

VOTE 10: DEPARTMENT OF TRANSPORT

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

06 April 2016, Eastern Cape Legislature, Bhisho

Honourable Speaker
Honourable Premier
Honourable Members of this august house
ANC and Alliance Leadership and other political parties
Transport Sector Stakeholders
Distinguished Guests
Departmental Officials
Ladies and Gentlemen

Honourable Speaker we present the Budget Vote for the Department of Transport under the theme: "Year of Advancing People's Power to Move the Eastern Cape Forward – Local Government is in your hands"

This demonstrates our commitment to work together with other spheres of government, particularly municipalities, to improve the mobility and accessibility of our people, as well as to intensify our communication with our stakeholders and the masses of our people.

It is influenced by the fact that 2016/17 financial year will be characterised by accelerated implementation of our strategies and plans to provide our people with an efficient, safe, sustainable, affordable and accessible transport system.

The Department's mandate is to facilitate and regulate the provision of safe and affordable multi-modal transport system in support of provincial growth and development. This enables private enterprises to enter into the transport domain to provide both freight and passenger services. That makes the Department of Transport an enabler for service delivery to happen in the Province through provision of a conducive environment in partnership with relevant State Owned Enterprises and other stakeholders.

The Department has aligned its plans with government priorities starting from the Election Manifesto of the ANC, the National Development Plan, and the Provincial Development Plan. In contributing to the achievement of government priorities the Department will roll-out the following programmes:

- Introduction of Inter-town Services, this will be preceded by the empowerment and the transformation of the public transport industry,
- Improvement of transport infrastructure to encourage further economic development in the Province, and
- In partnership with our stakeholders, Develop and implement mechanism to further improve road safety in our provincial roads.



Our Strategic Plan and Budget demonstrate a business approach in dealing with the voted funds of R1 750 698 000 for the Department. We have allocated the voted funds taking into account core service delivery areas in the following programmes:

Programme 1: Administration	R 312 518 000
Programme 2: Transport Infrastructure	R 14 877 000
Programme 3: Transport Operations	R1 077 129 000
Programme 4: Transport Regulations	R 302 845 000
Programme 5: Community Based programme	R 43 329 000

We have taken into consideration the call of the Minister of Finance Mr Pravin Gordhan and Premier Phumulo Masualle on “cost containment” and willingness to do more with less, and within the available budget.

In the new financial year, we will reduce the compensation of employees in our departmental operations, especially in support functions through:

- Filling only vacant critical posts;
- Non-filling of vacant posts in support functions;
- Person-to-post matching;
- Realignment of employees, especially at management level, according to their skills and expertise. We have started this exercise with the redeployment of some Senior Managers to Districts and other critical vacant posts at the Head Office.
- Development of a District Model to strengthen the capacity of our district offices as the main service delivery points. The Head Office will mainly focus on policy development and coordination.
- Finalisation of our organogramme, which will include the Roads function.

Honourable Speaker, we must appreciate the integration of roads to the Department of Transport in order to improve efficiencies in our transportation system. This alignment is in line with the national Department of Transport set up and other Provinces, where this function is under the Department of Transport.

A staff transfer plan has been developed for the smooth transfer of the Roads function to the Eastern Cape Department of Transport. A transitional task team has been established by both the Department of Transport and the Department of Roads and Public Works and is expected to commence its work by April 2016.

Programme 1 – Administration: R312 518 000

Honourable Speaker, our record of securing unqualified audit outcomes continued in the 2014/15 financial year and has also included the unqualified audit outcome for the Government Fleet Management Trading Entity.

Despite receiving a qualified audit outcome, we have recorded progress in the audit performance of Mayibuye Transport Corporation (MTC) and we are convinced that an unqualified outcome is on the horizon.



Honourable Speaker, the country is currently faced with an economic meltdown with projected downward growth from 1.3% to 0.9% in 2016. The impact of this economic meltdown is on the distribution of equitable share which severely affects the province of the Eastern Cape.

It is in this light that the department developed its 2016/17 revenue strategy in line with the Provincial Revenue strategy. The strategy is an attempt to increase our revenue base for the purposes of enhancing service delivery and close the gap of the economic shrinkage.

Of the 100% provincial own revenue target, the Department of Transport contributes **51%** mostly from motor vehicle licence fees (MVL). However, in the 2015/16 financial year we could not meet the revenue target due to a delayed gazetting of new tariffs for motor vehicle licenses.

As a result our own revenue collection for the 2015/16 financial year was R513.6 million by the end of February 2016 against an annual target of R583.3 million.

The department has reviewed all fees, charges or tariffs for the financial year 2016/17 and a gazette was done in good time.

Ninety three (93) % of departmental revenue is derived from tax revenue in the form of motor vehicle license fees. This is based on the vehicle population and individual tariffs per category based on vehicle tare weight.

On that note, Honourable Speaker, we would like to announce that there has been a provincial increase of 10% in licence fees for all Road Traffic Quality System (heavy) vehicles with a tare weight above 3500kg and 8.5% for all vehicles from 0 – 3500kg with effect from 1 April 2016.

Provinces increase the fees annually. The increase will bring the Eastern Cape Province in line with some of the other provinces.

We believe that this increase is fair and did take cognisance of the National Consumer Price Index (CPI).

In an effort to improve our administration, we have increased the number of adopted policies by 11 in the last financial year. More policies will be reviewed and developed in the new financial year.

Honourable Speaker, we have continued with our Transport Sector Skills Revolution Campaign as part of our contribution to scarce skills development and the transformation of the transport sector as well as job creation with a particular focus on vulnerable groups in line with the clarion call made by the ANC, which declared 2016 as the “Year of the Youth” through the following:

- Appointment of 107 Interns who were placed in various sections and districts, according to their qualifications. MTC has also granted 20 graduates an internship in areas of Human Resource Management, Financial Management, Office Administration and Information Technology.



- Our driver education and training of persons with Disabilities in collaboration with Coega Development Corporation which ensured that nine (9) learners from St Patrick's School obtain learners licenses. This will enable them to be self-sufficient.
- Support to 81 bursary holders in the transport related fields and we are expecting a second group of 5 Civil Engineering students who will be coming to serve the Department after graduation in April 2016.
- Granted bursaries for the 2016 academic year to 10 new candidates as follows: one (1) for Maritime Studies, two (2) for Civil Engineering, two (2) for Mechanical Engineering and five (5) for Transport Economics.

As pronounced by Premier Masualle in the State of the Province Address, two (2) maritime high schools have commenced their classes in January 2016 in the Buffalo City Metro, namely; Ngwenyathi High School at Nxarhuni Location and George Randell High School in East London.

There are two teachers already employed to teach maritime economics in these two schools from the group that was sent to Belgium last year.

The MTC Women Empowerment Project of training 16 cleaners to become bus drivers has been expanded to include additional 11 women, resulting in 27 women, who are currently being trained for a period of two years.

In the new financial year MTC, in partnership with TETA, will further provide a driver learnership opportunity to 45 women and youth. This initiative will not only bolster the corporation's Spare Driver Capacity Programme but also extend skills development to the labour market for the benefit of other public transport operators.

Programme 2: Transport Infrastructure - R14 877 000

Honourable Speaker, we will intensify our engagement with other spheres of government, especially municipalities, as guided by its inter-governmental structures frameworks such as the MEC's forum (TRANSMEC), MuniMEC, the Transport Technical Committee (TTC) as well as the Integrated Transport Public Coordinating Committee (ITPCC) amongst others, in the planning for the provision of transport infrastructure, such as public transport facilities like bus terminals and taxi ranks as well as the planning for Transport Regulatory Function support infrastructure such as vehicle pounds and stray animal pounds.

This month, we have commenced the consultation process on the implementation of the adopted Provincial Integrated Public Transport Master Plan.

We could not implement the plan in its current form based on some identified limitations that could not help the entire public transport industry.

We call upon the public transport industry and municipalities to support these consultation sessions as we intend to review the Provincial Integrated Public Transport Master Plan (PIPTMP) with a view to implement this important project in the 2017/18 financial year.



We remain committed to projects such as:

- Mt. Frere Multi-modal Public Transport Facility, which incorporates Civil Engineering works for the planned provision of bus and taxi facilities, in partnership with uMzimvubu Local Municipality.
- Finalization of Goedals Multi-modal Public Transport Facility in Graaf-Reinet (funded by the municipality)
- Development of a Provincial Policy and Implementation Management Strategy to set out co-ordinated actions to maximise the effectiveness of endeavours to reduce crashes on the roads by provision of three new **animal pounds** in the Chris Hani District on 61 and around Lady Frere and along the N2 in the Amathole District as well as the provision of two new **vehicle pounds** in East London and Queenstown.
- Traffic counting on the Provincial road network to maintain the scientific data base of traffic population distribution, traffic categorisation, growth trends and other important trends, including speed patterns.

Honourable Speaker, despite the glaring need for weighbridges in the Eastern Cape Province, we still have a challenge to fund this project, which will incorporate traffic control centres. The identifications of the location of these facilities has already been done and negotiations are underway with SANRAL and the Department of Roads and Public Works.

Programme 3: Transport Operations - R1 077 129 000

Honourable Speaker, it is easily noticeable that land-based public transport services in the Province are disintegrated. That scenario has an inevitable consequence of fierce competition among the various public transport modes.

In 2016 we intend to broaden the horizon when addressing the empowerment of public transport to include mini –bus taxi operators, small bus operators and those institutions that are championing the economic empowerment for public transportation.

The empowerment of public transport operators is an objective that is clearly stated in the Provincial Integrated Public Transport Master Plan.

The financial allocation made by the Department annually for empowerment purposes will now be all-inclusive. The allocation for the 2016/ 2017 is R1.7 million, which will be controlled by the Department.

This empowerment would comprise a transformation phase and a capacity Building phase. The Department will work with GTAC for a feasibility study on integrating public transport operations in the Province.

Honourable Speaker, as we pronounced in this august house, in June 2015 we successfully hosted a Provincial Transport Summit at the Mthatha Airport, where among the resolutions adopted was a call to place a moratorium on the issuing of new operating licences to applicants wishing to start a public transport service.

This resolution was influenced by a concern that routes utilised for public transport services were over traded, especially for minibus taxi services on some routes.



To this end, the Department will work closely with the leadership of the public transport industry to address this issue. The Department is already exploring some options to deal with the matter such as:

- A moratorium on the issuing of new operating licenses for a period; to provide for conducting a route verification exercise to determine the number of taxis on routes and the potential number of passengers making use of the services
- Municipalities will be approached to work with the Department to determine what impact development of new residential areas and/or other major developments will have on public transport services
- Municipal officials will also be empowered to deal with the applications for public transport operating licenses so that the Provincial Regulatory Entity, the body which has to issue or deny such applications, can do so in line with municipal plans. We will have dedicated officials, who will be deployed to municipalities to assist in public transport matters.

We realise that this is an extremely serious issue and the Department will deal with it with the necessary sensitivity by working closely with all the relevant stakeholders.

Honourable Speaker, between April 2015 and January 2016, the Department paid out a total of R335 659 million on subsidies for passengers that were transported by Algoa Bus Company, Africa's Best 350 Limited and Mayibuye Transport Corporation.

We have escalated this matter to the National Department of Transport in order to engage National Treasury to have uniformity in the provision of these subsidies.

During the 2015/16 financial year, Africa's Best 350 Limited rolled out 15 buses as part of Phase 3 of their programme.

These buses were distributed as follows:

- (i) Matatiele - 9 buses
- (ii) Ngqeleni - 2 buses
- (iii) Mt Frere - 1 bus
- (iv) Lukhanji – 3 buses

The Lukhanji buses were meant for the Joe Gqabi District, but could not be rolled out due to opposition from other public transport industry role players and some members of the communities.

The new buses have increased the total fleet of AB350 to 142 buses, which we believe will significantly close the huge gap of access to social services by our rural communities.

MTC has entered into a lease agreement to recapitalise their bus fleet in order to expand services. This initiative will increase the fleet by 50 buses to make a total of 105 buses.

This means that in the new financial year there will be an increase in the number of people who use the MTC buses from 1.75 million per annum to 2.3 million per annum and 70% of the passengers will still be from the rural areas.



This year, the corporation will roll out an upgraded ticketing and introduce a fare evasion camera system which is the most needed controls for revenue collection. This innovation forms part of our programmatic response to some of the issues raised by the Auditor-General, which resulted in the qualified audit outcome of this corporation.

MTC has partnered with the Eastern Cape Development Corporation for the refurbishment of the Alice and Queenstown Depots. This project will be completed in the new financial year.

Within the MTEF period, the corporation will find a way to procure its own offices in order to save on the payment of rent to third parties.

On that note Honourable Speaker, I would like to congratulate all the members of the newly-appointed Board of Directors of MTC led by a woman for the first time in the history of the corporation, Ms Fezeka Khuthazwa Pearl Ntlemeza as the chairperson. She will be deputised by the former chairperson Dr Vanguard Mkhosana.

Honourable Speaker, as part of our contribution to education as an apex priority of government, we have stabilised the Scholar Transport Programme and brought to an end the transportation of learners on unsafe bakkies by our service providers.

Some of you would recall that 56 120 learners were transported daily in March 2013 and to date 67 191 learners are transported daily to 673 schools on 1463 routes and picked up at 2882 pick-up points by 1566 transport operators.

This means that we have exceeded our target for both the ending financial year and the new financial year. However, it is evident that we need more budget as we are still unable to transport all qualifying learners, especially after the rationalisation of some of the provincial schools and the building of new human settlement areas in other parts of the Province.

The impact of the process of rationalization of small unviable and re-categorization of schools by the Department of Education has resulted in the Department of Transport having to transport more learners to hostels and nearby schools.

The implications of closure, merger and alignment of schools has escalated the current demand from 98000 of last year to 114000 learners who are in need for scholar transport.

The approved National Learner Transport Policy of June 2015 is now directing the Department of Education and the Department of Transport to establish a Joint Planning Steering Committee to plan and coordinate the demand for scholar transport more efficiently and effectively each year.

We are now in the process to develop a Provincial Scholar Transport Policy and external consultations have been finalised.

We will partner with the Department of Roads and Public Works together with municipalities in order to improve the conditions of some of the scholar transport routes. Conditions of our

The new Provincial Scholar Transport policy will also encourage the utilisation of the existing subsidised public transport services by Passenger Rail Agency of South Africa, Algoa Bus, MTC and AB350 in addition to ordinary individual operators.

Honourable Speaker, in driving the ocean economy forward, the Department has developed an integrated ocean economy strategy for the Province, which will soon go through Cabinet



approval processes. This is the Province's prompt response to Operation Phakisa programme launched by President Jacob Zuma in July 2014.

Honourable Speaker, in an effort to improve the services of the Mthatha Airport, we have appointed the Airports Company of South Africa (ACSA) to manage the airport for the next five years from April 2016 and make it economically viable.

A service provider has been appointed to install new runway lights from March 2016 for a period of six (6) to eight (8) months with ACSA as a project manager. Once the lighting is completed this should attract additional airlines to operate at this airport as we intend to introduce new flights over the MTEF period. To respond to the call for cost cutting measures, the Department of Transport has started to use the Mthatha Airport for conferences and meetings. We encourage government departments to utilize the premises.

Honourable Speaker, we continued to intensify our road safety education and awareness programmes through the following:

- Community Road Safety Councils (CRSC) with a particular focus on pedestrian safety, stray animal management and four (4) Road Safety themes, namely: Fatigue, Seatbelt, Drinking responsible and speed. The 2015/16 financial year marked the end year term of the Community Road Safety Council. The Department will embark on the mobilisation of new Road Safety Council members to be appointed for a period of three years.
- Expanded our Walking Bus Project to Chris Hani and OR Tambo districts and a total of 2 812 learners benefited. In the new financial year, we will further roll out the Walking Bus programme to Amathole, Joe Gqabi and Sarah Baartman Districts.
- Learners' License project as part of Intervention 1, which aims at number of learners reached through Road Safety Education. The project targets grades 11 & 12 learners. Joe Gqabi district managed to register thirty two (32) learners for a Learner's Licence test. Nineteen (19) learners passed the test and obtained their Learners Licence Certificate.
- Road Safety Schools Debate. Our team, which consisted of five learners from four different high schools around the Alfred Nzo district, won the national final debate against Limpopo in October 2015.
- Road Safety Ambassadors. A total of 61 identified schools were from Chris Hani, Joe Gqabi and OR Tambo districts, where 257 learners from foundation and intermediate phases embarked on public speaking, drama and debates by Senior Phase. This year 500 schools and 76 000 learners will benefit in the Road Safety Program, which will be rolled out to Sarah Baartman, Amathole, Joe Gqabi and Alfred Nzo.

In June 2016, we will host a Provincial Youth Road Safety Summit, which will culminate to a National Summit on 17 June 2016 in an effort to highlight the role of youth in road safety.

We will continue with our partnership with the Road Accident Fund on driver training and education (**Defensive Driving**) with a particular focus on companies such as Algoa Bus Services, Mayibuye Transport Corporation, AB 350, Scholar Transport Operators and Eskom.

We will also work with TETA, RTMC and Road Traffic Infringements Agency (RTIA) to re-introduce the driver training programme for all public transport industry operators in order to improve our road safety record.



The robust Stray Animal Awareness will continue to reach out to stock owners and farmers in order to curb Stray Animal related accidents.

Programme 4: Transport Regulation - R302 845 000

Honourable Speaker, in an effort to strengthen leadership in this programme, we have done the following:

- Appointed 11 traffic station commanders for various districts to strengthen service delivery.
- Appointed Mr Mawethu Mxi as the new Provincial Head of Traffic Law Enforcement.
- Approved the establishment of three (3) new traffic stations at Qumrha, Elliotdale and Steynsburg in order to ensure that service delivery is brought closer to the people.

Resolution 14 of 2009 for traffic officers is still a challenge, however there are ongoing talks with labour and management to find a lasting solution. Currently Traffic Officers are operating on a negotiated interim arrangement. There is commitment from both parties to find a permanent solution.

Our “Going Back to Basics” theme of law enforcement is adding value in the stopping of vehicles coming in and out of the province to check compliance.

We have made impact in terms of visibility through Joint Operations with other law enforcement agencies and there is always room for improvement.

The 60% decrease in fatalities on Eastern Cape roads during the 2016 Easter Weekend indicates the progress that we have made as a Province.

This year we want to take it further by ensuring that all the plans are integrated and well-coordinated. We will identify relevant courses for development and capacity building of our Traffic Officers as we intend to take our officers through refresher courses in phases to improve their skills and inject motivation.

We have 16 departmental officials, who will be completing their Traffic Diploma and be deployed to various districts to increase our contingent of traffic officers.

We have created a database for qualified traffic officers, who were trained by Eastern Cape Municipalities, but could not be employed. Already, a total of 40 traffic officers will join the department as interns in the new financial year and this will be preceded by a six weeks refresher course.

Going forward, we will intensify our lobbying for the Provincial Traffic College in order to build capacity of our traffic law enforcement units. In order to effectively address the challenges with the registration and licensing environment (eNaTIS) we will put more emphasis on curbing fraud and corruption.



A third Fraud and Corruption Summit will be held this year to review the fraud and corruption strategy in order to intensify the fight against crime and corruption in accordance with ANC Manifesto.

Over the MTEF period, we will improve the capacity of our Anti-Fraud and Corruption Unit as the Department.

We have sufficiently prepared for the roll out of the Administrative Adjudication of Road Traffic Offences (AARTO) that will come into operation for the entire South Africa this year.

The existing registration plate system is being reviewed by the National Department of Transport in close collaboration with provinces to implement a standardised number place for the entire country with added security features such as control of the manufacturer, distribution and issue of Number Plates to motorists, control the quality and type of number plate material supplied and create uniformity in the manufacturing of number plates.

The new plates will reduce false plates that are being manufactured and to reduce criminal activities committed through the use of false plates or motorists who cannot be prosecuted for camera offences thus causing the state to lose monies due to the non-tracing of such plates.

The implementation date will be gazetted and implemented in the new financial year and this will also have an impact on the selling and collection of revenue.

In December 2015, we established the Provincial Traffic Infringements Management Centre (PTIMC), which commenced with its work to capture all summons issued by our traffic officers and Provincial Inspectors to a centralised database.

For the first time, the Department is able to account for the number of summons issued per station, traffic officer, Provincial Inspector and as well as the potential revenue that could be recovered.

To date 42 055 traffic fines have been captured into the database, which dated back from 01 April 2015.

Amongst others, this Centre seeks to ensure Road Safety whilst at the same time increasing revenue for the Province.

Twelve (12) unemployed graduates have been employed in this initial Phase as Data Capturers.

The Department has also procured TRAFMAN which is an automated fine management system and a business solution which seeks to improve traffic operations.

As part of this project, we have procured 30 "State - of - the - Art" ProLaser Speed Checking Machines, which will soon to be distributed to the 23 Provincial Traffic Stations.

These machines have a capability of capturing speed for more than 10 vehicles in their category and weight. They can capture speed even during the rainy weather. The data deleted



from the machines is easier retrievable to reconcile with the summonses issued by traffic officers.

As part of Phase 2, the department will explore a possibility of installing fixed cameras in our notorious roads and hot spots.

Based on the analysis of the Festive Season accident data (December 2015 and January 2016), the N6 between Cofimvaba, Ngcobob to Mthatha and Mthatha, Libode to Port St Johns; as well as N2 between Mthatha and Mt. Frere and Mthatha to Butterworth, will be prioritised for this equipment.

In the new financial year, we will ensure that motorists pay their traffic fines through website, easypay methods and the bank. This means that motorists residing outside of the Province will be allowed to pay their fines from where they are.

Programme 5: Community Based Programme - R43 329 000

Honourable Speaker, we have a responsibility as this Department to ensure that we contribute to rural development, job creation and building of sustainable livelihoods through our Community-Based Programme (CBP).

When we started this term, we resolved to mainstream our CBP activities to ensure that the implementation of our project is in line with the Expanded Public Works Programme (EPWP) principles.

To this end, we have established EPWP Teams in all six districts to ensure sustenance of our projects that have been handed over to relevant Programmes of the Department.

However, CBP is starting new projects in the place of the handed over projects thereby increasing the planned work opportunities for 2016/17 financial year. The new projects include:

- Stray Animal Shut Ups (Impounding Truck assistants) with 20 beneficiaries in the Chris Hani District
- Safety patrollers in Helenvale in the Nelson Mandela Metro with 10 beneficiaries
- Conduct impact assessment of all EPWP projects/ activities implemented by the Department
- Animal crossing with 20 beneficiaries in four locations in the OR Tambo District

CBP will continue to coordinate and monitor the implementation of EPWP projects and activities in the Department as well as to ensure that we improve efficiencies in our Road Rangers' Programme with 688 beneficiaries.

In the new financial year, we will appoint 48 more road rangers to make 716.

The establishment of the Department's CBP Forum constituted by district EPWP Teams will facilitate the decentralisation of EPWP implementation throughout the Department.



GOVERNMENT FLEET MANAGEMENT SERVICE TRADING ENTITY

Honourable Speaker, our Provincial Government Fleet Management Service Trading Entity continues to demonstrate the capacity of the ANC-led government to run its own operations.

The rate card was reviewed for the first time with internal capacity resulting in an estimated saving of **R88, 7 million** split across all 13 departments.

The entity procured a fleet monitoring solution (commonly referred to as a tracking system) and the progress made includes:

- The fitment of a tracking system of which 1,908 units have been installed into the vehicles leased to various departments in the current financial year resulting in a total number of **2645** vehicles fitted in the Province with the remaining vehicles still to be fitted in the new financial year due to the replacement of vehicles that have finished their lease term with the departments.

- Fleet Managers and Transport officers were trained on the tracking system including the reports that are generated. Continuous training is being rolled out to all districts of the various departments to capacitate Transport officers for effective fleet management in their respective areas.

- Tags per driver per department were issued in order to regulate and curb abuse of vehicles, as it is easier to identify which driver was using which vehicle at any given time with full details of the trip.

- Driver tags will also assist in the administration of AARTO as well as using it to administer the driver permit. Driver assessments have started and to date 294 drivers have been assessed within the Department of Transport alone.

In 2015/16 financial year, the Trading Entity has spent 49% of its repairs and maintenance budget on merchants owned by historically disadvantaged individuals and we will continue to explore opportunities to increase this spend in the upcoming year.

This year, the Trading Entity will:

1. Assist municipalities in procuring vehicles on a supply and delivery basis for municipalities to save on costs.
2. Support the creation of about six (6) Smart Repair Mobile Services, which will all be owned and operated by youth and women entrepreneurs for minor body works repairs across the province. These repairs will be done whilst vehicles are at the various departments. This initiative will be the first amongst many that are targeting youth and women owned SMME's to support creation of jobs in this sector.
3. In collaboration with vehicle manufacturers the entity will assist the creation of jobs in the Eastern Cape by ensuring that the conversion of specialised vehicles is done in our province.



Honourable Speaker, in line with the resolution of the Executive Council, the trading entity will be separated from the administration of the Eastern Cape Department of Transport to ensure efficient and effective running of the business in the new financial year.

In an effort to improve the running of the operations, the entity will be investing in its own Information, Communication & Technology (ICT) infrastructure that is capable of handling the fleet management ICT solutions that will better enable efficient operations of the entity.

In conclusion, Honourable Speaker, I present the policy speech of the Eastern Cape Department of Transport together with the annual performance plans of both the Department and Mayibuye Transport Corporation. I also hereby table the Eastern Cape Government Fleet Management Services Trading Entity Strategic Plan.

I thank you.



