**TRANSPORT BUDGET VOTE DRAFT DEBATE**

1. The EFF rejects the Transport adjusted budget, and we reject it for the following reasons. We have raised these reasons for every year for the last five years in every transport budget that was tabled before Parliament.
2. The reality is that South Africa public transport has been a pillar of how the ruling party has been able to maintain apartheid spatial plan and apartheid economy.
3. More than 69% of households who uses mini-bus taxis in South Africa commute long hours, spend majority of their income in transport and commute long distances, and remain inaccessible to people living with disability.
4. Our people live their homes when it is dark only to come back home when it is dark again. They do not have time to parents their children, oversee schoolwork, build bonds and grow stable families.
5. Our roads are not safe, they are full of portholes and many of the mini-bus taxis on our roads are not even roadworthy and do not qualify to be on our roads.
6. State-owned entities financial troubles continue and these happened before COVID-19. SANRAL, RAF, PRASA and Autopax were all supposed to be part of solutions to provide affordable and dependable transport to essential workers. But because they have collapsed because of the ruling party mismanagement, government is left without a plan but to risk the lives of our people.
7. Only 131 out of 555 Autopax buses are packed because they are broken, with losses amounting to R400 million in the last financial year.
8. PRASA has regressed in terms of its financial state, trains are burnt and the company continue to lose valuable skills. Rail is supposed to be the backbone of South Africa’s public transport, and we should expand railway to have trains from cape Town to Johannesburg, from Durban to East London and Port Elizabeth, train from Pretoria to Musina, Giyani and Bochum in Limpopo.
9. The madness to allow 100% capacity loads for taxis is murderous and we should call it what it is. Government should have just paid mini-bus taxis the subsidy they deserve to continue to load 70%.
10. We cannot expect mini-bus taxis to operate at a loss without an operational subsidy but we are quick to bailout banks and other companies including multinational companies who are involved in aggressive tax avoidance.
11. As we speak there is no social distancing in mini-bus taxis and taxi ranks, it is going to end in a disaster.
12. The R4.6 billion that is being reduced in the transport budget should have been used to subsidize the mini-bus taxi industry.
13. The subsidy should be made permanent and government must do away with the recapitalisation programme.
14. We need to formalise and regulate the taxi industry. The ruling party failed to implement its own recommendations of the National Taxi Task Team of 1996 which showed that without regulation, we will never rebuild and repurpose South Africa public transform and integrate mini-bus taxis into a safe and reliable form of transport for our people.
15. The taxi industry must be one of the recipients of the Public Transport Network Grant.
16. Do away with the R50 million sponsorship for SANTACO which mean nothing for tax owners. Subsidize taxis to be affordable form of transport for all. If you to sponsor SANTACO, you must sponsor NTA also.
17. The violence in the taxi industry is not unique but a general problem facing society. We are a violent society and the violent is perpetuated by poor regulation, inequality, poverty, joblessness, landlessness and corruption amongst other reasons.
18. But because the ruling party is in denial of this reality, we will continue to witness violence in the taxi industry.