



**Speech by the Deputy Minister of Transport, Ms. Dikeledi Magadzi  
on Occasion of Budget Vote 35 Debate at the National Assembly on  
09 July 2019**

**Honourable House Chairperson**

**Honourable Minister of Transport, Mr Fikile Mbalula**

**Honourable Chairperson of the Portfolio Committee on Transport,  
Mr Mosebenzi Zwane**

**Honourable Members of the Portfolio Committee on Transport**

**Honourable Ministers and Deputy Ministers**

**Honourable Members of Parliament**

**MECs Present**

**Acting Director General of the Department of Transport and DDGs  
Present**

**Chairpersons and CEOs & Board Members of Transport SOEs and  
Entities**

**Our guests in the Gallery**

**Fellow South Africans**

This month we will celebrate the birth of a great revolutionary and the son of our soil, President Nelson Mandela.

We are certainly reminded of his commitment to true transformation of our country, its economy and the broad-based development of the people of South Africa.

President Nelson Mandela understood his electoral mandate of a better life for all, which we carry forward to grow South Africa together, lest we forget where we come from and where we are going, and knowing we might forget the immeasurable colonial injustice and dehumanisation our people have suffered.

Today we revisit those commitments we made 25 years ago of a better life for all.

To quote President Nelson Mandela Chairperson,

“Our People want change. Change is what they will get. Our people have high expectations which are legitimate. While the Government cannot meet these overnight, we must put firmly into place the concrete goals, time frame and strategies to achieve this change” unquote.

These words as said by President Nelson Mandela are still loud and clear as we draw our strategic plan for the next 5 years as a Department.

The 7 apex priorities and the NDP force us to return to an important dictate of that very Constitution that implores us to “improve the quality of life of all citizens and free the potential of each person”.

The amending, review and at times the complete overhaul of legislation, as part of the transformation of the state, has become essential in unlocking the potential of the transport sector.

As a capable state we need to fast track transformation particularly in building progressive systems while we are further implored to infuse in every system the social cohesion, development and economic growth as desired by our people.

Martin Luther King said and I quote:

If you cannot fly then run and if you cannot run then walk, if you can't walk then crawl, but whatever you do you have to keep moving forward” unquote.

But today we are mostly implored to run or fly. With the severity of urgencies it becomes imperative that our SOE's either run or fly.

The governing party aspires for a developmental state and our commitment to improve the functioning of State-owned companies is thus to strengthen overall capacity to truly resolve the challenges facing our people.

As regards the recruitment of personnel, this will be informed by an understanding that a capable state must be SMART and certainly be technically inclined in this age of technology and the 4<sup>th</sup> Industrial Revolution in addition to a professional, honest and highly ethical cohort of public servants.

To honourable members of the opposition, it is not privatisation that will help us achieve these ideals of a developed people, but a strong developmental state.

Today given the very difficult living conditions our people have been subjected to, we have been asked to dig into these systems and structures to find quicker and much impactful solutions to the challenges faced.

*Ke nako!! Kajeno Di kgomo di bowela masisong!*

At the centre of economic growth and the development of South Africa's people we need safe, secure, efficient, and reliable equitable and affordable transport system through which we may improve lives and free the potential of our people.

As we move with speed towards stimulation and recovery of the economy we are forced to look at among others the human capital and entrepreneurial spirit that must be nurtured by our actions.

### **Women and people with disabilities**

Within the transport sector broadly we have actively continued to build and launch different Provincial Chapters of the South African Women in Transport (SANWIT) in order to ensure meaningful women participation in the transport sector.

We are however aware of the lack of transformation in many subsectors of transport, especially in the maritime, freight and logistics, rail and the aviation sub-sectors where most industries are still dominated by white males to the exclusion of many.

### **Education**

Ladies and gentlemen,

The continued development of all engineering and other rare technical skills remains an urgent task in the transport sector.

The Department has partnerships in place with 12 Higher Education and Training Institutions (HETs) to develop skills and capacitate the transport sector with related qualifications. Through these institutions, 930 external bursaries were awarded to unemployed youth to pursue various transport related qualifications.

## **Maritime Transport Sector Regulation**

Chairperson,

Within the maritime transport sector we continue to see improvements especially led by government, even more so with the Continuous Professional Development Program which has begun to alleviate many of the challenges of training and experience in the sector.

The experience afforded by this program to unemployed graduates improves the marketability of candidates within the sector and through SAMSA,

- 48 candidates have been put through the program whilst 7 are currently on board completing the program. Gender breakdown is 31 Male and 24 Female.

Ms. Thembeke Taboshe is yet another example of continued achievements in the sector. She is black, and the youngest woman First Master Marine in South Africa and an inspiration to many young women.

For improvement of the sector we continue to rely on the guidance of the CMTP.

Through the Ports Regulator we are developing a favourable regulatory regime in the port environment towards overall economic stimulation and sustained growth and specifically through a Port Tariff Incentive Programme to support beneficiation, localisation and industrialisation.

Through this intervention, we have successfully reduced port tariffs by an average of 6, 27% for 2019/20.

I was fortunate to attend the maritime transport dialogue session recently held in Durban in which important resolutions were taken and hope that with the guidance of the Minister the Department we will urgently attend to challenges faced by the sector.

More urgently and in line with serious matters raised at the maritime transport dialogue is the lack of transformation within the sector.

Through Operation Phakisa we have continued to find developmental pathways in the maritime sector although again large sections of our people remain excluded.

As regards the sustainable use of our oceans, we believe using cleaner fuels will contribute to both the protection of the natural environment and risks to human health.

We must find a strategy to finally comply with the International Maritime Organization (IMO)'s regulation for the reduction of sulphur in bunker fuels.

As country we must take this as an opportunity rather than an adversity and develop a strategy for newer industries in the supply of cleaner bunker fuels.

Since the launch of the Green Transport Strategy, the Department of Transport has made great strides and for the current financial year 2019/20, we will focus on a country wide PUBLIC AWARENESS CAMPAIGN to introduce the notion of GREEN TECHNOLOGIES within the transport sector.

As a sector we would want to see a tendency towards cleaner transport especially as we speed up economic development and trade.

## **Roads**

In the road construction environment, we support SANRAL's continued engagements with stakeholders as they develop infrastructure in the road construction environment.

Horison 2030 as SANRAL's blue will help government in planning for road infrastructure development with a focus on inclusion.

We are however making a clarion call and a plea to our communities to refrain from burning objects on this precious asset we all own as heritage, our roads, because of the huge costs of rehabilitation.

Chairperson,

We must again congratulate the RTIA for the resilience and patience in ensuring that the AARTO Amendment Bill is finally before the President for signature.

It is not the law, but a human attribute that must be a guide for safer road use and how we care for other road users.

We must applaud the RTMC for their efforts in producing a highly professional training college and their efforts towards a 24/7 shift structure to increase visibility and reduce carnage.

Let us pay tribute to those that have lost lives on our roads and in their name commit to care.

The overall work of the Cross-Border Road Transport Agency (C-BRTA) is anchored on one of the seven (7) Apex areas of government in the sixth administration which is building a better Africa and the World.

The Agency is committed to assisting government in enhancing regional integration with increased and balanced trade in the SADC region and on the Continent.

Over the medium term, the Cross-Border Road Traffic Agency (C-BRTA) will continue to ensure a smooth, safe and reliable flow of passengers and freight across South African borders, and improving competition and market access in the cross border road transport industry through regulation and issuing permits.

### **Civil Aviation**

In the civil aviation sphere South African Civil Aviation Authority (SACAA) continues to promote, regulate and to enforce civil aviation safety and security standards across the aviation industry.

And because the SACAA is committed to leaving no country behind we continue to see the dream of a collaborative and integrating continent coming into view as we work together with our counterparts in the continent to develop civil aviation.

South Africa still awaits to be audited for Aviation Security, which is the Universal Security Audit Programme (USAP). We will need your support.

It must be mentioned that SACAA's good work has stood us in good stead always and know they shall come out of this audit with flying colours.

We must congratulate the good work by the SACAA and the excellent international reputation of the Airports Company and the Air Traffic Navigation Service that continue to make us very proud.

More so ACSA continues to assist in the development of airports within the continent and among our BRICS partners.

ATNS continues to do good work within the continent towards safer and more secure skies.

Not all our entities are thus failing as we are made to believe by many honourable members in our midst.

The Rail Safety Regulator plays a critical role in the regulation and safety of rail. Independence of this organization remains paramount.

We are confident that the RSR will resolve our challenge of level crossing and will carry out greater public awareness on rail safety.

We will ensure that all legislation still needing to be brought to Parliament will have to be approved within this administration.

We wish to make a plea to the Portfolio Committee to expedite the processing of the ATNS, ACSA and SACAA amendment Bills and we look forward to the finalisation of the NLTA Amendment and the RABS Bill.

Thank you

We remain a working and a caring government!!!