Chairperson, if you talk about silo decision-making this department epitomizes it.

Having read through the final revised APP of the department it is clear that they are not blind to the challenges that they as a department and we as a country face when it comes to transport in its different forms. (I have to commend that)

Ek wonder wel of die department self hierdie plan van hul gelees het, toe hul met die nuwe aangepaste begroting vorendag gekom het.

Dit wat hul erken as probleem-areas wat fokus nodig het, vind min tot geen uiting in die begroting.

What is a matter of grave concern and does not bode well for the future, post-Covid-19 is the R2,6 Billion decrease in allocation to the Road Transport Programme. Furthermore, the Provincial Road Maintenance Grant is also being reduced by R1,8 Billion. Also take into account that because of Covid-19 there is already a further backlog with road maintenance in all provinces.

I am from the Free State and I can attest to the state of our roads and I am sure my colleagues in North West especially and the majority of other provinces feel the same.

In the Free State we do not drive on the left of the road, we drive on what is left of the road.

Post-Covid-19 this decrease will have a tremendous effect on our country’s ability to get back up on its feet. But let’s first take a look at the department’s own problem statement.

It reads:

One of the most pressing issues facing modern society today, both globally and particularly within the South African context is road safety. By 2030, road traffic crashes are expected to become the fifth leading cause of fatalities worldwide, overtaking AIDS and TB.

In South Africa, approximately 23.5 people per 100 000 lost their lives on the country’s roads in 2014, this in comparison to the 2015 WHO Global Status Report on Road Safety that affirms the global average of road fatalities at 17.4 per 100 000.

Can you imagine the latest stats?

Recently alcohol was banned for the 2nd time because our ERs were unnecessarily flooded by alcohol related injuries. Surely, if 45 people die on our roads per day, we should invest in our road transport and safety programmes?

Na die pandemie gaan dit vir Suid-Afrika uiters nodig wees om ‘n goeie infrastruktuur te hê om die ekonomie te stimuleer. As ons paaie infrastruktuur lyk soos dit tans doen, gaan ons nie die nodige stimulering van die ekonomie sien wanneer die grendelstaat eendag gelig word nie.

Verder gaan ons moet kyk na ons openbare vervoer. In ag genome die huidige klimaatskrisis en geweldige pas van aardverwarming, is dit uiters onverantwoordelik van die department om veral op openbare vervoer en spoorweë ‘n bedrag van R 1 miljard elk te besnoei.

We need a reliable transport system for the transport of bulk goods whilst preserving the state of our roads and the environment.

South Africa and the world cannot afford to have greenhouse gas emissions continue to sky rocket and continue to negatively affect our planet.

The department needs to focus on getting public transport up to a high standard, so as to encourage use by commuters, transport of goods whilst reducing our carbon footprint.

Om Suid-Afrika se ekonomie te groei, is daar infrastruktuurontwikkeling en instandhouding nodig om sodoende ‘n gunstige omgewing vir die privaat sektor daar te stel om werk te skep en te belê. Die nood-begroting is egter geprioritiseer om slegs in die korttermyn behoeftes a.g.v. die COVID-19 pandemie te voorsien. Dit is maatskaplik gerig en nie gerig om op die langtermyn volhoubare welvaart in die land te skep nie.

Voorsitter, daarom is hierdie ‘n uiters belangrike department, maar sonder die nodige politieke wil en korrekte prioritisering gaan hierdie net nog ‘n slaggat op die pad van Suid-Afrika se verval wees.

TAMMY BREEDT, MP

FF PLUS