

## **VOTE 10: DEPARTMENT OF TRANSPORT**

### **PRESENTED BY HONOURABLE MPL WEZIWE TIKANA, MEC FOR TRANSPORT, SAFETY AND LIAISON**

18 March 2015, Eastern Cape Legislature, Bhisho

*Honourable Speaker and Deputy Speaker*

*Honourable Premier*

*Leadership of the ANC, Alliance Structures and other political parties*

*Honourable MECs*

*Honourable Members of the Provincial Legislature*

*Transport Sector Stakeholders*

*Traditional Leaders*

*Distinguished Guests*

*Departmental Officials*

*Ladies and Gentlemen*

Honourable Speaker, I rise to present the Budget Policy Speech for the Department of Transport: Vote 10 under the theme “**Moving the Eastern Cape Forward**”.

The 1,6 billion budget allocated for providing an efficient, safe and affordable transport systems is welcomed but it is also inadequate to address the demand for safe public transport services in the Province of the Eastern Cape.

On the occasion of the 103 years anniversary of the ruling party, the African National Congress (ANC) in Cape Town three months ago, President Jacob Zuma reminded all of us that:

*“Our people entrusted us, overwhelmingly, to give effect to the will of the electorate and we must do so according to the mandate upon which we were elected. Let us, therefore, give meaning to ‘Service to the People’ and serve them with humility and dignity.”*

As the Eastern Cape Department of Transport, we are determined to take a tune from this profound statement in an effort to deliver on our mandate, which is to provide our people with “an efficient, safe, sustainable, affordable and accessible transport system.”

Our commitment is guided by the government and the ruling party policy priorities which include, but not limited to, the following:

- The Freedom Charter
- The National and Provincial Development Plans
- The Provincial Medium Term Strategic Framework

The Freedom Charter encourages us as the transport sector to ensure that South Africa belongs to all who live in it through the provision of quality transportation services, the People Shall Govern through stakeholder engagement and mass mobilisation, the People Shall Share in the Country’s Wealth through transformation measures, the Doors of Learning and Culture Shall be Opened through the provision of an efficient scholar transport service.

Honourable Speaker, eight months ago we tabled in this House our priorities over the next five years, which included the following:

- Strengthening the Transport Planning Function and Mobilise Resources
- Expanding our Public Transport System, which involves the implementation of the Public Transport Master Plan that provide reliable intra-provincial public transport services on 10 routes with published timetables for scheduled services which operate from improved public transport facilities such as bus termini, taxi ranks and train stations, which will integrate with local and inter-provincial services.
- Expansion of existing bus passenger transport services through the implementation of the third phase of the Africa’s Best 350 Ltd busses’ roll-out project.
- Respond to government’s Back to Rail Campaign.

- Enhancing the Scholar Transport Programme by increasing and improving the monitoring and efficiency of the Programme.
- Exploitation of the Eastern Cape's 800km coastline with three ports to open new opportunities.
- Implementation of the Mthatha Airport Development Strategy.
- Review and Strengthening of the Transport Regulatory Function.
- Implementation of recommendations of the Provincial Freight Transport Strategy. This relates to improving the overload control infrastructure in the Province.
- Provision of non-motorised transport infrastructure.
- Development of a Road Safety Management Strategy.
- Enhancing the upskilling programme in line with our Transport Sector Skills Revolution Campaign.
- Embarking robustly on stakeholder engagement and mass mobilisation activities.

Honourable Speaker, as we celebrate 60 years since the adoption of the Freedom Charter, it is important for us as the Eastern Cape Department of Transport to account to this House on the progress that we have made to contribute to the realisation of the ideals of the Charter.

### **Programme 1 – Administration: R282 097 000**

With respect to our priorities of **job creation, skills development and strengthening the developmental state and good governance**, this department has a good story to tell.

We have continued with our record of securing unqualified audit outcomes in the last financial year.

The audit committee covering both the Department and its trading entity continues to monitor and advise us on the financial and performance activities.

Amongst others, a focus for 2015/16 is to redesign Human Resource Management and Supply Chain Management so that they serve as strategic partners in the transformation and service delivery efforts of the Department.

Although the Department developed its mission, values and vision at the beginning of the 2009-2015 MTSF cycle, it has received feedback, which suggested that its focus and direction needed to be revisited as it appears not to be effectively delivering on its mandate.

In order to address these issues, the department embarked on a process of reviewing its 2011-2016 strategic plan, and facilitate the development of a strategic plan which has clearly defined objectives that are implementable and achievable.

The following was taken into consideration when the budget for 2015/16 was formulated:

- Reprioritisation of funds was done to ensure that core service delivery areas are adequately provided for following a principle of doing more with what we have;
- Provincial austerity measures were taken into account; and
- Own revenue budget has taken into account the growth in the Eastern Cape's motor vehicle population and tariffs.

We followed a zero tolerance approach on registering authorities that are collecting motor vehicle licenses and not pay over to the department.

During the 2014 October Transport Month Campaign, we unveiled our Service Delivery Charter, which is our pledge that we are making to the people of the Eastern Cape in terms of the type and level of services to be delivered in this term of government.

We have appointed a new Head of Department, Ms Irene Mpolweni, from November 2014. **Malibongwe igama lamakhosikazi!**

We remain on course in our quest to ensure that at least 60% of employees in core functions possess appropriate skills for realisation of the department's core business and to implement skills development flagship programmes for the betterment of the economic status of the province.

As we have promised last year, the Department is currently running the following programmes:

1. Artisan Programme – Motor Mechanic (26 beneficiaries) and Diesel Mechanic (20 beneficiaries), who are placed with host employers for practical training as apprentices and earning a stipend of R3000 since August 2014. This is conducted in partnership with the Public Service SETA, TETA, King Hintsa, East Cape Midlands and Buffalo City FET colleges.
2. Work Integrated Learning – 20 FET N6 learners exposed within the department for experiential Learning in partnership with PSETA and learners are placed at the Chris Hani and Joe Gqabi Traffic Stations to gain the 18 months experiential training needed in order to qualify for a National Diploma in various fields such as Public Management, Human Resource Management and Office Management. They are receiving a stipend of R1 500 and their Mentors are providing positive feedback.
3. Mayibuye Transport Corporation (MTC) women empowerment project – 16 cleaners are currently being trained to become bus drivers.

Partnership has been established by MTC with the Eastern Cape Development Corporation to empower women owned SMMEs, who will be given work to clean buses.

4. Internship Programme – 84 graduates in different fields of study, who were placed in various sections and Districts, according to their qualifications and their performance has been evaluated by their mentors in preparation for their exit at the end of this month to pave the way for another intake.
5. Bursaries – The Department supports 78 bursary holders in the transport related fields and this year a group of 11 beneficiaries will be graduating in Civil Engineering (8), Transport Management (1) and Human Resource Management: Labour Relations (3). For this year, the Department has awarded 20 more bursaries in Civil Engineering, Maritime Studies, Pilot Studies and Transport Economics.

Internally, the Department, through its internal bursary programme had 8 officials, who graduated in Masters in Public Administration, LLB, Human Resource Management, Public Management and Transport Management. At the end of May, 5 officials will be completing their Traffic Diploma studies.

Honourable Speaker, one of the key highlights of our Joint Aviation Awareness Expo 2014 during the October Transport Month Campaign was the strengthening of our partnership with Air Traffic Navigation Services, which resulted into eight (8) youths being selected to be trained as Air Traffic Controllers and Aeronautical Information Management officers. Out of the 8 trainees, 4 are continuing with the programme due to the complex and specialized nature of the programme, with high assessment standards that require a minimum pass rate of 80%.

This means that we need to continue to strengthen our Maths and Science Programme, which currently has 700 beneficiaries doing Grades 10 to 12.

We will strengthen this programme through partnership with Coega Development Corporation (CDC) and MTN. Discussions are underway with more private sector role players in an effort to expand the programme to Alfred Nzo and Joe Gqabi Districts.

Through partnership with Coega Development Corporation, more than 1,000 youth were reached through the Driver Training Programme and a new site was opened in Matatiele Municipality.

We appreciate the R2.3 million injection by TETA for CDC to train 545 people, especially the youth, to acquire drivers' licenses in the new financial year.

Maritime awareness campaigns were held at the Gonubie High School in East London and Sityana High School in King William's Town to raise awareness about opportunities in the sector and to encourage pupils to pursue maritime studies as their career of choice.

The O.R. Tambo municipality was also consulted about opportunities in the sector and their role in line with the Constitution of the Republic.

Over the last eight months, we embarked on a vigorous engagement with our stakeholders in all districts, which was complemented by mass mobilisation initiatives as part of our communication strategy.

Honourable Speaker, for the first time in the history of this Department, we consulted our stakeholders, state own companies within the transport sector, corporate sector and civil society in the development of this policy statement in order to ensure that our plans respond to the challenges on the ground.

This will be intensified in the new financial year in order to broaden the understanding of our people about our role as the department.

As we have indicated previously, we have mainstreamed our special programme in order to ensure that all department units and our stakeholders respond to the challenges that continue to haunt our vulnerable groups such as women, youth and people with disabilities.

This has resulted in integration and positive response from other role players, including the private sector. The examples of these integrated programme include:

- **Drive dry Campaign** in partnership with the South African Breweries, the National Youth Development Agency (NYDA), SAPS and municipalities to fight drunken driving amongst the youth.
- Hosting of the Youth in Transportation Indaba in partnership with transport entities, NYDA, BOSASA and media houses.
- Hosting of the **Nelson Mandela Leadership Seminar in July 2014** with a view to empowering youth about what former President Nelson Mandela stood for and also opening avenues for youth to participate in business activities. This was done in partnership with the transport entities, NYDA and the OR Tambo District Municipality.
- In order to ensure that people with disabilities are well taken care of by the public transport, the Department has held various sign language awareness workshops at Joe Gqabi – 13 July 2014, Alfred Nzo – 15 October 2014 and Sarah Baartman – 27 February 2015 to empower Taxi Operators to treat people with disabilities with care. Those awareness workshops have yielded positive results as there are some improvements and acknowledgements by the people with disabilities.

## **Programme 2 – Transport Infrastructure: R23 333 000**

Honourable Speaker, we have an obligation to contribute to the **transformation of the economy to create jobs and sustainable livelihoods.**



Going forward, the Department will work with municipalities in the provision of transport infrastructure, including public transport facilities, vehicle pounds and stray animal pounds.

In this financial year, we will start working on the following projects:

- Revitalisation of Mount Frere Multi-modal Public Transport Facility in partnership with uMzimvubu Local Municipality
- Construction of Graaf-Reinet Multi-modal Public Transport Facility (funded by the municipality)
- Two new vehicle pounds in East London and Queenstown
- Three new Traffic Control Centres and Weighbridges
- Two animal pounds in Chris Hani and Amathole

The 26 permanent traffic count stations will continue to count all traffic passing the stations in 2015/16. Together with other counts at temporary stations, this will enable traffic growth trends to be established.

This traffic information assists in road safety engineering purposes; to determine the frequency of road rehabilitation due to road traffic and any possible need for road expansion; and also the frequency of heavy vehicles on any road that might necessitate the need for overload control enforcement through the building of additional Traffic Control Centres incorporating weighbridges.

In conjunction with SANRAL and the Department of Roads and Public Works, the three new Traffic Control Centres (incorporating weighbridge facilities) have been identified to be strategically located in positions that would maximise the coverage of major routes and major freight traffic flows in the Province.

During the 2015/16 financial year, the Department will commence with the process of designing and conducting an environmental impact assessment on the three identified locations.

The Eastern Cape Freight Transport Strategy was completed and approved by the Executive Council in the 2014/15 financial year. This strategy attempts to address the freight logistics issues that pertain to our Province in particular and aims to convey freight on the most appropriate transport modes.

It has identified the need for a significant improvement in overload control on roads in the province. The department will endeavour to improve operational efficiencies of the existing weighbridges at the Mthatha and Kinkelbos sites in order to reduce overloading of freight transport vehicles. The strategy also identified the need for additional Traffic Control Centres (incorporating weighbridge facilities).

During this term the Passenger Rail Agency of South Africa (PRASA) has committed to continue with the following projects over the MTEF period:

- 1) Motherwell Rail Link (Design and Construction – R900million)
- 2) Queenstown Station Upgrade - R63 million
- 3) Building of a Halt Station at the Walter Sisulu University Potsdam Campus this year
- 4) Piloting the introduction of student dedicated service in the Buffalo City Metro this year
- 5) Piloting the introduction of learner dedicated coaches in the Buffalo City Metro this year
- 6) Re-introduction of the East London to King Williams Town train service (R29 million)
- 7) Platform Rectification (Vincent, Chiselhurst & Mount Ruth Stations – R75m)

The above amounts are not part of the voted funds for the department.

### **Programme 3 – Transport Operations: R1 011 458 000**

Honourable Speaker, the recently completed National Household Travel Survey clearly identified the huge challenge that still faces the Province towards achieving by 2030, the vision of a safe, affordable and accessible public transport system as contained in the National Development Plan.

In the Province, we are making indelible progress to deal with this challenge. For instance, between April 2014 and January 2015, the Department paid out a total of R338 254 016 on subsidies for passengers that were transported by Algora Bus Company, Africa's Best 350 Limited and Mayibuye Transport Corporation (MTC).

The three entities transported a total of 20 446 458 passengers during the first 10 months of the 2014/15 financial year.

Without the financial assistance, the services rendered by the three entities would not have been affordable to so many of our people. The three entities travelled almost 14.7 million kilometres in delivering this service, which is more than 18 times the distance to the moon and back!

Honourable Speaker, we are proud to introduce to this House the newly-appointed CEO of MTC Ms Ntombizine Madyibi. **Malibongwe igama lamakhosikazi!**

We appreciate the work done so far by the new Board of Directors and we can easily proclaim that MTC has, indeed, turned the corner.

Honourable Speaker, in our policy speech last year we stated that 55 new buses will be rolled out by AB350 over the MTEF period. In October 2014, AB 350 rolled out 10 buses, which are currently providing accessibility and mobility to the rural masses of Ngcobo.

In the new financial year we will be rolling out a further 15 buses, which will bring the total number of buses implemented under Phase 3 of the project to 25.

Honourable Speaker, a safe, reliable and, very importantly, affordable public transport remains a priority for this Department and a total of R437,805 million has been allocated for this purpose for the 2015/16 financial year.

I just want to emphasize that we will continue to work tirelessly to improve the efficiencies within the public transport sector and we will continue to lobby for funds to make public transport available to all our communities.

Following the approval of the Provincial Integrated Public Transport Master Plan (PIPTMP) in October 2013, the focus during the 2014/15 financial year was on planning for the phased implementation of the recommendations contained in the PIPTMP.

In May 2015, we will begin the rollout of the implementation of the PIPTMP with the launch of two routes on the N2 corridor between East London-Mthatha and Mthatha-Mount Ayliff at a cost of R1.5 million.

We shall consistently engage the Taxi Industry towards the establishment of co-operatives in order to enjoy maximum benefits of the PIPTMP.

In that way this industry will assume a professional outlook, benefit a great deal towards being better organised and realise a huge economic advantage. That will in turn assist the Taxi Industry in making a remarkable contribution in improving public transport operations in the Province.

We have received commitments from the banking sector to help the industry to improve its access to funding and business operations.

Honourable Speaker, this year we will conduct data cleansing at the Taxi Registrar's Office to de-register vehicles that are no longer operational.

The Department will conduct transport dialogues that will provide a platform where stakeholders can engage on the programmes for rolling out the vision and mission. These transport dialogues will act as a build-up towards the Provincial Transport Summit to be held during the first quarter of the new financial year.

The Transport Summit will discuss viable and sustainable public and private partnerships. It will provide an opportunity to engage on the highlights of the Provincial Integrated Public Transport Master Plan and the economic benefits thereof amongst other issues. We call upon the people of the Eastern Cape to make maximum use of this platform, especially commuters, farmers and community based structures in order to give their own perspective.

Honourable Speaker, apartheid spatial planning is an anathema of under development that was passed to this democratic government by the apartheid regime. Our townships were built in such a way that they are not developable and access in terms of roads is minimized so that there can be no serious economic activity taking place in these areas. In many instances, our townships were put far away from industrial centres or economic hubs of any city in our country. This placed a travelling burden on scores of the working people such that what was supposed to be the living wage was consumed by travel costs from their homes to these hubs. Hence the democratic government is still grappling with the underdevelopment of the transportation system. Our Government employed amongst others Interventions like Integrated Public Transport System (IPTTS) in the Nelson Mandela bay Metropolitan Municipality and the Buffalo City Metropolitan Municipality. Although the Province is still experiencing challenges with the implementation thereof in both Metros I undertake to establish Intergovernmental Task Teams to speedily resolve challenges in these Metros.

Madame Speaker, it is only a justifiable cause of action for us as Provincial Government to remain true to our Political mandate, that of assisting the Metros with the requisite Capacity when needed. It is therefore a part of our Political agenda immediately after the tabulating of this speech to meet with the Leadership of both Metros and the National Department of Transport and Treasury as to ponder an immediate kind of an intervention in rescuing a noble development project of this kind.

Honourable Speaker, we are not intending to indulge in a big bang approach, we understand that this is a very serious change management issue which will require intensive stakeholder engagement, especially with the communities, taxi and the bus industry who are intended to be the beneficiaries. We call upon our people to trust our capacity to manage this process in a manner that will lead to the realisation of the objectives that we articulated when the BRT was launched.

Honourable Speaker, in 1955 the people of South Africa declared that “the Doors of Learning and Culture Shall be Opened!”

As this Department, we are playing a vital role in promoting access to quality education, especially for the rural poor. Despite some challenges, we were able to ensure the smooth in-sourcing of the scholar transport programme.

Qualifying learners continued to benefit and the number of ferried learners is still 57 176 during the first term of the 2015 academic year.

As part of our transitional arrangements, the Department has contracted 1133 legally compliant individual public transport operators to transport our learners.

We have advertised a tender for the transportation of learners from 13 April 2015 to the end of the first school term in the 2016 academic year. When the tender was closed on Friday 06 March 2015, a total of 1 803 bids were submitted.

An amount of R432 million has been allocated for the 2015/16 financial year in order to increase the number of beneficiaries to 60 000 learners. We hope to increase it every year until all deserving learners, especially those from the deep rural areas, are covered by the end of the current government term.

Honourable Speaker, it is important for us to reiterate in this House what Hon. Premier Masualle raised in the SOPA that this service should not be used as a money making scheme to rip off the state.

For the first time since the migration of this project to the Department of Transport, we have recruited a dedicated staff compliment on contract for the Scholar Transport Programme.

We have improved our monitoring measures. Since January 2015 to date, 847 contracted and non-contracted scholar transport vehicles were stopped and checked by our traffic officers and public transport inspectors. This resulted in the issuing of 534 notices, arrest of 107 operators for driving without permits, 92 for unroadworthiness, 87 for overloading of passengers, 58 and 54 for driving without public driving permit and drivers' license respectively.

Our officers have also discontinued 520 minibuses, 313 light delivery vehicles and 14 buses.

As pronounced by Hon. Premier Masualle last month, the Mthatha Airport Terminal Building Upgrade Project will be completed in May 2015 to pave way for more airlines and other economic opportunities for the Region and our Province.

Honourable Speaker, it is gratifying to report to this House that 230 persons have been employed in this project, including 209 males, 21 females and two disabled people.

Four Building and Engineering graduates also received further relevant experience in the project and more students are expected to participate through the Accelerated Professional and Trade Competencies Development programme of the Eastern Cape Department of Roads and Public Works.

A total of R25 million has been allocated as part of the R54 million required for the completion of this work in the new financial year.

Bhisho Airport has been earmarked for airfreight services to the agricultural, fishing, automotive, forestry, textile, wool, mohair, leather and food processing industries, while simultaneously continuing with the civil aviation skills development programmes.

The Department is gearing itself towards a strategic role in the maritime industry through collaboration with various departments and the industry stakeholders.

President Zuma launched Operation Phakisa: “big fast results oceans lab”. The Eastern Cape nominated officials to be part of the team working on a Three Foot Implementation Plan for Operation Phakisa.

In August 2014, we established a task team to facilitate and coordinate the Operation Phakisa resolutions implementation. The task team consulted all relevant stakeholders in the Province and Nationally. This task team is currently working on the position paper to guide integration of maritime development in the Province.

As part of the task team resolutions, the issue of the maritime skills development is a priority for the Eastern Cape Province in line with the 2015 State of the Province pronouncement by Hon. Premier Masualle about the development of Provincial Maritime Skills Plan.



As a result, two high schools to offer maritime studies in 2016 have been identified, namely: George Randall in East London and Ngwenyathi High Schools in Nxarhuni Village outside Mdantsane. The intention is to identify more schools in the Province to offer maritime studies.

In preparation for the establishment of these maritime high schools, the Eastern Cape Province has embarked on an initiative to send 10 educators and one official from Department of Transport to Port of Antwerp in Belgium to attend training on Legal Aspects in Port Operations and Trade.

We also appreciate the recent opening of the International Maritime Institute at the Nelson Mandela Metropolitan University in partnership with the South African Maritime Safety Authority in an effort to promote and coordinate maritime education, skills development and research to support South Africa in harnessing the potential of its mostly untapped maritime resource.

This will be linked to the high school training and post school training.

In October 2014, we took Road Safety to a higher level through the launch of the Road Safety Year Programme, which will be evaluated in October 2015.

The department has managed to reach 90 841 learners out of the 100 000 target set last year and 82 686 adults from the target of 65 000 set for the road safety awareness interventions. We have appointed 120 Community Road Safety Councils to conduct road user safety operations in communities.

In response to the challenge experienced by learners on R61 in the Mbizana Local Municipality, we have successfully piloted a Walking Bus project to assist learners with safety to and from school and crossing on busy and dangerous roads. Five schools situated along R61 with 936 learners and 60 volunteers benefited in this pilot programme.

In the new financial year, the project will be rolled out to all the districts.

This month, we have launched Road Safety Ambassadors with five representatives from 54 schools in the Chris Hani District and 40 Schools in Mqanduli in an effort to mobilise school-going youth. This programme will be rolled out to other districts in the new financial year.

We have further distributed a computer software to schools with computers in the Chris Hani and Alfred Nzo districts to enable pupils to receive K53 learner driver training while at their own schools.

#### **Programme 4 – Transport Regulation: R291 902 000**

Honourable Speaker, the process of implementing six standing operational procedures namely; daily inspections, pocket books, chain of command, saluting and complements, supervision as well as point to point patrol to increase visibility through the 16 hour per day including weekends was carried out but still had its challenges.

The remaining challenge is the implementation of a suitable shift system that will assist the Provincial Government in upscaling its law enforcement efforts. However, having appointed a Task Team to look at this challenge, armed with their findings and recommendations, the Department will be finding a lasting solution in this matter in the new financial year.

Priority will be made by the Department to attend to all outstanding matters that affect traffic officers, including launching a concerted campaign to restore dignity, discipline and command within the fraternity working with the traffic officers themselves and other with their representatives.

Through the “Going Back to Basics” theme of law enforcement, 532 887 vehicles were stopped and checked in line with the terms of the National Rolling Enforcement Plan (NREP); while 132 roadblocks were also held in line with national standards.

The higher than anticipated performance is due to a positive change in attitude by traffic officers towards the need for an introduction of a shift system, which declares traffic officers as shift workers with weekends as part of their working day.

The department has managed to carry out 7259 road side vehicle check operations in the period under review and managed to inspect 4 registering authorities, 141 inspections on Driver Licence Testing Centre’s (DLTC) and Vehicle Testing Stations (VTS). Two new Traffic Stations are operational namely; the Zwelitsha and the Humansdorp traffic stations.

The province operated 1 202 weighbridge hours from the two existing weighbridges.

In the last festive season, our traffic officers made us proud on our roads and recorded 50% decrease in road crashes, despite an increase in road fatalities.

We appreciate the support that we received from local municipalities, neighbouring provinces, the Road Traffic Management Corporation (RTMC), SAPS, Vodacom and other government departments.

Through the RTMC financial support, we were able to procure 110 vehicles for traffic officers, scholar transport monitoring and road safety education.

The department plans to inspect 102 registering authorities for compliance, to continue with vehicle checks in line with the terms of the NREP and weigh vehicles and check vehicles at road blocks.

With regards to compliance matters, particularly by our agencies, the Department is intending to develop clear standard operating procedures that will be part of the service level agreements that we have with the relevant agencies on various functions like driving licences, vehicle testing, eNATIS and others.

This will be so done to protect the public from abuse of authority as well as sub-standard service due to lack of appropriate capacity in those agencies.

A service provider has been appointed to develop a Road Safety Management Strategy for the Province. This strategy will guide the activities relating to enforcement, education and engineering of the various programmes within the Department and also of the road authorities operating in the Province so that there is a coordinated effort to improve road user safety and reduce the carnage on our roads.

Honourable Speaker, it is important to indicate that the Department is also inundated with complaints from various strata of society regarding acts of misconduct and misdemeanour involving our law enforcement on the road. The Department is in the process of positioning itself to be able to deal with these issues expediently as part of the new organisational structure development through building enough capacity.

#### **Programme 5 – Community-Based Transportation Programme: R41 495 000**

The department has started the implementation of the recommendations of the Road Ranger programme review and the Service Delivery Model approved in February 2014.

This has resulted in the creation of the following employment opportunities:

<b>Planned</b>	<b>Target</b>	<b>Achieved</b>
Job opportunities	852	1082
Full Time Equivalent (FTEs)	85, 2	108, 2

Women	174	174
Youth	265	265
People with disabilities	2	8

A total of 605 of these project beneficiaries were trained in the following areas:

- First Aid
- Technical skills and
- Small Medium and Macro Enterprises (SMMEs) development

Beneficiaries were selected from the following projects in the following districts:

<b>Project</b>	<b>District / s</b>
Road ranger project	Amathole, Chris Hani, Alfred Nzo, Sarah Baartman and O. R. Tambo
Car Wash Project	All districts
Airport Routine Maintenance	Amathole and O. R. Tambo
Grid gates	All districts

With regard to Small Medium and Micro Enterprise development, our airport labourers were trained in National Qualifications Framework (NQF) levels 2 and 4, Entrepreneurial and Business Management skills to prepare them for exit. This training programme will be finalised in March 2015.

The Programme also undertook to conduct impact assessment of EPWP Projects in all districts. Among other findings, the study revealed that the Road Ranger Project needed to be reviewed and among other plans for 2015/16, the Programme will be the review of Project and to enhance its monitoring through ICT solutions.

A total of 10 cooperatives will be supported during 2015/16 in collaboration with the Government Fleet Trading Entity to create more jobs through the Car Wash project. This is intended to give support to youth, women and disabled persons.

The Community Based programme will forge ties with the Special Programmes unit, Transport Sector role players and other programmes to ensure integration and co-ordination of activities with a view to maximise job creation.

## **GOVERNMENT FLEET TRADING ENTITY**

The decision made by the ANC-led government to insource the management of fleet has proven to have been a good decision like many of our policy decisions.

In improving its capacity to deliver the Provincial Government Fleet Trading Entity has filled most of the positions that were approved in the interim structure.

The entity BBBEE spend has increased to 49% year to date as compared to 42% in the previous financial year. The target set for the Transit Solutions in the terms of contract is 60% of the maintenance spend should be with BBBEE entities for the new contract and increasing by 10% annually, hence the need to ensure that we develop our historically disadvantaged individual suppliers to be able to meet if not exceed these targets.

To consolidate the gains made thus far and improve on efficiencies the entity will have to deliver rapidly on the following projects

- Implement a governance structure that decouples the operations of the entity from the administration of the department
- Start a process to create a proper DPSA approved structure that should be finalised in the 2016/17 financial year
- Source and implement a management information system that is appropriate for fleet management.
- Coordinate the training of transport officers across the province to improve fleet management capability within departments for better management of the fleet.

To further mitigate accidents the department of transport through the trading entity is investigating the introduction of Government Driver permits for all eligible drivers of government vehicles and intends implementing in the third quarter of the current financial year.

From the 1<sup>st</sup> of April the EPWP projects relating to the washing of vehicles will be transferred to the trading entity and I expect that these projects are transformed into car wash businesses in the form of cooperatives. The entity will further ensure that through this initiative government vehicles can reasonably be kept clean.

**In conclusion**, Honourable Speaker, I present the policy speech of the Eastern Cape Department of Transport together with the annual performance plans of both the Department and Mayibuye Transport Corporation.

**I thank you**