcomed by opposition parties, they must speak for themselves. The

Transport department is functioning within a tight budget and therefore there must be governance of checks and balances in place to ensure that corruption is eradicated t the commencement of projects. Where corruption arises, it must be rapidly investigated and the full might of the law must take its course.

The priority of the ANC government in this Budget Vote is allocation of funds for the delivery of transport efficiency and inclusive economic growth. Probably, let’s deal with the issues and ignore whoever is rented crowd here. The problem of poor roads in the Western Cape is experienced in the African townships, in particular, and black townships in general. And there is poor service delivery in those townships.

Khayelitsha, as I said earlier on, which is a link between the airport and the N2 highway, gets public transport to work in the Western Cape.

An HON MEMBER: Give us the rail!

Ms R M M LESOMA: Honourable, you can do better than that. I have respect on you, but nevertheless what more can I expect. The Western Cape only works due to high costs of basic

services which undermine the living standards of the working class and the poor. Public transport, like everything else, is expensive – we all agree, but it doesn’t mean that you must exclude the disadvantaged developed areas.

The electorate, which has placed confidence in the ANC government knows what it has delivered to transform the lives of the people – the poor and the marginalised. And we appreciate and we are also ... [Inaudible.] ... in the challenges that we face, but we are equal to the task. It should be clear that this programme, as reflected in this Budget Vote is geared towards improving the lives and bettering the lives of the people. We stand here in support and urge the House to agree and support Budget Vote 40 of Transport department.

The CHAIRPERSON (Ms J Hermans): I call the hon Minister of Transport, the hon Chikunga.

The MINISTER OF TRANSPORT: House Chairperson, let me start by thanking all members who participated in this debate. We take issues that you have raised, seriously. I just want to also thank you, Acting Chairperson Macdonald for acknowledging the

achievement we have made as the department but also agree with you that passenger rail is indeed the cheapest mode of transport, particularly for our people. Yesterday I was in one of the trains and a gentleman who was a passenger in the train told me that he used to pay R640 per month for transportation, and now with passenger rail between Bellville and Eerste River, he is paying R140, which is a real decrease. So, indeed this is very true and that is why we are engaging in deploying trains in many of the corridors because they mean a lot for our people.

Hon Hunsinger, when you started your debate, I nearly called for a point of order. I thought that when you are to raise issues related to how the portfolio committee works, that would actually be relevant if you were participating in the Parliament debate because, as the Department of Transport, we don’t budget for the work of the portfolio committee and today we were debating the portfolio committee budget.

However, I know that your leader will not give you the opportunity to participate and therefore you probably had to use the opportunity. You then actually said that you visited some of the state-owned companies, and I know for sure that

you did not visit Philippi where people are staying on the rail reserves and your City of Cape Town told us that they are able to relocate them because they don’t have the funding. The Department of Human Settlements transferred to them in March R111 million.

Now, the City of cape Town is changing the tune, its saying that it will not be able to spend that money. Those people would have been removed and they would be occupying formal houses, but you surely didn’t go there. I am sending you to the City of Cape Town so that those people can actually be removed because there is money to build formal houses for them

– visit those places as well.

But also, I hear the hon Mey who’s actually saying to us that the ANC is responsible – in fact he is saying that when we took over power, the rail infrastructure was good – that is not true. The fact of the matter is that in 1986 the apartheid government ... [Time expired.] ... appointed a De Villiers – a De Villiers Commission. [Time expired.] And that De Villiers Commission ...

The CHAIRPERSON (Ms J Hermans): Your time has expired.

The MINISTER OF TRANSPORT: ... said to the apartheid government ...

The CHAIRPERSON (Ms J Hermans): Honourable, I said that your time has expired.

The MINISTER OF TRANSPORT: ... [Inaudible.] ... invest on rail. From that time, the apartheid government was actually spending something like R6 billion.

The CHAIRPERSON (Ms J Hermans): Hon Minister, your time has expired.

The MINISTER OF TRANSPORT: Because of that wrong decision, it ended up actually spending R600 million.

The CHAIRPERSON (Ms J Hermans): Thank you, Minister.

The MINISTER OF TRANSPORT: When we came into power, we found absolute dilapidated ... [Interjections.] This is a fact! This is ... [Inaudible.] ... of your people – your fathers and grandfathers! [Interjections.] We are reversing that because

we are a caring government. [Interjections.] But also as the Department of Transport ...

The CHAIRPERSON (Ms J Hermans): Your time has expired.

Mr D BERGMAN: Your Minister is completely disrespectful.

The MINISTER OF TRANSPORT: ... I think the Zungula is talking about the subsidisation of the taxi industry that is ... [Interjections.] [Inaudible.]

The CHAIRPERSON (Ms J Hermans): Hon Minister, your time has expired.

The MINISTER OF TRANSPORT: ... what we are doing with the national subsidised policy. [Interjections.] And we are going to subsidise the ...

The CHAIRPERSON (Ms J Hermans): Hon Minister, your time has expired. [Interjections.]

Ms R N KOMANE: Why are you not switching off her microphone? Why are you not switching off her microphone? [Interjections.]

The CHAIRPERSON (Ms J Hermans): Your time has expired a minute and 21 seconds ago. [Interjections.] members are reminded ... Order. Order. Members are reminded that the bate on Home Affairs Budget Vote will take place in this Chamber at 5:15.

Debate concluded.

The mini-plenary rose at 16:54