



SPEECH



**2022/23 Budget Vote Speech: Tabled by MEC Jacob Mamabolo at the
Gauteng Provincial Legislature on 20 May 2022**

Madame Speaker and Deputy Speaker

Honourable Premier and Members of the Executive Council

Chief whip of the majority party

Honourable members of the Gauteng Legislature;

And the people of Gauteng

Allow me Honourable Speaker to open this address by joining many of our people across the length and breadth of our province who are mourning the untimely passing of the former Mayor of the City of Johannesburg Metropolitan Municipality Comrade Mpho Moerane. Death has robbed us of yet another bright and committed servant of the people who has dedicated his life to the liberation of his people. Councillor Moerane has run his race and fought a good fight. The people of Joburg and indeed those across our province and country are all the much poorer having lost such a leader. Our roads have claimed yet another life, our roads have snuffed out a promising future and robbed a family of a loved one, a people of their beloved comrade.

Honourable members Councillor Moerane's death and that of former Mayor

Jolidee Matongo are a stark reminder of how dangerous and deadly our road network can be. In less than two months ago, over the Easter Weekend, one hundred and thirty-five lives were lost on our roads across the nation. This is above the One Thousand six hundred and eighty-five (1,685) lives that were lost on our roads during the 2021 festive season. Ladies and gentlemen, friends, and compatriots this situation is simply not acceptable. According to the National Department of Transport the main cause of road crashes “were jaywalking, hit and run, speeding, overtaking onto oncoming traffic, wet and slippery surfaces and tyre bursts.” In other words, human error is predominantly responsible for all the crashes on our roads. This calls for an intensified awareness campaign to educate road users about the responsible behaviour on our roads. Honourable Members, ladies and gentlemen, the road network is shared amongst all road users, be it motorists, cyclists, pedestrians or motorcyclist. Your behaviour on the road affects many other lives.

To quote Premier David Makhura in the Tenth State of the Province Address:

“After so much death and destruction of lives and livelihoods, it is time to rebuild and do so with the greatest sense of urgency, single-mindedness”. It is with this urgency in mind that we present to you the Budget for the 2022/23 financial year.

Honourable Speaker, the R8.71 billion budget we are presenting to the people of Gauteng and this august house will be used to “rebuild and renew” and move us forward as we were directed by the Premier. Of the more than R8 billion we

have been allocated, R402 million is allocated towards Administration, R2,5 billion towards Transport Infrastructure projects which include Planning, Design, Construction and Maintenance. Our Transport Operations have been allocated R2.9 billion and R2,45 billion will be allocated to the Gautrain for operational expenses and subsidies.

This budget must help us address some of the problems facing our people across the City Region. According to the 2020/21 Gauteng Household Travel Survey, more households are paying or committing larger proportions of their disposable household income on commuting. The study also tells us that travel time has increased by 17% from 46 minutes in 2014 to 57 minutes in 2019/20. This confirms that our hawkish focus on making public transport work over the past few years was not a misdirected one.

The Gauteng Household Travel Survey goes further to tell us that commuter trips are generally dominated by the 54% use of bus, 71% company transport and 44% lift clubs' modes which recorded a substantial percentage for work purposes. In order for us to impact the satisfaction level of the subsidised commuter bus service in the province which has been plagued by challenges of reliability and breakdowns of buses among others, in October 2021, we advertised the tender for the subsidised bus contracts. Although this process has been affected by legal challenges, we are determined to transform and modernise these contracts which are clearly outdated and not fit for purpose.

Honourable Speaker, work to transform the entire public transport system has been continuing relentlessly as we have been closely collaborating with various modes of public transport with a view of stabilising the sector through the principles of good governance. It is my pleasure to report back to the people of our province that we have finally formalised a structure that will represent the e-hailing industry. Working with driver partners and vehicle owners we convened the first elective process which has given the industry leaders who will work with government to improve the conditions and the regulatory challenges facing this relatively new, but growing mode of public transport. We are keenly awaiting the passing of the Amended National Land Transport Act (NLTA) and the regulations which will help guide us as we work together.

The Minibus Taxi industry still remains the dominant mode of Public Transport for the majority of our people. However, the industry is plagued with violence which the Department remains concerned with. The Legislature has passed regulations establishing the arbitration office which will go a long way in resolving conflicts amicably in the industry.

Honourable members, from the period when we convened our seminal Gauteng Taxi Summit in Sedibeng in 2019, we were well aware of the long and complex journey that awaited us as we corporatise and future proof the taxi industry. Guided by the recommendations of the Commission of Inquiry into Taxi Violence, we are not complacent in implementing the findings of the Commission.

I am pleased to announce that the Legislature has passed regulations establishing the Public Transport Arbitration Office, this is dedicated capacity to deal with public transport related disputes and conflicts. We will turn this industry around so that it takes its rightful place as the leading people mover in our province that is free of murder and constant disruption.

Ladies and gentlemen, the work we are doing in bringing stability into the public transport space is continuous, it demands that we prioritise negotiations and consultations with each and every role player.

During the period under review, we have also successfully supported the formalisation of the Gauteng Education Transport Service (GETS), a crucial body that will help us bring structure and accountability in the scholar transport sector. GETS has elected its leaders and we continue to work with them to bring stability in this crucial industry.

The Department realises that to be able to implement the programmes and achieve objectives of Growing Gauteng Together, the Department has to build strong institutions that support development and are aligned to our strategic trajectory. As such we are making serious progress in finalising our organisational structure. The Gauteng Department of Transport of the future has been designed and workshopped with officials in the Department and in this financial year, we will be confirming the costing of the proposed structure covering a period of three years for submission to the Department of Public

Service and Administration (DPSA) for approval. We are also in the process of actively recruiting the skills that are critical in both the current structure and the DRT of the future.

The Gautrain continues to provide a safe and reliable public transport service to the people of Gauteng. The Gautrain Management Agency is currently continuing its plans for successful operations of the Gautrain service post March 2026 when the current Gautrain Concession agreement ends.

The planning of the proposed Gauteng Rapid Rail Network Extensions (GRRIN) project is also underway. The project has made significant progress and I'm pleased to inform you that Cabinet has endorsed the Preliminary Route Alignment study for Phase 1 of the proposed GRRIN extensions and an official announcement and details will be made in the coming week.

The GMA has placed the procurement process that was initiated to enable the acquisition of additional rolling stock and appurtenant depot enhancements on hold until further notice. This decision has been implemented with due consideration of the significant impact that the Covid-19 pandemic has had on mobility and thus passenger demand on the Gautrain. The GMA will continue with the management of the capacity of the Gautrain System to ensure that all necessary interventions required are addressed as part of its future planning.

To support the Transport Services Centres, the Department, in the last financial year through the Gautrain Management Agency has established a new

generation Driver License Testing Centre (DLTC) that will help reduce the Driver License backlogs. In this financial year the Department will continue working through the Gautrain Management Agency to operate and establish other DLTC's. The Department has also entered into an Agreement with the Road Traffic Management Corporation (RTMC) to establish two DLTC's in the province which will continue to operate in this financial year. These interventions will reduce the Driver License backlogs that have been a challenge for the province.

To strengthen institutions the Department will roll out the Smart enrolment system that will reduce the queuing and processing time at DLTC's. This will see the improvement of Live Enrolment Units that are normally characterised by constant breakdowns and slow processing time.

Despite many challenges experienced with the COVID-19 pandemic which impacted severely on the Driver Learner Licensing, Testing Centres and Reregistering Authorities during the 2020/21 financial year, the 2021/22 financial year showed a turnaround in revenue collection. The Department successfully achieved its target for revenue generation of R4, 4 billion through the implementation of its revenue generating strategies. This makes the Department the highest revenue contributor in the Gauteng Provincial Government.

The continued growth in revenue collection reflects the effectiveness and

efficiency of the Department's Revenue Maximisation Strategy. It is driven by four pillars, namely, maximisation of the agency fee cost, efficient revenue collection, continuous tariff reviews, stakeholder inclusion and data clean up.

As part of the Growing Gauteng Together Through Smart Mobility Strategy we are continuing to put an emphasis on the use of smart technology to improve both our internal system and the experience of our clients. The Department has developed the following online digital systems with the objective of ensuring strong institutional digitisation and data centric transport with the province:

1. **Gauteng Integrated Public Transport Administration System (GIPTAS).** This system will be a repository of information required to execute the mandate of registration and licencing of public transport modes and operators.
2. **Online Renewal of the Motor Vehicle Licences System.** The Road Traffic Management Corporation (RTMC) launched the online system creating greater efficiencies and ease of convenience for citizens to transact online to renew their motor vehicle licences.
3. **Pothole Management System Application.** The App was created as a management tool for the Department to manage the turnaround times for patching of identified potholes on the provincial roads. The system has been launched and system users have been trained.
4. **Contractor's Site Construction Daily Reporting Tool.** The Department launched a Maintenance and Construction Digital Platform

due to challenges experienced in the reporting of activities completed by the service providers or Departmental teams.

Honourable Members as we face the aftermath of one of the deadliest and most disruptive pandemics of our time, now is the time to roll up our sleeves and direct the economic recovery of our province. Signs are already that the built industry is experiencing a positive shift in sentiment over the past year or so. According to the the First National Bank (FNB)/Bureau for Economic Research (BER) Building Confidence Index (BCI) gained six points to 40 in the first quarter of this year, compared with 34 in the fourth quarter of 2021 – indicating a four-year high in building confidence in South Africa. However, what remains concerning out of this positive outlook is that main contractor confidence slipped to 25, down from 30 in the prior quarter.

Through our tools of analysis, we have moved with speed in addressing contractor performance as a critical risk to our economic recovery process. As such we have appointed an independent and reputable legal firm with extensive experience in contract law to help us manage time, cost, and quality as the critical components of transport infrastructure delivery. At the centre of our Transport Infrastructure House we have placed the Compliance Office as the ultimate barometer and quick intervention tool to ensure that there is no lag between the identification of poor contractor performance and intervention. Through the use of smart tools such as drones, project management dashboard to track the implementation of projects the Compliance Office will form an

integral part of contract management and will assist us with the performance management of all our service providers throughout the delivery pipeline. This office is already helping us fast track delivery through accountability and real-time monitoring.

The improvement in confidence levels in the built sector couldn't have come at a better time as we are plateauing towards the economic recovery. Our transport infrastructure projects will need to play a catalytic role in this recovery and the Compliance Office is the right tool to help us keep our word to the people.

Last week during a planned visit to our projects, I had the pleasure of meeting the City of Ekurhuleni officials and developers who have invested time, money and expertise to develop the city around the Airport. We traced the Roads projects that are at the Design stage at OR Tambo International Airport, where there is a vision for growing more capacity for the Airport. We made our way through tracing the path of the planned PWV15 that will serve as a second major freeway supporting the airport, all the way through to N12, N17, N3 and the planned Tambo Springs Freight and Logistics Hub. The developments in this corridor, the vision for expansion at the Airport and the vision for a large freight and logistics hub will bring many more people the kind of connections that are needed to have access to opportunity and to grow the economy. It was an important visit in which the Department recommitted to build the critical roads to support the vision of this corridor and smart mobility.

In this Financial year the Department will be continuing with the Design of K90 to support the OR Tambo International Airport expansion project. The Department will also appoint a Professional Service Provider to design the first phase of the PWV15 from R21 to N12. The Department will also support the development of the Tambo Springs Freight Hub and will make efforts to unblock the challenges the project faces in the construction of the K148.

As part of our multi-year programme, the following projects are currently in the process of being implemented:

- K217 from K8 (R566) to K4 (Ruth First) Phase 1: Rosslyn Hub (land acquisition) and the Design of K217 from P230-1 to N4 (approximately 11km),
- 54 Phase 2 the Design for construction of expressway from PWV17 to N4 to R21,
- K60 from K58(D51) (Allandale Road) (M39) to K117 (Andrew Mapheto) in Tembisa Design,
- K97 Section 3 from Lindfield Road -Wonderboom Airport Southwards to Wonderboom (K14) for the Pyramid Freight Hub,
- K90 North from R21 Interchange to Elgrin Road Design.

The Department is partnering with the private sector to construct infrastructure in the province. In this financial year the Department will enter into a partnership to redesign the Graystone Drive /M1 interchange to improve traffic flow. The

Department will also design and construct the Craddestone interchange, the K14 Rainbow Junction bridge over the Apies River and the Vaal River Interchange.

Road Construction projects that commenced during the last financial year will continue. These are:

1. Vaal River City : Construction of new interchange and access roads on the R42 (Barrage Road) in Vereeniging,
2. K101 Phase 1: Upgrading (Doubling) road P1/2 (K101) old Pretoria /Johannesburg Road) From N1 Rooihuskraal interchange to road D795.
3. K14: Single carriageway of K14 from P2-5 (R513) Cullinan Road to Rayton road D483 (R516) to bypass Cullinan,
4. K46 Phase 2 -William Nicole between PWV5 (Juskei River) and Diepsloot,
5. 15 Phase 3: Upgrading of K15 Adcock Road between K102 Main Str Dobsonville to Wild Chestnut Str Protea Glen,
6. K56 Upgrade between K46 (William Nicol Drive) and P79/1 (Main RD) as well as the extension of Erling Rd,
7. K73: Upgrading of road K73 between Woodmead Drive and Allandale Road (D58),
8. P39/1 Heavy Rehabilitation from km30 Diepsloot to km43 Muldersdrift approx. 14.35km,
9. P175/1: Rehabilitation of Road P175/1 from Vanderbijlpark to

Potchefstroom Phase 2.

Honourable our Roads Maintenance programme has never been as strategic and transformational. Our Smart Mobility Weekends have proven not only as an important pressure relief to Municipalities and road users across board. They also been critical in forging a close working relationship between the Provincial Government and various municipalities. Through grass-cutting, tree felling, vegetation control and litter picking we have identified another avenue to create jobs while making our roads safer for users. This year R668 Million has been allocated towards Maintenance from the Provincial Roads Maintenance Grant. In this financial year the Department will maintain 34 roads in Emfuleni as part of the efforts to improve road conditions in the District. The Department will also be continuing with the Smart Mobility weekends maintenance programme on Saturdays and Sundays to patch potholes, repair surface defects, cut grass, repair road signs and clear drainage amongst other activities. This is over and above the day-to-day roads maintenance programme that happens during the week. In this Financial Year the Department will be appointing maintenance service providers for RIFSA Class 1 and 2 who will immediately commence with maintenance work. To improve the turnaround time of the maintenance teams the Department will be launching a Maintenance App before the end of August that will assist the Public to report road defects to the Department.

In this financial year the Department will be continuing to maintain traffic lights as it has created capacity within the Roads Branch to maintain, upgrade and monitor traffic lights.

Honourable Members, G-Fleet continues to offer a valuable service to Government Departments in Gauteng. The entity manages 6500 Vehicles and brings in revenue of R1,045 billion. To strengthen G-Fleet, the entity will be filling vacant posts in this financial year of critical posts which include that of the Chief Operating Officer. It is my hope that with these actions, G-Fleet will improve on the management of its finances.

Honourable Members the work of the Transport Authority of Gauteng remains crucial in integrating our transport system. As the Gauteng City Region Observatory's latest Quality of Life Survey Report shows, some significant changes to transport patterns as a result of Covid-19. The survey showed a drop in percentage of people travelling to work, to look for work and to places of study compared to previous studies. This explains the reduced travel time that characterised the state of disaster period but which we expect will change as the economy recovers. The survey also reported that one in four respondents feels either a bit or very unsafe waiting for and using public transport. These findings have a direct bearing on the functions of the TAG. I am pleased that the Authority has is in the process of recruiting key personnel that will assist in building a world class Transport Authority. In this financial year the TAG will deliver the Provincial Land Transport Framework, a planning

framework that will guide the province and municipalities on Transport elements as required by the NLTA. The TAG will also begin the updating of the ITMP25 and creating projects that will assist in fulfilling its mandate of integrating Transport in Gauteng.

In conclusion, I would like to thank Honourable Premier David Makhura and my colleagues in the Executive Council, Members of the Portfolio Committee under the Chairperson Honourable Gregory Schneemann and the Parliamentary Constituency Office, HoD Darion Barclay and all our staff for their unwavering support even in the most trying times.

I Thank you