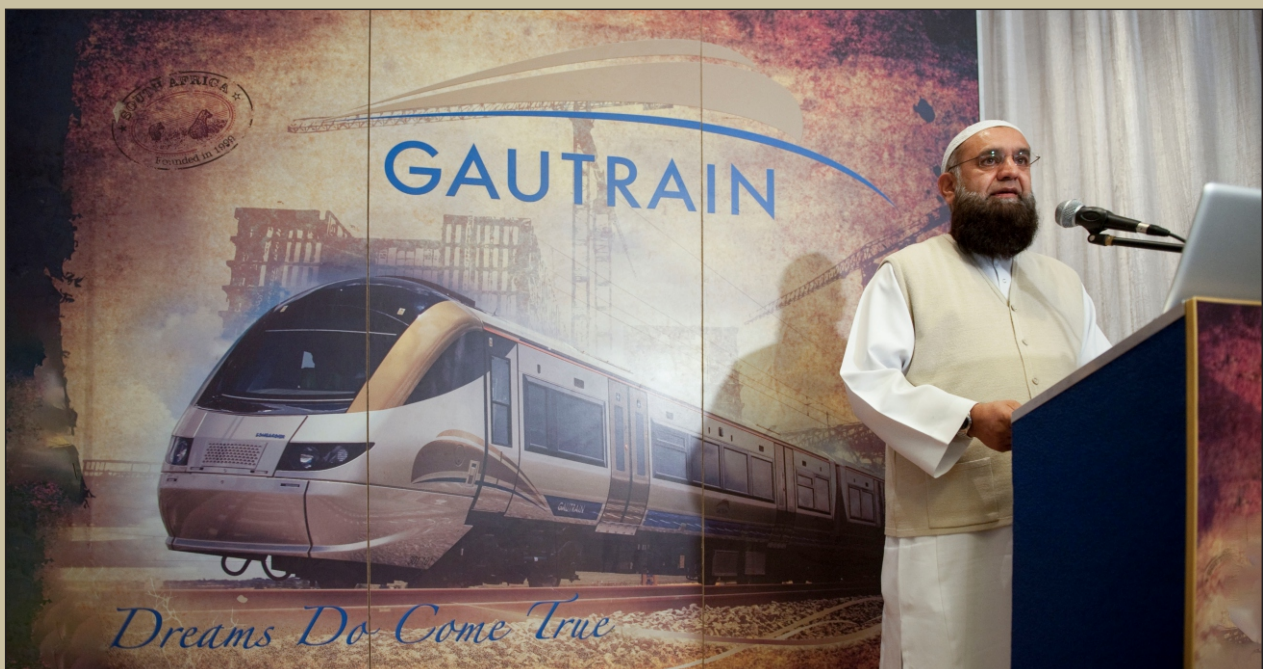


FASHIONING AN INTEGRATED TRANSPORT SYSTEM FOR THE GAUTENG CITY-REGION

SELECTED SPEECHES AND STATEMENTS
(2010-2019)

Dr Ismail Vadi
(former MEC for Roads & Transport)
31 January 2020



**FASHIONING AN
INTEGRATED TRANSPORT SYSTEM FOR THE
GAUTENG CITY-REGION**

**SELECTED SPEECHES AND STATEMENTS
(2010-2019)**

Dr ISMAIL VADI

(former Gauteng MEC for Roads and Transport)

31 JANUARY 2020

CONTENTS

No	Date	Speech Title	Page
	31 January 2020	Preface	
1	6 December 2010	Tabling of the Annual Report of the Department of Roads and Transport	7
2	7 March 2011	Unveiling of the Dual Carriage Way on Dr Beyers Naude Drive	10
3	10 May 2011	SAPO and DRT Motor Vehicle Licensing Launch	13
4	5 July 2011	Budget Vote 7: Roads and Transport	14
5	12 September 2011	6 th Biennial i-Transport Conference	27
6	23 September 2011	Tabling of Annual Report of the Department of Roads and Transport	32
7	8 November 2011	Official Opening of K29 Malibongwe Drive	36
8	11 November 2011	Submission to the Petitions Committee on the Gauteng Freeway Improvement Project	38
9	29 November 2011	The Petitions Committee Report on the Gauteng Freeway Improvement Project	43
10	1 December 2011	Launch of the Gauteng Public Transport Regulatory Entity	47
11	28 February 2012	Debate: The Premier's State of the Province Address	50
12	8 March 2012	Condolence on the Death of Taxi Leader, Michael Yende	52
13	5 June 2012	Budget Vote 8: Roads and Transport	53
14	19 June 2012	ITS South Africa - Workshop on Urban Mobility and Congestion Management	62
15	14 September 2012	Introduction of the Gauteng Transport Laws Rationalisation Bill, (2012)	68
16	27 November 2012	Launch of SA's First Natural Gas Vehicles Station Novo Energy	70
17	13 December 2012	Opening of Kiptown DLTC at the Walter Sisulu Square	72

18	30 January 2013	Opening of N1/N12 Misgund Interchange	74
19	14 May 2013	The Black Taxi Industry - An Unanticipated Success Story	75
20	31 May 2013	Budget Vote 9: Roads and Transport	79
21	19 August 2013	Launch of the 25-Year Integrated Transport Master Plan for Gauteng	88
22	27 August 2013	Opening of Phase 1 of R82 Road Construction Project	92
23	17 October 2013	"Grow Communities with Public Transport": Gautrain Surpasses Socio-Economic Development Obligations During Construction	96
24	25 June 2014	Gautrain GARA Award: Celebrating Another Achievement	99
25	1 July 2014	Debate: Premier's State of the Province Address	100
26	22 July 2014	Budget Vote 9: Department of Roads and Transport	103
27	20 October 2014	Gauteng Freight Summit	110
28	24 October 2014	Re-Fashioning Gauteng's Transport System (Article)	114
29	28 November 2014	Motion on State of Provincial Roads Tabled by Member N Campbell (DA)	116
30	2 December 2014	Tabling of Annual Report (2013/14)	120
31	23 June 2015	Budget Vote 9: Department of Roads and Transport	124
32	26 May 2015	8 th i-Transport Conference and Exhibition of ITS-SA	130
33	4 September 2015	Tabling of 2014/15 Annual Report of the Department of Roads and Transport	132
34	30 September 2015	Launch of 2015 October Transport Month Campaign	136
35	13 October 2015	Gauteng Premier's Taxi Workshop	140
36	25 February 2016	The State of the Province Debate	142
37	9 March 2016	International Consultative Conference on Transport Authorities	146
38	6 May 2016	The Licensing of Uber Partners	149
39	27 May 2016	Budget Vote 9: Roads and Transport	151

40	26 July 2016	Launch of Metrobus Dual Fuel Green Busses	156
41	3 October 2016	Launch of 2016 October Transport Month Campaign	157
42	6 October 2016	Air-Rail Africa Conference 2016	162
43	11 October 2016	Gauteng Cycling Indaba	164
44	30 November 2016	Tabling of the 2015/16 Annual Report of Department of Roads and Transport	167
45	9 February 2017	The Signing of the Joint Declaration of Intent on the Freight Logistics Sector in Gauteng	170
46	23 February 2017	State of the Province Debate	172
47	31 March 2017	Introduction of the <i>Gautrain Management Agency Amendment Bill</i> , (G001 -2017)	176
48	29 June 2017	Budget Vote 9: Roads and Transport	179
49	30 June 2017	Notice of Intent to Close NANDUWE and WATA Taxi Ranks and Routes	184
50	26 September 2017	Motion on Investment on Public Transport	184
51	3 October 2017	Launch of the October Transport Month Campaign	187
52	10 October 2017	OR Tambo International Road Transport Indaba	189
53	31 October 2017	Lanseria Airport Tower Development	190
54	21 November 2017	Gauteng Anti-Corruption Indaba	192
55	29 November 2017	Launch of Phase 2 of GLIX Project	194
56	29 November 2017	Debate on the Annual Report (2016/17) of the Department of Roads and Transport	196
57	19 January 2018	Launch of the Connect Series of Hackathons in Africa	198
58	13 February 2018	Disabilities and Driving Campaign Workshop	200
59	15 March 2018	The Fourth Industrial Revolution and Mobility Seminar	202
60	19 June 2018	The i-Transport & UATP Go Green - Go Smart Conference on the Future of Public Transport	206
61	28 June 2018	Budget Vote 9: Transport	207
62	1 October 2018	Launch of the October Transport Month Campaign	213

63	4 October 2018	ITS-SA Workshop on Transport Data and Cyber Security	218
64	23 October 2018	Statement on the Naming and Re-Naming of Provincial Roads in Gauteng	221
65	25 October 2018	Opening of the Gibela Factory	222
66	26 October 2018	Re-Opening of Church Square	224
67	20 November 2018	Launch of the e-Cargo Bike	225
68	28 November 2018	Debate on the Annual Report of the Department of Roads and Transport	226

PREFACE

I was elected as a Member of Parliament (MP) in the National Assembly representing the African National Congress (ANC) after the first national democratic elections held on 27 April 1994 in South Africa. Aged 34, I was among the younger band of MPs elected for the first time to Parliament; many of the ANC representatives being elder veterans of the national liberation struggle against apartheid, capitalist exploitation and sexism. I served as an MP until November 2010, when I was appointed as the Member of the Executive Council (MEC) for Roads and Transport in the Gauteng Province.

I was a backbencher in parliament for the first 12 years with membership to the Portfolio Committees on Education, Public Service and Administration, Safety and Security, Correctional Services and the Joint Standing Committee on Intelligence. Later, in 2006, I was appointed as Chairperson of the Portfolio Committee on Communications - a post I held until November 2010, when I was moved to the Gauteng Provincial Legislature.

In May 2004, I was appointed as the Chairperson of the *Ad-hoc* Committee on the Report of the Public Protector (“Mushwana Report”), which arose out of a complaint by the Deputy President, Jacob Zuma, after the National Director of Public Prosecutions, Bulelani Ngcuka, publicly stated in August 2003, that there was a *prima facie* case of corruption against Zuma but insufficient evidence to prosecute him. The statement arose out of an allegation that Zuma had elicited a R500 000.00 bribe from a company involved in the arms deal initiated by the South African National Defence Force. Zuma of course has repeatedly denied the allegation and the matter remains of public interest and legal action to this day.

In the Constitutional Assembly established by both Houses of Parliament to craft a democratic constitution for the country, I was appointed as the Chairperson of Theme Committee 6.1 that designed the constitutional framework for the Public Service Commission and the

Electoral Commission. In drafting the section of the Constitution on “Public Administration” and the “Electoral Commission”, we had to work within defined constitutional and political parameters, namely, “Constitutional Principles xxix and xxx” of the *Interim Constitution of the Republic of South Africa*, 1994. At the least we had to comply with 34 constitutional principles set out in the *Interim Constitution*; complete the process within two years and ensure that the final constitution enjoys popular legitimacy and credibility. It also had to be written in plain English so that it could be accessible to the public.

I served as the Gauteng MEC for Roads and Transport for an unbroken period of almost nine years. These represented the more productive years of my tenure as a public representative in our democratic system of governance. As MEC I had initiated the *Gauteng Transport Laws Rationalisation Act* (2012); the *Gautrain Management Agency Amendment Act* (2017); the *Gauteng Provincial Road Traffic Act Amendment Bill* (2018) and concomitant regulations relating to the towing industry, and the *Gauteng Transport Authority Act* (2019). More importantly, under my stewardship the Gauteng Department of Roads and Transport (the “Department”) had developed for the first time a 25-year Integrated Transport Master Plan (ITMP25), which serves as an overarching, medium-term policy instrument to guide the development of an integrated transport system in the province.

These selected speeches and articles capture the more important aspect of my political life as a public representative in the transport sector. They are listed chronologically and devoid of the normal acknowledgment of dignitaries, characteristic of official speeches. They cover my work in the provincial legislature and presentations made at various gatherings relating to my work in the roads and public transport sector.

Ordinarily speeches are listened to by audiences; they are not often read. In this instance they are being made public so that transport policymakers, practitioners, students and aspirant politicians may benefit from the reflections of my involvement in this dynamic sector.

I must acknowledge the sterling professional support I had received during my tenure as MEC from the senior management and staff in the Department, the Gautrain Management Agency and g-Fleet, including the support staff in my office, namely, Fuad Hendricks, Advocate Alma Nel, the late Tshidiso Molukanele, Mpho Legoase, Moss Moepeng, Lenny Chetty, Gadifele Mahonko and Julia Lebepe.

Dr Ismail Vadi

(Senior Research Fellow - Department of Transport and Supply Chain Management, College of Business and Economics, University of Johannesburg)

31 January 2020

1. TABLING OF THE ANNUAL REPORT OF THE DEPARTMENT OF ROADS AND TRANSPORT, GAUTENG LEGISLATURE, 6 DECEMBER 2010

Madam Speaker

I entered the room in which I was to be sworn in as a member of this House with apprehension. Nothing in my political career had prepared me for the unexpected and sudden switch from the National Assembly in Cape Town to the Gauteng Provincial Legislature. As I walked into the Chamber, your reassuring smile and graceful demeanour immediately set me at ease and made me feel at home. I want to thank you most sincerely for the warm reception you had afforded to me and for the dignified manner with which you had conducted the swearing-in ceremony.

I also wish to thank the ANC Chief Whip - the Honourable Brian Hlongwa - and other members of the opposition parties who were present to witness my induction in the House. Finally, I express my gratitude to the Premier for the confidence she has shown in me by appointing me to this portfolio.

WORLD CUP LEGACY

Before I proceed with my response to the debate, allow me to pay tribute to my predecessors, the Honourable Bheki Nkosi and Mr Ignatius Jacobs, for the sterling work done in promoting public transport and roads construction in Gauteng. I know that they have put in enormous energy and effort to develop an integrated transport system, which links rail, taxis and busses, both provincially and locally. No one can dispute that Gautrain is a world class initiative and that the Department delivered on its mandate during the FIFA Soccer World Cup. I am also keenly aware that both have tried their very best to promote good governance during their terms of office.

In responding to the Committee's assessment of and recommendations on the Annual Report of the Department of Roads and Transport, we would like to reflect briefly on some of the notable achievements of the Department. The 2010 FIFA World Cup saw an impetus on road infrastructure improvements, which served to boost the ability of the provincial government to move more efficiently people, goods and services within and around the province. Our position as government is that this momentum should not be lost. The integrated planning and co-ordination of transport arrangements during the soccer tournament has inspired us all to seek ways of sustaining this approach more permanently. The maximum usage of all forms of public transport must become a new culture, a new way of life for our citizens. In return, the Department and government more generally, must commit itself to improving public transport services by implementing projects that seek to deliver an efficient, safe, reliable, affordable and integrated public transport system.

POWER OF ONE

Over the past few weeks, the sheer pressure of work had enabled me to attend the sessions of the House only intermittently. I am impressed by the quality and intimacy of the debates. But what struck me the most was a quotation by Ben Okri, cited in the recent Budget Adjustment Speech by the MEC for Finance, the Honourable Mandla Nkomfe.

Okri says, “One great thought can alter the future of the world. One revelation. One dream. But who will dream that dream? And who will make it real?” This got me thinking about a unique concept in the theory of building outstanding leadership called, “The power of one!” Drawing from natural science, it provides examples of how just one thing can make a difference. For example, at 99°C water is hot; at 100°C it boils. Boiling water produces steam; and steam can power an engine. It’s a matter of only 1°C.

So, my office had to ask itself a simple question: Of the many challenges that confront the Department of Roads and Transport, what is the one thing that we should deal with first?

We have come to conclude that the single, most important issue is the perceived negative public image of the Department. Whether it is true or not, the perception exists that the Department’s procurement and tender processes lacked integrity and transparency. Hence, today we want to focus especially on this matter, and to report on the measures we have instituted to change this negative perception.

SECURITY VETTING

Firstly, we have ensured that the Senior Management of the Department obtains proper security clearance from our security services. Already, a team from the State Security Agency has met with the Head of Department and all the Deputy Directors-General and circulated the relevant documentation to them. These documents have to be returned on 10 December 2010. In due course, security vetting will be extended to other management layers of the Department. Furthermore, we will endeavour not to use private security companies for tasks relating to security vetting; these must be the preserve of the State Security Agency.

FINANCIAL DISCLOSURE

Secondly, we are pleased to report that as of Friday, 3 December 2010, all senior managers – from Director level upwards - have submitted their Financial Disclosure Forms as required by the public service code. My office will evaluate these forms in due course, to ensure that there are no material conflicts of interests. If there are any apparent conflicts, we will take appropriate action internally and report the matter to the Public Service Commission.

ADHERENCE TO TENDER REGULATIONS

Thirdly, the senior management of the Department and my office are in the process of finalizing regulatory procedures for managing Departmental tenders. Henceforth, the Department will adhere strictly to the relevant provisions of the Public Finance Management

Act; the National Treasury Practice Notes; the Preferential Procurement Policy Framework Act; the Broad Based Black Economic Empowerment Act; and the Prevention and Combating of Corrupt Activities Act.

As supported by the MEC for Finance and the recent Gauteng Anti-Corruption Summit, all tender decisions will henceforth be made available on the Departmental website. As a rule, a tender should be awarded to the lowest bidder that is compliant and who has met all the stipulated requirements. In due course, all members of the Bid Evaluation Committee and the Bid Adjudication Committee will have to obtain the relevant clearance certificates from the State Security Agency. Lastly, in this category, we have requested the Head of Department not to act as the Chairperson of the Bid Adjudication Committee. This will ensure that she can independently verify compliance with our newly established procedures before signing off on any tender.

REVIEW OF CONTRACTS

Fourthly, over the past few months and acting on the instructions of the former MEC for Roads and Transport, the Head of Department has reviewed over 200 contracts that the Department had concluded over the past two years. Where there were material irregularities in the awarding of contracts, the contracts have been terminated by the Department. Where the contractual arrangements were not justifiable, the Department has entered into discussions with the contracting parties to re-negotiate the terms of the contracts. And where there are no discernible irregularities, the Department has confirmed the arrangements and is in the process of settling its accounts.

SETTLING DEBTS

Fifthly, as at 1 April this year, the Department had accruals and outstanding debts totalling R613 million. We are pleased to report that to date this amount has been reduced by 51 percent and that the Department has already paid R314 million to our debtors. We remain hopeful that we can further reduce our debt over the next few months. My office adopts a simple approach to public finances – our books must balance at the end of each financial year.

NO UNSOLICITED BIDS

Lastly, we take this opportunity to announce that the Department and my office will not be responding to unsolicited bids for the next 12 months. The reason is simple. The Department has severe budgetary constraints and it is our intention in future to divert as much of our financial resources as is possible to the rehabilitation of provincial roads, rather than to any new projects. This voluntary moratorium will be reviewed by my office in the middle of next year.

g-FLEET – PROVINCIAL TREASURY SUPPORT

We are extremely concerned that in the last financial year, g-Fleet obtained a disclaimer from the Office of the Auditor-General. The reason for this state of affairs is now well-known.

According to the Auditor-General, there was insufficient audit evidence available to him to express an opinion. There was no proper financial record-keeping and there were numerous financial misstatements.

G-Fleet has now appointed a new CEO, COO and CFO. The new leadership has committed itself to submitting an interim audit to the Auditor-General, which deals with issues reflected in the Management Letter. The entity will develop an Audit Action Plan to monitor progress on implementing the recommendations of the Auditor-General. My office will shortly be approaching the Provincial Treasury requesting it to second one official to support the new Executive Management, so as to ensure that the audit opinion on g-Fleet improves at the end of this financial year.

GAUTRAIN

We are generally pleased that the Gautrain Management Agency received an unqualified audit in the last financial year. Last week I had the good fortune of conducting an inspection-in-loco of construction sites to witness the progress made to date. We are pleased to report that tomorrow the last carriage for Gautrain will be received by the Acting Premier.

I believe that of the 1700 staff members that we have in the Department of Roads and Transport, everyone is important. If every single staff member does just one thing differently and better, 1700 things will improve in our work. This can power the Department to new heights. This is the power of one!

Finally, may I take this opportunity of thanking the Legislature Committee on Roads and Transport for examining critically the Annual Report of the Department and for making sound recommendations to improve its performance in future. We will respond in writing to some of the outstanding issues raised by Honourable members of the House. May I wish you all a Merry Christmas and a prosperous New Year. Remember, road safety begins with you!

2. UNVEILING OF THE DUAL CARRIAGE WAY ON BEYERS NAUDE DRIVE, JOHANNESBURG, 7 MARCH 2011

A Monday morning is always a busy time. There are emails to read; meetings to attend; phone calls to make; and work schedules to meet. But you chose to attend today's commemorative event. This is not because some puny politician sent you an invitation; no. It is because of the extraordinary stature of the man whose name we have come to honour. Allow me, therefore, to express my profound appreciation to all of you for availing yourself for this auspicious occasion.

I never had the privilege of meeting the late Dr Beyers Naude; though I've heard and read about him many a times. So, not having met the man how do I pay tribute to one of the most influential Christian personalities of our time and one of great heroes of our struggle?

As this is an event about roads, I will recall a poem by Robert Frost, entitled “The Road Not Taken”. Perhaps, the last stanza of the poem captures the essence of Dr Naude’s life:

I shall be telling this with a sigh

Somewhere ages and ages hence:

Two roads diverged in a wood, and I -

I took the one less travelled by,

And that has made all the difference.

I suppose what Frost means is that making choices - choosing between two roads in life - is inevitable, but you never know what your choice will mean until you have lived it. In 1960, in the wake of the Sharpeville massacre – which we will also commemorate later this month, Dr Naude was confronted with such a choice in life. He chose the road less travelled by his contemporaries! In this he proved Alexis de Tocqueville wrong, who wrote in his seminal work, *Democracy in America*, “No man can struggle with advantage against the spirit of his age and country, and however powerful a man may be, it is hard for him to make his contemporaries share feelings and ideas which run counter to the general run of their hopes and desires.”

Dr Christiaan Frederick Beyers Naudé was born in Roodepoort on 10 May 1915. He was named after a close friend of his father, a Boer general in the Afrikaner rebellion of 1914. He studied at the University of Stellenbosch, met his wife Ilse there and served since 1940 as a Minister in the Dutch Reformed Church. He was an Afrikaner who grew up to believe in the political mission and racial destiny of his people to rule South Africa. In this regard, he faithfully served his *volk* and was a trusted member of the Broederbond.

The Sharpeville massacre shook the foundations of his upbringing. The subsequent consultations of the World Council of Churches upheld the right of all people to own land in the country of their birth; to have a say in how they are governed; and to reject any theological basis for apartheid. This stance at the Cottesloe Consultation was in stark contrast to the beliefs of the Dutch Reform Church. Its delegates repudiated the perspective of the World Council of Churches under pressure from the then Prime Minister, Hendrik Verwoerd and the Broederbond; not so with Dr Naude. From that moment, he chose another road less travelled. He left the fold at the time when he had reached the highest office in his church and was defrocked.

The road less travelled was hard and painful. Dr Naude’s departure from the Dutch Reformed Church to lead the Christian Institute; his resignation from the Broederbond, and his apparent betrayal of the *volk* by giving secret Broederbond documents to Albert Geyser, who was not

a member of the Bond, led to his isolation and rejection by his own *volk*. They felt that he had betrayed their trust and the *volk*. For this, he and his family paid a price beyond any measure.

Dr Naude courageously continued his witness through the Christian Institute. Eventually, the Christian Institute and its publication, *Pro Veritate*, were proscribed. On 19 October 1977, Dr Naude himself was served with a banning order. Between then and 1984, he was severely restricted but nevertheless exercised considerable influence on the many people who visited him on a one-on-one basis. After his unbanning in 1985, he succeeded Archbishop Desmond Tutu as General Secretary of the South African Council of Churches. In this role he called for the release of all political prisoners, especially former President Nelson Mandela, and for meaningful negotiations with the banned African National Congress.

It is in honour of such a man that the Gauteng Provincial Government decided some years ago to name a road after Dr Naude. I want to commend my predecessors, former Members of the Executive Council for Roads and Transport, Mr Ignatius Jacobs and Bheki Nkosi, who led the way in getting a provincial road re-named and upgraded. I am only but a fortunate inheritor of the good work they had done to honour Dr Naude.

The Beyers Naude Drive is a 30km arterial road in Gauteng. It stretches from the University of Johannesburg in Auckland Park, through to Melville, Roosevelt Park, Northcliff and Blackheath. It traverses the N1 Western Bypass at Randpark Ridge and ends at the N14 freeway near Muldersdrift. This road links the inner city of Johannesburg to the far western regions of Gauteng. As such it plays an important role in enabling the easy movement of economic goods and people across sections of our province.

Today, the Beyers Naude Drive is not a road not taken or less travelled by. Tens of thousands of our people use it every day to get to work, schools and other places of interest. The increasing traffic volumes on this route necessitated its upgrading to a dual carriageway. In addition, in response to a request by members of the community from Zandspruit, a reinforced concrete pedestrian bridge has been constructed to promote the safe crossing of pedestrians. The total costs involved for the most recent upgrading is R90 million.

One of the critical components of this project was its job creation potential. Through the Expanded Public Works Programme, 64 women and youth were given temporary job opportunities and skills for use into the future. A further 80 were trained in computer skills to enable them to enter the job market.

Currently, the Department of Roads and Transport is busy with building pedestrian walkways and cycling lanes along the road between Marina Drive and Juice Road. As soon as this is completed, it will commence with building an intermodal facility in Zandspruit. The facility will house taxis and buses, and there will be room for small, medium and micro enterprises. It is envisaged that from here, buses and taxis will connect commuters to 22 destinations. This

new phase will take up to nine months to complete and will cost a further R31million. The project will yield 80 jobs for the duration of the contract period.

There can be little doubt that Dr Naude's life is a testimony about what radical change is all about. For those who knew him personally, they talk with love of his big heart; his compassion; his courage; his capacity to listen, and to assist those in need. He made everyone feel special, young and old, rich and poor. He was a man of deep conviction, a man of God, and a Christian at the core of his being. What remains is for us to emulate his life; his simplicity; his humility; his absolute integrity in civic life; his devotion to a cause; his lack of bitterness; his humanity; his love for peace. One can only hope that the road less travelled by Dr Naude becomes the guiding pathway for us all and that the Dr Beyers Naude Drive becomes a living testimony and daily reminder of values by which he lived!

The Department would sincerely like to thank the family for having given us Dr Beyers Naude and for the sacrifices it has made in our quest for social justice, non-racialism, freedom and democracy.

3. SAPO AND DRT MOTOR VEHICLE LICENSING LAUNCH, JOHANNESBURG, 10 MAY 2011

The Chairperson of the Board of the South African Post Office, Ms. Vuyo Mahlati

Members of the Board of the Post Office

I am sure that fate brings us together all the time. When I left my previous position as the Chairperson of the Portfolio Committee of Communication, I thought I am leaving the entire group of communication stakeholders behind. This engagement today with the South African Post Office negates that thinking. I am pleased to once again engage with and do business with people from my previous life. I am pleased that our relationship then was built on mutual trust and respect, and this puts us on a good footing to conduct business that has mutual benefits for both parties.

When I joined the Department of Roads and Transport, I was stunned to learn that our country has approximately nine million vehicles on the road and of that number, 3.3 million are in Gauteng. A third of the country's vehicles are on our roads. It is, therefore, no surprise that the administrative process has the potential to be complex and may lead to a whole number of frustrated clients, if not managed correctly.

We are pleased to announce that government is doing its best to ensure that we do away with or at best decrease the number of complaints we receive from our clients. Our collaboration with a reputable organization like SAPO, with its wide network covering the outlying areas in the province, will greatly assist us to achieve our objective of service delivery.

Launched in 2009, the initiative is part of our broader strategy to locate our service in close proximity to where our clientele is based. In this, we are servicing motorists, helping them

with their motor vehicle renewals, taking the service to shopping centres, shopping malls and drive-through service centres, which serve as convenient locations for motorists, and giving the consumer the option of a “one-stop-shop” experience.

The Post Office has approximately 300 outlets in and around Gauteng. Currently, 110 are used as service points for license renewals. Today we are doubling that figure and adding 110 more service points. This means that from today, 10 May 2011, 220 Post Office outlets are open for business in and around the province, promoting access to departmental services and ensuring convenience to our most important shareholder, the public.

Also, it is worth mentioning that the Post Office has recorded over one million transactions in rendering vehicle license renewal services. That is a remarkable achievement and a positive milestone. It demonstrates clearly that this partnership is working and bearing fruit. For us this is an indication that the service is much needed and fully appreciated.

As part of our ambition to get double the number of people using this service, the department and the Post Office will work towards an extensive marketing campaign to promote and create awareness of this service. We believe that this will enhance the brand position of both these entities and a partnership that works.

We take this opportunity to congratulate and thank the management at SAPO for their unwavering support and professionalism, but equally for having taken the initiative to extend the service to the additional outlets. We look forward to a further extension of the services in the next financial year. May this partnership grow bigger, stronger and better in our quest to improve service delivery and to accelerate access to services to our people.

4. BUDGET VOTE 7: ROADS AND TRANSPORT, GAUTENG LEGISLATURE, 5 JULY 2011

I have never done this before. This is my first Departmental Budget and it is indeed an honour to commend to the House Budget Vote 7 - Department of Roads and Transport for the financial year 2011/12. The underlying narrative of every budget vote is the beneficial effect it would have on the lives of citizens; the positive impact it would have on the economy; and the tangible way in which it would reduce inequality, poverty and deprivation in our society. A budget vote is never about yesterday; it's really about today and tomorrow.

In the Premier's State of the Province Address, the Honourable Mokonyane spoke of the Gauteng Vision 2055 and the need for us to create a globally competitive city-region. This vision seeks to create a province that is liveable, equitable, accessible, sustainable and prosperous for all its inhabitants. I believe the Department of Roads and Transport can contribute meaningfully to this vision. It can do so by creating a reliable, affordable, safe and accessible public transport system and a well-developed road and rail network

for the efficient, effective and seamless movement of people and goods. Some might add that in this age of advanced information, communications and technology, we must also have the capacity to process large packets of data at high speed and at low cost to be globally competitive.

25-YEAR INTEGRATED TRANSPORT MASTER PLAN

Ask any dreamer to create a vision, and you will get one. But that vision must be matched against the concrete realities of our time. In this context, the success of any government lies in its ability to prudently use public financial and other resources to transform today's realities for the better, guided by a coherent vision of the future. This is the essence of politics or the "art of the possible" as the Chief Whip of the ANC, the Honourable Brian Hlongwa, often reminds us.

So, what are some of the realities on our roads and public transport system? Potholes; traffic congestion; lack of safety of taxis and trains; inadequate and unreliable public transport; taxi violence; and shortly, an e-tolling system on some of our freeways that will constitute an additional transportation cost to motorists. It's no wonder that newspapers have carried daily stories of our people's experiences on public transport. The only relief has been the hilarious cartoons of last Friday depicting taxi drivers piloting planes and creating havoc in the heavens.

It should be evident to all of us that our public transport system impacts in a very real way on the lives of our citizens; no less than the provision of education or the rendering of health services. It has become an issue of intense public interest and concern. It is precisely for this reason that the Gauteng ANC, at its Provincial General Council held last week, resolved that an affordable, safe and reliable road and public transport network, based on an overall transport master plan, are essential for a vibrant global city-region.

Therefore, I have prioritised the designing of a 25-year Integrated Transport Master Plan (ITMP25) for Gauteng. I have established a high-level committee of experts to develop an ITMP25; and its mandate is to provide two plans:

- firstly, a short-term plan indicating more immediate steps to be taken to change the public transport landscape in our province, which should be submitted to my office by January 2012; and
- secondly, a long-term, 25-year plan that will knit-in with the Gauteng Vision 2055 strategy, which should be handed to my office by March 2013.

I am hopeful that long after we would have left public office, the Integrated Transport Master Plan will serve as a road map to be followed, rather than merely an archival point of reference.

BUDGET ALLOCATION

I now wish to discuss the Department's budget for the current financial year. I will speak to the principal issues, rather than provide all the details. My focus will be on the Department's road maintenance and construction programme; its public transport and logistics mandate; g-Fleet; Gautrain; and the Gauteng Freeway Improvement Project.

Provincial Treasury has allocated R6.2 billion to fund a broad range of programmes relating to roads and transport. This represents 9 percent of the total Gauteng provincial budget. It is a truism and a common lament of all Departments that monies allocated is not enough for the challenges facing them; our complaint is no less. But my respected colleague, the MEC for Finance, Mandla Nkomfe, has got a single word in his dictionary page that starts with "A" – "austerity"; so, the Department has to cut its cloth according to its length.

ROAD REPAIRS, MAINTENANCE AND REHABILITATION

The Department has allocated just over R1.2 billion for its road infrastructure and maintenance programme. This represents the most important of our programmes this year. It is commonly known that our roads network has deteriorated over the past few years. This has been confirmed by our Annual Paved Road Network Assessment. The assessment for 2010 shows that out of the total extent of the provincial paved road network of 4248 km, 9 percent of our roads is in a very good condition; 27 percent is in good condition; 33 percent is in a fair condition; 20 percent is in poor condition; and 11 percent is in a very poor condition.

These statistics are disturbing as the international benchmark is that a country's road network should not have more than 10 percent in a poor and very poor condition; provincially we are now at 31 percent! The shocking fact is that only two years ago, this figure stood at 15 percent. The asset value associated with the current condition of the network is approximately R39 billion. If we had maintained our road network at the "very good" condition level, its asset value would have been R51 billion; so, we have witnessed a net asset loss of 23.5 percent in less than five years.

At the same time, traffic volumes on our roads are extremely heavy. In total, 66 million vehicle-kilometres - that is the total distance travelled by all vehicles in one day - are travelled by about 4 million cars every day on the roads in our province. This totals to 24 billion vehicle-kilometres annually. Over half of the provincial roads in Gauteng carry more than 5000 vehicles per day and 38 percent of the roads carry more than 10 000 cars per day.

These facts say something to all of us. It says that we must act quickly and decisively to preserve our road network. The Department, therefore, has taken a strategic decision to focus on repairing, maintaining and rehabilitating our roads, rather than focusing on constructing new roads. This we must do to guarantee safety to our motorists; and to

minimise the excessive road reconstruction costs that we will incur over time if we neglect to repair them timeously.

REPAIRING POTHOLES

In recent times potholes have become a matter of public concern and social and legal activism. A pothole is a daily irritant to motorists. It is ugly; it is an eyesore on our roads landscape. It damages vehicles and it poses a danger both to pedestrians and motorists alike. With my counterparts in the municipalities we have launched an aggressive campaign to repair potholes on both municipal and provincial roads. Our partnership with Lead SA's Pothole Brigade in Johannesburg has also yielded good results. Together, we have on average repaired 40 000 potholes monthly. This campaign is having a positive impact. For example, the TNS Research Survey conducted in February 2011 for Lead SA showed that 31 percent of people in Gauteng feel that the "pothole problem" is being addressed. On the West Rand, 43 percent feel that the situation is improving; and in Soweto the figure stands at 40 percent. Surprisingly, in Sedibeng it stands at 12 percent; pointing to the fact that much more needs to be done in Emfuleni, Midvaal and Lesedi.

S'HAMBA SONKE PROJECT AND JOB CREATION

Money spent on the repairs, maintenance and construction of roads have multiplier economic effects. The Department aims to create at least 5000 jobs opportunities through its road repair and maintenance programme. In addition, this programme must help to capacitate and empower Small, Medium and Micro- Enterprises. The entrepreneurial thrust of these programmes would itself create employment opportunities and contribute to expand the business base in our province. I must emphasise though that as much as the Department wishes to do business with and to empower credible, small-scale road contractors, it will no longer tolerate shoddy work from any of them. We, and the public at large, demand fair value for money. It is not acceptable that a pothole repaired today is a pothole again two days later.

I am pleased to announce that on 7 July 2011, the Department will be launching in Duduza (Nigel) the S'hamba Sonke Project. Our campaign is a central component of the plan of Minister Sbu Ndebele to create jobs through road maintenance programmes in both the semi-urban and rural areas. I am optimistic about the capacity of the S'hamba Sonke project to empower young people and women; to develop skills; to enhance dignity and human worth through constructive labour; and to put food on the table of many who are poor and vulnerable.

IMPROVING ROAD INFRASTRUCTURE

As our economy expands, our population grows and our transport demands increase, the Department is constantly put under pressure to provide and to upgrade road

infrastructure. I am pleased to report that in this year, the Department will be completing the construction of the following roads:

- R55 Phases 1 and 2 - this is an alternative road between Sandton and Pretoria via Laudium, which entails the upgrading of the road from a single to a dual carriageway, including the construction of two bridges and culverts.
- K29 Phase 3 - Malibongwe Drive that entails the upgrading of the road from a single to a dual carriageway, including the construction of a bridge across the N14 and the associated culverts. This will ease congestion from Lanseria Airport to major highways.
- Cayman Road Phase 2 in Sedibeng that involves the tarring of Cayman Road as an access road to the “Eye of Africa” Development.

In the current financial year, the Department has earmarked the following roads for upgrading:

- K46 - William Nicol Drive, which entails the upgrading of the road from a single to a dual carriageway. This road is a major linkage between Sandton and Diepsloot.
- K15 - Phases 2 and 3, which involves the upgrading of Adcock Road between Dobsonville and Protea Glen. This road will ease the mobility from Soweto to Krugersdorp.
- P126 – Pinehaven Interchange, which entails the construction of an interchange over the N14, including the construction of 3 km long approaches, culverts and two bridges.

It needs to be noted, however, that the awarding of the tenders for these roads was the subject of the investigation by the Auditor-General of South Africa. The legal advice obtained in respect of the validity or otherwise of the tender awards will determine the speed with which the Department can proceed with these projects.

As part of our programme to improve infrastructure in rural areas and to create better access to markets for rural communities, the following will be embarked on: a 4.5 km doubling of old Vereeniging Road (R82) between Eikenhof and Walkerville; and the upgrading of gravel roads into ultra-thin surfaced roads in Nooitgedacht, Rust de Winter, Hammanskraal, Winterveld and Magaliesburg.

In addition, as part of the development of the 20 Prioritised Townships Project, the Department will upgrade selected arterial roads in Soshanguve, Kathlehong, KwaThema, Kagiso, Khutsong, Refilwe, Ekangala and Sharpeville. A number of these

construction projects will be labour intensive to ensure that there is maximization of job opportunities in local communities.

GAUTENG FREEWAY IMPROVEMENT PROJECT

The Gauteng Freeway Improvement Project (GFIP) is designed to upgrade approximately 560 km of provincial roads. Phase A1 of the project has upgraded 185 km of the existing road network, largely through bonds issued by the South African National Roads Agency Limited. The Department welcomes the release of the “Gauteng Freeway Improvement Project - Steering Committee Report”, which recommends a 20 percent reduction in the proposed e-tag toll tariffs. Undoubtedly, constructive pressure from organisations in civil society and the public hearings contributed to this review of the tariffs. This was an important exercise by a democratic government in listening to the plea of its citizenry. The Minister of Transport must now confer with the Premier of Gauteng and determine the final tariffs.

Two further steps, however, need to be taken. Firstly, a decision must be taken in respect of the remaining phases of the GFIP. Should we proceed with these phases? Secondly, these phases are presumably based on the user-pay principle. If this principle is to be reviewed, the question must be posed: How do we fund the next phases of the GFIP, given the limited fiscal resources at our disposal and the competing demands on the fiscus?

In the light of the public concerns regarding the implementation of Phase A1 of GFIP, the Department would initiate a proper, public consultative process in respect of any implementation of the remaining phases of the GFIP. A key area for such consultation is how best to fund such critically needed road infrastructure. In this regard, the Department will host a consultative forum within the next three months to receive input from the public and interested stakeholders on how best to approach the remaining phases of the GFIP.

PUBLIC TRANSPORT AND TRANSPORT LOGISTICS

If roads maintenance and construction is one of the focal points of the Department, the other is Public Transport and Transport Logistics. There is an accepted view among transport planners internationally that we cannot build ourselves out of traffic gridlocks on our roads and freeways. Therefore, our built environment must be complemented by effective transport regulation, planning and management. If we are to realise the Gauteng Vision 2055, we must develop and integrate our public transport system composed of rail, bus, taxis and other non-motorised modes of transport to a point where commuters – both the working and middle classes - would consider public transport, rather than private transport as a mode of choice. This is what is meant by a socially inclusive public transport system. The central questions are: Do we have the vision and plans in place? Have we got the financial and fiscal resources to undertake

large-scale transport infrastructure development? Are all the stakeholders ready to buy into the process? And, have we got the political will? These are difficult questions to answer. What is clear, though, is that already important strides have been taken in promoting public transport in Gauteng. Both the *Rea Vaya* Bus Rapid Transit in Johannesburg and the Gautrain are initiatives that have received international and national acclaim. But much more needs to be done!

From a planning point of view, the ITMP25, the Integrated Transport Plans and the speedy finalisation of the Integrated Public Transport Network Designs by municipalities will set the scene for significant public transport initiatives over the next few years. About that, I have no doubt. At the same time, an Integration Committee has been established to investigate the possibilities of electronic fare integration for Gautrain, Metrorail, *Rea Vaya*, Metrobus and Gautrans busses. This is an endeavour to facilitate integration and ultimately seamless travel between land-based public transport modes that are at the least under government control. The Department is currently drafting a provincial framework that will guide interoperability in the public transport system to bring about efficiencies and cost effectiveness.

ESTABLISHMENT OF PROVINCIAL REGULATORY ENTITY

Later this year, the Department will establish the Gauteng Public Transport Regulatory Entity (PRE), as required by the National Land Transport Act. The PRE would replace the Gauteng Operating Licensing Board (GOLB). The formation of PRE will have far reaching implications for public transport regulation and operations. It would be administered primarily by Departmental officials and would be better capacitated to deal with the issuing of taxi and bus operating licenses; convert permits to operating licenses and regulating public transport operators.

Currently, however, the Gauteng Operating Licence Board (GOLB) considers and grants applications for public transport operating licences. To date, it has approved 22 679 out of 42 451 applications for conversion; and rejected 4229 applications. It has also started in earnest the process of recapturing applications that were lost as a result of last year's crash of the National Land Transport Information System. Importantly, there are 4835 issued operating licenses that are awaiting collection at the GOLB offices; and the Department urges the leadership of the minibus taxi industry to ensure that operators collect their operating licenses.

One of the major provisions to emerge from the *National Land Transport Act* is the requirement that transport subsidies be transformed to subsidize lower income commuters through the inclusion of all modes of public transport, not only busses. The bus subsidy in its present form is still a relic of the apartheid era. The taxi industry has long lamented that it carries more than 50 percent of commuters, without being supported by government. It, therefore, would not be inappropriate for government to begin the process of engagement with the taxi industry on this question.

I wish to express my gratitude to the provincial leadership of taxi organisations for the cordial manner with which they have engaged with my office on various matters of mutual interest. If this constructive approach and partnership can be strengthened, it will have a lasting and positive impact on public transport in our province.

PUBLIC TRANSPORT INFRASTRUCTURE PROJECTS

More practically, the Department would be implementing the following projects to promote public transport in the current financial year:

- the construction of two public transport transfer facilities in Zandspruit and Bophelong;
- planning for a further three public transport transfer facilities in Kyalami, Vanderbijlpark and Leratong;
- the construction of 16kms of walkways and bicycle lanes in Metsweding and West Rand municipalities;
- the distribution of 3000 bicycles to promote our Green Campaign and to broaden the use of non-motorized transport among scholars;
- the management and monitoring of 34 bus subsidized contracts and the allocation of bus subsidies to the value of R1.6 billion;
- the establishment of a Driver License Testing Centre at the Walter Sisulu Square in Kliptown; and
- the establishment of two regional Transport Operating Licensing Administrative Bodies in Tshwane and Johannesburg.

PARTNERSHIP WITH SOUTH AFRICAN POST OFFICE

The Department is wholly committed to an efficient and convenient way of renewing and paying for motor vehicle licenses. With this in mind, we have entered into an agency agreement with the South African Post Office to enable motorists to register or renew their vehicle licenses at 259 Post Offices throughout Gauteng, thereby reducing congestion at our testing centres. This has proven to be a highly successful partnership and we hope that it will be extended in the next financial year.

This brings me to the effectiveness or otherwise of the Driver License Testing Centres (DLTCs). The Department acknowledges that there are several challenges confronting DLTCs. These relate to the Service Level Agreements and their effective implementation by the respective municipalities; the numerous allegations of corruption against various driving schools and selected officials; the backlogs in processing learner and driver licenses; the absence of proper internal controls in respect of revenue collection; and

the quality of customer services being rendered at the DLTCs. The Department, together with the Department of Finance, is currently reviewing the functionality of DLTCs and in due course we will report on the matter to the House.

IMPLEMENTING FREIGHT STRATEGY

Better logistics performance is strongly associated with trade expansion; export diversification; ability to attract foreign direct investments; and economic growth. The 2010 World Bank Logistics Performance Index suggests that low and middle-income economies could boost global trade by 15 percent by improving logistics performance. By providing infrastructure; facilitating collaboration between government and the private sector; and by means of appropriate regulation of the freight transport industry, the provincial government can play a considerable role in ensuring that Gauteng is an attractive location for establishing and carrying on sustainable business.

The tonnage split of freight between road and rail remains concerning with 89 percent being on road compared to 11 percent on rail. This imbalance in the freight system results in greater congestion on our roads and a very carbon intensive freight system. The Provincial Government is intent on enabling more efficient and effective trade logistics to ensure that Gauteng remains an economic hub of the country and Southern Africa. A key thrust involves the development of intermodal infrastructure which will see a greater share of long-distance traffic on rail. This, more than anything else, will reduce the cost of logistics for local firms. The Department has been actively engaging with the Department of Economic Development, the private sector and Transnet on the design of the provincial freight network and the location of intermodal terminals.

This year some progress has been recorded on our freight programme. The Gauteng Freight Forum has been established, which has facilitated collaboration among stakeholders to improve the movement of freight in the province. In conjunction with Blue IQ, a study has been completed that investigates various potential freight and logistics hubs in Gauteng and a feasibility study on a logistics hub on the West Rand has been concluded. At the same time, under the auspices of the Department of Economic Development, work on the development of Tambo Springs Inland Port is continuing. Finally, the Department is in the process of updating the Gauteng Freight Data Bank.

PROMOTING THE GREEN CAMPAIGN

In line with the global agenda on sustainable development, we are obliged to reduce our carbon footprint. Carbon emissions are a leading contributor to global warming and other associated environmental and health problems. To this end, the Department will this year develop a Non-Motorised Transport Policy; a Green Transport Policy; and an

Air Quality Management Plan. These will aim to reduce our carbon footprint. Specifically, the Non-Motorised Transport Policy will aim to integrate non-motorised modes of transport (NMT) with other modes, so as to render NMT safe, accessible and popular. On this score our metropolitan municipalities face a big challenge. CNN announced recently that Cape Town is one of the 15 most bike-friendly destinations in the world; less cars and more convenient, eco-friendly access to the city is making it a more liveable city. So, Johannesburg, Ekurhuleni and Tshwane – the bicycle race is on!

g-FLEET

g-FleeT is a self-funding trading entity within the Department. Although the House is not asked to appropriate any money for this entity, it needs to be noted that g-FleeT is a running business worth over R800 million and has a reporting obligation to the House. The bulk of its finances go to operations, which includes the maintenance of vehicles; transport support services; and the buying of new vehicles. g-FleeT undertook to review its business model and to strengthen its financial controls after it received an adverse audit opinion on its Financial Statements for 2010/2011. It has since developed a turn-around strategy in order to become an efficient and competitive fleet management company. Essentially, its strategy centres on robust risk management; improved internal controls, systems and processes; better client relationship management; and striving for a clean audit.

GAUTRAIN

This year's budget has allocated a little under R2.2 billion for Gautrain. Gautrain stands out as a flagship public transport project of the provincial government. It has developed a reputation for offering passengers a safe, convenient and affordable travel experience. On the airport link passenger support has exceeded expectations with almost 3 million passengers having already used the system. By April 2011, over 110 000 direct, indirect and induced jobs had been created through the Gautrain project.

Gautrain will be running soon between Johannesburg and Tshwane. Preparations are well-advanced for the commencement of these operations. The Bombela Operating Company has been conducting trial runs of trains and busses to schedule, as well as testing and re-testing all operating systems. An important component of this testing is the completion of simulated emergency exercises both in Tshwane and in the tunnels beneath Johannesburg. The Bombela Operating Company must satisfy the Rail Safety Regulator that rigorous safety testing and trial runs have been successfully completed and that all the required safety measures are in place before a safety permit is granted for the Johannesburg to Tshwane route. The Rail Safety Regulator has indicated its satisfaction with the co-operation that Bombela has afforded it during this phase. I am

optimistic that the final operating permit will be issued shortly by the Railway Safety Regulator.

Recently, there has been some reporting on the issue of Gautrain's "patronage guarantee". The guarantee is not to cover a potential shortfall of passengers, but rather a mechanism by which the concessionaire can be assured of covering its minimum operating costs. Gautrain was approved by National Treasury in 2006 as a Public Private Partnership (PPP) Project. Its final approval included a financial model showing all costs and liabilities for the 19½ years of the project. A "patronage guarantee" formed part of the Project and the accepted financial model and has been public information since the signing of the Concession Agreement in 2006. This is in accordance with international best practice. In fact, in the World Bank's review of rail projects, entitled *World Bank Study: Private Sector Participation Light Rail – Light Metro Transit Initiatives, 2010*, which included Gautrain, 8 out of 12 rail projects had similar patronage guarantees. The four that did not cater for patronage guarantees, failed or were terminated.

A public survey conducted in February this year shows that people in general are very positive about Gautrain. The opinion survey shows that:

- Gautrain is seen as improving and transforming public transport;
- its leadership is seen as having the ability to compete on an international level;
- 80 percent of respondents indicated that they are likely to use Gautrain; and
- that it has a positive, distinctive and recognisable brand perception.

Talking about the Gautrain brand, I must report to the House that in March this year, the Gautrain spokesperson received the 2010 Media Liaison Officer of the Year Award. This prestigious award given by the National Press Club recognises excellence in liaison with the media. In the same month, Gautrain received "special mention of the Jury for the quality of films presented" at the Paris Festival CinéRail Train & Metro on Film. The Jury was impressed with the quality of *The Story of Gautrain: Phambili Gautrain Phambili and Gautrain - History Audio-Visual*, which captured the spirit of Africa and its people. I am hopeful that in the course of this month, this positive national and international perception of Gautrain will strengthen further as the train begins running between Johannesburg and Tshwane.

DECADE OF ACTION FOR ROAD SAFETY

The UN Decade of Action for Road Safety (2011-2020) was launched worldwide on the 11 May 2011; and the South African campaign was launched by the Minister of Transport in Gauteng in June 2011. The singular purpose of the campaign is to decrease the carnage on our roads. The Decade of Action for Road Safety could not have come at a better time - our country has been besieged with road and rail accidents. This

campaign, implemented to its fullest and supported by all of us, must serve as a beacon of hope for road users and to those responsible for road safety management and mobility.

The Department is to dedicate this year's October Transport Month in support of the Decade of Action for Road Safety. Our theme is simple and straight forward: "Towards an Integrated, Safe Public Transport System that Reduces Fatalities". This campaign hopes to promote road safety and thus save lives; to showcase safe, integrated public transport system initiatives; to promote investment in road infrastructure; to promote safe, non-motorized forms of mobility; and to encourage the use of public transport and reduce traffic congestion on roads.

INTER-GOVERNMENTAL AND INTERNATIONAL RELATIONS

I am a firm believer in the principle of co-operative governance. There is no need for competitive behaviour among the various spheres of government; on the contrary, government departments, entities and agencies should co-operate in the broader public interests. In this regard, we have already held a meeting with the newly elected Members of the Mayoral Committees for Roads and Transport and identified common areas of work such as the ITMP25; road maintenance; the expansion of the Bus Rapid Transit system; and the strengthening of the DLTCs. Similarly, our relationship with the National Ministry and Department of Transport has been mutually constructive as exemplified by our close co-operation during the review of the Gauteng Freeway Improvement Project; the launching of the UN Decade of Action for Road Safety in Gauteng; and the proposed launch of the S'hamba Sonke Project later this week.

Internationally, the Department has renewed its membership with the International Association of Public Transport (UITP) and its continental arm, the African Association of Public Transport (UATP). The Department supports the global campaign aimed at doubling the market share of public transport by 2025. Next year, the Department will play a seminal role in hosting the UATP Conference in South Africa. Shortly, I will give due consideration to the proposal of the Intelligent Transport Society of South Africa that Gauteng becomes the host province for its 6th International i-Transport Conference and Exhibition on Sustainable Mobility to be held in September 2011.

EFFECTIVE AND EFFICIENT CORPORATE GOVERNANCE

Effective corporate governance lies at the very epicentre of productive service delivery by the Department. Coupled with this is the imperative to ensure that our administrative processes have integrity, transparency and accountability. Therefore, very early in my term of office, I commissioned the Auditor-General of South Africa to conduct an investigation into the supply chain management processes within the Department. As I had presented a "Ministerial Statement" to the House on the matter last Friday, I will not dwell on it today.

However, I do wish to report briefly on the progress we have made to re-structure the Department. I am pleased to inform the House that after extensive deliberations and consultations with various stakeholders, we have reached a point of near finality. Broadly, the structure has been agreed upon by all the stakeholders. The outcome of this exercise is likely to produce two important results. Firstly, it will trim down the top-heavy management layer of the Department, thereby resulting in cost savings; and secondly, it will create certainty within the wider staff of the Department. I am also pleased to report that the entire Senior Management of the Department has submitted their Declarations of Interest and these have been forwarded to the relevant authorities for scrutiny.

Earlier this year, when we officially opened the Beyers Naude Drive, I recalled a poem by Robert Frost, entitled “The Road Not Taken”. The last stanza of the poem is instructive for all of us. It reads:

I shall be telling this with a sigh
Somewhere ages and ages hence:
Two roads diverged in a wood, and I -
I took the one less travelled by,
And that has made all the difference.

I suppose what Frost means is that making choices - choosing between two roads in life - is inevitable, but you never know what your choice will mean until you have lived it. Transforming the Department of Roads and Transport is not an easy road; it is a road less travelled by. But we must do it. It is our destiny to make the tough decisions; implement them, even in the midst of criticism and challenges. In fact, we would certainly fail if we waver to take the road less travelled by.

For those who have joined me on this road – my office staff; the Senior Management and Staff of the Department; and all the various stakeholders in the roads and public transport family, I express my sincere gratitude and appreciation. My appreciation also goes to the Chairperson and Members of the Portfolio Committee on Roads and Transport and the House for exercising rigorous oversight on the performance of the Department.

I commend Budget Vote 7 – Department of Roads and Transport to the House.

5. 6TH BIENNIAL i-TRANSPORT CONFERENCE, SANDTON, 12 SEPTEMBER 2011

Welcome to the exciting province of Gauteng. This is where things happen, and people get moving! As host province to the 6th Biennial International i-Transport Conference, I am honoured and humbled to see so many local and international ITS practitioners joining us at this event, and at this dinner. May I express my thanks to TMT for sponsoring this wonderful event and for its particular focus on the welfare of our youth. This is a good example of a people-focus approach to solving our problems. May I also extend a hearty welcome to the spouses and partners that honour us with their presence. For me it is a great pleasure to join you as fellow transportation professionals to discuss ways and means to improve transport operations.

My attention was caught by the slogan on the banners of the Intelligent Transport Society - *Making Transport Work Better for All*. Transport is, in the first, second and last instance, about people. It is the different modes of transport - from non-motorised transport to speed trains and supported by intelligent transport systems - that keep the wheels of industry and society moving. It is by walking; cycling; using private cars and taxis, buses, BRT systems, commuter trains, tractors and trucks, and trailers and planes, that South Africans and people all around the globe and from all walks of life, conduct their daily business. Even freight and logistics is about people. It's about getting resources and materials to where production takes place and moving the finished products and services to people, who need it as they go about their personal and professional lives. So, your banner slogan is both appropriate and relevant.

In *making transport work better for all*, we need a multi-modal solution. We need to develop and modernise, largely from scratch, a public transport system for our people that have previously been deprived of acceptable public transport. We also need to reduce and manage traffic congestion on our roads. And we must revive and modernize an ailing rail system that can move both people and goods with speed, efficiency and cost-effectively.

To this end, I am satisfied that the different spheres of our government have taken significant steps to promote public transport. The Gautrain; the *Rea Vaya* in Johannesburg; the proposed BRT systems in Tshwane and Ekurhuleni; and the modernizing of Metrorail over the next few years, are all aimed at transforming the public transport system in Gauteng. In these multi-billion Rand projects, there is tremendous scope for the application of intelligent transport systems and solutions to enhance the overall quality of our transport in the province.

I welcome the way ITS South Africa articulates its vision - to achieve a balanced and integrated transport system in sustainable cities with public transport as a mode of choice where ITS technologies contribute:

- To enhance transport efficiencies;
- improve transport-related safety and security;
- encourage a people-oriented approach in transport; and
- to promote environmental sensitivity.

This vision is largely consistent with government's own vision for the future.

Your conference theme of "Sustainable Mobility" will hopefully guide the presentations and the discussion to search for, and to find solutions to fundamental issues that we are all grappling with. This is especially true for South Africa, which is increasingly grappling with the question of its global competitiveness. I was happy to read recently that South Africa has improved its ranking on the World Economic Forum's Global Competitiveness Index, and that we remain the highest-ranked country in sub-Saharan Africa. South Africa has moved up by four places to attain 50th position this year, and is placed second among the BRICS (Brazil, Russia, India, China, South Africa) economies as the current Global Competitiveness Report (2011-12) shows. Also, our infrastructure is rated as "good" by regional standards but it needs further upgrading.

Let's face up to the realities and dare to dream

Let me share a few thoughts with you on some of the realities we have to confront and to which we must find solutions. I will mention only three of these realities, namely,

- developing our transport infrastructure;
- strengthening our public transport system, and
- promoting skills development, capacity building and education.

Transport Infrastructure

On the first reality, it is evident that as a country we have in the recent past under-invested in transport infrastructure. How are we addressing this reality? I indicated earlier that we are determined to revive our rail infrastructure. PRASA is to refurbish its rolling stock over the next decade and overhaul its signalling system in Gauteng over the next five years. While rail revitalization is underway, and the reality is that this takes two or more decades, we need to attend to our road infrastructure.

You have heard earlier today from Alex van Niekerk of SANRAL a first-hand version of the Gauteng Freeway Improvement Project. Gauteng is at the heart of South Africa's economy. As a land-locked province, the bulk of its imports and exports are done by road. Given the under-investment on our roads over the past decade, the reality is that our road network simply carries too many vehicles, both passenger and freight. Our Provincial Road Pavement Network study shows that 31 percent of our roads are in a poor or very poor condition, and to rehabilitate these roads alone will cost in the region of R2 billion. At the same time, pressure is mounting for the upgrading of existing roads and the construction of new freeways and roads. The central question is: Can we meet this challenging and demanding reality through incremental steps by using the annual budget allocations to SANRAL and the Gauteng Department of Roads and Transport? The truth lies in the saying, "You cannot cross a great divide in small steps!"

It is for this simple reason that my predecessors opted for instituting the “user pay” principle or “tolling” as it is commonly known for the GFIP. Is tolling controversial? For sure it is. Did government hear all the voices? Yes, it did, and the Steering Committee recommended changes to the tariff structure. The Gauteng Provincial Government has welcomed the announcement by the Minister of Transport relating to the reduction in toll tariffs for the first phase of the Gauteng Freeway Improvement Project, believing that it brings certainty on the matter. We noted with satisfaction the reduction in the tariffs, particularly for motor vehicles and freight transportation vehicles, and the exemption offered to minibus taxis and busses.

The Gauteng Provincial Government believes that the further development of the public transport system and the upgrading and expansion of our road networks are both essential and necessary for economic growth, job creation and the improvement of the quality of life of our residents. It is not a matter of “one or the other”. But the central question is: How do we fund the growing demand for improved road infrastructure and public transport systems? At the same time, we are acutely aware that better urban planning and densification can contribute to the reduction in costs for developing our road infrastructure and public transport system. To further debate these issues, and to determine the future of the GFIP, our Department will in due course initiate a process of a public consultations and engagement with relevant stakeholders.

In the meantime, SANRAL and all the supporting team members deserve credit for the excellent road infrastructure they are delivering. I must express my appreciation to the Intelligent Transport Society for having the strength of its conviction to express its views and support for the user-pay principle in the public debate. Let me remind you of a saying attributed to President John F Kennedy: "It is not our wealth that created our transport infrastructure; it is our transport infrastructure that created our wealth."

Public Transport

The second reality that we must confront is the need to improve our public transport system. You heard Patrick Vautier very persuasively argue the strategic importance of public transport. Why do we put such strong emphasis on public transport? It is because public transport offers many advantages over individual transport modes. Public transport costs less to the community; needs less urban space; is less energy-intensive; pollutes less; is the safest mode; improves accessibility to jobs; and offers mobility for all.

The reality we must face up to is quite simply that our history reflects that we have not given public transport the attention and resources that it deserves. Can we change this reality? Rehana Moosajee, Member of the Mayoral Committee for Transport in the City of Johannesburg, shared with you some of the progress and challenges of the *Rea Vaya*. I see on the programme that there are also presentations on the MiCity bus network in Cape Town and on a planned regional, non-metropolitan, public transport network for the Cape Winelands District Municipality. Over the next three, we will witness the roll-out of extensive

Bus Rapid Transit system in the cities of Tshwane and Ekurhuleni. In all these public transport projects, ITS is playing, and is to continue to play, a vitally important role.

I am acutely aware of and recognize the growing importance of ITS in the public transport environment. In short, the benefits, *inter alia*, are visible in terms of:

- inter-operator fare collection;
- improved safety;
- better information flows to passengers;
- reduced travel times;
- optimised passenger throughput;
- lower maintenance costs;
- proven reduction in error, theft and fraud; and
- technologies to reduce cash handling, transferring and securing.

Another benefit that gets my attention, because in the end, it is about people and commuter convenience.

You have heard the story of Gautrain told eloquently by Jack van der Merwe (GMA CEO) and of how we dared to dream! Very few people believed a decade ago that Gauteng could launch a speed rail between two cities. Notwithstanding some of the teething problems we are experiencing currently, I can say with humble satisfaction, “We did it – not just for Gauteng or South Africa, but for Africa!” While we’re on the topic of Gautrain, let me read you a paragraph from a newspaper. The headline to this article states: “Rail chaos after copper thieves steal signalling”. I quote briefly from the article: “Rail chiefs demanded a crackdown on copper thieves today after tens of thousands of commuters suffered travel chaos.” Interestingly, the “rail chiefs” being referred to in the said article are not Jack van der Merwe and his colleagues in the Gautrain Management Agency. They are the rail chiefs in the United Kingdom because criminals stole railway cabling at London Bridge!

Cable theft is a reality that we must face up to. Stealing cables that affect a public transport system is tantamount to economic sabotage and should not be regarded as a petty offence. You may recall that the Minister of Public Enterprises, Malusi Gigaba, announced that government intends classifying cable theft and illegal electricity connections as serious economic offenses, so that the law-enforcement agencies and the Courts can attach the necessary importance to these criminal acts and punish the offenders accordingly.

Skills Development, capacity building and education

It is a sad reality that we do not have enough highly skilled people in our country to undertake the numerous tasks of socio-economic development. This is also true for the multi-disciplinary field of ITS. We commend the Intelligent Transport Society of South Africa for the work it is doing in planning and hosting workshops and conferences such as this one. We welcome its

support to tertiary education institutions to open post-graduate education modules to ITS practitioners. We have in the audience tonight Professor Christo Bester from the University of Stellenbosch as well as students from the University of Pretoria. But much more needs to be done in this field. Our tertiary institutions, and may I say, our schools must do more to promote career interest among our youth in road construction, public transport systems and ITS in transport, just as they are doing in promoting academic endeavour in transport logistics.

Let me not stand between you and the wonderful meal we are soon to be served and make a few concluding observations. I said earlier in my address that my key message tonight is: “Let us face up to the realities but let us dare to dream!”

I have dealt with realities we have to face up to, such as insufficient attention to public transport and under-investment in transport infrastructure. I have also referred to the shortage of skilled ITS professionals.

But my message is also “...let us dare to dream” because the dreams of today become the reality of tomorrow. The story of Gautrain is an example of this truth. As part of constructing this dream, I have recently appointed a task team to develop an Integrated Transport Master Plan for Gauteng by looking at a 25-year planning horizon. My challenge to them has been to face up to the realities of our time, but also to look into the not too distant future and to dream.

As ITS professionals I know you have already come to the inevitable conclusion that the Gauteng 25-year Integrated Transport Master Plan will be a business-driver for expanding ITS deployment, as more and more emphasis will be on topics such as, but not limited to, automated fare collection; integrated ticketing; road-usage charging and e-tolling; commuter-convenience services; GPS location-based and direction services and smart phone applications. Given that many of these technologies migrated from science fiction to the R&D labs, and to vehicles in the past number of years, let us dare to dream of better ITS technologies that will enhance transport efficiencies; improve transport-related safety and security; encourage a people-oriented approach in transport; and promote environmental sensitivity.

On 5 June 2000, the late “Dullah” Omar, then Minister of Transport, had this to say at the International ITS Awareness Symposium: “We have a unique opportunity to learn from problems already defined and addressed elsewhere in the world ... We may, therefore, leapfrog old technologies and embrace the technologies the new economy has to offer, always remembering that the institutional architecture has to work before the physical and technological architecture can.” That symposium resulted in March 2001 in the establishment of the SA Society for ITS. Later, that Society renamed itself as Intelligent Transport Society of South Africa. Tonight, we celebrate the 10th year anniversary of the Society.

Please join me in congratulating the Intelligent Transport Society of South Africa for 10 years of hard work and for hosting i-Transport as a networking and capacity-building event to help move us towards these aims. It has been a pleasure for the Department of Roads and Transport to be a sponsor as Host Province of this Conference. Happy 10th birthday to the ITS of South Africa!

6. TABLING OF ANNUAL REPORT OF THE DEPARTMENT OF ROADS AND TRANSPORT, GAUTENG LEGISLATURE, 23 SEPTEMBER 2011

In his book, *Aerotropolis - The Way We'll Live Next*, Professor John Kasarda declares unashamedly that the “shapes and fates of cities have always been defined by transport”. Similarly, Joel Garreau in his book entitled, *Edge City*, states that “cities are always created around whatever the state-of-the-art transportation device is at the time”. So, when the transport mode is shoe leather and donkeys, the result is the hilly paths of Jerusalem. When it's men on horseback and sailing ships, it's the port of Lisbon and the canals of Venice. The central point is that the mode of transport of an age determines the nature and pattern of socio-economic development. Logic therefore has it that if we want to create a globally-competitive city region - whether now or in 2055 – we must pose the question: What kind of transport system should we have to fashion Gauteng into the City-Region of the future?

When I assumed office in November last year, this question drew a blank in my mind. Today, in contrast Madam Speaker, I can say with confidence that the broad contours of the new system of transport, and therefore of the Gauteng City-Region of the future, are clear to me. It will be planes and aero-cities; high quality speed rail as the backbone of mass rapid transit, with an intricate network of bus rapid transit feeder services. Minibus taxis might be a relic of the past. Perhaps, that is why the South African National Taxi Council (SANTACO) has acquired its wings to fly in the air. SANTACO's venture might be foreshadowing the things that our children and grandchildren will see in the Gauteng global city-region of the future.

It is on this premise that I take the opportunity to present to the House a snapshot of the Annual Reports (2010/2011) of the Department of Roads and Transport; its trading entity, g-Fleet; and our public entity, Gautrain. I believe that the tabling of these Reports is an essential part of the process of holding the Department and my office accountable to the Legislature and to the public. An Annual Report is an historic document indicating past expenditure patterns. At the same time, it is a record of performance. It reports on our achievements and the challenges that we face in trying to fulfil our mandate.

ANNUAL FINANCIAL STATEMENTS

At the heart of an Annual Report is an Audited Financial Statement. It represents an independent assessment of whether or not public funds are expended prudently. I am pleased to report that the Department of Roads and Transport; g-Fleet and the Gautrain Management Agency received unqualified audits for the 2010/2011 financial year. In fact, the Gautrain Management Agency received an entirely clean audit. In the case of g-Fleet, I am

pleased to report that the audit opinion improved from a “disclaimer” in the previous financial year, to an “unqualified audit” for the past financial year. Although there are areas of concern that have been identified by both the Audit Committee and the Auditor-General, which requires further attention, the House must recognize that g-Fleet’s move from a “disclaimer” to an “unqualified audit” represents a significant improvement. In the case of the Department, notwithstanding the unqualified opinion, the Auditor-General has identified areas for improvement such as the strengthening of internal controls and supply chain management processes. These are matters that are currently being attended to, and we will report to the respective Committees in the Legislature to indicate steps that are being taken to rectify internal weaknesses within the system.

KEY PERFORMANCE INDICATORS

It is said that socio-economic development is a road always under construction. This is also true in the case of the Department’s road construction and infrastructure programme. The Department has focused specifically on repairing potholes; rehabilitating key arterial routes; and upgrading selected roads with high traffic volumes. I am pleased to report that significant progress has been made in tackling the ‘pothole problem’. In partnership with the municipalities and the Pothole Brigade, literally thousands of potholes have been repaired throughout the province. In addition, the following major road upgrades have been completed:

- Beyers Naude Drive – The project involved the upgrading of Beyers Naude into a dual carriageway from Honeydew to Zandspruit and the construction of a footbridge and pedestrian crossing. The project was completed on 30 September 2010, and officially opened by the Premier late last year.
- R55 - Voortrekker Road - The department has constructed 6.2km of a four-lane dual carriageway along the R55 from N14 to Wierda Road to give an alternative link between Johannesburg and Pretoria. The project was completed on 30 September 2010. Currently, construction work is progressing well on the upgrading of a further 4.2km of Voortrekker Road between Wierda Road and Laudium. This involves the reconstruction and doubling of the existing road, including the construction of two bridges.
- Bolani Road - This is a 20 Priority Township Project that involves the upgrading and widening of Bolani Road in Soweto from Emdeni to Koma Street, including the laying out of sidewalks. The project will be completed in this month and we will have an opening ceremony in the community shortly.
- K29 Malibongwe Drive – The project commenced in February 2009 and involves the construction of a 5.7km long four-lane dual carriageway that improves mobility to Lanseria Airport and the N14. It is completed and the Department will be officially opening the road next month as part of its October Transport Month programme.

- Cayman Road – The project entails the surfacing of 4.2km of gravel road to improve accessibility to the Eye of Africa development. The project is being implemented in-house. Construction commenced in August 2009 and is due to be completed in November 2011.
- The first phase in the reconstruction into a dual carriageway of Adcock Road from Leratong to Dobsonville in Soweto has been completed. What remains to be done is the section from Dobsonville to Protea Glen. This project has been put on hold due pending legal processes associated with the investigation concluded by the Auditor-General.
- Finally, the upgrading of Road LE3 from a gravel-to-surfaced road in Soshanguve has been completed.

In terms of public transport, the Department played a seminal role in efficiently transporting hundreds of thousands of tourists and spectators during the FIFA World Cup. As the principal host province for the official opening and closing matches of the Soccer World Cup, the Department, together with its counterparts in the municipalities, facilitated the seamless and incident-free movement of foreign guests and soccer lovers. The level of co-ordination of the different modes of transport and the management of traffic flow during this period was impressive.

As part of our revenue maximization strategy for the provincial government, the Department had successfully collected net revenues of R1.7 billion, which is 2 percent above the target. Motor vehicle licenses contributed the most to the provincial coffers. The success in collecting increased revenue can in part be attributed to our partnership with the South African Post Office. As we speak now, Gauteng residents can renew their vehicle licences at 259 Post Offices throughout the province, as well as at the 36 DLTCs managed on our behalf by the municipalities. The termination of the call centre for the booking of learner and driver licenses and the re-introduction of the walk-in system for bookings has somewhat eased the pressure in relieving the backlogs that exist in terms of people desiring to acquire a driver's licence.

As part of our transformation agenda to achieve gender parity at the level of Senior Management, we have achieved an actual output of 49.2 percent women against a projected target of gender parity at Senior Management level. Our ongoing efforts would be to increase the ratio of women to men at the level of Chief Director. To focus on the human side of the enterprise, we are determined to develop a highly motivated, well-schooled and experienced broad management team. I am inspired to see so many young directors in our broad management team. This is a clear indication that our succession plan is in place and well on track. When the organizational structure is finalized this would further contribute to refining the Department's human resources ensuring that as a DRT team we are fit for purpose.

To keep our society fit and to lessen our carbon footprint, a total of 5km walkways in the West Rand area have been completed. This will be our ongoing commitment to increase Non-

Motorized-Transport in our province. When our mandate period ends, hopefully all our members who are not yet into cycling or biking would be adoptees of this lifestyle.

CHALLENGES

Some of the key challenges faced by the department during the period under review are as follows:

- The slowness of the Operating License Administration System (OLAS) in printing operating licenses has hampered the issuing operating licenses. In addition, the National Land Transport Information System (NLTIS) crashed in December 2010, which resulted in data captured from August to December 2010 being lost.
- The bus contracts devolved from the North West Province to the department as a result of the demarcation had no budget allocation for the function. This has resulted in a perpetual cycle of a budget deficit for the department.

g-FleeT

g-FleeT has made good progress in terms of its financial audit for the year 2010/11. It has changed its audit status from a disclaimer in the 2009/10 financial year to an unqualified audit in 2010/11. Although there was certain emphasis of matters, the unqualified audit is one of the indicators that its turnaround strategy is beginning to kick-in.

A significant development for g-FleeT in August 2010 was the results of a customer survey, which indicated dissatisfaction by clients with the service rendered by the entity. As a result of this survey, a decision was taken to develop a turnaround strategy.

There is proudly a greater realization within the broad management team of g-FleeT that they are running a company with a turnover of more than R600 million per annum, and that they are in a league of its own as a government entity. When all parts of its turnaround strategy are implemented as part of a synchronized strategy, there is no reason why g-FleeT cannot become one of the leading national best practice fleet companies.

Gautrain Management Agency

Gautrain is a project that dispels African pessimism. It is a flagship project that rightly awakens pride in us and makes us feel proudly South African. From its operational phase which started on 8 June 2010, Gautrain experienced unexpectedly high demand during the first few months of its operations. By 16 September 2010, Gautrain already had its one millionth passenger. Indications are that the Airport Service is particularly popular for tourists as well as business-people.

A project of this magnitude comes bundled with the expectation that a hundred things can go wrong which can threaten the very existence of the project. One of the key milestones Gautrain achieved during the period under review was the opening on 8 June 2010 of the O R Tambo International Airport to Sandton of the Gautrain system; three days before the 2010

FIFA World Cup kick-off. It made us proud to be part of the South African effort in hosting one of the most successful World Cup events in the history of the beautiful game.

CONCLUSION

The transport value chain is about connecting transport modes with socio-economic nodes. It unlocks opportunities for all our citizens to access markets and potential economic opportunities. Transport has a huge role to play in transforming our socio-economic context. Therefore, the role of the Department is significant against within this context.

We see the Annual Report covering the period 2010/11 as a launching pad to position the department to tackle the remaining challenges, and to ensure that we stand here next year reporting on our 2011/12 Annual Report by having fulfilled our mandate to you as our oversight authority, and having delivered to the residents of our province.

7. OFFICIAL OPENING OF K29 MALIBONGWE DRIVE, JOHANNESBURG, 8 NOVEMBER 2011

The American actress, Lily Tomlin, once said that “the road to success is always under construction”. I guess this project best exemplifies the truth of this statement. We might remember that about 25 years ago, Lanseria Airport was a nondescript aviation node in a predominantly rural landholding; this road was a single lane; and there was very little in the way of housing and economic development.

But today, we are gathered to mark the successful completion of the upgrading of Malibongwe Drive. The Lanseria Airport has changed its character and complexion, flying passengers to leading South African cities as well as to countries such as Zimbabwe, Malawi, Namibia, Mauritius, Mozambique and Tanzania. Its most notable achievement though has been its status as the airport to which former President Nelson Mandela was flown to in 1990 on his historic release from prison. We have noted with satisfaction the significant infrastructural investment that has been made by the private sector into Lanseria Airport. The patterns of human settlement and economic development also have changed substantially since then, with an industrial park existing not far from here.

Even so, the Gauteng Department of Roads and Transport is convinced that the wider socio-economic development potential of this node has not reached its zenith. It has all the hallmarks for further development in the foreseeable future. It is in this sense that I see this as a road to success that is still under construction. In fact, the official opening of Malibongwe Drive marks the beginning of the process; and not its end.

The overall cost of upgrading Malibongwe Drive to date is R556 million. The project involved the upgrading to a dual carriageway of the road from Cosmo City to Lanseria Airport up to the

N14. It includes the construction of two bridges; one approximately 59m in length and the other over the N14 is 128m in length. The project also entailed the construction of access roads, namely the K31 to Lanseria and the K33 towards Fourways and Elandsdrift. Furthermore, the project led to the:

- construction of five intersections for access roads along the K29;
- construction of eight taxi lay-byes along the K29; and
- the construction of a 5km long concrete pavement for pedestrian walkways and cyclists along K29.

A total of 371 jobs were created during the various construction phases, which included 69 women and 270 youth. And 188 people employed in the project acquired new skills through a specialised training programme. These trainees had to complete a portion of their practical training programmes in five neighbouring schools. They worked in these schools and helped with the landscaping and upgrading of gardens; painting the tuck shops and classrooms; waterproofing the roofs; and repairing the gutters and downpipes.

The upgrading of Malibongwe Drive has brought with it socio-economic benefits to a variety of constituencies. It has improved mobility and accessibility to the residents of Cosmo City, Thabo Mbeki Village, Itsoseng and the business community at Kya-Sand Industrial Park and Strydom Park. It has reduced traffic congestion for the airport staff and its related passenger community that now exceeds the one million mark. It has eased the travel of tourists who visit the Cradle of Humankind. Lastly, it has opened a critical corridor to Rustenburg, which is fast becoming an important node of economic development in the wider boundaries of the global city-region of the future.

Taking account of existing and planned commercial and industrial developments along Malibongwe Drive, it is evident that this road is developing into a freight corridor. Our transportation planners, therefore, have had to specifically design Malibongwe Drive to efficiently handle increased volumes of traffic arising from freight and tourism. We estimate that over the next five years, the region would grow in population, aviation operators, freight and visitor numbers due to the infrastructural expansion of the airport itself and the growth in tourism to the Cradle of Humankind and to Gauteng generally. In part, Malibongwe Drive can contribute to the development of an “aero-city” in the region, with diverse land use in the surrounding areas, reaching a radius of up to 30 kilometres. An aero-city is the foundation of an *aerotropolis*, which accommodates international and domestic flights and houses related industries such as freight forwarding, aircraft maintenance, manufacturing, express couriers, warehouses, special economic zones and hotels and conference centres.

It is indeed a great pleasure to complete this construction and to note that over the next five years, this road will act as the stimulus for new growth and job opportunities, both direct and indirect, to the communities residing along the road. The one drawback that I must point out

is that we've already experienced cable theft, which has disrupted the functionality of robots along the route. Our appeal is that both the business and resident communities along this route must be vigilant in looking after this infrastructure. We must report any incident of cable theft or destruction of infrastructure to the law enforcement agencies, and we must be willing to act against the perpetrators of these criminal acts. May I express my sincere appreciation to all the partners who have come today to celebrate this occasion, and the Department looks forward to a strengthened relationship with all of you in future.

8. SUBMISSION TO THE PETITIONS COMMITTEE ON THE GAUTENG FREEWAY IMPROVEMENT PROJECT, GAUTENG LEGISLATURE, 11 NOVEMBER 2011

I wish to thank the Petitioners for raising a matter of public importance with the Gauteng Provincial Legislature. There is little doubt that the Gauteng Freeway Improvement Project (GFIP) and the impending toll tariffs are matters of concern to large sections of our people in Gauteng. Almost daily, someone or the other will ask me about the toll fees and express dismay about what the travel cost implications will mean for them. Therefore, the Gauteng Provincial Legislature must be applauded for hosting these hearings, which can serve as a constructive platform for the expression of diverse views on the matter. I also wish to compliment the Petitions Committee for not limiting the hearings to the Petitioners only, and for opening the proceedings to a wider audience.

The planned development of roads infrastructure and networks is critical for the efficient movement of goods and people in Gauteng, South Africa and Southern Africa. In short, roads create wealth, jobs and economic opportunities. It stimulates socio-economic growth and development and enables mobility and social inclusion in society.

The designing, constructing and maintaining of our roads network is a costly exercise. This has proven to be true in the case of the Phase 1 of the Gauteng Freeway Improvement Project (GFIP). The introduction of the user-pay principle and the high tariffs accompanying the project has unsettled the residents of Gauteng. The Gauteng Department of Roads and Transport (DRT), and indeed the Gauteng Provincial Government, has not been insensitive to the concerns of Gauteng residents. It has interacted closely with the Minister of Transport to address this issue as was evident earlier this year with the suspension of the toll tariffs and the appointment of the Steering Committee to review the toll tariffs.

In spite of the Ministerial announcement in August 2011 regarding the reduction in the toll tariffs and the exemption for public transport operators such as minibus taxis and busses, important constituencies in our province such as the labour and civic movements still feel dissatisfied. Essentially, their concerns are that:

- the toll tariffs are too high for most road users;
- the tolling system will have a negative impact on workers and the poor by increasing the cost of living; and

- that the tolling system will adversely affect small and large enterprises and increase the cost of doing business in Gauteng.

The concrete action required by the Petitioners is that the Gauteng Provincial Legislature intervenes on their behalf and ensures that the tolling system linked to the GFIP is not implemented.

In responding to the Petitioners, the DRT will provide information which traces the historical evolution of the GFIP; the position of the DRT on the future of the GFIP; the constitutional issues underpinning the Petition; and the attempts being made to develop the public transport system in Gauteng.

HISTORICAL EVOLUTION OF GFIP

The GFIP did not originate in January 2011. It has evolved over a period lasting almost a decade. Below, we outline the genesis of the GFIP and its development since 1998.

THE TOLL ROAD STRATEGY FOR GAUTENG

In April 1998, the Gauteng Department of Transport and Public Works released a document entitled, *Gauteng Toll Roads – Growth Needs Transport: A Toll Road Strategy for Gauteng*. The MEC for Transport and Public Works then stated that the “proposed toll road strategy for Gauteng emerged after a thorough investigation of the current situation and all possible options available”. He added that in order “to provide a transportation system that satisfied the mobility and accessibility needs of all the people in the province, new funding sources must be found. The only feasible solution is from the users of these facilities”.¹ The Toll Road Strategy outlined the problems relating to roads infrastructure development and the possible solutions.

GAUTENG TOLL ROADS BILL, 2003

In 2003, the MEC for Transport and Public Works developed the *Gauteng Toll Roads Bill* (Notice 1880 of 2003 in the Provincial Gazette) to give effect to the policy approved in terms of the *Gauteng Toll Roads – Growth Needs Transport: A Toll Road Strategy for Gauteng*. The objects of the Bill allowed for the “declaration, construction, operation, maintenance and control of provincial toll roads in Gauteng; to define the powers of the Member of the Executive Council responsible for provincial roads in Gauteng; and to provide for the operation of toll roads and charging of toll by authorised persons”.² The Bill empowered the relevant MEC to:

- declare, in consultation with the Premier, an existing or new provincial road to be tolled;

¹ Gauteng Department of Transport and Public Works, *Gauteng Toll Roads – Growth Needs Transport: A Toll Road Strategy for Gauteng*, p.1.

² MEC for Transport and Public Works, “Gauteng Toll Roads Bill, 2003”, Long Title.

- set out the procedures to be followed if a road was to be tolled;
- authorise, after consultation with the MEC for Finance, another person to finance, design, construct, maintain or rehabilitate a toll road or proposed toll road;
- enter into agreements with South African National Roads Agency Ltd. (SANRAL);
- authorise any traffic officer to perform law enforcement functions on tolled roads;
- impound vehicles used or suspected to be used in the commission of an offence; and
- to determine offences in terms of the Bill.³

The *Gauteng Toll Roads Bill* (2003) was not processed by the Gauteng Provincial Legislature.

THE GAUTENG NETWORK INTEGRATION PROCESS: PROPOSAL FOR A GAUTENG FREEWAY IMPROVEMENT SCHEME (GFIS)

In 2005, SANRAL proposed to the Minister of Transport a scheme to upgrade and extend the freeway network in Gauteng. The Minister of Transport required the proposal to be further evaluated and an Inter-governmental Work Group, comprising of representatives of National, Provincial, Metropolitan and District Municipalities, was set up and chaired by the Department of Transport to determine and agree on project principles. The Work Group tabled a report with the Minister in June 2006 entitled, *Gauteng Network Integration Process: Proposal for a Gauteng Freeway Improvement Scheme*. Thereafter, SANRAL was tasked to investigate the social and economic impact of the scheme; the specific road improvements to be undertaken; and the feasibility of tolling.

PRESENTATIONS TO GAUTENG PROVINCIAL LEGISLATURE

Between October 2005 and August 2007, SANRAL made several presentations on the Gauteng Freeway Improvement Scheme to the Gauteng Legislature and the relevant Portfolio Committee as well as to the Metropolitan Councils. SANRAL presentations included the following:

- Gauteng Freeway Improvement and Financing Proposal – Presentation to Committee on Public Transport, Roads and Works, October 2005;
- Gauteng Freeway Improvement and Financing Proposal – Presentation to Gauteng Indaba, May 2006; and
- Gauteng Freeway Improvement Project – Presentation to Gauteng Legislature Committee, August 2007.

In addition, the Gauteng Department of Public Transport, Roads and Works submitted a Presentation on 16 August 2007 to the Transport Portfolio Committee on the “Implementation Plan on the Gauteng Freeway Improvement Scheme”. I must point out that all political parties represented in the Legislature at that stage, including the Democratic Alliance, endorsed the proposal embedded in the presentations.

³ MEC for Transport and Public Works, “Gauteng Toll Roads Bill, 2003”, Long Title.

CABINET APPROVAL OF GFIP

After this process of inter-governmental consultations, the national Department of Transport submitted the GFIP to the national Cabinet. In July 2007, Cabinet approved the implementation of the GFIP as a state-implemented toll road. Consequently, the former Minister of Transport, Mr Jeff Radebe, officially announced the project on 8 October 2007. This was followed by a further process of public consultations. In March 2008, the toll declaration was announced in the *Government Gazette*.

TRANSFER OF ROAD P157-1 and P157-2 (R21 – ALBERTINA SISULU HIGHWAY)

On 2 April 2008, the former Premier of Gauteng, Mr Mbhazima Shilowa, entered into an agreement with the Chief Executive Officer of SANRAL, which transferred to SANRAL “all rights, interest and obligations in respect of the land under the control of the Gauteng Provincial Government on which the P157-1 and P157-2 (also known as the R21 – Albertina Sisulu Highway) are situated”; and which empowered the CEO (of SANRAL) to “request the national Minister of Transport to declare the sections of the Provincial Roads P157-1 and P157-2, as toll roads”.⁴ On 11 April 2008, the former Minister of Transport declared the R21 as a “national road”. Subsequently, the R21 was earmarked as one of the priority projects of the GFIP for completion before the 2010 FIFA World Cup.

PUBLICATION OF TOLL TARIFFS

In February 2011, the Minister of Transport, Mr Sbu Ndebele, published the toll tariffs for the GFIP, which were to become operational in June 2011. As a consequence of public dissatisfaction with the proposed tariffs, Minister Ndebele, after consultations with the Premier of Gauteng, appointed a Steering Committee to review the financing model and tariffs of the GFIP; and to develop proposals for the strengthening of public transport in Gauteng. In July 2011, the Steering Committee finalised its report and Minister Ndebele has accepted its recommendations in respect of the toll tariffs. However, the date of implementation of the revised toll tariffs has not been determined. More recently, the Minister announced the suspension of the implementation of the remaining phases of the GFIP.

DRT POSITION ON IMPLEMENTATION OF THE GFIP

The Department has noted that Phase 1 of the GFIP - based on private sector funding - is near completion. The DRT holds the view that SANRAL should not proceed with the implementation of the proposed, future phases of the GFIP. This view has been communicated officially to the Minister of Transport and to SANRAL.

In addition, the Executive Council of the Gauteng Provincial Government has directed the DRT to develop a strategic framework for road infrastructure and freeway development aimed at

⁴ “Transfer of Road – Memorandum of Agreement: The Gauteng Provincial Government and the South African National Roads Agency Limited 1998/009584/06”, p.2.

promoting public transport, economic growth and job creation, and to arrange a process of public consultations on the matter. This is currently being planned and we will report to the Legislature in due course.

DEVELOPMENT OF PUBLIC TRANSPORT

The upgrading of Gauteng's freeways and road networks should not be seen in isolation from the current efforts being made to develop our public transport system. The DRT, in conjunction with the Metropolitan Municipalities; the Passenger Rail Agency of South Africa (PRASA) that operates Metrorail; and the Gautrain Management Agency, has taken urgent steps to develop as speedily as possible a more credible, reliable and integrated public transport system in the province. The backbone of any such system must be passenger rail. Over the next three to five years, Metrorail has committed itself to overhauling its signalling system; renovating and improving station precincts throughout Gauteng; and investing in new rolling stock. At the same time, Metrorail is focussing strongly on improving its operational efficiency using the existing system that it has at its disposal.

In the case of Gautrain, Phase 1 between Sandton and the O R Tambo International Airport is fully functional; and the second phase is operational between Hatfield and Rosebank. It is anticipated that the Gautrain will be fully operational in January 2012.

The three metropolitan cities of Johannesburg, Tshwane and Ekurhuleni, which collectively account for 80 percent of the total population in the province, are in the process of planning and rolling-out the Bus Rapid Transit systems. Phase 1 in Johannesburg is already operational, and the next phase will be running by March 2010. Similarly, in Tshwane the preliminary phase of the BRT between Hatfield and Pretoria is scheduled to be up and running by March 2010; with the full Phase 1 being earmarked for December 2012. Subsequent phases between Soshanguve and Mamelodi and Pretoria are planned for 2014. Ekurhuleni has decided on a five phase BRT programme aimed at connecting the disjointed and disparate towns in the city. The first phase between Tembisa and Kempton Park is planned to open by March 2013.

These public transport initiatives are significant. They will over time transform the urban landscape and mobility patterns in the province. They will decrease our people's reliance on private vehicle usage in favour of public transport. I will be the first to admit that it would have been better if these initiatives were fully in place before the introduction of the GFIP tolling system. What we have seen is a lack of co-ordinated planning on the part of the three spheres of government over the last decade. We must learn lessons from this experience. At the same time, we must acknowledge that the manner and degree of past public consultations on the GFIP might have been inadequate. Even here, government must take a lesson.

CONSTITUTIONAL IMPLICATIONS FOR DRT OF ACTIONS REQUIRED BY THE PETITIONERS

Having said so, and while fully understanding the concerns of the Petitioners, the DRT is unable to intervene directly on this issue as the competency in respect of the GFIP lies with

another sphere of government. The GFIP is an approved project of the national Department of Transport and its public entity, SANRAL. Hence, any decision on the matter is vested exclusively with the Ministry of Transport and SANRAL. The DRT does not have the constitutional power or the legal authority to either further reduce the toll tariffs or to abolish the tolling system in respect of the GFIP.

Notwithstanding this constitutional constraint, I must emphasise that the door of the DRT remains open for on-going engagement on this matter, as well as on the future need for road infrastructure expansion and the development of a reliable, accessible, safe and affordable public transport system.

CONCLUSION

The DRT wishes to express its appreciation to the Petitioners for the constructive manner in which they have approached a matter that is of immediate interest to the public. We trust that this response will assist the Committee in processing the Petitions. Should the Committee require any further information on the matter, we will be willing to appear before the Committee to provide the necessary information. The DRT is committed to further engagement on this issue and will work together with all relevant stakeholders, including the Petitioners, to find a satisfactory solution to an issue that quite clearly is of concern large sections of our people.

9. THE PETITIONS COMMITTEE REPORT ON THE GAUTENG FREEWAY IMPROVEMENT PROJECT, GAUTENG LEGISLATURE, 29 NOVEMBER 2011

I wish to compliment the Petitions Committee for the constructive and inclusive manner in which it has dealt with an issue that is of abiding concern to the public. The impending toll fees have generated strong reactions across the ideological divide. It is good that the House has created a platform for our people to express their views on this matter. The Chairperson of the Committee, the Honourable Khawe, has concisely reported on the process and on the substantive issues raised by the Petitioners. He has also chartered a way forward, which the House should consider.

Let us pause for a moment and understand the critical challenge that we face with regards to our national roads network. The National Planning Commission (NPC) values South Africa's roads – our nation's economic arteries – at some R1.7 trillion. This is an asset that is gradually deteriorating due to high maintenance costs, resulting in a loss in value. The NPC report paints a bleak picture of our roads. Based on the information at hand, the maintenance backlog on our road at a national level stand at R149 billion. Gauteng's contribution to this backlog is R3.8 billion. So, the central question confronting us is: How do we meet the competing demands on the fiscus and at the same time finance the maintenance and expansion of the road network and of our public transport system? This is the key question that we should collectively be addressing and debating.

In addressing this question, I pointed out during the petition hearings that we should not treat this matter lightly. I say this for three reasons. Firstly, the maintenance and development of our road infrastructure is critical for the efficient movement of people, goods and services in Gauteng, South Africa and Southern Africa. Roads create wealth, jobs and economic opportunities. They stimulate socio-economic growth and development and enable mobility and social inclusion in society. So, it is in the public interest to upgrade existing roads and to build new ones.

Secondly, the designing, constructing and maintaining of our roads network is a costly exercise. We've seen this in Phase A1 of the Gauteng Freeway Improvement Project (GFIP). It is, therefore, proper that government invests in our road infrastructure, as it is in the public interest to do so. That's exactly what government is doing. For example, in Gauteng, we have allocated R1.5 billion in this financial year on road maintenance and construction. Similarly, the Minister of Transport has allocated R6.4 billion this year for the *S'hamba Sonke* roads programme. These healthy financial allocations, however, are inadequate to meet the current needs relating to the rehabilitation of our roads and the construction of new roads and freeways. Government on its own does not have the financial wherewithal to meet the growing need for the maintenance and upgrading of our existing road network and the construction of new roads and freeways. What this means is that we will have to look for the money elsewhere.

This brings me to the third point. If we want to maintain our roads to an acceptable and good standard; to build new highways; and to invest more in public transport infrastructure, we will have to forge a long-term, strategic partnership with the private sector. Private sector investment in road and public transport infrastructure will only be possible if there is policy certainty on the side of government and mutual trust between the two parties. Otherwise, there is no basis for a long-term strategic relationship. We should not act recklessly, opportunistically or in a manner that diminishes the possibility of a mutually beneficial partnership with the private sector, as this will be to the disadvantage of our people and to government itself.

Striking a partnership with the private sector to develop our road and public transport infrastructure is not tantamount to "privatising our roads", as is alleged in some quarters. On the contrary, it is inviting private sector funding for investment in public infrastructure, based on the principle of a fair rate of return to the investor/s. That return has to be generated from the actual users of the services being rendered, which is in line with the internationally recognised user-pay principle. To argue otherwise, means that government should either raise taxes or introduce an indirect tax, such as substantially increasing the fuel levy, as is being suggested by the Democratic Alliance. As we speak, the fuel levy generates less than what is spent on roads. In the last financial year, R22 billion was collected from the fuel levy, while R27 billion was allocated for all road maintenance and construction programmes; so, there's a shortfall of R7 billion that is made up from the fiscus. Either way, it is the public that

foots the bill; though tolling as a financial strategy is more equitable as the actual user, and not all taxpayers, pays for the use of the services.

It would be opportune for me at this point to clarify the position of the government on the toll tariffs. Minister Sbu Ndebele made government's position clear in the recent Transport Debate held on 27 October 2011 in the National Council of Provinces. He said he had suspended the toll tariffs for the GFIP in February this year, in order that stakeholder engagement takes place, and to investigate the revision of the toll tariffs by a Steering Committee. Following this process, the revised toll tariffs were announced by Cabinet in August 2011. The Minister indicated that future phases of the Gauteng Freeway Improvement Project will be reviewed, but that Phase A1 is not included in this review. Allow me to quote what he said, so that there is absolutely no confusion on this matter:

1) With regards to all new toll roads, I have instructed SANRAL to halt all processes related to any new tolling of national roads...

2) On 10 August 2011, Cabinet approved e-toll tariffs for the Gauteng Freeway Improvement Project (GFIP) Phase A1. The implementation of further phases of the GFIP will now be re-assessed, including by the newly announced Presidential Commission on Infrastructure. The re-assessment will involve discussions on infrastructure strategic priorities, on how best to address the challenges of congestion on some of our key road networks, and on funding of these priorities.

In addition, the Minister announced that he will be hosting a national consultative forum to discuss the future funding of our roads network. He said:

We will also be shortly hosting a two-day Roads Funding Summit, where this plan will be debated by all relevant stakeholders including organised labour, business, civil society and academics. The summit will, amongst others, result in clear direction with regards to the process of funding and construction of roads, as well as agreement on key national road projects and the funding options available, including the user-pay principle (tolling) as well as the taxpayer-pay principle.

The Gauteng Department of Roads and Transport endorses the position of the Minister of Transport. It holds the view that SANRAL should not proceed with the implementation of the proposed, future phases of the GFIP in its current form. The Department also supports the idea of a national Roads Funding Summit to develop national consensus on the funding of our road infrastructure, because we do not possess the financial resources to meet all our needs.

On the question of the toll fees, the Department has noted with appreciation that the Cabinet-approved tariffs are considerably less than the initial tariffs proposed by SANRAL. The discounted tariff has been reduced from 49.5 cents per km to 40 cents per km; a reduction of almost 20 percent. We are pleased that the Minister has exempted minibus taxis and bus

operators from the payment of toll fees. This is a significant concession to ordinary working people, the poor and the unemployed, who are hard hit by the rising costs of transport in our province. At the same time, it underpins our policy of promoting the use of public transport.

The upgrading of Gauteng's freeways and road networks should not be seen in isolation from the current efforts being made to develop our public transport system. The Department, in conjunction with the Metropolitan Municipalities; the Passenger Rail Agency of South Africa (PRASA) that operates Metrorail; and the Gautrain Management Agency, has taken decisive steps to develop a more credible, reliable and integrated public transport system in the province. The backbone of any such system must be passenger rail. Over the next five years, Metrorail has committed itself to overhauling its signalling system; renovating and improving station precincts throughout Gauteng; and investing in new rolling stock. At the same time, Metrorail is focussing strongly on improving its operational efficiency using the existing rail system that it has at its disposal. In the case of Gautrain, Phase 1 between Sandton and the O R Tambo International Airport is fully functional; and the second phase is operational between Hatfield and Rosebank. It is anticipated that the Gautrain will be fully operational early in 2012.

The cities of Johannesburg, Tshwane and Ekurhuleni are in the process of planning and rolling-out their Bus Rapid Transit systems. Phase 1 in Johannesburg is already operational with a daily ridership of 40 000 and the next phase will be running by March 2012. Similarly, in Tshwane the preliminary phase of the BRT between Hatfield and Pretoria is scheduled to be up and running early next year, with the full Phase 1 being earmarked for December 2012. Subsequent phases between Soshanguve and Mamelodi and Pretoria are planned for 2014. Ekurhuleni has decided on a five phase BRT programme aimed at connecting the nine disjointed and disparate towns/townships in the metropolitan area. The first phase between Tembisa and Kempton Park is planned to open by March 2013. These public transport initiatives are significant. They, together with the current bus subsidies valued at R1.7 billion offered to bus companies, will transform the urban landscape and mobility patterns in our province. They will decrease our people's reliance on private vehicle usage in favour of public transport.

However strongly one may feel about the impending toll fees, what cannot be disputed are the following positive facts about Phase A1 of GFIP:

- the freeways are well-constructed and will serve our people for the next 20 years;
- the road lighting and safety measures are excellent;
- traffic safety has been enhanced and international research has shown that freeways are six times safer than single carriageway roads;
- traffic congestion such as at the Allandale interchange or on the R21 has been reduced substantially, resulting in significant benefits in terms of travel time savings, particularly during peak hours;

- the reduction in congestion leads to reduced fuel consumption by every motorist using the upgraded freeways, which in turn results in a decrease in carbon emissions;
- 20 000 direct jobs have been created during construction phases; and
- 1000 permanent jobs have been created for the operations of the toll system.

As we speak, delegates from all over the world are meeting at the COP17 Conference in Durban to agree on proposals aimed at preserving our planet and promoting environmentally friendly and sustainable development. Carbon emissions by cars, taxis and busses are a contributory factor to environmental and air pollution. I dare say that tolling is a measure designed to change our behavioural patterns; forcing the private vehicle user to opt for public transport modes such as the Gautrain and Bus Rapid Transit because of the increased cost of travelling associated with using one's car.

By way of conclusion, I wish to emphasise three points. Firstly, we cannot be asked to make a choice between upgrading and expanding our roads network and developing public transport; we need both. Secondly, while we all must campaign for increased government spend on roads and public transport, we must not discount the importance of private sector investment in road and public transport infrastructure. Lastly, whatever we do, we must consult adequately with our people and their organisations in civil society to guarantee public support for major infrastructural projects.

10. LAUNCH OF THE GAUTENG PUBLIC TRANSPORT REGULATORY ENTITY, EKURHULENI, 1 DECEMBER 2011

It is a great honour for me to be part of this historic occasion to launch the Gauteng Public Transport Regulatory Entity (PRE). We are delighted by your overwhelming response to celebrate this moment with us. I am optimistic that the institution to which we are giving birth today will be of real service to you.

As we bring in the new, allow me to thank those who had served us in the past. We'd like to thank the outgoing members of the Gauteng Operating Licensing Board and the Appeals Board, namely, Dr T. Singo, Mr O Kubu, Mr B Masilo, Mr J Penton and Mr V Sibeko, for their services rendered to the public transport sector over the past few years. We also acknowledge with thanks the contribution of Mr Peter Dhlamini, who served the Registrar of the industry.

1stakeholders, whether they are the officials responsible for the day-to-day operations of the entity; the clients or the transport operators. The effectiveness and operational efficiency of PRE to provide excellent customer service to its clients is dependent on a genuine partnership between PRE on the one hand and transport operators on the other hand. Without such a partnership, PRE would be just an empty tin with a new label.

Our vision is that PRE will be a public transport licensing authority that will provide a service to its clients based on efficiency; professionalism; integrity and strict adherence to the regulatory regime. It must be developed to give a service better than what was delivered by previous bodies fulfilling similar functions.

I have repeatedly told our officials, and I want to underscore the point today, that this exercise is not about a mere change of name from the Gauteng Operating Licensing Board (GOLB) to PRE, or a change of address from its old premises to the new. The bottom line in terms of its operational goals is that PRE must address the needs of its clients within the bounds of the law.

For officials within the PRE administration, the rules of engagement, *inter alia*, are the following:

- Every application for a permit or operating license must be dealt with efficiently, professionally and with integrity.
- Officials must treat transport operators and applicants with courtesy, respect and dignity.
- Service delivery standards must be upheld at all times.
- Complaints must be processed speedily and to the satisfaction of clients acting within the framework of the applicable law and regulations.
- There should be no conflict of interest for any official working within PRE, more especially for those members of staff who are being appointed as PRE members today.
- Every effort must be made to overcome the backlogs in processing the conversion of permits and the approval of new applications for operating licenses.

On their part, clients, applicants and public transport operators must reciprocate by respecting and adhering strictly to the licensing requirements and the regulations governing the public transport industry. Don't look for short cuts and shady deals. All transport operators and applicants must commit themselves to turn their backs on the practice of acquiring fraudulent licenses; attempting to bribe officials; engaging in any other corrupt activities; or forcefully and illegally occupying taxi routes and ranks. Public transport operators must put the interests of passengers first. Every passenger is entitled to a safe, courteous, reliable and efficient service every day.

Our appeal, therefore, is quite simple. Please work with us to maintain high standards of client services and restore credibility into the licensing system. If you have been given shoddy services by the officials and staff of PRE, please make your voices heard so that we can redress whatever it is that needs to be put right. It is only through open channels of communication that we would be able to improve our service to you. In this regard, I wish to announce that I will be establishing a Public Transport Advisory Council early in 2012 to facilitate consultation and interaction between the key public transport stakeholders and my office.

I want to be candid about it – there is a distance between where we are at this point in terms of the quality of services being rendered to you and where we would like to be. There are several challenges that need to be addressed and these cannot be remedied overnight. For instance, the licensing backlogs; the slow pace of permit conversions; and the revamping of an outdated and obsolete information technology system will have to be addressed with utmost urgency. I have listened attentively to you on Monday and heard your request that there should be a proper handover or close-out report from the GOLB and the Registrar's office to the PRE. We have already started this process and will keep you informed about it.

You are aware that in terms of the National Land Transport Act, my office is mandated to establish the PRE. I am conscious of the fact that the implementation of any new legislation can often be seen as threatening because it ushers in change, and change can in itself result in uncertainty and insecurity. The NLTA seeks to transform the public transport industry. Transformation can mean different things to different stakeholders, depending on how it impacts on each one of them. But let me underline the point that transformation is always about doing things together with the stakeholders affected by the processes of change. We are committed to doing things with all the relevant parties in the broader public transport sector.

As we launch PRE, we should be asking ourselves, how do we envisage the public transport sector, particularly the taxi industry, developing over the next ten years and beyond? When the owner of Virgin Airlines, Richard Branson, was asked to define his business, he is reputed to have said, "I am in the entertainment business at 30 000 feet". Similarly, I would like to think our taxi operators would in future see their businesses as being part of the wider public transport industry.

I see a brighter future for the taxi industry. Taxi operators can become major players in the public transport value chain. Your business interests and stake-holding should extend over the wider transport industry, which ranges from road transport to aviation; rail and shipping; and minibus taxis and bus rapid transit systems. It is in the real interest of the Broad Based Black Economic Empowerment project of our government that your stake holding expands into the other components of the public transport sector.

We must forge a new vision. We must work together to position the historically-disadvantaged into the mainstream of the broader parameters of the public transport sector, whether it be road, rail, aviation or shipping. We must take comfort from the fact that today's reality is yesterday's dreams, and today's dreams will be tomorrow's reality.

The economic sphere is the new site of struggle. We will have to deploy both our individual and collective energies and synergies into realizing our goals and dreams. Today's world is a very competitive marketplace. We are competing with many others for our global mindshare and market share. If we do not stay ahead of the game by being more competitive, productive and smarter than the rest of the world, they would eat our lunch right in our own backyard.

Even as we try to inspire you all and to lift your vision to a new horizon, we are mindful of the fact that what concerns you most is your operating license; the possibility of your taxi being impounded; or the harassment by the road traffic officer as you cross over into another province. Therefore, we truly appreciate your support to turn PRE into an institution delivering on your needs. In short, help us to help you.

It is now my pleasure to introduce the members of Gauteng Public Transport Regulatory Entity. They are Mr Moses Rabothata (Chairperson); Ms Lebogang Legate (Deputy Chairperson); Mr Edward Ngqola; Ms Priscilla Masepe; Ms Yeshwanthi Ramcharan and Ms Felicity Rose-Fraser. We wish them well in their new positions and we will leave here with the expectation that they will help us to realize the vision set out for PRE.

11. DEBATE: THE PREMIER'S STATE OF THE PROVINCE ADDRESS, GAUTENG LEGISLATURE, 28 FEBRUARY 2012

I welcome the Premier's State of the Province Address as it has an expansive set of remarks and pointers on roads, freight and public transport. The speech, *inter alia*, dealt with the:

- maintenance and construction of our provincial roads network;
- development of public transport incorporating Gautrain, Metrorail and the three metropolitan bus rapid transit systems;
- 25-year Integrated Transport Master Plan (ITMP25), which should be considered alongside the Gauteng Vision 2055;
- proposals for the stimulation and growth of our freight sector, including the possibility of constructing a passenger and freight rail link between eThekweni and Johannesburg;
- conceptualisation of the OR Tambo aerotropolis;
- improving the quality of services and rooting out corruption at the Driver-Learner Testing Centres; and
- the need for a skills audit in the Department of Roads and Transport.

A common thread running through the entire speech is the emphasis placed on good governance; proper planning for major infrastructure projects; the effective marshalling of the human resources within the public service; and prudent financial management. On the Gauteng e-tolls, the Premier was gracious enough to alert us to the fact that the Minister of Finance was to make a statement on this matter in his Budget Speech.

Minister Gordhan's pronouncement on the reduction in toll fees is a sequel to an initiative of this House. Members will remember that on 29 November 2011, we debated the Report of the Petitions' Committee on the Gauteng e-toll tariffs. After a successful process of public hearings on the matter, the Committee had forwarded the petitions to the Minister of

Transport for consideration. At that stage, we had no idea what the outcome would be. Today, this House can claim with some pride that the work of the Petitions' Committee was not in vain. It is now obvious that the matter was considered by the Minister of Transport, who called for a review of the toll tariff structure; and, the rest is history. I will not hesitate for a moment in saying that the one person responsible for the reduction in toll fees is the Honourable Jacob Kgawe. In his own way and almost single-handedly, this ANC MPL was instrumental in organising the public hearings on the toll fees and in getting the petitions to the Minister of Transport in December last year.

The e-tag toll fee for an average car is now reduced to from 40 cents to 30 cents per kilometre. The monthly fee for a frequent user is capped at R550.00. Those who might have to pay between R400 and R550 will enjoy a further 15 percent discount. Public transport modes such as minibus taxis and busses have been wholly exempted from paying the toll fees. In addition, there are time-of-day discounts for cars and freight vehicles. The Minister has injected over R5 billion into SANRAL's coffers to financially support the Gauteng Freeway Improvement Project. Added to these interventions, the Premier has indicated the urgent steps being taken to improve, to expand and to strengthen public transport through the roll-out of the BRT systems in metropolitan areas.

The effect of these measures is that the majority of working and poor people, who in the main use public transport, will not be paying toll fees. Even the middle classes, for whom the use of private cars is the transport mode of choice, will not be taxed more than R550pm. Minister Gordhan must be complimented for striking a healthy balance between using public (fiscal) resources and the user-pay principle to pay for improving Gauteng's freeways.

As we move forward, we must draw lessons from what has happened in this project. This sentiment is best captured in the Business Report (26 February 2012)

Public outrage was healthy, as it showed a lively citizenry with the chutzpa to stand up to its government. The consultation process resulting from the outrage was a useful platform to express public anger and keep the government accountable. It is also good the government was forced to reconsider its infrastructure processes and ensure transparency, which would allow citizens to actively engage in projects of national importance. The government's response shows the public's concerns were taken into account and a compromise was reached, although not everyone will readily accept it. But that is the nature of governance worldwide - a balance between competing priorities is necessary for the good of all.

This is clearly recognised by several key stakeholders. In this regard, we welcome the positive responses to the reduction in toll fees from important stakeholders such as the South African Communist Party; the South African Roads Federation; and Business Unity South Africa. What remains to be done now is for us to register and acquire an e-tag.

12. CONDOLENCE ON THE DEATH OF TAXI LEADER, MICHAEL YENDE, JOHANNESBURG, 8 MARCH 2012

The wife, children and relatives of Michael Yende

Leaders and Members of the Gauteng Taxi Council and the Alexandra Taxi Association

Respected Guests

I stand before you on a very sad occasion. I am here with you today to offer my sincerest condolences to the Yende family on Michael Yende's brutal murder on Friday, 2 March 2012. His untimely death has really robbed the taxi industry and my Department of a valuable partner and team player. It robbed his family of a loving father. Mike Yende was the bright, dignified and honourable face of the taxi industry; unlike the dark, brutish and undignified faces of his nameless killers.

I first met Mike early in 2011 after I was appointed MEC. I found him to be a simple, affable and a down to earth person. Most of his colleagues describe him as a peaceful and a quiet person. At some stage in his life, when he tried his hand (or feet) at soccer, he became known as 'Pinky' in the football fraternity.

One would not easily associate him with the taxi Industry because of his quiet disposition. Mike first came into the taxi industry in 1984 when he was employed as a driver by a Mr Radebe. His father was a senior member of the Alexandra Taxi Association (ATA) at the time. He subsequently worked as a driver with his brother, Mandla, who also had a taxi. When Mandla passed on, he took over his brother's business.

His business sense and leadership abilities led him to be elected in 1987 as Secretary of ATA. He served in that portfolio until 1991. In 1998, Mike became the Deputy Chairperson of ATA. On a number of occasions thereafter, he was nominated to be the Chairperson of the Association, but he would always decline. He eventually relented and agreed to be elected Chairperson in October 2011.

Since 2003, Mike was a leading personality in the Gauteng Taxi Council (GATACO). In 2009, he became the Deputy Chairperson to the late Mr Tutu Molefe. On the death of Mr Molefe (in a manner not dissimilar to that of Mike), he was elected as the Chairperson of GATACO.

In his day to day function as the leader of both the Alexandra Taxi Association (ATA) and the Gauteng Taxi Council (GATACO), Mike always promoted peace in the taxi industry. In his interaction with fellow associates, he was always approachable and ready to assist any one in need. That is why it is so devastating when a man with his qualities is gunned down at his place of work.

What is significant in his leadership style is the fact that both GATACO and the Gauteng National Taxi Alliance (GNTA) were able to share common platforms. There were times when the Department could not meet both structures simultaneously because of the divisions they

had. Mike was able to rise above these organisational differences and come to joint meetings that we had convened.

Mr Yende's interaction with my Department has always been of a cordial nature. He was always available to assist in the resolution of disputes and conflicts where his member associations were involved. All these he did without any complaint.

Last Friday, Mike was taken away through a senseless and cowardly act. His killing must be condemned in the strongest possible terms by all of us. It is indeed a tragic loss to society when a civic and business leader is mercilessly gunned down. We should not be discouraged by what has happened. Rather, we should draw inspiration from his life; from his leadership style; and from the beautiful example he had set in the taxi industry. We must emulate the way Mike ran the affairs of his organisations. We should continue to work together in honour of his memory.

We will continue to call both provincial organisations to the same meetings and discuss issues common to us, because this is how Mike wanted us to work in the province. One of the last efforts Mike supported was his contribution in helping my office to form the Provincial Public Transport Advisory Council.

May God bless Mike. We pray that the Almighty gives his family the strength to bear this great loss with fortitude and courage.

May God bless the taxi industry, its entrepreneurs, operators and all those who make a living out of this important industry, which is so essential to our national and provincial economies. On the death of Mike Yende, may peace reign supreme in the taxi industry!

13. BUDGET VOTE 8: ROADS AND TRANSPORT, GAUTENG LEGISLATURE, 5 JUNE 2012

The famous German playwright, Bertolt Brecht, in his poem *Questions from a Worker Who Reads* asks:

Who built Thebes of the seven gates?
In the books you will find the names of kings.
Did the kings haul up the lumps of rock?
And Babylon, many times demolished
Who raised it up so many times? In what houses
of gold-glittering Lima did the builders live?
Where, the evening that the Wall of China was finished
Did the masons go? Great Rome
Is full of triumphal arches. Who erected them?

Later in his poem, Brecht questions further:

Every page a victory. Who cooked the feast for the victors?
Every ten years a great man. Who paid the bill?

So many reports. So many questions.

Let us ask a simple question: Who built the Gauteng City Region? Among the answers one will surely get is:

- It was the workers who constructed its roads; laid out the railway tracks; built the airport runways and dug the Gautrain tunnels;
- the taxi, train and bus drivers; and
- the distributors who moved goods and services to its people.

As Brecht so poignantly reminds us, these unsung developers of our beautiful province should be recognised. Today, we pay tribute to all those - from this province, from the country at large and indeed from Southern Africa - who built our public transport system and the intricate road networks in Gauteng. In particular, we express our heartfelt appreciation to the entire workforce involved in the Gautrain project for their tireless efforts in constructing a world class, modern rail link.

EXPANDING OUR PUBLIC TRANSPORT SYSTEM – STEP BY STEP

Last week we hosted a successful conference on public transport. The stakeholders who attended the conference reflected critically on the state of public transport. They also listened to presentations from the metropolitan municipalities, PRASA and Gautrain indicating what they are doing to improve their public transport offerings. In essence, their collective effort is aimed at overhauling our rail system and developing an intricate network of several hundred kilometres of the Bus Rapid Transit (BRT) system across the three metropolitan municipalities. At the heart of this exercise is the achievement of integration of the different modes of public transport – be it aeroplane, rail, bus, taxi, cycling or non-motorised transport. We need better implementation of our public transport infrastructure programmes and enhanced co-ordination of the transport system. For this to materialise, proposals are being developed for the establishment of a Gauteng Transport Authority.

The current footprints of public transport in our province are revealing. The Gauteng City Region Observatory's latest research into transport and mobility patterns in Gauteng shows that:

- 42 percent of commuters travel to work by taxis; an equal percentage use private cars; 6 percent walk to work; and 10 percent use busses and trains;
- Almost 74 percent of commuters are either very satisfied or satisfied with public transport services, with the highest satisfaction levels recorded in Merafong, Lesedi and Randfontein;
- 72 percent of households live within a 10 minutes' walk of public transport; and lastly,

- the main concerns of commuters are the high costs of transport; rude drivers and passengers; reckless driving; unreliable services; and un-roadworthy vehicles - all these are consistent with high taxi use.

Some of these statistics are positive indicators, but much more needs to be done to build an integrated, reliable, safe, affordable and environmentally sustainable public transport system in the Gauteng City Region. I want to assure the House that this task is being taken on with determination and a sense of urgency by all levels of government. Let me cite some practical examples to illustrate the point. Last week, the City of Tshwane allocated R2.2 billion over the next three years for the roll-out of its BRT system. In addition, it will replenish the Tshwane Bus Service fleet with the acquisition of 120 new busses and install an automated fare collection system. In Ekurhuleni, the city will spend R50 million to complete its Integrated Rapid Public Transport Network and the finalisation of its designs for the BRT system. The City of Johannesburg has allocated R992 million which will go towards operationalizing Phase 2 and designing Phase 3 of the *Rea Vaya* system. It will also purchase over 130 new busses with significant local content. In order to better plan and co-ordinate the roll-out of these bus rapid transit systems, the Department has, in close consultation with these municipalities, finalised a BRT strategy, which will be tabled before Cabinet next month. The strategy sets out common standards and specifications and identifies interconnection points for the BRT systems along the boundaries of the three metropolitan municipalities.

The priority for PRASA over the next few years is to modernize the existing passenger railway system and champion the implementation of new passenger rail technology. In Gauteng it is specifically focusing on the modernization of Metrorail's signalling and telecommunication systems; rolling stock and train operating systems for which National Treasury has allocated R10 billion over the next three years. A total of 2484 new coaches and a further 600 coaches for new services are included in the Gauteng Acquisition Programme over the next decade. The first new trains are expected by 2015.

Planning and feasibility work have also commenced on the reintroduction of rail services on the Hammanskraal line; improved integration with Gautrain; a rail extension to serve the greater Daveyton area; and the Bara-link rail extension, which includes capacity enhancements to transform Nasrec station as a major connectivity and feeder hub with rail, BRT and Park 'n Ride possibilities. At a practical level, the Leralla, Vereeniging, Roodepoort and Germiston stations will be remodelled and fully upgraded with commercial and intermodal facilities. In addition, five stations, namely, Kempton Park, Centurion, Oakmoor, New Canada and Ikwezi, will be upgraded to provide for universal access, particularly for people with physical disabilities.

These programmes and fiscal allocations give tangible meaning to the public transport targets set out in the National Development Plan, which has identified the transport sector as an

enabler of economic growth. The plan calls for a modal shift from private to public transport in the long term; a need for urban, mass transit solutions and the strengthening and optimisation of the country's freight corridors. Similarly, the Gauteng Vision 2055 Discussion Document launched by the Premier a few days ago reaffirms the view that our transport system should be more efficient. It must support economic growth and development; job creation; and equitable access to opportunities to overcome the results of unequal spatial planning.

BUDGET ALLOCATION 2012/2013 FINANCIAL YEAR

I now wish to turn to the Departmental budget allocation for this financial year. The Department has been allocated a total of R4.36 billion. It represents a decreased budget of 30 percent when compared to last year. This is due to a reduction of the Gautrain budget because of the scheduling of its loan repayment to the next financial year and to the top slicing by Provincial Treasury of the operational budget of the Department.

Of the total budget allocated, R755million will go towards administration and operational costs; R1.2 billion has been awarded to transport infrastructure projects, including road construction and design; R1.6 billion is earmarked for public transport grants in respect of bus contracts involving 2512 subsidised busses; and R737 million is granted to Gautrain for operating expenses.

IMPROVED FINANCIAL AND HUMAN RESOURCE MANAGEMENT

The Department is committed to prudent financial management and paying our suppliers on time. It has reduced its total accruals to R200 million compared to R500 million reported at the end of 31 March 2011. The Department has engaged with the Department of Infrastructure Development regarding the outstanding debt of R175 million, which hopefully will be settled in this financial year. Of all the invoices that were created in the last financial year, 52 percent were paid within 30 days. Although there is a noticeable improvement in managing the accruals and payment schedules, this non-compliance does have a negative impact on service delivery and adversely affects the survival and growth of SMMEs. This is counter-productive to government's priorities of creating decent work. The Department is currently reviewing and re-organising its payment schedules to comply with the 30-day payment standard set by Treasury.

The Department has undertaken a skills audit in conjunction with the Gauteng City Region Academy in order to profile the competencies of our engineers and technicians. We have also revised our organisational structure to recruit additional accredited engineers and technicians. To this end, Treasury has set aside an amount of R20 million.

FREIGHT AND LOGISTIC HUB DEVELOPMENT

The Department recognizes the need to incorporate freight transportation planning into the mainstream of its work. Consequently, it will host a Freight Conference later this year. Freight

transport directly influences economic growth and development. Freight demand volumes are expected to increase from the current 210 million tonnes to 415 million tonnes by 2020. It is for this reason that government both nationally and provincially has placed renewed emphasis on freight infrastructure development as the basis for unlocking economic potential and creating jobs. The national budgetary allocations, especially for Transnet, reflect this clearly. The President further identified the KZN-Gauteng Freight Corridor as a focal project for planning and investment. Consequently, it has been registered as a key developmental project by the National Department of Transport.

The provincial government has been working on identifying the most suitable site for a logistics hub along the KZN-Gauteng corridor. The Tambo-Springs site is exceptionally well-positioned as it is located in the southern periphery of Johannesburg and within the Johannesburg/Durban road freight and rail corridor. It has access to the N3 freeway to Durban; the N1 to Cape Town; and via the R390 to Port Elizabeth and East London as well as to the industrial centres in Johannesburg and Ekurhuleni. The site is bisected by a dormant freight railway line that can link the main railway lines from Johannesburg to Durban and from Johannesburg to Cape Town. It is 22km from the City Deep Terminal and 25km from the OR Tambo Air Freight Terminal. It has excellent road linkages that will accommodate both full truck load, long distance road freight and less than truck load regional distribution. This freight hub project principally aims to increase efficiency and decrease the cost of containerised cargo moving into and out of Gauteng.

The Tambo-Springs Inland Port will be developed in partnership with Transnet, the Ekurhuleni Metropolitan Municipality and the private sector over the next eight years. A draft master plan has been completed. The preliminary designs of the K148/N3 interchange are currently being revised and will be ready for implementation at the end of the financial year. Construction is likely to commence in 2013 and the cost is in the region of R250 million.

TRANSPORT PLANNING

The Department will embark on a number of critical planning initiatives. It will undertake a review of the Strategic Road Network to align it with the Gauteng Spatial Development Framework. Roads are a fundamental shaper of urban form and structure, and a major driving force for economic growth. The focus will be on integrated planning of all core disciplines of urban planning - transport, environment, economy and land use. Any review of the major provincial road network needs to carefully assess the changing role of roads, particularly in delivering sustainable public transport solutions in the province. Our focus on mass public transport initiatives such as Bus Rapid Transit requires a fundamental shift in planning and design focus to ensure the harmonious co-existence of private and high capacity road-based public transport on the same corridors. In short, we aim to encourage densification and influence land use planning. In this regard, the Department would be working with the CSIR to establish a modelling centre for better and more scientific urban planning. It will also host

on 23 July 2012, a Consultative Forum to receive a report on the Five Year Plan linked to the 25-year Integrated Transport Master Plan (ITMP25).

As part of transport planning, the Department will also prepare a state of logistics report in the province and develop a freight management plan; and an integrated logistics and supply chain solution for rural areas. Part of this project seeks to identify freight planning interventions within the Maize Triangle that are needed for the seamless flow of freight carrying maize, which is an essential crop both domestically and for export purposes. This project is being carried out in partnership with the Gauteng Department of Agriculture and Rural Development and Transnet.

OPERATING LICENSING AND REGISTRATION

In Gauteng, the process of converting radius-based permits to route-based operating licenses commenced in August 2005. Minibus taxi operators in possession of permits were called upon to convert their permits to operating licenses. Progress to date on the project is as follows: we have received 58 861 applications from taxi operators; of these 24 202 operating licenses have been issued; and 34 659 applications are still to be processed. The delay in the finalisation of the permit conversion process can be attributed primarily to the malfunction of the National Land Transport Information System (NLTIS) that is managed by the National Department of Transport.

In addition to the above, the Department has encountered a challenge to the “upliftment” or collection of operating licenses from the respective regional offices. Operators are reluctant to collect their operating licenses due to outstanding compulsory requirements such as submission of vehicle registration documents. To this end, the Department has embarked on a media campaign both on print and radio calling on all operators under this category to collect their operating licenses. Non-collection will result in the applications being referred to the Provincial Regulatory Entity for cancellation.

MOTOR VEHICLE DRIVER REGISTRATION AND LICENSING

The Department has successfully collected net revenue of R2.2 billion in the last financial year from motor vehicle and driver licence fees. This figure is 32 percent more than the revenue collected in the previous financial year. Over 98 percent of revenue collected comes from motor vehicle registration and licensing. We want to take this opportunity of sincerely thanking every vehicle owner who has renewed his/her car licence on time. We appreciate your sense of civic responsibility and the Gauteng Provincial Government expresses its gratitude to you for your support.

As a result of the re-introduction of the walk-in system for driver licence appointments, driver licence bookings had increased by 271 percent to 258 135 applications. Similarly, learner licence bookings had increased to 372 526 applications in the last year. To accommodate the increased demand for these services, the Department will soon open a new DLTC at the Walter Sisulu Square of Dedication in Kliptown.

In an effort to fight fraud and corruption at the DLTCs, the Department is working with the Department of Community Safety in implementing an integrity strategy for the DLTCs. It has embarked on a process of vetting selected employees at the DLTCs. We are also engaging the driving schools' associations in an effort to combat fraud and corruption. An *imbizo* will be held shortly together with these associations, where a Code of Good Conduct will be affirmed. We will sign new DLTC Service Level Agreements with various municipalities to improve the quality of services to be rendered at these institutions.

IMPROVING ROAD INFRASTRUCTURE

I would now like to turn my attention to efforts being made to improve our road infrastructure. The estimated population of Gauteng is over 11 million and it grows on average by 4 percent per annum. Since 2000, the number of vehicles on our roads has increased by 60 percent. We are all witness to the increase in traffic volumes and road accidents, traffic congestion and the pressure on our road network. To meet this challenge, we are adopting a proactive approach for our road maintenance and construction programmes.

As part of our multi-year planning, the following designs were completed and are currently in the process of being implemented:

- K133 between Neverdeen Road in Leondale to the Barry Marais Road. This project aims to provide an alternative link between Johannesburg and Heidelberg;
- R82 between Eikenhof and Walkerville. The Old Vereeniging Road will be developed into a dual carriage way. The project was launched in February 2012 and is due to be completed by July 2013;
- K154 - Phase 1 entails the surfacing of 800 metres of gravel road to provide access to the Gauteng Highlands Project and to facilitate the development of industry in the area. The project is scheduled to start in July 2012 and should be completed in October 2012;
- the rehabilitation of 10km of Tarlton Road; and
- the upgrading of the R25 from Benoni to Bapsfontein.

Four road construction projects that were started in the previous financial years are scheduled to be completed this year. These are the R55 between Wierda and Laudium; Cayman Road at the Eye of Africa Development; Mogo Street in Soshanguve and Sekwesi Street in Metsweding. In addition, SANRAL is making steady progress with the upgrading of the N12 east bound towards Springs and south bound towards Eldorado Park.

ROAD MAINTENANCE PROGRAMME

This year, R579 million has been allocated for our *S'hamba Sonke* road maintenance programmes. We will complete three major projects that were rolled over from last year and

11 new projects are to be initiated in this financial year. Some of these are the rehabilitation and upgrading of the:

- Ben Schoeman Highway from Buccleuch to Corlett Drive;
- Road D2442 from Zithobeni to Bronkhorspruit;
- R25 from Kempton Park to Bronkhorspruit;
- P39/1 from Erasmia to Krugersdorp;
- D327 from Hammanskraal to Boekenhoutskloof;
- Ben Schoeman Highway from Potgieter Street in Pretoria to the Brakfontein/N14 off-ramp;
- N14 Sinkhole and Tarlton Road D1726; and
- the upgrade of roads in five rural development nodes, namely Nooitgedacht, Rust De Winter, Hammanskraal, Winterveldt and Magaliesberg.

Cumulatively, these road projects will create 6669 jobs.

GAUTRAIN

Daily Gautrain moves thousands of people safely and comfortably and gets them to their destinations on time. The passenger demand on the airport service remains steady with approximately 109 000 passenger trips per month. The operation of the airport service was also stable with minimal service interruptions.

Late last year, Gautrain commenced its service between Hatfield and Rosebank. This opening had a significant impact on Gauteng's public transport offerings - five more stations and 50km of rail line were opened together with 18 new bus routes. Since August 2011 to date, almost seven million passenger trips were made on the Gautrain and one and a half million trips were made on the Gautrain busses.

The Gautrain Management Agency (GMA) is pleased by the property development response to the introduction of the Gautrain system and early signs are that urban densification around the station nodes will be enhanced. For example, the streetscape along Oxford Road in Rosebank has been completely transformed by the construction of a new hotel, office buildings and shops. Several buildings are under construction in Sandton and a large number of development projects in the immediate vicinity of the Sandton Station have been approved by the City of Johannesburg.

Now that the construction phase is nearly at an end, the GMA will henceforth focus primarily on exercising the necessary oversight of the Concessionaire's operations and to further develop integration with other public transport modes. The GMA has set in place internal review procedures to measure the contractual deliverables in terms of performance; capacity; fare setting; asset management and maintenance; and Safety, Health, Environment and Quality assurance.

g-FLEET

g-FleeT has significantly improved its performance as a trading entity. It has established a Client Service Centre, which has considerably improved contact with its core clients. It has entered into a new Service Level Agreement with Wesbank aimed at providing improved services to its trading partners. g-FleeT has succeeded in collecting R200 million of the R320 million debt from last year from government departments. The focus this year will be on acquiring a proper Fleet Management System and a Vehicle Tracking System to assist with better management of its fleet. Greater attention will also be paid to training employees in fleet management, operations, supply chain management and minimum information security standards.

CONCLUSION

This ANC government is determined to make Gauteng look like a massive construction site; be it as result of the construction of highways and roads; railways and train stations; BRT bus lanes and bus stations; or inter-modal transport facilities and DLTCs. In this I am reminded of some of the words of that great African-American poet and social activist, Langston Hughes:

Freedom's Plow

White hands and black hands
Held the plow handles,
Axe handles, hammer handles,
Launched the boats and whipped the horses
That fed and housed and moved America.
Thus together through labor,
All these hands made America.
A long time ago,
An enslaved people heading toward freedom
Made up a song:
Keep Your Hand on The Plow! Hold On!
The plow plowed a new furrow
Across the field of history.
Into that furrow the freedom seed was dropped.
From that seed a tree grew, is growing, will ever grow.
That tree is for everybody,
For all America, for all the world.
May its branches spread and shelter grow
Until all races and all peoples know its shade.

For all those who have joined me on the Gauteng Freedom Plow's site - my office staff; the Head of Department, Mr Mavela Dlamini; the Senior Management and Staff of the Department; and all the various stakeholders in the roads and transport family, I express my sincere gratitude and appreciation. My appreciation also goes to the Chairperson and Members of the Portfolio Committee on Roads and Transport and the House for exercising rigorous oversight on the performance of the Department.

I commend Budget Vote 8 – Department of Roads and Transport to the House.

14. ITS SOUTH AFRICA WORKSHOP ON URBAN MOBILITY AND CONGESTION MANAGEMENT, PRETORIA, 19 JUNE 2012

It is my pleasure to be with you, to hear what solutions you are working on and to share with you some of the priorities of the Gauteng Department of Roads and Transport. I do this in the firm conviction that the more synergy we can share between the public and the private sector, the better solutions we can implement. You will notice I used the word "implement" because we are here today not to talk about theory, but about how we can speed up implementation and the delivery of better transport solutions.

Our Department has a close relationship with the ITS South Africa. We endorsed its establishment and I am reminded that in 2008 you supported the Department of Transport by hosting two consultative workshops on Electronic Fare Collection. That consultation process has since resulted in the promulgation of the "Regulations Relating to Integrated Fare Systems" and I request that ITS South Africa circulates these Regulations to members of the Society.

I note with interest that the focus of today's workshop is "Urban Mobility" and that it also includes "Congestion Management". I welcome this linkage as Urban Mobility is closely related to public transport, which includes various modes of non-motorised transport – a matter that I believe is not receiving sufficient attention in our planning processes at city level. The focus on Congestion Management is equally important because as a landlocked province much of our transport – both freight and passengers – is road-based. Congestion Management is therefore of crucial importance to move people, goods and services in our growing economy.

We have come a long way over the past decade with revolutionising the transport sector. A strong foundation has been laid and several exciting developments lie ahead. One such development is the work being undertaken to establish a Provincial Transport Authority, which will be discussed at a suitable opportunity. Another significant development is the work underway by the team preparing the 25-year Integrated Transport Master Plan to guide us into the future, and I am glad to see the chairperson of the consortium drafting this plan, Mr

Olaus van Zyl, is on the programme to provide a summary and highlight the way forward following today's deliberations. We will receive the Report by the end of this month and the Department will host a public consultation workshop on the proposed Five Year Transport Plan on 23 July 2012.

The National Household Travel Survey of 2003 showed that users of public transport are very unhappy with the quality of public transport. The situation has somewhat improved in the last decade. The most recent Gauteng study on Public Transport and Mobility shows:

- 42 percent of commuters travel to work by taxis; an equal percentage use private cars; 6 percent walk to work; and 10 percent use busses and trains;
- Almost 74 percent of commuters are either very satisfied or satisfied with public transport services;
- 72 percent of households live within a 10 minutes' walk of public transport; and lastly,
- the main concerns of commuters are the high costs of transport; rude drivers and passengers; reckless driving; unreliable services; and un-roadworthy vehicles – all these are consistent with high taxi use.

In spite of these more positive indicators, satisfaction levels are not yet at the level of service that government is committed to provide or what commuters can rightly expect. As part of the concerted effort to address this historical imbalance, the government, in association with PRASA, the Gautrain Management Agency and the Metropolitan municipalities are working hard on an integrated package of Rapid Rail and Bus Rapid Transit (BRT) priority corridors. This is an ambitious programme for the overhaul of public transport and will require a concerted effort by the three spheres of government and all other stakeholders. As part of this work, an exciting development is the Integrated Fare Management Framework (IFM) that the Department has commissioned, which is being discussed with our colleagues in the different Metropolitan Municipalities. The Integrated Fare Management Framework (IFM) is designed to enable seamless travel.

SHIFT TO ELECTRONIC TICKETING

Historically, the solution to our traffic congestion was providing more road infrastructure. Today it is generally accepted that "we cannot build ourselves out of congestion". The present approach is to better manage infrastructure and traffic flow and at the same time to encourage a massive modal shift towards public transport. Population densities and rapid urbanisation, combined with rampant congestion, are making public transport increasingly attractive as a mode of choice; encouraging people to leave private vehicles at home. In particular, public transport operations must be made safer, more convenient and more acceptable to the millions of commuters that is a captive market for not having access to private vehicles.

Of the many tools to promote public transport and provide a more attractive service delivery, electronic ticketing has proven to be one of the key drivers. It offers significant advantages to commuters and transport operators. However, multiple and fragmented ticketing systems, even if it has migrated to the realm of Electronic Fare Collection, will not achieve the goal of promoting seamless intermodal travel. This requires the implementation of Integrated Fare Management. In particular, electronic fare collection and information systems can assist in improving intermodal transport solutions, provide the impetus for efficient information systems, and improve the user experience of public transport services.

The introduction of an electronic fare payment system will enable integrated fare structures, free transfers as well as targeted user-based subsidies. Furthermore, by ensuring that the fare system is integrated with a global positioning system (thus providing real time information on vehicle and transaction location), it becomes a critical element of the management and control of the public transport operation as a whole.

A key aspect of the implementation of electronic fare payment systems is the system's ability to automatically trigger information every time a transaction takes place (i.e. when a passenger uses a smartcard on a PT vehicle which is enabled with a point of sale device). This information is transmitted to a Data Warehouse – which contains both Transport Operator and Transport Authority information. This information allows Transport Authorities and Transport Operators to effectively manage their services.

The information thus obtained, has a number of uses, including:

- Public transport subsidy management;
- public transport operational planning;
- public transport real time information services; and
- public transport planning.

INSTITUTIONAL FRAMEWORK TO ENSURE SUSTAINABLE IMPLEMENTATION

Achieving the ambitious goal of Integrated Networks is going to require an institutional framework that facilitates implementation. In this regard, the proposed Gauteng Transport Authority should be able to plan, manage and regulate a network in which the transport authority is responsible for the fare revenue and operators are contracted to provide particular services in terms of the Network Plan. There should be a programme for capacity building and phased devolution of funding to ensure that transport authorities have the capability and the resources to implement IRPTNs.

INTEGRATED FARE MANAGEMENT FRAMEWORK

Integrated Fare Management will make public transportation systems more efficient by reducing the need for cash - and cash management - and improving boarding times, which in

turn reduces delays and leads to better schedule adherence. Any initiative to integrate Public Transport must be supported by an efficient and effective IFM system, to make it easy for commuters to transfer from one mode of transport to another with a single, integrated fare media. Currently, there are a number of public transport operators operating in a fragmented manner, under different management systems, so this integration will have to be phased in over a period of time.

IFM is not just about ticketing systems. It is a fare collection mechanism, which relates to using e-Money and e-Tickets loaded on a payment device for fare payment, with no concern for how these were loaded. In seeking to promote the integration of the Gauteng public transport system, our Department has developed an IFM Framework to provide a guide on the integration of all aspects of fare collection in public transport, particularly the requirement that these systems must comply with the recently gazetted national Regulations on Electronic Fare Collection (EFC).

All stakeholders in the Gauteng public transport industry will be presented the IFM Framework for consideration before it is formally adopted. The aim is to identify and understand the measures required for them to be compliant with national regulations and ensure interoperability with other IFM related systems that are being deployed. In terms of the way forward, two critical IFM components should be deployed immediately, to achieve integration in public transport: fare media integration and travel data integration.

The ultimate objective of IFM is to facilitate the provision of seamless travel, using different public transport modes, from journey origin to final destination as well as to implement an integrated fare collection system that will enhance convenience for commuters.

IFM VISION

Our vision in Gauteng should be based on a slogan, “One Province, One Card”. The key Gauteng stakeholders responsible for implementing IFM in Gauteng are PRASA, Gautrain (rail and bus), and the cities of Johannesburg, Tshwane and Ekurhuleni (Metro busses and BRT). I wonder if IFM can be extended to the taxi industry in the medium term.

IFM provides more effective use of the public transport network by transforming existing public transport systems into a more efficient and integrated system. Since payment transactions are cleared and settled via banking infrastructure and the National Payment System, there is no need for a transport ticketing clearing house.

Relieved of the responsibility for the settlement of obligations between Operators, Transport Authorities are able rather to concentrate on effective management and transformation of transport related institutions, systems and processes, including subsidy management systems. By focusing on their core business, they are better able to monitor public transport system performance and costs and have more effective control of revenue.

Aside from a significant reduction in operating costs, by utilising the banking infrastructure for payment and card distribution, the increased ridership through a more efficient service expands the public transport footprint and provides the opportunity to implement creative and flexible fare policies. Another area of improved efficiency is the possibility to monitor and modify service contract through analysing actual operational data provided by the IFM system.

Public Transport Operators will also benefit from compliance with the National Electronic Fare Collection (EFC) Regulations. Using bank issued payment instruments ensures the opportunity to implement integrated fare media and facilitates seamless transfer across different Operators, with interoperability between all public transport modes.

The use of bank issued fare media allows Operators to receive payment from the commuter when the actual service is provided and, since the transaction is pre-funded, payment is guaranteed. The settlement process, using the existing banking infrastructure, further ensures an effective payment mechanism.

There are significant opportunities for increased efficiency and productivity due to decreased levels of fare evasion and fraud loss and simplified cash management through the reduced need for cash handling, with its inherent cost and risk of shrinkage.

Travel data provided by the IFM system translates into a region-wide indication of the public transport travel demand and better commuter statistics. This data about public transport usage can be used by transport planners and Operators to plan routes and schedules (including schedule integration) more efficiently, helping to achieve higher levels of asset and network optimisation. This data also provides the means to achieve revenue sharing and apportionment among the different Operators providing the services, based on actual usage. Collection of data on services characteristics can also be a management tool for marketing purposes.

Commuters will also benefit. Fare media integration provided through the use of bank issued payment instruments, provides the commuter with more convenient and seamless travel using a single fare media, irrespective of the particular mode or Operator. Commuters are provided with access to multiple modes of transport, regardless of whether the service is with one Operator or by multiple Operators.

The bank issued payment instrument can also be used in the retail environment to effect low value payments for goods and services, tolls, parking fees, at restaurants and grocery stores and has the effect of providing a cashless electronic payment mechanism for unbanked commuters. Ultimately, EFC improves the public transport service reliability through faster boarding, with no cash handling or need for correct change and the transactions themselves are fast, secure and convenient. Faster fare collection translates into less delay with improved schedule adherence and reduced journey times. There is also additional benefit improved security without cash on-board. EFC and the associated Intelligent Transport Systems also

facilitate the dissemination of real time and on board information (stops, connections, service disruption etc.).

WAY FORWARD WITH IFM FRAMEWORK

Two critical IFM components should be deployed as a matter of urgency to achieve substantial integration in public transport: fare media integration, and travel information integration.

Our Department is therefore looking into ways and means:

- To promote and market the IFM Framework for the deployment of EFC systems that are compliant with the national EFC Regulations.
- To facilitate the deployment of compliant fare collection systems for Gauteng Public Transport Operators, thereby ensuring Fare Media Integration.
- To establish a Provincial Data Warehouse for receiving fare collection data from the compliant Operator's fare collection systems, thereby facilitating Travel Information Integration.

The system under consideration must ensure that travel data acquired is usable and that there is sufficient capability and business rules to act on. The critical issues are:

- Defining the data plan taking into account what data is required, how it will be transferred and setting a standard data format;
- having the ability to analyse and convert the data into actionable information;
- strategising the actions to be taken in light of this information and how to ensure that the Department has the ability and resources to implement the strategy; and
- monitoring the effect of the strategy and revising as required.

A data warehouse needs to be set within the context of a total approach that combines technology and business process to integrate data, information, resources and actions. Organisational and technical capabilities must balance. In the longer term we should also find solutions for the following:

- Facilitate the implementation of Fare Structure Integration and Fare Integration for Gauteng;
- engage with Public Transport Operators to assist them to establish revenue sharing agreements for Fare Integration;
- establish a Public Transport usage analysis capability to analyse data received from compliant fare collection systems; and
- establish a Gauteng Provincial Transportation Integration Committee to manage integration issues relating to IFM deployment.

I note with appreciation the work that industry bodies such as ITS South Africa is doing to share knowledge, improve the skills base through workshops and educational programmes and to provide a platform where ITS professionals can share lessons learnt. I also welcome the participation and support of ITS South Africa in regional and international forums such as the International Public Transport Association (UITP) and its Africa Chapter, the UATP. I note that the CEO of ITS South Africa serves on the ITS Policy Committee of the International Road Federation (IRF) and is the Senior Vice-Chair of the International Benefits, Evaluation and Cost Working Group, generally known as IBEC. It is by waving South Africa's flag with pride in international groups that we not only learn about global best practice but contribute to it. I wish you well with the endeavours of ITS South Africa as we work together to make transport work better for all.

15. INTRODUCTION OF THE GAUTENG TRANSPORT LAWS RATIONALISATION BILL, (2012), GAUTENG LEGISLATURE, 14 SEPTEMBER 2012

It is my pleasure to introduce my first Bill in this esteemed House, entitled the *Gauteng Transport Laws Rationalisation Bill, 2012*. During my years in the National Assembly, particularly in the period immediately after the 1994 democratic elections, every Bill that was debated and adopted in Parliament instilled within us a deep sense of satisfaction and pride. We felt that we were the makers and shapers of legal history as we struck down – brick by brick – the edifice of racist and reprehensible laws of the apartheid era, and approved legislation that was aimed at transforming every sphere of social existence in our country.

This Bill does not necessarily fall into that category. It is simply a pragmatic response to changed circumstances. It aims in part to re-organise the legal framework for the broader transport sector in Gauteng. The Bill will pave the way for important changes that will in due course become apparent as the Department of Roads and Transport brings to light the 5-Year Gauteng Transport Implementation Plan (GTIP5).

The *Gauteng Transport Laws Rationalisation Bill* emanates from a decision in 2009 by the Gauteng Provincial Government to review the efficacy and relevance of all provincial government institutions and entities. This was in response to the fact that there was a proliferation of entities in this government with some either having overlapping functions or that were not being managed effectively and prudently. The provincial review showed that a number of entities were not fully effective and did not necessarily enhance service delivery for the people of Gauteng.

As the title of the *Gauteng Transport Laws Rationalisation Bill* suggests, the purpose of the proposed legislation is to repeal:

- certain provisions of the *Gauteng Passenger Road Transport Act* (2001);
- the *Gauteng Transport Framework Revision Amendment Act* (2008); and
- the *Urban Transport Act* (1977).

This is an omnibus Bill. Firstly, it gives effect to the provisions of the *National Land Transport Act* (2009), which provides for the regulation of public passenger road transport generally and sets out the underlying national principles of transport planning. It limits the scope of work of Members of Executive Councils only to issuing of relevant and suitable regulations. In the light of the *National Land Transport Act*, certain provisions of the *Gauteng Passenger Road Transport Act* (2001) are deemed to be redundant and therefore should be repealed.

Furthermore, the proposed amendments to the *Gauteng Passenger Road Transport Act* clarify the purpose and objects of the said legislation. It states that the primary object of the Act is to “provide for an effective public passenger road transport system”, which can be achieved by:

- implementing provincial and national government policy relating to public passenger road transport services and facilities;
- monitor the implementation of such provincial policy;
- conduct investigations into issues arising from implementation of such policy;
- provide for the registration of associations of transport operators; and
- establish the necessary institutional structures to achieve the goals of the Act.

Secondly, the *Gauteng Transport Framework Revision Amendment Act* came into effect in 2008. Chapters 3A and 3B of the said Act provides for the creation of the Gauteng Transport Management Authority. Such an Authority was subsequently established. However, the Gauteng Provincial Government subsequently took a decision to disband the GTMA and its staff establishment was absorbed into the Department of Roads and Transport. This Bill gives legal effect to the dissolution of the GTMA. It also removes any legal restrictions for the creation of a radically reconceptualised transport planning and co-ordinating authority as proposed in the 5-Year Gauteng Transport Implementation Plan.

Thirdly, Section 8A of the *Urban Transport Act* (1997) provides for the establishment of a Fund for each province to be known as the Provincial Urban Transport Fund. Under the current economic climate and the limited budgetary resources at the disposal of government, funds such as these are not available and sustainable. In addition, National Treasury also failed to list the Fund in terms of the *Public Finance Management Act* (1999), which clearly has a limiting effect on the Fund’s ability to raise money from other sources, if it desires to do so. For all intents and purposes, the Urban Transport Fund is redundant and not irrelevant at this stage. Therefore, it is logical that this Fund must be dissolved to avoid a situation where it becomes a liability to the provincial Treasury.

In essence, this Bill aims to give legal effect to the political decisions already taken by the Gauteng Provincial Government to rationalise and to dissolve certain provincial entities. It further streamlines the *Gauteng Passenger Road Transport Act*. Therefore, I commend the Bill for consideration by the House.

16. LAUNCH OF SA'S FIRST NATURAL GAS VEHICLES STATION NOVO ENERGY, JOHANNESBURG, 27 NOVEMBER 2012

Today's event is of historic significance. I say this because it could have a positive, long term impact on our environment as well as on our economy.

NOVO Energy's first Natural Gas Vehicles Dispensing Station in South Africa is a milestone, which marks a great beginning for us as we continue to move our economy, particularly its transport sector, to be more environmentally friendly and energy efficient. Today's launch is timely in that it comes in the wake of the global conference in Doha on environmental sustainability aimed at setting targets for reducing carbon emissions in developed and developing nations.

This dispensing or gas station will not only change our economic and environmental landscape, but it will also modify our vocabulary. We will no longer say we are going to the "petrol station" to fill up our vehicle, but to the "dispensing station". Knowing South Africans, they will soon find the right lingo to replace the term "dispensing station", which is not easy on the tongue or simply not sexy enough to describe this new gas outlet. To say that you are going to put gas into your vehicle can now be taken literally.

It is said that necessity is the mother of invention. It is precisely the pressure on us both globally and locally to save our planet from the threat of pollution that we must use our inventiveness like this effort here today.

The Gauteng Department of Road and Transport's 5-Year Transport Implementation Plan places new emphasis on a "Green Transport Strategy". The Plan states:

The Green Strategic Programme for Gauteng envisages a province that provides mobility for all, thereby ensuring proximity to social and economic opportunities by embracing the principles of transport safety, efficiency and sustainability and by developing a well-designed, integrated and well-maintained public transport system that is less dependent on fossil fuels.

More specifically, the Green Re-Fleeting Strategy focuses on measures to shift the energy source for transport from current non-renewable oil resources to sustainable or 'clean' fuels. The aim of the strategy is to reduce transport's contribution to greenhouse gas emissions by 35 percent by the year 2020 and 50 percent by 2040. This strategy focuses on the improvement of vehicles and fuels to not only reduce air pollution and greenhouse gas emissions but also to contribute to the green economy, employment and income generation opportunities.

It is encouraging to see that this initiative is a practical step towards the goal of reducing our carbon footprint, especially in the area of fossil fuel propelled vehicles.

We are encouraged and inspired by the fact that the following three aspects of your initiative stand out, namely:

1. Apart from producing fewer emissions, natural gas poses fewer environmental hazards than other fuels. In the event of an accident, natural gas dissipates into the atmosphere rather than spilling on to the ground.
2. Compressed Natural Gas (CNG) will be sold at R8.31 per litre, which is 30 percent less than conventional fuel. This presents a substantial saving in terms of the country's import fuel bill as well as downstream savings for businesses, public transport operators and motorists.
3. It is projected that every new NGV gas station could create 10 potential jobs.

The wider partnerships towards achieving a greener economy driven by the Gauteng Department of Economic Development and the Gauteng City-Region Observatory are critical for our province and people alike. It is only through the consistent nurturing of common synergies of all stakeholders that we would be able to make our economy more sustainable by developing more renewable resources and using more productively and sparingly our non-renewable resources.

If this project takes off on both a provincial and national scale it would have a huge impact on our economy, environment and the growth path of the country. Just imagine the impact that this could have on public transport and the savings that government departments could derive from fleets fuelled by Compressed Natural Gas. It would ensure that the transition to greener technologies and resources are not merely academic exercises, but real-life initiatives that would change our existence for the better.

The ground-breaking initiatives to the new economy are not going to happen in one great leap but rather in small steps leading to the major paradigm shifts. It is incremental steps like this one that could converge into mega-trends that would unlock the collective energies and wealth of our country.

International figures indicate that Iran has the highest number of natural gas vehicles (2.859 million) followed by Pakistan. In most major cities, nearly all the natural gas vehicles on the road are taxis, buses, trash trucks, medium duty vehicles like airport shuttles and light duty vehicles in government and private fleets. We could impact greatly on our economy if we could reach those figures in South Africa, which has a current vehicle population of 10.57 million vehicles.

I would like to leave you with this final message from the foreword to the National Development Plan.

South Africa has the means, the goodwill, the people and the resources to eliminate poverty and reduce inequality. It is within our grasp. But it will not happen unless we write a new story; a story of people, their relationships, their dreams and their hopes for a better tomorrow. We want our children and young people to have better life chances than we have. At the core of this

plan is a focus on capabilities; the capabilities of people and of our country and of creating the opportunity for both... The capabilities that the country needs to enable citizens to thrive include a capable state, leadership from all sectors of society, a pact for mutual sacrifice and trust.

Novo Energy's initiative represents an example of this capability and leadership to make a change for the better. Once again, I want to congratulate on your initiative and wish you all the success in your endeavour.

17. OPENING OF KLIPTOWN DLTC AT THE WALTER SISULU SQUARE, KLIPTOWN, 13 DECEMBER 2012

Members the Kumalo Family

It gives me great pleasure to stand in front of you on this special occasion. Even more gratifying is to stand before the Kumalo family that gave us a leader we are about to honour with the opening of this DLTC.

The Gauteng Provincial Government took a decision in 2010 to expand the Driver Learner Testing Centres (DLTCs) to previously disadvantaged communities. This aim was to ensure increased access to essential services that these centres provide. The expansion programme was accompanied by a plan to also reduce corruption and fraud in our system.

The Department's plan includes identifying suitable sites in townships to construct DLTCs. We know that our people still hold a driver's license as an essential tool to access jobs and other opportunities. So, we should make it easier for them to access such services.

Also, the Department is the highest contributor to the provincial revenue fund through the license fees we collect. In our bid to improve our revenue collection efforts we must make it easier for people to renew their licenses by bringing renewal points closer to them.

In an effort to root out fraud and corruption we have started to limit the human element in our systems by introducing appropriate technologies like the Computerised Learner Licensing Test provided in this centre. The introduction of technology is done for the benefit of the learners. There is no need to fear this form of assessment and we are confident that young people prefer this mode of examining their competencies.

The Kliptown DLTC Project was first conceptualized in 2011. This location was identified because of its historic significance. Many of you will know that the Freedom Charter was adopted here on 26 June 1955. The meeting was attended by 3000 delegates but was broken up by police. To this day, the Freedom Charter remains the statement of core principles of the ANC and the people of South Africa.

The Freedom Charter is notable for its demand for and commitment to a non-racial South Africa. This remains the platform of the ANC-led government in Gauteng. It talks about government that must be democratic and representative; one that will render services to all, irrespective of race and other forms of discrimination.

Based on such a premise, this DLTC will offer the following services:

- Application for a learner's license (Code 1 = motorcycle, Code 2 = light motor vehicle, Code 3 = heavy motor vehicle);
- application for a duplicate learner's license;
- renewal of a driving license card;
- application for a duplicate driving license card;
- application for a Professional Driving Permit;
- application for registration and licensing of a motor vehicle;
- annual renewal of a motor vehicle license disk; and
- notice of sale/change of ownership of a motor vehicle.

This Centre will not cater for driver testing. However, learners will do their driver testing at any other DLTC of their choice in Gauteng.

The Department has decided to dedicate this DLTC in honour of Bongani Trevor Kumalo. Bongani was an epitome of student activism and sacrifice. We hope that in him the youth of today will see an example of selflessness and dedication to the cause of educational development, justice and freedom. We hope that his example will inspire the new generation of students. As we dedicate this centre to the life of Bongani Kumalo, we want it to represent the selflessness that he showed and dedication to service that he pursued.

Bongani stepped forward as a young student leader in the 1980s at the height of the state of emergency, which was one of the most difficult periods of our struggle. This was a dangerous time; people disappeared, got abducted, detained and imprisoned. But he was not afraid when history anointed him to lead. It is that resolute leadership and dedication to service that made us open this DLTC in his honour. We want it to reflect that kind of selflessness and dedication to a peoples' cause.

The staff who are working here should live the example of Bongani. They must not tire in the face of any adversity and must remain wholly committed to the service of our people; they must remain steadfast in their commitment to serve the people of Kliptown, Soweto, Eldorado Park, Slovo Park and Lenasia. The opening of this Centre here must make a difference in our peoples' lives.

It is my honour to open the Kliptown DLTC in the memory of Bongani Trevor Kumalo. In a short while we will unveil a plaque in his honour.

18. OPENING OF N1/N12 MISGUND INTERCHANGE NEAR ELDORADO PARK, JOHANNESBURG, 30 JANUARY 2013

I am absolutely delighted to be part of a ribbon-cutting ceremony to mark the upgrading of N1/N12 Misgund Interchange. Living as I do in Lenasia, I have travelled on this freeway ever since it was first constructed. Not once did I imagine that I would be party to an official event to open an upgraded portion of a national freeway. For this privilege, I'd like to sincerely thank the Minister of Transport and SANRAL. I am humbled and I feel honoured to be a participant in this memorable occasion. I can say without hesitation, that every time I shall pass this way, I will remember this moment.

This R180 million freeway upgrade entailed the widening to three lanes of the notorious "death bend", which has claimed hundreds of lives over the past few years, forcing road traffic authorities in the past to declare it an 80km speed zone.

Also, the N1 freeway from the Golden Highway up to the N12 interchange has been widened into four lanes and a new layer of asphalt has been rolled out on the old concrete highway. The upgraded section includes new road lighting and enhanced traffic safety features.

A few things stand out in the upgrading of this Interchange. Firstly, it has considerably eased traffic congestion for thousands of motorists who daily use this freeway either going to work or when they are returning home. If we travelled this way during peak hours, we would spend at least 15-20 minutes getting through the congestion at this interchange. And if there was an accident on this road, then we would be waiting for an hour or more. That is a thing of the past now and traffic has been flowing smoothly since last December when the additional lanes were opened.

Secondly, it has improved road safety considerably. The investment of R180 million in upgrading this interchange is an important contribution to the UN Decade of Action for Road Safety, which has one of its objective the improvement of road infrastructure to prevent road crashes and fatalities. This is not commonly called the "death bend" for no reason at all. Over the years hundreds of motorists have lost their lives on these dangerous bends. The road is much safer now!

Thirdly, I am eternally grateful that this portion of the upgrade is not earmarked for tolling. So, it is not going to pinch pockets of road users. In fact, with the easing of traffic flow, motorists are likely to save a small fortune over time, because they would not have to-stop-and-go during peak hours.

Fourthly, this project is a good example of co-operative governance in action. All three spheres of government have worked together to ensure that the project is successfully completed. The project was carried out by residents from the local community over a 15-month period. It has created employment over this period for 179 residents locally and involved a dozen SMMEs in sub-contracting activities.

Lastly, many of us who use this freeway regularly do not realise its strategic importance and the critical linkages it offers to motorists nationally. This Misgund Interchange connects Gauteng to the Free State; and onward to the Western Cape. It also links Gauteng to the North West Province and to Mpumalanga, if we are travelling eastward. Take this interchange away, and you are cut off from large parts of the country. For all these reasons, we would like to thank SANRAL for taking the initiative in upgrading this portion of the freeway and for successfully completing the project.

Honourable Minister, we dearly value our relationship with your esteemed office; with the national Department of Transport; and with SANRAL. For us it is not just another relationship, but rather a strategic partnership. This is most visible in the range of projects we are working on together. Together with the Department and SANRAL, we have upgraded:

- the M1 from Buccleuch Interchange to Corlett Drive;
- the portion of the freeway from Potgieter Street in Pretoria to the Brakfontein Interchange on the N14; and
- we have carried out extensive sinkhole repairs and road construction work between Krugersdorp and Ventersdorp and in Centurion.

We are also collaborating with SANRAL and the Johannesburg Roads Agency on upgrading the road network around the City Deep Freight and Logistics Hub in central Johannesburg. We are bonded together on the Gauteng Freeway Improvement Project.

Minister Martins, yesterday I had a meeting with the Chief Whip of the City of Johannesburg, Councillor Prema Naidoo, and by chance the topic of this road came up. He simply said, "It's a pleasure to drive on this road!" Nothing could capture it better and for this we'd like to thank your Department and SANRAL.

19. GAUTENG TAXI SUMMIT: THE BLACK TAXI INDUSTRY – AN UNANTICIPATED SUCCESS STORY, WEST RAND, 14 MAY 2013

In many respects, the emergence since the late 1970s of the South African black minibus taxi industry on the principles of personal initiative and self-empowerment is a success story. It is estimated that 200 000 jobs were created over the past 40 years and many successful and lucrative secondary businesses related to the industry have emerged. An additional 150 000 jobs are indirectly associated with this sector, mainly in motor manufacturing, fuel, spare parts and maintenance. The industry has created an interesting array of role players - owners, drivers, cleaners, fare collectors, rank marshals and associations. In 2003, SATAWU researcher, Jane Barrett, stated that based on estimates of passenger numbers, the taxi industry turnover had been estimated at R11 million a day and R12.6 billion a year.

In Gauteng, the Department of Roads and Transport has registered 180 taxi associations and 62 500 taxi operators. These daily move 42 percent of the total number commuters from

home to work, and back. Taxis transport most of the learners that attend schools outside of their immediate neighbourhoods. With the current bus strike in progress, taxi owners – with their taxis and pockets full - are smiling all the way as they transport commuters.

Notwithstanding the parallel growth of a sub-culture of armed violence and sporadic assassinations of drivers and key leaders of the various associations, the taxi industry has spawned an entrepreneurial culture and a passenger control system that literally moves millions of commuters daily to work and to other places of social and recreational interests. Unfortunately, the associated violence which accompanied the growth of the industry has obscured the real success story.

What is of interest to us today is not just the historical evolution of the black industry. Rather, it is its future that has drawn us together. How do we visualise the further development of this entrepreneurial spirit and the growth of this industry as part of an integrated public transport system in Gauteng over the next 25 years? Before we can explore this question, let us briefly trace the history of the taxi industry.

TRACING HISTORY

One can identify three distinct phases in the development of the taxi industry in South Africa. From the early 1960s, the racially based forced removal policy of the apartheid government ensured that urban Africans were relocated to live in townships far from commercial and industrial centres in all cities. Apartheid spatial planning impacted directly on the public transport provided by buses and trains. Public transport became increasingly expensive for commuters. As buses and trains operated at peak times only, and routes became less flexible, the taxi industry responded to this new reality. Initially the apartheid government acted to protect the existing public transport systems and prevented entrepreneurs from operating minibus taxis by refusing to issue road carrier permits.

By the early 1970s, black taxi operators defied apartheid laws and the strict regulations that were prejudicial to their emerging businesses. The *Motor Carrier Transportation Act* of 1930 stipulated that no transportation of goods or passengers was allowed without permission from a Local Road Transportation Board. Obtaining a permit from the Board was almost impossible for black operators, who were faced with influx controls and pass laws. This meant that over 90 percent of taxi permit applications by blacks were rejected by the Board. Hence, those blacks who operated taxis simply operated illegally.

The taxi industry grew dramatically in the late 1980s in the wake of the apartheid government's policy of economic deregulation. The Van Breda Commission of Inquiry (1977) into the *Road Transportation Bill* found that South Africa "had reached a stage of economic and industrial development which enabled it to move towards a freer competition in transportation". The Commission's findings reflected a shift in economic policy that resulted in generalised deregulation, commercialisation and privatisation. Following on this, the

National Transport Study (1985) concluded that the highly regulatory framework of existing transport policy was “contrary to the principles of national economic policy that emphasise the role of competition” and proposed the blanket deregulation of the taxi industry.

This resulted in the *White Paper on Transport Policy* (1987) along with the *Transport Deregulation Act* (1988) that effectively legalised minibus taxis. Henceforth, permit enforcement ceased to be a priority and the industry was soon flooded with aspirant drivers, resulting in heightened competition for passengers and routes as too many operators entered the market too rapidly. This ‘free-for-all approach’ was exacerbated by corrupt officials, who turned a blind eye to traffic enforcement and vehicle roadworthiness; meaning that from the outset, commuter safety in this mode of transport was not a priority.

An immediate and far-reaching consequence of deregulation was the rise of taxi associations, which have been associated with the violence that has shadowed the industry. As one of the few avenues for blacks to gain wealth, the taxi industry became a contested terrain with intense competition for routes and business. In the absence of any form of effective government regulation, taxi operators banded together to form local taxi associations, which controlled routes and prices, often using force.

After 1994, the new democratic government intervened in the industry and in 1995 established the National Taxi Task Team (NTTT) to investigate the causes of and potential solutions to taxi violence. It was also established to examine ways to ensure industry sustainability and competitiveness. The NTTT released its first report a year later, recommending the re-regulation of the taxi industry. This was rejected by ‘mother-bodies’ of taxi associations. In 1999, government changed its focus to restructuring the industry through the recapitalisation process. The recapitalisation strategy aimed to recreate the taxi industry from scratch, by phasing out the 16-seater minibus taxis in favour of new 18- and 35-seaters and introducing smart card technology to eliminate cash from commuter transactions. These processes have run into problems and even today, taxi recapitalisation has had limited success. Lastly, the suggestion to form a single, national taxi federation had not succeeded in that no sooner had SANTACO been established as a business association, its rival, the National Taxi Alliance, was formed. Even as taxi violence has abated somewhat; it has not been eliminated altogether.

WHERE TO FROM HERE?

It is now 15 years since the publication of the NTTT report. Since then, government policy has also seen some important changes. So, is there going to be a fourth phase of development in the taxi industry? The National Development Plan; the 5-Year Gauteng Transport Implementation Plan (GTIP5), and the soon to be published 25-Year Integrated Transport Master Plan (ITMP25) for Gauteng are indicators of government thinking on the future of public transport. Similarly, academics and consultants working with the industry have also

called for a new strategic approach. For example, Sias Oosthuizen suggests that the taxi industry must make a mind-shift from 'thinking-small-about-myself' to consider the opportunities of being an organization. It should see change not as a threat, but as an opportunity to set new boundaries, and take action to realize opportunities as such opportunities are only available for a limited time.

H Schalekamp, D Mfinanga, P Wilkinson and R Behrens, in an interesting research paper entitled, "An International Review of Paratransit Regulation and Integration Experiences: Lessons for Public Transport System Rationalisation and Improvement in African Cities", state:

Paratransit (taxi) operations are an essential part of passenger public transportation systems in African cities. These entrepreneurial services deliver highly demand-responsive, affordable transport in settings not conducive to scheduled or 'formal' public transport operations. They also present problems in the form of ruinous and violent competition between operators for higher volume routes, 'cream skimming', and aggressive driver behaviour...

In order to improve the level of service to passengers, many cities around the world have embarked upon processes to incorporate paratransit into expanded formal public transport networks, with varying levels of success...Public authorities across a range of international contexts have responded to these problems by planning integrated public transport networks within which paratransit operators are given the opportunity to become contracted service providers alongside existing rail and bus companies.

Christoffel Venter, from the University of Pretoria, argues that:

the minibus-taxi industry in South Africa has reached a state of stasis and maturity, with limited opportunities for further growth in its present form. BRT, as it is implemented locally, offers opportunities for re-invention – for moving onto a new potential growth trajectory – by overcoming the binding constraints of informality and by opening up new markets to operators.

What this suggests is that the time has come to critically assess the state of the taxi industry and to chart a new way forward. At this summit the taxi leadership that is here is invited to think (or rethink) the way it conducts its business. In the foreseeable future, it cannot be business as usual. You should lead your broader membership in what could only be a more challenging future business climate that is forever changing and demanding innovation and smarter business solutions.

ORGANISATIONAL UNITY

Of all the challenges you should address, nothing is more important for the success of your business case and to increase your stake-holding than the need to unify your industry by

speaking with a common voice and rallying behind a shared agenda. You will have to come away from this Taxi Summit with a greater sense of purpose and a clearer view on the future organisational structures for your industry.

Achieving organisational solidarity is not an event whereby we kiss one another at this summit, and when we leave from here, the same culture of infighting and organizational rivalry persists in the market. There is a good business case for your increased solidarity because it would increase your stake-holding in the entire transport business value-chain for the greater good of your membership.

A unified taxi industry with a greater sense of solidarity amongst its leadership and members would be a coherent and powerful voice to speak with government. Like all businesses and industries, the solutions for the taxi industry would have to come from inside the industry. You know your business best and the solutions which would take your industry into a more prosperous future must come for yourselves. We as government can only play a supporting role to ensure that the regulatory regime is conducive to the industry to conduct its business without any undue constraints.

As a government, we need to manage the critical elements of a public transport system such as reliability, accessibility, safety, affordability and environmental sustainability. Public policy should ensure that all these elements are harmonized and achieved in the area of public transport to protect not only commuters, but our society and environment at large. Although rail and rapid bus transport are the backbone of our public transport system as mass movers of commuters, the taxi industry is unique as being more accessible to commuters as a close-range service. But the other elements like reliability; commuter safety; more considerate driver behaviour; more environmentally friendly vehicles, and sound labour relations should also be a focus of the industry as it attempts to reposition itself as a more dynamic public transport mode.

If at the end of this taxi summit, the leadership emerged more united in its approach to creatively resolve the challenges facing the taxi industry, we would have achieved a great deal. My mind tells me that the taxi industry should be at the top end of the chain to seize the new opportunities that are opening in developing our transport infrastructure. May I wish you well in your discussions and deliberations and may we all benefit from the ideas that will emanate from this summit.

20. BUDGET VOTE 9: ROADS AND TRANSPORT, GAUTENG LEGISLATURE, 31 MAY 2013

The 2013/14 budget allocation to the Department of Roads and Transport presents huge opportunities for us. Already, significant strides have been taken in transforming both the Department and the public transport landscape in the Gauteng city-region. It is on this foundation that we are leveraging transport infrastructure as the key enabler of economic

and social development. We all know that the road to development is always under construction. There is no finishing line for transformation, growth, development, and of becoming the best we can be as a Department, a province or a country. It is always work-in-progress but there should be milestones against which we can measure our progress.

In the 20th year of our democracy, we still need to draw inspiration from former President Nelson Mandela, who in that small prison cell on Robben Island to which he was confined, visualised himself as part of a liberated country. We too must visualise a new future. In doing so, we act on the advice of the American poet, Ralph Waldo Emerson, when he says:

Do not go where the path may lead,

Go instead where there is no path and leave a trail.

The 5-Year Gauteng Transport Implementation Plan (GTIP5) and the 25-Year Integrated Transport Master Plan (ITMP25) that will be released for public comment in July this year point to the kind of future we are heading towards. The ANC government in Gauteng is clear from whence it has come, and perfectly certain as to where it is going. The National Development Plan; the Gauteng Vision 2055; the GTIP5, and the forthcoming ITMP25 give crystal clear pictures of where we would like to be in future, and the commitment and values that are needed to get there.

DELIVERY ACHIEVEMENTS (2009-2012)

Let us for a moment take a step back and evaluate our progress. Due to time constraints, I will list only 15 notable achievements of the Department during the term of this administration. By far the most remarkable achievement for the Department was the execution of the seamless transport plan for the 2010 FIFA Soccer World Cup. The others are as follows:

1. On Monday, the Department received an award in Geneva from the International Association of Public Transport (UITP) for its work on developing the 25-Year Integrated Transport Master Plan and for successfully hosting the BRT-Africa Conference in October 2012.
2. The construction and full operation of Gautrain with over 11million passengers using the train and 3.5 million passengers using the Gautrain busses since March 2012.
3. The upgrading to world class standards of 201km of the Gauteng freeway system in partnership with SANRAL.
4. The maintenance of 5000km of the paved and 1500km of the gravel road network and the upgrading of key arterial routes such as Beyers Naude Drive, Malibongwe Drive, the R55 and portions of the Old Vereeniging Road, including the rehabilitation of the M1 and N14 freeways between Johannesburg and Pretoria.
5. The upgrading of township roads such as Bolani Road in Soweto and Sekweri Street in Refilwe.

6. The provision of subsidised bus services that account for 9 million passenger trips annually.
7. The creation of over 10 000 permanent and temporary jobs, particularly for youth and women.
8. The successful construction of newly designed, inter-modal facilities such as in Zandspruit and Bophelong.
9. The construction of 30km of non-motorized transport infrastructure in the form of walkways and cycle lanes in Randfontein, Metsweding and Zandspruit.
10. The establishment of a new DLTC at the Walter Sisulu Square of Dedication in honour of a late student leader, Bongani Khumalo, and a Thusong Centre in Maponya Mall.
11. The distribution of 14 925 bicycles to learners who walk more than 5km between home and school.
12. The issuing of 1.1 million learners' licences and 582 026 drivers' licences.
13. The finalisation of the Department's organisational structure and the strengthening of its supply chain management and procurement processes.
14. Lastly, ensuring that the Department; the Gautrain Management Agency and g-Fleet obtained unqualified audits in the past two financial years, thus laying the basis for clean audits in this financial year.

BUDGET ALLOCATION 2013/14

For this financial year, the Department has been allocated R4.7 billion. Of this amount, almost 50 percent are conditional grants from the national Department of Transport to subsidise bus contracts and to carry out road maintenance as part of the *S'hamba Sonke* programme. Staff salary accounts for 10 percent of Departmental expenditure. Gautrain has been allocated R801million and Provincial Treasury has undertaken to provide an additional R623 million for the ridership guarantee.

The Annual Performance Plan of the Department sets out its priorities. In determining its objectives, it has taken a cue from the lyrics of Brian Summers, which says: "Let's get on the move, let's get on the road. Let's jump on a train and see where it goes."

The Department, and its partners in municipalities, Transnet, ACSA, PRASA, SANRAL, the Gauteng Management Agency, and the South African Post Office, is on the move. Collectively, we have made the following the focal points of our work:

- the construction of roads;
- the development of key freight corridors;
- the revitalisation of our passenger rail system;
- the construction of a bus rapid transit network; and
- the development of an aerotropolis.

We are driven in our varied tasks by a simple, yet powerful motto, *Gauteng on the move!*

FUTURE PLANNING

In getting Gauteng on the move, we should consider the results of the 2011 Census. A few weeks ago, Stats SA reported that currently Gauteng is the largest province by population with 12.5 million residents. Preliminary research by the ITMP25 team suggests in 25 years' time, Gauteng's population will have increased to 18.6 million people, with an economically active population of 8.5 million citizens.

However, Gauteng's population density is low compared to that of Los Angeles, a city with a similar population size. While LA's population density is at 6999 people per square mile, ours is at only 675. At this week's UITP Conference in Geneva, it was suggested that we should have a density of 15 000 people per square kilometre. The twin realities of urban sprawl and in-migration into our province places a huge burden on this government to plan effectively and proactively without resorting to calling any of our people "refugees", as has been infamously suggested by the leader of the Democratic Alliance.

The NDP recommends that this reality should be addressed through transit-led growth. This will require transport planning to be synchronized with spatial planning to ensure in-filling and greater densification. The densification of urban space will yield benefits for access to a range of transport and other government services. Densification will help considerably to reduce the cost of public transport; minimise the harmful effects of carbon emissions on the environment and make easier and cheaper the provision of other government services such as water, electricity and broadband.

DELIVERY PLANS (2013/2014)

The Department has made the Five-Year Gauteng Transport Implementation Plan the pivot of its annual performance plan. In the current financial year, the Department will embark on the following key projects and initiatives.

ESTABLISHING THE GAUTENG TRANSPORT COMMISSION

In line with the NDP, it will begin to streamline over time the planning arrangements for public transport by establishing the Gauteng Transport Commission. This will be done jointly with municipal authorities. The principal aim of the Commission is to improve the planning of public transport in the province. It will function to enhance co-operation across municipalities and other transport-related, state-owned entities. In addition to the functions listed in the *National Land Transport Act* (2009), the specific areas of co-operation will include:

- Integrated rail planning;
- Intelligent Transport Systems relating to e-ticketing;; integrated fare management, passenger transport information and traffic management;
- Integrating Bus Rapid Transit Systems across metropolitan municipalities;
- Promoting non-motorised transport; and

Strengthening international co-operation in transport planning.

DEVELOPMENT OF FREIGHT CORRIDORS

Recently, the Premier entrusted to the Department the important task of co-ordinating the development of freight and logistics hubs in the province. In the current financial year, the Department will pay special attention to the City Deep Freight Terminal and to the further planning for the Tambo-Springs Inland Port. The City Deep Project is a unique public-public partnership that includes Transnet, SANRAL, the City of Johannesburg and the Department.

Phase 1 of the City Deep/Kazerne Terminal expansion and roads upgrade is completed. The widening of Rosherville Road and proclaiming it as a “one-way road” has been done. Detailed planning for the expansion of the Rail Bridge; the extension of Bonsmara Road; the construction of the Cleveland Road Bridge; the extension of Houer Road, and the construction of ramps on the N17 is in progress. At the same time, Transnet has completed Phase 1 of the actual improvements of the Terminal itself and it will be investing R900 million in further upgrading the Terminal and the railway sidings.

City Deep remains central in handling cargo from the three major container ports, namely, Durban, Ngqura and Cape Town. It acts as an interchange for cargo traffic destined to inland provinces and the SADC region. Gauteng’s central role as an economic hub in the region requires the improvement and further construction of strategic, regional road and rail networks with South Africa’s neighbours. It is, therefore, imperative that the necessary agreements be concluded under the leadership of the national Department of Transport and its entities to ensure standardization on specific technologies and system capacities, particularly for rail networks in Southern Africa.

In respect of the Tambo-Springs Inland Port, the Department will focus on developing detailed road designs for the K148 interchange and a Terminal Master Plan. The intention is to get Tambo-Springs to come on stream by the time the City Deep Terminal reaches its capacity in 2017. Also, the Tambo-Springs Terminal must be seen in the context of the development by 2030 of the KZN-Free State-Gauteng Industrial and Freight Corridor, aimed at shifting the movement of goods from road to rail. Lastly, preliminary planning work will continue for the freight and logistics hubs that are to be located in the West Rand and Sedibeng municipalities.

DEVELOPMENT OF THE OR TAMBO AEROTROPOLIS

Last month, the Ekurhuleni Metropolitan Municipality successfully hosted the Airport Cities Conference, which was attended by over 700 delegates from 42 countries. The Conference created an opportunity for Gauteng to showcase its capability in airport planning and to market itself as a destination for future investments in the proposed aerotropolis. To date, a Spatial Development Framework for Region A surrounding the airport has been developed and adopted by the city’s Mayoral Committee. Currently, the City is in the

process of developing a 30-Year Master Plan for the Aerotropolis. The Department is formulating a preliminary road design plan, which will be critical for the speedy movement of goods and people in and around the proposed aerotropolis.

PROMOTING PROVINCE-WIDE ROAD MOBILITY

The Roads Branch will continue with the projects it had started over the last two years in its Designs, Construction and Maintenance sub-programmes to provide jobs and to build a durable road network.

The Designs sub-programme, which has been allocated R89 million, will develop designs for the following roads:

- K15 between Dobsonville and Leratong (Phase 3);
- R82 (Phase 2) between Walkerville and De Deur;
- K164 linking Evaton and Meyerton;
- K60 between Kyalami Road and Rivonia Road; and
- K109 near Tembisa.

The Construction sub-programme will receive R531million to complete the following projects:

- R82 (Old Vereeniging Road);
- K154 (providing access to the Gauteng Highlands Developments);
- R103 (Nederveen Road from Forsdick Road to Barry Marias Road);
- K60 between Megawatt Park to Corporate Park;
- K14 between the Chris Hani Flats and Cullinan; and
- William Nicol Drive.

The Maintenance sub-programme is allocated R667million, which includes the routine maintenance and preventative maintenance grant from *S'hamba Sonke* programme. In the current year, the programme aims to develop 30 contractors through the *Vukephile* programme targeted specifically at new entrants owned by youth and women. This programme aims to create 6000 jobs.

PUBLIC TRANSPORT

Infrastructure projects within the Transport Branch have been allocated R136million. This money will go towards infrastructure development. The Department is to construct five intermodal facilities at the Germiston, Roodepoort, Vereeniging, Leratong and Pienaarspoort railway stations. These intermodal facilities, designed to link train stations and taxi and bus ranks, are to be constructed in partnership with PRASA and the respective municipalities.

These facilities are centrally linked to PRASA's rail corridor modernisation programme from Mamelodi, Pretoria, Germiston, Johannesburg, to Naledi Station in Soweto.

With respect to the administrative, financial and service management of DLTCs, the Department will focus more strongly on monitoring the implementation of the Service Level Agreements it has concluded with municipalities. Our intensified efforts will continue in rooting out corruption in the awarding of learner and driver licences and the testing of motor vehicles. In this regard, I must point out that already 25 officials have been arrested and charged for irregular conduct at DLTCs and eight employees have been dismissed for misconduct. More arrests are likely to follow soon.

To further strengthen our efforts to tackle corruption, the Department will create a core inspection capability over DLTCs. It will also host a provincial summit with Driving Schools to improve learner-driver training standards by subscribing to a Code of Good Conduct. Also, the Department will expand the capacity of the existing DLTCs at the Mabopane and Temba Testing Stations and two new DLTCs will be established in Kagiso and Mamelodi.

The Department has taken the initial steps to improve its frontline services at the DLTCs and to ensure the effective collection of revenue. It has installed Computerised Learner Licence Testing equipment at six DLTCs. We are pleased that the Department's partnership with the South African Post Office has now been extended to all post offices in Gauteng, where the public can renew vehicle licenses. Finally, the Department is rolling-out the Revenue Information Management System to all municipal-controlled DLTCs, Post Offices and Provincial Registering Authorities in Gauteng to ensure that all revenue collection records are automated. These interventions have significantly improved revenue collection, which has increased from R1.5 billion in 2009 to R2.4 billion last year.

ROAD SAFETY STRATEGY

Road safety remains a priority for the government. The number of road crashes and fatalities remain unacceptably high despite the efforts by law enforcement agencies and organisations in civil society to raise public awareness on the issue. The underlying problem is the reckless behaviour of South African drivers. For example in March 2013, Goodyear's Annual Road Safety Survey that assessed the behaviour of young drivers in 16 countries revealed that South African youth were among the "most aggressive" and "easily distracted" drivers in the world. South Africans ranked highest in admitting to an improper estimation of speed when changing lanes or overtaking. Even more frightening is that they topped the charts at disobeying traffic signals. While an alarming 20 percent of young men and women in other countries admitted to driving after having consumed alcohol, a shocking 45 percent of South African youngsters admitted to doing the same. These statistics are very worrying. They warrant government review of its national road safety strategy and adopt an entirely new approach in tackling the issue of irresponsible and dangerous behaviour on our roads.

TAXI LICENSING

The Department has intensified its efforts at completing the registration and licensing of public transport operators. Its recent audit of public transport operators has shown that 62 558 old, operating permits, which were issued for minibus taxis are to be converted to Operating Licences. Of these, 30 562 applications for conversion have been approved by the Gauteng Public Regulatory Entity (PRE) and issued with operating licenses, while 6765 applications were rejected. We are still to process 25 231 permits and the PRE aims to complete this process by March 2014. At the same time, the Department has entered into discussions with the leadership of Gauteng Taxi Council and Gauteng National Taxi Alliance on the future of taxi industry. If this industry is to flourish, it will have to transform its operations. This means that taxi routes should be incorporated as a feeder system into government's Integrated Public Transport Networks relating to bus and rail; operators will have to establish corporate/commercial/co-operative entities to run their operations; the services should be run on a professional basis; and greater attention has to be paid to driver training and commuter safety.

GAUTRAIN

The Gautrain has become a yardstick of public transport in the province. The success we are seeing today started as an idea in 1997. Over and above the successful construction, operation and maintenance of the Gautrain Project, its other achievements can be summarised as follows:

- R5.6 billion was spent on procurement from, and sub-contracting to black entities, with more than 400 entities having benefited from the project to date.
- More than 35 900 local direct jobs and a total of 125 700 indirect and induced jobs were created by January 2013.
- Of these, 4 020 jobs were created for women and 240 jobs were for people with disabilities. More than 50 percent of jobs created went to youth.

The full Gautrain service has been operational for a year. Since the opening of Park Station in Johannesburg there has been a dramatic increase in the demand for the Gautrain and its bus services. The average weekday passenger trips on the train increased from 26 000 at the beginning of April 2012 to 42 000 at the end of March 2013. In the same period, over 11 million passengers used the Gautrain.

The purpose of the Gautrain bus service is to support the train ridership and to improve the total trip quality and experience of the commuters. The average daily bus trips have doubled from 9 000 per day in April 2012 to 18 000 a day in March of 2013, with a total annual passenger trip of 3.5 million.

In this year, the Gautrain Management Agency (GMA) will focus on improving services and adding capacity, particularly to parking facilities at key stations. Modal integration will

continue and investigations for the expansion of the current system will be done. So far, an additional 103 parking bays were added at the Rhodesfield station and plans for the construction of another 156 parking bays have been developed. Negotiations are also at an advanced stage to develop a new station at the Heartlands Development at Modderfontein.

The integration of the Gautrain system with other public transport services remains one of the primary objectives of the GMA. Currently, the GMA is involved in the planning of the Bus Rapid Transport system being constructed by the City of Tshwane. A BRT station has already been completed opposite the Hatfield Station and will form part of the proposed route to the Pretoria CBD. The Linbro Park shuttle service operated by a taxi company from Marlboro Station continues to provide an excellent quality of service to commuters and there are plans to extend the shuttle service to other areas.

g-FLEET

g-Fleet's operations have steadily grown to a fleet size exceeding 7 500 vehicles and an annual turnover of R800 million. In the past financial year, it had acquired 938 new vehicles and disposed of 1473 old vehicles through public auctions. Of the new cars bought, 84 were eco-friendly vehicles as part of piloting its green transport programme.

Key cost containment measures have been implemented by g-Fleet. Robust budget planning and management, including the sourcing of more accurate estimates for each budget item and monitoring actual expenses against budgeted costs, has helped to reduce the operating costs of the entity. g-Fleet has also improved its debt management strategy.

g-Fleet has allocated a budget of R813 million for the current financial year. Of this amount R352 million is allocated to replenish its fleet and R358 million is allocated for capital infrastructure projects in order to refurbish the hanger; improve the lighting and security systems; complete the paving of the parking areas and construct office blocks for its entire staff. This year a multi-faceted approach will be applied to improve on its business processes; ensure greater transparency in its contractual engagements; entrench more rigorous tender procedures, and finalise its staff complement in terms of its approved organizational structure.

Finally, I am pleased that Mr Ronald Swartz has joined the organisation as the new Head of Department. We welcome him to the Department. I would like to thank the former Heads of Department, Mr Mavela Dlamini and Ms Margaret-Anne Diedricks, for their able and professional stewardship over the Department. My gratitude also extends to the CEOs of g-Fleet and the Gautrain Management Agency, Mr Chikane Chikane and Mr Jack van der Merwe respectively, the Senior Management and the entire staff of the Department for their contributions to deliver on our mandate. I hold their support and commitment to the Department in very high regard. My special thanks to the Chairperson, Ms Thuliswa Nkabinde, and Members of the Portfolio Committee for keeping my office and the Department on its

toes. Finally, may I thank all our stakeholders in the roads and transport family for their constructive working relationships and partnerships with the Department.

Allow me to end this talk by adapting the song of the idol star, Khaya Mthethwa,

I want Gauteng to move, move move;

let me see you move, move, move.

Gauteng baby, I want you to move, move, move;

Let me see move, move, move, without crashing into me!

21. LAUNCH OF THE 25-YEAR INTEGRATED TRANSPORT MASTER PLAN FOR GAUTENG, EKURHULENI, 19 AUGUST 2013

Thank you for attending the launch of the 25-Year Integrated Transport Master Plan (ITMP25) for Gauteng and a warm welcome to all of you. I want to begin by reciting a beautifully crafted poem by the celebrated African poet, Ben Okri, entitled, *The Awakening Age*:

O ye who travel the meridian line,
May the vision of a new world within you shine.

May eyes that have lived with poverty's rage,
See through to the glory of the awakening age.

For we are all richly linked in hope,
Woven in history, like a mountain rope.

Together we can ascend to a new height,
Guided by our heart's clearest light.

When perceptions are changed there's much to gain,
A flowering of truth instead of pain.

There's more to a people than their poverty;
There's their work, wisdom, and creativity.

Along the line may our lives rhyme,
To make a loving harvest of space and time.

That's what today is about; it's about seeing beyond the grim transport challenges of the present moment; it's about hope; about creating a new vision for an integrated transport system and of working together to change the perceptions of the future of this system. It's

about our collective work, wisdom and creativity to make a loving harvest of space and time for future generations. It's about the ITMP25!

BACKGROUND

Let us for a moment take one step back. On 6 June 2011, we had appointed a Steering Committee of transport planning experts, academics and specialists to develop a medium-term transport plan for Gauteng. Its brief was to formulate a sustainable plan that will promote Gauteng as the economic powerhouse of Southern Africa; stimulate sustainable economic growth; promote skills development and create employment. In addition, the Committee was tasked to present a short-term, five-year intervention plan to address the immediate challenges confronting the transport system in the province. Notwithstanding the slight delays in the tabling of these reports, we are satisfied that the Steering Committee has discharged its responsibilities proficiently and adeptly, for which we express our sincere appreciation. In June last year, we received the 5-Year Gauteng Transport Implementation Plan (GTIP5) and today we have a copy of the draft ITMP25 in our hands.

I don't know how many of you present here are going to be around with me in 25 years from now, when hopefully the major elements of this plan would have been implemented synergistically in the Gauteng city-region. That day, when we have ascended to a new height, we shall see the glory of the age awakened. Today, we take the first historic step in that direction.

THE ITMP25

At its core the ITMP25 is more than a transport plan. Building on the GTIP5, it sets out a strategic framework to better the lives of Gauteng residents and position our province as a great place in which to live; an attractive destination for investment and tourism. It proposes a radical paradigm shift in spatial and transport planning. It serves as a point of departure from apartheid spatial planning, land use and mobility patterns, and ushers in an innovative way of structuring our future societal development.

The plan is underpinned by founding principles such as economic beneficiation; doing things in a "smart" and sustainable manner; and integrating transport networks, modes and services. Our new, attractively designed transport logo and slogan, *Gauteng on the move*, captures the spirit and essence of this new paradigm.

Essentially, the plan proposes eight key interventions, namely, subsidised housing provision dissimilar to the current, single dwellings on stands within urban core areas; land use densification in support of public transport; reinforcing the passenger rail network as the backbone of the system; extending the integrated rapid and road-based public transport networks; strengthening freight hubs; ensuring effective travel demand management; mainstreaming non-motorised transport; and, ensuring continued provincial wide mobility. These recommendations are based on the demographic and economic projections, and transport modelling linked to years 2025 and 2037.

A future transport system requires that Gauteng residents adopt a shift in transport modes from:

- motorised to non-motorised trips;
- private to public transport; and
- from road to rail.

We will have to become more conscious of our environment; use cleaner fuels or alternatives such as compressed natural gas or electricity to power our cars, taxis, buses and trucks; and use transport technology intelligently. Although we might not like it, we will have to reduce traffic congestion through stronger travel demand management measures. Walking and cycling must be the preferred modes for short distances; followed by rail, bus and minibus taxis for longer distances, and yes, there is a place in the sun for motorbikes, tuks-tuks and pedi-cabs. Private vehicle-use for daily commuting to work and home must become the least favoured option as the public transport system is expanded and integrated.

We will have to regulate our airfields and there will be a need for another intercontinental airport after the 25-year timeframe has lapsed. A well-developed freight and logistics “ring” will have to be created on the periphery of the core urban areas in the province and a properly structured Transport Authority should be established to better plan, co-ordinate and expand the future transport system. Funding for transport will have to increase fourfold over this period if we are to accomplish all that is envisioned in the plan.

THE COST OF DOING NOTHING

There is a real threat to our future if we continue along our existing path. The situation will be even more threatening when we become comfortable with and used to the current transport realities. We cannot be like the man who went to a fortune teller to hear what she had to say about his future. She looked in a crystal ball and said, “You will be poor and unhappy until you are forty-five years old.” “Then what will happen?” asked the man hopefully. “Then you’ll get used to it.” If we opt to do nothing now - and in the foreseeable future - Gauteng residents will live through the nightmarish scenario of unparalleled traffic gridlocks. Peak hour traffic would be slower than the horse-cart, which long served as the mode of transport before the birth of the automobile. We will find ourselves in a classic situation where we believe that ‘our future lies in the past’. So, to do nothing is not an option at all.

A CALL TO ACTION

This plan is a clarion call to action to all segments of the transport fraternity. All of us – departmental and municipal officials; rail, bus and taxi operators; bikers and cyclists; planners and consultants; engineers, construction workers and environmentalists; big and small business enterprises; men and women; able-bodied and physically challenged individuals; young and old – must throw our collective weight and energy behind the plan once it is

consulted upon, finalised and approved. Government and the private sector must generate the funds to bring the plan to fruition. Our visionary outlook and daring spirit must result in a clearly defined road map for a new and integrated transport system.

This plan must guide our future planning and day-to-day operations, particularly in the area of transport, land use, human resource development and socio-economic development. If we play our part future generations will look at our contributions with a sense of appreciation and gratitude. We would be seen as proactive and responsive citizenry doing our best for the next generation.

The Gauteng Department of Roads and Transport has the will to make the ITMP25 an integral part of our vision and operational plans. It is committed to making the necessary governance and institutional arrangements to ensure that the ITMP25, once approved, is implemented in a co-ordinated, co-operative and synergistic manner.

PUBLIC CONSULTATION

Multi-stakeholder engagement, consultation, endorsement and co-operative decision-making across the tiers of government and its agencies would be the key driver for the implementation of the ITMP25. Unless our co-operation and co-ordination across the three tiers of government become seamless the implementation of proposed interventions would not be achievable, and it would remain a mere plan on paper. Hence, the ITMP25 works on the premise that co-operative, co-ordinated and collective decision-making would be in place as the key determinants to deliver on its proposed interventions. What the ITMP25 calls for is a culture of integrated and joint planning, decision-making and co-operative governance in areas where such linkages are inevitable and symbiotic.

It would be foolish to believe that this plan would be the last word on all that needs to be said on transport, land use and sustainable mobility. But it does mark an important beginning. I commend it to the general public and, more specifically, to transport stakeholders for consideration and comment. Such comment should reach the Department of Roads and Transport by 20 September 2013.

As we engage further with stakeholders more information and insights would be generated, which would become part of this great body of knowledge in the transport sector. On this score I am delighted that the Steering Committee has compiled a more concise and popular version of the plan, which hopefully would create wider public interest in the proposals. The general public is not specifically part of transport planning, but their lives are impacted on heavily by the decisions taken by transport planners and officials. Therefore, their voices, inputs and concerns should shape the ITMP25.

APPRECIATION

I would like to thank the Chairperson, Mr Jack van der Merwe, Members of Steering Committee and the Consortium 2037 for their dedication and commitment to deliver on this

task against tight deadlines. The consistent support from the Premier, Ms Nomvula Mokonyane; my colleagues in the Executive Council; the Transport Members of the Mayoral Committees and officials in the respective municipalities; the Gauteng Planning Commission, and officials in the Gauteng Department of Roads and Transport, is acknowledged with sincere appreciation. My special thanks must go to the technical personnel from ACSA, PRASA, SANRAL and Transnet, who co-operated fully with the Consortium 2037 researchers and made available their strategic research and plans. Last, but not least, I would like to thank all the stakeholders who made their inputs, particularly for the GTIP5, without whose contributions the ITMP25 would have been incomplete.

CONCLUSION

By crafting the ITMP25 as our collective reflections, we have taken our destiny into our own hands. In a nutshell, the ITMP25 seeks to transform the urban landscape; unlock our economic potential, and leverage transport as an enabler to drive socio-economic growth and development. It presents solutions to our transport challenges and the related areas impacting on our lives such as land use patterns; public transport, job creation; freight movement; non-motorized transport; aviation; roads construction; “green” transport; intelligent transport systems, and social cohesion. Its vision is to achieve an integrated and efficient transport system that promotes sustainable economic growth, skills development and job creation; fosters quality of life; socially includes all communities and preserves the environment.

22. OPENING OF PHASE 1 OF R82 ROAD CONSTRUCTION PROJECT, EMFULENI, 27 AUGUST 2013

This is not a celebration of the successful upgrading of a portion of the R82/Old Vereeniging Road. It is really a celebration of the past political struggles and socio-economic linkages between the residents of the Sedibeng and the wider Gauteng city-region. If anything at all, this road symbolises those struggles, linkages and relationships.

Little do we realise that a road has its own history and story to tell. If the Old Vereeniging Road/R82 was given a voice, what would it say? What would be its story line? What part of its history would it reveal?

The first thing this road would say is that great leaders from across the political spectrum travelled its path for over a century. Proudly, it would claim to be the real ‘road to democracy’. From the negotiation of the terms of the Treaty of Vereeniging between Afrikaners and the British during the Anglo-Boer War in 1902 to the signing in Sharpeville of our first democratic Constitution on 10 December 1996 by former President Nelson Mandela, the R82 was used - and travelled on - to shape and to determine the political destiny of our country.

In recollecting the Sharpeville massacre of 21 March 1960, it will recite with a heavy heart the poem of Farouk Asvat entitled, *Massacre at Sharpeville*, which reads as follows:

People of Sharpeville
Conquered
As the soil of Sharpeville
Now you have left your pass behind
Now you have burnt the evil spirit
That had bound you so long
Now you are free
People of Sharpeville
Now you are bare
Of the armour
That had restricted your movements
Around you stenguns and saracens shift uneasily
Suddenly your air is filled with fire
As it burns into your lungs
And your gut shoots out
And blood oozes from your eyes
But your blood will not run dry
It flows with the strength of underground movements
To sadly nourish the tree of freedom
Mighty as the baobab
So you can rest in its shade
After the long journey
So you can eat of its fruit
Denied you so long
People of Sharpeville.

The Old Vereeniging Road would talk of the formation in 1984 of the Vaal Civic Association; the declaration of the state of emergency later that year; Operation Palmiet, which saw 7000 army personnel deployed in October 1984 in Sharpeville and Sebokeng; the Boipatong massacre of 17 June 1992, and the Delmas Treason Trial in which sons from this community were charged for high treason.

I think it would talk about the despicable Group Areas Act that enforced racial segregation. The R82 would let you into a secret, which later was confirmed by former white Mayors, that under the instruction of John Vorster a line-on-map was drawn to make it clear that racial separation was to be firmly entrenched. With tears in its eyes, it would talk about the destruction of the non-racial community that lived in Evaton and the forced establishment of

racial communities such as Roshnee for Indians; Rustervaal for Coloureds, and Sebokeng for Africans. Even today, when we look at the townships of Sharpeville, Evaton and the communities of Arcon Park, Sonlanpark, Unitaspark and Three Rivers, that line of separation still marks the social landscape of the apartheid years.

Then there was the tragic event of 19 March 1993 and the legal battles of the 'Eikenhof Three'. Some of you present here will remember Zandra Mitchley, her fourteen-year old son, Shaun, and his friend, Claire Silberbauer, who were murdered on the Old Vereeniging Road not far from where we are today. At that time, three ANC activists, Boy Titi Ndweni, Siphiwe James Bholo and Sipho Samuel Gavin, were arrested, charged and found guilty even though they pleaded their innocence and insisted that the confessions were false and had been extracted under torture. Siphiwe Bholo and Sipho Gavin were sentenced to death three times (later commuted to life sentences) while Boy Titi Ndweni was sentenced to seventeen years in jail.

This R82 would remind us that later during a Truth and Reconciliation Commission hearing, Phila Dolo, a Pan African Congress activist claimed responsibility for the attack. In his amnesty application, Dolo told the TRC that he supervised the operation in his capacity as commander in the Azanian People's Liberation Army, the armed wing of the PAC. After a lengthy campaign by the ANC and PAC to free the 'Eikenhof Three', they were released from Johannesburg prison in 1999, having spent five years in jail for a crime they had not committed.

The R82 will tell us that before the development of the R59 and the Golden Highway, it was the thread that connected the people of the Vaal with the people of Johannesburg. It linked the deliberately severed communities of the past and connected them socially and economically. It will talk of the thousands of students - those seeking education at universities like UJ and Wits, and other colleges and training institutions - who have travelled this road daily, year-in and year-out.

Sadly, it will tell the tale of the many failed promises made in the past to upgrade it and extend its lifespan. From today however it will tell a different story. The R82 smiles as it realises that we have invested in its future existence and will continue to do so over the next few years. In Phase 1, the Department to date has spent R182 million to upgrade this into a dual carriageway from Eikenhof to Walkerville. The R82 will tell the tale of our coming here in March 2012 when we turned the soil for the expansion of this road. Gladly, we are here 18 months later to cut the ribbon marking the scheduled completion of this phase of the upgrade. Phase 1 of the project entailed:

- the construction of 5.14km of dual carriageway;
- construction of a bridge;
- construction of six intersections for access roads along R82, which include two surfaced access roads and nine gravel access roads; and
- the construction of 16 taxi lay-byes along the road.

The R82 will attest to the fact that 13 local sub-contractors and 49 women, 146 young people and four persons with disabilities worked on it during the construction period. Also, as part of giving back to the community, the contractor cleared a building site at the Elethu Themba School; donated building materials for the construction of the crèche buildings at the Adonia Fellowship Crèche and leveled the entrance road to the Church of God in De Deur.

To keep the joy of the R82 alive for years to come, I wish to take this opportunity to announce that Phase 2 of the R82 upgrade will commence shortly. During the next phase, a further 4km will be rehabilitated and made into a dual carriageway at an estimated cost of R320 million. In addition, plans are at an advanced stage to commence with Phase 3 of the project, which will involve the upgrading of a further 11.3 km of road from the De Deur Post Office to Walkerville Manor. It is estimated to cost R550 million and will take 36 months to complete.

The upgrading of the R82 underpins our commitment to stimulate economic development in Sedibeng and to foster the social integration of all the people of this region. The rapid flow of goods and services along this road will stimulate trade and it will support the Sedibeng Growth and Development Strategy. New developments like Savanah City and the Eye of Africa will benefit greatly from the rehabilitation of the R82. I want to reassure all of you that the Gauteng Department of Roads and Transport remains committed to integrating the Sedibeng region into the Gauteng city Region.

I want to digress briefly and talk about the 25-Year Integrated Transport Master Plan (ITMP25) that was released for public comment last week. The plan is underpinned by founding principles such as economic beneficiation; doing things in a “smart” and sustainable manner; and integrating transport networks, modes and services. Our new, attractively designed transport logo and slogan, *Gauteng on the move*, captures the spirit and essence of this new paradigm.

Essentially, the plan proposes eight key interventions, namely, subsidised housing provision dissimilar to the current, single dwellings on stands within urban core areas; land use densification in support of public transport; reinforcing the passenger rail network as the backbone of the system; extending the integrated rapid and road-based public transport networks; strengthening freight hubs; ensuring effective travel demand management; mainstreaming non-motorised transport; and, ensuring continued provincial wide mobility. A future transport system requires that Gauteng residents adopt a shift in transport modes from:

- motorised to non-motorised trips;
- private to public transport; and
- road to rail.

We will have to become more conscious of our environment; use cleaner fuels or alternatives such as compressed natural gas or electricity to power our cars, taxis, buses and trucks; and use transport technology intelligently. Although we might not like it, we will have to reduce

traffic congestion through stronger travel demand management measures. Walking and cycling must be the preferred modes for short distances; followed by rail, bus and mini-bus taxis for longer distances, and yes, there is a place in the sun for motorbikes, tuks-tuks and pedi-cabs. Private vehicle use for daily commuting to work and home must become the least favoured option as the public transport system is expanded and integrated. We will have to regulate our airfields and there will be a need for another intercontinental airport after the 25-year timeframe has lapsed. A well-developed freight and logistics “ring” will have to be created on the periphery of the core urban areas in the province and a properly structured Transport Authority should be established to better plan, co-ordinate and expand the future transport system. Funding for transport will have to increase fourfold over this period if we are to accomplish all that is envisioned in the plan.

Practically and more specifically for this region, this means that Sedibeng will have to enter into discussions with our Department on the regulations of airfields; the proposed Vaalcon freight and logistics hub; the upgrade of the R59; the inter-linking of this region with other regions in the province that are stronger economically; and the further development of its public transport infrastructure. So, there is a lot that we can and must do together to plan a better future.

Finally, this region will know its future demarcation soon. Whatever the outcome that is determined by the Demarcation Board, one thing is certain, step-by-step, and road by road, the Gauteng Global city-region is unfolding. You are an integral and central part of the process. Gauteng is on the move; and when Gauteng moves, Midvaal, Emfuleni and Sedibeng move inside its belly as well.

23. “GROW COMMUNITIES WITH PUBLIC TRANSPORT”: GAUTRAIN SURPASSES SOCIO-ECONOMIC DEVELOPMENT OBLIGATIONS DURING CONSTRUCTION, JOHANNESBURG, 17 OCTOBER 2013

The introduction of the Gautrain Project as a central element in public transport had raised different expectations for different people. For commuters it is about boarding a modern, safe, reliable and efficient mode of transport and getting to work on time. For the technically minded it’s about an engineering feat. For the unemployed it’s about getting a job and putting food on the table. For an emerging contractor it’s about getting experience and working on a ‘big project’. For the Concessionaire and their shareholders, it’s about profit. For government it is about providing mass public transport services efficiently.

Since its inception the project has always been a hive of activities that created jobs. It became a platform on which ideas were conceived and, indeed, it served as a pot in which theories and practices were not only combined but in which they were shaped, tailored and tested to meet the challenges of public transport in Gauteng.

Gautrain is more than just a train. Gautrain has really been about growing communities with public transport. It's about meeting the unique demands of Gauteng's strategic development, and consciously moving the provincial economy and its people forward through transport infrastructure development. The Gautrain public-private partnership presented our province and its people with various opportunities during its development phase. These included the empowerment of ordinary and highly skilled people alike. Gautrain contributed to the creation of many employment opportunities. Such employment facilitated skills transfer, human resource development and increased equality for the disabled, women and youth.

Gautrain's Socio-Economic Development (SED) objectives were achieved through commitment and support for black business enterprises and Small, Micro and Medium Enterprises (SMMEs). Our commitment also extended to the usage of mostly South African materials, services and products. Lastly, Gautrain contributed to economic growth through strategic procurement and contracting. Our brochure highlights the key SED achievements during the development phase of the project. It shows that set SED obligations were, in most cases, surpassed.

Gautrain is a product of a collective effort. The Provincial Cabinet under the leadership of Premier Nomvula Mokonyane, the Gautrain Management Agency and the Bombela Concession Company played a central role in seeing the project to its conclusion. Equally important were the sub-contractors and individuals who provided services in different forms such as plant, material and equipment, but above all, training in various skills related to the project.

These SED achievements showcase Gautrain as a sustainable project that will continue to contribute to the economy and the people of Gauteng throughout its operational phase. Economic development was increased through Gautrain's and the Bombela Concession Company's commitment to support Broad Based Black Economic Enterprises. Gautrain also contributed to economic growth through strategic procurement and contracting.

The Socio-Economic Development achievements during the development phase of the project are carefully tabulated in the brochure. Some of these achievements include the following:

- Approximately R5.45 billion was procured from, or sub-contracted to, black enterprises with a total of 390 enterprises having benefited from the project during the construction and operational phases.
- About R2.78 billion was procured from, or subcontracted to, new black enterprises with 120 new black companies benefitting directly from the project.
- Around R1.42 billion was procured from, or subcontracted to, about 310 small, medium and micro enterprises.

Equally important for us is that a significant number of people have been employed on the project since its inception. It is estimated that at the end of June 2012, the Concessionaire had already created or sustained about 34 800 local direct jobs and an estimated total of 121 800 direct, indirect and induced jobs.

The 34 800 local jobs created can be categorised as follows:

- Historically Disadvantaged Individuals (HDIs): 86 percent;
- HDIs who are skilled technical and academically qualified workers, junior management, supervisors, foremen and superintendents: 11percent;
- HDIs in Management Positions: 2.2percent;
- Youth: 59 percent;
- Women: 11percent;
- Women in Management Positions: 1percent; and
- People with Disabilities: 0.7percent.

About R3.59 billion of South African materials, plant and equipment have been procured up to the end of June 2012.

These SED achievements showcase Gautrain as more than just a train. It is a sustainable project that will continue to contribute to the economy and the people of Gauteng throughout its operational phase.

GROWING THE RAIL NETWORK

A detailed assessment and analyses of the current transport network in Gauteng was done as part of the department's proposed 25-Year Integrated Transport Master Plan (ITMP25) as unveiled in August this year.

Key to the ITMP25 is to prioritise public transport, with the rail system being the backbone of the transport network. The proposed rail network will comprise of a rapid rail link including Gautrain and its extensions for the high mobility corridors. But more about this from Mr Jack van der Merwe.

I wish to thank all the parties that played such an important role in making this project the success that it is. Let the skills earned through Gautrain be the seed that is sown throughout South Africa. I commend the booklet for reading by transport stakeholders and other interested parties.

**24. GAUTRAIN GARA AWARD: CELEBRATING ANOTHER ACHIEVEMENT,
JOHANNESBURG, 25 JUNE 2014**

“The story of Gautrain is not about a train. It’s about how far we’ve come. The faces we meet, the places we see, and our everyday life’s journey. It’s a story of a new face and pace of Gauteng’s public transport. We’ve come a long way and still we’re on the move... faster than ever.” This was one of our messages in 2006 when we commenced with the construction of Gautrain. This was prophetic, or should I rather say, it became a self-fulfilling prophecy for Gautrain, both for the province and for Bombela.

One of government objectives is to provide easy mobility for its citizens and Gautrain is one of the key flagship projects in Gauteng that is turning this objective into a reality. Since its inception the Gautrain has changed the lives of many people in our province through job creation; skills development; a visible impact on property development along its route; spatial development and economic growth. The project is changing the perception of transport in South Africa by providing a safe, reliable, affordable and convenient public transport system in the corridor between Johannesburg and Tshwane and between Sandton and OR Tambo International Airport.

Although only part of the project has been operational for four years and the full system only two years, it continues to receive very high customer satisfaction ratings as reflected in the monthly Customer Satisfaction Surveys. The complete Gautrain system has exhibited an increase of 27 percent in train passengers and over 50 percent in bus passengers in 2013. Currently there are between 54 000 and 56 000 train passengers and 21 000 bus passengers utilising the service on a typical weekday. This growth in passenger demand can be attributed to Gautrain’s relentless focus on key customer satisfaction criteria, including safety, reliability and cost effectiveness.

Gautrain’s airport service was awarded the Global AirRail Alliance Award (GARA) for customer service excellence. The GARA awards are international awards dedicated to the air-rail industry, recognising best practice in intermodal travel around the world. The awards also look for the best services in delivering an enjoyable and stress-free journey between air and rail travel. Gautrain is doing just that in Gauteng!

The Gautrain airport service celebrated its fourth year on 8 June 2014. I am sure most of you can remember that cold winter’s morning when we all queued from 04:30 to get into Sandton Station parking to be on the first commercial train that departed for OR Tambo International Airport Station at 05:25. This airport service offers world-class convenience for travellers. It takes passengers only 15 minutes from OR Tambo International Airport to Sandton. There’s a train every 12 minutes during peak hours and every 20 minutes during off-peak hours.

I wish to express my appreciation to all staff from the Gautrain Management Agency and the Bombela Concession Company, especially the Bombela Operating Company, for making this award possible. Your hard work and dedication is putting our province on a global map and is

appreciated. For this award the Gautrain airport service was shortlisted from a long list of big rail services around the world and finalists in the customer service category included Birmingham Airport (UK), Flytoget (Norway) and Canada Line (Vancouver, Canada) with Gautrain's Airport service being the overall winner.

Another dream that came true was when Jack van der Merwe and his team investigated the feasibility of Gautrain in the early 2000s. He said that we are now benchmarking Gautrain against the best in the world, hopefully one-day people would come to Gautrain to learn from us. This is indeed happening; those systems we learned lessons from are the very same we have just beaten in this international competition.

In order to continue offering a safe, convenient and efficient service to our passengers, the following system enhancements are being planned for the airport service:

- Extending the operating hours of the Gautrain airport service between Sandton and OR Tambo stations on weekdays to 30 minutes earlier and 35 minutes later.
- Keeping Sandton Station parking open later at night to accommodate airline passengers with delayed flights to access their vehicles. This parking will now stay open until 24h00.
- Extend the OR Tambo Station platform to four and a half carriage lengths for increased capacity. This is a commercial deal and negotiations are underway. The extensions of the airport platforms is going out on tender, and we hope to have the contract by end of August 2014, thereafter the actual work commence and will take nine months to complete.
- Lastly, commence with the feasibility studies for the Gautrain extensions as approved in the provincial 25-Year Integrated Transport Master Plan (ITMP25). The appointment of the consultants to do the feasibility study is under way.

Congratulations to the Gautrain team for winning the Global AirRail Alliance Award.

25. PREMIER'S STATE OF THE PROVINCE ADDRESS DEBATE, GAUTENG LEGISLATURE, 1 JULY 2014

The ANC welcomes the fact that "modernisation of public transport infrastructure" has been identified as one of the ten-pillar programmes of radical transformation, modernisation and re-industrialisation of Gauteng under this new administration led by Premier David Makhura. Undoubtedly this, together with "decisive spatial transformation" and the "modernisation of human settlements and urban development", will change the spatial and physical landscape in our province. Also, it will forever alter the land use patterns in a manner that will help to create truly post-apartheid communities.

This is the boldness of the Premier's plan to move more swiftly to a national democratic social order and to eradicate the social, economic and spatial legacy of apartheid and colonialism. The Premier called for men and women with the "capacity to think ahead"; the "capability to inspire actions that can turn dreams into a reality", and to breathe new life into the vision of the Freedom Charter.

It is instructive to note that the Freedom Charter, adopted on 26 June 1955 in Kliptown states: "There shall be houses, security and comfort." Under this banner, it proclaims that "all people shall have the right to live where they choose, be decently housed, and to bring up their families in comfort and security...slums shall be demolished, and new suburbs built where all have transport, roads, lighting, playing fields, *creches* and social centres". In all its brevity and simplicity, the Freedom Charter captured the dream of new communities and new cities.

To give life to this vision in our current context, the Premier has signalled the way forward for all of us. He stated:

We shall take radical steps to transform the spatial configuration and landscape of Gauteng province through better and co-ordinated land use management and spatial development. We shall work with municipalities and state-owned enterprises to ensure that a new built environment and inclusive spatial landscape emerges across the Gauteng city-region. This will be done through public transport infrastructure development and the creation of new integrated and sustainable human settlements and post-apartheid cities that are more connected, livable, smart and green.

This approach is entirely consistent with the 25-Year Integrated Transport Master Plan (ITMP25) and is fully supported by the Department of Roads and Transport. The ITMP25 is emphatic that we should shift spatial planning away from apartheid land use patterns by building housing developments within the urban edge. Greater housing densification in urban areas and the accommodation of residents on well-located land parcels in proximity to public transport facilities and other social amenities can change the face of our province. This new spatial paradigm - spurred on by transit-oriented development - would contribute greatly to break the cycle of poverty and the social exclusion of large numbers of our people. It certainly would provide the basis for social cohesion and inclusion into the mainstream economy.

Keeping this in mind, the ANC government has developed a set of interventions aimed at transforming public transport into an integrated, reliable, accessible, safe and affordable system. In the next few years, the full development of an integrated bus rapid transit system across the three metropolitan municipalities in Gauteng will become evident. The progress made in respect of *Rea Vaya* and *A re Yeng* in Johannesburg and Tshwane respectively is already changing our people's perceptions of public transport. Work on a similar system in

Ekurhuleni has already begun and we are carefully looking into the possibility of extending the system to the West Rand.

The successful completion and full operation of Gautrain bears testimony to the capacity of the ANC government to deliver on large-scale public transport infrastructure projects. Today, the Gautrain has an average daily ridership of 55 000 passengers and 21 000 passengers on its busses. A few days ago, it won the Global AirRail Alliance Award for customer service excellence.

The Global AirRail Alliance Award is an international award dedicated to the air-rail industry, recognising the best practice in intermodal travel around the world. For this award the Gautrain airport service was shortlisted from a long list of big rail services around the world. The finalists in the customer service category included Birmingham Airport (UK), Flytoget (Oslo, Norway) and CanadaLine (Vancouver, Canada), with Gautrain's airport service being the overall winner.

The Gauteng Management Agency is currently examining the feasibility of expanding the rapid rail link system to other parts of the province and we will report on this matter to this House in due course.

We take comfort from the fact that the Passenger Rail Agency of South Africa (PRASA) has prioritized the revitalisation of Metrorail in Gauteng. The acquisition of new rolling stock; the renovation of train stations and the development of a new signaling system will transform the day-to-day travel experiences of our people, particularly the working class.

Cumulatively, these interventions support the re-industrialisation of the provincial economy through strategic infrastructure development. The ANC shares the hope expressed by the Premier that the rollout of public transport infrastructure across the province will revitalise and modernise old, transport industries through the local manufacturing or assembling of busses, trains and locomotives.

What is equally important is that working together with Transnet, the Airports Company of South Africa (ACSA) and the other spheres of government the ANC will implement the provincial freight strategy with greater vigour and renewed energy. Existing freight and logistics hubs such as City Deep are being upgraded. In addition, new logistics hubs are due to be established over the next decade, particularly to stimulate the local economies in the West Rand and Sedibeng districts.

In the course of this year, the provincial government, in conjunction with the Ekurhuleni metropolitan municipality, will finalise the Aerotropolis Master Plan for the creation of an airport city around the OR Tambo International Airport. This project has the potential to create thousands of permanent jobs and to inject new life into the flagging manufacturing sector in the region.

If I was living in another province, I would certainly be forgiven for believing that the Premier's State of the Province Address was devoted entirely to the question of e-tolls. Well, this is what it seems like if we follow media reports on his speech, which largely focused on this issue. The Premier's announcement to appoint a panel to "review the impact of e-tolls" and to "invite new proposals on how (we) can find a lasting solution to this matter" has been positively received by a cross section of our people, including those who are vociferously opposed to urban tolling. This is a step forward that is welcomed by the ANC. In due course the Premier will announce the composition of the panel; its terms of reference, and the time frames within which it should report on the matter. The ANC wishes to assure one and all that this will be an open, transparent and credible process.

The hallmarks of the new administration are that it will be a caring, service-oriented and responsive administration. It desires to work with communities and stakeholders in building the Gauteng of our dreams. An important part of that dream is to create an integrated public transport system and road network that will enable, stimulate and accelerate economic growth and social development. We are poised for an era of real and radical change. Let us grab the opportunity with both hands.

26. BUDGET VOTE 9: DEPARTMENT OF ROADS AND TRANSPORT, GAUTENG LEGISLATURE, 22 JULY 2014

I am humbled by my re-appointment as the MEC for Roads and Transport. I express my sincere appreciation to both the Premier and the ANC for the confidence placed in me and I pledge to discharge the responsibilities associated with my office with humility, diligence, efficiency and integrity.

It is my pleasure to table the 2014/2015 Budget of the Department of Roads and Transport to the House. The Department has been allocated slightly over R6.15 billion for its programmes. Broadly speaking, this can be broken down as follows: Administration (R289 million); Transport Infrastructure (R2 billion); Transport Operations (R2.1 billion); Transport Regulation (R318 million) and Gautrain (R1.3 billion).

I will provide an overview of the strategic approach adopted by the Department in response to the Premier's call for the "modernisation of public transport infrastructure".

Last week, the Statistician-General and the Minister of Transport released the 2013 National Household Travel Survey (NHTS). The aim of the survey is to gain insight into the travel patterns of our people and to equip transport authorities to plan more effectively for the future. It covers land transport travel such as public and private transport, including non-motorised transport.

The Survey findings are of importance, particularly for us in Gauteng. Allow me to cite a few of the findings:

- Of the 42 million people who took trips across the country, more than one in four people lived in Gauteng. This means that more than 25 percent of all travel in the country on any single day takes place in our province.
- Of the 3.7 million taxi trips that were made daily to work, 1.4 million (almost 40 percent) of all these trips is taken in Gauteng.
- One in ten commuters believes that taxis are too expensive in Gauteng.
- 52 percent of households that used train services said that they were not satisfied with the distance between the train station and their home and the quality of services.

The survey highlights our people's desire for a reliable, affordable, safe and accessible public transport system. This new administration cannot turn a blind eye to the feelings of our people. If we truly profess to be a responsive and caring government, then the ANC government must address these heartfelt needs of our people. Hence, the Premier is spot-on in identifying the modernisation of public transport as one of the ten core pillars of his administration.

For us to realize the goal set out by the Premier, we will have to do three things. Firstly, we should draw the central linkages between transport infrastructure; re-industrialization of our economy; local beneficiation and procurement of South African manufactured goods, and the creation of jobs.

Secondly, as the Gauteng economy produces 34 percent of the country's Gross Domestic Product, this province will continue to be the place where more people would want to live and make a living. That means that the patterns of in-migration to Gauteng and the consequent increase in population identified in the 25-Year Integrated Transport Master Plan will become a reality. This reality demands that we plan consciously for such a future and better utilize the limited land space that we possess.

Thirdly, from a transport perspective we will have to plan for a larger formal workforce, which would mean a greater number of home-to-work trips during peak hours. Certainly, this will put our road and public transport network under further pressure, which means that we must expand our public transport system and radically change the travel patterns of our people through a modal shift from private vehicle usage to public transport.

In order to better meet the projected challenges and to plan differently for our province, it is anticipated that over time, the Gauteng Transport Commission, operating on the principles of consultation, co-ordination and co-operative governance with municipal authorities, will play a critical role.

The ANC government has developed a set of concrete interventions aimed at transforming public transport into an integrated, reliable, accessible, safe and affordable system. In the

next few years, the full development of an integrated bus rapid transit system across the three metropolitan municipalities in Gauteng will become evident. The progress made in respect of *Rea Vaya* in Johannesburg has already changed our people's perceptions of public transport. Phases 1 A and B now transport over 70 000 passengers daily and construction work on the next phase between Johannesburg and Sandton/Alexandra Township has already begun. The first phase of Tshwane's *A re Yeng* BRT system will be launched later this year. Work on a similar system in Ekurhuleni has begun and we are looking into the possibility of extending the bus rapid transit system to the West Rand.

The successful completion and full operation of Gautrain bears testimony to the capacity of the ANC government to deliver on large-scale, public transport projects. The Gautrain Management Agency is currently examining the feasibility of expanding the rail system in seven phases to other parts of the province. We will report progress on this matter in the course of 2015. In the short-term, we will be expanding the Gautrain platform at the OR Tambo International Airport and increasing parking capacity at the Pretoria and Centurion Stations. The extended operational times for the Sandton-Airport link will be implemented in the next month. I wish to take this opportunity of applauding Member Phillip van Staden (FF+) for coming to this Legislature everyday using the Gautrain and its feeder bus system; he leads by example in promoting the use of public transport.

We are pleased that the Minister of Transport recently launched PRASA's Fleet Renewal Programme. PRASA is to acquire 3 600 new rail coaches over a ten-year period costing R51 billion. A new factory and industrial park will be developed in Dunnottar (Nigel) where the trains would be built. It is planned that the first train will be tested in November 2015. This Metrorail revitalization programme will create over 8 000 direct jobs at the Dunottar plant and an additional 33 000 jobs will be created in the wider transport sector. This bold programme will help to revitalise our ailing rail engineering industry, transfer technology to South Africa and create economic opportunities for thousands of women, youth and other black-owned enterprises through firm localisation targets. On its part, the Department has entered into a partnership with PRASA to build intermodal transport facilities at key stations along the PRASA rail modernization corridor running from Mamelodi to Naledi in Soweto.

What these developments show is that the dream of making rail the backbone of our future transport system is gradually, but systematically becoming a reality. Rolling out public transport infrastructure is not an event; it is a process that takes time. What is important though is that the process has started and is on track. Cumulatively, these interventions support the re-industrialisation of the provincial economy through strategic infrastructure development. We are confident that the rollout of public transport infrastructure will revitalise and modernise old transport industries through the local manufacturing or assembling of busses and trains.

The Department has the responsibility to co-ordinate the development of the 25-Year Aerotropolis Master Plan and a 5-Year Implementation Plan. The aim of developing an airport

city is to enable the Ekurhuleni Metropolitan Municipality to unlock the economic potential of the region and to transform the urban form towards greater efficiency and sustainability. An aerotropolis is a city built around an airport with a focus on industrial and commercial land-use to offer its businesses speedy connectivity to their suppliers, customers and enterprise partners nationally and globally.

The 5-Year Implementation Plan has been completed and is in the process of approval by the Ekurhuleni Municipality. Within the next two months the plan will be discussed with all interested parties in the province. The success of this project depends largely on whether the private sector buys into its economic viability and potential for enterprise growth and development. On its part, the government has demonstrated its commitment to this project and has the political will to provide the enabling environment for its success.

The ANC government welcomes the positive reactions in this House and by organs of civil society to the Premier's establishment of a panel to assess the socio-economic impact of the e-tolls on the people and economy of Gauteng, and to propose solutions in this regard. However, I must respond to the unwarranted attacks on the Premier and the unconstructive responses from DA MPs Mmusi Maimane and Mannie de Freitas, who have likened the Panel as a charade and a political gimmick.

Their views are contrary to what the Leader of the Opposition, the Honourable Moodey said in this House, when he stated in the State of the Province Debate, "Sir.... I know you are honest about trying to address the issue because you are on record prior to taking public office ... (of) being a little bit skeptical about the process." In a media statement to the *Boksburg Advertiser*, the Honourable Gersbach stated, "Not one person in this House can dispute that there was a need to upgrade our existing road infrastructure and there still is a need for further upgrades. We will be making our submission when the Panel is established." Honourable Gersbach, may I ask: Why would you want to make a submission to an initiative likened by your party bosses as a charade and gimmick?

What is more interesting is that the Honourable Gersbach went on to spell out the DA's position on tolling saying: "Tolling on commuter routes and urban roads should be avoided except in exceptional cases where roads are essentially scenic routes where the geology makes it very costly to operate." He then says, "The privatization of roads capacity and infrastructure should be avoided unless it is for new or additional roads...When tolling is considered for new roads, it should only be implemented following appropriate consultation with the affected stakeholders and careful analysis of its economic impact."

Honourable Members, what this means is that in principle, the DA is not opposed to tolling. It should be for new roads, additional roads and scenic routes without electronic tolling. There you have it: The DA supports tolling! And this policy position is being advocated without a referendum and with no Private Member's Bill.

Finally, on this matter it must be understood that, unlike the DA, there is agreement between the Premier and the Minister of Transport on the terms of reference of the Panel. There is also coherence between the national and provincial governments on the Minister's recent announcements during her Budget Speech. For the benefit of the House, I wish to quote what was stated by the Minister in the National Assembly:

We continue to conduct reviews of the progress being made and the challenges experienced since the introduction of GFIP and electronic tolling in Gauteng. Through these regular reviews, we have been able to introduce certain relief measures to lessen the burden on users. These would include exemptions for public transport, medical services and people living with disabilities.

She further said that in response to the call by the President earlier this year to address electronic payment billing challenges in Gauteng and to make it easier for people to comply, the Minister announced a further "reprieve for affected motorists" in the following categories:

- The further extension of the payment to avoid the VPC process that would negatively affect vehicle owners.
- Users will have an extended payment period of 51 days from the day they pass through the gantry. They will also receive the time-of-day discount.
- A non-registered user will receive a 60 percent off the alternative tariff if they pay within 51 days.

For registered users, we will introduce the following reprieves:

- 48 percent e-tag holder discount;
- time of day discounts;
- frequent user discounts; and
- the R450 calendar month cap for class A2/light vehicles.

The Minister also clarified the government's policy on the "user pays principle" as follows:

As outlined in the NDP, the user pay principle remains the policy of this government, and no review of neither the policy nor the legislation governing urban tolling or any other tolling has been undertaken by this government. We urge the users of the tolled Gauteng Road Network to continue contributing towards the building of a better South Africa with the necessary world-class infrastructure to move our country forward. To them we say: we are grateful for your cooperation and we encourage those who are still not registered for electronic payment to do so.

Finally, the Panel will shortly announce its work programme and consultative processes which will allow the public and interested stakeholders to make an input on the e-toll system.

The Department will continue with its road maintenance and construction programmes along major arterial routes such as the R55 and R82. Road rehabilitation will also take place along the P88/1; the P3/6 between the Gauteng-North West border; the D1726 (Tarlton Road) and Cedar Road. I am pleased to inform the House the Phase 1 of the upgrading of William Nicol Drive is scheduled to be completed by November this year. This will be a triple carriageway with fully developed pedestrian and cycle lanes and enhanced road safety measures.

The Department, in partnership with the CSIR, has successfully tested the use of Roller Compacted Concrete (RCC), a South African-based material for the construction of roads and pedestrian pathways. The positive testing was done with a Heavy Vehicle Simulator (HVS), which is a high-tech field lab for the simulation of damage caused by heavy vehicles. The RCC stands out as a durable, economical, low maintenance material that is likely to be used on an on-going basis on our road construction projects in future. I also wish to point out that the Department owns a Heavy Vehicle Simulator and others developed in South Africa were exported in the past to the United States, Sweden, China, India, Costa Rica, Indonesia, Saudi Arabia and Mexico.

Reducing our carbon footprint, particularly emanating from the transport sector, is a commitment that we need to make. Based on this premise, the Department is in the process of finalising a “Sustainable (Green) Transport Policy”, which would be completed by the end of the financial year. Along with municipalities, the Department will strongly promote a non-motorised transport programme and actively support cycling for sporting, recreational and short-distance transport purposes. I am particularly pleased that during the Jozi Freedom Ride held over the weekend, the City of Johannesburg launched its green-coloured cycle lanes in Braamfontein as well as the construction of a dedicated pedestrian and cycle lane from the University of Johannesburg, Auckland Park right through to Wits University. I can assure the House we will see more of this non-motorised infrastructure development in the coming period.

The Department, together with the national Department of Transport, has initiated preliminary processes to review the existing bus contracts, particularly along the Moloto route. I have written to the Mayors of the metropolitan and district municipalities asking them whether they would like to take over the function of administering the bus subsidies in terms of the *National Land Transport Act*. The Mayors of metropolitan municipalities have indicated that they would like to take over the function with the proviso that a due diligence report be provided to determine the financial and other implications of such a transition. There is a need to finalise this matter as soon as possible as the existing model is not sustainable and the quality of services rendered to commuters is generally less than desirable. In the short term, greater attention will be given to monitoring the implementation of existing contracts.

Although the recent killings and violence within the taxi industry are of concern to the government, such homicides as serious as they are, should not lead us to generalization that the entire industry is ridden with a culture of violence. The industry has made huge strides over the years to move away from this culture of violence, which is based on the thinking to kill the competitor rather than to compete for one's market share. As much as we would like to see one unified organization and leadership for the minibus taxi industry, the reality is that we have two formations in the form of SANTACO and the National Taxi Alliance. The Department would like to see the gap between the two structures narrow for the greater good of their membership and industry.

Going forward we would like to support initiatives aimed at organizing taxi operators into business entities with which the government can contract. The ITMP25 sketches the way forward for the industry as follows:

Where currently the deployment of the Integrated Rapid Public Transport Networks of BRT systems offer taxi operators or operator grouping the only opportunity to get involved on a larger scale with the provision of subsidized public transport services, the participation in other layers of contracted services within an integrated network may offer new opportunities. This implies that taxi operators will have to organize themselves into business operating entities or companies, with which the transport authority can contract subsidized services... The advantages that this will offer are as follows:

- Taxi operators gaining access to operational subsidies;
- improvement of the feasibility and sustainability of operators and their operations;
- further incentives for the taxi industry to commercialize; and
- assistance to the industry to advance to bigger businesses.

Last, but not least, the short-term bottlenecks in the administrative and other procedures regulating the industry needs to be addressed through demonstrable commitment at all levels of government. Further consideration should be given to providing access to minibus taxis to exclusive right-of-way during the peak periods. We want to develop a stronger working partnership with the taxi leadership and industry. Failure in this regard is not an option. We will have to succeed if the goals of a modernized public transport system are to be realized and achieved.

As I conclude, may I briefly discuss g-Fleet. Its budget is based on cash accounting principles, which is in line with its objective of remaining self-sustainable. The entity has budgeted conservatively at R840 million to ensure it remains financially healthy. I am pleased that the senior management posts in the entity have been filled and that there is a degree of continuity and stability in its top management. One of its insistent challenges, however, is to ensure that

government departments and entities pay within 30 days of invoice. The Department will be taking a tougher stance on this matter.

Lastly, the Department will be hosting the 3rd Congress and Exhibition of the African Association of Public Transport (UATP), which will take place from 13-16 October 2014 at the Birchwood Conference Centre in Boksburg. The event will stimulate ideas and networking among transport experts and planners on the continent and promote stronger linkages across transport systems in African cities.

27. GAUTENG FREIGHT SUMMIT, JOHANNESBURG, 20 OCTOBER 2014

Today's Freight Summit is held against a very tragic backdrop. Last week we witnessed the horrific crash where a truck plunged into 48 vehicles. Four lives were lost and close to 20 people were injured; some critically. If media reports are correct that the driver is an alleged repeat offender and has a history of recklessness, then we must ask ourselves: What is the value of self-regulation if the industry cannot rein in its members and insist on adherence to acceptable standards? Barely three days later there was another crash involving two trucks, again on the N12. While it might be true that such accidents are few and far between, but when they do occur, the public impact is huge and evokes understandable outrage and anger. This provides all of us an opportunity to introspect and to look for sustainable solutions.

Often road freight is in the news for the wrong reasons, which make it very unpopular within the larger community or with other road users, particularly when gruesome accidents are caused either through risky and unsafe driver behaviour; poor vehicle fitness, or both. But the real news of freight is how the moving of goods and services adds value to our lives in so many respects. Freight is the lifeblood of our economy. It touches our lives through the products and services we consume, which are delivered to us daily by different modes such air, sea, rail or road. Gruesome crashes on our road network caused by some freight companies through unfit drivers and vehicles should not define our perception or perspective of the freight industry.

However, the discussion around freight, and positioning and aligning it more optimally, productively and as a generator of economic value, needs an on-going and deeper understanding. Therefore, this freight indaba, which is an attempt to unlock further the role of freight in our economy and lives, and to move the many stakeholders within the freight transport value chain from a position of divergence to convergence. What exactly is the position of the freight and logistics sector within the matrix of what Premier David Makhura describes as Transformation, Modernization and Re-industrialization of the Gauteng city-region economy?

We are aware that the freight and logistics sector is experiencing several challenges. Some of these challenges are:

- Insufficient capacity of the rail network and terminals to supply current and future demand;
- inconsistent and ineffective control of overloading in Gauteng;
- problematic application of freight regulations;
- congestion that leads to unsafe and inefficient travel on roads;
- limited accessibility to terminals and congestion during peak hours; and
- the deregulation in 1988 of rail as the preferred transport mode resulting in the bulk move of freight from rail to road.

At the same time, the 25-Year Integrated Transport Master Plan (ITMP25) for Gauteng forecasts the following key transport scenarios over the medium term, which would impact on our future and put pressure on all of us:

- Our population is projected to increase from 12.5 million to 18.7 million in 2037.
- The formal workers will increase from 3.9 million to 9.6 million by 2037.
- The vehicle population is projected to increase from 3.5 million to 6.5 million.
- Morning peak hour trips are projected to increase from 2.2 million to 3.8 million in 2037.

If we experience traffic congestion today, it will only increase with time. If this impacts negatively on our economy and on how efficient we are as a province or city-region, the picture does not look very promising in the future. We are called upon to respond to this future reality. How our freight plan and a supporting road network come together is critical for handling both present and future growth of an increasing population; a higher number of cars on our roads; a larger formal workforce, and an expanding economy. So, what does the future hold in store for us, particularly from a government planning framework?

The 25-Year Integrated Transport Master Plan (ITMP25) for Gauteng presents a broad outline of the future of the freight and logistics sector over the next 25 years. It states the following:

Transport of freight is a vital element in planning for prosperity, *albeit* one that tends to have been superficially dealt with in transportation planning departments at all levels of government. The overarching objectives of all freight transport are by definition, the economic efficiency of the movement of goods so that freight transport policy and investment is primarily directed at creating conditions that support that objective.

The ITMP25 gives a high-level network description as follows:

The proposed freight terminals on the freight bypass road and rail lines will provide the opportunity to establish light industrial development and office parks around these terminals, which will require an effective public transport system and/or the establishment of towns close to the terminals. The opportunity exists for retailers to build their distribution centres at the freight terminals from where final distribution will take place. Accordingly, Tambo

Springs must be operational in 2019/20, followed by Pyramid in 2020. Pyramid could be fast tracked if the need for such a development justifies it. All the developments are subject to market demand and market supply. The need of intermodal terminals could further increase if all 5 and more axle vehicles only operate on the freight bypass rail.

These projected indicators would all have an impact on our economy, mobility, freight movement, and our quality of life as individuals, families and communities. We should take a leap of faith to shape that future instead of allowing it to take a shape and form without our intervention and decisive steering as to the kind of South Africa we want to mould and see.

I expect some innovative and robust input today in our discussions. It should evolve into a framework that would practically guide us to position freight as a critical determinant to transform, modernize and re-industrialize our provincial economy. The next 20 years would be delightfully different because we as a collective have decided to shape our future for the better. This is not only about freight but our future as a city-region and a country. It was the great African scholar, Professor Ali Mazrui, who sounded the alarm that African countries should avoid the resultant misery of urbanising without industrialising.

An efficient transportation system is a critical element for sustainable economic development. The present high level of congestion on large portions of the Gauteng road network is therefore a major cause for concern. It leads to a loss in productivity owing to longer travel times and increased fuel consumption, restricts regional accessibility and the exposure of workers to job opportunities. It also results in urban sprawl as business relocates away from congested areas. Furthermore, it increases air pollution and the general lowering of quality of life.

Since 2001, the Department has been looking at ways to legally restrict movement of heavy vehicles on our roads. In September 2002, the “Keep Left Campaign” was undertaken as a pilot to restrict heavy vehicles on the R59 to the left of the lane during peak hours. In October that year, the campaign was extended to eight other freeways. This was accompanied by high visibility signs that restricted speed to 60km/h to all heavy vehicles throughout the day. The result of the pilot showed that without effective traffic and law enforcement, the minimum speed was ignored. Although there was increase in the utilisation of the left lane, there was very little decrease in the percentage of heavy vehicles on the road, and limited operational efficiency in road usage.

I will be in future convening a high-level group of traffic experts to provide me with concrete ideas on how to tackle road safety in the province. The ideas will have to also consider ways to achieve effective heavy vehicle movement balanced with enhanced road safety.

After 20 years of democracy there is a need for not only deeper reflection and discussion but also greater activism from all stakeholders to put the economy on a higher trajectory of

growth and development. Failure to achieve higher economic growth rates and to create a more inclusive and equitable socio-economic system which enriches the lives of the many rather than only some would threaten the stability of our country and create conditions of political restlessness amongst the poor and excluded in society.

The fundamental question that we need to weigh is whether freight in all its forms can be better positioned to create more efficient and speedier mobility of goods and services to the market thereby making us more competitive as a province. Can it reduce the cost to do business in this city-region and how can it further unlock economic value through greater linkages and integration with the rest of the economy?

Is there something that we are overlooking or missing that prevents us from achieving greater economic synergies for freight in the greater scheme of our economy? For instance, how do we get the mix and balance right between rail and road freight to achieve greater levels of efficiencies, safety, productivity, and economy of scales? How do we achieve greater optimum levels of integration between different modes of freight?

Let us think aloud and not be afraid to journey to areas which have not been explored before. Our conversation should be frank, constructive and solution driven rather than playing the blame game. When it comes to growing the economy and creating wealth by making our products and services more competitive in world markets, government and the private sector are on the same side.

I would like to think that freight has a determining role to play to transform, modernize and re-industrialize our economy. As a sector, we should continue to contribute passionately to increase our capacity to export more than we import, thereby taking off the pressure from our negative balance of payments. If we continue on the present trajectory of importing more and more goods, where value has been added elsewhere and which turns South Africa into one large souk or retail Mecca for foreign goods, poverty and unemployment would threaten all of us. Such a situation would not be in the interest of the freight industry or South Africa.

Let me quote from the writings of Albert Hirschman on *The Strategy of Economic Development*:

Development depends not so much on finding optimal combinations for given resources and factors of production as on calling forth and enlisting for development purposes resources and abilities that are hidden, scattered, or badly utilized.

In our conversation on freight we need to explore the resources yet to be tapped, bring to the fore our dormant abilities and capacities, and mobilize and synergize our under-utilized human and financial capital.

Another important issue for deeper reflection and resolution is the need for greater attention to self-regulation of the freight industry as well as government regulation not to stifle the

industry but to harmonize its role within the greater challenges of congestion, pollution, economic beneficiation, safety, and urban mobility.

I believe that it would be unworkable in the long run for government to merely make the stick longer to deal with freight overweight and unfit vehicles and drivers on our road network. A longer stick in the hands of the authorities is not the magic wand or ultimately solution driven.

We cannot continue to build a better road network if the commensurate commitment from the freight industry to stick within the prescribed vehicle load capacity is not consistently maintained by freight stakeholders. Overloading of freight vehicles on our road network is damaging our road network; shortening its lifespan; putting financial pressure both on our maintenance and construction budgets; increasing the risk of accidents and putting constraints on our economy at the broader level. Unfortunately, several freight trucks especially are avoiding the tolled network and veer onto our secondary roads whose design life has not been configured for heavy vehicles or overloaded vehicles.

Certain freight stakeholders using our road network for conveying goods have developed strategies to avoid law enforcement seeking their compliance by finding ways and means to avoid our weigh bridges. Such harm inflicted on the road network comes at a cost not only to government but also to taxpayers and society. We need behavioural change on the part of those freight stakeholders continuing to break the law and incurring undue cost to authorities rather than punitive action from us which would unfairly hamper even the business models of those who are complying with the regulations and by-laws.

To these challenges there are no easy solutions or quick fixes, but it becomes more manageable and achievable when we act as a collective bonded by a common purpose and value adding outcomes.

28. RE-FASHIONING GAUTENG'S TRANSPORT SYSTEM (article), JOHANNESBURG, 24 OCTOBER 2014

Gauteng aims to become a globally competitive city-region by re-fashioning its transport system in order to provide for speedier movement of people, goods and services. Our 25-year Integrated Transport Master Plan (ITMP25) offers a radical paradigm shift in spatial and transport planning. It serves as a point of departure from apartheid spatial planning, land use and mobility patterns, and ushers in an innovative way of structuring our future development.

Based on economic and demographic forecasts linked to in-migration patterns, the plan sets out a strategic transport framework aimed at changing the lives of residents in the province. It predicts a population of 18.6 million and a sharp increase in private car ownership to 6.6 million over 25 years, which would result in massive traffic congestion if current trends prevail.

To overcome a future of grisly traffic gridlocks the ITMP25 sets out ten critical interventions. The first two call for subsidised housing provision dissimilar to the current, single dwelling RDP stands within urban core areas and land use densification in support of public transport. In other words, future human settlements should be based on multi-storey dwellings closer to where people work and linked to transit-oriented development.

Thirdly, the plan proposes that the passenger rail network should serve as the backbone of the public transport system. This must be intricately linked to the bus rapid transit systems of our metropolitan cities and to road-based public transport networks.

With Gauteng being the economic hub in the country, the ITMP25 calls for the establishment of at least six freight and logistics hubs on the periphery of urban areas linked by a rail and road network carefully designed for heavy loads.

Finally, to ease congestion, the plan advocates the introduction of travel demand management measures such as congestion taxes in metropolitan cities; the mainstreaming of cycling and walking and ensuring continued provincial wide mobility through an extended freeway and road network.

In short, a future transport system requires that Gauteng residents adopt a shift in transport modes from motorised to non-motorised trips; private to public transport and from road to rail. So, walking and cycling must become the preferred modes for short distances; followed by rail, bus, mini-bus taxis and tuks-tuks for other trips.

In respect of the taxi industry the plan supports the drive towards corporatisation. This will allow taxi operators to receive subsidies on government contracts; improved safety and quality of service to commuters, and a stepping-stone for the industry to advance to bigger business.

As residents who live in the smallest province geographically, we must become more conscious of our environment. We should consider using cleaner fuels, compressed natural gas or electricity to power our cars, taxis, buses and trucks. Simultaneously, we should use transport technology intelligently.

The aviation sector is an integral part of the overall transport plan. The ITMP25 calls for land to be reserved in future for a second inter-continental airport and for Lanseria and Wonderboom Airports to service the African market.

To give some practical effect to the plan, the department of roads and transport has established the Gauteng Transport Commission to better plan and co-ordinate the transport system in association with the metropolitan and district municipalities.

Our plan is a call to action to the transport fraternity; town planners and township developers; environmentalists and academics; the private sector and labour unions, to bring a new vision to fruition.

We must transform the urban landscape; unlock our economic potential, and leverage transport as an enabler to drive socio-economic growth and development. In this way, we will serve to transform, modernise and industrialise the Gauteng economy.

**29. MOTION ON STATE OF PROVINCIAL ROADS TABLED BY MEMBER N CAMPBELL (DA),
GAUTENG LEGISLATURE, 28 NOVEMBER 2014**

The essence of the “Motion” tabled by the Honourable Campbell (DA) is that “many of our provincial roads are in a poor state of repair” and that “good roads are necessary to allow (for) free movement”. He calls on the office of the MEC for Roads and Transport to “consider the feasibility of obtaining sponsorships for the maintenance of sections of Gauteng’s roads” by the private sector in return for public acknowledgement as it apparently occurs in Ontario in Canada, and to “report the Department’s findings to the House within one year”.

The ANC welcomes the opportunity to debate this matter as it enables all of us to deepen our understanding of the condition of our provincial road network and to explore innovative ways in future to fund or finance the maintenance, rehabilitation and expansion of our road network. But let me say at the outset that the ANC will not support this “Motion”. We say this for a few simple reasons. Firstly, we suspect that some junior researcher in the DA, who might have been on a short holiday to Ontario lately and saw the sponsored roadside advertisements there, came back, and drafted this motion in the hope that it will solve our problems. I don’t think any study at all was done of Canadian public policy on the funding and financing of public roads. A quick internet search would have indicated to the DA that in Ontario, province-wide fuel taxes and other fees cover between 70 and 90 percent of annual road construction, maintenance and policing costs, with revenue generated through roadside advertising contributing an insignificant percentage.

Secondly, the “Motion” presupposes that “many of our roads are in a poor state of repair” without providing a shred of evidence for this assertion. An opinion cannot be a fact. The ANC cannot be expected to support a Motion based on an opinion or mere perception of some junior researcher.

Thirdly, I wonder if the DA is aware that the Department of Roads and Transport had previously signed contracts with several private companies granting them advertising rights for a fixed period, which in retrospect has proven to be an ill-conceived and poorly implemented initiative.

Lastly, the ANC will reject this “Motion” as the DA wants the Department to do the policy research into this matter at its cost; report to the House in a year’s time, and then appropriate the research and policy work done and claim it as its own policy. The ANC refuses to serve as the policy think-tank for a lazy and lethargic, and an indolent and idle, opposition.

Let me get to the first issue: the state of our provincial road network. The ANC does not support the view that “many of our provincial roads are in a poor state of repair” as this is not borne out by the evidence. Both the Department’s independently researched Paved Road Network Assessment (2010) and the 25-year Integrated Transport Master Plan (ITMP25) describe the extent of the Gauteng road network and its current condition. In a nutshell, the research shows that our province has a total road network of approximately 60 000km, of which approximately 500km are national roads; 4500kms are provincial roads, and 55 000km are municipal roads.

The road assessment for 2010 indicates that out of the total extent of the provincial paved road network, 9 percent of our roads is in a very good condition; 27 percent is in good condition; 33 percent is in a fair condition; 20 percent is in poor condition; and 11 percent is in a very poor condition. This means that 69 percent of provincial roads – that is the larger part of our road network - is in a fair, good or very good condition.

I want to reassure the House that the Department is acting with determination and clear purpose to repair and to preserve the provincial road network. It has taken a strategic decision to focus on repairing, maintaining and rehabilitating our roads, rather than focusing on constructing entirely new roads. This it has done to guarantee safety to our motorists; to minimise the excessive road reconstruction costs that we will incur over time if we neglect to repair the roads timeously; to allow for better mobility and to support our economy. For the past three financial years, we have ensured that the provincial funds and the *S’hamba Sonke* grants from the national Department of Transport are utilised precisely for the maintenance and rehabilitation of the provincial road network. The number of roads we have tackled over the past few years such as the upgrade of Beyers Naude Drive; Malibongwe Drive; William Nicol; Bolani Road in Soweto; the R82 or Old Vereeniging Road; the R55, among numerous others, all bear testimony to the work that Department is doing. I don’t have to provide a comprehensive list as the facts speak for themselves.

Notwithstanding this I will be the first to call on Treasury to allocate additional funds to reduce the historical backlog in relation to road maintenance and rehabilitation in Gauteng. We do have a backlog and as indicated earlier 30 percent of our network needs further attention. I hope that all political parties without exception will support this call.

Let us now examine the Canadian model so that we are not left with a one-sided understanding of how Canadian States are funding and financing road maintenance and construction programmes. Honourable Campbell in his “Motion” singles out the Ontario model as a possible best practice to look at and emulate. A crucial point, however, is that the Canadian model of funding and financing road infrastructure incorporates a whole range of funding options and choices, rather than a stand-alone, roadside advertising option as proposed in the “Motion”. Under Canada’s Constitution, the provinces and territories have exclusive jurisdiction over the building and maintenance of national highways. The federal government administers funds to assist with road infrastructure projects, many of which are

structured through bilateral cost-sharing agreements with provinces, territories or municipalities for specific projects. Most of the money for these projects comes from the consolidated revenue fund, which is then allocated through a budgetary process.

Provincially, the general practice is not to tie fuel taxes to highway or road infrastructure projects. In most provinces, expenditure on highway infrastructure projects is allocated under a government budget from the general revenue rather than from a particular tax source. Public-private partnerships have also been utilized to fund major road infrastructure projects. It appears that provincial-level fuel taxes, motor vehicle licensing and registry fees, and fines contribute to covering a large portion of highway-related construction and maintenance costs in Canada.

Canada is a strong advocate for Public-Private-Partnership for its infrastructure projects, including roads and highways. An early example of the use of P3s at the provincial level is the building of the Ontario Highway 407. It should be noted that Highway 407 is one of the longest toll roads in Canada and one of the first electronically tolled roads in the world. Officially known as the 407 Express Toll Route, this is a privately operated and tolled 400-series highway. Transponders or licence plates are read at entrance and exit points and distances calculated electronically. The route is operated privately under a 99-year lease agreement with the provincial government. The lease was sold in 1998 for approximately C\$3.1 billion to a consortium of Canadian and Spanish investors operating under the name 407 International Inc.

What is evident from the Canadian example is that we should explore a wide selection of funding and financing mechanisms for road infrastructure development. The purpose of this debate should be to highlight the innovative options that could be evaluated and considered for future implementation to ensure long-term investment in the maintenance and expansion of our road network and infrastructure.

I said earlier that the Department in mid-2008 had entered into several, five-year agreements with private companies relating to outdoor or road-side advertising. The following companies signed Memorandum of Agreements with the Department: Outdoor Reflections; Back to Back Outdoor; Ad Outpost; Strawberry Worx; VTD Holdings; Outdoor Network; Clear Channel; Brand Talk and Trinity Media Outdoor. This initiative has resulted in problems for the Department. Currently, there are many billboards on the provincial road network, which have been erected by some of these and a good number of other companies, without the necessary legal approvals from the various municipalities. Some Concessionaires have built sign boards that are not in accordance with the municipal by-laws or the specifications set out in the Agreements posing a safety risk to motorists using the road network. Most importantly, while the Agreements have determined a 60/40 company-government split in advertising revenue, in most instances, if not all, not a single cent has been paid by the Concessionaires to the Department. In fact, even after the expiry of the said Agreements in June 2013, the Concessionaires have continued with what I can only call an 'unlawful advertising spree'

without the consent of the Department. If ever there is a need for a “Pay Back the Money” campaign, this is it. Every Concessionaire should pay back the money! Most of these companies have generated millions of Rands using roads that fall under the control of the provincial government, without paying a cent to this government. Hence, my call to them to “Pay Back the Money”. I feel the Honourable Campbell should stand alongside the unlawful billboards on the R24 with a bold placard reading, “Pay Back the Money”. We are now beginning the process of instituting some measures to recover the monies due and to better regulate the matter of outdoor advertising.

In this regard, I would like to inform the House that I very shortly will be writing to the Honourable Premier to promulgate Section 44 of *Gauteng Transport Infrastructure Act*, (2001), which contains the provisions that regulate outdoor advertising. Secondly, the Department is at the final stages of drafting Regulations on Outdoor Advertising in Gauteng and these will be tabled early next year in the House for scrutiny and approval. Once the legal and regulatory framework is in place, we will re-open the process of procuring new Concessionaires for outdoor advertising along key provincial routes. Having said that, I must caution against a ‘free-for-all’ mentality – outdoor advertising is often unsightly and contributes to “visual pollution”; it poses a safety risk to motorists driving at higher speeds on freeways and major arterial routes and should never be installed on the road reserves.

Lastly, I must point out that in terms of our constitutional dispensation, outdoor advertising is essentially a municipal function. So, whatever revenues the province intends to generate from outdoor advertising should not in any way conflict with the powers and functions of the municipalities with regard to the “display of an advertisement on a provincial road which serves the purpose of a municipal street”; but it would be those sections and areas on the provincial road which the Infrastructure Act refers to as “advertising on or visible from provincial roads”. What the Infrastructure Act and the proposed Regulations indicate are the possibilities for the province to generate revenue which could be used specifically for the maintenance of our road network. Of course, this requires a proper discussion with Treasury and its concurrence as to whether such a source of revenue is desirable.

The ANC is of the view that Member Campbell’s Motion would be sufficiently accommodated and provided for within the plans of the Department to generate revenues from outdoor advertising as set out in the proposed Regulations based on the Gauteng Infrastructure Act of 2001. Therefore, there is no need for the Department to report to the House on this matter in the next 12 months.

Madam Speaker, for this, and the other reasons set out earlier on, the ANC will vote against this “Motion”.

30. TABLING OF ANNUAL REPORT (2013/14), GAUTENG LEGISLATURE, 2 DECEMBER 2014

It is my pleasure to participate in the debate on 2013/14 Annual Report of the Department of Roads and Transport. I will do so by dealing with the high-level issues as I have already given a more detailed presentation to the House when the Report was tabled on 30 September 2014. The Report sets out the achievements of the department; its challenges; and the pursuit of its medium-term goals. As such it serves as a document of historical record of the impact of the work of this Department on the lives of our people.

e-TOLLS REVIEW PANEL

Firstly, allow me to compliment and applaud the Panel that was established by the Premier to review the socio-economic impact of e-tolls on the economy and people of Gauteng for completing its work on time. Its consultation processes were credible and extensive, which drew in a cross section of stakeholders, including the wider public. To have completed the difficult mandate that it was given within a period of four months, and to have discharged its responsibility on schedule, is commendable and laudable. As the Honourable Premier has indicated already, the Report will be made public early in next year. In the interim, consultation will be undertaken between the Gauteng Provincial Government; the national government and municipal authorities, after which the Office of the Premier will make a determination on the matter on behalf of the provincial government.

A RE YENG

We also are extremely pleased that the city centre route of the Tshwane rapid transit system named, *A re Yeng*, is now operational. The busses and stations are beautifully designed, and the colours blend in with the noted jacaranda trees of the city. Together with *Rea Vaya*, Gautrain and the revitalisation of Metrorail our efforts in building a modern, integrated, safe and reliable public transport system in the Gauteng city-region is steadily gaining momentum. I trust that work on the remaining phases of the system will begin in earnest and that the pedestrian pathways that are being constructed in the city centre will be completed expeditiously. I am mindful of the fact that the business sector in the Pretoria CBD has expressed some concerns over the delays in completing the walkway project, which is impacting negatively on their businesses. I have been in touch with the relevant political heads and urged them to ensure that the work is speeded up.

GAUTRAIN

The Gautrain Management Agency (GMA) is currently working on the following three areas: infrastructure upgrades of the current system; acquisition of additional rolling stock for the current system and extension of the network.

The Gautrain system has been in operation for thirty months. During this period, we have seen a huge growth in the ridership of the Gautrain. Daily rail commuters have increased by

more than 24 percent during the past year and the growth in bus passengers have increased by more than 30 percent. This has put pressure on the system, especially during the morning peak period. To alleviate some of this pressure, Bombela has introduced more eight-car train sets in the morning peak. We now have 7 eight-car trains in operation during the morning peak period.

In addition, we will be extending the platform length of the station at OR Tambo International Airport to accommodate a five-car train set; providing for additional surface parking at Pretoria, Centurion, Midrand and Rhodesfield Stations; introducing an earlier and later service on weekdays between Sandton and OR Tambo Stations; and introducing a 'short-run' train service between Centurion and Sandton Stations.

AEROTROPOLIS

The Department of Roads and Transport has been tasked to oversee the development of a Master Plan for the creation of the Ekurhuleni Aerotropolis, which is anchored around the OR Tambo International Airport. An international Consortium was appointed in April 2013 by the Ekurhuleni Metropolitan Municipality to develop an initial 5-Year Implementation Plan, which has now been completed and broadly approved by the EMM Mayoral Committee. The following economic regions have been identified in the Plan:

- Aerospace Manufacturing and Aviation;
- Logistics and Distribution;
- Manufacturing and High Technology;
- Health and Life Sciences;
- Agri-Business and Food Processing;
- Natural Resources and Energy;
- Education and Skills Training;
- Tourism and Culture;
- Retail; and
- Professional Services and Public Administration.

It is anticipated that the current process of consultation on the 5-year Implementation Plan will be concluded by February 2015.

ITMP25

What all this reveals is that the Department's work is linked to an overall plan. It is reassuring that its projects are underpinned by forward planning based on the 25-year Integrated Transport Master Plan (ITMP25). This informs our approach to the roll-out of public transport infrastructure in municipalities and in the province, and to maintaining, rehabilitating and expanding the provincial road network. The ITMP25 provides the linkages between the various elements which constitute the transport value chain.

What is encouraging is the fact that delegations from several countries, particularly in Africa, have visited the Department with the express purpose of consulting us on the IMTP25. Our hosting on two occasions of the conferences of the African Association of Public Transport and the setting up of its offices in Gauteng has made us the focus of attention by public transport professionals and operators. We have met with delegations from Nigeria, Cameroon, Senegal, Katanga (in the DRC) and exchanged ideas and shared common experiences. I also had the pleasure of hosting Western Cape MEC for Roads and Transport, Mr Donald Grant, who had come to look at our 25-year plan. Only last week, we received a Swedish delegation of transport planners and engineers to discuss the ITMP25. These interactions have been beneficial to our officials and to them. The visits by these delegations are an indication that Gauteng has the technical know-how and expertise to contribute to the global institutional memory and intellectual data base of the transport value chain.

GAUTENG TRANSPORT COMMISSION

The establishment of the Gauteng Transport Commission is a noteworthy step forward. It will further the institutional arrangements for the province and municipalities to plan, co-ordinate and integrate their decision-making as a city-region, rather than as individual, isolated spheres of government. The immediate areas of co-operation are integrated rail planning in the province; the promotion of standardised Intelligent Transport Systems, particularly in respect of integrated ticketing, integrated fare management, passenger transport information and traffic management; the development and integration of Bus Rapid Transport Systems; the support of sustainable transport options, including non-motorised transport; and the effective implementation and integration of travel demand management. It is administratively and economically unproductive if the Department and transport entities in the cities plan in silos on transport matters which necessitate synergistic and co-operative decision making. We are pleased that the Gauteng Transport Commission now has fully functional offices established at the premises of g-Fleet, which is a sound, cost-saving measure.

The Annual Report highlights the trend that transport is an enabler for broader economic growth and the Department is conceptually and functionally linking and integrating transport more stridently with the broader economic growth and development goals of the province as set out in the Premier's transformation, modernisation and reindustrialisation agenda. Our approach is to unlock the role of transport by increasing its beneficiation capacity to add value to the economy. Conceptually and operationally the idea is not to only create a transport corridor, but to unlock economic value and making these transport corridors more economically viable. Developments around Gautrain stations are a practical demonstration of how a transport hub can act as an economic beehive that leads to urban renewal and broader economic development. The PRASA rail revitalisation programme would further this trajectory.

There can be little doubt that it is the government's infrastructure development programmes and projects that provided a key stimulus to the economy during the global economic downturn and transport forms an important and integral part of it. It is the lifeline for the economy at a time when the international demand for our raw materials and goods are in decline and consumer spending is depressed due to job losses and rising inflation.

OUTDOOR ADVERTISING

Last Friday we had an interesting debate on outdoor advertising and the feasibility of securing private sector funding for road maintenance in return for roadside advertising rights. I wish to make several points in this regard. Firstly, the DA Members who spoke in the debate pleaded with the ANC not to "politicise" what from their side was a genuine effort to help the government. Let me inform the House of how the DA is already abusing the situation. For instance, on the R500 where a sinkhole has developed, which is properly signposted by the Department's road signs, the DA placed a billboard on the roadside which reads as follows: "Please be cautious – sinkhole ahead. Notice brought to you by the DA in the interest of community safety". This notice board that is placed on the road reserve is illegal. It poses as a potential risk to motorists. I have issued instructions to the officials to remove it and I wish to appeal to the leader of DA, the Honourable Moodey, to intervene in this matter and ensure that this not occur again.

Secondly, I am led to believe that the DA had invited representatives of three advertising companies to witness last Friday's debate. I hope that this is not true. If it was the case, then we have a classic example of how a party is camouflaging business interests as public interest matters. Now Members can see the danger of what the DA was proposing – come election time, these roadside adverts will suddenly be turned into free DA advertising spots using public spaces.

Lastly, I have written to the Chairperson of the Committee requesting that the Department be given an opportunity to brief Members on the steps being taken to better regulate outdoor advertising.

g-FLEET

One of the downsides of the past financial year is the 'adverse audit opinion' of the Auditor-General on g-FleeT. This came as a shock to us considering that g-FleeT had received unqualified audit for the previous two financial years. During my introduction of the Annual Report on 30 September 2014, I made a commitment to the House that we would submit a full report on this occasion. I would like to report to the House that the Department has intervened and to date has taken the corrective measures. The Head of department has issued a letter of warning to the CFO; the 2013/14 trial balance has been corrected and submitted for consideration to the AG's office; and an auditing firm is to be appointed shortly, to assist with the preparations of the 2014/15 financial statements.

OPEN TENDER

An Annual Report gives us the opportunity to capacitate ourselves to address and redress the challenges that emerged during that period. As far as possible our corporate governance should be of a standard that major problems do not recur. We will continue to pursue the goal to develop a culture of sustainable excellence in the public service, which would result in a higher standard of service delivery to our people. In this regard I am pleased that the MEC for Finance and Treasury has selected the Department for piloting the “open tender” system in our province. This process has already started and on Friday, the tender for the upgrading of Cedar Road, through which the open tender system is to be tested, was advertised. This serves to indicate that the Public Service primarily must provide an enabling administrative environment based on ethical principles that support economic development and growth.

Let me conclude by thanking the Head of Department, Mr Ronald Swartz, and the entire staff of the Department for their support and good work ethic; our transport stakeholders for their instructive interactions with us; and the members of the Committee for exercising oversight on the work of the Department.

We should remember that road safety must be a top priority for all of us, particularly during the festive season. Only yesterday we hosted a very important consultative meeting on developing a new and comprehensive road safety strategy for Gauteng. We know it needs more than words; it needs every person in our province and in the country at large to take responsibility for safety on our roads. We wish all Members in the House and the staff in the Legislature a safe and blessed festive season.

31. BUDGET VOTE 9: DEPARTMENT OF ROADS AND TRANSPORT, GAUTENG LEGISLATURE, 23 JUNE 2015

It is my pleasure to table to the House the 2015/2016 Budget of the Department of Roads and Transport. The Department has been allocated R6.6 billion for its core programmes. Broadly speaking this has been earmarked to the five programmes, namely, Administration (R318 million); Transport Infrastructure (R2.26 billion); Transport Operations (R2.19 billion); Transport Regulations (R281 million) and Gautrain (R1.5 billion).

Members of the House should note that the Department is the main contributor towards “own revenue” generated by our provincial government. This revenue is generated through motor vehicle registration and licensing fees. Revenue in this category is expected to grow to R3.1 billion as a result of annual increases in tariffs and more efficient methods of collection through the South African Post Office and the Registration Authorities.

The Chinese have an old saying, “When you want to make the lives of the community better then build a road”. Building roads and public transport infrastructure goes beyond asphalt

and bitumen. It touches lives and empowers people. It connects families and residents. And it provides greater socio-economic access, linkages to opportunities and seamless mobility.

Roads and public transport link and integrate whole communities and facilitate the seamless movement of people, goods and services. More importantly for us who have lived under a system of “separate development”, it helps us to re-fashion apartheid geography and to spatially reconfigure the Gauteng city-region along the five development corridors identified by the ANC government. I would go so far as to say that roads and public transport infrastructure is the backbone of the transformation, modernisation and re-industrialisation agenda of the Gauteng Provincial Government.

MEGA PROJECTS

Over the next few years our work in government will centre on several game-changing projects. This will include:

- the Aerotropolis around OR Tambo International Airport;
- the further extension of the Gautrain rail system;
- the development of a new freight and logistics hub known as the Tambo-Springs Inland Port;
- the roll-out of the bus rapid transit systems (BRT) in Johannesburg (*Rea Vaya*), Tshwane (*A re Yeng*) and Ekurhuleni (*Harambi*); and
- the recapitalisation of Metrorail.

Cumulatively, these game-changing projects will create over 500 000 jobs during the construction and post-construction phases. It will stimulate economic growth, particularly in Ekurhuleni. It will open the way for the transformation, modernisation and re-industrialisation of our economy.

Although these projects have a medium-term trajectory there is urgency to lay the footprints on the ground as quickly as possible to stimulate economic growth, create jobs and reduce inequality in society. So, while we are busy delivering on the month-to-month programmes of the Department, we have started putting the building blocks in place for the development of these mega-projects on which the future expansion of the Gauteng economy will rest. We are, therefore, pleased that the 29 business projects linked to the Aerotropolis as well as the acquisition of 48 new coaches for Gautrain will be showcased at the Gauteng Infrastructure Investment Conference to be hosted by the Premier on 16-17 July 2015.

According to the UN Conference on Trade and Development Report (2013), the average share of intra-African exports of merchandise was 11 percent compared to 50 percent in developing Asia, 21 percent in Latin America and the Caribbean and 70 percent in Europe. The development of the Aerotropolis, including the further development of Lanseria and Wonderboom Airports and the Tambo-Springs Freight and Logistics Hub, can change this

radically and boost intra-African trade, and should be seen as projects of strategic importance.

The planned expansion of the Gautrain rapid rail system will hopefully link Tshwane and Ekurhuleni with Lanseria Airport. Together with this, the acquisition over the next decade of new rolling stock by PRASA for Metrorail operations in Gauteng will change the daily commuting experiences of our people. In our province Metrorail remains the primary mode of mass transit with one million passengers riding its trains daily. We must modernise and transform this mode of transport and ensure that it is integrated with other modes such as the BRT systems and Gautrain. PRASA's proposed development of a new rail maintenance and construction depot in Nigel will strengthen our capacity to position rail as the backbone of a future public transport system. This infrastructure-led growth of our economy away from its total dependence on consumer-led growth would give us much needed impetus to lay the foundation for broader socio-economic development in our province.

These transport-related developments must be seen against the backdrop of the post-apartheid human settlements that are being spearheaded by the private sector and supported by the ANC government. New housing developments such as Steyn City, Waterfall City, River City, Syferfontein and Savannah City to meet the projected growth in our population will transform the city scape in different municipalities in our province. Roads and transport officials in different spheres of government should ensure that there are appropriate road and transport networks to accommodate the additional users.

Generally, the deficit in sub-Saharan Africa in public transport and road infrastructure remains a challenge in the region as it leads to higher costs of production. We should overcome this deficit progressively as it acts as a constraint on our economic growth. In part this means that we must continue to maintain the existing road network as we build new roads and public transport facilities. Therefore, our provincial government is investing heavily in the rehabilitation and upgrade of key arterial routes such as the N12 and N14 freeways. We will spend over R1 billion to rehabilitate the N12 and N14 freeways. This work has already begun, and I must stress that these freeways will not be tolled in future.

CORRIDOR DEVELOPMENTS

In the central corridor the Department has completed the reconstruction of William Nicol Drive, which will be officially opened in next month. It will also upgrade Cedar Road into a dual carriageway – this project was launched last week. In addition, it will upgrade the K46 into a dual carriageway from Diepsloot/Fourways towards Randburg. In October this year, the City of Johannesburg is going to go EcoMobile. During Transport Month, it will be promoting walking, cycling and using public transport in a way that we have never done before. Certain roads in the Sandton CBD will be closed to motor vehicles and instead the City will be encouraging residents, workers and visitors to consider other ways of travelling to this usually congested CBD. The streets will be used for cycle rides, street theatre, music and public art.

The city is on track in rolling out Phase 1C of *Rea Vaya* between Alexandra, Sandton, Midrand, Ivory Park and the CBD. This phase will see high levels of integration with other public transport modes, walking and cycling. Two new bridges will be built over the M1, with one dedicated to walking and cycling.

The city has concluded negotiations with public transport operators operating in Dobsonville, Riverlea, Coronationville, Mapetla and Pimville where the *Rea Vaya* now operates. As of the 1 July 2015, a new bus operating company 100 per cent owned by former minibus taxi operators and PUTCO will come into operation. This is not only a milestone for public transport but also for broad based black economic empowerment.

Later this month the first of the new green Metrobuses will have been delivered and over the medium-term the city aims to ensure that all public transport vehicles use a combination of clean fuels, including biogas. Lastly, the City is building new public transport facilities in Lehae, Slovoville, Lenasia and completing in partnership with our Department an intermodal facility in Roodepoort.

In the northern corridor the Department will complete the reconstruction of the R511 from Erasmia to Diepsloot/N14 and a portion of Garsfontein Road will become a dual carriageway. Phase 1A of *A Re Yeng* was launched in November 2014 and Phase 1B - from Wonderboom to the CBD - is scheduled to be launched in November this year.

In addition, the Tshwane Bus Services is to be recapitalized. Services are to be expanded to eastern parts of the City, 120 new busses have been procured and additional drivers employed for this purpose. The city is upgrading Maunde, Simon Vermooten, Garsfontein and Olivenhoutbosch Roads, which are regional connectors. Currently, it is finalizing its Integrated Transport Plans, which will consider the easing of traffic congestion from the north through the PWV9 and linking Wonderboom Airport to the regional Aerotropolis.

In the eastern corridor, we will upgrade the R103 into a dual carriageway between Van Dyk Road and Diana Road. In addition, the Ekurhuleni Metropolitan Municipality has already constructed the first 5km of the dedicated BRT Trunk Route and work has commenced on the next 5km. The construction of the stations is also underway with six stations targeted for completion by mid-2016. The Transport Management Centre, which will be used for monitoring the buses, will be completed by end of July 2015, and the process to purchase the first 52 Euro V buses required for the launch has been initiated. Finally, in the eastern corridor the Rhodesfield road network is to be upgraded to improve accessibility into the area as part of the OR Tambo Aerotropolis development.

In the southern corridor the Department is 50 per cent completed with the construction of Phase 2 of the R82 into a dual carriageway between Eikenhof and Walkerville. The Sedibeng District Municipality is in the process of developing a new 5-year Integrated Transport Plan; initiating a feasibility study for the Vaal Logistics Hub and a bus rapid transport system to link

the sprawling townships of the Vaal with the CBD, and completing the Taxido intermodal facility at the Vereeniging station.

In the western corridor the Department's most significant project is the rehabilitation of the N12 freeway from Eldorado Park up to the boundary of the North West Province. This will be of enormous benefit to the mining houses in the region and to freight traffic coming from Cape Province. In addition, the West Rand District Municipality is engaged in constructing new township roads and several taxi ranks to facilitate mobility across communities. The Department intends to launch the West Rand Bus service on 1 April 2016.

NEW DISPENSATION ON e-TOLLS

The new dispensation on e-tolls announced by Deputy President, Cyril Ramaphosa, is a huge step forward. While the "user-pays" principle has been affirmed, both national and provincial government have agreed to make financial contributions to SANRAL so as to ease the financial burden on low- and middle-income families. This dispensation strikes a careful balance around three issues, namely, improving our road infrastructure for socio-economic development purposes; the utilization of the 'user-pays' principle in partly funding road infrastructure, and ensuring affordability for our people. It is fair, administratively simpler and more sustainable. The House should note that the Minister of Transport has gazetted the reduced tariff structure and it is anticipated that the new tariffs will be applicable as of 2 July 2015. The new dispensation shows that we are a responsive and a responsible government; a government that is sensitive to the concerns of its citizens. We, therefore, wish to reiterate the call made by the Premier last Thursday in the House urging "motorists and the people of Gauteng to support the new dispensation and pay their tariffs".

ANTI-CORRUPTION DRIVE

Last week the Premier raised the issue of corruption in the Driver License Training Centres (DLTCs). Frontline services at DLTCs is the rock-face where residents experience daily the level of service our government is providing to them. Annually the Department processes between 260 000 to 310 000 driver license booking slots and this opens possibilities for corruptive practices by citizens, government officials and driving school operatives.

Providing better facilities for licensing services is important. Equally important is that there must be integrity in the process so that clients feel a real sense that services are free from corruption. To achieve this the department has rolled out 24 Computerised Learner License Testing centres, which diminishes the role of examiners in conducting learners' license tests. This reduces the element of corruption in the assessment process. The Department has also publicly launched its Anti-Corruption Campaign in Diepkloof, Soweto, in March this year. The launch was supported by Corruption Watch, the South African Insurance Crime Bureau, the Public Service Commission, the South African Police Services, and the Portfolio Committee on Transport. These stakeholders endorsed the Department's Corruption-Free Zone Campaign. Earlier this month we had launched, together with the Department of Education, an exciting

programme to get Grade 11 and 12 learners to register for learners' licenses so that, if they are successful, they leave school with an additional certificate in the bag. Lastly, we have arrested officials allegedly involved in corruption as was demonstrated at Maponya Mall recently. These measures are having the desired effect of reducing the possibility for corruptive practices at DLTCs.

To enhance integrity in our procurement processes Treasury has chosen the Department of Roads and Transport to champion a new "open tender" process. The Cedar Road construction tender was publicly adjudicated on 1 March 2015, and all indications are that this could well be a model that would find public approval because of the integrity, fairness, transparency and predictability such a system offers.

PUBLIC TRANSPORT OPERATIONS

Recently, the Department announced its intention to renegotiate the subsidised bus contracts with bus companies. These contracts were based on apartheid spatial development, which located black workers far from their places of work at great cost to the state and daily stress on commuters. A Joint Working Group has been constituted with municipalities and bus companies to hammer out the technical details of future contracts. If the negotiations continue as intended, the following outcomes are envisaged:

- Bus companies will be given seven year negotiated contracts which would enable them to modernise the fleet;
- some of the routes would be rationalised to make the contracts financially viable for companies; and
- a defined black empowerment component must be built into the contracts.

Minibus taxis remain the biggest mover of commuters in our province. They remain our most important partners in the provision of transport to our people. However, it is regrettable that taxis are perceptually associated with violence and killings. The spike in the recent violence is of concern to the government and commuters alike, but it should never be that we rush to generalisations and allow taxis to be defined by killings and violence alone. Having said that I must indicate to the House that this matter is receiving serious attention by government.

Improving the behaviour of taxi drivers on our roads is an area where the Department and taxi owners will need greater co-operation of the traffic law enforcement agencies, the Department and taxi owners. There is an overwhelming perception by other road users and commuters that reckless driving by taxi drivers poses a huge safety risk to them. In the interests of greater road safety and to protect lives from being lost through road accidents we must take determined steps to instil a culture of courteous and safe driving on our roads by taxi drivers.

We are looking forward to the publishing of the report by the Portfolio Committee on Roads and Transport on its enquiry into the taxi industry and the current licensing regime. This is a

very good initiative which can provide new insights into the taxi industry and the Department will endeavour to act on the findings and recommendations of the Committee Report.

As I conclude, let me emphasise that the ANC government has made huge investments, and will continue to invest, in road infrastructure and public transport, which is safe, reliable, affordable, accessible, and of a high standard. For this we are guided by the well-designed 25-year Integrated Transport Master Plan. The goal of course is to incentivise commuters of every socio-economic category to travel on public transport. This is good for our environment, eases traffic congestion and promotes wellness.

Finally, I would like to thank our senior management and staff led by Mr Ronald Swartz, Mr Jack Van der Merwe and Mr Chikane Chikane for their support making it possible for us to deliver on our mandate. I also want in particular to thank the Chairperson, Jacob Khawe, and Members of the Portfolio Committee for their vigorous oversight over the Department and their contributions to improve the services of the Department to all our people in our province. Lastly, a huge thank you to all our transport stakeholders who assist us to raise our level of performance as a Department.

32. 8th i-Transport CONFERENCE AND EXHIBITION OF ITS-SA, GALLAGHER CONVENTION CENTRE, JOHANNESBURG, 26 MAY 2015

It is an absolute pleasure to be invited to say a few words at the 8th Biennial International i-Transport and Exhibition hosted by the Intelligent Transport Society - South Africa. I am particularly pleased that you have delegates from so many other countries in the world. We welcome all the colleagues from the various countries represented, i.e. Australia, Belgium, Canada, Germany, Switzerland, United Kingdom and United States. I am also especially pleased to say “hello” to our guests from Lesotho, Namibia and Nigeria for reasons I will explain later. Of course, a very special welcome to Gauteng to all the colleagues from South Africa that are participating in our collective effort “to make transport work smarter for all”.

At the outset I wish to express my sincerest appreciation to ITS-SA, and its CEO, Mr Paul Vorster, for your consistent support to the Department of Roads and Transport and to the provincial government. Every time I have called on Paul for some help or guidance on ITS matters, he has never failed me. Sometimes, I will call him quite late into the evening for some or other transport matter, and he has been more than helpful. And you know what amazes me, and always humbles me, is the joy with which he does his work. There’s passion, efficiency and professionalism and an ever-willing helping hand.

We are fortunate in Gauteng that ITS-SA keeps the i-Transport agenda going in our province. It serves as a strong platform where we can demonstrate achievements, share information, compare against global best practice and build better depth in the ITS industry in order to meet the current and future challenges. What is also noteworthy is that i-Transport is accredited to issue Continuous Professional Development certificates towards professional

registration for the engineering professionals. Your attendance has tangible benefits for the professionals who are here beyond just the level of ideas.

The theme you have chosen for this year's event, "Be Moved - Smart Cities/Smart Mobility" is timely, relevant and appropriate. Early next month, the International Association of Public Transport (UITP) will be hosting a global conference in Milan, Italy, with a similar theme. So, the theme is a very good fit with world trends.

When we say, "Be Moved", it means that we recognize all the transport achievements in South Africa in recent years. In a week we will celebrate the 5th year of Gautrain becoming operational. Today, it moves 1.3 million passengers a month or over 55 000 passengers daily. We are making steady progress with the rollout of several BRT systems in our metropolitan municipalities with both *Rea Vaya* in Johannesburg and *A Re Yeng* in Tswane becoming popular modes of public transport for our people. In the case of *A Re Yeng*, we have free wi-fi for our commuters. These are excellent examples of how technology is being applied for the public good by transport operators in Gauteng.

Last week, under the leadership of Deputy President, Cyril Ramaphosa, we have found a good compromise and a workable solution to the question of e-tolls on the Gauteng Freeway Improvement Project. It pains me that with the raging controversy around e-tolls some of the best technological applications developed and being utilized by SANRAL on our freeways go virtually unnoticed. The SANRAL command centre, and the IT systems that underpins it, is of world class standards. We have 24-hour live-time monitoring of 201 kms of the freeway network, which is being used to combat car hijackings, reduce traffic congestion, respond to accident scenes and ensure a smoother flow of traffic. Yet, nobody knows about it and the media never cares to know about this technological feat. I can say with absolute confidence that Intelligent Transport Systems at the SANRAL Centre facilitates the movement of literally hundreds of thousands of motorists

Your theme refers to transforming our cities into smart cities and to develop smart mobility systems. This requires a much greater use of Intelligent Transport Systems to achieve better integration between different modes of transport and to get different transport operations work better together. A simple example is controlling our robots in Johannesburg, for instance. It bothers me why we cannot use the existing and readily available robot control technologies and systems to manage car traffic at peak hours in the city centre and its suburbs. Johannesburg should be leading in this regard and I am saddened that we have not moved fast enough on this score. May I suggest that ITS-SA considers becoming a little more "activist" in its approach or be more proactive in lobbying for the introduction or application of technological changes in the broader transport system.

Last year, we established the Gauteng Transport Commission to better co-ordinate our transport programmes between the provincial government and the various municipalities. Also included in our work are entities such as Gautrain, PRASA, SANRAL and the Airports Company of South Africa. The Gauteng Transport Commission has several work streams

where colleagues join hands in developing plans that will put our commuters and travellers first.

One of the most important initiatives in transport that the Gauteng Transport Commission is working on is the development of a “single e-ticket for a single province”. Our dream is to have “One-Ticket for One-Province”. This is easier said than done. Presently, we have several e-tickets operating for *Rea Vaya*, *A Re Yeng*, Gautrain and bus services in Ekurhuleni. Very soon commuters will have to walk around with a wallet full of cards to travel from one point to another using different modes of transport. Even taxis are now talking of getting a plastic card for their passengers. What is the solution? We want an e-ticket. But we don’t want a wallet full of e-tickets. My challenge to all of you is to help us to get closer to our dream of a single transport card in the shortest possible time. Let us hold hands, share ideas, be creative, and deliver to our people!

In conclusion, moving towards smart mobility where transport becomes an active enabler of economic growth and job creation; of seamless travel whether for work or for leisure, we need to share knowledge and learn from each other. Industry Associations such as ITS-South Africa plays a critical role to lead this strategic discussion between stakeholders in the public and private sector, and between local, regional and international partners. I invite you lead us in the process.

I am especially pleased to announce that Paul Vorster of ITS-South Africa has asked me to announce the launch of ITS-Africa as an umbrella body with its aim to promote the establishment of ITS Associations in fellow African countries. The three founding members of ITS-Africa are ITS-Ethiopia, ITS-Nigeria and ITS-South Africa, coming together respectively from East, West and Southern Africa to form ITS-Africa.

Today we are the humble witnesses to the establishment of ITS-Africa on our soil. It is a momentous and historic occasion worthy of celebration. Please join me in congratulating the Founding Members on this strategic initiative to promote smart transport on the African continent. Let us share learning experiences that will see the speeding up of ITS deployment in Africa. Let us pray that ITS-Africa grows in strength!

33. TABLING OF 2014/15 ANNUAL REPORT OF THE DEPARTMENT OF ROADS AND TRANSPORT, GAUTENG LEGISLATURE, 4 SEPTEMBER 2015

It is my pleasure to table the 2014/15 Annual Report of the Department of Roads and Transport. The Report provides a snapshot of the Department’s programmes, projects and activities, and achievements and challenges for the period under review.

In building the provincial economy, roads and transport infrastructure plays an enabling role. It helps to stimulate economic growth at a time when economies the world over are battling to maintain growth and keep expenditure within reduced budgets.

The Department has a huge responsibility to build new roads, and more importantly, to maintain the existing road network. With the ongoing growth in the vehicle population in our province, particularly vehicles carrying freight, our road network is being put under great pressure. What the Annual Report points out is that in spite of a limited budget at its disposal, the Department has succeeded in spending almost all of its road maintenance and construction allocation to maintain our road assets in a reasonable state to ensure mobility, and economic and social access. This itself contributes to greater ease of mobility and the expansion of our road network.

For the period under review the following road projects were completed. A significant segment of William Nicol Drive has been upgraded from a single to a dual carriageway (with a total of six lanes), including non-motorised-transport lanes and pedestrian sidewalks. This is giving practical effect to the policy outlined in the 25-Year Integrated Transport Master Plan (ITMP25), which speaks of a “complete street” that provides for both motorised and non-motorised transport.

The William Nicol Project has demonstrated how one can integrate land use development and road infrastructure by forging a partnership with a developer, who has contributed one-third of the total cost of construction. The Department has learnt a few good lessons from this experience and our officials are better placed to harmonise road construction work with human settlements and industrial and business development.

Cullinan Road also has been upgraded with enhanced safety measures to support tourism and mining in the town. In recent years, Cullinan has grown as a tourist attraction linked to the diamond industry, particularly after the spectacular diamond finds more lately. It has drawn more tourists into the area. This, coupled with heavy duty vehicle traffic traversing through the town to avoid the toll roads, has placed enormous pressure on the main road leading into the town. The upgrade of the Cullinan Road has reduced the pressure on the road; improved safety for motorists and has benefitted the diamond industry.

In the year under review, the Department had also rehabilitated Tarlton Road to provide an important link between Randfontein and Tarlton. Witkoppen Road has been rehabilitated and the damaged bridge on that road has been repaired. Steady progress has been made on the reconstruction of the R511 from Erasmia to Diepsloot/N14. More importantly, the R55 was completed providing a major alternative, non-tolled route from Atteridgeville and Laudium towards Johannesburg. In addition, significant freeway rehabilitation has been completed on the N12 from Eldorado Park to Zuurbekom, which also is not to be tolled.

This brings me to the important issue of the Gauteng Freeway Improvement Project (GFIP). The past financial year has seen greater policy certainty across all spheres of government on the question of e-tolling and the “user pays” principle. Beginning with the appointment by the Premier of the Review Panel on the Socio-Economic Impact of e-Tolls and the subsequent report of the Inter-Ministerial Task Team led by the Deputy President, there has been tangible financial benefits for motorists who use the tolled freeway network. The reduction in the

threshold or cap to R225 per month; the waiving of the stepped penalty regime; the simplified vehicle recognition or registration system and the reaffirmation of the “user pays” principle by all spheres of government is steadily bearing fruit. This is clearly visible in the improvement in payment levels. Since the announcement of the new dispensation by Deputy President Cyril Ramaphosa in May this year, toll revenue from the GFIP increased by 19 percent as at July 2015. Revenue collection had increased from R95 million in April 2015 to R113 million in July 2015.

SANRAL has implemented the equal tariff policy – the standard tariff on a vehicle - since July 2015, and last month it has published the draft Regulations for public comment relating to:

- ✓ exemptions from and rebates on payment of e-tolls;
- ✓ e-road regulations;
- ✓ tolls for different categories of roads uses and classes of vehicles; and
- ✓ rebates on payment of tolls.

Written comments on these proposed Regulations should be submitted to the Director-General in the Department of Transport by the end of this month.

We are encouraged that government’s interventions to promote non-motorised transport is gaining momentum. The Department has constructed pedestrian walkways and cycles lanes on Lilian Ngoyi and Dube Streets and Curry Boulevard in Bophelong. This pattern is being followed in all three metropolitan municipalities. These measures mitigate against traffic congestion and help to reduce our carbon footprint. Of course, much more is needed to make non-motorised-transport a part of the mainstream in our transport system. Yet, these are important steps we have taken.

In October this year – which is our Transport Month - motorised traffic in Sandton will be severely curtailed as part of the City of Johannesburg’s EcoMobility campaign. For the entire month most streets in Sandton will not allow vehicle traffic and businesspeople, shoppers and visitors will be encouraged to use public transport and non-motorised forms of mobility. This will be coupled with street festivals and cultural fairs. The EcoMobility Campaign is an international effort and the city will be hosting 30 mayors from other major cities in the world, who will be participating in the global EcoMobility initiative.

The Department is aware that small-to-medium businesses are the very heartthrob of our economy, particularly in townships, and serve to make our economy more inclusive and equitable. Small to medium enterprises need to be paid on time so that they could meet their financial obligations and grow themselves. It is from this awareness and business case that the Department has worked hard to meet Treasury’s demand that suppliers be paid within 30 days. I am pleased to report that the Department is averaging at 95 percent compliance in this regard.

I want to report on progress made in respect of developing our public transport system. Good progress has been made in developing the bus rapid systems in metropolitan municipalities.

Construction work on *Rea Vaya* Phase 1C in Johannesburg is on track; *A re Yeng* in Tshwane has been launched and *Harambi* in Ekurhuleni will be functional by mid-2016. Gautrain's ridership has increased to 1.4 million passengers per month and plans are at an advanced stage to acquire 40 new train coaches. Importantly, flights from Wonderboom Airport to Cape Town will be resumed in October Transport Month and announcements relating to the development of airport cities at both Lanseria and OR Tambo International Airports will be made in the next few months.

Notwithstanding the initial difficulties that were experienced in introducing Autopax bus services in Mamelodi, Midvaal and Ekurhuleni, the Department has been receiving extremely positive feedback from commuters on the quality of the busses and the services being rendered to them. On the question of integrating the taxi industry into the broader public transport system and to improve the overall quality of minibus taxi services, the Premier has established a Joint Working Committee with the provincial leadership of the taxi industry to examine the policy and funding instruments needed to take the initiative forward. However, this process is in jeopardy as the Gauteng National Taxi Alliance and the Mamelodi Transport Solutions, incorporating the two local taxi associations in the area, have lodged court action against the Department. What must be made clear to the taxi industry is that this government will discuss matters of mutual interest in good faith with it, but it will not be browbeaten to take a particular action.

Finally, the transport family has no boundaries. Its strengths are embedded in its global makeup from which it draws its collective capacity and capabilities. South Africa continues to draw its strength by being part of the international transport family, which is organisationally represented by International Association of Public Transport (UITP). The Department is honoured that one of its officials, namely Jack van der Merwe, holds the Presidency of the African chapter of the UITP, known as the African Association of Public Transport (UATP) and we were privileged to host in November 2014 the 1st UATP Congress in Gauteng.

The Annual Report demonstrates that the Department's 25-year Integrated Transport Master Plan (ITMP25) provides a sense of predictability and certainty from a transport planning perspective. It indicates what our future public transport and road network needs are to stimulate economic growth; meet the ever-increasing demands of a growing population; increase the number of jobs created and to reduce traffic congestion. It reports on the progress the Department and local government authorities have made in building the public transport system through bus rapid transit services and the expansion of the rail network. The Report also highlights the challenges that we face as government in meeting the increased demands for services from our people and the inadequacy of our financial resources to adequately meet such demands. With these few remarks, I have the pleasure of tabling the Annual Report of the Department of Roads and Transport for the financial year ending March 2015.

34. LAUNCH OF 2015 OCTOBER TRANSPORT MONTH CAMPAIGN, SANDTON, 30 SEPTEMBER 2015

We welcome one and all to the launch of the 2015 October Transport Month Campaign in Gauteng. We have selected this facility for today's event as it represents a new, public transport, inter-modal facility where minibuses and metered taxis, Gautrain busses and the Gautrain interface and operate. Like Park Station, this is emerging as an important inter-modal facility for thousands of commuters and travellers. We wish to thank the Gautrain Management Agency, Bombela and the City of Johannesburg for allowing us to use this facility to launch our campaign.

The Gauteng Department of Roads and Transport is the provincial custodian of the October Transport Month (OTM) campaign. As a government-initiated campaign, it is expected that the Department and municipalities play leading roles in the promoting the use of public transport; encouraging citizens to use non-motorised transport (NMT) and raising public awareness about road safety during this period.

Our theme for this month's campaign is: *Together, Moving the Gauteng City-Region Forward*. It seeks to create awareness of the Department's mandate to provide quality and improved mobility of people through the building and maintenance of roads, public transport infrastructure and NMT facilities. It broadly supports the Provincial Government's Transformation, Modernisation and Re-industrialisation (TMR) interventions. Also, the fact that our road fatality figures remain unacceptably high, road safety remains a focal point of the campaign for government.

The specific focus of the 2015 OTM Campaign in our province are to:

- showcase safe, integrated, public transport system initiatives;
- encourage the use of safe and reliable transport;
- promote the concept of eco-mobility;
- promote non-motorised transport initiatives; and
- to position rail systems at the centre of the public transport network in the province.

This year's campaign in our province must be viewed within the context of a growing international campaign for eco-mobility. Tomorrow, the City of Johannesburg will officially announce the details of the Eco-Mobility World Festival and the month-long series of events in Sandton will be formally launched on Sunday, 4 October. To demonstrate to the world that an eco-mobile future is possible, and that public transport can be accessible, safe and attractive, Johannesburg will give public transport operators, cyclists and pedestrians, preference on the streets of Sandton.

Simply, eco-mobility can be defined as an integrated form of environmentally sustainable mobility that combines the use of non-motorised transport with the use of public transport, which allows people to move in their local environments without using privately owned

vehicles. It is a bottom up approach in which an individual makes a personal, conscious decision not to use a car as the means of transport and can serve as a future guide for urban planning and transport investment. In terms of this concept preference will be given to walking, cycling, wheeling and using public transport as the primary means of moving from one point to the other. The idea is to create a living possibility of more liveable and sustainable cities, with reduced levels of air pollution and traffic congestion.

The Gauteng Provincial Government is pleased that the International Council on Local Environmental Initiatives (ICLEI) has brought the Eco-mobility World Festival onto the African continent and in the heart of an African city. In congratulating Johannesburg as the host city, there is no doubt that all of Gauteng as well as the country will be watching what happens in Sandton this month as we collectively grapple with the urgent need to build more sustainable cities.

This is an opportunity for a variety of stakeholders to actively imagine, and to create and live an alternative to the current car-centric nature of many cities across the globe. Whilst some are apprehensive about how this will impact on their daily activities, we urge all Gauteng residents to experiment with an idea that can transform our understanding of urban spaces for a long time to come. Eco-mobility is an opportunity for us as individuals, families, communities, businesses and government to come together and to create a new vision, and to experience how things could be. The festival will also be an opportunity to learn about new technologies that others are using, ideas that cities are implementing and innovative mobility concepts.

As road use will be limited on selected streets in Sandton from tomorrow, there will be a controlled entrance to the Gautrain. Airport passengers who prefer to access the Gautrain at Sandton station must consider the use of bus or taxi modes to Sandton Station, or alternatively, must make an allowance of extra time to traverse through the controlled access point on the corner of Rivonia and West Streets to the station parking. To assist Gautrain users during the Eco-Mobility Festival, the following adjustments to Gautrain services have been made:

- Additional eight-car train trips will depart from Hatfield at 5:56am and 7:26am on weekdays;
- the weekday afternoon peak period has been extended and will commence from 2:40pm;
- over weekends the three trains will operate at 20 minute service intervals from 9am to 6pm; and
- additional express bus services over and above the current Gautrain bus services will be introduced to service certain park and ride sites.

In addition, the city has made further provision for public transport facilities from the park-and-ride sites.

On 5 October, the Minister of Transport will open the newly-built Gauteng PRASA Control Centre that is located next to Esselen Park in Tembisa. This is an ultra-modern rail signaling and control centre that will open the way over time for the operation of new signaling systems on our rail tracks, initially in Gauteng, and then nationally. This modernization of the rail signaling system is a vital step for the future integration of Metrorail and Gautrain systems, and is consistent with the Transformation, Modernisation and Re-industrialisation agenda of the provincial government.

As part of promoting public transport and ensuring continuity of services to commuters in Mamelodi, Midvaal, Kathlehong and Vosloorus, the Department has extended the eight temporary contracts that it had signed with Autopax in June this year. The contracts will now expire on 31 March 2016. This means that Autopax busses will continue their operations in the affected areas on 1 October 2015 until the end of March next year.

At the same I wish to indicate that there are on-going discussions between the provincial government and representatives of the taxi industry to examine ways and means of including the taxi industry into an integrated public transport system in the Gauteng city-region. The provincial government is engaging with the taxi industry to explore how it could be incorporated into the funded public transport networks of the affected municipalities. We are also in discussions with the national government to review policy relating to the public transport operating grants, which presently limits funding to bus commuter services. As the discussions with both national government and the taxi industry are not concluded as yet, it is necessary to extend the current temporary contracts with Autopax so that commuter services are continued.

The Gauteng Provincial Government is steadfastly committed to the modernisation of public transport infrastructure as one of the ten pillars of our programme for radical Transformation, Modernisation and Reindustrialisation of our province. We are also firmly committed to the integration of the taxi industry into the mainstream, public transport system that is modernised, efficient, affordable and reliable. Over past three months, we have had interactions with the leadership of the taxi industry in an endeavour to find common ground on the best model to integrate the taxi industry in the public transport system that is being built in Gauteng.

However, we need more time to discuss various proposals and find common ground on the best way forward with regard to the integration of the taxi industry, drawing on lessons of how various municipalities have involved the taxi industry in the rollout of the bus rapid transit system in Johannesburg, Ekurhuleni and Tshwane. The Provincial Government will meet again with the leadership of the taxi industry on 13 October in order to discuss detailed proposals on the best integration and transformation model for the industry. We appreciate the commitment and goodwill demonstrated by the leadership of the taxi industry to work with us to find a lasting and sustainable way forward for the industry.

We are pleased that the City of Tshwane has resumed flights from Wonderboom Airport to Cape Town. The airline service sees six daily flights from Wonderboom Airport to Cape Town and back. This is a welcome addition to our aviation landscape and provides, together with Lanseria and the OR Tambo International Airports, greater travel choice and flexibility to Gauteng citizens and foreign travelers.

As part of promoting non-motorised transport, a Freedom Ride will be hosted on 11 October in Johannesburg and, in addition, I will be doing a special ride one morning during peak hours from Diepsloot along William Nicol Drive. On 13 October, the Department will host a Public Transport Race and we invite members of the media specifically to participate in this event together with officials from government. On 15 October, we will turn the sod for Phase 2 of the William Nicol road construction project and between the 20-22 October we will participate in the All-Africa Public Transport Conference (UATP) to be held in Cape Town. On 22 October we will launch a construction project to build a new Driver License Testing Centre in Sebokeng and on 26 October we will officially open the R25. Finally, on 28 October we will promote walking through a Family Fun Walk in the Randfontein CBD.

In the course of the month there will be specific public awareness campaigns at taxi ranks, testing centres and road blocks to promote road safety and strengthen our anti-corruption campaign. As citizens under the banner of civil society organisations march against corruption in the public and private sectors we re-affirm our commitment to a corruption-free environment within our spheres of work.

As we speak, the Department and the South African Insurance Crime Bureau (SAICB) are engaged in an intensive 10-day training programme for government officials to tackle problems relating to fraud, corruption and vehicle related crimes at Driver License Testing Centres (DLTCs) and other vehicle registration offices. Fraud and corruption must continuously be tackled to prevent criminal syndicates gaining access to vehicle registration systems. Criminal networks target officials within government institutions to register stolen vehicles and then sell these vehicles back to unsuspecting members of the public. Our partnership with the SAICB is to improve the skills set of our officials so as to prevent corruptive practices taking root within testing centres. The training programme will serve to equip compliance personnel of the Department and the Ekurhuleni Metropolitan Municipality to conduct specialised investigations into fraudulent transactions at Registration Authorities, Vehicle Testing Stations and DLTCs. The joint programme will emphasise best practices, legislation and audit processes to ensure that fraudulent and corrupt activities are uncovered and will result in successful prosecution of perpetrators.

We are confident that our October Transport Month Campaign will draw the participation of thousands of our citizens in a variety of activities that are being organized by the local, provincial and national spheres of government. We urge our people to take seriously the messages of the benefits of public transport, road safety and eco-mobility. It's about our future and that of children and grandchildren. We must consciously strive to build a reliable,

safe, affordable, accessible and environmentally sustainable transport system for the benefit of all. As we do so, we must ensure that it is done without a taint of corruption.

35. GAUTENG PREMIER'S TAXI WORKSHOP, TSHWANE, 13 OCTOBER 2015

On behalf of the Premier and the Gauteng Provincial Government I extend a hearty and warm welcome to all who are present. We are meeting today to discuss a matter that has been on government's agenda for almost 20 years. In a nutshell we want to address the principle of the integration of the taxi industry within a rapidly changing and developing public transport system in the Gauteng city-region; the ways and means or models within which such integration can take place, and the funding thereof.

I wish to remind ourselves that we held a Taxi Summit on 14 May 2013, to discuss similar matters and that a report on our discussions was circulated to the taxi industry. At that summit we traced the historical evolution of the taxi industry stating that we could identify three distinct phases in the development of the taxi industry in South Africa. From the early 1960s, the apartheid policy of forced removals ensured that urban Africans were relocated to live in townships far from commercial and industrial centres in all cities. Apartheid spatial planning impacted directly on the public transport provided by buses and trains. Public transport became increasingly expensive for commuters. As buses and trains operated at peak times only and routes became less flexible, the taxi industry responded to this new reality. Initially the apartheid government acted to protect the existing public transport systems and prevented entrepreneurs from operating minibus taxis by refusing to issue road carrier permits. By the early 1970s, black taxi operators defied apartheid laws and the strict regulations that were prejudicial to their emerging businesses. The industry largely disregarded the provisions of the *Motor Carrier Transportation Act of 1930* and taxis in black communities simply operated illegally.

The taxi industry grew dramatically in the late 1980s in the wake of the apartheid government's policy of economic deregulation. The Van Breda Commission of Inquiry (1977) proposed the blanket deregulation of the taxi industry. This resulted in the *White Paper on Transport Policy* (1987) along with the *Transport Deregulation Act* (1988) that effectively legalised minibus taxis. Henceforth, permit enforcement ceased to be a priority and the industry was soon flooded with aspirant drivers and new operators, resulting in heightened competition for passengers and routes as too many operators entered the market too rapidly. An immediate and far-reaching consequence of deregulation was the rise of taxi associations, which have been associated with the violence that has shadowed the industry.

After 1994, the new democratic government intervened in the industry. In 1995, it established the National Taxi Task Team (NTTT) to investigate the causes of and potential solutions to taxi violence and to examine ways to ensure industry sustainability and competitiveness. The

NTTT recommended the re-regulation of the taxi industry. This was rejected by ‘mother-bodies’ of taxi associations. In 1999, government changed its focus to restructuring the industry through the recapitalisation process. This strategy aimed to recreate the taxi industry from scratch, by phasing out the 16-seater minibus taxis in favour of new 18- and 35-seaters and introducing smart card technology to eliminate cash from commuter transactions. These processes have had limited success.

It is almost 20 years since the publication of the NTTT report. Since then, government policy has also seen some important changes. So, is there going to be a fourth phase of development in the taxi industry? The National Development Plan and the 25-Year Integrated Transport Master Plan (ITMP25) for the Gauteng city-region are indicators of government thinking of the future of public transport. These items are up for discussion later today.

The Department of Roads and Transport welcomes these discussions between the provincial government and representatives of the taxi industry to examine ways of including the taxi industry into an integrated public transport system in the Gauteng city-region and to explore how it could be incorporated into the funded public transport networks of the affected municipalities. I also can mention that we are in discussions with the national government to review policy relating to the public transport operating grants, which presently limits funding to bus commuter services.

The Provincial Government is committed to the modernisation of public transport infrastructure as one of the ten pillars of our programme for the radical transformation, modernisation and re-industrialisation of our province. We are also unswerving in our commitment to integrate the taxi industry into the mainstream, public transport system that is modernised, efficient, affordable and reliable. We need time to discuss more detailed proposals and find common ground on the best way forward with regard to the integration of the taxi industry, drawing on lessons of how various municipalities have involved the taxi industry in the rollout of the bus rapid transit system in Johannesburg, Ekurhuleni and Tshwane. That is what we are here for.

We want to chart a new way forward. As the provincial government, we should manage the critical elements of a public transport system such as reliability, accessibility, safety, affordability and environmental sustainability. Public policy must ensure that all these elements are harmonized and achieved in the area of public transport to protect commuters and our environment. Although rail and rapid bus transport are the backbone of our public transport system as mass movers of our people, the taxi industry is unique as being more accessible to commuters as a close-range service. This hallmark of the taxi industry must be fully incorporated into an integrated transport system. I believe that we are at a threshold of a fourth phase of development of the taxi industry. I hope that we all see it this way and that we will not waste this opportunity, but grab it to build and consolidate an integrated, reliable,

safe, affordable and environmentally sustainable public transport system in the Gauteng city-region.

36. THE STATE OF THE PROVINCE DEBATE, GAUTENG LEGISLATURE, 25 FEBRUARY 2016

Let me begin by narrating a story of a scientist carrying out an experiment on a frog. He brought a big frog into the laboratory; put it on the table and struck the table with his two hands to see how far the frog would jump. In the first attempt the frog jumped a good few centimetres. He then cut off one of the back legs, struck the table and again checked how far the frog had jumped. The frog feebly jumped just a few centimetres. He then cut off the second rear leg, struck the table hard and observed. The frog did not move an inch. The scientist concluded his experiment by saying that if you cut off both the hind legs of a frog, the frog becomes deaf! The lesson to learn from this is that sometimes a person can appear to be scientific in approaching a matter but comes to the wrong conclusions.

I believe this parable aptly captures the reported reactions of the opposition to the Premier's speech. I suspect this will happen in this debate too. They have listened to the Premier's speech, taken copious notes, spouted out some revolutionary rhetoric, and yet they come to political conclusions about the developmental programme of the ANC-led provincial government that are plainly wrong. They have not understood the essence of the Premier's vision and message and the work of this administration.

If a person unexpectedly bumps into the Premier and asks: "What does your government stand for?" I think the Premier instinctively will respond with four expressions: city-region and integrated planning; activism and *Ntirhisano*; accountability and integrity, "instruction to deliver", using the title of Sir Michael Barber's book on the transformation of the public service under Tony Blair. Premier Makhura expressed these issues crisply in two important paragraphs in his speech on Monday:

A clean and competent bureaucracy driven by a high-performance culture is necessary in a developmental state. There is evidence that through *Ntirhisano*, we are changing the way government works. The ability of public officials to deliver on their plans and commitments is crucial in any thriving democracy because it enhances public confidence.

Through the open tender system and the promotion of integrity, we are creating an environment where clean governance will thrive. Gauteng will become a corruption-free province in our lifetime. It is important to ensure that public resources are directed to benefit all people. The State must never be captured by a few individuals or groups for their own selfish gain.

This approach is embedded in the National Development Plan (NDP). For instance, the NDP calls for improved "relations between national, provincial and local government ... through a more proactive approach to managing the intergovernmental system and through consensus

on the division of service delivery responsibilities". In Chapter 13 of the NDP, a call is made for the rendering of public services where citizens "feel loved, respected and cared for in public institutions (so that what they) contribute in our taxes, (they) get back through the high quality of our public services". I therefore wish to unpack the four operational concepts that characterise the ANC-led administration in Gauteng and demonstrate how they drive the governance agenda of the Office of the Premier.

GAUTENG CITY-REGION AND INTEGRATED PLANNING

The basic concept of the Gauteng city-region is that governance, planning and administration cannot be limited to the territorial extent of an individual city or province, but must take into account the critical flows of public infrastructure, information, finances, services, and the people and skills that make up the economic system of the region. Presently, the Premier meets regularly with all Mayors through the Premier's Co-ordinating Forum and the Extended Cabinet Lekgotla, and MECs meet with Members of the Mayoral Committees in their respective portfolios. Public servants across the three spheres of government do meet from time to time to co-ordinate and implement programmes.

Important as these engagements are, they are inadequate in dealing with the growing challenges in housing, education, health care, public transport and environment that face the provincial government, municipalities and our residents. What is evidently clear is that in a city-region such as ours with strong provincial administration, three metropolitan municipalities and two district municipalities there is a need for a more co-ordinated and integrated planning if we are to meet the ever-growing needs of our people due to rapid urbanisation and in-migration.

Purely from a good governance perspective it is imperative that we achieve a higher level of integrated planning and greater co-ordination when implementing government programmes in the Gauteng city-region. To give practical effect to this objective the provincial government is drafting policy and legislation to develop overarching political governance structures and a planning authority to facilitate city region-wide planning, monitoring and evaluation. The aim is to establish institutional structures to better plan, co-ordinate and implement the programmes of the national, provincial and municipal spheres of government. As a first step in that direction, the Department of Roads and Transport will be hosting an international consultative conference on 9-11 March 2016, to discuss the concept of a transport authority for the Gauteng city-region.

ACTIVISM AND NTIRHISANO

Let us look at the second aspect of governance of this administration, namely, activism and Ntirhisano. The Ntirhisano programme of the current ANC-led government is unlike the conventional *Imbizos* of previous administrations. I don't think the opposition has understood the power of the programme and the impact it is having on the lives of our people. As the

Premier has said, “Ntirhisano is as much about improving the pace of service delivery as it is about breaking the mould of bureaucratic inertia in the state”.

It is about working together with communities in solving problems and making government officials and service providers more accountable. Practically what this means is that officials and political representatives across the spheres of government visit communities before any public event; establish what are the day-to-day problems and concerns of communities and residents; determine ways to overcome these challenges, and act swiftly to resolve the administrative blockages so that services or infrastructures projects can be more effectively delivered to communities.

The public engagements of the Premier, Mayors, MECs, Councillors and other public representatives – sometimes amounting to three per week across the racial and cultural divide – allow for direct, face-to-face engagement and interaction with mass constituencies. It is here that government listens, learns and understands. It is here that we demonstrate our care for our people and we truly act on their behalf.

Personally, I have benefitted immensely from this approach as it involves provincial and local spheres of government, including relevant state-owned entities, which helps to cut through bureaucratic inertia and ineffectiveness, and get the job done. The most rewarding part of the exercise is the concrete engagement with residents, to learn from them, to seek their advice on how to do things – not for them but with them – and to jointly celebrate whatever successes there may be on their doorstep. As the Premier has noted the net effect of this approach has been a significant reduction in spontaneous community protests and the narrowing of the trust deficit between government and the people.

ACCOUNTABILITY AND INTEGRITY

This ANC-led administration is intensifying its efforts to tackle the curse of corruption. It has paid careful attention to the alleged cases of corruption reported on the Anti-Corruption Hotline, with 85 percent of cases being investigated and acted upon. It has also improved efforts to recover funds lost through theft and fraud. A case in point is that we have recovered R500 000 from an attorney who had inflated invoices for services rendered. It will continue to push for thorough investigations into all reported cases of corruption so that we can focus our efforts on building integrity within our public institutions.

The Office of the Premier has established the Integrity Management Unit, which will support the drive for integrity within the public service. It is important to emphasise that the fight against corruption requires collaboration of all sectors of society, including the private sector and labour unions. It is not and cannot be the task of government alone. In this regard, the government will be formalising the Provincial Anti-Corruption Forum to bring together a range of stakeholders to combat corruption within the public and private sectors.

The open tender system is an important innovation of the ANC-led administration in Gauteng. As the Premier has indicated we are leading the country in ensuring that procurement

decisions are taken above board and are done in an open and transparent manner. Our new approach has attracted considerable public attention and widespread review, including by the National Treasury. The Open Tender Pilot Project undertaken by the Department of Roads and Transport and Provincial Treasury is now being rolled out in several major infrastructure projects cutting across departments. Over time, these will be extended to major projects in all government departments, including municipalities, in Gauteng.

INSTRUCTION TO DELIVER

The National Development Plan emphasises the need for strong leadership throughout society; a socially cohesive, active and united citizenry; and a capable state that integrates planning and ensures greater policy coherence across government. It identifies the critical interventions to build a professional public service and a state capable of playing a transformative and developmental role in realising the nation-wide vision for 2030. Premier Makhura has given a resounding instruction to deliver. The ANC-led government has focussed on strengthening its professional and administrative capabilities to deliver on its political mandate. Senior managers across departments and entities have been put on terms – get on with the job; do it properly, and with integrity! The Premier reiterated this instruction to deliver on Monday, when he declared:

People of Gauteng, we know that you are intolerant of government failure and bureaucratic incompetence. We know that you want a government that honours its commitments. In this province, failure is not an option. Incompetence is not permissible and corruption is not acceptable.

Through administrative persistence our PERSAL clean-up operation is impacting positively with a clearer picture emerging of the actual staffing needs in departments. Seventy eight percent of our organizational structures have been approved by the Minister of Public Service and Administration and consultation is ongoing between relevant authorities to conclude on this matter.

Guided by yesterday's Budget Speech of the Minister of Finance, the provincial government has decided to tread carefully when budgeting for compensation of employees. It is not planning to increase the workforce in the public service over the next three years, except in clearly identified priority posts critical for improved service delivery. Vacant posts in departments will not be filled unless it is essential. In addition, the ANC-led provincial government is reviewing the composition and functions of its entities with a view to streamlining and rationalising these to maximise efficiency. It is already implementing cost saving and austerity measures across all departments.

The Gauteng City Region Academy continues to play a pivotal role in upskilling our administrative staff complement. We have offered 1200 internships to graduates and 3300 learnerships to improve the skills of those entering the public service. We have capacitated

4500 officials through in-service training programmes and an additional 5310 public servants have been trained in frontline service delivery.

The ANC-led government is taking a lead in the modernisation of public services through the introduction of ICT in education, healthcare, community safety and driver testing centres. Barring a few exceptions over 90 percent of all supplier invoices received and processed are being paid within 30 days. On the question of the prudent management of financial resources the ANC-led government in Gauteng has reached a critical threshold in that 19 departments and agencies have achieved clean audits in the 2014/15 financial year. By any standard these are the laudable achievements of this administration.

Let me conclude by saying two things. Firstly, we must express our deep concern at the growing incidence of violent attacks to persons and damage to public infrastructure and property during student protests, labour strikes and community actions. We must condemn the killing of Councillor Dokolwane in Freedom Park and we express our sincere condolences to his family and friends. We are all losers when government is trying hard to improve public infrastructure while others wilfully and with impunity damage such infrastructure without any consequence. The time has come for the law enforcement agencies and the criminal justice system to hold accountable the perpetrators of these criminal acts.

Lastly, the ANC government led by Premier Makhura has within 20 months transformed the governance model in our province. We are fast creating a workforce and an inter-governmental machinery that is suitably skilled, representative and answerable to all the residents of our province. It listens to its citizens, engages with communities, and partners with business, labour and civil society. It is accountable to our people and focused on service delivery.

As the ANC we are building a government that has systems and processes that support the unlocking of intelligence, capacity, innovation, expertise and ease of connecting with residents through technology and face-to-face interaction. Our roadmap seeks to create a governance model that places the needs of its residents first; that has an inherently high-performance culture; that implements its programmes and delivers on the political mandate of the electorate. In this regard we must thank the Premier and the Director-General and her staff for the sterling leadership they are providing to the Gauteng city-region.

37. INTERNATIONAL CONSULTATIVE CONFERENCE ON TRANSPORT AUTHORITIES, EKURHULENI, 9 MARCH 2016

It is my pleasure to welcome all the esteemed international and local delegates to our International Conference on Transport Authorities. We are delighted to be hosting this conference in partnership with the International Association of Public Transport (UITP) and the African Association of Public Transport (UATP).

The theme of our Conference is: *Transition towards a Transport Authority: Gauteng, a Sustainable City-Region on the Move*.

Although this theme appears to have a distinctly provincial focus, we would encourage our speakers and delegates to broaden the horizon somewhat and discuss the best practices of integrated public transport systems and the form and structure of the transport authorities that underpin such systems.

In South Africa, our *National Development Plan (NDP) 2030* makes the following assertion regarding transport authorities:

Government policy is to devolve transport management to local government. This will help align the fragmented and conflicting interests of multiple transport authorities, each with separate funding mandates. However, handing responsibility for transport over to municipal authorities will only succeed if it is accompanied by strengthening of institutions and alignment of legislation, policy and practice. Where metropolitan municipalities are adjacent, a regional transport authority may be appropriate to support integration, as proposed in Gauteng's 2055 strategy, which prioritises harmonising transportation efforts within its city region.

Similarly, the 25-year Integrated Transport Master Plan (ITMP25) as approved by the Gauteng Provincial Government calls for new institutional arrangements to manage an expanding and complex public transport system. It states:

In contrast to other cities in South Africa, Gauteng is unique. Whereas eThekweni and Cape Town are comprised of one central metropolis surrounded by smaller urban areas, Gauteng consists of three metropolitan and multiple district and local municipalities ranging from peri-urban to high density in nature. Each of the municipalities is at different levels of public transport planning and implementation, resulting in fragmented service delivery. The transport challenges that Gauteng is facing can be ascribed to the lack of cross-municipal boundary integration of public transport services... Addressing the fragmentation of public transport governance and management in a polycentric region through appropriate institutional arrangements is thus the key way forward for Gauteng. This should take the form of a Public Transport Authority encompassing the Gauteng city-region.

What both the NDP and ITMP25 suggest is that as we continue to build and expand our public transport system, particularly at municipal level, we also must ensure that we establish adequate managerial and institutional capabilities to run a modernised, efficient and integrated public transport system in the Gauteng city-region.

In Chapter 12 of the ITMP25, the key principles for such institutional arrangements are spelt out. Some of the principles for the proposed Public Transport Authority for the Gauteng city-region are that it:

- must facilitate co-governance and co-ownership of public transport;
- should not undermine the legislative duties and accountability of the participating institutions;
- must facilitate greater equity and inter-operability in respect of public transport in the city-region;
- must facilitate the appropriate allocation of public transport powers, duties and functions, and this must be followed by a corresponding allocation of resources; and
- must be legal and must draw on the Constitutional and legislative provisions for co-operative governance.

Transport authorities typically run along a continuum from “weak institutional arrangements” reliant on strong inter-governmental co-operation to “strong” legislated institutional arrangements reliant on legislative compliance. Our discussions on the pros and cons of various institutional models should help us to agree on the right “starter model” and allow for progression to a “desired end state”. In assessing institutional options, the legality, complexity, time and costs involved and the “disruptive implications” of various options need to be considered carefully.

It goes without saying that a legally constituted public transport authority requires an appropriate policy and legislative framework; suitable institutional arrangements and adequate funding instruments, all of which we will have to address in the foreseeable future.

This conference should explore various structural models of transport authorities and transport systems that are functional and effective, both locally and internationally. It should be emphasised that the conference is consultative in nature; it is not the intention to reach firm and final conclusions on the question of the form, structure or functions of the proposed transport authority for the Gauteng city-region. The idea is to learn from the experiences of long-standing transport authorities in other parts of the world.

We should also learn from our past. We had established the Gauteng Transport Management Authority in 2007, which was aborted shortly thereafter. What lessons can we learn from that experience? We also have some experience of the Gauteng Transport Commission that was established as part of our 5-year Gauteng Transport Implementation Plan. What are its strengths and weaknesses? Importantly, we have two examples of recently established transport authorities in Cape Town and eThekweni. What do we learn from their experiences?

In the final analysis, the very concept of the Gauteng city-region implies that governance, planning and administration cannot be limited to the territorial extent of an individual city or province, but must take into account the critical flows of public infrastructure, information, finances, services, and the people and skills that make up the economic system of the region. Our conceptualisation and creation of a public transport authority can take us a step closer to the full realisation of the fully-fledged city-region in Gauteng.

Allow me to conclude by wishing this Conference constructive and fruitful deliberations, and success. It is our sincere intention to make all delegates feel truly welcome. May you enjoy your time and stay with us in our beautiful province. We express our sincere gratitude to the Minister, the Premier and our local and international guests for sharing your valuable and precious time with us.

38. THE LICENSING OF UBER PARTNERS, JOHANNESBURG, 6 MAY 2016

With the advancements in smart phone technology and the ever-increasing fulfilment of customer needs via electronic transactions and through smart phone applications, a new form of public transport is now available to travellers. In this new age of virtual transactions and the move away from carrying cash on your person, e-hailing coupled with electronic payments through a hand-held device has taken off in our country in recent years.

The Gauteng Department of Roads and Transport has taken an official decision to license Uber driver partners as public transport operators. The aim is to ensure the continuation of a public transport service for the people of Gauteng, who have come to rely on Uber as a mode of transport.

The Department encourages the use of legal modes of public transport which assist with easing congestion and the carbon footprint in the province. Passengers are reminded that their lives are in the hands of these transport providers. They have an obligation to their own families to ensure that the modes of transport they use are operating legally, by drivers having the required driver's licence, operating licence, road worthy vehicles and that the driver operates and drives within the rules of the road.

Consumers in Johannesburg were able to use Uber after it was launched in September 2013. Uber was then started in Cape Town on October 2013, after a six-week testing phase. Since then many consumers in our country have come to rely on Uber for their travelling needs.

Prior to now, the services provided by e-hailing companies like Uber in order to provide a real-time on demand public transport service was not catered for within the public transport sphere in South Africa. This was, however, not unique to our country as many other states throughout the developed and developing world in which Uber started to operate struggled with the same regulatory vacuum issues which we faced.

The closest form of regulated and legislated public transport to this mode of transport is that of the metered taxi service. This was limited through the specific definition linked to metered taxis in legislation, which only qualified a service as such provided that the vehicle has a sealed, calibrated meter mounted in the vehicle.

In the current provisions of the *National Land Transport Act* (No.5 of 2009), a metered taxi service is defined as follows:

““metered taxi service” means a public transport service operated by means of a motor vehicle contemplated in section 66 which—

- (a) is available for hire by hailing while roaming, by telephone or otherwise;
- (b) may stand for hire at a rank; and
- (c) is equipped with a sealed meter, in good working order, for the purpose of determining the fare payable, that is calibrated for such fare or complies with any other requirements applicable to such meters;”

The relevant section of the Act dealing with this type of service is section 66 and reads as follows:

“66. Metered taxi services - (1) In the case of a metered taxi service—

- (a) the entity granting the operating licence may specify an area for picking up passengers;
 - (b) if the operating licence or permit specifies such an area, the vehicle may leave that area if, on the return journey, it is to carry the same passengers that it carries on the outward journey or if the vehicle is to return empty;
 - (c) the vehicle may pick up passengers outside of that area if the fare is pre-booked and the passengers will return to such area; and
 - (d) any particular journey may be operated at a fare not determined by the meter if the fare for that journey has been agreed upon before the journey begins, but the meter must be kept running for the information of passengers;
- and

(4) The Minister or MEC may make regulations providing for—

- (a) a grading system for metered taxis;
- (b) special requirements for drivers of metered taxis, which may include testing of knowledge of the relevant area;
- (c) special markings or other requirements for metered taxi vehicles; and

(d) any other matter affecting the standard or quality of operation of metered taxis.”

It is within the above legislative framework that the Department of Roads and Transport will regulate Uber type e-hailing services. This will legitimise their operations in Gauteng and place them on an equally regulated footing with other public transport operators. The above requirements are also in line with advice received from the national Department of Transport.

The national Department of Transport is also working on ensuring the current legislative framework is amended and proposals have been made in the *National Land Transport Amendment Bill* [B7-2016], which has been tabled in Parliament for consideration and processing by the Portfolio Committee on Transport. The proposed amendments to the definition and provisions regarding metered taxi services will ensure that e-hailing services are covered in future.

In the proposed amendments a “metered taxi service” is defined as follows a vehicle that:

“(c) is equipped with a sealed meter, in good working order, for the purpose of determining the fare payable, that is calibrated for such fare or complies with any other requirements applicable to such meters as prescribed by the Minister under section 66(4)(cA), or is equipped with an electronic hailing application or similar technology that complies with requirements so prescribed, or both such meter and application or technology;”

This new regulatory framework will allow for legal operations by Uber driver partners and will assist regulating entities to ensure over-saturation on routes do not occur.

Globally, the legality of Uber has been challenged by governments and taxi companies. The provincial government believes that Uber partner drivers must be regulated and properly licensed just like other public transport providers. We believe that we must create an integrated, reliable, safe, accessible and affordable public transport system. Even as different modes of public transport compete with one another for market share, they must play a complementary role in the public transport system. It is for this reason that today we begin the process of licensing Uber driver partners in Gauteng.

39. BUDGET VOTE 9: ROADS AND TRANSPORT, GAUTENG LEGISLATURE, 27 MAY 2016

I am pleased to table the 2016/17 Budget for the Department of Roads and Transport. The Department has been allocated R7.3 billion for its capital projects and operational expenses. Broadly speaking, this has been earmarked for five key programmes, namely, Administration (R317 million); Transport Infrastructure (R2.5 billion); Transport Operations (R2.3 billion); Transport Regulation (R299 million) and Gautrain (R1.8 billion).

The Department is the principal contributor to the Provincial Revenue Fund. It accounts for over half of the provincial government’s “own revenue”. The bulk of the R3 billion collected

is derived from motor vehicle registration and licensing fees. In this regard, I sincerely wish to thank all vehicle owners for diligently registering and renewing their licenses and contributing positively to the provincial fiscus.

In terms of the payment of suppliers for work done I can report that the Department is able to pay 98 percent of all properly processed invoices within 30 days. Also, all tender awards over R50 million that the Department approves are now subject to the Open Tender procedures stipulated by Provincial Treasury.

This Budget continues to promote an infrastructure-led growth path. As an important component of the economic cluster, the Department is at the frontline of rolling out road and transport infrastructure to stimulate economic growth and create jobs. This is necessary at a time when the national and provincial economy is lethargic in its performance. As the Premier indicated in his budget speech on Tuesday, it is imperative that we place Gauteng back onto a growth trajectory.

In her book, *The Entrepreneurial State*, Mariana Mazzucato maintains that the State should lead to create an “entrepreneurial economy” by making investments to transform, modernise, innovate and reindustrialise an economy. She states that public investments should aim not only to kick-start the economy, but also, and possibly more importantly, to do things that are not even envisioned, and therefore, not done at all. This is the essence of the Gauteng Provincial Government’s socio-economic and political agenda. The Transformation, Modernisation and Re-industrialisation goals and the Ten Pillar programme of the ANC-led administration are designed to stimulate real economic growth, create employment, reduce inequality and set Gauteng on a developmental path over the next 15 years.

There are many good stories to tell about the Department’s infrastructure projects. I believe that we have delivered on our mandate within the available resources allotted to us. We prioritise the maintenance and expansion of our road network precisely because it is an enabler of broader economic growth, job creation and the empowerment of small and medium enterprises. We invest in public transport infrastructure as we believe that we need to promote a shift from private to public transport. We see rail as the backbone of our public transport system supported by the bus rapid transit networks in metropolitan municipalities. We are of the view that the taxi industry should be corporatized, professionalised and integrated into the broader public transport system in our province.

ROAD INFRASTRUCTURE

In the past year we have successfully completed several major road rehabilitation projects. The N12 freeway project from the south of Johannesburg to the North West boundary valued at over R500 million has been completed. Phase 2 of the R82 valued at R259 million was officially opened on Wednesday this week. The R511 from Erasmia to Diepsloot was officially opened last month. Work on the major rehabilitation of the N14 freeway is progressing very well. The triple carriageway along William Nicol Drive was completed and the next phase has

been launched. Later this year we will put out an open tender for Phase 3 of the R82/Old Vereeniging Road. We will also implement road expansion projects to support the Pick and Pay Freight and Logistics Park near Zandspruit; the expansion of the road networks to support the Waterfall City and the River City Developments in Johannesburg and Emfuleni respectively.

BUILDING A NEW HIGHWAY

There is a growing need to build new freeways in Gauteng. The last time a highway was built in our province was in 1982. In spite of the Gauteng Freeway Improvement Project led by SANRAL, our freeways - particularly during peak hours - are congested and at times gridlocked. The 25-Year Integrated Transport Master Plan (ITMP25) projected that our car population will increase from 3.5 million in 2011 to 6.5 million by 2037. To date we have a car population in Gauteng of 4.5 million vehicles. The increasing number of cars in our province, and the consequent traffic congestion, comes at huge social and economic costs to our people as we spend many unproductive hours trapped in traffic congestion. It contributes to the high cost of doing business in Gauteng. It is this costly reality that we must address more urgently.

I would like to announce that the Department is busy with the initial planning to build the 35km long PWV15 to support the development of an Aerotropolis at the OR Tambo International Airport. The construction of the PWV15 is a strategic project. It will have a multiplier effect on the Eastern Corridor. Apart from alleviating traffic congestion on the existing road network, it will accelerate the development of the Aerotropolis and enhance the adjacent land value along the route for housing, industrial and commercial development. It would serve as a catalyst to modernise the road network in the Eastern corridor; unlock economic opportunities through the revitalisation of the manufacturing sector in Ekurhuleni; allow for the free flow of freight traffic from the N3 to the N1 freeways, and greatly relieve traffic pressure at the Gillooly's Interchange, which has been superbly upgraded by SANRAL through the Gauteng Freeway Improvement Project. What is needed now is for all of us to have a sensible, rational and pragmatic conversation about how this new, mega road project is to be funded.

Speaking about the Eastern Corridor, let me emphasise that Gibela's R1 billion train manufacturing plant at Dunnotar, near Nigel, will give further impetus to the reindustrialisation of the manufacturing and rail sectors. It is part of the localisation, development and transformation of our rail manufacturing, engineering and entrepreneurial capabilities. This is part and parcel of PRASA's rail modernisation programme to replace its 40-year old rolling stock. It is a pity that I could not join the Minister of Transport on the test ride of the new and modern Metrorail train on Tuesday this week. The government's multi-billion investment programme to modernise the Metrorail rolling stock will bring much needed relief to one million rail commuters in our province.

GAUTRAIN

Early this year, Gautrain had put out what commonly can be described as expressions of interest from rail manufacturers to procure 48 new train coaches. The formal call for bids will be announced shortly and we anticipate that the preferred bidder will be announced by November this year. The acquisition of new rolling stock is aimed at increasing Gautrain's capacity to meet rising ridership demand over the next 10 years. In addition to the rail cars, the project involves the expansion of the existing depot to maintain additional trains; signalling improvements; additional traction power, and new maintenance equipment. The planned expansion of its rail capacity shows that Gautrain enjoys high levels of confidence by rail commuters and that the passenger demand is growing steadily since its inception in June 2010. I would like to take this opportunity also to announce that within the next few weeks we will release the feasibility study for the further expansion of the Gautrain rapid rail system.

TRANSPORT AUTHORITY

In March this year, the Department hosted an informative International Conference on Transport Authorities. Based on 15 international case studies the Conference recommended the establishment of a Transport Authority for the Gauteng city-region. The Department has initiated a process to formally establish the Transport Authority. In collaboration with the Department of Transport and municipalities we have formulated legislative proposals to be considered by the Portfolio Committee on Transport during the public hearings for inclusion in the *National Land Transport Act Amendment Bill*, which has been tabled in parliament. Together with the Office of the Premier, we are planning to conclude with municipalities a Founding Agreement on the establishment of the Gauteng Transport Authority. This will be a landmark institutional development for the Gauteng city-region as it will allow for integrated transport planning and improved co-ordination in the provision of public transport in our province.

GAUTENG HOUSEHOLD TRAVEL SURVEY

The Department recently released the results of the 2014 Gauteng Household Travel Survey, which was conducted by the Council for Scientific and Industrial Research. Gauteng is the only province carrying out dedicated household travel surveys. This survey interviewed all occupants in 29 779 households across municipalities in the province and provides a good comparative picture of people's travel patterns, attitudes and perceptions on public transport since 2000, which can be used profitably for transport planning. The following notable information emerged from the survey:

- Two thirds of households do not own or have access to a car and these households are on the increase.
- More than 50 percent of households have no member with a driver's license and these households are also on the increase. This implies that public transport in the province is a necessity for the majority of residents in households.

- The proportion of household income spent on public transport increased significantly, which is closer to 20 percent for lower income groups.
- Passenger travel demand is increasingly being absorbed by low capacity transport modes demonstrated by the increased proportion of private car and minibus taxis that serve travel demand. The use of private cars increased markedly in spite of the massive investments in public transport infrastructure.
- Walking is still the predominant mode of transport in the province; 11 percent of people walk all the way to work or to institutions of learning as compared to 3 percent in 2000. This signals that facilities for non-motorised transport should receive priority.
- The average travel time to work and back home has increased markedly from 32 minutes in 2000 to 46 minutes in 2014.
- 39 percent of minibus taxi users were dissatisfied with the behaviour of drivers; the roadworthiness of taxis and felt unsafe in transit. Commuter satisfaction levels with train services were lower with travellers complaining about overcrowding, frequency and punctuality of train services and the distance of stations from their homes.
- One third of workers in our province do not work the usual 5-days a week and this has implications on how public transport services are designed, including ticketing.
- And lastly, the corridor between Ekurhuleni and Johannesburg has the largest inter-municipal travel demand, which have implications on the prioritisation of inter-municipal public transport services.

SUBSIDISED BUS CONTRACTS AND TAXI INDUSTRY

The Department manages the Public Transport Operating Grant, which funds 34 bus subsidised contracts. The bus services are operated by 12 private companies on behalf of government through interim or tendered contracts. Presently, many commuters are rightly complaining about the poor quality of some services and that in certain areas the services are not meeting their time schedules. This shows the need to hasten the review of these bus contracts. The Department will invite tenders for the provision of subsidised bus services in terms of the applicable legislation and is keen on promoting the inclusion of historically disadvantaged groups and the taxi industry in this transport sub-sector. At the same time the new contracts must lead to an improvement in the overall quality of services being rendered to passengers.

The provincial government is extremely concerned about the growing rate of fatalities related to taxi violence and road crashes. It unconditionally condemns any act of violence and intimidation emanating from the minibus and metered taxi operators and drivers. As has been indicated by the MEC for Community Safety, the government will host a taxi summit next month to squarely address these issues.

g-FleeT

Finally, the Department believes that g-FleeT has a critical role to provide state departments and entities with vehicle fleet services. I wish to report to the House that the entity is addressing the root causes of the negative audit opinion it had received in the previous financial year. It also is committed to strengthening the managerial team of the entity. We will report on this matter on an on-going basis to the House and its relevant Committees.

I conclude by thanking our senior management and entire staff complement headed by the HoD, Mr Ronald Swartz, the CEO of Gautrain, Mr Jack van der Merwe, and the acting CEO of gFleeT, Ms Noxolo Maninjwa. I also want to thank the Chairperson and Members of the Portfolio Committee on Transport for their spirited oversight over the Department and for their valuable recommendations to improve transport services to our people. Lastly, I want to thank all the transport stakeholders whose contributions assist us to up our level of performance and service delivery.

40. LAUNCH OF METROBUS DUAL FUEL GREEN BUSES, RANDFONTEIN, 26 JULY 2016

It gives me great pleasure to give this address today and thank you for the invitation to part of this exciting event. Today we are seeing the Gauteng Province and City of Johannesburg's economic plans in action. These plans commit us to advance job creation, including in green jobs and the bus manufacturing sector.

This is aligned with the National Development Plan, which calls for mutual benefits between sustainable development and reducing carbon emissions, increasing employment and reducing inequality. It is consistent with the provincial strategy, which states the Gauteng city-region will make the transition towards clean, innovative, resource efficient, low carbon technologies and infrastructure.

I am, therefore, delighted to be part of the process of officially launching the new dual fuel buses, which contribute to these objectives. It is a step in the right direction and sets us off on an innovative pathway based on clean and green buses.

The manufacturing of these green busses locally has created a number of jobs. I am told that while the chassis and engines were imported, they were assembled in East London, leading to the creation of 20 temporary jobs. Secondly, the bus bodies were built at this Busmark factory and while the DTI requires bus body builders to use 80 percent local content, the local content in these buses is 96 percent. This means that a further 280 jobs were created in this factory.

Thirdly, the buses will use a combination of diesel and gas. This will create new opportunities for the creation of jobs in the biogas sector. Biogas can come from a range of sources, including from sewerage, landfill sites and bio-crops. The city of Johannesburg is presently

piloting growing bio-crops in some areas south of Johannesburg, which is also leading to job creation.

By December this year, the city will have 181 buses operating on dual fuel. With a minimum of six jobs being created to fuel one bus for a year, we are looking at no less than 600 jobs for every 100 buses running on bio-crop gas. In addition, jobs will also be created in the maintenance of these buses. The industry maintenance standard talks to a ratio of 1 artisan to 9 buses. The acquisition of the 150 buses will create 17 jobs (artisans and assistants) and 5 in the gas related activities.

Lastly, this is an innovative project. I understand that this project has been developed with innovators from the Vaal University of Technology. Metrobus is working with the University of Johannesburg, which will monitor the performance of the dual fuel busses and advise on ways to improve the performance of these busses. Such innovation provides learnerships and creative learning experiences for our students.

Job creation, especially for young people, is critical if we are going to end the scourge of poverty and inequality. Jobs do more than give people a source of income to feed and clothe themselves and their families. Gainful employment gives people self-esteem and self-confidence and a positive outlook for the future. This is the reasons why the City of Johannesburg has put programmes like Jozi@Work at the forefront of its priorities. As the Gauteng city-region we are committed to job intensive solutions to each of our development programmes to achieve greater participation of the youth in our economy.

This project is not only about job creation. It also is about contributing to reduced air pollution and carbon emissions. I understand that the City of Johannesburg has signed an international declaration led by C40 cities on climate change, wherein we have committed to soot free buses. These buses are well on the way to being soot free!

Finally, I would like to take this opportunity to thank the manufacturers and their team for partnering with us to promote local content, green transport and innovation. I hope that our partnership will continue as we finalise the roll out of the buses and monitor them. These new dual fuel buses enable us to meet our objectives of creating an inclusive, job-resilient and competitive economy that harnesses the potential of its citizens, and supports the building of a smart, environmentally sound and resilient city and province.

41. LAUNCH OF 2016 OCTOBER TRANSPORT MONTH CAMPAIGN, TSHWANE, 3 OCTOBER 2016

We welcome you to the Gauteng launch of the 2016 October Transport Month Campaign. We'd like to thank the City of Tshwane for co-hosting the event with the Department of Roads and Transport. Earlier today we saw an example of an intermodal transport facility, where the Gautrain, Metrorail, Gautrain busses, *A re Yeng* and other modes of transport operate in an

integrated manner. One gets a real sense that the different components of the system operate as a whole and facilitates easy and seamless mobility for thousands of commuters and travellers.

The Department of Roads and Transport is the provincial custodian of the October Transport Month Campaign. As a government-initiated campaign, it is expected that the Department, together with municipalities, plays a lead role in the promoting the use of public transport; encouraging citizens to opt for sustainable modes of transport, and raise public awareness about road safety during this period.

The theme for this year's campaign is the "Modernization of the Public Transport System in Gauteng". This is derived from the provincial government's multi-pillar programme of radical Transformation, Modernization and Re-Industrialization of Gauteng.

Together with the City of Tshwane, we will showcase a sustainable mobility initiative with the unveiling of two electric vehicle charging stations. The two solar stations are part of the Legacy Project from the Cities Green Transport Programme funded in 2015 by the Green Fund. Tshwane's sustainable transport strategy is steadily taking root. The design and implementation of the Bus Rapid Transit system; the uptake of clean vehicles for its fleet and the promotion of non-motorised transport are the three core elements of its sustainable transport strategy.

The City has signed the "Clean Bus Declaration" and is committed to having 40 percent of its bus fleet converted to clean technologies by 2020. This will include busses powered by compressed natural gas (CNG) and other combination of zero emission capable vehicles. We will recall that the first CNG bus was launched in Tshwane in November 2015.

Furthermore, 10 electric vehicles have been incorporated into the messenger fleet as of May 2015. Apart from the visibility of the vehicles which have been brightly branded, the City is encouraging the development of universal charging stations throughout the City and the first two solar charging stations are opened today.

In terms of non-motorised transport, the City of Tshwane is actively promoting cycling through its sustainability outreach programme, known as Tshwane Green. The aim of the programme is to get our people to see cycling as a credible mode of mobility. Later this month, we will distribute 2000 bicycles in Ekurhuleni to encourage young people to take up cycling. We must imagine and create and live an alternative to the current car-centric nature of many cities across the globe.

In the course of this month, the Department, in partnership with the municipalities, will host a variety of events cutting across the Gauteng city-region to promote public transport and sustainable mobility. Some highlights of the campaign are the:

- Hosting a Global Rail Conference;
- initiating an electronic ticket for the taxi industry;

- organising the Gauteng Cycling Indaba;
- launching three road construction projects;
- hosting a Transport Career Expo for high school learners and university students, and
- encouraging citizens to use public transport on very Friday of next month.

We are confident that our October Transport Month Campaign will draw in the participation of thousands of our citizens in a variety of activities that are being organized by the local, provincial and national spheres of government. We urge our people to take seriously the messages of the benefits of public transport, road safety and sustainable mobility. It's about our future and that of children and grandchildren. We must consciously strive to build a reliable, safe, affordable, accessible and environmentally sustainable transport system for the benefit of all.

The Chinese have an old saying, "When you want to make the lives of the community better then build a road". In our day and age, we can modify this idiom by saying, "When you want to make the lives of the community better, then build public transport infrastructure". Building roads and public transport infrastructure go beyond concrete, asphalt and bitumen. It touches lives and empowers people. It connects families and residents. It provides greater socio-economic access, linkages to opportunities and seamless mobility. It stimulates the economy.

Roads and public transport link and integrate whole communities and facilitate the seamless movement of people, goods and services. More importantly for us who have lived under a system of "separate development", it helps us to re-fashion apartheid geography and to spatially reconfigure the Gauteng city-region along the five development corridors identified by Premier Makhura.

Transport-related infrastructure development must be seen against the backdrop of the mega human settlements that are being spearheaded by the private sector and supported by the provincial government. New housing developments such as Steyn City, Waterfall City, Vaal River City, Syferfontein and Savannah City to meet the projected growth in our population will transform the city scape in different municipalities in our province. Roads and transport officials in different spheres of government should ensure that there are appropriate road and transport networks to accommodate the envisaged growth in population in these areas as a result of these new housing developments.

We believe that we are delivering on our mandate within the available resources allotted to us. We prioritise the maintenance and expansion of our road network precisely because it is an enabler of broader economic growth, job creation and the empowerment of small and medium enterprises. We invest in public transport infrastructure as we believe that we need to promote a shift from private to public transport. We see rail as the backbone of our public transport system supported by the bus rapid transit networks in metropolitan municipalities.

In this regard, we would urge the City of Tshwane to fast track the implementation of *A re Yeng*. Phase 1 should be rolled-out as soon as possible, its ridership should be increased and public confidence in its operations must be enhanced. When strategic public transport projects take too long to materialise, people do not see the tangible benefits of these projects. I would, therefore, urge the Mayor to prioritise this project and he should ensure that the benefits of the BRT system are being felt and experienced by citizens.

There is a growing need to build new freeways in Gauteng. The last time a highway was built in our province was in 1982. In spite of the Gauteng Freeway Improvement Project led by SANRAL, our freeways - particularly during peak hours - are congested and at times gridlocked. The 25-Year Integrated Transport Master Plan (ITMP25) projects that our car population will increase from 3.5 million in 2011 to 6.5 million by 2037. To date we have a car population in Gauteng of 4.5 million vehicles. The increasing number of cars in our province, and the consequent traffic congestion, comes at huge social and economic costs to our people as we spend many unproductive hours trapped in traffic congestion. It contributes to the high cost of doing business in Gauteng. It is this costly reality that we must address more urgently.

We would like to announce that the Department is busy with the initial planning to build the 35km long PWV15 to support the development of an Aerotropolis at the OR Tambo International Airport and the Tambo-Springs Freight and Logistics Hub. The construction of the PWV15 must be a strategic project. It will have a multiplier effect on the Eastern Corridor. Apart from alleviating traffic congestion on the existing road network, it will accelerate the development of the Aerotropolis and the Tambo-Springs Logistics Hub and enhance the adjacent land value along the route for housing, industrial and commercial development. It would serve as a catalyst to modernise the road network in the Eastern corridor; unlock economic opportunities through the revitalisation of the manufacturing sector in Ekurhuleni; allow for the free flow of freight traffic from the N3 to the N1 freeways, and greatly relieve traffic pressure at the Gillooly's Interchange, which has been superbly upgraded by SANRAL through the Gauteng Freeway Improvement Project.

Speaking about the Eastern Corridor, let me emphasise that Gibela's R1 billion train manufacturing plant at Dunnotar, near Nigel, will give further impetus to the reindustrialisation of the manufacturing and rail sectors. It is part of the localisation, development and transformation of our rail manufacturing, engineering and entrepreneurial capabilities. This must be part and parcel of PRASA's rail modernisation programme to replace its 40-year old rolling stock.

Early this year, Gautrain had put out an expression-of-interest from rail manufacturers to procure 48 new train coaches. The preferred bidder will be announced later this year. The acquisition of new rolling stock is aimed at increasing Gautrain's capacity to meet rising ridership demand over the next 10 years. In addition to the rail cars, the project involves the expansion of the existing depot to maintain additional trains; signalling improvements; additional traction power, and new maintenance equipment. The planned expansion of its

rail capacity shows that Gautrain enjoys high levels of confidence by rail commuters and that the passenger demand is growing steadily since its inception in June 2010.

In March this year, the Department hosted an informative International Conference on Transport Authorities. Based on 15 international case studies the Conference recommended the establishment of a Transport Authority for the Gauteng City Region. The Department has initiated a process to formally establish the Transport Authority. In collaboration with the Department of Transport and municipalities we have formulated legislative proposals to be considered by the Portfolio Committee on Transport for inclusion in the *National Land Transport Amendment Bill*, which has been tabled in parliament.

The Department recently released the results of the 2014 Gauteng Household Travel Survey, which was conducted by the Council for Scientific and Industrial Research. Gauteng is the only province carrying out dedicated household travel surveys. This survey interviewed all occupants in 29 779 households across municipalities in the province and provides a good comparative picture of people's travel patterns, attitudes and perceptions on public transport since 2000, which can be used profitably for transport planning. The following notable information emerged from the survey:

- Two thirds of households do not own or have access to a car and these households are on the increase.
- More than 50 percent of households have no member with a driver's license and these households are also on the increase. This implies that public transport in the province is a necessity for the majority of residents in households.
- The proportion of household income spent on public transport increased significantly, which is closer to 20 percent for lower income groups.
- Passenger travel demand is increasingly being absorbed by low capacity transport modes demonstrated by the increased proportion of private car and minibus taxis that serve travel demand. The use of private cars increased markedly in spite of the massive investments in public transport infrastructure.
- Walking is still the predominant mode of transport in the province; 11 percent of people walk all the way to work or to institutions of learning as compared to 3 percent in 2000. This signals that facilities for non-motorised transport should receive priority.
- The average travel time to work and back home has increased markedly from 32 minutes in 2000 to 46 minutes in 2014.
- 39 percent of minibus taxi users were dissatisfied with the behaviour of drivers; the roadworthiness of taxis and felt unsafe in transit. Commuter satisfaction levels with train services were lower with travellers complaining about overcrowding, frequency and punctuality of train services and the distance of stations from their homes.

- One third of workers in our province do not work the usual 5-days a week and this has implications on how public transport services are designed, including ticketing.
- Lastly, the corridor between Ekurhuleni and Johannesburg has the largest inter-municipal travel demand, which have implications on the prioritisation of inter-municipal public transport services.

The Department manages the Public Transport Operating Grant, which funds 34 bus subsidised contracts. The bus services are operated by 12 private companies on behalf of government through interim or tendered contracts. Presently, many commuters are rightly complaining about the poor quality of some services and that in certain areas the services are not meeting their time schedules. This shows the need to hasten the review of these bus contracts and work in this area is progressing steadily.

As I conclude, let me emphasise that our government has made huge investments, and will continue to invest, in road infrastructure and public transport, which is safe, reliable, affordable, accessible, and of a high standard. For this we are guided by a well-designed 25-year Integrated Transport Master Plan. The goal of course is to incentivise commuters of every socio-economic category to travel on public transport. This is good for our environment; it eases traffic congestion and promotes wellness. This is the essence of the 2016 October Transport Month Campaign!

42. AIR-RAIL AFRICA CONFERENCE 2016, SANDTON, 6 OCTOBER 2016

Good morning and welcome to the AirRail Africa Conference (2016). A special welcome to South Africa to our international guests and the relevant national and local stakeholders. It is a pleasure welcoming all of you in Gauteng, where hopefully, over the next two days you will be engaged in productive and fruitful discussions of major air-rail issues that are emerging on the African continent.

We are pleased that the Global AirRail Alliance (GARA) has partnered with the Department of Roads and Transport, the Gautrain Management Agency and the African Association of Public Transport (UATP) to present the 1st AirRail Conference in Africa. I trust that it will be of value to all of us who are present here today.

This conference forms part of the Gauteng's focus on public transport issues during October Transport Month, wherein we promote public transport, sustainable mobility and road safety. This year's theme for public transport month is "The modernisation of the public transport system in Gauteng". The concept of modernisation is derived from the provincial government's multi-pillar programme of radical transformation, modernisation and re-industrialisation of Gauteng.

In the Gauteng city-region, rail modernisation has become an important element of our work. We cannot speak about modernising our public transport system without focusing on the

modernisation of our railways, particularly Metrorail, as it is the prime, mass mover of commuters that gives access to social and economic opportunities to almost one million passengers a day. Metrorail and the Gautrain are the very core of the public transport system in the province. In fact, they constitute the backbone of the public transport system in the Gauteng city-region. We say this as rail helps to restructure urban space, improves city sustainability, and reduces travel distances and time. It further offers affordable public transport and value for money to the user.

In 2013, the Gauteng Provincial Government approved the 25-Year Integrated Transport Master Plan (ITMP25). The ITMP25 provides the overarching planning framework that assists the Department of Roads and Transport, in collaboration with other spheres such as the Gautrain Management Agency and the Passenger Rail Agency of South Africa (PRASA), to develop and extend the rail network into an integrated and efficient public transport system which serves the transport needs of Gauteng citizens.

Based on the ITMP25, our work over the next few years will focus strongly on the two principal areas. Firstly, we will direct our energy on the modernization of Metrorail, which entails the manufacturing and acquisition of new rolling stock, the roll-out of a new signalling system and the upgrading and renovation of railway stations along its priority corridor. Secondly, we will be looking at expanding the Gautrain system for which the feasibility study is complete. Once the political consultation processes are completed, the feasibility study will be made public. We are confident that the modernization of Metrorail and the proposed extension of the Gautrain rapid rail network will result in a significant and decisive shift from private vehicle to public transport use, which in turn will help reduce traffic congestion, enhance efficiency and promote sustainability in the Gauteng city-region as a whole.

Another important aspect that will draw our attention over the next three years is the establishment of Transport Authority for the Gauteng city-region. Presently, the policy decision in this regard has been taken; amendments to the *National Land Transport Amendment Bill* have been proposed to the Portfolio Committee on Transport in parliament, and a Declaration of Intent supporting the establishment of a Transport Authority has been signed between the Premier of Gauteng and the former Mayors of all municipalities in Gauteng. Henceforth, the finalisation of a provincial policy framework, the legal establishment and the resourcing of the Transport Authority remains an urgent task for the current provincial administration.

At the same time new questions will emerge and will have to be answered. How will the Gautrain Management Agency and PRASA/Metrorail, and possibly the Airports Company of South Africa (ACSA), relate to the proposed Transport Authority? How and when will rail functions be better co-ordinated and integrated in our province? Can we imagine a single rail entity being responsible for rail operations in our province? What, if any, is the relationship between freight rail and commuter rail systems in our province? How can we ensure that our rail services are efficient, reliable, clean and safe, punctual and affordable? How can we grow

our ridership, so that rail truly emerges as the backbone of our public transport system? And how can we make our rail system more accessible to people with disabilities, the aged and the very young? I trust that these questions will solicit responses from our esteemed guests and rail experts and leave us with answers.

Finally, I am sure that this conference also will address a wider range of pertinent issues such as:

- A review of air-rail projects in Africa;
- high-speed electric trains;
- public-private-partnerships as a funding model;
- operations and enhancing customer experience through technology;
- financing of air-rail projects;
- socio-economic development imperatives for linking airports and city centres;
- offering first mile-last mile solutions for any air-rail system; and
- managing air-rail brands.

May I conclude with the hope that the First AirRail Conference in Africa turns out to be highly successful and intellectually stimulating endeavour that will guide our work in the future.

43. GAUTENG CYCLING INDABA , SANDTON, 11 OCTOBER 2016

Thank you for attending and participating in the Gauteng Cycling Indaba, which the Department of Roads and Transport has organized in partnership with the Embassy of the Kingdom of the Netherlands. This event forms part and parcel of the 2016 October Transport Month Campaign, which is aimed at promoting the use of public transport, sustainable mobility and road safety.

Cycling is a growing phenomenon in our province both as a sport and as a form of sustainable mobility. For instance, the Telkom 947 Cycle Challenge that is organized annually in Gauteng, and which will be held again in November this year, stands out as one of the largest cycling events on the African continent. Last year alone it drew almost 33 000 cyclists to the event.

More importantly though is the fact that daily from Diepsloot to Randburg; from Tembisa to Kempton Park and from Lawley to Lenasia hundreds of people use bicycles to travel from home to work and back. I am also seeing cyclists during peak times in the heart of the Johannesburg city centre. More and more tourists are cycling in areas like Soweto and in many schools where our Department has distributed bicycles as part of the ShovaKalula programme, cycle clubs have been formed and learners enjoy the experience and freedom of cycling. More and better organized cycling clubs have been established, which promote cycling for sporting and recreational purposes. Significantly, an association such as JUCA has on its own accord published a map of cycling routes for daily commuting in selected areas of Johannesburg.

Across the three spheres of government a number of non-motorised transport (NMT) programmes are in operation based on approved policy positions. These include the ShovaKalula Bicycle Programme; the National Scholar Transport Policy; the Pedestrian and Bicycle Facility Guidelines Manual, and the Gauteng Non-motorised Transport Policy. These initiatives are aimed at promoting NMT as mode of choice; reducing excessive congestion and emissions by popularising NMT, and facilitating, co-ordinating and providing NMT infrastructure.

The Department's 25-Year Integrated Transport Master Plan (ITMP25) has noted that whilst government has generally embraced the concept of universal design through governing policies and road standards, the provision thereof falls short and the quality of NMT facilities is lacking. NMT is still mainly considered as an add-on. There are very few examples of consistent provision of NMT as an integral part of the built environment and the transport system. Not all metropolitan and district municipalities have comprehensive NMT policies, strategies and action plans. NMT needs to be adequately accommodated in the built environment in order to change the status quo. Hence, greater emphasis needs to be placed on the need to properly integrate NMT with public transport and land use planning, and to fund NMT infrastructure projects.

In this regard, the ITMP25 makes the following important points:

The development of NMT is a key element in successfully encouraging sustainable, inclusive and integrated urban transport. Fundamental to pursuing this is the concept of “universal design”, which in essence gives recognition to the fact “that people’s mobility and accessibility are largely determined by the built environment, i.e. the design of buildings, sidewalks, paths, roads and vehicles. Design standards and practices based on the “average” person have led to the exclusion of many. Universal design shifts more of the burden from the individual to the community. Thus, rather than assuming that people must accommodate the built environment, the built environment should accommodate all users as much as feasible.

This approach ties in with our concept of “complete streets”, which breaks down the traditional separation between freeways, public transport, cycling and walking, and instead focuses on the desired outcomes of a transport system that supports safe use of the roadway for everyone. The practical implementation of this concept requires all our road authorities to rethink the road design standards that are currently being applied, which prioritise and favours the private car.

The ITMP25 has identified the following as three key principles to integrate NMT into the road network of Gauteng:

- i. Promote NMT as part of a sustainable transport system, e.g. include walking and cycling as a feeder system to all public transport systems;

- ii. redesigning and/or creating a built environment (urban and rural) to inclusively accommodate NMT users according to universal design principles as may be appropriate in terms of social and economic objectives; and
- iii. creating a liveable and sustainable urban environment through ‘complete streets’ approaches and ensuring that the connectivity among different land uses and public transport systems is expanded to be NMT-inclusive.

Finally, the ITMP25 proposes that at a strategic level, NMT infrastructure must be provided in support of public transport routes and all land uses to potentially generate pedestrian and cycling trips. It states that the initial focus areas for NMT infrastructure development should be inner cities, townships and informal settlements, public transport termini and ranks, BRT trunk routes, bus routes, passenger rail stations, and linking public transport to residential areas and activity nodes such as schools, shopping centres, and parks and recreational areas.

However, determining policy and implementing NMT infrastructure projects on their own will not yield the desired results. The experience in Johannesburg has shown that establishing a “cycling culture” and ensuring that there is proper traffic enforcement is as important as rolling out a network of safe cycling routes. Otherwise, NMT infrastructure will remain fallow and the public will come to believe that money spent on NMT facilities is being wasted.

The final point I wish to make is that NMT programmes can lead to economic opportunities to create jobs and relieve poverty in communities. Some examples are the construction and maintenance of cycle routes and pedestrian walkways; providing security at footbridges and bicycle parking at stations; creating bike storage and repair centres at public transport terminals and in communities; and encouraging local production of bicycles for service provision, e.g. custom-built bicycles for collecting recyclable items in communities.

We believe that NMT has a specific place and role to play in an efficient transport network. Not only does it provide a primary transport mode, it also supplements other transport modes such as rail, bus and BRT operations, reduces the carbon footprint and provides a healthier lifestyle. Furthermore, it creates a more liveable environment by connecting people and communities, thereby creating social integration and cohesion.

I wish to conclude by thanking Ambassador Gerards and the Kingdom of the Netherlands for recently hosting a delegation of government officials from South Africa on a cycle study tour in their country. I have read the report and I believe that there is much we can learn from your experience over the last 50 years. I sincerely hope that our relationship and partnership will be strengthened in the coming years, and that we can transform the urban landscape in the Gauteng city-region. We can and must imagine a different future in our cities. We must act now to create that future.

44. TABLING OF THE 2015/16 ANNUAL REPORT OF DEPARTMENT OF ROADS AND TRANSPORT, GAUTENG LEGISLATURE, 30 NOVEMBER 2016

We welcome this debate on the 2015/16 Annual Report of the Department of Roads and Transport, gFleet and the Gautrain Management Agency as it presents us with an opportunity to reflect on the performance of the Department and its entities, as well as to take advice from Members. A debate that is engaging is precisely the one we should be having at a time when both the local and global economy is struggling to achieve growth.

As South Africans, we have a shared destiny. Let us draw inspiration from an African proverb, which states, "If you want to go quickly, go alone. If you want to go far, go together." There is a Tanzanian proverb which says, "Two ants do not fail to pull one grasshopper." Whatever we do, we must work together to achieve our shared goals in the Gauteng city-region.

Transport has a critical mobility role in society. It helps to move our economy to a higher growth path. In the Medium-Term Budget Policy Statements delivered by both Finance Minister Pravin Gordhan and MEC Creecy, the crucial role of our infrastructure expenditure to stimulate and grow the economy was highlighted. The Department, therefore, remains focussed on achieving "an integrated and efficient transport system in Gauteng that promotes sustainable economic growth, skills development and job creation, fosters quality of life, socially includes all communities and preserves the environment".

Urbanisation and urban densification help to provide a transport solution as it reduces the home to work trips over long distances. All sectors of our economy and our people at large benefit when there is an integrated approach to spatial and transport planning. Essentially, what we're talking about is creating smart cities in the Gauteng city-region that are supported by good public transport systems. Simultaneously, we should keep our feet firmly on the ground to meet the commitments made in our Annual Performance Plan.

We are pleased to report that Gautrain received a clean audit, and both the Department and g-Fleet achieved unqualified audit opinions from the Auditor-General. We are encouraged by the progress made in getting the financial statements of gFleeT on the proper footing. Our challenge now is to sustain the progress made at the entity and to ensure that the Department gains a clean audit.

The Department in its pursuit to support vendors and suppliers reached a 99 percent payment level within 30 days. In saying so, gFleet should put in place systems to deliver on such a commitment. Also, we are assured by the public's growing confidence in the provincial government's open tender system. The Department reaffirms that all its projects above R50 million are being awarded on the open tender system.

RAIL SYSTEMS

Let me get to the heart of our public transport. Rail is the core of our public transport system because it is a mass mover of commuters with a dedicated right of way. It lends itself to

transit-oriented development in terms of residential, commercial and industrial densification and urbanisation. The efficiency of the rail transport system is pivotal for a functioning Gauteng city-region.

The initiative to procure 12 new train sets for the Gautrain system is aimed at meeting rising passenger demand. A competitive procurement process is being followed, where seven potential bidders drew the Request-for-Qualification documents to supply the new trains. From these bids, three pre-qualified bidders, namely, Bombardier Transport (Pty) Ltd; CRRC E-LoCo Supply (Pty) Ltd, and Egoli Rail Consortium, have been selected to participate in the next stage of the process. The Request-for-Proposal documents have been issued to these three bidders and their final bids should be submitted by May 2017. The GMA intends awarding the contract to the successful consortium in November 2017.

The GMA has developed a business case within the existing funding for Gautrain and has partnered with the DBSA to arrange financing for the 48 new coaches. The capital expenditure of approximately R4.3 billion for additional rolling stock and supporting infrastructure is expected to sustain about 10 000 jobs in Gauteng. The total government revenue is expected to increase by an estimated R542 million in nominal terms between 2019 and 2023.

A few days ago, we announced that the Gautrain Management Agency and the Bombela Concession Company (Pty) Ltd have agreed to a comprehensive settlement of all disputes relating to the construction of the Gautrain system. Due to the time and extent of the costs involved in legal proceedings, as well as the uncertain outcomes of these protracted processes, the parties have agreed to this comprehensive settlement of the disputes. In one way, this represents an amicable, all-inclusive out of court settlement of prolonged contractual disputes.

The settlement brings an end protracted, costly and multiple legal and arbitration processes relating to the Sandton Station cavern; the John Vorster and Jean Avenues cantilever bridges in Centurion; the water ingress in the tunnel between Park and Rosebank Stations; and the Delay and Disruption claim. In terms of the agreement, the Gauteng Provincial Government will pay Bombela an amount of R980 million, and a further payment over two years of a capped amount of R274 million. This is in full and final settlement of all construction-related disputes between the GMA and BCC.

The Feasibility Study Report into the expansion of the Gauteng rapid rail network is complete, and its release shortly will provide greater certainty about the future growth of the rail network in our province. Finally, the national Department of Transport's Green Paper on National Rail Policy states: "Where appropriate and in line with the objectives of the National Rail Policy, National Government may assign current obligations in respect of future regional or interprovincial rail service delivery to Provincial Government." The finalisation of the new national policy will undoubtedly open the way for an integrated rail system coming into existence in our province.

SUBSIDISED BUS CONTRACTS

Gauteng commuters continue to benefit from the 34 subsidised bus contracts. What concerns us though is that there is an increase in the number of complaints from commuters of the quality of services being rendered by some bus operators. Breakdowns, busses arriving late or not at all and the poor mechanical conditions of busses is becoming more common and is a matter of grave concern to the Department. Subsidised bus services are at the heart of commuters' livelihoods. If such services fail to turn up on a given working day, commuters suffer the risks of being dismissed from their jobs and face consequences from employers. Bus operators must be held accountable when poor services are rendered to our people. At the same time, it must be noted that the Department has begun with the preparations for placing the contracts on tender in terms of applicable law.

TAXI INDUSTRY

The minibus taxi summit has created an enabling environment for greater co-operation between government and the taxi industry. Since the Taxi Summit in July this year, two Taxi Licensing Outreach Programmes were initiated by the Department between July and September 2016, which saw 5028 minibus taxi operators being assisted with their Operating License applications, SARS registration and "concurrencies" with municipalities supporting specific applications. The Joint Taxi Working Group has met subsequently to review the draft resolutions. The Department has appointed the CSIR to map all taxi routes in the province. This exercise will produce a geo-coded, electronic database of all minibus taxi routes in Gauteng that will assist in resolving route disputes between taxi associations and operators. What remains to be done is for us to conclude our discussions with the taxi industry on a well-considered economic development strategy.

TRANSPORT PLANNING

I was encouraged by the multi-party support for the idea of a Gauteng Transport Authority when I made a presentation to the Portfolio Committee on Transport in parliament. Consensus on this matter is critical for successful and effective transport governance in our province, particularly in a multi-party, political landscape where co-operation and collaboration are important for transport planning. The establishment of a Gauteng Transport Authority is a far-sighted initiative that in the coming years will transform the way in which public transport is planned, co-ordinated and rendered to residents.

Moving from a cash payment system on our public transport modes to an electronic payment ticketing system is amongst the first steps which would ultimately lead to an Integrated Fare Management System for commuters. Planning for an e-ticket, which includes minibus taxis though a private sector initiative, is gaining steady momentum. What is significant about the Integrated Fare Management System, when it is ultimately in place, is that it would be an invaluable tool for data gathering on commuter travel patterns and transport planning.

AEROTROPOLIS

Gauteng's Eastern Development Corridor, whose nerve centre is OR Tambo International Airport as its focal transport hub, would remain a catalyst for future economic and transport growth. PRASA's Metrorail manufacturing plant in Nigel will boost this corridor for growth and development. Its impact will have huge multipliers for the wider growth and development of the region.

Already the Aerotropolis precinct has seen a greater location of freight related businesses closer to the ORTIA transport hub, and there will be greater impact in the area as new housing and roads impact on its expansion and development. Our plan to build a new highway, the PWV15, would give further impetus to the development of the Aerotropolis and the Eastern Corridor. The PWV15 is a 35 km long North-South freeway, forming part of the Gauteng strategic road network. It is situated a short distance east of the ORTIA and will provide an eastern bypass to the airport precinct. The PWV15 will provide linkages to the Anderbolt, Dunswart, Wadeville and Boksburg East Industrial areas, leading up to the N3 at the Tambo Springs Freight Hub.

Let me conclude with an African proverb: "Cross the river in a crowd and the crocodile won't eat you." We have a common destiny. The Gauteng Provincial Government and all the municipalities in the province must work together to build the transport system of the future. Let's work together to carve a future for ourselves, our children and grandchildren that is prosperous, inclusive, and equitable.

I would like to extend my heartfelt thanks to the Head of Department, Mr Ronald Swartz, the CEO of the GMA, Mr Jack van der Merwe, the Acting CEO of g-Fleet, Ms Noxolo Maninjwa, and the rest of the management and staff of the Department and our entities for their hard work and dedication. My special thanks and appreciation to Chairperson Jacob Khawe and members of the Portfolio Committee and to the various transport stakeholders who have worked with us in improving transport in our province.

45. THE SIGNING OF THE JOINT DECLARATION OF INTENT ON THE FREIGHT LOGISTICS SECTOR IN GAUTENG, SANDTON, 9 FEBRUARY 2017

Vice Minister, Gunther Adler, and esteemed members of his delegation

Mr Karsten Möring, MP

Mr Klaus Streicher, Deputy Head of Mission: German Embassy

I would like to extend a very special and cordial welcome to Vice Minister, Gunther Adler, and his delegation from the German Federal Government and the German Embassy. A very warm welcome also to our esteemed guests. Thank you for accepting our invitation and gracing this

important event with your presence. I am very optimistic that today's proceedings will further enhance the collaboration and partnerships between Gauteng and Germany.

The signing of the Joint Declaration of Intent by us will advance and expand the frontiers of Green Logistics and Mobility, particularly as it relates to the freight sector in the Gauteng city-region. It augurs well for our province that the 'greening of our partnerships' will flourish into greater synergies and collaboration over time.

Vice Minister, we are very appreciative that you have chosen South Africa, and Gauteng in particular, as the first country and region on the African continent to develop and implement the GLI:X Project.

Our colleagues, Christoph Henseler and Christoph Stroschein, have already given us a technical breakdown of the GLI:X Logistics Indicators, and the goals that we mutually seek to attain. What I need to emphasise is that in the past few months, both German and South African stakeholders across various professions have collaborated as one team to develop the freight and logistics indicators.

Today's official release of the GLI:X Project Report is the culmination of excellent collaboration between the GLI:X research team and multiple stakeholders such as the Gauteng Department of Roads and Transport, the metropolitan cities of Johannesburg, Ekurhuleni and Tshwane, the two District Municipalities (Westrand and Sedibeng), the Airports Company of South Africa, Transnet, the Gautrain Management Agency, the Gauteng Growth and Development Agency, the Gauteng Freight Forum, the Transport Freight Association, the University of Johannesburg, Johannesburg Water, WorldNet Logistics, T-Systems, Volkswagen, DHL, ARUP and the UATP.

I believe that the Gauteng city-region will benefit enormously from the signing of the Joint Declaration of Intent between the Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety of the Federal Republic of Germany and the Gauteng Department of Roads and Transport. The Joint Declaration stresses the importance of environmentally friendly solutions and sustainable development, particularly in the field of freight logistics. We will endeavour to engage scientific expertise for the joint development of a Green Logistics Indicator (GLI-X) system in our province; exchange experiences and best practices in this field; host seminars and workshops of business, experts, regulators, civil society and other relevant stakeholders; and encourage co-operation among freight companies, the public sector and private organisations.

The GLI:X Project speaks to the context of the Gauteng city-region. It has the potential of making a great impact on our province and achieving the international standards of Smart Cities. The five key goals that the Project has identified for smart logistics are well integrated and aligned to our overall policy objectives. Specifically, the five goals - greener, faster, more cost-effective, safer and more equitable freight logistics - address the transformation, modernisation and re-industrialisation objectives of the Gauteng Provincial Government.

The inter-relatedness of these goals highlights that freight logistics is a networked, interwoven process. The aim is to bring the immediate goals of freight logistics, namely, cost-effectiveness, speed and competitiveness in line with broader development goals such as environmental protection, socio-economic development and a safe and secure urban environment. In this way, the freight logistics sector can contribute to an improved quality of life in the Gauteng city-region. Essentially, what we desire is ecological sustainability; the reduction of Green House Gas emissions; the preservation of our natural resources; the efficient use of energy; a reduction in the amount of waste produced, and better control over air and noise pollution.

Also, we desire a more equitable and socially inclusive freight logistics sector; one that provides employment and entrepreneurship opportunities; wellness of drivers; better income distribution and enhanced career opportunities. We desire a safer and securer freight logistics sector that avoids harm to goods and people. There must be a reduction in deadly and harmful accidents and better crime control. We desire a more competitive freight logistics sector; one that is faster and quicker so that there is predictability for businesses and industries. Finally, we desire a reduction in the cost of freight movement.

Today's signing of the Joint Declaration of Intent lays a firm basis for us to work together to achieve what we mutually desire. It's the foundation stone of a deeper and mutually beneficial partnership.

For me, it is a great honour that Vice Minister Gunther Adler has taken a personal interest in this Project. I am humbled that he is here in person to sign the Joint Declaration of Intent between our administrations. I have no doubt in my mind that our good intentions will turn into reality and that our relationship and bonds of friendship will strengthen over time.

I conclude with a very special "thank you" to Vice Minister Adler and his delegation, and to each one of you who are present for joining us on this journey to a better, more productive and sustainable city-region.

46. STATE OF THE PROVINCE DEBATE, GAUTENG LEGISLATURE, 23 FEBRUARY 2017

The ANC is proud of its Premier. We were impressed with the State of the Province Address delivered by him on Monday. It was comprehensive, wide-ranging and candid. It provided an honest appraisal of the performance of the 5th ANC administration in our province; highlighting its successes and achievements and acknowledging its weaknesses. More significantly, the Premier signposted the direction that the ANC government will take over the next two years. There is clarity of purpose and a clear programme of action.

The Premier spoke at length on the investments on public infrastructure projects made by the ANC government in this province; be it on broadband, roads and public transport, housing and other social amenities such as schools, hospitals and clinics. In the past three years, the

total investment in public infrastructure by the Gauteng ANC government exceeded R30 billion. This is not small change. The economic impact of this investment has been vital in keeping the provincial economy going and in creating jobs for our people, particularly the youth. The KPMG Report on public infrastructure investment has found that the ANC government:

- Created 92 000 direct jobs through infrastructure spend;
- raised R15 billion to support household incomes;
- increased provincial revenue by R6 billion; and
- that its infrastructure-spend resulted in additional economic activity worth R26 billion.

The ANC's infrastructure spend has played a decisive role in empowering historically disadvantaged businesses. It has given lifeblood to township enterprises and sustained the livelihood of thousands of families in our communities. It has created jobs and put food on the table of families.

What is equally important is that this huge investment is made on the principles of clean governance, openness and transparency in procurement processes and more effective financial controls. The improved audit outcomes of Gauteng government departments and entities in the past financial year is a living testimony that public funds – our people's money - is being used more prudently, more efficiently and in their service. Under Premier Makhura, our work on good governance is bearing fruit and our audit outcomes have consistently improved with all departments and entities getting unqualified audit reports; 60 percent of these were clean audits.

Over the next three years the Gauteng ANC government plans to spend a further R42 billion on public infrastructure. The focal points will be infrastructure projects related to roads and public transport, Broadband and e-government services, water and sanitation, mega human settlements and new industrial nodes.

Public investment in transport infrastructure is integral to the transformation of apartheid spatial form of the Gauteng city-region. Human settlements and transport are mutually interdependent in creating a viable and sustainable environment for our people. Public transport cannot be feasible without the required density from housing developments; whilst human settlements would not be accessible and viable without investment in transport infrastructure. Because of its catalytic nature as an economic stimulant, as well as its emphatic physical footprint, transport influences other investment decisions in manufacturing, trade, industry, commerce and retail.

Premier Makhura announced that the Gauteng ANC government has completed the Feasibility Study on the future expansion of the Gautrain rapid rail system. The Gautrain

Management Agency has registered the project with National Treasury as a Public-Private-Partnership project. The Gautrain Phase 2 project is divided into five phases. The proposed alignment will have a link from Mamelodi in Tshwane to Jabulani in Soweto, crossing the N1 freeway at Samrand. Nineteen new Gautrain stations are being planned, including one linked to Lanseria Airport. This project has the capacity to create more than 211 000 direct jobs in our province. An estimated amount of R1.6 billion will be the potential spend on skills development, enterprise development and supplier development projects in the province.

The ANC government has an extensive road construction and rehabilitation programme aimed better mobility, social inclusion and economic growth. For the first time since 1994, the Gauteng ANC government will be constructing a new freeway, namely, the PWV15, to support the development of the Aerotropolis and the Tambo-Springs Inland Port. The PWV15 will not be tolled. It will reduce congestion at the Gillooly's Interchange and link the N3 to the N12 and R21 road network. In addition, the ANC government will proceed with the construction of Phase 3 of the R82/Old Vereeniging Road; the dual carriageway on Dr Beyers Naude Drive will be extended to the N14 in support of the Spar Distribution Centre to be developed alongside the freeway; and the road networks linked to Waterfall City and River City Developments will commence in the new financial year.

The Gauteng ANC government campaign against fraud and corruption, particularly at driver and vehicle testing centres across municipalities in the province, is firmly on track. After an extensive, two-year investigation relating to financial irregularities at both municipal and provincial Motor Vehicle Registering Authorities (MVRA) a significant number of officials are facing disciplinary action and/or criminal charges. Today I can indicate that 19 staff members at the Temba, Mabopane and Kliptown DLTCs will be suspended and served with their disciplinary charge sheets. Another investigation focusing on privately-owned vehicles testing stations is also complete and will result in further action against government officials and business owners, who are issuing vehicle roadworthy certificates for cars that were not even brought into the testing stations. Public servants and citizens in Gauteng should get the message that fraud and corruption does not pay; you will be caught out and action will be taken against the perpetrators who aim to corrode our democracy and corrupt the system.

Premier Makhura emphasised that across the globe a new technological revolution is taking shape; a revolution, the scale, scope and complexity of which we are only starting to recognize. So significant is its impact on humankind that analysts are predicting it will fundamentally change the way we live and work. The breakthrough human society will make in the next ten years will cover every aspect of life from artificial intelligence to driverless vehicles on the land and in the sky. Business and government will not be immune from these changes and already we are seeing the power of disruptive innovations and the reshaping of production, transportation, marketing and consumption. In short, the global changes we are currently living through are nothing short of a Fourth Industrial Revolution.

The ANC government will use innovation, research and development emanating from the Fourth Industrial Revolution to promote a smart province. It, therefore, is investing heavily in ICT infrastructure and e-government services. ICT-enabled public service delivery offers an opportunity to improve efficiency and access to services; develops the transparency and accountability of government and empowers citizens to better participate in decision making processes.

This House must be reminded that the Gauteng ANC government was the first to establish a Department of e-Government. It is guided by the need to be at the forefront of developments in technology and innovation for three reasons:

- Firstly, to deliver optimal technological security, agility and efficiency in our daily operations;
- secondly, to reduce the cost of operating a large state machinery and maximize the use of limited government resources, and
- thirdly, to provide the necessary business intelligence to assist the administration to make evidence-based decisions to drive the GCR forward.

The ANC government's rollout of the Gauteng Broadband Network is on track. Already, it has spent R1 billion on a 1500km fibre network linking almost 900 government buildings, schools, hospitals, clinics and Thusong centres covering the five developmental corridors within the Gauteng city-region. The ANC provincial government is not alone in rolling out broadband access in the city-region. Prior to last year's local government elections, the ANC-led metropolitan municipalities had rolled out 2252 kms of fibre network in order to connect various government buildings. To bridge the digital divide and to ensure that ordinary citizens that cannot afford private connectivity have access to the internet, the three metros had connected 1550 public Wi-Fi hotspots; 400 in Johannesburg; 450 in Ekurhuleni and 700 in Tshwane. In view of the unfolding Fourth Industrial Revolution, only downright political fools will shut down the free wi-fi hotspots in our cities and deny our people the benefits of modern-day technology.

At a more practical level, the Gauteng ANC government has connected the Ga-Rankuwa eKasi Lab; the Soweto eKasi Lab; the Mohlakeng Enterprise Hub; the Alex ICT Centre; the Winterveld Enterprise Hub; the Innovation Hub; and the Tshimologong Digital Innovation Precinct with the explicit purpose of supporting the growth of townships. The Gauteng ANC government's approach is threefold, firstly to invest in building skills linked to science, technology and design so that we enable citizens to be tech-savvy and to work with ever-smarter machines. Secondly, it wants to close the gap between the affluent and the poor in our least developed townships as it understands that innovation and new technologies are a resource for combatting poverty and achieving equity. Thirdly, we want to incubate entrepreneurs, particularly in the digital economy in townships. In these endeavours our partners include the Innovation Hub, the Johannesburg Centre for Software Engineering at

Wits University, Harambee and Sci-Bono, all of which are helping to build Gauteng's ICT skills base and helping to create opportunities.

What is important about these developments is that it brings the technological benefits of the Fourth Industrial Revolution at the very doorstep of residents in our townships and helps to narrow the gap between rich and poor in society. Similarly, road and transport infrastructure and the new housing development projects are being designed to promote densification, transit-oriented development, ease of mobility and integration of communities across the lines of colour and class. They are about creating jobs, promoting economic growth, reducing inequality in society and improving the quality of life of ordinary people.

The Gauteng ANC government is on track in achieving these broader societal goals. This is borne out by the most recent survey looking at the performance of national and provincial governments. Our Premier remains among the more popular in the eyes of the people; more people believe that the Gauteng ANC government is doing well in managing public affairs in this province; and more people are confident of their future in this province. So, for those opposition political parties in Gauteng that think they can capture power in the next general elections, think again. Gauteng is not up for political grabs. In the Gauteng ANC and in this provincial government led by the ANC, you have a formidable force to contend with.

As I look in the eyes of members in the opposition benches, I already can see the signs of desperate losers. They don't talk of capturing state power; instead they flimflam about forming coalitions to 'Keep the ANC out'. 2019, bring it on, the Gauteng ANC is ready!

47. INTRODUCTION OF THE *GAUTRAIN MANAGEMENT AGENCY AMENDMENT BILL*, (G001 -2017), GAUTENG LEGISLATURE, 31 MARCH 2017

It is my pleasure to introduce in the House the *Gautrain Management Agency Amendment Bill*, (G001-2017).

The *Gautrain Management Agency Act* (2006) provides for the establishment of the GMA as a provincial public entity to, *inter alia*, manage and oversee concession agreements for the Gautrain Rapid Rail Link Project. This was the original Project - or as we understand it, Phase 1 of the Gautrain - that provides the link from Hatfield in Tshwane to Park Station in Johannesburg and from Sandton Station in Johannesburg to OR Tambo Station in Ekurhuleni.

The word "Project" as defined in the GMA Act is limited to this first Phase. The Act needs to be amended to enable the GMA to oversee and manage the further extension of the Gautrain rapid rail system as per the approved Feasibility Study Report.

In addition, the current GMA Act does not adequately allow for the entity to carry out other functions relating to public transport such as the establishment of the proposed Transport Authority for the Gauteng city-region.

Based on an approved policy framework entitled, “Gautrain Management Agency: Policy on Extension of Statutory Mandate”, the consequent legislative amendments to the principal Act are being proposed for consideration and adoption by the House.

This is consistent with the 25-year Integrated Transport Master Plan (ITMP25) that supports the establishment of a Gauteng Transport Authority and the extension of the Gautrain rapid rail network to service new areas. The Gautrain Management Agency will play a critical role in both strategic tasks.

Practically, this will entail developing provincial policy and legislative proposals for the establishment of the proposed Gauteng Transport Authority; embarking on a new projects, or may involve extensions to the Gautrain rapid rail network.

Due to the limited scope of the GMA Act at present, amendments to the Act are needed to enable or facilitate the extension of the Gautrain Rapid Rail Link Project and similar projects to other areas. Moreover, by virtue of its institutional expertise and skills that have been acquired since its inception, the GMA will be required to perform certain functions or exercise certain public transport and rail-related powers that may be delegated to it periodically by the Member of the Executive Council for Roads and Transport.

Based on the new policy framework it will be imperative to expand the statutory mandate of the GMA to allow it to facilitate the establishment of a Transport Authority for the Gauteng city-region and to oversee and manage the expansion of the Gautrain rapid rail system. The expansion would also allow it to play a pivotal role in the public transport system in general and integration of public transport.

The legal powers of the GMA will accordingly be expanded to cover the extensions to the Gautrain rapid rail system, including broader public transport and rail-related projects that fall within the functional areas of the Province’s powers under Schedule 4 of the *Constitution*.

It is also considered prudent to extend, where necessary, the powers of the MEC to delegate to the GMA certain public transport and rail-related functions that are outlined in the *Gauteng Transport Infrastructure Act* (No.8 of 2001). Various consequential amendments to the principal Act are therefore required.

I hereby introduce the *Gautrain Management Agency Amendment Bill*, (G001 – 2017) for consideration by the House.

The specific sections of the GMA Act that are to be amended are listed below.

Clause 1 of the Bill amends the definition of the “Project” and “Concession agreement” to expand the scope of projects of the GMA. Other definitions are amended consequentially, or to update or correct them.

Clause 2 of the Bill amends section 4 of the Act to incorporate the Agency’s role in assisting or acting for any Organ of State to enable it to realise its public transport and rail-related

objectives, to expand its Objects, and to update the reference to the integration of public transport and rail services, in the Province, with other transport plans.

Clause 3 of the Bill amends section 5 of the Act on the Functions of the Agency to expand them accordingly. The Agency will, after the MEC's consultation with the Minister, be empowered to plan and manage, on behalf of the MEC, the process of route determination and preparing preliminary designs for new or expanded rail routes. These functions include public transport and provincial railway lines that fall under the functional area of "public transport" as contemplated in Schedule 4 Part A of the Constitution.

Clause 4 of the Bill amends section 13 of the Act to provide that members of the Board of the Agency may serve for more than one term, as long as they do not serve for more than two consecutive terms. This is because it is considered that the provision should be relaxed so as not to lose the expertise of qualified and experienced Board members whose previous term(s) have been valuable to the Agency.

Clause 5 of the Bill amends section 19 of the Act to provide that committees of the Board must consist of at least three members, because one-person committees are not considered advisable.

Clause 6 of the Bill amends section 20 of the Act to effect a correction, and to provide that the Board must summarise the Board's charter in each annual report, rather than every three years. This is being done at present in practice and is intended to promote good governance.

Clause 7 of the Bill effects a consequential amendment to and correction of section 28 of the Act.

Clause 8 of the Bill effects a consequential amendment of and correction to section 34 of the Act and updates the reference to the *National Land Transport Transition Act, 2000* which has been replaced by the *National Land Transport Act, 2009*.

Clause 9 of the Bill effects a consequential amendment of and improvements to section 38 of the Act.

Clause 10 of the Bill inserts a clause on limitation of liability, which is a standard clause in Acts of this nature.

Clause 11 of the Bill amends section 56 of the *Gauteng Transport Infrastructure Act, 2001* to empower the MEC to delegate the abovementioned rail-related functions to the Agency, subject to conditions that the MEC may determine.

Clause 12 of the Bill inserts a provision that relates to the replacement of the word "Project" with "project" (as defined), throughout the Act.

Clause 13 of the Bill inserts a provision that expands the acronym "GTIA", as used in the Act.

Clause 14 of the Bill provides for the short title. The Bill will come into operation upon it being signed by the Premier.

48. BUDGET VOTE 9: ROADS AND TRANSPORT, GAUTENG LEGISLATURE, 29 JUNE 2017

It is my pleasure to present the Budget for Vote 9 – Roads and Transport for the current financial year. The allocated Budget to the Department is R6.8 billion. It specifically earmarked for five key programmes, namely, Administration (R321 million); Transport Infrastructure (R1.9 billion); Transport Operations (R2.3 billion); Transport Regulation (R314 million) and Gautrain (R1.8 billion).

On the Revenue side, the Department remains one of the key sources of funding for our Provincial Treasury. Over the past three years, it had collected motor vehicle and other licensing fees amounting to R9.6 billion. The projected revenue collection in the current financial year is R3.3 billion. These ballpark figures set out the anticipated revenue and expenditure of the Department for the 2017/18 financial year.

In previous debates, the Honourable Dr Campbell asked: “What progress had been made with the implementation of the 25-year Integrated Transport Master Plan?” Today, we’d like to provide a comprehensive overview on this work and link it with the current budget allocation. We will demonstrate that this is the season of delivery!

Significant strides have been made in modernising and expanding Gauteng’s public transport system towards an integrated system that is safe, reliable, accessible and affordable. The movement of people in the Gauteng City-Region is an important indicator of peoples’ access to economic opportunity and their quality of life. It reflects the region’s urban structure, social and economic equality and prospects for sustainability.

In the past three years Gauteng has seen significant investment in roads and public transport infrastructure aimed at supporting the economy, integrating the fragmented urban form, improving the quality of transport and reducing commuting times. The massive rollout of modernised public transport infrastructure such as the Gautrain rapid rail service; the slow but progressive expansion of metropolitan BRT services and the development of the Aerotropolis are examples of mega-projects that are gradually transforming our urban landscape and creating jobs.

The OR Tambo Aerotropolis Master Plan has been approved by the Premier’s Co-ordinating Forum and the plan will be tabled in the Ekurhuleni municipality for formal adoption. The Wonderboom Airport is now running three daily return flights to Cape Town and plans are being developed for the overhaul of operations at the airport. Lanseria Airport has upgraded its runway to accommodate large planes and a further R1.5 billion airport infrastructure investment is to be announced shortly. This is the season of delivery!

The Feasibility Report on the expansion of Gautrain is completed. It has been submitted to National Treasury for TA1 approval and the processes of acquiring land and aerial surveying has started. With passenger demand increasing on the current system servicing over 63 000 passengers a day, the GMA will procure additional rolling stock of 48 coaches. The Request for Proposals has been issued and the final bids are expected to be submitted by August this year. The Gautrain airport platform has been expanded and the construction projects for additional parking bays at major stations are almost complete. This is the season of delivery.

Notwithstanding the corporate governance challenges confronting PRASA, the Metrorail revitalisation programme in our province has seen the introduction of 18 of the new trains on the Pienaarspoort-Pretoria corridor. The Gibela Rail Manufacturing Plant will be ready later this year and the Gauteng Operational Nerve Centre was officially launched by the Minister of Transport in the 2015 October Transport Month. This is the season of delivery.

The Tambo-Springs Freight and Logistics Hub is to be launched in 2018. The road network analysis for this project and the realignment of PWV15 has been finalised. Detailed designs for the K148 are almost complete. Good progress has been recorded on improving the road network linked to the City Deep with four of the seven road improvement projects being completed. This is the season of delivery!

The Department maintains 5 637 kilometres of provincial roads. Its latest Pavement Network Report shows that 71 percent of the 4 249 kilometres of surfaced roads are in a very good, good or fair condition – an improvement on the previous report. The total asset value of the road network, including the bridges and major culverts, is R25.5 billion. The Provincial Roads Maintenance Grant is being effectively used to keep our network in good shape. Twelve major road rehabilitation projects such as the N12; the N14 and the R82 from Eikenhof to Walkerville have been completed. Work on the remaining section of the N14 is underway. Twenty-five service providers have been appointed for routine outsourced maintenance. As part of the Gauteng Freeway Improvement Plan, nine roads were rehabilitated as alternative routes to e-tolls. This is the season of delivery!

We will further improve road infrastructure through the construction of new roads and improving the maintenance of existing roads. This will include the construction of the first new freeway in 40 years, the PWV15, to reduce congestion and support the Aerotropolis development. We will improve systems to ensure the speedy repair of potholes and the resurfacing of the road network. We will mobilise resources for road infrastructure in ways that will avoid the controversy linked to the e-tolls. There will be no e-tolls on our newly constructed freeways.

Progress has been made on the rollout of BRTs across all three metropolitan municipalities with both Tshwane and Ekurhuleni scheduled to open new routes next month. The bridge across the M1 connecting Sandton and Alexandra will be opened in October this year, while Phase 1C of *Rea Vaya* will be operational in October 2018. This is the season of delivery.

Other milestones are the construction or upgrading of the Temba, Kagiso, Mabopane and Kliptown DLTCs. The construction of a new DLTC in Sebokeng is currently underway and will serve as a model for future DLTCs. The Germiston TOLAB was launched on 14 April 2016 and has increased frontline services to transport operators. In the coming months, special attention will be paid to improving service delivery at Driving Licence Testing Centres, including reducing queuing times and the Department will enable online renewal of motor vehicle licenses. Last week the department suspended the operating notices of 24 public and private Vehicle Testing Stations due to non-compliance. In response five stations have complied already with regulation and will be re-opened. This is the season of delivery.

A key deliverable of the ITMP25 is to develop a fully integrated Automatic Fare Collection (AFC) System. This includes enabling Europay, MasterCard and Visa card compliance on all transport modes, which should enable all modes of transport to offer a prepaid product that allows for interoperability and integration. This will be the first step towards a fully integrated AFC system. Significant technical work with municipalities has been done in this regard and the single e-ticket will be tested in October Transport Month this year. This is the season of delivery!

To build on our partnership with the taxi industry, the Department will continue to work with taxi operators to address issues relating to operating licenses. Importantly, the Department of Economic Development led by MEC Maile will shortly submit proposals on behalf of the provincial government in support of economic empowerment programmes for the taxi industry.

Having said that I wish to announce that I intend to institute extraordinary measures in terms of section 91 of the *National Land Transport Act* to close all ranks and routes registered in the name of NANDUWE and WATA in Soweto. The route dispute and resulting violent conflicts between these two associations have been on-going and all efforts at resolving the said dispute, including the Section 79 ruling of the Provincial Regulatory Entity, has not helped to stabilise transport operations in the area. This government cannot tolerate a situation where allegedly some members and hired hitmen of these two associations attack taxi drivers, commuters and taxi operators with impunity. Our communities are being intimidated by criminal thugs that have infiltrated the taxi industry. I have discussed this matter with my Cabinet colleague, MEC Sizakele Nkosi-Malobane, and we are clear that the law enforcement agencies will come down hard on those who perpetrate acts of violence in the taxi industry.

Similarly, I have discussed the on-going violent conflicts between Uber and Taxify partners and metered taxi operators led by the so-called Gauteng Metered Taxi Concerned Operators with the Ministers of Police and Transport. The government is absolutely clear that unlawful and criminal acts of certain metered taxi operators will be dealt decisively. Members of the House would have noticed that last week's unlawful protest of the metered taxis failed to materialise because the law enforcement agencies were on high alert and waiting to deal with this kind of criminality. We are currently focussing on over 40 criminal cases relating to

arson, assault, damage to property, intimidation and theft relating to the metered taxi industry. There should be no doubt in the minds of any person that this government will act against violence and criminality rooted in the taxi industry.

Let me address the plans for the Department for the current financial year. An amount of R1.9 billion has been allocated to Transport Infrastructure. The Department will focus on the upgrading and doubling of the Solomon Mahlangu Drive in Mamelodi; the upgrading of K101 from Olifantsfontein to the Brakfontein Interchange on the N1, and the construction of Sebe Road in Evaton.

It is also partnering with private developers to develop the road networks linked to the Vaal River City Interchange (future K55); the Greengate Development (K31) along Beyers Naude Drive; the upgrading K73 between Woodmead Drive and Allandale Road; and the construction of a new link between Woodmead Drive (R55), Tembisa and Fourways. Finally, the Department, as part of its proactive maintenance strategy of our road network, will later this year be launching an APP to report and monitor potholes along provincial roads.

Improving the service delivery to residents and citizens at the government frontline services at DLTCs is one of the key performance activities to be monitored by the Premier's Deliverology Task Team. Recently, the Premier opened the Temba DLTC. His message as part of the provincial government's anti-corruption campaign was very clear that we are committed to eradicate corruption and increase service efficiencies at frontline services like DLTCs. As part of the Premier's campaign to ensure that there is integrity in the DLTC environment, the Department has partnered with Business Against Crime and Corruption Watch to ensure that our work processes prevent opportunities for fraud and corruption and that public can report cases of alleged corruption to independent groups in civil society such as Corruption Watch.

Currently, the Department is managing subsidised bus contracts funded by the Public Transport Operations Grant. These contracts are due to expire in March 2018. In terms of the *National Land Transport Act*, the function of renewing these contracts either on a negotiated or tendered basis resides with the municipalities. I have written to the Mayors of Tshwane, Johannesburg, Ekurhuleni and Sedibeng requesting them to assume this contracting function, should they so desire. All the affected municipalities have agreed to manage the subsidised bus contracts jointly with the Department in terms of Section 12(1) of the Act. The Department has commissioned the CSIR to review the current bus routes and conduct field surveys in preparation for the new contracts, and this work will be concluded shortly. The completion of these regulatory exercises will enable the Department to proceed with outstanding tasks at hand in relation to the renewal of subsidised bus contracts.

In this financial year the Department, through the Gautrain Management Agency, will finalise the policy and draft provincial legislation to establish the Gauteng Transport Authority. An intensive process of consultation relating to this institutional initiative will begin in July this year to ensure that the process is transparent and inclusive, and enjoys the support of other

spheres of government, state-owned entities and relevant stakeholders in the transport sector.

A Joint Declaration of Intent to cooperate in the areas of Green Logistics and Mobility was signed with Vice-Minister Gunther Adler of the German Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety. The signing of the Declaration was the culmination of a series of workshops with the Department, Municipalities, freight and logistics companies, state-owned entities, and our German partners, namely, the German Ministry, Nexus and Gesi Institutes to develop Green Logistics Indicators for the Gauteng city-region to mitigate the environmental and congestion challenges emerging from the freight sector. In summary, the Green Logistics Indicator Project centres on five primary goals, namely, greener, faster, more cost effective, more equitable and safer logistics for the Gauteng city-region. Further programmes on Green Logistics will be rolled out in partnership with municipalities in the course of the year.

g-Fleet is continuing to show positive results in improving its corporate governance. The entity is better managed, corporate governance is more effective and the disciplinary processes instituted against selected senior officials are currently underway. It has managed to ensure that client departments pay for the services rendered to them on a timely basis. The huge outstanding balances in this regard has been substantially reduced.

I recently attended the UITP Conference in Montreal held from 7-10 May. The theme of the Conference speaks to a transport future that would be different. Gauteng will continue to play a key role in developing and growing the UATP, a body representing African Transport Professionals and Practitioners. A new president of UATP has been elected at the Conference. He is Mr Meite Bouake of Cote D'Ivoire. He replaced Mr Jack van der Merwe, who is now the honorary president of both UITP and UATP. Later this year, the Department will be represented at the International Roads Federation Conference to be held in Delhi, India. What is clear from our participation in these international fora is that we will have to be more proactive in responding to the impact of disruptive transport-based technologies. We will have to factor in more creatively the Fourth Industrial Revolution to deliver on the imperatives of transformation, modernisation and reindustrialisation.

Finally, I would like to thank the senior management and entire staff headed by Mr Ronald Swartz, the Acting CEO of g-Fleet, Ms Noxolo Maninjwa, and the CEO of Gautrain, Mr Jack van der Merwe. I want to thank the Chairperson of the Portfolio Committee on Transport, Mr Jacob Khawe and the Members of the Committee for their robust and thorough oversight and valuable recommendations to enhance transport services to citizens. Lastly, our thanks to all the transport stakeholders in government and civil society for their support and co-operation in building a credible transport system in our province. Whatever we accomplish is part of a collective effort and we sincerely express our appreciation to all those who contribute to make this possible.

49. MEDIA STATEMENT - NOTICE OF INTENT TO CLOSE NANDUWE AND WATA TAXI RANKS AND ROUTES, 30 JUNE 2017

Gauteng MEC for Roads and Transport, Ismail Vadi, has in terms of section 91 of *the National Land Transport Act* today published a notice in the provincial gazette indicating his intention to close all affected NANDUWE and WATA taxi ranks and routes in Soweto.

This extraordinary legal measure follows the dispute and resulting violent conflicts between the two associations, which have been on-going despite all efforts to resolve the matter. The measures will also apply to any joint venture arrangement/s entered into by the affected associations.

In terms of the notice affected and interested persons are requested to submit their written responses or representations to the notice on or before 3 July 2017. Depending on the outcome of representations made, the affected taxi routes might be closed for public road passenger services for the next month.

If the MEC proceeds with the intended closures taxi services along the affected routes in Soweto will be suspended from 6 July 2017 until 6 August 2017. During this period, no person shall be allowed to undertake passenger road transport services on the affected routes.

The MEC said that the implementation of Section 79 ruling of the Provincial Regulatory Entity has not helped to stabilise transport operations in the area.

“This provincial government cannot tolerate a situation where alleged hitmen have been hired to attack taxi drivers, commuters and taxi operators with impunity.”

“Our communities are being intimidated by criminal thugs that have infiltrated the taxi industry. I have discussed this matter with my Cabinet colleague, MEC Sizakele Nkosi-Malobane, and we are clear that the law enforcement agencies will come down hard on those who perpetrate acts of violence in the taxi industry,” said MEC Vadi.

Interested and affected persons are requested to submit their written responses or representations on or before 03 July 2017.

50. MOTION ON INVESTMENT ON PUBLIC TRANSPORT, GAUTENG LEGISLATURE, 26 SEPTEMBER 2017

The ANC-led government nationally and provincially has invested heavily in road and public transport infrastructure in the past decade. This investment has been on improving our freeway and provincial road networks, the Gautrain, the modernisation of Metrorail and the rollout of bus rapid transit systems in metropolitan municipalities. No government before has invested so heavily in such a wide array of public transport systems.

The injection of funds into transport projects is meant to facilitate improved mobility, allow for social inclusion, stimulate economic growth and enable the development of small and emerging contractors. It also is aimed at maintaining the road network in a good condition to improve road safety.

The Department continues to promote infrastructure-led economic growth at a time when the global economy, including our own, is experiencing a downturn. It continues to deliver on its mandate based on the triple goals of transformation, modernisation and reindustrialisation of the Gauteng Provincial Government. This is consistent with the National Development Plan of the country.

The provincial department has a road network of 5 638 kilometres, with 4250km being paved roads. The network includes 676 bridges and 428 culverts. The total asset value of the network is calculated at R25.5 billion.

The Gauteng Department of Roads and Transport has since 2014 spent over R3 billion undertaking heavy and light rehabilitation of the road infrastructure along various corridors in the province. This is in line with the ANC government's commitment to providing a world-class road infrastructure. In the current financial year, the department's allocated budget is R6.8 billion with R1.9 billion specifically earmarked for transport infrastructure.

The provincial roads maintenance grant is being effectively used to keep our network in good shape. Twelve major road rehabilitation projects such as the N12; the N14 and the R82 from Eikenhof to Walkerville have been completed. Work on the remaining section of the N14 is underway. Twenty-five service providers have been appointed for routine outsourced maintenance. As part of the Gauteng Freeway Improvement Plan, nine roads were rehabilitated as alternative routes to e-tolls.

The benefits to motorists include improved road user mobility; increased roadway capacity; reduced travel times; easy access to business, residential and agricultural estates and improved road safety. The latest Pavement Network Report shows that 71 percent of our surfaced roads are in a very good, good or fair condition – showing an improvement on the previous report. Biennial bridge inspections are undertaken to ascertain their structural integrity and to carry out repairs as and when warranted.

Over the past 10 years the ANC government has invested strongly on public transport systems. To date the estimated costs on Bus Rapid Transit systems in the three metropolitan municipalities in our province is over R10 billion; the public-private partnership investment in the Gautrain is R30 billion and the current modernisation of Metrorail is estimated at over R10 billion. Annually, the Department subsidises bus services to the value of R2 billion.

In the next few months, plans to acquire 12 new trains (48 coaches) for the Gautrain system, as passenger demand has exceeded realistic expectations particularly during peak hours, will be finalised. This will help to alleviate congestion that Gautrain passengers experience in the morning and evening peaks. In addition to the acquisition of more trains, the project entails

the development of new depot facilities and the upgrading of the existing Gautrain signalling system.

The new train project is expected to have a positive socio-economic impact in the province as the Gauteng provincial government will insist on at least 65 percent local content by the successful bidder. It is expected to sustain 10 000 jobs in Gauteng and total government revenue is to increase by an estimated R542 million in nominal terms between 2019 and 2023. Furthermore, an estimated R206 million is expected to be received by lower income households.

After seven years of operation and over 80 million passenger trips, the ANC government in this province has demonstrated that the face of public transport can be radically changed. A modern and efficient public transport system such as Gautrain has had a positive impact on the provincial economy, alleviated traffic congestion and rejuvenated several inner cities in Johannesburg and Tshwane. It has created jobs and helped to re-establish the rail sector in our province.

These benefits illustrate the need for rail as being the backbone of public transport in our province. The wider benefits of Gautrain indicate that between 2006 and 2011, over 122 000 jobs were created by Gautrain. For every R1 spent on Gautrain, R1.72 has been added to the Gauteng economy. Spatially, Gauteng now works much more efficiently and several billion Rands of private sector investment has been channelled into development around Gautrain stations.

The ANC believes that the extension of the Gautrain rail network and the modernisation of the PRASA Metrorail system must be supported if rail-based public transport is to grow to the required levels to prevent urban sprawl and unsustainable road congestion in the province. This is based on the:

- transformational impact on the Gauteng economy;
- the modernisation of public transport;
- greener transportation solutions for a healthier community;
- passenger access and mobility;
- improved spatial development;
- environmental impact;
- increase in local content;
- business development, and
- the creation of jobs and poverty alleviation.

It will also have significant socio-economic development benefits, including an estimated 211 000 jobs created in construction; R19 billion procurement spend on black owned entities; increased black ownership of companies in the rail sector; a strong focus on local content in the supply chain, and increased capacity in the rail sector through skills development. It is for

this reason the ANC supports the development of the Gibela rail construction plant in Nigel and we are looking forward to it being fully operational early next year.

The full impact of these ANC government investments in roads and public transport will become apparent with time. It will result in improved mobility, social inclusion, economic growth and the development of small and emerging contractors. It will create jobs and develop skills. It will improve road safety and protect the environment. Therefore, the ANC supports the motion.

51. LAUNCH OF THE OCTOBER TRANSPORT MONTH CAMPAIGN, JOHANNESBURG, 3 OCTOBER 2017

I wish to thank the City of Johannesburg for partnering with the Gauteng Provincial Government to launch the 2017 October Transport Month Campaign.

The theme for this year's campaign is: *"Transforming and Modernising Public Transport in Gauteng"*. It talks to the on-going work being done by all three spheres of government to modernise our road network and transform public transport into an integrated system so that there can be seamless mobility across the province. It should be a reliable, affordable, safe and accessible system. Equally important is that it must be environmentally sustainable.

It is for these reasons that the specific aims of this year's OTM campaign are to:

- encourage a larger number of citizens to use public transport and reduce traffic congestion;
- promote public and private sector investment in road and public transport infrastructure;
- encourage all road users – motorists, pedestrians, cyclists, bikers and taxi drivers - to obey the rules of the road; and
- to involve all transport stakeholders and the public at large in programmes aimed at popularising these objectives.

We are pleased – and may I say relieved - that the rehabilitation of the Double-Decker, Oxford and Federation bridges has been completed and the three lanes on both sides of the M1 freeway will be opened to traffic shortly. Gratefully, the public has been extremely patient during the long maintenance period and now they can look forward to ease of mobility and less congestion in the next few days.

Since the collapse of the bridges near Grayston Drive and along the N3, and the planned demolition of the bridge at Eufees Road near Pretoria, the public has developed an unusually keen interest in the state of our bridges. Suddenly, I am getting tweets, Facebook messages and photographs of the condition of our bridges in the province. This is a positive development – it shows that the public is concerned about protecting our infrastructure and

reporting any visible signs of structural damage. Also, I can indicate that the Engineering Faculty at the University of the Witwatersrand has offered to assist with the survey of provincial and municipal bridges, and we are in discussions with the University management to conclude an agreement in this regard.

The provincial department has a road network of 5 638 kilometers, with 4250km being paved roads. The network includes 676 bridges and 428 culverts. The total asset value of the network is calculated at R25.5 billion. We have been hard at work to maintain and upgrade this network. Yet, we are deeply disappointed by the damage that is being done to this network by overloaded freight vehicles and at times community protesters. Here I must condemn in the strongest terms the unwarranted damage caused last week to the R59 in Meyerton by service delivery protesters, who had dug a wide and deep trench right across the dual lane road, thereby placing at risk the lives of motorists. The sad thing about what happened in Meyerton is that protesters threatened and intimidated departmental officials who were on site to repair the road. Whilst we are mindful of the rights of residents to protest, this should be done within the confines of the law and without damage to public infrastructure. Road projects require long-term budget planning and wilful damage to the infrastructure costs millions to repair. It does not make sense that residents, in demanding improved services, recklessly and carelessly damage existing infrastructure. We, therefore, call on the communities to protest peacefully and the police to assist in protecting public infrastructure during community protests.

In this month, we will showcase the gains that have been made in extending public transport services in our province. We will project the new Metrorail trains, the Gautrain, the *Rea Vaya* and *A Re Yeng* bus rapid transit systems and best practice within the taxi industry aimed at rendering peaceful and efficient services to commuters. We wish to compliment the City of Tshwane for taking the bold decision yesterday to introduce *A Re Yeng* bus services in Mamelodi even though the infrastructure is not in place. Many people might not be aware that the operating company for *A Re Yeng* is wholly owned by the taxi industry in the region. So, this is a wonderful example of the municipality and the taxi industry going the proverbial “extra mile” in service of our communities.

We have an interesting and exciting programme lined up for this month, which I will briefly highlight. Yesterday, in partnership with the City of Tshwane, we launched a R170 million, state of the art, *A Re Yeng* bus depot in Pretoria. Today, we showcase improvements on the M1 freeway. In the course of the month, we will officially open new BRT routes in the Pretoria city centre and host a rail summit with PRASA to look at safety and service delivery standards, specifically along the Vereeniging-Johannesburg corridor. We will launch a new technological Application for travelling information and pilot the integrated e-ticket across Gautrain and BRT systems in the province. We will be launching new and upgraded road projects in Sedibeng and host a transport career day with high school students. The Gautrain will organize “an amazing public transport race” between Johannesburg and Tshwane and the West Rand District will promote non-motorised transport infrastructure.

There will be a freight seminar with the industry looking at various aspects such as overloading, traffic congestion and the Tshepo One Million programme. We will be announcing, together with the management of Lanseria Airport, an important infrastructure projects linked to the airport. We will be organising a dedicated outreach programme across the five regions in our province to register and issue operating licenses to public transport operators that fall within the metered taxi category. Finally, there will be road safety activations across the province that will be conducted in partnership with the Gauteng Traffic Police and the traffic departments in municipalities. There's a lot more in our programme. We invite transport stakeholders and the public at large to celebrate transport month with us and assist in building a credible transport system in our province. Let's embark on and enjoy the 2017 October Transport Month Campaign!

52. OR TAMBO INTERNATIONAL ROAD TRANSPORT INDABA, PRETORIA, 10 OCTOBER 2017

I am delighted to be here this evening to represent the Gauteng Provincial Government at this inaugural OR Tambo International Road Transport Indaba. I am pleased to see so many friends and colleagues, with whom we share a similar vision of an integrated, reliable, safe, sustainable and accessible transport system. Even as we share a common vision, we have to work collaboratively to continuously improve the performance of our transport system for the betterment of our different communities, countries, the SADC region and the continent.

Welcome to this Gala Dinner being hosted by the Cross-Border Road Transport Agency (C-BRTA) with the support of the Department of Transport and the SADC Secretariat. This is an important occasion as we meet on the eve of the Oliver Reginald Tambo International Road Transport Indaba here in Pretoria, the capital city of our beautiful country.

May I extend a very special welcome on behalf of the Board of the C-RTA and to representatives of Member States. Your attendance demonstrates our collective commitment to work together, to collaborate on matters of mutual interest and on issues that are fundamental to the socio-economic development of SADC, the EAC and COMESA. We would like to thank the C-BRTA for providing this invaluable welcoming, courtesy and hospitality evening so that we can interact informally with and get to know one another.

I am led to believe that henceforth this event will be held annually. That is good news. It is at these platforms that we meet as the wider transport family and deliberate on pressing matters facing the transport and trade industries. It is here that we develop high impact plans and proposals for action. It is only when we take this approach that we will be able to find common solutions that are agreeable to all of us.

The objectives of the OR Tambo International Road Transport Indaba are to have constructive deliberations on the following areas:

- improve the performance of the cross-border road transport systems;
- enhance intra-Africa trade and industrialisation;
- effectively link our countries and economies; and
- foster dialogue and exchange of information and ideas among policy makers and regulatory authorities in the region.

These are familiar but important topics, especially if we are to create a continent that can feed its people be competitive against the rest of the world.

A safe, reliable, sustainable and efficient transport system is the key to unlocking and driving economic growth and development in Africa. As such it should be a key pillar of every continental, regional, country, provincial and local authority policy, strategy and programme. Without transport we cannot move raw materials, people, goods and services.

It is therefore important that from time to time, we reflect on our transport policies, strategies and programmes and check on their effectiveness and efficacy. This exercise requires active political support at national and regional levels. In this regard the SADC Protocol on Transport, Communications and Meteorology should be the ideal starting point. It is our responsibility to take it further and implement it in action at country level.

Cross-border road transport faces many challenges that include inefficient and fragmented regulatory regimes; delays that are partly as a result of the regulatory framework and the high cost of doing business. With these challenges we will not be able to improve intra-Africa trade, stimulate economic growth and meet regional integration imperatives. We have the responsibility to address the challenges. It is, therefore, important that we work together to shape the future landscape of our transport system in the region.

So, whilst discussions on these important matters will begin in earnest tomorrow, for tonight, let's enjoy the South African hospitality at this magnificent and newly established venue, the Capital in Menlyn. I wish you a relaxing and enjoyable evening and I hope you will have fruitful deliberations over the next three days as you endeavour to develop the Linking Africa Plan.

53. LANSERIA AIRPORT TOWER DEVELOPMENT, LANSERIA, 31 OCTOBER 2017

I am delighted to be here today. This is the first time in my life that I stand inside an airport tower. And it's a new, 28 metre tower that stands tall.

In the daily routine of the airport management an airport tower has very specific functions. But today it offers us the opportunity of this spectacular view of Lanseria Airport and its surrounding landscape. It is beautiful.

Thank you to Board and Management of Lanseria International Airport for inviting both the Premier and myself to what can only be described as an historic and momentous event.

This is the last day of our 2017 October Transport Month Campaign. And what a way to end the campaign! We are witness to the official opening of the new Tower and Fire Station Complex at Lanseria International Airport.

The new complex facilitates several key functions associated with the safe, orderly and efficient running of aviation related operations at the Airport. These include Airport Flight Control; the Airport Rescue Fire Fighting Services; the Air Traffic and Navigation Services and the South African Weather Services.

The fact that all these functions are integrated into one complex has clear operational benefits. It also represents best practice in this sector.

Day to day operational liaison and working relationships are fostered resulting in enhanced service delivery through teamwork. From here the airport management has an enhanced view of the entire airport precinct. This, together with the extended runway that now allows for the landing of large planes, offers untold, long-term benefits to prospective passengers. Also, it allows for improved airport safety and timely emergency and rescue services.

I am told that the Tower will be equipped with a state-of-the-art flight data processing system allowing for fully integrated service delivery with the Greater Johannesburg Terminal Airspace.

What all this represents is that Lanseria International Airport is increasing its capacity and progressively developing the airport in line with increased passenger demand. This airport now plays as an integral role in the ANC-led Gauteng Provincial Government's drive to develop *Airport Cities* for economic growth in our province specifically, in the country at large and in the SADC region more broadly.

The massive investment in improving and extending transport infrastructure at Lanseria International Airport gives new meaning to its vision of becoming the regional airport of choice in Africa. This is consistent with the 25-Year Integrated Transport Master Plan (ITMP25) of the Gauteng Department of Roads and Transport.

The ITMP25 recognises OR Tambo Airport and Lanseria Airport as the only two international airports in Gauteng with facilities to accommodate international flights, and both are designated as such.

In the recent past Lanseria's role has been changing. It is acting more in support of OR Tambo International Airport.

In the foreseeable future, Lanseria should position itself as a significant *City Airport*, with extended services and scheduled flights to key destinations and cities in sub-Saharan Africa. It should continue to serve the corporate market as well. As it assumes this greater role it must ensure that aircraft maintenance organisations (AMOs) and flying schools are relocated to other airports such as Wonderboom Airport.

We wish the Board and Management of Lanseria International Airport every success with their endeavours to grow this airport so that it adds greater value to our province, country and Region. Congratulations on constructing the new Airport Tower and Fire Station, and we look forward to further infrastructure developments at this prestigious airport.

54. GAUTENG ANTI-CORRUPTION INDABA, EKURHULENI, 21 NOVEMBER 2017

It is an absolute pleasure to welcome all of you to the Gauteng Ethics and Anti-Corruption Indaba. Thank you for accepting our invitation and making time to be present today. We gratefully acknowledge your attendance and we are certain that you will add value to the discussions and outcomes of this gathering.

The Gauteng Ethics and Anti-Corruption Indaba comes at an opportune moment. Currently, there is an intense and important national discourse on “state capture”, fraud, corruption, unethical conduct and the abuse of public resources for personal gain by those holding public office. The incidence and occurrence of such wrongful conduct is evident across varied sectors in society; be it in government nationally, provincially or locally; in business enterprises large or small, and in communities more widely.

Unethical, fraudulent and corrupt acts take many different forms. It can be:

- a traffic officer asking for a petty bribe and a citizen giving it to avoid a hefty traffic fine;
- a Principal or member of a School Governing Body embezzling school funds;
- a young person paying a driving school instructor, who in turn pays an examiner to fraudulently process a driver’s license;
- a public servant receiving lucrative gifts in cash or kind to facilitate an award of a tender in favour of a company;
- a resident or business entity paying an official in a municipality to wipe off a debt related to an outstanding water and electricity account;
- a Director of a company bribing an official in the South African Revenue Services to substantially reduce his/her taxes or abort a tax investigation;
- a Magistrate who subverts the course of justice after being paid;
- a Police Officer who ensures a case docket gets lost;
- a Presiding Officer making an irrational judgement in a labour dispute; or

- a politician or his/her family member receiving rewards from private sources for large government contracts.

In short, corruption is the “misuse of entrusted power for private gain”. It is the abuse of public resources or power for personal gain. It is the antithesis of the common, democratic good. What is extremely worrying is that there is a growing and widespread public perception - rightly or wrongly - that corruption is systemic in our body politic. This calls for urgent and collective action on our part.

Today’s Indaba affords all of us a shared platform to confront such unlawful, illegal and undemocratic practices. We must see things for what they really are and decide what we’re going to do about them. The aim is to emerge with a well-considered and concise plan of action for the Gauteng Provincial Government and municipalities in the Gauteng city-region to act against wrongful and corrupt conduct in both the public and private sectors.

It is important to recognise that integrity is a personality trait that we all should inculcate in our lives. Having integrity means being honest and acting in accordance with strong moral and ethical principles. The renowned African novelist, Chinua Achebe, has reminded us of an important maxim: “One of the truest tests of integrity is its blunt refusal to be compromised”. Can we collectively inspire such behaviour throughout government and in society at large in our province?

The Gauteng Provincial Government takes the firm view that it is the responsibility of every citizen in our province to contribute to the fight against fraud, corruption and unethical conduct. This is a multi-stakeholder challenge requiring multi-sectoral collaboration and solutions. This Indaba is an important step in mobilising a wide array of forces in society to combat corruption and to promote integrity and ethics in our public life.

We have with us key stakeholders from across sectors engaged in anti-corruption work. Our job is to discuss the trends and challenges encountered and suggest practical solutions that should be adopted to promote good governance and to combat corruption in our province. We have with us representatives from Corruption Watch; The Ethics Institute and other professional bodies; academics; religious, business and trade union leaders; members of law enforcement agencies and public servants to discuss the issues and share best practice. Importantly, we have international experts from Denmark and the United Kingdom to share their experiences in this field.

The Gauteng Provincial Government is deeply committed to strengthening clean governance and enhancing integrity in the Gauteng City-Region. This commitment is evident in the establishment by the Premier of a civil society-led Ethics Advisory Council, which will provide

expert advice on strategies to fight against corruption; exercise oversight over the Provincial Cabinet and hold it accountable for its actions or inaction on governance matters.

It is in this context that we meet to give substance to the theme of this Indaba: “Governing in Public Interest: Intensifying the Fight Against Corruption and Promoting Ethical Leadership in Gauteng”. We are confident that this Indaba will share best practices as well as determine necessary measures aimed at strengthening efforts to fight corruption and to promote integrity in the province.

55. LAUNCH OF PHASE 2 OF GLIX PROJECT, JOHANNESBURG, 29 NOVEMBER 2017

Today’s launch of Phase 2 of the Green Logistics Indicators Project (GLI:X) presents a creative example of sustainable, multi-stakeholder partnerships by the municipalities, the Gauteng Department of Roads and Transport, the German Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety and the Nexus and GESI Institutes.

The Joint Declaration of Intent signed last year between German Vice-Minister, Gunther Adler and I was the initial, practical expression of this partnership. Today we are pleased that the project moves to the next phase. This launch marks the beginning of the next phase of the GLI:X Project. The project is gaining momentum by establishing its footprint in the crucially important area of logistics by endeavouring to make it greener, faster, more cost effective, more equitable and safer.

The Gauteng city-region values the GLI:X Project as it begins to address the mobility and logistic challenges facing our region, which are outlined in the 25-Year Integrated Transport Master Plan (ITMP25). Undoubtedly, Gauteng’s mobility challenges will intensify over time. Population and vehicle growth due to rapid in-migration, together with the historical spatial challenges we face, is already resulting in heightened congestion on our roads. This is glaringly apparent during peak hours. We are now spending more time in our vehicles stuck in traffic trying to get from one destination to another. Clearly, this has an adverse, knock-on effect on our economic performance as a province as traffic congestion slows down the movement of people, goods and services.

There are no easy solutions for us on the horizon. Traffic congestion, air and noise pollution, and inefficient mobility challenges will harm all of us in terms of our physical wellbeing, environment and increased economic costs.

With a GDP that has dwindled and that is still under downward pressure, we must achieve all the goals that we have set for ourselves in terms of the GLI:X Project. It is precisely at such a moment in our history that we must think smarter, more synergistically and optimise our resources by achieving more with less. This partnership forged with the municipalities, provincial government and external stakeholders has given me hope that workable and synergistic opportunities will emerge to achieve higher levels of economic growth.

The GLI:X Project is a good example of what can be done under a future Transport Authority. Multiple stakeholder engagements, governance and partnerships are critical to address the immense challenges facing us as a city-region. In a complex region such as ours, there are no separate or independent solutions for our challenges. The idea that each municipality, or for that matter the province itself, can go it alone and seek a different destiny, is not possible. We are spatially inter-linked and integrated. Therefore, we must co-operate more vigorously on issues of common interest such as freight and logistics.

The development of the cargo e-bike as a last mile freight solution offers new possibilities for our congested cities. It is an example of a logistic solution that emerged during the GLI:X workshops. We are pleased to have with us today the pioneers of the cargo e-bikes, Mr Oliver Higson and Stefan Knorr. Their company has a strange, futuristic name that young people will better understand; it is called anywhere.berlin GmbH.

What I like about these cargo bikes is that it is a simple and practical innovation to address a common problem in modern cities. It affords new opportunities to many ordinary people to enter the logistics sector at a cost that makes such entry viable. It does represent a pioneering invention that can help us in part to work our way out of our logistics and mobility crises in congested modern cities. GLI:X has shown us that it is possible to engineer, invent and imagine new possibilities for our cities.

We must not see our challenges as problems, but rather as opportunities for new beginnings. Our cities should enable entrepreneurship to grow based on the cargo e-bikes. I am hopeful that these cargo bikes will be manufactured locally at a much lower cost and that they will replace the hand-held pull carts that are so common in our cities. These carts are a sore sight in our cities; they pose a danger both to motorists and the persons who are using them, and they add to the traffic congestion experienced by all of us in our cities.

One of the key aspects of Phase 2 of the GLI:X Project is identifying what data needs to be collected and collating that data. At present data relevant to inform policy and business decisions sits in silos across several platforms. Perhaps out of this initiative will come the aggregation of such data, which would give us a more consolidated and integrated database for future planning in this sector. Such an initiative will also facilitate greater collaboration between institutions to share their data and assist policy makers and the business community to leverage it optimally and more productively. I trust that it will yield a data analytics programme that will help us to better plan our future in our cities.

I am delighted that the Ekurhuleni and Tshwane metropolitan municipalities have taken the initiative to champion the GLI:X Project as part of their municipal competence and functions. It is precisely at the inner-city level where logistics poses formidable challenges, and this project can help to address these in the short term. The partnership between the province and municipalities in this regard present possibilities for us to spearhead policy changes that can ameliorate the situation in our cities. When we succeed, we will deliver to the Gauteng city-region a better life for all. Failure is not an option; succeed we must.

We commend the GLI:X team for staying the course to make this project a success. We wish them all the success and we commit ourselves to support the project to realise all its possibilities.

56. DEBATE ON THE ANNUAL REPORT (2016/17) OF THE DEPARTMENT OF ROADS AND TRANSPORT, GAUTENG LEGISLATURE, 29 NOVEMBER 2017

Allow me respond to the debate by firstly congratulating the Chairperson of the Committee, the Honourable Jacob Khawe, on his prospective appointment to a new political function. As Chairperson of the Portfolio Committee on Roads and Transport, he had effectively used the power of this institution to raise matters of importance, particularly as they relate to public transport. He had initiated the Committee Enquiry into the Taxi Industry, and more recently, the Committee has been focussing on the quality of services being rendered by subsidised bus operators. He has successfully piloted the amendment of the Gautrain Management Agency Act and has championed the road safety campaign in our province. He did all this with a calm disposition and great sense of humour. There was never an occasion when he did not enjoy a joke and laugh with gusto, which is so unlike the members in the opposition benches. Their politics is always dull and dry, and they bear a dour disposition. I take this opportunity, on behalf of all of us in the House, to wish the Honourable Khawe every success in his new portfolio, and I say this with deep affection, "We will miss you."

As was reported previously in the House, the Gautrain Management Agency has received a clean audit and the Department and g-Fleet have obtained unqualified audits.

The Department acknowledges the Committee's concerns regarding underspending, particularly as it relates to infrastructure projects. There are a several reasons for this. To some extent at least, the Department must assume responsibility for delays in its internal planning processes. At the same time the introduction of new procedures linked to the "open tender" system and the more recent Integrated Development Management System (IDMS) has placed new administrative obligations on the Department, which require more rigorous planning that is more time consuming. Added to this, periodic labour stoppages, community protests at construction sites, and in some instances, poor performance by appointed contractors have contributed to the underspending. I want to assure Members that every effort is being made to ensure that the Department overcomes these challenges and that road construction and public transport projects are completed on time and within budget. Similarly, efforts are being made to ensure that the Department meets the employment targets for women and people with disabilities.

A significant part of the Department's infrastructure-spend in the past financial year maintained and expanded the provincial road network to meet the growing mobility challenges emanating from rapid in-migration and urbanization, population growth, and an increase in the number of vehicles on provincial roads. Our expanding transport infrastructure

footprint continues to shape the five development corridors of the Gauteng city-region and provides both social and economic access to our growing population.

We are pleased that the Gautrain Management Agency was able to spend its entire budget allocation and had achieved 93 percent of its performance targets. It has also resolved the outstanding legal disputes with the Bombela Concession Company that related to the construction period and it has repaid the loans it has received from Treasury. Planning for the future expansion of the Gautrain rail network is on track.

In the Transport Operations programme, the House should note that progress is being made on the irregular expenditure reflected with regards to the subsidised bus contracts. The Mamelodi and Sedibeng contracts were put on tender last week, and planning is at an advanced stage to review the remaining subsidised contracts in terms of the *National Land Transport Act*. Inter-governmental authorisation agreements have been concluded with the City of Tshwane and the Sedibeng District Municipality. Discussions with the City of Johannesburg and the Ekurhuleni Metropolitan Municipality remain inconclusive at this stage. We will be meeting with them shortly to finalise these matters. Also, it is envisaged that an electronic monitoring system will be linked to the new bus contracts concluded by the contracting authorities and bus operators.

In relation to g-Fleet the House should note that real efforts have been made to recover outstanding amounts from client Departments and to resolve billing disputes. I am pleased to report that MEC Creecy and MEC Ramokgopa have agreed to pay a handsome sum to g-Fleet, which will substantially improve the entity's financial position. I can also report that the disciplinary proceedings against the Chief Operations Officer has been concluded and the finding of the Presiding Officer has been implemented. Similarly, the outstanding cases against other senior managers are near completion, which will assist in stabilising the senior management of the entity.

The Department remains an important deliverable hub for frontline services such as drivers' licenses, public transport operating licenses and vehicle testing. Its "deliverology" programmes are aimed at improving efficiencies at public service centres and combatting corruption. Increasingly, these services are now more accessible to citizens as the Department locates centres within historically disadvantaged communities. The Department has commissioned the Council for Scientific and Industrial Research to design a master plan for the future location of Transport Service Centres. It has also ensured that new equipment for the capturing of biometric data of applicants are being installed at DLTCs. I should report that the pilot project at the Mabopane DLTC, initiated in partnership with Business Against Crime, has resulted in a 43 percent decrease in waiting times for services at the centre. This is deliverology at work and the Department is in the process of implementing a similar programme at the Temba DLTC.

As part of its adoption of new technologies and international partnerships, the Department has signed a Joint Declaration of Intent with the German Government, which seeks to further

the development and rollout of Green Logistics Indicators (GLI:X). The German Federal Ministry chose South Africa, and Gauteng in particular, as the first country and region on the African continent to develop and implement this project, which stresses the importance of environmentally friendly solutions and sustainable development in the field of freight logistics. I am pleased to announce that this morning we launched Phase 2 of Green Logistics Indicator Project in partnership with the metropolitan municipalities and the German government.

The Department reassures the House that it is deeply committed to clean governance and sound financial management. It will not hesitate to act against corrupt and fraudulent practices. It has clearly demonstrated its commitment to clean governance by the number of successful disciplinary cases that it has initiated in the past financial year. It will continue to do so in future.

I would like to thank the multiple stakeholders that make up the transport family, both in the private and public sectors, which have contributed to the overall success of the Department. I would like to thank Chairperson, Mr Jacob Khawe and members of the Portfolio Committee on Roads and Transport for the excellent role they have played in exercising oversight of the Department.

57. LAUNCH OF THE CONNECT SERIES OF HACKATHONS IN AFRICA, JOHANNESBURG, 19 JANUARY 2018

I am very pleased and delighted to be part of the opening of the CONNECT Series of Hackathons in five cities in Africa. *WhereIsMyTransport* has partnered with Facebook to host this series on our continent, and this is the inaugural launch of the Hackathon. Thank you for selecting Gauteng as the host province for such an important event for young minds.

Seventy young technologists will be participating in this Hackathon over this weekend. You will present projects that you have worked on and developed further on Sunday. That is innovative and very commendable. However, young scientists and innovators – even as they design for the future – also must respond to current societal needs and challenges. They must help to solve contemporary problems. In the developing world these problems are inadequate public transport, severe traffic congestion in cities, high levels of road crashes, injuries and fatalities, environmental pollution and degradation, unemployment and low levels of economic growth.

The Department of Roads and Transport has a comprehensive plan for transport in Gauteng. It is called the 25-year Integrated Transport Master (ITMP25) that is meant to shape our transport planning until 2037. But even that must be reviewed with the fast pace of technological changes that are on the horizon for the transport sector. The Fourth Industrial Revolution has huge implications for transport. For instance, electric cars, driverless or autonomous vehicles and the use of drone-like vehicles for public transport and freight mean

that transport planners will have to re-think the ways in which they design and integrate the transport system. These impending developments force us to think about new forms of connectivity.

Likewise, ordinary people are becoming more techno-savvy and are desirous of on-demand information, including transport information. Transport planners must engage with big data and the digitalisation of data and utilise such data for greater efficiencies and effectiveness in the transport sector. In the end, it's about improving peoples' lives and giving them greater choice through quick, real-time information about life circumstances. Already, technological innovations and intelligent transport systems help people to decide when to travel, how to travel, which routes to take or not take, and what must be avoided during peak hours. Such information is linked to weather patterns and other sets of data and information.

The Department has been collaborating with public transport stakeholders to rethink effective ways to encourage and enhance the use of public transport, through Integrated Fare Management Systems (IFMS). It has embarked on projects to accelerate efforts to modernise Gauteng's transport network through digital and mobile technology. Also, it recognises the need for smart technology as an inherent contributor to this modernisation process. Thus, intelligent transport systems for a growing province must be developed in a way that ensures life-time-evolution and that such developments can serve the needs of future generations in its current development plans.

An event such as a "Hackathon" enables a relationship to develop between the department and the ICT community that will allow our province to stay ahead of the curve in the development of our systems. We believe that an event such as this will further enhance the development of an ICT economic ecosystem that will enable the province to truly and fully engage the digitisation age and the Fourth Industrial Revolution. So, what steps has the department taken in digitising and modernising our public transport system.

In the last year, we have been invested time and resources into the development of a "public transport application and website" to fulfil journey planning and connectivity of major transport modes and nodes within the Gauteng. This application, which is aptly named "Gauteng on the Move", will enable commuters to access all information about available public transport services. The App will be available in this year on popular mobile devices. It currently supports intermodal journeys and includes the modes of public transport encompassing rail, bus and minibus taxis routes in the province.

This is made possible by the time we have invested in developing an Applications Programming Interphase (API), which is the key engine behind the App. The API will need to be maintained and enhanced to ensure that our systems remain current and relevant. An event such as a Hackathon enables the province to identify and engage available talent to help with such a task. As it is said this is the age of the API economy and information management; we as a province are very keen to ensure that we have the most relevant and

up-to-date data that enables planning and development of the province, particularly in the transport sector.

The App will allow commuters to input a point of origin and destination and use the “Gauteng on the Move” engine to find the optimum route between the two points using the public transport network providing fares, transit times and schedules. With “Gauteng on the Move”, commuters will have real-time and point-to-point information when moving from a current to a desired future location. Further to this, ‘Gauteng on the Move’ will provide commuters safe passage when they are on the move. To enhance the user journey experience, “Gauteng on the Move” offers in-app navigation, including walking links from your departure point and along the route, public transport timetables, share trip information, and a help desk feature to be the best travel companion for people on the go. The Gauteng on the Move app will change the relationship with commuters and the cities of the province. Commuters will have the power in their hands to explore the city by engaging its public transport network.

The App will be an ever-evolving journey and the future enhancements to be incorporated into it include real-time expected time of arrival, live schedules and in-App purchases and marketing, which will enhance the commuter experience.

It is through engagements such as this event that we are comfortable that the digital evolution and revolution that we seek as a province is possible, and in effect has arrived. Through such events as the “Hackathon” we can inspire more people to dream more, learn more, do more. It’s when we “become more” in the ICT sector that we would have collectively contributed immensely to the Transformation, Modernisation and Reindustrialisation of our province.

Let me conclude by saying: it’s only through perseverance that you will succeed. In real life you may encounter difficulties in securing government or private sector support. There will be challenges in getting your ideas and products into the market. Don’t ever despair. Keep working at developing and refining your ideas and innovations, collaborate with others, build partnerships and never be afraid to step forward with a new idea.

Many of you might be aware of the Innovation Hub. Make sure that you use it to get help and support. Our brightest minds need to be building technology for our people and the public sector is where innovation is needed most. Let me wish you an exciting and challenging weekend and I look forward to seeing the innovations you will come up with over the next two days. Good luck and all the best!

58. DISABILITIES AND DRIVING CAMPAIGN WORKSHOP, JOHANNESBURG, 13 FEBRUARY 2018

Thank you for the invitation to participate in this important workshop on Disabilities and Driving Campaign. For me it is not so much about delivering a speech as it is about learning of the real challenges that people with disabilities experience daily in their lives. Driving a car -

something that most of us take for granted once we get a driver's license - is not that easy if one survives a horrific car crash and is left physically disabled. Even if the mind knows what to do, the hands or the legs might not be able to it. How does one overcome this sort of disability and continue to lead a fulfilling and active life? That's the kind of thing we should address. So, thank you for inviting me today to learn about the daily challenges of life of people living with disabilities.

In our country and in communities, persons with disabilities and their families continue to experience high levels of marginalisation, exclusion and I dare say discrimination, despite a relatively enabling and protective policy and legislative environment. Addressing the rights and development needs of persons with disabilities remain the responsibility of a few people designated with this responsibility, whilst the mainstream of planners, designers, managers and researchers continue with implementation of their programmes to the general population, leaving those who require universal design and reasonable support measures behind. What is missing are carefully considered catalytic interventions. What is sorely needed are practical interventions that will embed disability inclusion in government planning and everyday community life.

Many people living with physical disabilities are socially isolated and dependent on family and friends for transport. Most able-bodied persons are oblivious to their needs and are completely unaware of the cost of being disabled.

A suitably adapted vehicle can give back independence and freedom to a person living with a disability. In many cases it opens the possibility of being employed again and living a 'normal' life. However, finding out about suitable vehicles and adaptations can be a daunting challenge as each person has different needs, different abilities and different requirements. They often do not know where to start.

The national Drive and Thrive Initiative is an important starting point for all of us. It aims to:

- Assist people with physical disabilities to source suitable vehicles according to their individual needs.
- Provide information regarding the different adaptations available to enable them to choose the adaptations that will be best suited to their disability and which will optimise their driving ability.
- Provide information regarding driving schools that can accommodate drivers with disabilities.
- Educate the motor dealers about the needs of drivers with disabilities with regards to vehicle choices, adaptations available and the rebate procedures, as well as encourage the use of temporary hand controls at their various branches in order to enable people with disabilities to test- drive new vehicles.
- Create public awareness around the needs of drivers with disabilities, with emphasis on the purpose of Disabled Parking Bays as well as being sensitive to them on roads.

- Create public awareness around the consequences of the poor standards of driving on South African roads and the impact that crashes have on individuals who have become disabled through road accidents.

May I invite you to work with the Gauteng Department of Roads and Transport to develop an implementable licensing system for drivers with physical disabilities. We should be training more licensing examiners who are familiar with the specific needs of people with disabilities. We must develop SABS standards for adapted vehicles. Also, we need more thorough-going research on “driving with a disability” in South Africa and we should be collecting crash statistics on drivers with disabilities. I am sure there are many more aspects that should warrant our attention such as adequate public transport services and transport infrastructure that cater for the needs of people with disabilities.

I really would like to see a Working Group being established that will engage our Department on all the policy and programmatic matters that need our attention. There is a great deal of work that needs to be done in this area. If we are to be the “smart province” that Gauteng claims to be, we should be able to provide an information platform for lifestyle services that accommodate people with disabilities so that they can lead full and active lives.

59. THE FOURTH INDUSTRIAL REVOLUTION AND MOBILITY SEMINAR, JOHANNESBURG, 15 MARCH 2018

Welcome to the Fourth Industrial Revolution!

We are living in an age of great and rapid change; tremendous technological development, and innovations. These will shape our lives and impact on us in magnificent ways, but they also will come with unimaginable disruption and discontinuity.

Klaus Schwab, the Executive Chairperson of the World Economic Forum, describes the Fourth Industrial Revolution as follows:

We have yet to grasp fully the speed and breadth of this new revolution. Consider the unlimited possibilities of having billions of people connected by mobile devices, giving rise to unprecedented processing power, storage capabilities and knowledge access. Or think about the staggering confluence of emerging technology breakthroughs, covering wide-ranging fields such as artificial intelligence, robotics, the internet of things, autonomous vehicles, 3D printing, nanotechnology, biotechnology, materials science, energy storage and quantum computing, to name a few. Many of these innovations are in their infancy, but they are reaching an inflection point in their development as they build on and amplify each other in a fusion of technologies across the physical, digital and biological worlds.

The first thing that is apparent is that a whole new vocabulary is emerging. We will have to internalise the new words, terms and concepts and learn to speak virtually a new language. As we do so we should not underestimate the power of the forces of this revolution.

Already, inventions and innovations linked to this revolution have spurred changes at social, economic, cultural and political levels. The cell phone and smartphone have made communication and knowledge accessible to people across vastly differing socio-economic backgrounds. It has transformed communications globally. Not only that it has prompted street revolutions that have had far-reaching political consequences for undemocratic regimes. It has turned every citizen into a potential journalist or commentator of unfolding events.

More change is yet to come. Some trends are clear and some not. How is the Fourth Industrial Revolution impacting on the transport sector? What are the emerging trends and what will happen over the next two decades? What exactly will change? What will be the cost implications for government? What precisely is being and will be disrupted and what adverse impact will it have on ordinary people or transport stakeholders? How should we respond to this revolution?

We should not unduly fear the unfolding Fourth Industrial Revolution. Instead we should position ourselves at the centre of its emergence, growth and development. Technologies, like those posited within the Fourth Industrial Revolution, are to be feared when in their thrust it dehumanizes us and takes value away from us. But this need not be so, so long as our human ingenuity and genius - and our deep sense of humanity - remains the engine for its growth and development. Human intelligence is essential in the age of big data, machine learning and algorithms. Our sense of humanity and civilization based on a culture and spirit of justice, inclusiveness and diversity should give us the edge over machines. I have this hope and belief in humanity that we will always be more equal than robots, no matter how smart its inventors and developers evolved these bots.

Of course, the recent upsurge in violence and loss of human life associated with the introduction of the Uber and Taxify transport APPS should really perturb us as a society. It should serve as a warning that technological innovation can take a nasty turn leading to violence, death and destruction of property. This is a clear signal to us all that much more needs to be done to prepare our society for the rapid and radical changes that the Fourth Industrial Revolution will bring in our country. Those who call on government to ban the introduction of these transport APPS must know that this is not do-able because the introduction and adoption of these technologies is customer demand driven.

These developments pose not only regulatory challenges but also preparing our society at large to be the early adopters and developers of these technologies. They must learn to manage change proactively and in ways that prevent winners and losers that result in violence between stakeholders and competitors. I dread to think what it must have been like when

the combustion engine made its debut and those steeped in the horse and cart industry wanted a faster horse rather than another mode of transport.

Of course, we should not only be the early adopters and consumers of imported technologies but also its homegrown developers and innovators. We should create an enabling environment for such technologies to emerge and provide the necessary support as a government to make South Africa a home for its growth and evolution.

In her book, *The Entrepreneurial State*, Mariana Mazzucato, points out that in countries that owe their growth to innovation - and in regions within these countries like Silicon Valley - the state has historically served not just as an administrator and regulator of the wealth creation process but played a key role in the process. This has been true not only in the narrow areas that economists call 'public goods' but across the entire innovation chain, from basic research to applied research, commercialization and early-stage financing of companies themselves. Such investments have proved transformative, creating entirely new markets and sectors, including the Internet, nanotechnology, biotechnology and clean energy. In other words, the state has been key to creating and shaping markets; not only fixing them. The point Mazzucato makes is that the state has a crucial role to play in the successful emergence and maturing of Fourth Industrial Revolution technologies. I am pleased that the Gauteng Provincial Government is acutely aware of this responsibility of the state in driving technological innovation, research and development. It has, therefore, premised its mandate on three key imperatives for the socio-economic development of the Gauteng city-region, namely, Transformation, Modernisation and Reindustrialisation.

What should we prepare for over the next five to ten years? From policy positions in European countries such as Norway, it appears that petrol and diesel-powered cars would be phased out. The Norwegian government announced that it would completely ban petrol powered cars by 2025. France and the UK have also made it known that by 2040, they want to completely ditch petrol and diesel driven cars in favour of electric vehicles. Elon Musk, CEO of Tesla, the company leading the way in developing electric vehicles, has welcomed the announcement by the Norwegian government with the following comment, "What an amazingly awesome country!"

These announcements by governments to move decisively away from petrol and diesel driven vehicles to electric vehicles would have huge disruptive implications. The move to electric cars implies replacing an old infrastructure with a completely new one to support electric vehicles. This would put pressure on the traditional petrol and diesel-powered vehicle manufacturers to innovate much sooner from the old technologies to the new, electric powered vehicles. Thinking aloud, my concern is that all those petrol and diesel-powered vehicles in European countries, which will be replaced by electric vehicles, may well be dumped in Africa and other developing countries.

I was also thinking of the fuel levy increase as announced by the Finance Minister in his budget speech and trying to quantify the consequence of this electric vehicle disruption on our

national budget. In addition, new infrastructure needs to be rolled out should we upscale our transition from the petrol powered to electric vehicles. The petrol station and petroleum refinery infrastructure will be replaced with an electric powered infrastructure and one could just imagine the impact on jobs; the old replacing the new and the rationalisation which would take place because it is likely that fewer jobs would be needed in such a situation.

Although, autonomous vehicles would be much further down the line as a scaled-up reality in comparison with the electric vehicles, some companies are pushing the frontiers of making this happen much sooner rather than later. It is amazing that venture capital firms have huge interest in the development and scaling up to production and manufacturing levels of autonomous vehicles. A report by Goldman Sachs (2017), titled “Rethinking Mobility”, sees autonomous vehicles as the great breakthrough for pay-as-you-go, car ride hailing companies like Uber, Didi and Lyft. These companies are attracting capital from investors. They see the big payoff in the future when the autonomous vehicles succeed by reaching technical viability and regulatory approvals, and when the drivers will be replaced as they represent a huge part of the operating cost of Uber and other ride-hailing companies. The Goldman Sachs report states:

Autonomous cars have the potential to be the trigger that transforms the ecosystem. They would cause the relationship between the ride-hailing companies and drivers to ultimately unwind - by 2030, the arrival of autonomous fleets could supplant (displace) 6.2 million drivers globally.

Just imagine the realisation of such a possibility and its disruption on our economy, which already is struggling to create jobs at the broadest level of our society.

One Tesla engineer positions electric powered vehicles as the only motorised vehicle future generations would have ever known. Petrol-powered vehicles would not be a reality in their lives but only something that they read about in history books. This is a different future. How do we get there and be part of its eventual evolvement? The Italian writer, Antonio Gramsci, sums it up this moment in history as follows: “The crisis consists precisely in the fact that the old is dying and the new cannot be born; in this interregnum a great variety of morbid symptoms appear.” We have to part of the Fourth Industrial Revolution as a matter of choice.

At this seminar we are trying to deepen the discussion and our involvement in the Fourth Industrial Revolution so that we could be activists to nurture and evolve the technologies emerging from it for the greater good of humanity, our country, continent and globally. Unless technology is humanised it will be a threat rather than a boon to us. It is our shared responsibility to do so.

Help us to shape and define the discourse on the Fourth Industrial Revolution so that our country and province could lead in this regard. I have directed our officials to review and add a chapter on the Fourth Industrial Revolution to the 25-year Integrated Transport Master Plan so that we could make it part of our planning processes. The future is ours to shape.

60. THE i-TRANSPORT & UATP GO GREEN – GO SMART CONFERENCE ON THE FUTURE OF PUBLIC TRANSPORT, SANDTON, 19 JUNE 2018

On behalf of the Premier of Gauteng Province, Mr David Makhura, the Department of Roads and Transport and Gauteng as the Host Province, we welcome you to the i-Transport & UATP Go Green – Go Smart Conference on the Future of Public Transport.

We welcome all the transport professionals from so many different countries who have gathered here to present new and innovative ideas to solve our multiple, and in many ways, common transport challenges. A very special and warm welcome to a dear friend, Mr Mohamed Mezghani, Secretary-General of the UITP, for gracing this event and agreeing to be the keynote speaker today. I am terribly sorry that Tunisia lost at the very last minute in the World Cup soccer fixture against England last night.

Gauteng is proud to be the Host Province for the Go Green – Go Smart Transport Conference and Exhibition because we believe that this strategic conversation paves the way for policy innovation and industry mobilisation on how we look at the future of transport.

The Gauteng Provincial Government and our Department are making significant investments to transform, modernise, and re-industrialise the provincial economy and place Gauteng onto a growth trajectory. A key aspect of our work is to introduce technological innovation in the way that public services are being rendered to citizens. As the smallest province in South Africa, Gauteng accounts for only 1.5 percent of the land area but is responsible for a third of South Africa's gross domestic product, 10 percent of the GDP of sub-Saharan Africa and 7 percent of total African GDP.

We have a population of more than 13 million, which is highly urbanized. Our province contains the metropolitan areas of Johannesburg, Tshwane, Ekurhuleni, several district and local municipalities. We characterise our province as the Gauteng city-region to reflect the high level of inter-connectedness and inter-dependence across metropolitan and municipal boundaries.

As a vibrant economic hub we also generate significant volume of traffic across all modes. Inevitably we have notable congestion and pollution. Hence, we are making a concerted effort to make transport work better for all and we see this as an absolute priority for the provincial government. This includes providing much improved public transport and supporting systems whilst reducing the transport sector's carbon footprint.

Transport lies at the heart of our daily lives. Our people commute to and from places of work and leisure, to do their shopping, to visit places of education and health care or to visit friends and family. Gauteng is at work in putting various building blocks in place to make Gauteng a 'connected province'.

We note that Smart Transport solutions are key drivers to make transport work better for all. Key deliverables include reducing congestion, significantly improving public transport

systems and operations and reducing the carbon footprint. To this end, the Gauteng Department of Roads and Transport and municipalities have launched a number of key initiatives, including:

- Investment in our roads and transport infrastructure;
- consultations with institutional stakeholders towards the establishment of the Gauteng Transport Authority;
- conducted feasibility studies to significantly expand the reach of the Gautrain;
- building integrated bus rapid transit systems in the metropolitan municipalities;
- made excellent progress towards “One Province One Ticket” to achieve payment interoperability between the IRPTRN and Gautrain;
- launched the Go Gauteng Transport App to promote door-to-door trip planning; and
- introducing innovations at our licensing centres to render them more efficient.

The strategies to achieve smart mobility require on-going co-operation across boundaries and escaping from self-inflicted institutional silos and data fragmentation. We therefore applaud the co-operation between the Intelligent Transport Society - South Africa and the UATP in hosting this knowledge sharing platform. We share many of our transport challenges with colleagues across the globe and we especially welcome the knowledge-sharing across national and international boundaries that this event is enabling.

The Gauteng province is therefore proud to welcome national, regional and international delegates to this Go Green – Go Smart Conference helping to shape the future of public transport. I am particularly encouraged that topics such as land-use, urbanisation and economic planning are part of your transport agenda. This multi-focal approach is helping to put the movement of people in the centre of these discussions.

We look forward to your deliberations on finding intermodal and integrated transport solutions and promoting sustainable and environmentally sensitive transport options. On behalf of the co-hosts of this flagship event – ITS South Africa, the UATP, ITS Africa and the Mobility Forum for Africa – we welcome you to the Gauteng city-region and wish you well on your deliberations.

61. BUDGET VOTE 9: TRANSPORT, GAUTENG LEGISLATURE, 28 JUNE 2018

I am pleased to announce that on 4 June 2018, the Gautrain Management Agency had won an internationally acclaimed Gold Quill Award in Canada for its children’s publication explaining the Gautrain rail system and promoting the use of public transport. The GMA is the only South African public entity to have received the Gold Quill Award of Merit. This is a prestigious award that was selected from over 700 entries worldwide and I would like to congratulate Dr Ingrid Jensen and her team for this achievement. This follows shortly after

the Head of Department, Mr Ronald Swartz, was presented the “Best HOD in Transport Award” by Minister Blade Nzimande.

The Department has finalised the policy and legal work relating to the *Gauteng Transport Authority Bill*, 2018, which has been tabled in the Legislature. This is a seminal Bill that will create the institutional architecture for integrated transport planning and co-ordination across the provincial and municipal spheres of government in the province.

In a matter of days, we will re-open the Tolwane Bridge that has been reconstructed after it was severely damaged during a thunderstorm in the area. The South African Institute of Civil Engineers’ Infrastructure Report (2017) states that the paved provincial road network countrywide has shown an improvement largely due the improvement since 2011 of the condition of the road network in Gauteng. The Department is playing an important role in repairing potholes on arterial routes within townships in the Emfuleni municipality as part of the interventions announced recently by the Premier. All these developments point to the fact that the Department of Roads and Transport is hard at work in delivering on its mandate and is increasingly displaying signs of excellent performance. It demonstrates that public money voted in favour of the Department is being well-spent in the public interest.

Today I would like to announce that I have requested the South African Geographical Names Committee, through the Gauteng Geographical Names Committee, to initiate the process of public consultations for the naming of eight major arterial routes in our province, namely, the proposed PWV15; N14; R23; R28; R55, R59, R80 and R553. The Preamble to our *Constitution* calls upon us to “recognise the injustices of our past; honour those who suffered for justice and freedom in our land; respect those who have worked to develop our country; and believe that South Africa belongs to all who live in it, united in our diversity.” In giving practical effect to this call in the preamble, it is necessary to put in place a transparent process to redress the inequalities of the past and to begin the process of changing the ‘identity’ of our roads and transport infrastructure to reflect the rich political, cultural and linguistic diversity of our province.

Ordinarily, our provincial roads have technical characterisation and recognition symbols. But some roads do have names of political leaders of the apartheid era. The time has come for the Department to play a more conscious role in recognising the historical contributions of leading women and men in the struggle for national liberation and freedom. Major Gauteng roads should be named after significant leaders who contributed to the freedom of our country and its people, regardless of their race or organisational association. In determining names for our provincial roads, we should be mindful that a person so honoured must be a deceased person and not be someone of questionable integrity.

In introducing the Budget for Vote 9: Transport, the House should note that in the current tough economic and fiscal climate, the allocated budget for the Department is R7.7 billion. This is apportioned to five key programmes, namely, Administration (R359 million); Transport Infrastructure (R2.5 billion); Transport Operations (R2.5 billion); Transport Regulations (R300

million); and Gautrain (R1.9 billion). Every rand that will be spent from this budget should contribute to making life more liveable and inclusive for citizens in the Gauteng city-region.

On the revenue side the Department remains the major source of income for Provincial Treasury. In the past financial year, R3.7 billion was collected from motor vehicle license and other transport fees. This reflects the greater efficiency of our revenue collection systems as well as an increase in the number of vehicles in our province, which currently stands at 4.5 million vehicles.

With this Budget the Roads Directorate will be upgrading and rehabilitating the following major roads:

- K148 in the Eastern Corridor which intersects with the N3 and supports the proposed Tambo-Springs Logistics Hub;
- doubling of K69 (Solomon Mahlangu Drive) from the N4 to K54 in Mamelodi in the Northern Corridor;
- P249/1- Phase 2 in the Northern Corridor which links Midrand to the North West Province;
- R55 from Woodmead Drive to Kyalami;
- K60 along Waterfall City in the Central and Eastern Corridors;
- the dualisation of R82 in the Southern Corridor between Johannesburg and Vereeniging; and
- the P88/1 between Sebokeng and Westonaria in the Western Corridor.

The Gauteng city-region, which accounts for the largest share of our country's economic activity, needs a good quality road network to support its sustainable socio-economic growth and development strategy. We must build freeways as identified in the 25-year Integrated Transport Master Plan (ITMP25). In this regard, I must report that the Department has initiated a process to procure a service provider to do detailed designs for the PWV15. This will be the first new freeway Gauteng will be building in 40 years. However, a prospective bidder has instituted a legal challenge to the open procurement process and the matter is regrettably subject to a Court review process. I am hopeful that it will be resolved as soon as possible so that the Department can proceed with this strategic road construction project.

The planned construction of the PWV15 will represent a major leap forward for our province. It will support the development of the Aerotropolis and the Tambo-Springs Freight Hub. It will certainly ease traffic congestion at the Gillooly's and Geldenhuys interchanges. It will stimulate economic growth and greater residential and business densification along its route. The Department is in discussions with Provincial Treasury to secure adequate funding for this major road construction project, which may include private sector financing.

Sinkhole formations on the provincial road network is placing the Department's maintenance budget under pressure due to their unpredictability and the huge costs entailed in restoring the damaged roads. Depending on the nature and size of a sinkhole, fixing it could cost over

R40 million at a time. The Department is currently awaiting a final technical report on the R55 sinkhole and is exploring alternative methodologies to expedite repairs to this road.

With regards to other transport infrastructure, I am pleased to report that the Kagiso DLTC is to be officially opened shortly. I have already reported to the House that after a prolonged delay, there is good progress now on the Vereeniging Intermodal facility. The Roodepoort taxi rank is completed and has been handed over to the City of Johannesburg. It is being fully utilised by the taxi industry in the area. Yesterday, I visited Sebokeng to assess progress on the construction of the DLTC there, and I can report that there is satisfactory progress. I must, however, acknowledge that the Department is experiencing serious challenges with the contractor on the R511. We are led to believe that Lubbe Construction has applied for business rescue and consequently has not done any significant work on site for the past three months. The Department has placed the contractor on terms and if there is no satisfactory resolution to this impasse by the end of this month, the Department will have to take more drastic action to address the matter.

Rail is the backbone of our public transport system. Gautrain and Metrorail remain the core providers of rail services to hundreds of thousands of commuters. Closer co-operation between the Gauteng Management Agency and PRASA is critical to ensure that we move towards one, efficient commuter rail system, which is the mode of choice for all commuters. Best practice is likely to emerge from such collaboration and it would eventually lead to joint planning and operations for the greater good of commuters.

Passenger demand for the Gautrain has exceeded projections, especially in the peak periods and has resulted in overcrowding and stifled demand. It is therefore necessary to procure more trains and invest in the system so that these trains can run efficiently over the next 10 years. The GMA has developed a business case within existing funding parameters for Gautrain and has partnered with the DBSA to arrange for the financing for 12 new trains. A competitive procurement process was followed, and three pre-qualified bidders have been selected as suitable to participate in the Request-for-Proposal (RFP) stage. It is expected that they will submit their bids on 15 August 2018, and an announcement of the preferred bidder will be made thereafter. The capital expenditure for additional rolling stock and supporting infrastructure is expected to sustain about 10 000 jobs in Gauteng. The total government revenue is expected to increase by an estimated R542 million in nominal terms between 2019 and 2023.

The GMA has completed the feasibility study for the extension to the existing Gautrain network. The study was submitted to National Treasury for approval in April 2017. Since then the GMA, Provincial and National Treasury have had engagements to discuss the project in detail. A decision on the awarding of Treasury Authorisation (TA 1) for the project is expected in the latter half of 2018. Once approval has been granted the planning and Environmental Impact Assessment of Phase 1 will begin in earnest. The Gautrain II project has the capacity

to create more than 211 000 direct jobs and R1.6 billion is estimated as potential spend on skills development, enterprise development and supplier development.

The ITMP25 identified the PRASA modernisation programme as a key element in developing and extending the rail network into a modern rail transport system in Gauteng that meets the needs of passengers. I am pleased to report that the Gibela rail manufacturing factory is up and running and will be officially opened shortly. Gibela should supply 3600 new Metrorail coaches at a cost of R59 billion over a 10-year period ending in 2025. In practical terms this means that the new Metrorail trains are now being manufactured locally. The Metrorail rolling stock renewal programme is expected to create 33 000 direct and indirect jobs over the next decade.

The integration of public transport to provide commuters with origin to destination services are critical to achieve our goal of a reliable, accessible, affordable and safe transport system. A critical component of this system is the development of Bus Rapid Transit services in Johannesburg, Tshwane and Ekurhuleni. I must register my grave concern over the slow pace of implementation of the BRT systems in all three metropolitan municipalities. The implementation timelines are continuously shifting further in time and the ridership levels are not increasing. The on-going delays in launching the new phases of the system and the low ridership must be attended to as a matter of urgency. In this regard, we have established a joint working group with the relevant municipalities and the national Department of Transport to ensure that the pace of implementation is sped up and the ridership increased.

The subsidised bus contracts are currently being reviewed. The Department can report that Intergovernmental Authorisation Agreements are in place with the municipalities of Sedibeng, Johannesburg, Tshwane and Ekurhuleni to process the various contracting responsibilities in terms of the *National Land Transport Act*. Five contracts in Mamelodi and Sedibeng have been placed on an open tender process. These bids have been assessed by the probity auditors and the Department will decide on the matter shortly. At this point I would like to thank the City of Tshwane and the relevant taxi industry for facilitating continuity of bus services in Mamelodi. Also, discussions are underway with the Northwest Transport Investment Entity to process contracts it has with the Department.

The development of the Aerotropolis is back on track. In March 2018, Mayor Masina announced that the Ekurhuleni municipality had approved the Aerotropolis Master Plan and that work has started in earnest to ensure the roll-out of the Plan. The MMC for Finance and Economic Development indicated last month that the city has set aside R561 million in support of the Aerotropolis and a further R1.9 billion over the medium-term to consolidate the city's strategic location as an airport city. It has also approved the by-laws to establish an Economic Development Agency, which will be responsible for the implementation of the Aerotropolis Master Plan.

Our economy depends on the efficient movement of freight. A central component of our freight strategy is the development of rail-based freight hubs located on the periphery of the urban core in our province. To this end, the Department, in collaboration with Transnet, the City of Ekurhuleni and the private sector, is responsible for the co-ordination of the Tambo-Springs Logistics Hub. Transnet has prioritised this hub for implementation by 2019. To date, the process to appoint a private company to act as the developer of the Inland Container Terminal is at an advanced stage. It is expected that the final selection and announcement of the preferred bidder will be done by the new Transnet Board by September 2018. It is anticipated that the entire development will create approximately 100 000 direct and indirect jobs.

As part of its adoption of new technologies and international partnerships, the Department, in collaboration with Transnet, municipalities and academic institutions, developed the Green Logistics Indicator System, which seeks to improve the movement of freight in the province. This forms part of a wider project agreed upon in the Joint Declaration of Intent that was signed in February 2016, by the Department and the German Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety to improve freight mobility in the province. The second phase of the GLIX indicator project is currently underway as the Department has signed a MOU with Transnet on the sharing of data and information on transportation and its impact on the movement of freight and economic development in the province.

As the Fourth Industrial Revolution unfolds the future of transport and mobility will have to be reconceptualised in the light of technological innovations and changes. Electric vehicles, autonomous or driverless cars, drone taxi services, drone-like motorcycles for traffic officers and the hyperloop are all part of the future of transport and mobility. As part of our planning for a technological future, the *National Land Transport Act Amendment Bill* that was approved by the National Assembly, and which is now with the NCOP, accommodates electronic hailing services. This means that transport network companies can be regulated within the new legislative framework. Equally welcome is the recent media report that a new App has been launched for conventional metered taxi operators.

The launch in April this year of the Department's "Gauteng on the Move" App fits in with the modernisation agenda of this administration. It provides commuters with fares, and origin and destination travel information, covering the Gautrain, Metrobus, *A re Yeng, Rea Vaya*, Metrorail, Gautrain Bus Services, the Johannesburg City Sightseeing Bus, Tshwane Bus Services and minibus taxi services. The App is to be upgraded soon to provide the timetables and fares of the subsidised bus contract services. The "Gauteng on the Move" App maps all taxi ranks, train stations, bus stations and popular tourist attractions.

The Department is in the process of developing another App through which motorists can report potholes on the provincial road network. The App should enable the Department to

respond timeously to repairing potholes and guide the scheduled work programmes of the regional maintenance and inspection teams. On our frontline services at the DLTCs, the Department will shortly be introducing online booking for learners' licenses, drivers' licenses as well as the online renewal of motor vehicles licenses. The Department is working closely with the Road Traffic Management Corporation to pilot these online pre-booking services. The DLTCs in Tshwane are piloting the online renewal of driving license cards, and initial results indicate that it reduces the frustration of clients queueing for long hours at the DLTCs. This service also makes it easy for optometrists to upload eye test certificates onto the e-natis system. The benefits of these online services will reduce the possibilities for corrupt practices at frontline services at the DLTCs.

The g-Fleet's turnaround strategy is on track to ensure that it provides effective, efficient and client focussed fleet services to all spheres of government. It continues to make sustainable investments in renewing its fleet as well as building its maintenance capacity to repair vehicles in the shortest time. Key to its turnaround strategy is to ensure that its management is able to lead the organisation within a Fourth Industrial Revolution economy. Its second phase infrastructure programme will cater for the new administration building; the renovation of the panel-beating building and the renovation of its wellness centre.

In conclusion, I would like to thank the Head of Department, Mr Ronald Swartz; the Acting CEO of g-Fleet, Ms Noxolo Maninjwa, and the CEO of Gautrain, Mr Jack van der Merwe and all staff members for their sterling contribution and commitment to the Department. My thanks to the new Chairperson of the Portfolio Committee, Mr Mafika Mgcina, and the members of the Portfolio Committee for their vigorous and meticulous oversight of the Department and for their valuable recommendations to further improve our performance. Finally, I'd like to thank all the transport stakeholders in government and the private sector for their support in helping to build the transport system in the Gauteng city-region. Our achievements as a Department are part of your collective effort.

62. LAUNCH OF THE OCTOBER TRANSPORT MONTH CAMPAIGN, KLIPTOWN, 1 OCTOBER 2018

We take the opportunity to officially launch 13th October Transport Month (OTM) Campaign in Gauteng. Transport is as important to our people as is housing, health, education and the fight against crime and corruption. Transport is central to us as individuals and families because it is a factor that impacts on our decisions on how to make a life and how to make a living. Transport gives us economic and social access and connects us to people and places. Increasingly, transport professionals and practitioners globally talk about Mobility as a Service (MaaS), and it has become a central theme within the transport value chain. The focus in MaaS is on customer experience and satisfaction.

Do transport systems meet customer expectations and actual needs? Are ordinary people satisfied with their daily travel experiences? Is technology and innovation in the transport sector being creatively developed and utilized to enhance people's transport experiences? These questions pose real challenges to transport planners and operators in a developing country or province such as ours. We must contend with the legacy of past inequalities, inadequate public transport infrastructure, limited financial resources and a deeply fragmented system of public transport with not much in the way of integration and co-ordination of transport operations. During this month we aim to demonstrate some of the steps we are taking to respond to these transport challenges and progressively move towards mobility as a service.

Held under the theme "Transforming and Modernising Public Transport in Gauteng", the October Transport Month campaign seeks to create awareness of the importance of transport as a driver and an enabler for economic growth. Also, it supports the provincial government's "Transformation, Modernization and Re-Industrialization" programme. Our vision for economic development is heavily dependent on our investment in quality road and transport infrastructure, maintaining existing infrastructure as well as building new infrastructure.

ROAD MAINTENANCE AND CONSTRUCTION

Today, we will inspect the R558 in the south of Johannesburg to assess the road maintenance and road safety programme and to distribute bicycles to learners from Finetown, Ennerdale and surrounding communities. Later this month, the department will officially open two road construction projects, namely, the D1944 valued at R150 million, which is a tertiary provincial road in north-east Gauteng; and the P249/1 (Phase 2), which links Midrand to the North-West Province that has been upgraded from gravel to a paved road.

During this year the Department's routine road maintenance teams have bladed over 468km of gravel roads, re-gravelled 60km of gravel roads and repaired approximately 68 000 potholes. This also involved repairs to the road furniture, drainage structures and replacing damaged guardrails and road signs.

Last week I inspected the R55 to assess progress being made in repairing the sinkhole near Laudium. I am satisfied with the progress on the project in that the 8-metre deep and 30-metre wide sinkhole has been filled and the project will be completed by the end of the year.

RAIL INFRASTRUCTURE

With regards to rail infrastructure our priority is to improve the performance of the Metrorail system in Gauteng. The most significant development in this regard will be the official opening on 25 October of the Gibela Rail Manufacturing Plant in Nigel. This will see the rebuilding of our rail manufacturing and production capability. We now have the capability to build complete train sets to revitalise the Metrorail system in our province. The Gibela factory has the technical capability to build entire train sets locally, provide maintenance through its supplier park and develop our human resources through its employee training facility.

Massive investment by government in new, modern rolling stock for PRASA is set to introduce dramatic changes for citizens, particularly the working class. The PRASA train manufacturing factory is envisioned to drive fundamental changes in the way passenger rail will serve millions of commuters in the province and country. The 72-hectare plant will enable new passenger trains to be manufactured and maintained locally in South Africa. Our aim is to ensure at least 1 in 7 passenger trips in Gauteng is made by rail if we are to succeed in turning the tide against increasing private car usage with congestion and environmental damage associated with it.

This investment will have a massive impact on the Gauteng economy. It will play a major role in the modernisation of public transport and will result in significant socio-economic benefits to the province and its people.

During this month Gautrain will launch three new midi-bus routes to the Malboro Station. The three additional routes are from Kelvin, Buccleuch and Greenstone Mall. This initiative by the Gautrain Management Agency is aimed at facilitating the integration of the taxi industry into the Gautrain system. The participation of the taxi industry in the Gautrain system facilitates job creation and the establishment of formal and sustainable businesses within the taxi industry. This midi-buses model has been implemented in other areas along the Gautrain network such as Centurion. The model enables the taxi industry to provide scheduled, safe and reliable public transport services that serves as an extension to the Gautrain service. The midi-bus operations have proven successful in improving accessibility to public transport and the integration of the Gautrain with other public transport services. In the last financial year, the midi-bus operations transported more than 16 000 commuters on a monthly basis, which increased the train ridership.

DLTC ONLINE BOOKINGS

During the month we intend officially opening a modern Driver License Testing Centre in Kagiso in the West Rand. The centre will be launched as a full online and cashless operating DLTC. The opening of the Kagiso DLTC is anticipated to bring access to services in underserved communities.

As the Department we are fully cognizant that we are operating in the context of the Fourth Industrial Revolution. We are already seeing the power of technology reshaping public transport services, marketing and consumption. The global technological changes we are currently witnessing are sparking a revolution in the transport sector. We will therefore continue to use innovation, research and development to promote a smart province to improve efficiency and access to services. As such the Department, in partnership with the Road Traffic Management Corporation (RTMC), launched the driving license online booking service on 30 August 2018 in Tshwane. This has greatly reduced waiting times at the DLTCs. It also allows clients to choose the date, time and place of their tests.

As from today several DLTCs in our province will cease to process walk-in bookings from members of the community. This forms part of a provincial pilot project to assess the ability of our DLTCs to handle online bookings only. These DLTCs include Akasia, Bronkhorstspuit, Centurion, Edenvale, Maponya Mall, Randburg, Roodepoort, Waltloo and Xavier.

It is expected that all DLTCs in the province will work on online bookings as from 1 November 2018. By then all DLTCs would have been enabled to provide online booking services to clients. The Department and municipalities have put plans in place to avail kiosks and computers within DLTCs to aid clients with online bookings. Also, these services can be accessed through mobile phones, computers and through driving schools. The roll-out further demonstrates government's commitment to modernize the way in which services are delivered to residents. Online services currently available include applications for learner license, driving license, professional driving permits and renewal of driving license.

In this month we will intensify our campaign against fraud and corruption within the transport licensing environment. In partnership with law enforcement agencies a concerted effort will be made to combat fraud and corruption at DLTCs.

GAUTENG TRANSPORT AUTHORITY

In its quest to integrate transport services, planning and alignment in the Gauteng city-region, the Department and the Gauteng Legislature have published the *Gauteng Transport Authority Bill* (2018) for public comment. This Bill seeks to provide for the establishment, organisation, regulation, functions and control of a Gauteng Transport Authority. During this month public hearings will be scheduled by the Legislature to solicit feedback on the Bill from key transport stakeholders and citizens. Once in existence, its main functions will be to perform strategic and integrated planning relating to public transport and transport infrastructure. The proposed authority will be tasked with the responsibility for planning, co-ordination, optimisation, rationalisation and facilitation of public transport functions, authorities, systems and resources within the province.

OPERATING LICENSES CONVERSION AND COLLECTION

There has been a long-standing call by the taxi industry to fast-track the processing of minibus taxi operating licenses. The Department is converting previously issued radius-based permits into route-based operating licenses. The conversion process is a legislative requirement regulated by Section 47(2) of the *National Land Transport Act* (No.5 of 2009). This matter was also emphasised in the report by the Ad-hoc Committee of Inquiry into Taxi Permits and Operating Licences (2016), which highlighted the following areas of concern:

- Taxi violence between associations or owners fighting for commuter routes;
- illegal taxi operations;
- illegal acquisition of permits and licenses;

- unregistered associations; and
- unaudited taxi routes.

Through this conversion process, the Department is empowered to reliably verify and audit various routes by associations. This is to ensure that operators and associations conduct operations on allocated and registered routes in accordance with conditions stipulated on operating licenses. The chief objective being to improve regulation of operations and contribute to curbing conflicts and violence within the sector. In this regard, the Provincial Regulatory Entity has processed more than 3000 operating licenses that have been approved but remain unclaimed by operators. The Department will reach out to transport operators so that these operating licenses can be collected. All public transport operators have until Wednesday, 31 October 2018, to claim their operating licenses, failing which the unclaimed licenses will be cancelled by the Provincial Regulatory Entity as required by law. The Department is currently in possession of 2165 minibus taxi licenses and an additional 880 operating licenses issued to buses, metered taxis, charter services, learner transport and tuk-tuks.

Finally, the Department, in partnership with the Gauteng Geographic Names Council, will begin the public consultations to rename key strategic roads in our province. The names on our road and transport infrastructure may have a technical function but government has a conscious role to play in promoting an inclusive identity with such infrastructure. In so doing it should raise citizens' awareness of the heroes and heroines that played significant roles in the country's struggle against apartheid. Gauteng is known for its economic strength, its historical role in the struggle against injustice and for political freedom and democracy. Its road network and public transport infrastructure need to reflect this rich political history and lend itself to promoting an identity that reflects the political heroes and heroines that contributed to the struggle for freedom and democracy in South Africa.

The naming of the provincial road network does not seek to remove the past but to promote an identity which is inclusive of all the citizens of the country. The following roads have been identified for naming and/or renaming: PWV15, R55, R82, N14, R28, R59, R553, N12 and William Nicol Drive. We have noted that the City of Johannesburg had resolved last Thursday that William Nicol Drive be renamed Winnie Madikizela-Mandela Drive and the Emfuleni Council has recommended that the R82 be named in honour of Duma Nokwe. These recommendations will be processed by the Gauteng and National Geographic Names Councils for final decision-making.

Lastly, it needs to be noted that various municipalities also have developed exciting programmes to celebrate October Transport Month. These will be communicated directly to the public by the Councils.

63. ITS-SA WORKSHOP ON TRANSPORT DATA AND CYBER SECURITY, MIDRAND, 4 OCTOBER 2018

Thank you to ITS South Africa for supporting the October Transport Month with this workshop and for the work of the Society as a thought leader in promoting smart mobility solutions. It is a pleasure to join you today in discussing transport data and cyber security.

Firstly, with the emerging challenges posed by the advent of the Fourth Industrial Revolution, we should prepare for fundamental changes to the structure and fabric of society. Secondly, with data becoming the 'fuel' of transport, we need to speed up our ability to deal with cyber security as we collect, manage, mine, analyse, interpret and disseminate the results from Big Data to achieve transport objectives. Thirdly, Gauteng is the heartbeat of South Africa's economy, and the Department of Roads and Transport is at the forefront of developing policies, strategies and plans to make transport work smarter for all. To achieve this, we are embracing collaboration with stakeholders such as the Intelligent Transport Society.

Let me start by sharing with you some thoughts about the Fourth Industrial Revolution as we are already in the throes of this experience. The first industrial revolution in the second half of the 18th century gave birth to mechanised production in the textile and metal industries; thanks to the steam engine. The second industrial revolution started in 1870 with the advent of electricity, chemical products and the internal combustion engine. This consequently led to an increase in using petrol as a new energy source. The third revolution took hold in 1970 with the birth of computing. This led to the digital age designed to increase the levels of automation by using electronic and IT systems, which includes all transformation processes in manufacturing. Beginning in the mid-20th century it had transformed the entire socio-economic fabric of modern society characterised by a strong drive towards technological innovation and the rise of computers, robots, the first spacecraft and satellites.

The Fourth Industrial Revolution will be the most disruptive as it will bring about changes to the labour market never seen before. New skills will be needed, while more than 50 percent of our current ones are destined to disappear. The most apparent and disruptive effects will be in the sphere of transport. Already there are smart public transport systems in circulation. There are cars that have a high degree of technological complexity and possess some advanced features such as assisted or autonomous parking, automatic adaptive speed control and crash-avoidance systems.

As autonomous vehicles became more accessible and more common, we will have to rethink the planning of intelligent transport due to the accurate, predictive models of individual behaviour and the networks of sensors connected to a large system. In the future, cities will be able to organise transport in a much more efficient and economically viable manner. One of the main impacts will be making a large-scale separation between ownership and car use. Already many people in developed cities no longer own a car largely due to services like Uber or Lyft. It is estimated that switching to a mobility service based on autonomous cars used by

more than one person during the day could lead to halving the number of vehicles on the road.

What will be the impact in cities? Public transport will be transformed by this competition. Electric and driverless vehicles will take users everywhere. The result would be urban centres that are less polluted and less congested with traffic areas 'freed' and most parking lots redundant. There may well be new room for cycle lanes and urban green spaces. We will be able to begin redesigning our cities and our physical infrastructure. Our challenge now is to develop smart mobility to help make smart cities. The future will be to create an integrated transport network with everything interconnected, including cars, buses, trains and trucks. Finally, we can move towards a connected, low-carbon world.

One key outcome of the Fourth Industrial Revolution is the critical role of more data that will be better analysed and interpreted than ever before. The adoption of advanced detection and information gathering capabilities in the transport sector, including drones and related transport systems, give rise to numerous security and cyber security issues. This raises the importance of data warehousing. A data warehouse is defined as a subject-oriented, integrated, non-volatile and time-variant collection of granular data. It is a specific element in warehouse management that deals in the collection, storage and use of data. It is a technology which is used in the business environment to optimise the collected data of an organisation in order to improve performance. A transport data warehouse will deliver many benefits. It will increase business and operational intelligence; improve data quality; see the past to better predict the future; save the organisation endless hours of valuable time, and aid its sustainability

The Internet of Things is dramatically making our lives easier. The convenience of connected devices is not confined to one's home appliances. The transport sector is subjected to a huge change, owing to data. However, the transport industry, like any other, is collecting a vast amount of data. The obvious question here would be regarding the complexity that is going to follow in maintaining such huge data in the future. Thanks to the tools that are available now, analytical systems can handle big data well and can increase the effectiveness of connected networks, thus guaranteeing maximum passenger satisfaction. With the help of varied data, a clear picture about the usage of different transport means can be understood. The perk of this huge amount of data is that it can be used to understand people's transport interests and demands. In short, effectiveness in resource management can be guaranteed.

Data obtained from various transport systems can be used to predict flawless results. For instance, imagine that certain buses are having a dry run through certain routes. A well-equipped analytical system can notify users regarding this literal roadblock. There are sensors available in the market that can be installed inside vehicles to monitor the working condition of various mechanical parts and create a log of various readings. The data thus obtained can be compared with irregularities to notify the user regarding anomalies. There are also specific

technological tools that can integrate with the internet so that weather, bad road conditions, traffic obstructions, etc. can be predicted and commuters can be warned.

Our call on bodies such as the Intelligent Transport Society is to actively collaborate with government in developing transport solutions. Creating that richer, more complete picture of what is happening on the ground is an opportunity for big data analytics in the transport sector; to leverage big data tools and predictive analytics to help transport agencies improve operations, reduce costs and better serve commuters.

The typical areas where big data analytics can make significant difference to transport industry are:

- Freight movement and routing optimisation;
- inventory management and capacity optimisation;
- improved customer experience by developing effective communication via insights from social media, persona segmentation and preferences;
- reduced environmental impact and increased safety;
- fleet optimisation and predictive maintenance through real-time view of fleet operating conditions, statistics around usage and wear patterns and, maintenance cycles; and
- optimised transit schedules by predicting impact of maintenance, roadworks, congestion and road crashes.

It is necessary for the government to make evidence-based decisions, for which relevant, accurate and timely data is required. It needs data to monitor and measure its progress against the targets it sets for itself. Government must leverage its unique position to collect, collate and interpret data that no other organisation in society can legitimately be expected to undertake. It is therefore important to collect, manage and store transport information efficiently to enable data-driven research to inform planning, development and investment; determine the needs of the population to provide context-sensitive solutions, and to enhance and build on existing economic activities.

However, a looming question is yet to be answered: “How do we sustainably go from data to planning?” The goal of government should not be to amass the largest amount of data but rather to turn data into information, and information into insight. Those insights will help drive better planning and policy making. Leveraging data analytics for transport planning requires specific skills and knowledge that might not be available in the local job market. It needs to be supported by a capacity-building programme. To overcome this hurdle partnerships with development agencies and specialized tech-firms are essential. Predictive analytics can be used to analyse the vast amounts of information known as big data, generated through internal and external sources such as live public transit data, train schedules and bus feeds. These insights procured through predictive

analytics can be utilised to plan routes, reduce traffic and bottlenecks, and get individuals from one place to the other. Public transport and private enterprises can exploit the insights received from predictive analytics tools to alert passengers and individuals about routes that are congested and overloaded; thereby, devising new re-routing strategies resulting in cost efficiencies and savings.

64. STATEMENT ON THE NAMING AND RE-NAMING OF PROVINCIAL ROADS IN GAUTENG PROVINCE, GAUTENG LEGISLATURE, 23 OCTOBER 2018

I rise to make a Member's Statement in terms of Rule 82.

The Preamble to the *Constitution of the Republic of South Africa (1996)* states:

"The people of South Africa-

Recognise the injustices of our past;

Honour those who suffered for justice and freedom in our land;

Respect those who have worked to develop our country; and

Believe that South Africa belongs to all who live in it, united in our diversity."

This Preamble calls upon all South Africans to honour those who fought for freedom, justice and democracy in our country.

The ANC government in Gauteng believes that it has a conscious role to play in promoting an inclusive South African identity with the naming of transport infrastructure. It has a duty to honour those who have played significant roles in the struggle against apartheid and who have made profound contributions to the development of our country.

To this end the ANC government has identified 20 provincial roads to be named and/or re-named after eminent political, business, labour, sporting and literary figures across the social and political spectrum.

On behalf of the ANC government in this province, I will be submitting the following proposals to the Gauteng Geographic Names Committee to initiate the prescribed public consultations on the matter, and to obtain the necessary administrative and Executive approvals for the naming and/or re-naming of the identified provincial roads:

Number	Current Name	Proposed Name	Category
1	N14	John Beaver "JB" Marks Freeway	Political
2	N12	Ahmed Kathrada Freeway	Political
3	R59	Helen Suzman Drive	Political
4	R80	Dr Sam Motsuenyane Drive	Business

5	R553 Golden Highway	Bill Jardine Drive	Political/Sports
6	R500	Elijah Barayi Drive	Labour
7	R28	Sophie Williams de Bruyn Drive	Political
8	K46 William Nicol Drive	Winnie Madikizela-Mandela Drive	Political
9	Ben Schoeman Highway	Moses Kotane Freeway	Political
10	R55	Philip Kgosana Drive	Political
11	R550	Lilian Ngoyi Drive	Political
12	R554	Laloo “Isu” Chiba Drive	Political
13	R50	Joost van der Westhuizen Drive	Sports
14	R103	Adv George Bizos Drive	Human Rights
15	R42	Ellen Khuzwayo Drive	Labour/Political
16	R558	Rahima Moosa Drive	Political
17	R101 Old Pretoria Road	Manonmani “Ama” Naidoo Drive	Political
18	P139/1 Rivonia Road	Andrew Mlangeni Drive	Political
19	P70/1 Witkoppen Road	Nadine Gordimer Drive	Literature
20	R25	Muntu Myeza Drive	Political

Finally, the ANC government supports the previous proposal of the Emfuleni municipality to name the R82 (Old Vereeniging Road) in honour of Advocate Duma Nokwe.

65. OPENING OF THE GIBELA FACTORY, DUNNOTAR, 25 OCTOBER 2018

Mr President

It is my absolute pleasure to welcome all of you on behalf of the Premier of our province, Mr David Makhura. This is an historic and momentous occasion.

Today is the official opening of a world-class manufacturing facility in Dunnottar in Ekurhuleni. It is here that the majority of The X'Trapolis MEGA trains for the PRASA rolling stock project will be built – initially 580 trains comprising 3 480 coaches.

The X'Trapolis MEGA train - a South African first - is a state-of-the-art train developed to accommodate South Africa's narrow-gauge rail tracks. The train has been designed with safety in mind - it is compliant with all the latest international safety requirements. More importantly, it is designed to provide regular, reliable and on-time service for South Africa's

2.3 million rail commuters, a number that is expected to double within the next 20 years as rail becomes the transport of choice for large sections of the population.

Our world and our country are faced with several worrisome challenges. For instance, it is estimated that by 2025, 60 percent of the world's population will be living in urban areas. This rapid urbanization and economic development will increase the demand for the movement of people, goods and services, which will lead to an increase in the prevalence and duration of road congestion. This in turn will lead to long delays daily on the freeways and huge losses in productivity; increased pollution, especially carbon emissions; a decrease in the quality of life of the people of our country, and an unhealthy and an unsustainable reliance on fossil fuels for the ever-increasing numbers of private motor vehicles on our roads.

A practical effect of this rapid urbanization will be that peak hour traffic will move slower than 15 km/h. So, you may be sitting in a posh BMW that can travel at speeds in excess of 200km/h, but because of traffic congestion, a donkey cart will move faster than you in your smart car.

Secondly, there seems little doubt left that climate change is one of the most significant threats to the future of humanity. There is also consensus on the fact that the transport sector is responsible for 18 percent of all man-made, greenhouse gas emissions globally.

Public transport and commuter rail services are at the forefront of this fight against climate change as it is three to four times more energy-efficient per passenger than private cars. Rail must play a major part in providing greener mobility solutions to reduce carbon emissions. It must take the responsibility to offer new technologies, business models and opportunities to help decision makers achieve their objectives.

To address our challenges, it is essential that South Africa makes the following three moves:

- Shift as much as possible motorised to non-motorised trips:
- shift as much as possible from private car use to public transport; and
- shift as much as possible passenger and freight transport from road to rail.

Gauteng's 25-year Integrated Transport Masterplan beckons us to develop an integrated public transport system for the Gauteng city-region, with rail as the backbone of this system. Our focus must be on developing a good rail system that is accessible, reliable, safe and affordable. To achieve this, especially in Gauteng, there should be close co-operation and co-ordination between all three spheres of government.

Metrorail in Gauteng transports an average of 900 000 passengers per day and is a major player in the integrated public transport system. The upgrading of the Metrorail rolling stock and the improvements to the rail infrastructure will boost the efficiency of the integrated public transport system, which will result in sustaining long term economic growth in our province.

We, therefore, would like to congratulate PRASA for this achievement. The Gibela project is more than just a train replacement programme - it is a catalyst for transformation of public transport in South Africa.

With these few remarks, I'd like to welcome all of you to this wonderful event.

66. RE-OPENING OF CHURCH SQUARE, PRETORIA, 26 OCTOBER 2018

Thank you for your kind invitation to me to participate in the re-launch of Church Square. I am excited by what I see, and it is fitting that this event takes place during October Transport Month.

Let me congratulate the city and its transport team on this remarkable achievement. Our aim is to make cities more liveable. Our cities must be accessible to ordinary people - children, healthy adults, physically challenged persons and the aged. It should have gardens, fountains and public open spaces where people can relax and work in an aesthetically beautiful environment.

Cities must never resemble a concrete jungle with highly congested motorized traffic; that is inefficient and unhealthy for our people. A city should not be just for cars. Therefore, I am very pleased that you have demarcated this area as a car-free zone. A city must be for people!

The modernization of public transport infrastructure is a top priority for Gauteng. It forms part of the provincial government's 10-pillar programme to radically transform, modernise and reindustrialise our province. Transport infrastructure and facilities must be used to improve and change the living conditions of our people. We must change the urban landscape. We must modernize our operations so that people can benefit from innovation and technological changes. This project contributes to these goals.

Our strategy aims to accelerate and improve public transport by focusing on modal upgrading and creating an integrated public transport system, which should include good railway services linked with the *A re Yeng* bus network. This vision is taking shape in this city. Your pedestrian walkways, this beautifully landscaped Square, the bus rapid transit system and the linkages with the taxi industry, Gautrain and Metrorail, demonstrate that we can change our city and our province for the better.

It is our responsibility to look after this infrastructure. We must jealously guard against criminality and vandalism of these assets. This responsibility also must extend to our passengers and commuters, who should help us to make public transport safe and secure.

We should remember that public transport has many advantages such as reduced costs, use of less urban space and less pollution. The city of Tshwane must be complimented for taking important steps to offer public transport services which are a sustainable and cost-effective alternative to private cars.

67. LAUNCH OF THE e-CARGO BIKE, SHARPEVILLE, 20 NOVEMBER 2018

Today's launch of the cargo e-bike in Sharpeville is the culmination of a project which has been in the making over the past year. At the heart of the success of this project has been the growing partnership between the Gauteng Department of Roads and Transport and the Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety in Germany. This launch is the project outcome of the Joint Declaration of Intent signed between the former German Vice-Minister and our Department.

We often speak about Transformation, Modernisation and Reindustrialisation but to achieve the outcome of such a society we need to develop our capacity as a country to innovate. The cargo e-bike represents technological innovation that can help to take us forward. Stefan and Oliver of the anywhere.berlin team has shown us that we can turn our ideas into products, and then into an industry of local manufacturing and beneficiation through our ingenuity. The cargo e-bike which they have produced through months of sweat capital and seed funding from the German government demonstrates that we can introduce a transport innovation locally.

The cargo e-bike is a game changer for several reasons. It provides us with another mode of transport - a low cost entry into the transport sector that can support micro-enterprises. It gives us the opportunity to reduce our carbon footprint by shifting from petrol to electric propulsion. It empowers us to manufacture locally and by doing so to further our national interests through import replacement. The cargo e-bike is a small step forward towards reindustrialisation.

Today, we launch the six months, e-bike pilot project in Sharpeville. This is a partnership with the CSIR and the SKDP, a non-profit-organisation based in this community. The partnership with SKDP will empower both the organisation and the community at large. The cargo e-bikes will remain the property of SKDP collective after the pilot has run its course.

The pilot study will give us information on the feasibility of using the e-bike in a township setting. The e-bike will be fitted with a GPS and each rider will have a mobile phone to track the bikes and provide data showing its ruggedness, safety and mileage covered in terms of its business model. Each rider will provide daily performance reports of the bike and the challenges faced on the road. If progress in this community is satisfactory, I can announce today that the anywhere.berlin team is willing to introduce another six e-bikes to expand the scope of the study in January 2019.

What will be the practical use of this e-bike? For example, the waste harvester pulls a trolley; it is a very hard way to make a living, but it is an honest way to do so. We believe that the cargo e-bike will enable them - and other small business groups - to move products from the

collection point to the selling point. By doing so they will increase their income, earn a decent living and grow the township economy.

This innovation and implementation on our roads will require a regulatory framework on cargo e-bikes, which falls within the “pedelec global regulations”. I have been informed that the Department and the anywhere.berlin teams met with the Innovation Hub to discuss the idea of locating the smart-micro factory at the Innovation Hub, when that phase of the project is ready to be implemented. Once again, it shows that if we can produce the necessary synergies to grow and develop our economies. It is a win-win situation and outcome.

It is part of the plan that the e-bikes will in the future be built in South Africa. For instance, parts for the frame, the laser cutting of it and welding are some of the activities that can immediately be done in our province. We will explore if other parts can be produced locally. But all this and more depends on whether we can produce it at a lower cost locally in order to succeed with import replacement initiative.

In closing we would like to express our appreciation and thanks to the German Federal Government, the anywhere.berlin team, the CSIR, the Innovation Hub and SKDP for partnering with us in launching this technological innovation in the community of Sharpeville.

68. DEBATE ON THE ANNUAL REPORT OF THE DEPARTMENT OF ROADS AND TRANSPORT, GAUTENG LEGISLATURE, 28 NOVEMBER 2018

It is my pleasure to introduce the debate on the 2017/18 Annual Report of the Department of Roads and Transport. The term of the 5th Administration in Gauteng is nearing its end. It is therefore opportune to present an overview of the performance of the ANC-led Department over the past five years. This will enable the in-coming 2019 administration - which I am confident will be the ANC - to start its work running. This debate therefore should not be only about the past financial year. It should take a broader view and assess the overall performance of the Department over the past five years.

It is standard practice globally and in the very nature of opposition parties locally that they always present the glass as half-empty, whilst ruling parties present the glass as half full. Let me assure the House that the glass of the Department of Roads and Transport is more than half full. The opposition of course will measure our performance from its vantage point, but we will have to measure ourselves against the electoral commitments made to our people in 2014 after the ANC received a majority mandate based on 2014 Election Manifesto. Our task is to report back to the citizens of Gauteng and the Republic as a whole and respond to their concerns and needs.

I want to thank the Members for their contributions in this debate. Let me respond to the Honourable Bopape by stating that with regards to the K46 project, the Department has

terminated its contract with Lubbe Construction. It will also institute steps to blacklist Lubbe Construction. It will institute disciplinary proceedings against several officials in the Department and it will institute legal action against private sector companies involved in this project. I can also inform the House that with respect to the Vereeniging Intermodal Facility, the Department has terminated the contract with Moreteng Investments, and it has received a provisional liquidation order on Moreteng.

Picking up from the Honourable Chiloane, I said in my introduction that the ANC should be measured against its own election manifesto. Allow me to remind members of the House what is stated in the ANC's 2014 Election Manifesto as it relates to roads and transport:

The ANC will invest in upgrading and expanding the country's rail infrastructure. World-class passenger trains will be introduced from 2015 as 3 600 new modern coaches replace outdated trains. In addition, we will work towards opening new passenger railway lines to connect our people in new human settlements and townships. We will invest in improved passenger transport systems through the development of bus-rapid transit systems in metropolitan municipalities. The improvement of our freight and public transport system will create many new jobs and contribute to skills development as trains will be manufactured and assembled in South Africa.

The ANC-Gauteng directed the provincial administration to focus on:

- Transport and logistics infrastructure projects as they contribute to lowering the cost of doing business, create jobs and reduce the cost of living;
- key transport infrastructure projects include the implementation of BRT in Ekurhuleni, the expansion of BRT routes in Johannesburg; and
- maintaining and expanding our road infrastructure.

The Gauteng ANC government has in large measure acted on these commitments to our people. It has invested heavily in rail, road and public transport infrastructure in the past decade. This investment has been on improving our freeways and provincial road network, the Gautrain, the modernisation of Metrorail and the rollout of bus rapid transit systems in metropolitan municipalities. No government before has invested so heavily in such a wide array of public transport systems and infrastructure in our province. The ANC government's funding for transport projects has improved mobility, enabled social inclusion, stimulated economic growth and enabled the development of small and emerging contractors. It also greatly contributed towards improved road safety.

We are proud that Gauteng has a provincial road network of 5 638 kilometres, with 4 250km being paved roads. The network includes 676 bridges and 428 culverts. The total asset value of the network is worth R25.5 billion. The ANC government has since 2014 spent over R3.25 billion undertaking heavy and light rehabilitation of roads along various corridors in the

province. This is in line with the ANC government's commitment to providing a world-class road infrastructure.

The 2017 Infrastructure Report by the South African Institute of Civil Engineering confirms that our provincial road network has improved in the last few years. It is gratifying that 71 percent of Gauteng's paved network has been rated in the "fair to very good" categories. This shows that the proactive approach of the ANC government's construction and maintenance units is yielding positive results. Work on the renaming of 20 provincial roads in honour of persons who have made profound contributions in the struggle against apartheid and in the development of our province is continuing with the Gauteng Geographic Names Committee initiating the public consultation process on the proposed names in due course.

The 25-year Integrated Transport Master Plan developed by the ANC government emphasises that rail should be the backbone of our public transport system, supported by an integrated BRT system. In the past decade the ANC government has invested heavily on public transport systems. To date the estimated costs on Bus Rapid Transit systems in the three metropolitan municipalities in our province is over R10 billion; the public-private partnership investment in the Gautrain is R30 billion and the current modernisation of Metrorail is estimated at over R10 billion. Annually, the Department subsidises bus services to the value of R2 billion.

Currently, bids are being assessed to acquire 12 new trains for Gautrain as passenger demand has exceeded expectations, particularly during peak hours. Also, this project entails the development of new depot facilities and the upgrading of the existing Gautrain signalling system. After eight years of operation of the Gautrain and an estimated 80 million passenger trips, this ANC Government has demonstrated that the face of public transport can be radically changed. Gautrain has had an enormous impact on the provincial economy, alleviated traffic congestion and rejuvenated urban precincts in and around Gautrain station in Johannesburg and Tshwane. It has created thousands of jobs and helped to re-establish rail as a critical component of public transport in our province.

The planned Gautrain II aims to extend our rail footprint into townships such as Mamelodi and Soweto, and to Lanseria Airport. The GMA is currently awaiting Treasury Approval 1 for the project. I also can report that there has been very positive interest from the Africa Investment Forum in terms of private sector funding for this project. The GMA has received a clean audit for the fourth successive year and the Gautrain booklet has won the prestigious Quill Award. This is the performance of the ANC government.

The Gautrain midi-busses that operate from Linbro, Woodlands and Monte Casino are showing strong success. Since last month ten 24-seater minibus taxis are servicing passengers from Gautrain stations to their last mile destinations.

Despite the condemned attacks on PRASA infrastructure and trains, our commitment to deliver an affordable Metrorail service to the people of Gauteng remains resolute. The modernisation of the PRASA Metrorail system is steadily gaining momentum. Last month, President Ramaphosa officially opened the Gibela rail manufacturing factory in Nigel. This is consistent with the re-industrialisation goals of the ANC government. What it means is that Gauteng has re-entered the rail manufacturing market and this will unleash our potential to be an exporter of rail technologies and products, particularly in Africa. A state-of-the-art rail control centre to monitor and track Metrorail operations was launched in Kempton Park and the new signalling system is being rolled out along selected corridors of the Metrorail network. Already 18 new Metrorail trains are operational on the Pretoria corridor.

Our economy depends on the efficient movement of freight. A central component of our freight strategy is the development of rail-based freight hubs located on the periphery of the urban core in our province. To this end, the ANC government, in collaboration with Transnet and the City of Johannesburg, has contributed to the upgrading of the freight and road infrastructure at City Deep. The Tambo-Springs Logistics project will achieve a major milestone with Transnet awarding a 20-year concession contract next Wednesday for the design and construction of the hub. The Tambo-Springs gateway is made up of 1 050 hectares of land that is strategically located on adjoining freight road and rail transportation corridors. It is anticipated that the entire development will create approximately 100 000 direct and indirect jobs.

The development of the Aerotropolis is back on track. In March 2018, ANC Mayor Masina announced that the City of Ekurhuleni approved the Aerotropolis Master Plan and that work has started in earnest to ensure the roll-out of the Plan. The MMC for Finance and Economic Development has set aside R561 million in support of the Aerotropolis and a further R1.9 billion over the medium-term to consolidate the city's strategic location as an airport city. It has approved by-laws to establish an Economic Development Agency, which will be responsible for the implementation of the Aerotropolis Master Plan.

In terms of revenue generation, the Department has collected over R16 billion from licensing fees over the past five years. This is a major contribution to the provincial fiscus and has contributed to wider socio-economic development in our province. We have also tightened up on control measures within the revenue collection environment and acted against officials engaged in financial misconduct. The technological innovations introduced by the ANC government has won acclamation nationally and on the continent. Renovations have

been carried out at several DLTCs such as in Temba and Mabopane and a new DLTC is to be opened shortly in Kagiso.

As the Fourth Industrial Revolution unfolds the future of transport and mobility will have to be reconceptualised in the light of technological innovations. As part of the ANC's planning for a technological future, the *National Land Transport Act Amendment Bill* is being processed in parliament to accommodate electronic hailing services. Several Apps have been developed in Gauteng to facilitate public transport information for passengers. A cargo e-bike was launched last month that may provide a unique last mile logistics solution for small-scale delivery services in communities, and the project is being piloted in Sharpeville. Online pre-bookings are now available for driver's and learner's license applications, and renewals. These innovations show that the ANC government is keeping abreast with technological innovations in the transport sector. Plans are afoot to bring the first driverless vehicle to Gauteng in 2019.

In the taxi industry the ANC government has collected geographical referenced data pertaining to minibus taxi routes in the province. To date the official routes on the Registered Administrative System (RAS) have been mapped in GIS format. The ANC government has partnered with taxi associations to register and train 35 taxi co-operatives with the Company Intellectual Property Commission. As examples of this business model, the Refilwe-Cullinan Taxi Association Transport Co-operative has been awarded a five-year transport services contract by Petra Diamond Mine. A new taxi rank was launched in Ivory Park last year through a partnership agreement between Engen and the Ivory Park Taxi Association, which gives the association a percentage share of the rentals linked to the development. The Soshanguve Taxi Owners' Association Taxi Co-operative opened its own petrol station in January 2018. The Department's operating licensing directorate processed 49 533 operating licenses for the minibus taxi operators; 13 245 permits were converted by 2018; and 52 minibus taxi associations were registered by 2018.

The *Gauteng Transport Authority Bill* has been tabled and is being processed by the House. If passed by the House, it will establish the Gauteng Transport Authority as a juristic person and facilitate better co-ordination and integration of transport policy and planning.

As I conclude I would like to thank the members of this House for their valuable inputs during debates. I would like to express my special thanks to the management and staff of the Department led by the HoD, Ronald Swartz, the CEO of the Gautrain Management Agency, Jack van der Merwe and the CEO of g-Fleet, Ms Noxolo Maninjwa. A huge thank you to the Director-General of the Province, Ms Phindiwe Baleni and her team, for their support. I truly appreciate the diligent oversight exercised by the Portfolio Committee for Roads and Transport as headed by its Chairperson, Mr Mafika Mgcina. Our deep appreciation to other members of the broader transport family, namely, PRASA, CSIR, SANRAL, Transnet, Airports Company of South Africa, the universities, the Members of the Mayoral Committees for Transport of the respective municipalities and the many organisations that we work with in the transport sector. Without your support and collaboration, we would not be able to exercise effective governance and

integrated transport planning in the Gauteng city-region. Finally, I would like to thank the staff in my office for their professional support.

END

additional material may be
accessed at



@ismailvadi



Ismail Vadi