



Province of the
EASTERN CAPE
TRANSPORT

VOTE 10
Five Year
STRATEGIC PLAN
2025 - 2030

“An accessible, efficient, affordable, safe and sustainable transport system”

DATE OF TABLING: 08.04.2025

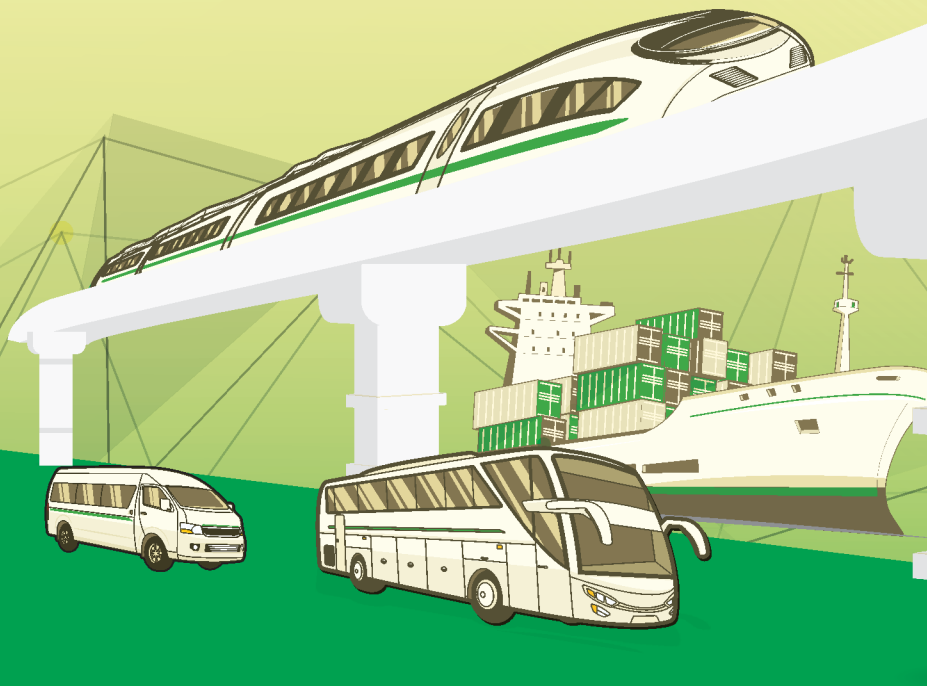


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LIST OF ABBREVIATIONS/ACROYNMS

ABBREVIATION	DESCRIPTION
AARTO	Administrative Adjudication of Road Traffic Offences
ABC	Algoa Bus Company
AB350	Africa Best 350
AC	Artisan Certification
AIDC	Automotive Industry Development Centre
ANC	African National Congress
APP	Annual Performance Plan
ARP	Annual Recruitment Plan
ASOD	Average Speed Over Distance
AUC	African Union Commission
AMDP	Advanced Management Development Programme
B-BBEE	Broad Based Black Economic Empowerment
CAD	Continuous Artisan Development
CDP	Contractor Development Plan
CFO	Chief Financial Officer
CIDB	Construction Industry Development Board
COGTA	Cooperative Governance and Traditional Affairs
CPD	Continuous Professional Development
CPI	Consumer Price Inflation
CSD	Central Supplier Database
CTD	Centre for Technical Development
DDG	Deputy Director General
DDM	District Development Model
DEDEAT	Department of Economic Development , Environmental Affairs and Tourism
DOE	Department of Education
DRDAR	Department of Rural Development and Agrarian Reform
DRE	District Road Engineer
DLTC	Driver's License Testing Centre
DOH	Department of Health
DOT	Department of Transport
DPSA	Department of Public Service Administration
DPWI	Department of Public Works and Infrastructure
ECDC	Eastern Cape Development Corporation
ECIP	Eastern Cape Infrastructure Plan
ECPYDS	Eastern Cape Provincial Youth Development Strategy
EDMS	Electronic Document management System
EDP	Extended Development Programme
ELIDZ	East London Industrial Development Zone
EPWP	Expanded Public Works Programme
EVs	Electronic Vehicles



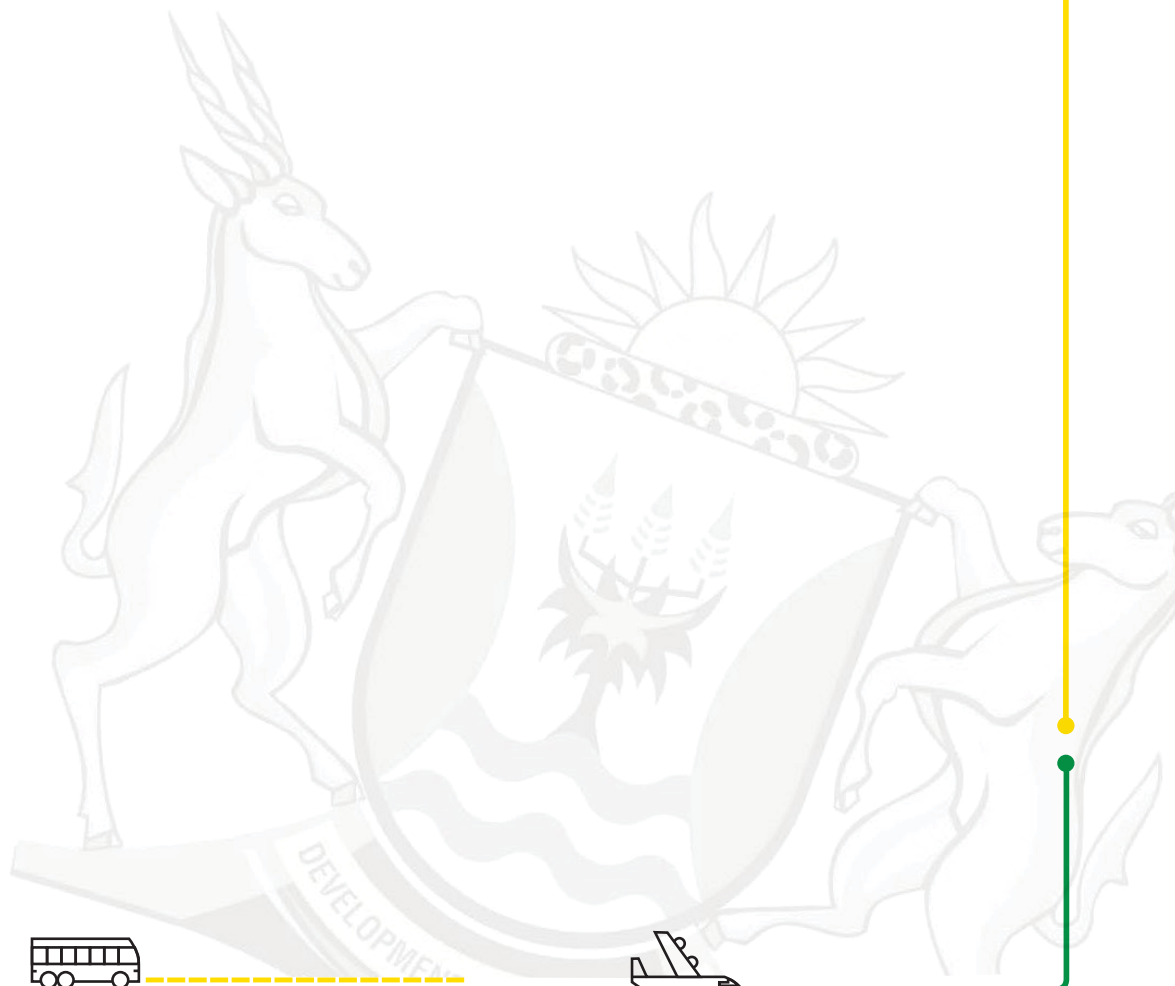
ABBREVIATION	DESCRIPTION
EXCO	Executive Council
FTE's	Full Time Equivalents
4IR	Fourth Industrial Revolution
GDP	Gross Domestic Product
GHG	Green House Gas
GFMS	Government Fleet Management Services
GNU	Government of National Unit
HDI	Historical Disadvantaged Individuals
HOD	Head of Department
HRD	Human Resource Development
HRM	Human Resource Management
ICT	Information and Communication Technology
IGR	Inter-governmental Relations
IPTS	Integrated Public Transport System
ISA	Infrastructure South Africa
IYM	In-Year Monitoring
LICAPOC	Labour Intensive Construction Adjudication and Project Oversight Committee
LM	Local Municipality
LTMS	Learners Transport Management System
MEC	Member of the Executive Council
MOA	Memorandum of Agreement
MOU	Memorandum of understanding
MSME	Micro Small Medium Enterprises
MTC	Mayibuye Transport Corporation
MTDP	Medium Term Development Plan
MTDPF	Medium Term Development Plan Framework
MTEF	Medium Term Expenditure Framework
MTSF	Medium Term Strategic Framework
NaTIS	National Traffic Information System
NATMAP	National Transport Master Plan
NCDP	National Contractor Development Programme
NCV	National Complaint Vehicles
NDP	National Development Plan
NDoT	National Department of Transport
NDPW	National Department of Public Works
NIP	National Infrastructure Plan
NGO	Non-profit Organisation
NLTA	National Land Transport Act
NLTIS	National Land Transport Information System
NLTSF	National Land Transport Strategic Framework
NMB	Nelson Mandela Bay
NMT	Non-Motorised Transport



ABBREVIATION	DESCRIPTION
NRTA	National Road Traffic Act
NRSS	National Road Safety Strategy
NSDF	National Spatial Development Framework
NYS	National Youth Service
OD	Operational Development
OC	Operator Competency
OHS	Occupational Health and Safety
OTP	Office of the Premier
PDP	Provincial Development Plan
PDP	Professional Development Programme
PESTEL	Political Economic Social Technology, Environmental and Legal
PFMA	Public Finance Management Act
PLTF	Provincial Land Transportation Framework
PMO	Project Management Office
PMTDP	Provincial Medium Term Development Plan
PMTSF	Provincial Medium Strategic Framework
PR	Professional Registration
PRASA	Passenger Rail Agency of South Africa
PRE	Provincial Regulatory Entity
PRMG	Provincial Road Maintenance Grant
PT	Provincial Treasury
PWD	Persons with Disabilities
RAMS	Roads Asset Management System
RAMP	Road Infrastructure Asset Management Plan
RAs	Registering Authorities
RCAM	Road Classification and Access Management
RISFA	Road Infrastructure Strategic Framework for South Africa
RMI	Retail Motor Industry
RTQS	Road Traffic Quality System
SACAA	South African Civil Aviation Authority
SANTACO	South African National Taxi Council
SANRAL	South African National Roads Agency
SAPO	South African Post Office
SARB	South African Reserve Bank
SCM	Supply Chain Management
SD	Supervisor Development
SETA	Sector Education and Training Authority
SLA	Service Level Agreement
SMMES	Small, Medium and Micro Enterprises
SOEs	State Owned Enterprises
SOP	Standard Operating Procedure
SPLUMA	Spatial Planning and Land Use Management Act



ABBREVIATION	DESCRIPTION
STASSA	Statistic South Africa
TLE	Traffic Law Enforcement
TMH	Technical Methods for Highways
TQM	Total Quality Management
TRSA	Taxi Recapitalisation South Africa
WEO	World Economic Outlook
WHO	World Health Organisation



EXECUTIVE AUTHORITY STATEMENT

INTRODUCTION

I am pleased to present the Eastern Cape Department of Transport's overview of the Strategic Plan. This Strategic Plan comes as our country prepares for the 2026 Local Government elections. As the service delivery department, we will face significant pressure from communities demanding improvements, particularly in road infrastructure. Communities have already begun reaching out to us through calls and messages, urgently requesting road maintenance and improvements. During this time, it is crucial for us to respond swiftly and effectively to these needs.



ROADS

We will work diligently to build and repair roads, despite our fiscal constraints. We take pride in the progress we have made so far in constructing state-of-the-art roads across all municipalities in the province. Throughout this period, we will maintain our commitment to building these roads as part of providing safety to road users, economic growth and alleviating poverty.

MEGA PROJECTS

We appreciate the National Government's investment of billions of rands in constructing two major bridges, Msikaba and Mtentu, in the OR Tambo District and Alfred Nzo Municipalities. Scores of Small, Medium, and Micro Enterprises (SMMEs) and residents are benefiting from these projects, and we cannot afford any delays. During this period, we will ensure smooth progress at all sites by collaborating with stakeholders, including traditional leaders and communities.

TRAFFIC MATTERS/FATALITIES

On traffic matters, the province continues to face the tragic loss of lives on our roads despite our efforts to prevent accidents and fatalities. During the 2024/2025 festive season, we lost over two hundred motorists and pedestrians on our roads. May their souls rest in peace, and I wish a speedy recovery to those who survived with injuries.

Law enforcement officers and police arrested more than five hundred motorists for driving under the influence. The number of fatalities and injuries could have been even higher had we not taken this action. Our collaborative approach and safety operations proved effective, and we will continue to work together during this period to enhance road safety.

AUDIT OUTCOMES

We are pleased to present this report as the Eastern Cape Department of Transport has achieved an unqualified audit opinion in the 2023/2024 fiscal year. I would like to take this opportunity to congratulate the management and staff on this significant accomplishment. This achievement reflects the commitment of our officials, led by HoD Andile Fani, to elevate this department and ensure accountability for every taxpayer's rand. Our ultimate goal is to achieve a series of clean audits, and we are dedicated to improving upon this unqualified audit outcome. Let us use this session as our initial step toward attaining clean audits.

SIGNING OF PLEDGE

In the last financial year, we successfully encouraged management to sign a pledge committing to improving the department's finances and accountability. This pledge will empower management to meticulously handle the department's finances in accordance with the Public Finance Management Act. To fulfil the goals outlined in this pledge, we must focus on the following principles:

- Agility
- Accountability
- Dedication
- Honesty
- Commitment
- Hard work

ACHIEVEMENTS AND CHALLENGES

As we enter this new period, we will continue to assess our performance in the department and build upon our positive achievements. Like any other department, we do face challenges, but we are committed to addressing them. One of our main

challenges involves issues related to Scholar Transport. We are working diligently to resolve these issues and have already implemented measures to tackle them. In collaboration with the Department of Education, we are committed to addressing these challenges directly, including adhering to the judgment issued by the Eastern Cape High Court in Makhandla, which ordered the provincial government to provide transport for all qualifying learners in the province. This judgment aligns with the government's commitment to scholar transport hence we chose not to appeal the ruling.

GOING FORWARD

In this period, we will also work tirelessly to address the following issues:

- The Department will fast-track the implementation of the resolutions of the Taxi Mediation Panel Report. The Department has advised the industry to dissolve the provincial leaders of SANTACO and the taxi associations, replacing them with town-based associations. An inclusive interim structure has since been appointed and is now collaborating with the national leadership of SANTACO and the department to prepare for the upcoming provincial elective conference. This process is currently underway, and the provincial conference is expected to be held soon.
- The Colloquium Committee will expedite the implementation of the resolutions of the colloquium meeting with non-subsidized operators held at ICC in East London.
- Impersonation Gazette: With the issuance of the Impersonation Gazette, we will coordinate with other law enforcement agencies to ensure that motorists comply with the gazette or face the appropriate consequences.
- Consistency in Traffic Law enforcement
- Resuscitation of Railway lines
- The Issue of Ocean Economy and we have just convened Oceans Economy Round Table in East London IDZ
- We will focus on the issue of Freight Strategy to cater to heavy loads.
- The Department will compel all motorists with Eastern Cape domicile to renew licenses in our province to prevent revenue loss to other provinces.
- The Department will implement the resolutions taken during the meeting between the Executive Authority and Technical employees of the department in Bhisho in the last fiscal year. This engagement was crucial as these employees play a significant role in the fixing and maintenance of our roads, particularly gravel roads.
- Our district and head office will investigate the issue of road construction campsites in the province. This follows oversight visits conducted by the Executive Authority to several campsites, particularly in the Amathole District.
- The Department will work with our stakeholders to curb the construction mafia that affects departmental construction projects.
- We will work tirelessly for the implementation of the Transport Master Plan
- The department will ensure that road construction material is procurement locally where it is possible.
- Streamline the procurement process to eliminate delays with strict adherence to the regulatory framework.
- The Department will continue to create more sustainable jobs in the province as part of addressing triple challenges.
- Maximum utilization of conditional grants allocated to the department to prevent rollovers or loss of resources.
- The department is working tirelessly to address the challenges confronting Mayibuye Bus Corporation. The newly appointed Board Members of Mayibuye are hitting the ground running to resolve the challenges.
- Clarify the role of the department in Maritime and prevent misalignment. Department in collaboration with sectors departments to ensure that it transforms the maritime sector and taps into opportunities that are in the sector for the benefit of the province.
- The Department of Transport must engage the Department of Education to seriously consider building boarding schools to eliminate scholar transport.
- We will make every effort to resolve all issues affecting Scholar Transport as previously mentioned.
- Department to conduct skills audits to prevent misplacement of personnel.
- The province working with departments to prioritize EPWP to enhance poverty alleviation.
- Development of a Strategic Approach for the implementation of the District Development Model.
- Collaboration with the Treasury for the development of Public-Private partnerships within our department.
- The department will increase the pace in the construction of the Middleburg Traffic Centre in the enhancement of revenue generation by trucks with heavy loads passing through Inxuba Yethemba Local Municipality.
- The department to have a clear maintenance plan that addresses tourism corridors.
- We will continue purchasing plant machinery and hand it over to the identified municipalities to fix and maintain roads within their jurisdiction. We will also develop service-level agreements with these municipalities. This initiative aims to reduce the backlog of road maintenance in the province.

RESEARCH SYMPOSIUM AND OCEANS ECONOMY ROUND TABLE DISCUSSION

Our department has recently convened the inaugural Research Symposium and the vital Oceans Economy event in Gqeberha and East London IDZ, respectively. The aim of the symposium is to serve as a platform for advancing knowledge, fostering innovation,



and highlighting the significant role that the Eastern Cape's transport infrastructure, corridors, and communities play in shaping the future of the country's transport sector.

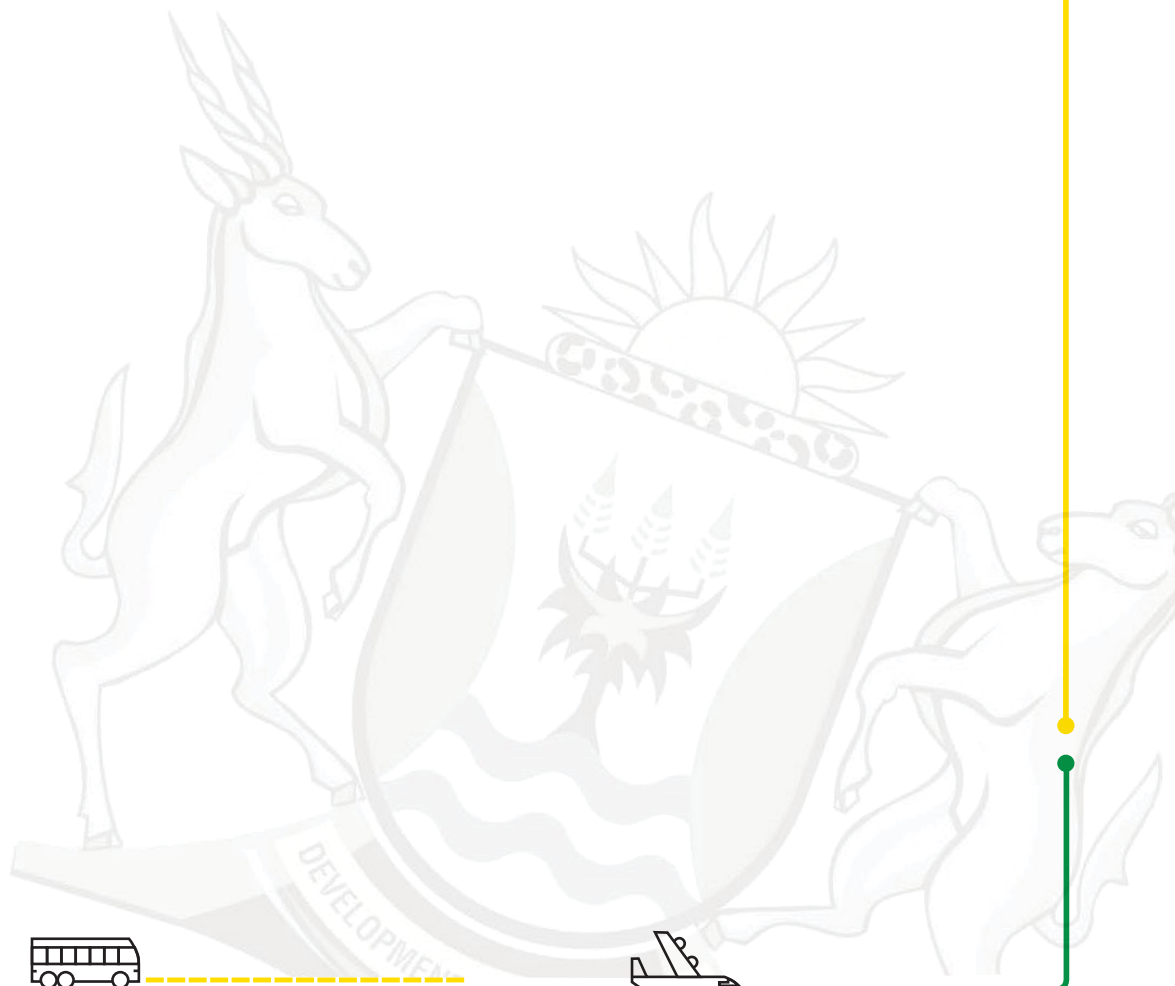
The purpose of this symposium is to bring together experts from various fields to discuss and share insights on the challenges facing the Eastern Cape—and by extension, the national—transport sector, along with their socio-economic impacts. The discussions among the participants and stakeholders during the Research Symposium and Ocean Economy Round Table Discussion will inform the collection and compilation of crucial data that will aid the Eastern Cape Department of Transport in fulfilling our constitutional obligations.

In conclusion, I want to encourage the management and staff to ensure that our department plays a role in the renewal of our country by building a responsive and caring institution committed to professionalism and respecting the will of the people. Integrity, transparency, and the fight against corruption must be integral to our department's culture. We must work diligently to ensure that our department becomes a leading advocate for transformational change.

I thank you.



Mr. Xolile E. Nqatha
Executive Authority



ACCOUNTING OFFICER STATEMENT

It is a pleasure to present the Eastern Cape Department of Transport Strategic Plan 2025- 2030, which outlines the strategic vision and the direction which the Department of Transport seeks to take to ensure that it contributes towards the impact identified to assist the Department realize its full potential and better fulfil its legislative and policy mandates.

The Department as it transitions to this strategic period has maintained its vision towards, 'An accessible, efficient, affordable, safe and sustainable transport system.'

Indeed, a safe, affordable and reliable transport system for the citizens of the Eastern Cape is key to a successful economy. Over the years, there has been a disconnect between this vision and the realities of our transport system, as it has neither been effective as an economic facilitator nor fulfilling the social needs of the citizens. This transition between from the 6th to 7th Administration prioritising investment to transport infrastructure, road safety and public transport.



The formulation of this strategy has taken into consideration the outcomes which government has set to achieve in the Medium-Term Development Plan. These outcomes and related priorities have shaped the strategic thinking, focus and extensive consultations. We have taken to heart the provincial priorities to ensure that the Programme of five years enables the province to deliver its promises to its citizens. In the developmental process of the Strategy, the Department took a step back to review and take stock of the achievements and areas of underperformance, and where fared well took lessons for further modelling, and where underperformed introspected to determine measures and intervention to be implored to turn around the situation. The Department through this process, remains committed in turning plans into actions, and to ensuring that communities of the province benefit from services it provides.

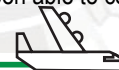
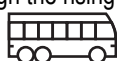
Theprecedented realities of the country and Province of the triple challenges of poverty, unemployment and inequalities have compelled the Department not to shift from job creation and transformation. The department remains completely committed to implementing measures relating to increased employment opportunities, producing skills for the economy and drive growth in labour-intensive industries. In this regard, we will ensure that we fully support the provincial 9 areas of integration to support the provincial economy leading to citizens reaching their full potential.

The positive audit outcomes for the 2024/25 financial year have necessitated the Department to further enhance systems and its internal control environment. Managing outcomes require enabling corporate governance processes and systems to support risk management, value for money and departmental performance. The Department will continue working hard in improving the accountability ecosystem through embedding a culture shift towards one of performance, accountability, transparency and integrity. This also speaks directly to shifting more towards making a more direct impact on the lived reality of the ordinary citizen.

In line with the 7th Administration skills development priorities; the Department will continue to invest in its workforce through education and skills development. Skills audit will be conducted to ensure alignment with the new organogram and the new term. Provision of skills will be closely linked to the demand in the economy and in line with the department strategic outcomes for the term.

With regards to innovative technology solutions and Artificial Intelligence (AI); the Department will review and implement the ICT strategy in the term – all this to enhance operational efficiencies and optimize the delivery of public services. We will leverage innovation and technology improvements in the mobility ecosystem to harness both social and economic value.

The approach towards infrastructure delivery, which places focus on completing the already under implementation strategic and catalytic infrastructure will guide the planning of projects. This will also consider the appreciation of the various levels and institutional arrangements between the local and national sphere through memoranda of understandings with municipalities and SANRAL. In this way we would also be addressing challenges brought about by implementing too many projects. This has been evident in this past term through the rising number of emerging contractors that have not been able to complete key infrastructure




projects of the Province. An area of improvement that will be realised through the Project Management Office is the institutionalisation of the Infrastructure Delivery Management System. This will inform planning, procurement and delivery on infrastructure which the Department has grappled with.

To support safe, reliable and affordable transport systems in the Province, the Department will develop and implement a Provincial Implementation Plan for the National Road Safety Strategy; focusing on all the 4 pillars namely, Engineering, Education, Enforcement and Evaluation. Saving lives on our provincial network is critical and the Department remains committed to continually seeking new ways to approach road safety, and also leveraging technological advancements. Regulation of vehicles, drivers and operators further aims to ensure safety on the roads. In support of a cohesive and responsive regulatory framework, the Department will review provincial legislative and regulatory levers to support safety policy objectives.

The Department is also further mindful of the limitations that exist in relation to our role in so far as other modes of transportation are concerned, hence the commitment to work collaboratively with other role players in the transport sector. The support towards repositioning the Departmental entity, Mayibuye Transport Corporation to be a self- sustainable entire in the future remains a priority.

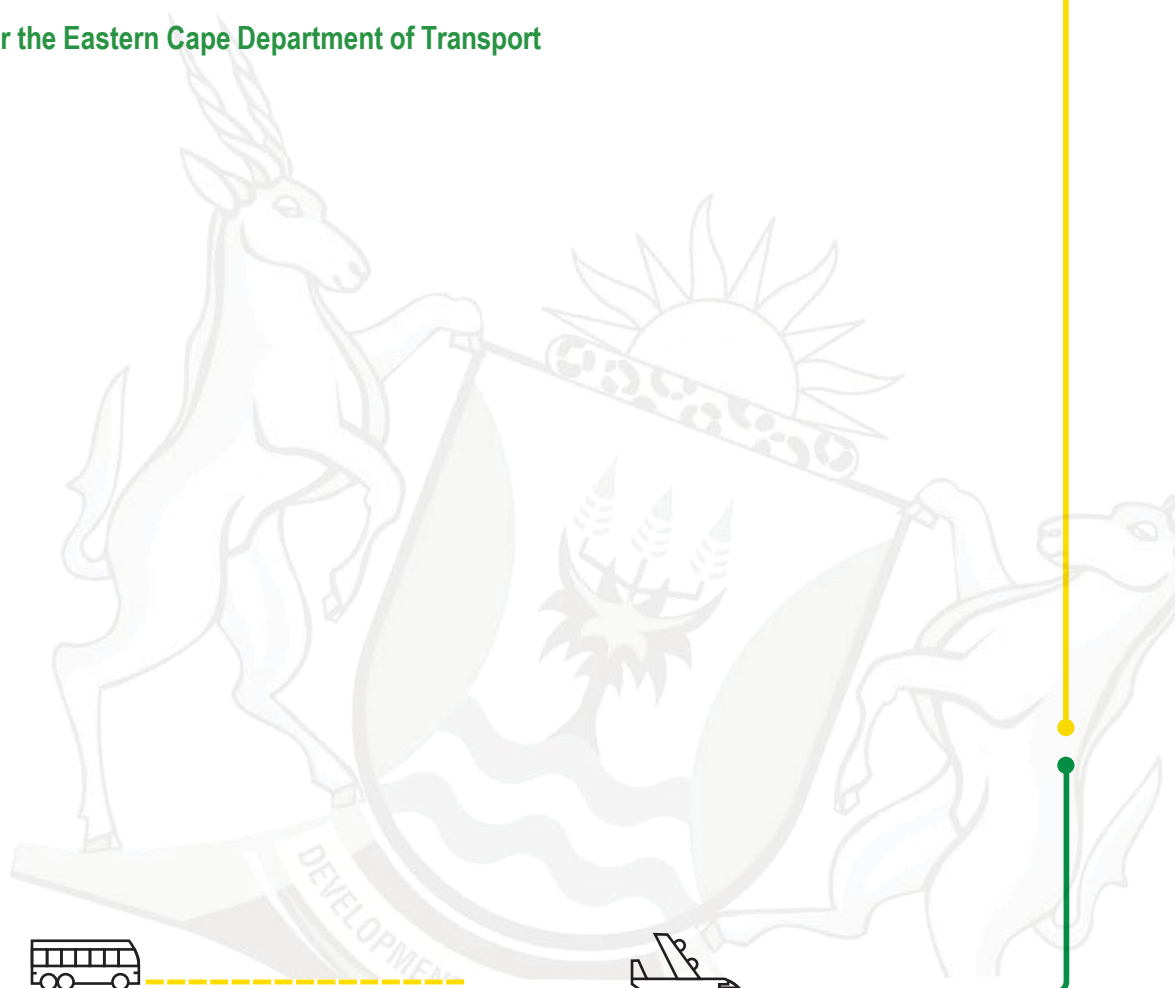
This Strategic Plan represents the concerted efforts of ensuring the needs of the citizens of the Eastern Cape are considered and an alignment of national and provincial priorities. I am certain that the staff of the Eastern Cape Department of Transport and its stakeholders remain committed to ensuring realization of the impact, outcomes and priorities.

I would like to offer my sincere gratitude towards all that have contributed towards the formulation of this strategic plan and call on the various stakeholders and entire transport sector to make this plan a success.



Mr. A Fani




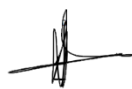


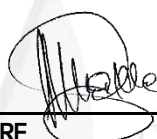


Accounting Officer for the Eastern Cape Department of Transport






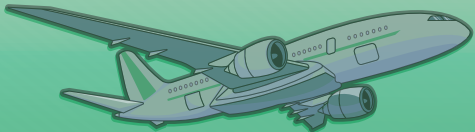

OFFICIAL SIGN-OFF

It is hereby certified that this Strategic Plan:

1. Was developed by the management of the Department of Transport under the guidance of MEC.
2. Takes into account all the relevant policies, legislation and other mandates for which the Department of Transport is responsible.
3. Accurately reflects the Impact and Outcomes which the Department of Transport will endeavour to achieve over the period 2025/26 – 2029/30.

Mr. L. M. Sisilana Programme Manager: Administration		31 March 2025
	SIGNATURE	DATE
Mr. M. Manga Acting Programme Manager: Transport Infrastructure		31 March 2025
	SIGNATURE	DATE
Mr. B Makambi Acting Programme Manager: Transport Operations		31 March 2025
	SIGNATURE	DATE
Mr. X Jakuja Programme Manager: Transport Regulation		31 March 2025
	SIGNATURE	DATE
Ms. B Nciphawali Programme Manager: Community Based Programmes		31 March 2025
	SIGNATURE	DATE
Ms. C Matross Chief Financial Officer		31 March 2025
	SIGNATURE	DATE
Ms. N Ntozakhe Head Official responsible Departmental Planning		31 March 2025
	SIGNATURE	DATE
Mr. A Fani Accounting Officer		31 March 2025
	SIGNATURE	DATE
APPROVED BY: MEC X Nqatha Executing Authority		31 March 2025
	SIGNATURE	DATE





PART A

OUR MANDATE

PART A : OUR MANDATE

A.1 CONSTITUTIONAL MANDATE

The existing legislation on transport is covered mainly by national and provincial legislation and the powers for the legislative function lie with both the national and provincial governments in terms of the Constitution, 1996.

The Constitution identifies the legislative responsibilities of the different levels of Government with regard to airports, roads, traffic management and public transport. Transport is a function that is legislated and executed at all levels of government. The implementation of transport functions at the national level takes place through public entities, which are overseen by the Department. Each public entity has a specific delivery mandate.

Municipalities also have limited rights to make bylaws on matters covered by the Constitution. It divides the duties for national and provincial legislation on various matters between the national government and the provincial administrations. This sometimes leads to overlaps in legislation or contradictor provisions.

Schedules of the Constitution

- ❖ Schedules 4 and 5 list the various areas in the law where the provinces and local government have the responsibility to make legislation.
- ❖ Schedule 5(a) determines the functional areas where the provinces have the right to make legislation and Schedule 5(b) determines the local authority's powers to make legislation on municipal roads, traffic and parking.

Schedule 4: Part A – Provincial

- ❖ Public Transport
- ❖ Road Traffic Regulation
- ❖ Vehicle Licensing

Schedule 4: Part B – Local Government

- ❖ Pontoons, ferries, jetties, piers and harbours, excluding, the regulation of international and national shipping and matters related thereto.
- ❖ Storm water management systems in built – up area

Schedule 5: Part A – Provincial

- ❖ Provincial Roads and Traffic

Schedule 5: Part B –Local Government

- ❖ Billboards and the display of advertisements in public places
- ❖ Municipal roads
- ❖ Street trading
- ❖ Street lighting
- ❖ Traffic and parking

A.2 LEGISLATIVE AND POLICY MANDATES

The Eastern Cape Department of Transport as envisaged in the Constitution of the Republic of South Africa Act, 1993 (Act 200 of 1993) replaced by the 1996 Act, (Act 108 of 1996), is responsible for maximising the contribution of transport to the economic and social development goals of the society by providing fully integrated transport operations and infrastructure.

The mandates of the Provincial Departments of Transport and transport public entities are provided by the legislation relating to transport in South Africa as listed below:

A.2.1 PRIMARY SOURCES INFORMING PROVINCIAL MANDATE

Mandate	Interpretation of Mandate
<p>Constitution 108 of 1996:</p> <p>Schedule 4 Part A: Airports (other than international and national), Road Traffic Regulations, Vehicle licensing and Public Transport are functional areas of concurrent national and provincial legislative competence.</p> <p>Municipal Airports, Municipal Public Transport, Pontoons, ferries, piers & harbours are functional areas of concurrent national and provincial competence for performance by municipalities.</p>	<p>TRANSPORT:</p> <ul style="list-style-type: none"> Road based transport operations, namely buses, minibus taxis, metered taxis, e-hailing services, tuk-tuks, etc. Public transport operator licensing and registration Transport law enforcement. Transport planning. Transport safety and security <p>AVIATION:</p> <ul style="list-style-type: none"> Airports. <p>MARITIME:</p> <ul style="list-style-type: none"> Harbours. Monitoring of Municipal Services pertaining to Pontoons, Ferries, Piers & Harbours. Water Space (Inland water Ways Strategy).
<p>Schedule 5A & B: Provincial Roads and Traffic are functional areas of exclusive provincial legislative competence.</p> <p>Municipal roads, Traffic & Parking, Street Lightning and Street Trading are exclusive provincial legislative competence for performance by municipalities.</p>	<p>ROADS:</p> <ul style="list-style-type: none"> Provincial Roads meaning the full road reserve of any road proclaimed or designed for use of the general public within the province excluding access roads and roads falling under the jurisdiction of a Municipality or under the jurisdiction of SANRAL inclusive of roads between a community and the road network. Bridges. Tunnels. Resting places. Stopping places. Weighbridges. Traffic Control Centres. Vehicle Licensing Centres. Facilities for use by buses and taxis. Parking areas and sites. Monitoring of Municipal Services pertaining to Municipal roads, Traffic & Parking, Street Lighting, Street Trading, Municipal Airports, and Municipal Public Transport.

A.2.2 SECONDARY SOURCES INFORMING PROVINCIAL MANDATE

LEGISLATION	PURPOSE
Railways and Ports	
South African Transport Services Conditions and Service Act, 1988 (Act 41 of 1988)	To provide for certain matters relating to the conditions of service of employees of the South African Transport Services.
Legal Succession to the South African Transport Services Act, 1989 (Act 9 of 1989)	To make provision for the formation of a company, for the legal succession to the South African Transport Services by the Company, for the establishment of the South African Rail Commuter Corporation Limited.
National Railway Safety Regulator Act, 2002 (Act 16 of 2002)	To provide for safety standards and regulatory practices for the protection of persons, property and the environment.
National Ports Act, 2005 (Act 12 of 2005)	To provide for the establishment of the National Ports Authority and the Ports Regulator; to provide for the administration of certain ports by the National Ports Authority.
Roads	
Advertising on Roads and Ribbon Development Act, 1940 (Act 21 of 1940)	To regulate the display of advertisements outside certain urban areas at places visible from public roads, and the depositing of disused machinery or refuse and the erection of structures near certain public roads.
Administrative Adjudication of Road Offences Act, 1998	To promote road traffic quality by providing for a scheme to discourage road traffic contraventions, to administratively deal with the adjudication of road traffic violations and implement a points demerit system.
National Roads Act, 1972 (Act 09 of 1972)	To regulate the display of advertisements outside certain urban areas at places visible from public roads, and the depositing or leaving of disused machinery or refuse and the erection, construction or laying of structures and other things near certain public roads, and the access to certain land from such roads.
National Road Traffic Act (Act 93 of 1996)	To regulate and provide for road traffic matters which shall apply uniformly throughout the Republic.
National Road Safety Act, 1972 (Act 9 of 1972).	To promote road safety; for that purpose, to establish a national road safety council and a central road safety fund.
South African Roads Board Act, 1988 (Act 74 of 1988)	To establish a South African Roads Board and a Toll Roads Committee and determine the functions of that board and of that committee.
Transport Deregulation Act, 1988 (Act 80 of 1988)	Transport Deregulation Act, 1988 (Act 80 of 1988) - to repeal the Transport (Co-ordination) Act, 1948; and to provide for the continued existence of, and the continuation of certain functions the National Transport Commission; for the transfer of certain powers, functions and duties of the National Transport Commission to the South African Roads Board and for the vesting of certain property of that commission in that board.
South African National Roads Agency Limited and National Roads, 1998 (Act 07 of 1998)	To make provision for a national roads agency for the Republic to manage and control the Republic's national roads system and take charge, amongst others, of the development, maintenance and rehabilitation of national roads within the framework of government policy
National Environmental Management Act, 1998 (Act 108 of 1998)	To provide for co-operative, environmental governance by establishing principles for decision-making on matters affecting the environment, institutions that will promote co-operative governance and procedures for co-ordinating environmental functions exercised by organs of state; and to provide for matters connected therewith.
National Climate Change Response Policy White Paper, 2011	To address both mitigation and adaptation in the short, medium and long term (up to 2050). GHG emissions are set to stop increasing at the latest by 2020-2025, to stabilise for up to 10 years and then to decline in absolute terms.
Spatial Planning and Land Use Management Act	To provide a framework for spatial planning and land use management in the Republic, to address past spatial and regulatory imbalances.
Project and Construction Management Act, 2000 (Act 48 of 2000)	To provide for the regulation of the relationship between the South African Council for the Project and Construction Management Professions and the Council for the Built Environment.

LEGISLATION	PURPOSE
Engineering Profession Act, 2000 (Act 46 of 2000)	To provide for the registration of professionals, candidates and specified categories in the engineering profession.
Construction Industry Development Board Act, 2000 (Act 38 of 2000)	To implement an integrated strategy for the reconstruction, growth and development of the construction industry.
Government Immovable Asset Management Act, 2007 (Act 17 of 2007)	To ensure the coordination of the use of an immovable asset with the service delivery objectives of a national or provincial department.
National Standards Act, 2008 (Act 8 of 2008)	To provide for the development, promotion and maintenance of standardisation and quality in connection with commodities and the rendering of related conformity assessment services; and for that purpose, to provide for the continued existence of the SABS, as the peak national institution.
Disaster Management Act, 2002 (Act 57 of 2002)	To provide an integrated and coordinated disaster management policy that focuses on preventing or reducing the risk of disasters, mitigating the severity of disasters, emergency preparedness, rapid and effective response to disasters and post-disaster recovery; the establishment of national, provincial and municipal disaster management centres; disaster management volunteers; and matters incidental thereto.
National Heritage Resource, 1999 (Act 25 of 1999)	To promote good management of the national estate, and to enable and encourage communities to nurture and conserve their legacy so that it may be bequeathed to future generations.
Mineral and Petroleum Resources Development (Act 28 of 2002)	To make provision for equitable access to and sustainable development of the nation's mineral and petroleum resources.
Division of Revenue Act	To provide for the equitable division of revenue raised nationally among the national, provincial and local spheres of government
Motor Vehicles	
Road Transportation Act, 1977 (Act 74 of 1977)	To provide for the control of certain forms of road transportation.
Road Traffic Act, 1989 (Act 29 of 1989)	Empowers traffic officers to stop vehicles and ascertain compliance with the road traffic rules and regulations.
Financial Supervision of the Road Accident Fund Act, 1993 (Act 8 of 1993)	To further regulate the affairs of the Multilateral Motor Vehicle Accidents Fund
Road Accident Fund Act, 1996 (Act 56 of 1996)	To provide for the establishment of the Road Accident Fund
National Road Traffic Act, 1996 (Act 93 of 1996)	To provide for road traffic matters which shall apply uniformly throughout the Republic.
Cross-Border Road Transport Act, 1998 (Act 4 of 1998)	To provide for co-operative and co-ordinated provision of advice, regulation, facilitation and law enforcement in respect of cross-border road transport by the public and private sectors.
Transport Appeal Tribunal Act, 1998 (Act 39 of 1998)	To provide for the establishment of the Transport Appeal Tribunal to consider and to decide appeals noted under the National Land Transport Act, 1998, and under the Cross-Border Road Transport Act, 1998.
National Land Transport Interim Arrangements Act, 1998 (Act 45 of 1998)	To make arrangements relating or relevant to transport planning and public road transport services within metropolitan transport areas declared under the Urban Transport Act, 1977.
Administrative Adjudication of Road Traffic Offences Act, 1998 (Act 46 of 1998)	It's an act of the Parliament of South Africa which introduces a point demerit system for violations of traffic law.
Road Traffic Laws Rationalisation Act, 1998 (Act 47 of 1998)	To repeal certain laws relating to road traffic applicable only in particular areas of the Republic in so far as they fall outside the functional areas mentioned in Schedules 4 and 5 to the Constitution.
Road Accident Fund Commission Act, 1998 (Act 71 of 1998)	To make recommendations regarding, a system for the payment of compensation or benefits, or a combination of compensation and benefits, in the event of the injury or death of persons in road accidents.

LEGISLATION	PURPOSE
Road Traffic Management Corporation Act, 1999 (Act 20 of 1999)	To provide for the phasing in of private investment in road traffic.
National Land Transport Transition Act, 2000 (Act 22 of 2000)	To provide for the transformation and restructuring of the national land transport system of the Republic.
National Land Transport Act, 2009 (Act 05 of 2009)	To provide further the process of transformation and restructuring the national land transport system initiated by the National Land Transport Transition Act, 2000 (Act No. 22 of 2000).
Civil Aviation	
Airports Company Act, 1993 (Act No 44 of 1993)	To provide for the transfer of certain assets and functions of the State to a public company to be established and for matters connected therewith.
Air Services Licensing Act, 1990 (Act 115 of 1990)	To provide the establishment of an Air Service Licensing Council; for the licensing and control of domestic air services.
Air Traffic and Navigation Services Company Act, 1993 (Act 45 of 1993)	To provide for the transfer of certain assets and functions of the State to a public company to be established.
Carriage by Air Act, 1946 (Act 47 of 1946)	To give effect to a Convention for the unification of certain rules relating to international carriage by air, to make provision for applying the rules contained in the said Convention, subject to exceptions, adaptations and modifications, to carriage by air which is not international carriage within the meaning of the Convention.
Civil Aviation Act, 2009 (Act 13 of 2009)	To repeal, consolidate and amend the aviation laws giving effects to certain International Aviation Convention, to provide for the control and regulation of aviation with the Republic and to provide for the establishment of a South African Civil Aviation Authority with safety and security oversight function.
Convention on the International Recognition of Rights in Aircraft Act, 1993 (Act 53 of 1993)	To provide for the application in the Republic of the Convention on the International Recognition of Rights in Aircraft; to make special provision for the hypothecation of aircraft and shares in aircraft.
Convention on International Interests in Mobile Equipment Act, 2007 (Act 4 of 2007)	To harmonize national laws with the principles underlying asset-based financing for mobile equipment – aircraft (through the Protocol), to protect the rights of manufacturers/financiers /lessors against third party claims and seizures in case of insolvency and to allow creditors speedy relief in the case of default by a debtor such as repossession of, selling or leasing of, or collection of income derived from the mobile equipment.
International Air Services Act, 1993 (Act 60 of 1993)	To provide for the establishment of an International Air Services Council; for the regulation and control of international air services.
South African Civil Aviation Authority Levies Act, 1998 (Act 41 of 1998)	To provide for the imposition of levies by the South African Civil Aviation Authority.
South African Maritime and Aeronautical Search and Rescue Act, 2002 (Act 44 of 2002)	To incorporate the International Convention on Maritime Search and Rescue, 1979, and Annex 12 to the Convention on International Civil Aviation, 1944, into South African law; to establish the South African Maritime and Aeronautical Search and Rescue Organization.
Shipping	
Ballast Water Management Bill, 2022	To provide for the prevention of the introduction of alien and invasive species via ship's ballast water and sediment, the implementation of the International Convention for the Control and Management of Ship's Ballast Water and Sediment 2004, and matters related thereto.
Merchant Shipping Act, 1951 (Act 57 of 1951)	To provide for the control of merchant shipping and matters incidental thereto.
Comprehensive Maritime Transport Policy (CMTTP)	To facilitate growth and development of South Africa's maritime transport system in support of socio-economic development of the country whilst contributing to international trade.
National Commercial Ports Policy, 2002	To enable the South African commercial ports system to be globally competitive; safe and secure, operating at internationally accepted levels of operational efficiency and serve the economy and meet the needs of port users in a manner that is economically and environmentally sustainable.
Marine Traffic Act, 1981 (Act 2 of 1981)	To regulate marine traffic in the Republic of South Africa; and to provide for matters connected therewith.

LEGISLATION	PURPOSE
Carriage of Goods by Sea Act, 1986 (Act 1 of 1986)	To amend the law with respect to the carriage of goods by sea so as to govern the rights and responsibilities between the owners of the cargo being shipped and the persons or entities that transport the cargo for a fee.
Marine Pollution (Prevention of Pollution from Ships), 1986 (Act 2 of 1986)	To provide for the protection of the sea from pollution by oil and other harmful substances discharged from ships and to give effect to the International Convention for the Prevention of Pollution by ships 1973.
Marine Oil Pollution (Preparedness, Response and Cooperation) Bill of 2022	To provide for the regulation and management of the country's response to major marine oil pollution incidents at the country's coastal seas.
Maritime Development Fund Bill, 2022	The proposed fund, which will provide a path for maritime funding solutions, will aim to capacitate the maritime sector for SAMSA and the Ports Regulator of South Africa to fulfil their respective mandate.
Shipping and Civil Aviation Laws Rationalisation Act, 1994 (Act 28 of 1994)	To repeal certain laws relating to shipping and civil aviation.
Wreck and Salvage Act, 1996 (Act 94 of 1996)	To provide for the salvage of certain vessels and for the application in the Republic of the International Convention of Salvage, 1989, and to provide for the repeal or amendment of certain provisions of the Merchant Shipping Act, 1951, and the amendment of the Admiralty Jurisdiction Regulation Act, 1983.
South African Maritime Safety Act, 1998 (Act 5 of 1998)	To provide for the establishment and functions of the South African Maritime Safety Authority.
South African Maritime Safety Authority Levies Act, 1998 (Act 6 of 1998)	To provide for the establishment and functions of the South African Maritime Safety Authority.
Ship Registration Act, 1998 (Act 58 of 1998)	To provide for the imposition of levies by the South African Maritime Safety Authority.
Sea Transport Documents Act, 2000 (Act 65 of 2000)	To regulate the position of certain documents relating to the carriage of goods by sea.
Gender	
Beijing Declaration and Platform for Action, 1995	Is an agenda for women's empowerment and considered the key global policy document on gender equality.
Convention of the Elimination of all Discrimination against Women	The Convention provides the basis for realising equality between women and men through ensuring women's equal access to, and equal opportunities in, political and public life including the right to vote and to stand for election, as well as education, health and employment.
Employment Equity Act 1998 (No 55 of 1998)	To ensure that everyone enjoys equal opportunity and fair treatment in the workplace.
Framework on Gender Responsive Planning, Budgeting, Monitoring, Evaluation and Auditing, 2018	It's a public policy tool that analyses central and local administrative budgets to assess gender funding gaps, identify actions to close them and ensure that national and local commitments to gender equality and women's empowerment are adequately funded.
Gender Equality Strategic Framework, 2015	Is aimed at achieving women's empowerment and gender equality in the workplace. Ensure a better quality of life for all women through improved and accelerated service delivery by the Public Service
National Development Plan Vision 2030	A long-term vision and plan for the country which aims to eliminate poverty and reduce inequality by 2030.
National Strategic Plan on Gender-Based Violence and Femicide, 2020	A long-term vision and plan for the country which aims to eliminate poverty and reduce inequality by 2030. The NSP aims to provide a multi-sectoral, coherent strategic policy and programming framework to strengthen a coordinated national response to the crisis of gender-based violence and femicide by the government of South Africa and the country as a whole.

LEGISLATION	PURPOSE
Sustainable Development Goals	To achieve basic levels of goods and services for all, better redistribution of wealth and resources they are the blueprint to achieve a better and more sustainable future for all.
Disability	
Handbook on Reasonable Accommodation of Employees with Disabilities in the Public Service, 2007	To guide implementation of reasonable accommodation measures to uphold, support and promote the rights of persons with disabilities.
Job Access Strategic Framework, 2006	To transform the Public Sector to be inclusive of people with disabilities. It aims to promote social justice.
United Nations Convention on the Rights of Persons with Disabilities	To promote, protect and ensure the full and equal enjoyment of all human rights and fundamental freedoms by all persons with disabilities, and to promote respect for their inherent dignity.
White Paper on the Rights of Persons with Disabilities	Advocates for transforming the health system to improve the lives of disabled people by for instance removing communication and information barriers, reducing costs associated with care and skilling health personnel to provide equitable services to persons with disabilities.
Youth	
National Youth Policy 2015 – 2020	Is developed for all young people in South Africa, with a focus on redressing the wrongs of the past and addressing the specific challenges and immediate needs of the country's youth.
National Child Care and Protection Policy, 2019	To protect children's rights and their best interests. Placing the child as the first priority when dealing with all identified or suspected cases of child abuse. Empowering and educating children on their rights, personal safety and steps they can take, if there is a problem.
White papers	
White Paper on National Transport Policy, 2021	<ul style="list-style-type: none"> The broad objectives of the Government's transport policy are: To support the goals of the prevailing, overarching plan for national development to meet the basic accessibility needs of the residents of South Africa, grow the economy, develop and protect human resources, and involve stakeholders in key transport-related decision making. To enable customers requiring transport for people or goods to access the transport system in ways that best meet their chosen criteria. To improve the safety, security, reliability, quality and speed of transporting goods and people. To improve South Africa's competitiveness and that of its transport infrastructure and operations through greater effectiveness and efficiency to better meet the needs of different customer groups, both locally and globally. To invest in infrastructure or transport systems in ways that satisfy social, economic or strategic investment criteria; and To achieve the above objectives in a manner that is economically and environmentally sustainable and minimizes negative side effects.
White Paper on National Transport Policy, 1996 (2022)	<p>The White Paper on National Transport Policy recognizes the important role that transport plays in the social and economic development of the country, as a mechanism for "smooth and efficient interaction" and as a catalyst for development. Accordingly, the White Paper acknowledges that policies in the transport sector must be "outward looking, shaped by the needs of society in general, of the users or customers of transport, and of the economy that transport has to support". The Transport Policy sets the framework for the future actions of the Department of Transport. This policy framework also acts as a guide for other transport institutions in developing their individual strategies. The Policy sets out six key areas of policy, providing a vision, mission, objectives and policy statements on each. These key areas are:</p> <ul style="list-style-type: none"> Infrastructure Transport infrastructure (all modes) Operation and control

LEGISLATION	PURPOSE
TRANSPORT MASTERPLAN National Transport Master Plan (NATMAP), 2005-2050	<ul style="list-style-type: none"> • Land passenger transport • Land freight transport • Civil aviation • Maritime transport; and • Road traffic and safety. <p>The National Transport Master Plan (NATMAP) is developed by the National DoT through a process of comprehensive investigation and consultation. NATMAP is envisioned as a framework for development of a state-of-the-art, multi-modal transport system in SA. The Plan seeks to address the planning, implementation, maintenance, operation, investment and monitoring of transport policy and investment on a five-year incremental basis from 2005 to 2050. In the development of NATMAP, the DoT has identified economic, capacity and infrastructure challenges to the creation of an integrated and efficient transport system in SA. Once completed, NATMAP will address these challenges and provide a framework for all future policies and interventions in the transport sector. In addition to the above, in 2010 The Executive Council of the Eastern Cape Province passed a resolution to in-source government fleet management services. Government Fleet Management Services (GFMS) Trading Entity was then established in terms of PFMA Treasury Regulation 19 in November 2011 to provide fleet management services to all Eastern Cape Provincial Government departments and the Legislature. The entity is responsible for procuring vehicles on behalf of the Eastern Cape government, administration of fleet, repairs and maintenance of fleet and disposal of obsolete fleet.</p>
National Spatial Development Framework	<p>The National Spatial Development Framework (NSDF) as approved in terms of Section 13(5) provides a long-term national spatial planning instrument with a long-term horizon that is mandated by the Spatial Planning and Land Use Management Act, 2013 (SPLUMA), has to be aligned with the National Development Plan (NDP), and is adopted by Cabinet as official national spatial development policy for implementation throughout the country. As such, National Spatial Development Framework provides an overarching spatial development framework including a set of principle-driven spatial investment and development directives for all three spheres and sectors of government, meaning 'where, when, what type, and how much to invest and spend throughout the country'; and a set of strategic spatial areas of national importance from an ecological, social, economic and/or ICT or movement infrastructure perspective, to be targeted by both government and the private sector in the pursuit of strategic national development objectives, or to avert national crises. The NSDF was compiled to assist in the implementation of the NDP by providing national spatial development guidance, direction and impetus. It seeks to close the gap between planning, plans and actions within our system of cooperative government. The NSDF identifies six National Spatial Development Levers to realise the spatial development vision.</p> <p>Regulates financial management in national and provincial government, listed public entities, constitutional institutions and provincial legislatures. Ensures that all revenue, expenditure, assets and liabilities of these institutions are managed efficiently and effectively and Defines the responsibilities of persons entrusted with financial management in these bodies.</p> <p>The department will prioritize the implementation of the transformative tools and pieces of legislation to ensure an inclusive economic growth and development of all the vulnerable groups.</p>
Public Finance Management Act (Act 1 of 1999)	
LEGISLATION	PURPOSE
Railways and Ports South African Transport Services Conditions and Service Act, 1988 (Act 41 of 1988)	To provide for certain matters relating to the conditions of service of employees of the South African Transport Services.
Legal Succession to the South African Transport Services Act, 1989 (Act 9 of 1989)	To make provision for the formation of a company, for the legal succession to the South African Transport Services by the Company, for the establishment of the South African Rail Commuter Corporation Limited.

LEGISLATION	PURPOSE
National Railway Safety Regulator Act, 2002 (Act 16 of 2002)	To provide for safety standards and regulatory practices for the protection of persons, property and the environment.
National Ports Act, 2005 (Act 12 of 2005)	To provide for the establishment of the National Ports Authority and the Ports Regulator; to provide for the administration of certain ports by the National Ports Authority.
Roads	
Advertising on Roads and Ribbon Development Act, 1940 (Act 21 of 1940)	To regulate the display of advertisements outside certain urban areas at places visible from public roads, and the depositing of disused machinery or refuse and the erection of structures near certain public roads.
Administrative Adjudication of Road Offences Act, 1998	To promote road traffic quality by providing for a scheme to discourage road traffic contraventions, to administratively deal with the adjudication of road traffic violations and implement a points demerit system.
National Roads Act, 1972 (Act 09 of 1972)	To regulate the display of advertisements outside certain urban areas at places visible from public roads, and the depositing or leaving of disused machinery or refuse and the erection, construction or laying of structures and other things near certain public roads, and the access to certain land from such roads.
National Road Traffic Act (Act 93 of 1996)	To regulate and provide for road traffic matters which shall apply uniformly throughout the Republic.
National Road Safety Act, 1972 (Act 9 of 1972).	To promote road safety; for that purpose, to establish a national road safety council and a central road safety fund.
South African Roads Board Act, 1988 (Act 74 of 1988)	To establish a South African Roads Board and a Toll Roads Committee and determine the functions of that board and of that committee.
Transport Deregulation Act, 1988 (Act 80 of 1988)	Transport Deregulation Act, 1988 (Act 80 of 1988) - to repeal the Transport (Co-ordination) Act, 1948; and to provide for the continued existence of, and the continuation of certain functions the National Transport Commission; for the transfer of certain powers, functions and duties of the National Transport Commission to the South African Roads Board and for the vesting of certain property of that commission in that board.
South African National Roads Agency Limited and National Roads, 1998 (Act 07 of 1998)	To make provision for a national roads agency for the Republic to manage and control the Republic's national roads system and take charge, amongst others, of the development, maintenance and rehabilitation of national roads within the framework of government policy
National Environmental Management Act, 1998 (Act 108 of 1998)	To provide for co-operative, environmental governance by establishing principles for decision-making on matters affecting the environment, institutions that will promote co-operative governance and procedures for co-ordinating environmental functions exercised by organs of state; and to provide for matters connected therewith.
National Climate Change Response Policy White Paper, 2011	To address both mitigation and adaptation in the short, medium and long term (up to 2050). GHG emissions are set to stop increasing at the latest by 2020-2025, to stabilise for up to 10 years and then to decline in absolute terms.
Spatial Planning and Land Use Management Act	To provide a framework for spatial planning and land use management in the Republic, to address past spatial and regulatory imbalances.
Project and Construction Management Act, 2000 (Act 48 of 2000)	To provide for the regulation of the relationship between the South African Council for the Project and Construction Management Professions and the Council for the Built Environment.
Engineering Profession Act, 2000 (Act 46 of 2000)	To provide for the registration of professionals, candidates and specified categories in the engineering profession.
Construction Industry Development Board Act, 2000 (Act 38 of 2000)	To implement an integrated strategy for the reconstruction, growth and development of the construction industry.
Government Immovable Asset Management Act, 2007 (Act 17 of 2007)	To ensure the coordination of the use of an immovable asset with the service delivery objectives of a national or provincial department.
National Standards Act, 2008 (Act 8 of 2008)	To provide for the development, promotion and maintenance of standardisation and quality in connection with commodities and the rendering of related conformity assessment services; and for that purpose, to provide for the continued existence of the SABS, as the peak national institution.

LEGISLATION	PURPOSE
Disaster Management Act, 2002 (Act 57 of 2002)	To provide an integrated and coordinated disaster management policy that focuses on preventing or reducing the risk of disasters, mitigating the severity of disasters, emergency preparedness, rapid and effective response to disasters and post-disaster recovery; the establishment of national, provincial and municipal disaster management centres; disaster management volunteers; and matters incidental thereto.
National Heritage Resource, 1999 (Act 25 of 1999)	To promote good management of the national estate, and to enable and encourage communities to nurture and conserve their legacy so that it may be bequeathed to future generations.
Mineral and Petroleum Resources Development (Act 28 of 2002)	To make provision for equitable access to and sustainable development of the nation's mineral and petroleum resources.
Division of Revenue Act	To provide for the equitable division of revenue raised nationally among the national, provincial and local spheres of government
Motor Vehicles	
Road Transportation Act, 1977 (Act 74 of 1977)	To provide for the control of certain forms of road transportation.
Road Traffic Act, 1989 (Act 29 of 1989)	Empowers traffic officers to stop vehicles and ascertain compliance with the road traffic rules and regulations.
Financial Supervision of the Road Accident Fund Act, 1993 (Act 8 of 1993)	To further regulate the affairs of the Multilateral Motor Vehicle Accidents Fund
Road Accident Fund Act, 1996 (Act 56 of 1996)	To provide for the establishment of the Road Accident Fund
National Road Traffic Act, 1996 (Act 93 of 1996)	To provide for road traffic matters which shall apply uniformly throughout the Republic.
Cross-Border Road Transport Act, 1998 (Act 4 of 1998)	To provide for co-operative and co-ordinated provision of advice, regulation, facilitation and law enforcement in respect of cross-border road transport by the public and private sectors.
Transport Appeal Tribunal Act, 1998 (Act 39 of 1998)	To provide for the establishment of the Transport Appeal Tribunal to consider and to decide appeals noted under the National Land Transport Act, 1998, and under the Cross-Border Road Transport Act, 1998.
National Land Transport Interim Arrangements Act, 1998 (Act 45 of 1998)	To make arrangements relating or relevant to transport planning and public road transport services within metropolitan transport areas declared under the Urban Transport Act, 1977.
Administrative Adjudication of Road Traffic Offences Act, 1998 (Act 46 of 1998)	It's an act of the Parliament of South Africa which introduces a point demerit system for violations of traffic law.
Road Traffic Laws Rationalisation Act, 1998 (Act 47 of 1998)	To repeal certain laws relating to road traffic applicable only in particular areas of the Republic in so far as they fall outside the functional areas mentioned in Schedules 4 and 5 to the Constitution.
Road Accident Fund Commission Act, 1998 (Act 71 of 1998)	To make recommendations regarding, a system for the payment of compensation or benefits, or a combination of compensation and benefits, in the event of the injury or death of persons in road accidents.
Road Traffic Management Corporation Act, 1999 (Act 20 of 1999)	To provide for the phasing in of private investment in road traffic.
National Land Transport Transition Act, 2000 (Act 22 of 2000)	To provide for the transformation and restructuring of the national land transport system of the Republic.
National Land Transport Act, 2009 (Act 05 of 2009)	To provide further the process of transformation and restructuring the national land transport system initiated by the National Land Transport Transition Act, 2000 (Act No. 22 of 2000).
Civil Aviation	
Airports Company Act, 1993 (Act No 44 of 1993)	To provide for the transfer of certain assets and functions of the State to a public company to be established and for matters connected therewith.
Air Services Licensing Act, 1990 (Act 115 of 1990)	To provide the establishment of an Air Service Licensing Council; for the licensing and control of domestic air services.

LEGISLATION	PURPOSE
Air Traffic and Navigation Services Company Act, 1993(Act 45 of 1993)	To provide for the transfer of certain assets and functions of the State to a public company to be established.
Carriage by Air Act, 1946 (Act 47 of 1946)	To give effect to a Convention for the unification of certain rules relating to international carriage by air; to make provision for applying the rules contained in the said Convention, subject to exceptions, adaptations and modifications, to carriage by air which is not international carriage within the meaning of the Convention.
Civil Aviation Act, 2009 (Act 13 of 2009)	To repeal, consolidate and amend the aviation laws giving effects to certain International Aviation Convention, to provide for the control and regulation of aviation with the Republic and to provide for the establishment of a South African Civil Aviation Authority with safety and security oversight function.
Convention on the International Recognition of Rights in Aircraft Act, 1993 (Act 53 of 1993)	To provide for the application in the Republic of the Convention on the International Recognition of Rights in Aircraft; to make special provision for the hypothecation of aircraft and shares in aircraft.
Convention on International Interests in Mobile Equipment Act, 2007 (Act 4 of 2007)	To harmonize national laws with the principles underlying asset-based financing for mobile equipment – aircraft (through the Protocol), to protect the rights of manufacturers/financiers /lessors against third party claims and seizures in case of insolvency and to allow creditors speedy relief in the case of default by a debtor such as repossession of, selling or leasing of, or collection of income derived from the mobile equipment.
International Air Services Act, 1993 (Act 60 of 1993)	To provide for the establishment of an International Air Services Council; for the regulation and control of international air services.
South African Civil Aviation Authority Levies Act, 1998 (Act 41 of 1998)	To provide for the imposition of levies by the South African Civil Aviation Authority.
South African Maritime and Aeronautical Search and Rescue Act, 2002 (Act 44 of 2002)	To incorporate the International Convention on Maritime Search and Rescue, 1979, and Annex 12 to the Convention on International Civil Aviation, 1944, into South African law; to establish the South African Maritime and Aeronautical Search and Rescue Organization.
Shipping	
Ballast Water Management Bill, 2022	To provide for the prevention of the introduction of alien and invasive species via ship's ballast water and sediment; the implementation of the International Convention for the Control and Management of Ship's Ballast Water and Sediment 2004, and matters related thereto.
Merchant Shipping Act, 1951 (Act 57 of 1951)	To provide for the control of merchant shipping and matters incidental thereto.
Comprehensive Maritime Transport Policy (CMTTP)	To facilitate growth and development of South Africa's maritime transport system in support of socio-economic development of the country whilst contributing to international trade.
National Commercial Ports Policy, 2002	To enable the South African commercial ports system to be globally competitive; safe and secure, operating at internationally accepted levels of operational efficiency and serve the economy and meet the needs of port users in a manner that is economically and environmentally sustainable.
Marine Traffic Act, 1981 (Act 2 of 1981)	To regulate marine traffic in the Republic of South Africa; and to provide for matters connected therewith.
Carriage of Goods by Sea Act, 1986(Act 1 of 1986)	To amend the law with respect to the carriage of goods by sea so as to govern the rights and responsibilities between the owners of the cargo being shipped and the persons or entities that transport the cargo for a fee.
Marine Pollution (Prevention of Pollution from Ships), 1986 (Act 2 of 1986)	To provide for the protection of the sea from pollution by oil and other harmful substances discharged from ships and to give effect to the International Convention for the Prevention of Pollution by ships 1973.
Marine Oil Pollution (Preparedness, Response and Cooperation) Bill of 2022	To provide for the regulation and management of the country's response to major marine oil pollution incidents at the country's coastal seas.
Maritime Development Fund Bill, 2022	The proposed fund, which will provide a path for maritime funding solutions, will aim to capacitate the maritime sector for SAMSA and the Ports Regulator of South Africa to fulfil their respective mandate.
Shipping and Civil Aviation Laws Rationalisation Act, 1994 (Act 28 of 1994)	To repeal certain laws relating to shipping and civil aviation.

LEGISLATION	PURPOSE
Wreck and Salvage Act, 1996 (Act 94 of 1996)	To provide for the salvage of certain vessels and for the application in the Republic of the International Convention of Salvage, 1989; and to provide for the repeal or amendment of certain provisions of the Merchant Shipping Act, 1951, and the amendment of the Admiralty Jurisdiction Regulation Act, 1983.
South African Maritime Safety Act, 1998 (Act 5 of 1998)	To provide for the establishment and functions of the South African Maritime Safety Authority.
South African Maritime Safety Authority Levies Act, 1998 (Act 6 of 1998)	To provide for the establishment and functions of the South African Maritime Safety Authority.
Ship Registration Act, 1998 (Act 58 of 1998)	To provide for the imposition of levies by the South African Maritime Safety Authority.
Sea Transport Documents Act, 2000 (Act 65 of 2000)	To regulate the position of certain documents relating to the carriage of goods by sea.
Gender	
Beijing Declaration and Platform for Action, 1995	Is an agenda for women's empowerment and considered the key global policy document on gender equality.
Convention of the Elimination of all Discrimination against Women	The Convention provides the basis for realising equality between women and men through ensuring women's equal access to, and equal opportunities in, political and public life including the right to vote and to stand for election, as well as education, health and employment.
Employment Equity Act 1998 (No 55 of 1998)	To ensure that everyone enjoys equal opportunity and fair treatment in the workplace.
Framework on Gender Responsive Planning, Budgeting, Monitoring, Evaluation and Auditing, 2018	It's a public policy tool that analyses central and local administrative budgets to assess gender funding gaps, identify actions to close them and ensure that national and local commitments to gender equality and women's empowerment are adequately funded.
Gender Equality Strategic Framework, 2015	Is aimed at achieving women's empowerment and gender equality in the workplace. Ensure a better quality of life for all women through improved and accelerated service delivery by the Public Service
National Development Plan Vision 2030	A long-term vision and plan for the country which aims to eliminate poverty and reduce inequality by 2030.
National Strategic Plan on Gender-Based Violence and Femicide, 2020	A long-term vision and plan for the country which aims to eliminate poverty and reduce inequality by 2030. The NSP aims to provide a multi-sectoral, coherent strategic policy and programming framework to strengthen a coordinated national response to the crisis of gender-based violence and femicide by the government of South Africa and the country as a whole.
Sustainable Development Goals	To achieve basic levels of goods and services for all, better redistribution of wealth and resources they are the blueprint to achieve a better and more sustainable future for all.
Disability	
Handbook on Reasonable Accommodation of Employees with Disabilities in the Public Service, 2007	To guide implementation of reasonable accommodation measures to uphold, support and promote the rights of persons with disabilities.
Job Access Strategic Framework, 2006	To transform the Public Sector to be inclusive of people with disabilities. It aims to promote social justice.
United Nations Convention on the Rights of Persons with Disabilities	To promote, protect and ensure the full and equal enjoyment of all human rights and fundamental freedoms by all persons with disabilities, and to promote respect for their inherent dignity.
White Paper on the Rights of Persons with Disabilities	Advocates for transforming the health system to improve the lives of disabled people by for instance removing communication and information barriers, reducing costs associated with care and skilling health personnel to provide equitable services to persons with disabilities.
Youth	

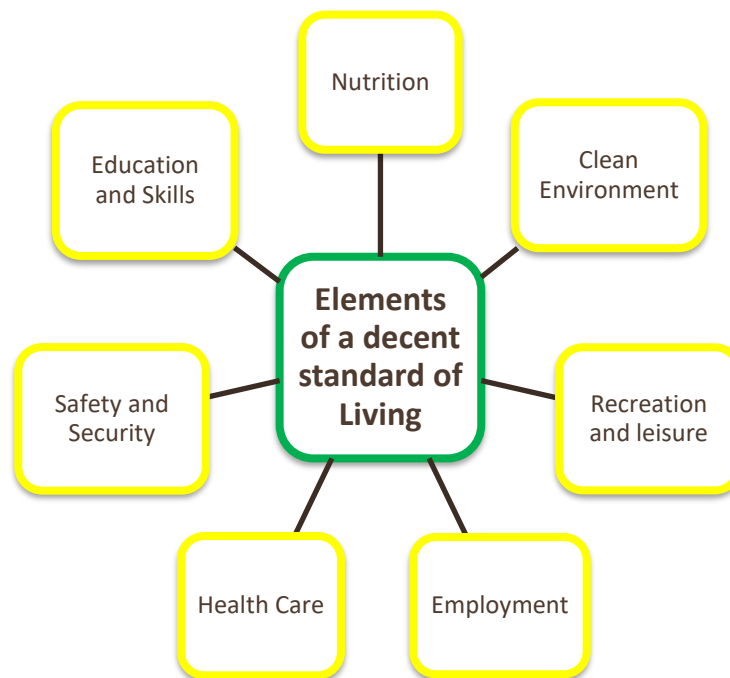
LEGISLATION	PURPOSE
National Youth Policy 2015 – 2020	Is developed for all young people in South Africa, with a focus on redressing the wrongs of the past and addressing the specific challenges and immediate needs of the country's youth.
National Child Care and Protection Policy, 2019	To protect children's rights and their best interests. Placing the child as the first priority when dealing with all identified or suspected cases of child abuse. Empowering and educating children on their rights, personal safety and steps they can take, if there is a problem.
WHITE PAPERS	
White Paper on National Transport Policy, 2021	<ul style="list-style-type: none"> The broad objectives of the Government's transport policy are: To support the goals of the prevailing, overarching plan for national development to meet the basic accessibility needs of the residents of South Africa, grow the economy, develop and protect human resources, and involve stakeholders in key transport-related decision making. To enable customers requiring transport for people or goods to access the transport system in ways that best meet their chosen criteria. To improve the safety, security, reliability, quality and speed of transporting goods and people. To improve South Africa's competitiveness and that of its transport infrastructure and operations through greater effectiveness and efficiency to better meet the needs of different customer groups, both locally and globally. To invest in infrastructure or transport systems in ways that satisfy social, economic or strategic investment criteria; and To achieve the above objectives in a manner that is economically and environmentally sustainable and minimizes negative side effects.
White Paper on National Transport Policy, 1996 (2022)	<p>The White Paper on National Transport Policy recognizes the important role that transport plays in the social and economic development of the country, as a mechanism for "smooth and efficient interaction" and as a catalyst for development. Accordingly, the White Paper acknowledges that policies in the transport sector must be "outward looking, shaped by the needs of society in general, of the users or customers of transport, and of the economy that transport has to support". The Transport Policy sets the framework for the future actions of the Department of Transport. This policy framework also acts as a guide for other transport institutions in developing their individual strategies. The Policy sets out six key areas of policy, providing a vision, mission, objectives and policy statements on each. These key areas are:</p> <ul style="list-style-type: none"> Infrastructure Transport infrastructure (all modes) Operation and control Land passenger transport Land freight transport Civil aviation Maritime transport; and Road traffic and safety.
TRANSPORT MASTERPLAN	
National Transport Master Plan (NATMAP), 2005-2050	The National Transport Master Plan (NATMAP) is developed by the National DoT through a process of comprehensive investigation and consultation. NATMAP is envisioned as a framework for development of a state-of the-art, multi-modal transport system in SA. The Plan seeks to address the planning, implementation, maintenance, operation, investment and monitoring of transport policy and investment on a five-year incremental basis from 2005 to 2050. In the development of NATMAP, the DoT has identified economic, capacity and infrastructure challenges to the creation of an integrated and efficient transport system in SA. Once completed, NATMAP will address these challenges and provide a framework for all future policies and interventions in the transport sector. In addition to the above, in 2010 The Executive Council of the Eastern Cape Province passed a resolution to in-source government fleet management services. Government Fleet Management Services (GFMS) Trading Entity was then established in terms of PFMA Treasury Regulation 19 in November 2011 to provide fleet management

LEGISLATION	PURPOSE
National Spatial Development Framework	services to all Eastern Cape Provincial Government departments and the Legislature. The entity is responsible for procuring vehicles on behalf of the Eastern Cape government, administration of fleet, repairs and maintenance of fleet and disposal of obsolete fleet. The National Spatial Development Framework (NSDF) as approved in terms of Section 13(5) provides a long-term national spatial planning instrument with a long-term horizon that is mandated by the Spatial Planning and Land Use Management Act, 2013 (SPLUMA), has to be aligned with the National Development Plan (NDP), and is adopted by Cabinet as official national spatial development policy for implementation throughout the country. As such, National Spatial Development Framework provides an overarching spatial development framework including a set of principle-driven spatial investment and development directives for all three spheres and sectors of government, meaning 'where, when, what type, and how much to invest and spend throughout the country'; and a set of strategic spatial areas of national importance from an ecological, social, economic and/or ICT or movement infrastructure perspective, to be targeted by both government and the private sector in the pursuit of strategic national development objectives, or to avert national crises. The NSDF was compiled to assist in the implementation of the NDP by providing national spatial development guidance, direction and impetus. It seeks to close the gap between planning, plans and actions within our system of cooperative government. The NSDF identifies six National Spatial Development Levers to realise the spatial development vision.
Public Finance Management Act (Act 1 of 1999)	Regulates financial management in national and provincial government, listed public entities, constitutional institutions and provincial legislatures. Ensures that all revenue, expenditure, assets and liabilities of these institutions are managed efficiently and effectively and Defines the responsibilities of persons entrusted with financial management in these bodies. The department will prioritize the implementation of the transformative tools and pieces of legislation to ensure an inclusive economic growth and development of all the vulnerable groups.

A.2.2.1 GUARDING FRAMEWORKS FOR DEVELOPMENT AND ALIGNMENT OF INTERVENTIONS

National Development Plan – Vision 2030 (NDP)

The National Development Plan of 2012 is a broad development plan that aims to create a better SA for all who live in it. The NDPs' keystone objective is to bring about inclusive economic growth, where economic growth is equally spread among all South Africans, leading to reduced poverty and inequality leading to better living standards. The NDP notes that the following elements are important to living standards:



The NDP recognizes the important role infrastructure plays, especially transport infrastructure, in creating a stronger national economy with increased employment and lower inequality and poverty. The NDP realizes that transport infrastructure will support the NDP in meeting the key objectives, by:

- improving social mobility and integration
- facilitating economic growth
- contribute to sustainability

The Medium-Term Developmental Plan (MTDP 2024 - 2029)

In line with the NDP, the national government has adopted the MTDP which is designed to provide strategic direction to government programmes over the 2024-2029 five-year strategic plan period. MTDPF (2025-2030) is the seventh five-year building block in achieving the vision and the goals of the country's long-term NDP, after MTSF (2019-2024). Below is the diagram articulating the three adopted priorities that would serve as the Strategic Priorities for the country.

MTDP three priorities in detail:

Priority	Details
National Priority 1	Inclusive Economic Growth & Job Creation Sub-Priority 1: Achieve more rapid inclusive and sustainable economic growth to create jobs.
National Priority 2	Reduce poverty and tackle the high cost of living Sub-Priority 2: Provide a safety net for the vulnerable, ensured that we have skilled, healthy workforce, enabling infrastructure and basic services.
National Priority 3	A Capable, Ethical & Developmental State: Sub-Priority 3: Play a key role (directly or indirectly) within the economy, through regulation, network industries and by creating an enabling environment and that law and order is maintained.

Cross cutting focus: Women, Youth, Persons with Disabilities and Military Veterans.

The Provincial Developmental Plan 2025-2030

The Eastern Cape Government developed six provincial developmental goals for the 5-year strategic planning period to give effect to its strategic priority areas as aligned with the NDP and MTSF. Together, the goals constitute the Provincial Development Plan (PDP) 2025-2030. The PDP Goals aligned with the Provincial Programme of Action (PoA) strategic priorities and MTSF Outcomes below:

POA STRATEGIC PRIORITY TWO: ECONOMIC TRANSFORMATION AND JOB CREATION	
PDP GOALS	MEDIUM-TERM STRATEGIC FRAMEWORK OUTCOMES
PDP GOAL 1: AN INCLUSIVE, INNOVATIVE AND GROWING ECONOMY	<ul style="list-style-type: none"> Investing in inclusive economic growth More decent jobs created and sustained, with youth, women and persons with disabilities prioritised (Unemployment rate 20% -24%) Improve the quality and quantum of investment to support growth and job creation Integrated service delivery, settlement transformation and inclusive growth in urban and rural places
POA STRATEGIC PRIORITY FOUR: CONSOLIDATING THE SOCIAL WAGE THROUGH RELIABLE AND QUALITY BASIC SERVICES	
PDP GOAL TWO: AN ENABLING INFRASTRUCTURE NETWORK	<ul style="list-style-type: none"> School physical infrastructure and environment that inspires learners to learn and teachers to teach
POA STRATEGIC PRIORITY FIVE: SPATIAL INTEGRATION, HUMAN SETTLEMENTS AND LOCAL GOVERNMENT	
PDP GOAL THREE: RURAL DEVELOPMENT AND AN INNOVATIVE AND HIGH-VALUE AGRICULTURE	<ul style="list-style-type: none"> Improved capacity to deliver basic services, quality infrastructure and integrated public transport to increase household access to basic services Affordable, safe and reliable public transport Persons with disabilities have equitable access to socio-economic opportunities
POA STRATEGIC PRIORITY SIX: SOCIAL COHESION AND SAFER COMMUNITIES	
PDP GOAL FOUR: HUMAN DEVELOPMENT	Increased feelings of safety in communities
POA STRATEGIC PRIORITY FIVE: SPATIAL INTEGRATION, HUMAN SETTLEMENTS AND LOCAL GOVERNMENT	
PDP GOAL FIVE: ENVIRONMENTAL SUSTAINABILITY	Greenhouse Gas Emission Reduction (Mitigation)
POA STRATEGIC PRIORITY ONE: CAPABLE, ETHICAL AND DEVELOPMENT STATE	
PDP GOAL 6: CAPABLE DEMOCRATIC INSTITUTIONS	<ul style="list-style-type: none"> Improved governance and accountability Functional, Efficient and Integrated Government Professional, meritocratic and ethical public administration Mainstreaming of gender, youth and disability, empowerment and development institutionalised

To combat poverty, inequality, and unemployment, the province has chosen top indicators to concentrate on during the coming years. The APEX indicators for the Eastern Cape are an essential part of keeping an eye on and assisting with the execution of the Eastern Cape Provincial Development Plan (EC PDP). These metrics are essential for tracking advancements in several important areas, including poverty, inequality, unemployment rates, investment, economic growth, human development, and service delivery.



Provincial Policy Priorities relevant to ECDOT

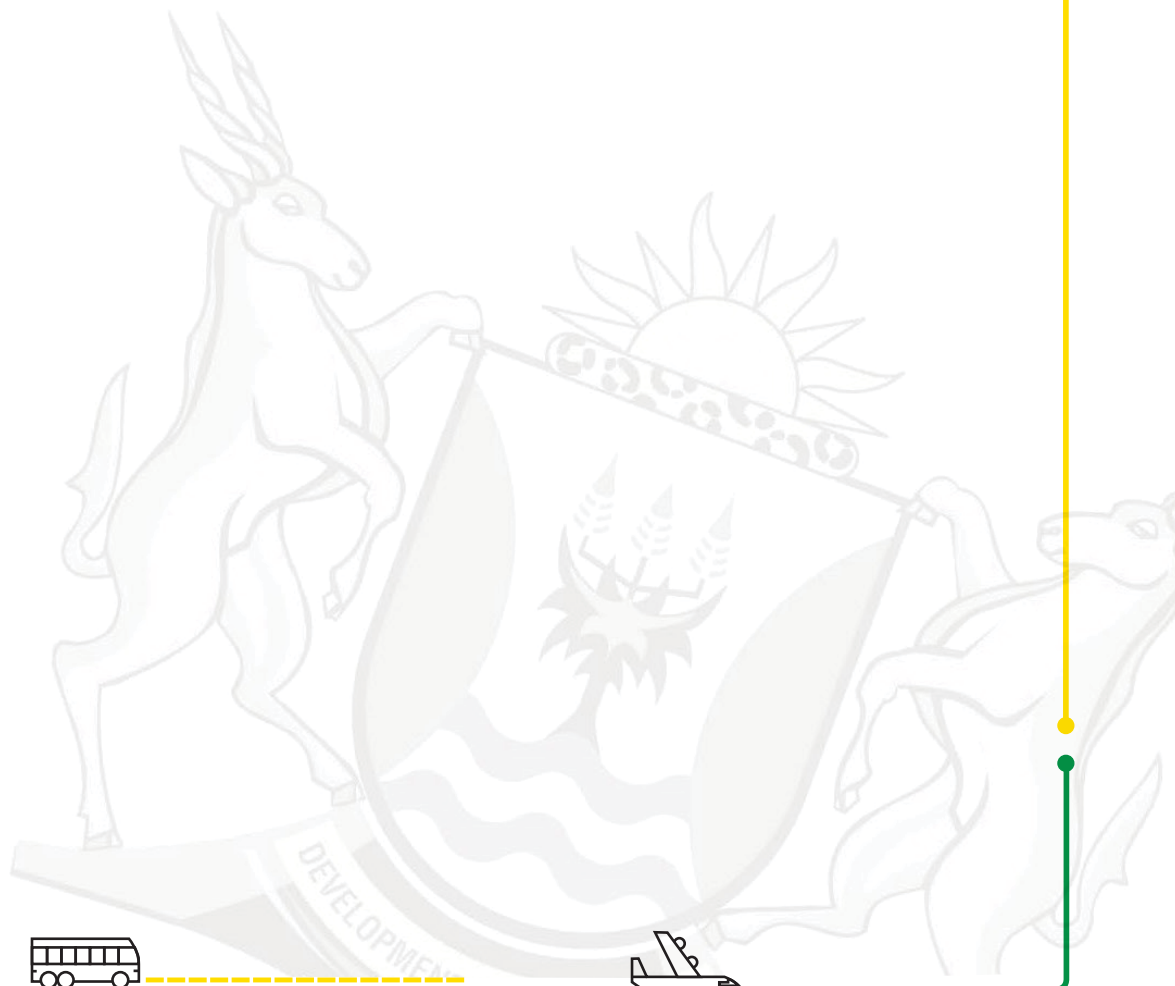
Provincial Policy Priorities	Details
Provincial Policy Priority 2	Transformation and Municipal Support (by all organs of state)
Provincial Policy Priority 5	Infrastructure Human Settlements & Broadband
Provincial Policy Priority 6	Food Security land reform & agriculture commercialisation
Provincial Policy Priority 7	Inclusive Economic Growth
Provincial Policy Priority 9	Youth Development, Skills development & training for the economy

Provincial Medium Term Development Plan 2025 – 2030 (P-MTDP)

The Eastern Cape Province has developed its Provincial Medium Term Development Plan 2025-2030 (P-MTDP) with priorities and targets to be achieved by the incoming administration based on the mandate it received from its citizens after the general elections held on 29 May 2024.

The main objective of the P-MTDP 2025-2030 is to serve as a building block towards achieving the provincial vision as encapsulated in the PDP—an enterprising and connected province where all its people reach their potential. Therefore, this P-MTDP 2025-2030 is a five-year plan for the province consisting of strategic priorities and targets to achieve the goals of PDP measured through the provincial Apex Indicators.

This P-MTDP 2025-2030 is also anchored on the Statement of Intent of the Government of National Unity as drawn and aligned to the National Medium-Term Development Plan 2024- 2029. As a result, this P-MTDP 2025-2030 inculcates the election manifesto directives of the ruling party in the province and priorities for the 7th Administration in the context of the Government of National Unity (GNU).



Key Areas of Integration

NDP CHAPTER 4: ECONOMY INFRASTRUCTURE CHAPTER 6: INCLUSIVE RURAL ECONOMY						
NATIONAL STRATEGIC PRIORITY 1: INCLUSIVE ECONOMIC GROWTH AND JOB CREATION						
PROVINCIAL DEVELOPMENT PLAN GOAL 2: AN ENABLING INFRASTRUCTURE NETWORK						
INTEGRATION PROGRAMME: INFRASTRUCTURE HUMAN SETTLEMENTS AND BROADBAND						
OUTCOMES	FOCUS AREA	PRIORITY INTERVENTION	DOT INTERVENTION	MEDIUM TERM EXPENDITURE FRAMEWORK		
				2024/25	2025/26	2026/27
Increased infrastructure investment and job creation: Invest in infrastructure development in key sectors of energy, communications, water and transport infrastructure, and focus in underserved areas.	Infrastructure Development	Scholar transport for learners living more than 5kms from school.	The department will offer scholar transport for learners living more than 5kms from school	R725 431m	R763 903m	R773 128m
		Subsidize bus companies to provide public transport services across the province	Subsidize bus companies to provide public transport services across the province: Routes subsidised.	R702 425m	R787 557m	R766 606
		Complete building all critical rural bridges to support access to services	Complete building all critical rural bridges to support access to services • Weliszwe Bridges	R223 000m	R244 000m	Not Funded
		Respond to aging infrastructure to support economic growth • Refurbish provincial road network Provide roads leading to health facilities and schools	Respond to aging infrastructure to support economic growth • Refurbish provincial road network • Provide roads leading to health facilities and schools • Improve access to economic amenities	R586 335m	R509 553m	R397 951
Infrastructure	Economic	Improve utilisation of provincial airports • Refurbish provincial ports	The Department will continue to do work to improve utilisation of provincial airports • Investment in airports	R14m	R35,111m	R32 033m
		Implement an Integrated Infrastructure Plan focusing of the NDP prioritised infrastructure sectors (Refer to the attached NDP presentation) a. Passenger Transport b. Road Infrastructure	The department has sets aside 2% (R50,9 million) from the infrastructure budget, which then gets utilized based on the assessment conducted during Disaster in our roads. The department has developed and approved Disaster Management Policy in this regard.	R50,9 million	2% of allocated budget for Infrastructure Maintenance Budget	2% of allocated budget for Infrastructure Maintenance Budget

NDP CHAPTER 3: ECONOMY AND EMPLOYMENT						
NATIONAL STRATEGIC PRIORITY 1: INCLUSIVE ECONOMIC GROWTH AND JOB CREATION						
PROVINCIAL DEVELOPMENT PLAN GOAL 1: AN INCLUSIVE, INNOVATIVE AND GROWING ECONOMY						
INTEGRATION PROGRAMME: INCLUSIVE ECONOMIC GROWTH						
OUTCOMES	FOCUS AREA	INTEGRATION PROGRAMME	DOT INTERVENTION	MEDIUM TERM EXPENDITURE FRAMEWORK		
				2024/25	2025/26	2027/28
Enabling environment for investment and improved competitiveness through structural reforms: Cut red tape and streamline support for small enterprises, entrepreneurs and cooperatives, especially in townships and villages, to thrive.	Investments	Improve revenue generation to bolster provincial fiscus	To improve revenue generation to bolster provincial fiscus, • The department will continue to generate revenue from different major sources such as motor vehicle licenses; vehicles number plates, road traffic fines, airport landing fees and rentals from Mthatha service providers.	R813 858m	R813 445m	R895m

NDP CHAPTER 3: ECONOMY AND EMPLOYMENT						
STRATEGIC PRIORITY 1: INCLUSIVE ECONOMIC GROWTH AND JOB CREATION						
PROVINCIAL DEVELOPMENT PLAN GOAL 1: AN INCLUSIVE, INNOVATIVE AND GROWING ECONOMY						
INTEGRATION PROGRAMME: INCLUSIVE ECONOMIC GROWTH						
OUTCOMES	FOCUS AREA	INTEGRATION PROGRAMME	DOT INTERVENTION	MEDIUM TERM EXPENDITURE FRAMEWORK		
				2024/25	2025/26	2027/28
Re-industrialisation, localisation and beneficiation: Drive growth in labour intensive sectors such as services, agriculture, manufacturing, mining and tourism, including the finalisation & implementation of master plans. Strengthen industrial policy incentives to ensure that these are results based to support exports and job creation.	Government Procurement	(SMME Development through Government Procurement)	Provide support to the Aftermarket Industry to access markets in RT46 Government Fleet Contract of +- R250million spend per annum (SMME Development through Government Procurement)	-	R132m	R154m

NDP CHAPTER 3: ECONOMY AND EMPLOYMENT									
NATIONAL STRATEGIC PRIORITY 1: INCLUSIVE ECONOMIC GROWTH AND JOB CREATION									
PROVINCIAL DEVELOPMENT PLAN GOAL 1: AN INCLUSIVE, INNOVATIVE AND GROWING ECONOMY									
INTEGRATION PROGRAMME: INFRASTRUCTURE HUMAN SETTLEMENTS AND BROADBAND									
OUTCOMES	FOCUS AREA	INTEGRATION PROGRAMME	DOT INTERVENTION	MEDIUM TERM EXPENDITURE FRAMEWORK				2026/27	2027/28
				2024/25	2025/26	2026/27	2027/28		
Re-industrialisation, localisation and beneficiation: Drive growth in labour intensive sectors such as services, agriculture, manufacturing, mining and tourism, including the finalisation & implementation of master plans	Oceans Economy	Capacity of youth entrepreneurs for participation in the industry	Marine protection and ocean governance.	R631 000	R1m	R1m	R1m		
			Participation into National and Provincial Maritime structures						
			Maritime Career Expo to encourage career choices into the sector						
			Maritime Awareness Sessions						
			Maritime Empowerment Consultations to encourage Women Participation within the structures.						

NDP CHAPTER 3: ECONOMY AND EMPLOYMENT									
NDP CHAPTER 9: IMPROVING EDUCATION, TRAINING AND INNOVATION									
NATIONAL STRATEGIC PRIORITY 1: INCLUSIVE ECONOMIC GROWTH AND JOB CREATION									
PROVINCIAL DEVELOPMENT PLAN GOAL 1: AN INCLUSIVE, INNOVATIVE AND GROWING ECONOMY									
INTEGRATION PROGRAMME: YOUTH DEVELOPMENT, SKILLS DEVELOPMENT & TRAINING FOR THE ECONOMY									
OUTCOMES	FOCUS AREA	PROVINCIAL INTEGRATION INTERVENTION	DOT INTERVENTION	MEDIUM TERM EXPENDITURE FRAMEWORK				2026/27	2027/28
				2024/25	2025/26	2026/27	2027/28		
Increased employment opportunities: Work with the private sector and labour to protect existing jobs and investments in vulnerable sectors. Continue to implement and optimise public employment programmes (including the Presidential Employment Stimulus, the National Youth Service, and Expanded Public Works) and prioritise work experience for young people.	Youth Unemployment	Roll out artisan training programmes	Roll out artisan training programmes (trade, manufacturing)	R4 200m	-	-	-	-	-
		Create jobs through the public employment programmes (EPWP, CWP, etc.)	Create 170 000 jobs through the public employment programmes (EPWP)	R591 391m	R463 494m	R502 581	R525 205		
		- Focus on an exit strategy for public employment program	- Focus on an exit strategy for public employment programmes						
		Create jobs through infrastructure development	Create jobs through infrastructure development (human settlements, transport, SEZ's, etc.)	Prefeasibility	To be determined	To be determined	To be determined		
Skills for the economy: Produce the skills that for economy, expand vocational and technical training in schools and post schools institutions, and take a demand led approach to skills development.	Skills Development	Skills audit per priority economic sector	Skills audit per priority economic sector						
		Developing future skills within the Maritime Industry	The department has been, and will continue to offer external Bursaries encouraging youth participation particularly in the Maritime and Aviation Sector.	R6m	R7,2m	R8m	R9m		
			In the process of negotiating a possible partnership with South African International Maritime Institute to encourage training of youth to encourage employment in the maritime fraternity	Prefeasibility	To be determined	To be determined	To be determined		



NDP CHAPTER 3: ECONOMY AND EMPLOYMENT						
STRATEGIC PRIORITY 2: REDUCE POVERTY AND TACKLE THE HIGH COST OF LIVING						
PROVINCIAL DEVELOPMENT PLAN GOAL 1: INNOVATIVE AND INCLUSIVE GROWING ECONOMY						
INTEGRATION PROGRAMME: YOUTH DEVELOPMENT, SKILLS DEVELOPMENT & TRAINING FOR THE ECONOMY						
OUTCOMES	FOCUS AREA	INTEGRATION PROGRAMME	DOT INTERVENTION	MEDIUM TERM EXPENDITURE FRAMEWORK		
				2024/25	2025/26	2026/27
Re-industrialisation, localisation and beneficiation: Drive growth in labour intensive sectors such as services, agriculture, manufacturing, mining and tourism, including the finalisation & implementation of master plans.	Automotive Manufacturing	Establish automotive aftermarket support in the province (particular focus on youth entrepreneurs)	Support the AIEDC in providing information pertaining to the possible market opportunities relating to the investment potential available for the maintenance and repairs for white and yellow fleet, as well as Maybuye Transport Corporation. This information should also assist with development of a plan to determine and envision the viability of how the department can contribute to the incentive programmes to retain existing OEMs and component suppliers. Alignment between AIDC-EC and DOT to be finalised through an MOA.	-	Prefeasibility	To be determined
		Create a Provincial Engineering Bursary Fund for Engineering Studies for youth to promote local employment and entrepreneurship	The Department is already funding 37 Engineering related studies through internal bursary programme.	R3 253m	R3,3m	R3,5m
		Develop an EV Ecosystem, Incubation and Infrastructure within the province to promote mobility for new energy vehicles	Support the AIDC-EC in ensuring that there are Provincial Regulations to support the EV Ecosystem within the province. This is not limited to the integrations with Municipalities to ensure that there are by-laws for the installation and maintenance of Infrastructure for EVs..	-	Prefeasibility	To be determined

NDP CHAPTER 3: ECONOMY AND EMPLOYMENT						
STRATEGIC PRIORITY 2: REDUCE POVERTY AND TACKLE THE HIGH COST OF LIVING						
PROVINCIAL DEVELOPMENT PLAN GOAL 1: INNOVATIVE AND INCLUSIVE GROWING ECONOMY						
INTEGRATION PROGRAMME: YOUTH DEVELOPMENT, SKILLS DEVELOPMENT & TRAINING FOR THE ECONOMY						
OUTCOMES	FOCUS AREA	INTEGRATION PROGRAMME	DOT INTERVENTION	MEDIUM TERM EXPENDITURE FRAMEWORK		
				2024/25	2025/26	2026/27
Re-industrialisation, localisation and beneficiation: Drive growth in labour intensive sectors such as services, agriculture, manufacturing, mining and tourism, including the finalisation & implementation of master plans.	Automotive Manufacturing	Establish automotive aftermarket support in the province (particular focus on youth entrepreneurs)	Support the AIEDC in providing information pertaining to the possible market opportunities relating to the investment potential available for the maintenance and repairs for white and yellow fleet, as well as Mayibuye Transport Corporation. This information should also assist with development of a plan to determine and envision the viability of how the department can contribute to the incentive programmes to retain existing OEMs and component suppliers. Alignment between AIDC-EC and DOT to be finalised through an MOA.	-	Pre-feasibility	-
		Create a Provincial Engineering Bursary Fund for Engineering Studies for youth to promote employment and entrepreneurship	The Department is already funding 37 Engineering related studies through internal bursary programme.	R3 253m	R3,3m	R3,5m
		Develop an EV Ecosystem, Incubation and Infrastructure within the province to promote mobility for new energy vehicles	Support the AIDC-EC in ensuring that there are Provincial Regulations to support the EV Ecosystem within the province. This is not limited to the integrations with Municipalities to ensure that there are by-laws for the installation and maintenance of Infrastructure for EVs..	-	Prefeasibility	To be determined
						To be determined



2025-2030 EASTERN DEPARTMENT OF TRANSPORT PRIORITIES



PRIORITIES IN DETAIL:

2025 – 2030 Departmental Priorities	Implementation Intervention	Year of Implementation	Output	Outcome	Leading Programme
1. Institutionalization of the Transport Master Plan	Consultation with Internal & External Stakeholders	2025/26	Transport Plans developed	Improved public transport system	Programme 2: Transport Infrastructure
2. Preventative Maintenance Strategy for Road Infrastructure	1 678 000 m ² square meters of surfaced roads maintained through reseals and rehabilitation	2025/26 – 2028/29	Surfaced roads rehabilitated	Improved transport infrastructure	Programme 2: Transport Infrastructure
3. GFMS to be converted to a public entity	Repositioning of GFMS as a Public Entity	2025/26 - 2027/28	Agile Public Entity better positioned to service all spheres of government	An effective and efficient public service	Government fleet Management services
4. Advance the implementation of universal access guidelines that incorporate people living with disability	Women, Youth, People living with Disability empowerment Programme	2025/26 – 2028/29	Transformational imperatives released	Improved public transport system	Programme 1: Administration
5. Develop policy broad guidelines to assist Mayibuye Transport Corporation to be a self-sustainable entity	Repositioning Strategy (including recapitalization)	2025/26	-	Improved public transport system	Programme 3: Transport Operations
6. Implementation of the National Road Safety Strategy.	Provincial Road Safety Strategy Implementation plan	2025/26 – 2028/29	Road Safety initiative	Improved Transport Safety	Programme 4: Transport Regulations
7. Leveraging innovative technology solutions and artificial intelligence to enhance operational efficiencies and optimize the delivery of public services	Review and implementation of the ICT Strategy	2025/26 – 2028/29	ICT Initiative	An effective and efficient public service	Programme 1: Administration

A.3 INSTITUTIONAL POLICIES AND STRATEGIES OVER THE FIVE-YEAR PLANNING PERIOD

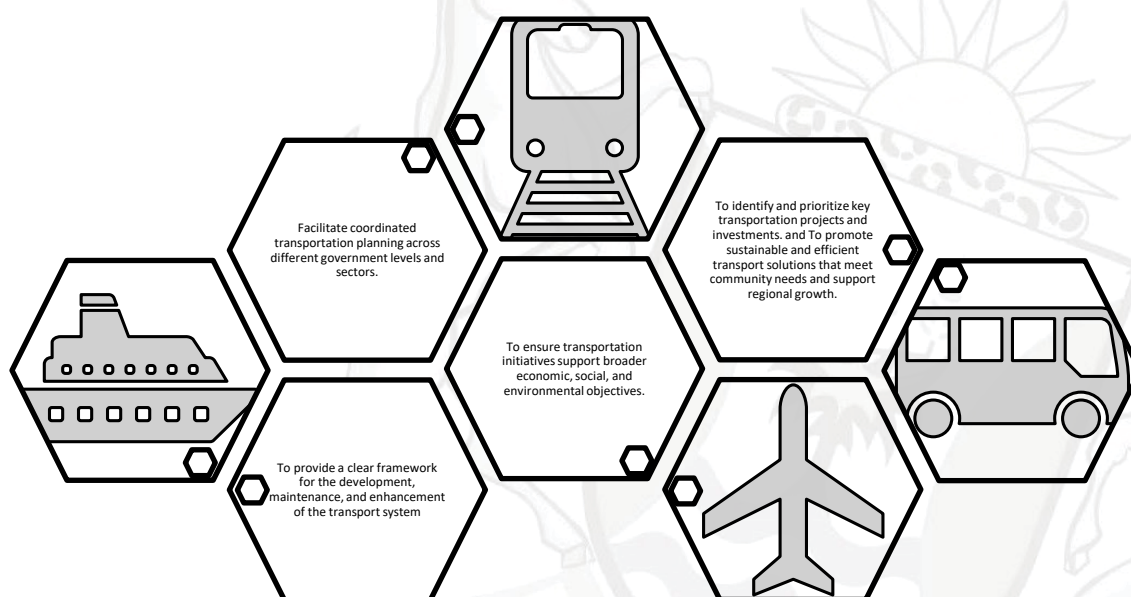
A.3.1 Updates to Institutional Policies and Strategies over the five-year planning period

The Department is actively engaged in the process of institutionalizing the Eastern Cape Transport Master Plan: Vision 2050. The update of this comprehensive plan, initiated during the 6th term of administration, outlines a long-term vision for the province's transport infrastructure and development. While the institutionalization process is underway, the Department remains committed to the implementation of the Master Plan's targets for the medium term (2015-2030). This involves addressing any implementation gaps that arose during the previous period (2010-2015). The Department's focus extends to all modes of transport and includes a strong emphasis on Green Transport Strategy and achieving Millennium Development Goals. Moving forward into the 7th term of administration, the Department of Transport will continue its efforts to institutionalize the Transport Master Plan. A key component of this strategy involves fostering collaboration and engagement with all relevant transport stakeholders. This collaborative approach is essential to ensure swift and effective implementation of the plan's actions up to 2050.

The Department has a role to play in each of the strategic national priorities and the goals of the province. To address this, the Department has developed its own priorities which will embrace the National Development Plan, the NDP Five-Year Implementation Plan, the Transport Sector Long Term Plans and Outcomes, Provincial Development Plan Goals and the Local Government Plans, the 2024 Ruling Party Manifesto. Our approach was informed by the Medium Term Strategic Framework and the obligation to respond to some of the goals and priorities drawn from the Manifesto of the ANC, which included: Inclusive growth and Job Creation; Education, Skills and Health; reduce poverty and tackle the high cost of living; Spatial Integration, Human Settlements and Local Government; Social Cohesion and Safe Communities; A Capable; Ethical and Developmental State and A Better Africa and World.

Eastern Cape Transport Master Plan 2050

A Transport Master Plan is a comprehensive, multi modal, integrated, and dynamic plan that provides a sustainable framework for planning and implementing transport infrastructure and transport services. Most importantly, such a plan seeks to develop continuously and improve the efficiency and effectiveness of a multimodal transport system – a transport system that is well regulated and well managed within a multi-sectoral sphere of effective coordination within and cooperation between various government spheres, relevant private sectors, civil society partners and stakeholders up to 2050. The Master Plan serves as a comprehensive strategic framework for the development and improvement of transportation infrastructure and services within the Eastern Cape.

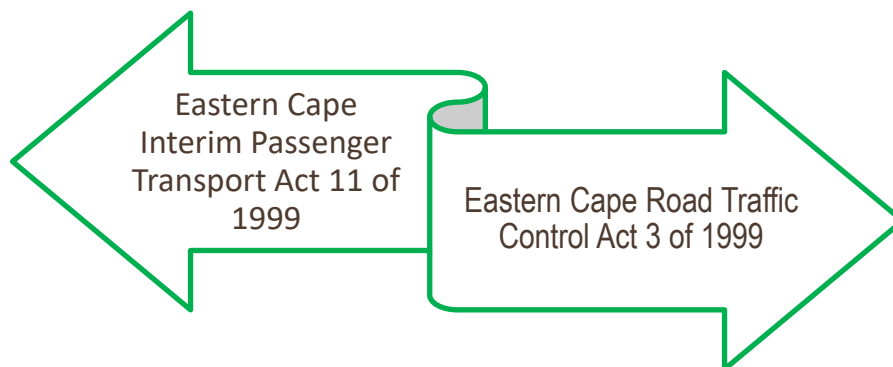


Policies to be reviewed in the next 5years

Strategies / Policies to be developed	Strategies / Policies to be reviewed
Provincial Road Safety Strategy	Provincial Road Freight Strategy
Roads Camp Strategy	Provincial Transport Land Framework
Provincial Disaster Management plan	Routine Maintenance Strategy
	Provincial Learner Transport Policy
	Public Private Partnership Policy

Policies to be repealed

The Department has an approved memorandum for the inclusion of general repeal bill of the following old legislations for ECDOT:



A.4 RELEVANT COURT RULING

In 2024/25 financial year the Department received a court ruling regarding the 3 schools that were cited as applicants in the judgement for Khula Community Development Project versus MEC FOR TRANSPORT and seven others that were already benefiting in scholar transport. There is a court order that was obtained by consent between parties to provide scholar transport to learners in these schools.

The court judgment that would have implications in the department is **Khula Development Community Project v MEC For Transport and Others**. The court ordered the department to ensure that all qualifying learners are provided with scholar transport in the province. The effect of this judgment is that the department must transport an estimated number of more than 40 000 learners who potentially qualify to be transported to various schools across the province.

The department should, upon receipt of database from the DOE do costing to determine the full financial implications of the judgment in the current and outer years.



PART B

OUR STRATEGIC FOCUS



PART B : OUR STRATEGIC FOCUS

B.1 VISION

An accessible, efficient, affordable, safe and sustainable transport system.

B.2 MISSION

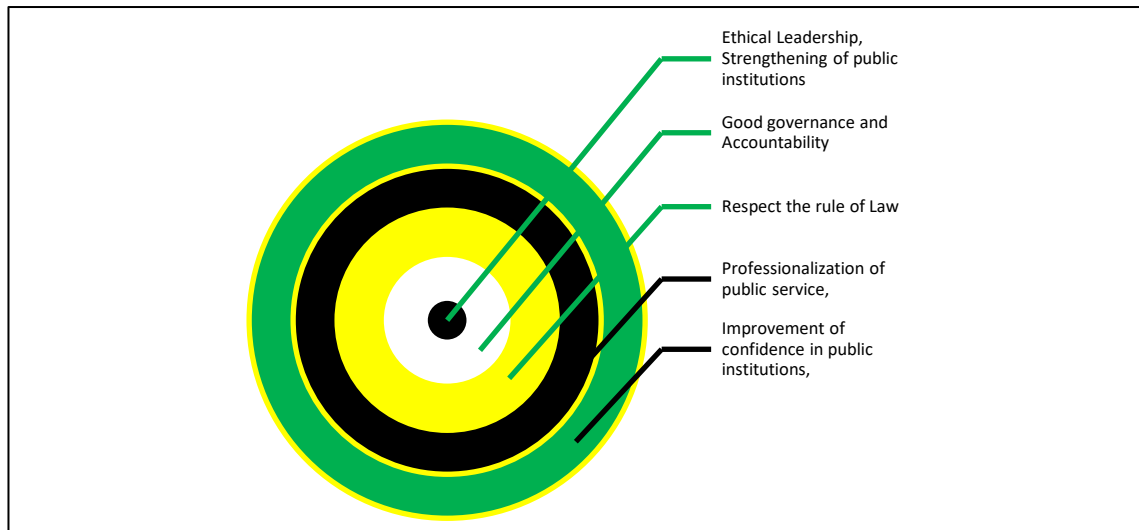
Provide, facilitate, develop, regulate, and enhance a safe, affordable and reliable multi-modal transport systems which is integrated with land uses to ensure improving levels of accessibility and optimal mobility of people and goods in support of socio-economic growth and development in the Province of the Eastern Cape.

B.3 VALUES

The values of the Department rest on the pillars of:

VALUES	DESCRIPTION
Commitment/Agile	The department will endeavor to exceed expectations in delivering an efficient, safe sustainable, affordable and accessible transport system. The department will work with urgency and commitment to be successful from employee and department perspectives.
Accountability	At all times we act with integrity, providing quality service, being reliable and responsible
Teamwork	Working co-operatively and making our work environment fun and enjoyable. We work with one another and our stakeholders with enthusiasm and appreciation
Good Governance	The department encourages the public trust and participation that enables services to improve. The department will strive to adhere to the six core principles of good governance i.e.: <ul style="list-style-type: none"> ✓ Focusing on the Department's purpose and on outcomes for citizen and service users promoting effectively in clearly defined functions and roles. ✓ Promoting values for the whole department and demonstrating the values of good governance through behaviors. ✓ Taking informed, transparent decisions and managing risk. Developing the capacity and capability to be effective. ✓ Engaging stakeholders and making accountability real.
Honesty / Integrity	The department will always seek greater understanding of the truth in every situation and act with integrity, ensuring that we remain corruption free. Focusing on showing respect, honesty, practicing positive values. We will aim at being reliable and trustworthy at all times and doing what we say we will.
Ethical leadership	At all times leadership must serve at home, leadership must set an example, leadership must act ethically, and leadership must present perhaps in a way preserving of their own positions. Ethical Leadership must set the tone, present leadership when it is due.

B.3.1 Departmental Pillars



Details:

Principles	Description
Participation	People should be fully engaged in their own process of learning, growth and change, starting from where they are and moving at their own pace.
Self-reliance	People should be connected to each other and with their environment in ways that make them more effective in their individual and collective efforts towards a better life, developing leadership, decision-making and planning skills, among other things.
Equity	The disbursement of resources should be based on needs, priorities and historical imbalances.
Transparency	There should be access to information, and openness regarding administrative and management procedures
Appropriateness	There should be responsiveness to social economic, cultural and political conditions.
Accountability	All legislation, policy and regulations should be compliant with.
Efficiency and effectiveness	Outcomes and outputs should be achieved in the most cost-effective manner.

B.4 SITUATIONAL ANALYSIS

The Department herein presents the broad environmental factors that influence the operations of the Department based on the Political, Economic, Sociocultural, Technological, Ecological and Legal (PESTEL) framework. The list of influences under the six PESTEL analysis include the following:

This section of the Annual Performance Plan (APP) for 2025/26 commences by reflecting on the **historical context**, which remains a fundamental background for transport planning going forward. A **Theory of Change** for how the transport sector improvements will happen is presented. This helps to emphasise numeral critical areas to focus on during planning. Thereafter, a **situational analysis** of the various branches within the department is provided, herein listed as Administration, Transport Operations, Transport Regulation, and Transport Infrastructure and Community-Based.

Transport themes hinge on education, encouragement, engineering, enforcement, and evaluation, redress, access, quality, equity, inclusivity and efficiency are used to focus the discussion of each phase. Key areas of innovation are also considered. Lessons from research and evaluations are incorporated throughout the analysis.

Since November 2021, both public and private sector bodies of the transport sector have been affected by the resurgence of rolling power blackouts i.e. load shedding due to power supply constraints in the country.

Important note on the effect of load shedding on service delivery.

The sixth administration's five-year plan was formulated before the return of load shedding which was lastly experienced during the fourth administration enduring the latter months of 2022 and continuing towards 2023, the adverse effects of the rolling blackouts and their widespread nature were clearly being felt across society and the economy, the elements of the transport sector itself not being spared. Concurrently, the power cuts provided an opportunity for South Africans to look towards alternative and innovative methods for transport and freighting.

This phenomenon has coincided with a shift in transport preferences, as more people have been utilising other modalities such as an uptake in the use of active modes (i.e., walking and cycling) and a decrease in public transit use such as railways.

Moreover, these interrupted power cuts have exposed the risk and inefficiencies of overreliance on a single source of energy without seeking to expand other alternative power-generating sources to contribute towards the country's electricity grid.

However, load shedding amongst other challenges affecting the country and the Eastern Cape Province does not remove any of the priorities outlined in the plan. However, they delay the point at which certain milestones can be reached, for budgetary and other constraints. Moreover, these challenges bring adaptation to some extent existing priorities.

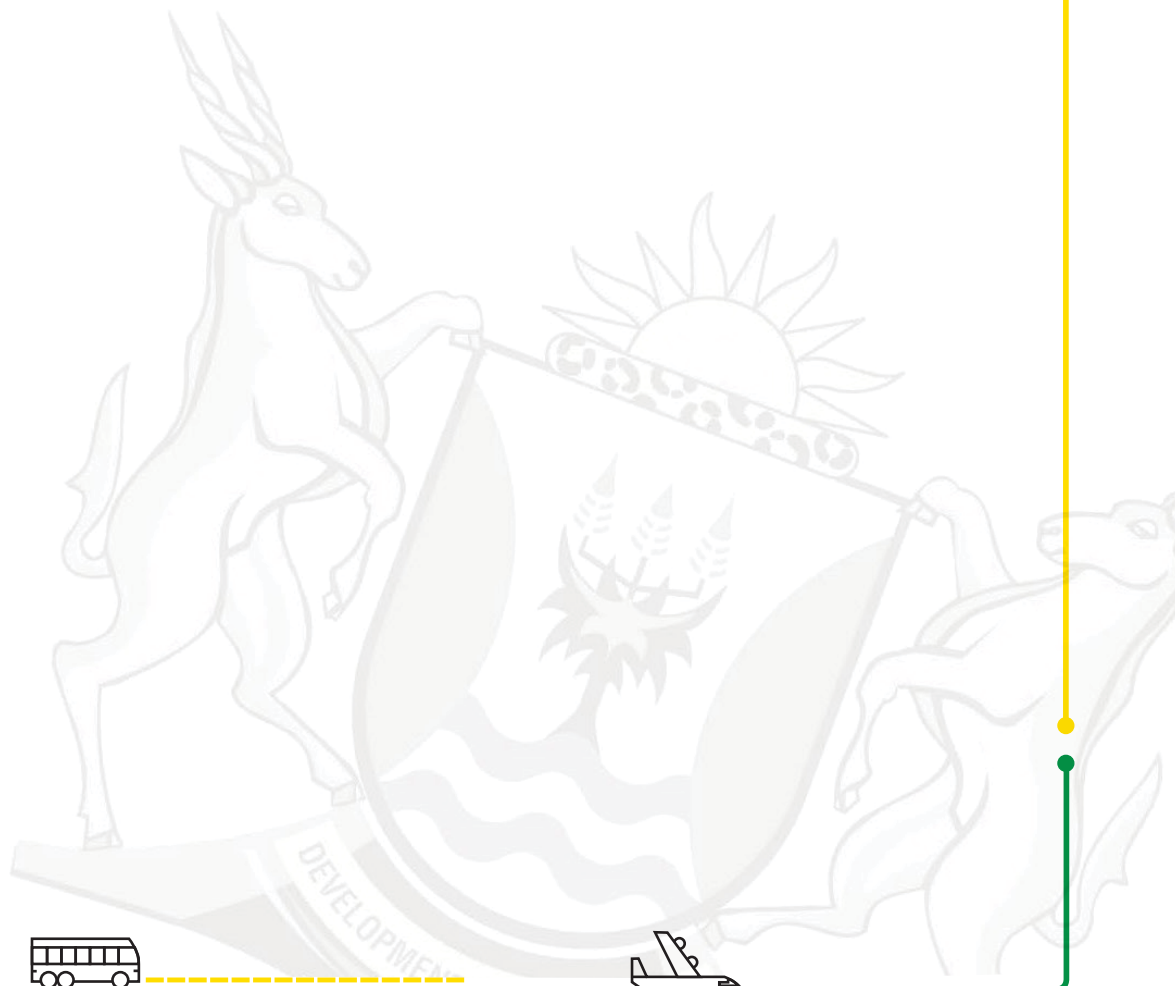
The overall goal of the various actors in transport remain to improve the socio-economic conditions of all the people, transform the province, develop activities, redress past inequities, and create a conducive environment for operators, drivers, quantity surveyors, and engineers to excel in their various spaces.

As the department we should not lose sight of this agenda as the province has been on an upward trajectory in assisting its population for almost three decades. This has profound and positive implications for the future of the Eastern Cape people. The energy of this improvement cannot be lost because of the of load shedding and other challenges the province is faced with.

Notwithstanding the impact of load shedding on the department's daily operations, we can think of transport infrastructure development in our previously disadvantaged communities, almost in the way we have learnt to think about the challenges brought by power cuts. It is a scourge, which must be eliminated by identifying our strengths, weaknesses, opportunities and treats, and intervening to ensure that people's future in transport and activities is not compromised.



In future, the transport sector should be better prepared for this risk. A conducive environment and access to opportunities are the backbone of excellence, especially for children and the youth in transport. The departmental programmes need to be better prepared to ensure that there is an enabling environment that facilitates to excellence and prosperity in transport.



Theory of change in Transport

Problem Statement	A provincial Transport system characterized by obsolete infrastructure, safety and security incidences, fatalities, unreliable and unintegrated services, high and unaffordable costs, greenhouse gas emissions, untransformed subsectors, funding challenges, fraud and corruption, and skewed subsidy regime.
Impact Statement	A Safe and Reliable Transport System

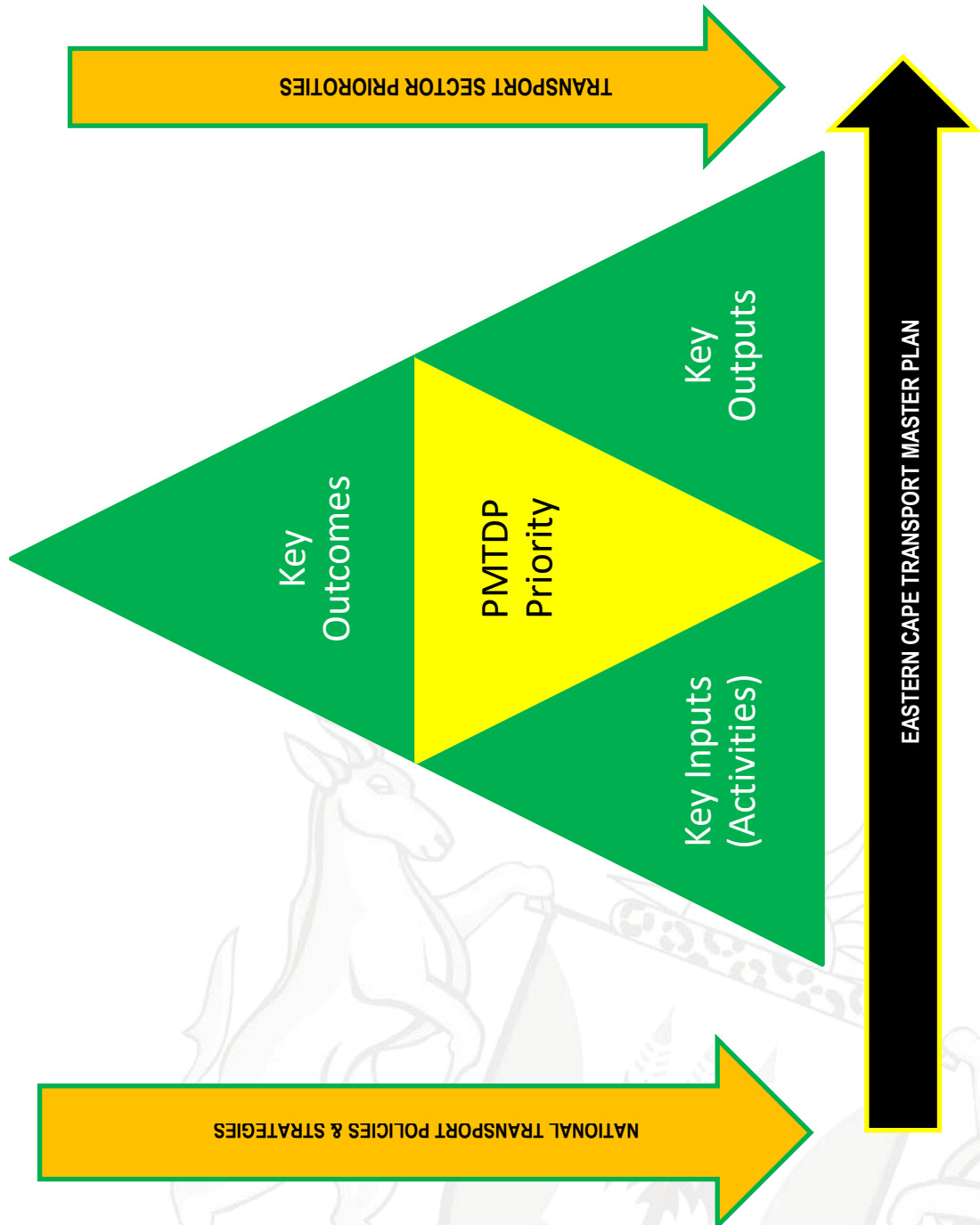
The theory of change is fundamentally focused on the enhancement of the quality of life of individuals in a manner that enhances their opportunities on the field or stage by acquiring essential skills. This is crucial in the pursuit of a sustainable, safe, affordable, efficient, and accessible transportation system.

PMTDP Priority	Key Outcomes	Key Outputs	Key Activities	Resources	Assumptions	Stakeholders
Priority 1: A Capable, Ethical & Developmental State:	An effective and Efficient public service	Unqualified Audit Report with no material findings	<ul style="list-style-type: none"> Development and strengthening of internal controls 	R23 700 000	Strengthening of internal control systems will result in improved financial management and more accurate performance information reporting	AGSA
Priority 3: Inclusive Economic Growth & Job Creation	Improved Transport Infrastructure	Number of kilometres of gravel roads upgraded to surfaced roads and Rehabilitated	<ul style="list-style-type: none"> Upgrading of gravel roads to surface road 	R647 354 000	Upgrading of gravel roads will lead to improved mobility, accessibility and safety through quality infrastructure investment	Local Municipalities Contractors Traditional Leaders
Priority 2: Reduce poverty and tackle the high cost of living	Improved public private participation	Number of jobs created		463 494 916	Creation of jobs will contribute to alleviating the high unemployment rate in the Province, and will lead to economic opportunities for previously marginalised groups.	Communities
Priority 3: Inclusive Economic Growth & Job Creation	Improved public Transport System	Routes subsidized for public transport	<ul style="list-style-type: none"> Payment of BUS subsidized services 	R778 343 000	There will be increased and more affordable access to public transport services	AB350 ALGOA MTC
		Public empowerment initiatives conducted	<ul style="list-style-type: none"> Empowerment of Public Transport stakeholders on NLTA 	R 9 316 000	There will be social cohesion and stakeholder collaboration in the public transport industry	SANTACO ECSBOC
		Number of Learners for scholar transported for transport services	<ul style="list-style-type: none"> Implementation of the National Scholar Transport Programme 	R763 903 000	Disadvantaged learners will be able to access affordable transport to get to	DOE Public Transport Operators

PMTDP Priority	Key Outcomes	Key Outputs	Key Activities	Resources	Assumptions	Stakeholders
	Improved Transport Safety	Number of Road Safety Awareness Interventions conducted % reduction of road crash accidents and fatalities	<ul style="list-style-type: none"> Implementation of the National Road Safety Strategy (NRSS) 	R0 (still to conduct road coordinating structures)	Education of road users will result in improved road safety and the reduction of road crashes and fatalities	DOE Road Users
			<ul style="list-style-type: none"> Monitor scholar, youth & adult interventions 	R5 053 158		
		Number of assessments conducted in Bhisho and Mthatha Airport to ensure compliance with SACAA requirements.	<ul style="list-style-type: none"> Conduct civil aviation assessments on a continuous basis 	R51 504 682	Improved compliance towards aviation regulation will ensure safe operations of transport systems to support economic activity	ACSAA ATNS TENANTS
		Number of transformational imperatives coordinated	<ul style="list-style-type: none"> Advance the implementation of universal access guidelines that incorporate people living with disability 	R1 888 180	Improved universal access will provide entry to socioeconomic opportunities	Youth Organisation Disability Sector Gender Empowerment Structures Military Veteran Association



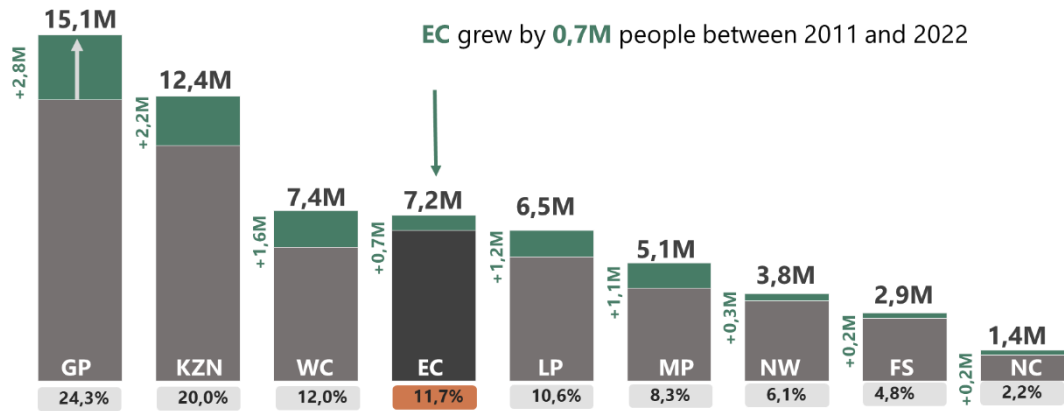
THEORY OF CHANGE DIAGRAM FOR THE EASTERN CAPE DEPARTMENT OF TRANSPORT
IMPACT STATEMENT: A SAFE AND RELIABLE TRANSPORT SYSTEM



Direct change factors

Population

Population by Province 2022



5

According to Statistics South Africa (2022), population by province, the Eastern Cape is the fourth largest with 7.2m.

Census 2022 General Household Survey

Province	Male	Female	Total
Western Cape	3 602 159	3 830 860	7 433 020
Eastern Cape	3 424 042	3 806 162	7 230 204
Northern Cape	653 320	702 626	1 355 945
Free State	1 407 824	1 556 588	2 964 412
Kwa-Zulu Natal	5 919 217	6 504 690	12 423 907
North West	1 885 033	1 919 514	3 804 547
Gauteng	7 617 952	7 481 471	15 099 423
Mpumalanga	2 469 794	2 673 530	5 143 324

It is estimated that the number of households increased from 11, 2 million in 2002 to 19, 0 million in 2023. Gauteng had the largest number of households, followed by KwaZulu-Natal, Western Cape, Limpopo and Eastern Cape. Northern Cape – the least populous province – also had the smallest number of households.

As per the graph below, from 2002 – 2023 Eastern Cape household survey shows an increase of 1.7m households becoming the fourth province with the largest population.

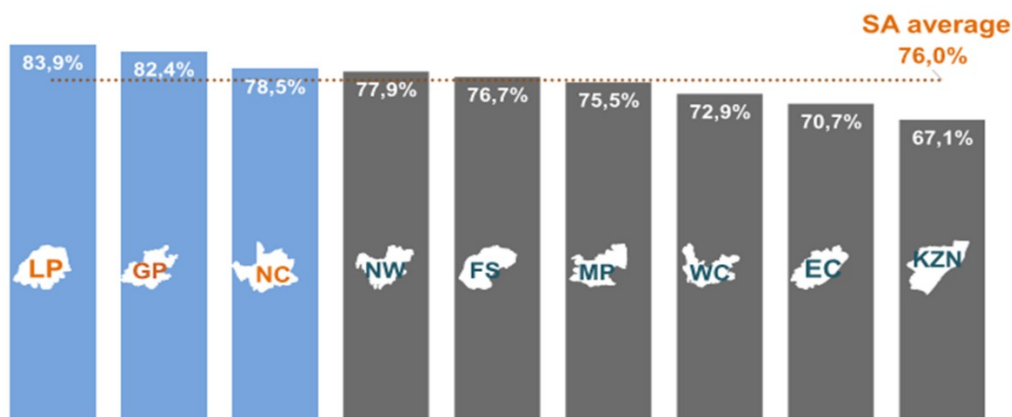
Figure 2.2 – Number of households per province, 2002–2023

	Total households (Thousands)									
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
2002	1 217	1 506	247	679	2 070	767	2 785	801	1 121	11 194
2003	1 251	1 518	252	692	2 105	789	2 882	827	1 144	11 459
2004	1 287	1 526	257	703	2 137	812	2 982	851	1 164	11 718
2005	1 323	1 530	261	715	2 168	834	3 088	876	1 181	11 977
2006	1 360	1 532	266	726	2 198	858	3 202	902	1 199	12 243
2007	1 396	1 541	272	738	2 240	881	3 305	929	1 222	12 522
2008	1 432	1 551	277	751	2 284	906	3 416	956	1 247	12 819
2009	1 469	1 561	282	763	2 331	930	3 537	984	1 272	13 128
2010	1 507	1 571	287	775	2 382	956	3 668	1 013	1 298	13 456
2011	1 547	1 580	293	787	2 434	982	3 807	1 043	1 324	13 797
2012	1 585	1 596	299	801	2 495	1 008	3 938	1 074	1 357	14 152
2013	1 626	1 611	305	815	2 556	1 037	4 075	1 105	1 390	14 521
2014	1 670	1 624	311	830	2 619	1 067	4 220	1 138	1 424	14 904
2015	1 718	1 636	318	845	2 683	1 099	4 377	1 172	1 459	15 307
2016	1 771	1 648	325	862	2 752	1 135	4 546	1 208	1 495	15 744
2017	1 823	1 667	333	882	2 827	1 172	4 709	1 248	1 537	16 199
2018	1 877	1 685	342	901	2 905	1 210	4 884	1 289	1 579	16 671
2019	1 933	1 702	350	921	2 985	1 248	5 072	1 332	1 621	17 163
2020	1 962	1 709	354	931	3 026	1 267	5 174	1 354	1 641	17 418
2021	2 021	1 725	363	952	3 111	1 308	5 384	1 399	1 684	17 947
2022	2 079	1 742	371	975	3 200	1 349	5 587	1 445	1 729	18 477
2023	2 136	1 761	380	999	3 292	1 390	5 779	1 493	1 775	19 005

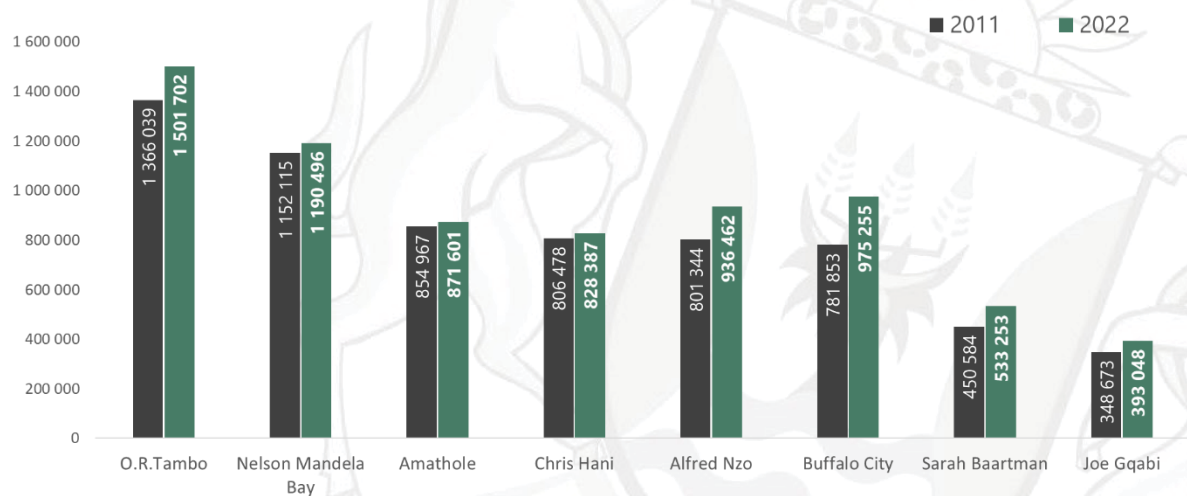
General Traveling Patterns:

Limpopo province has the highest number of people who took trips to the points of services.

Percentage of individuals who undertook a trip in the seven days prior to the survey



Eastern Cape population by districts, 2011-2022



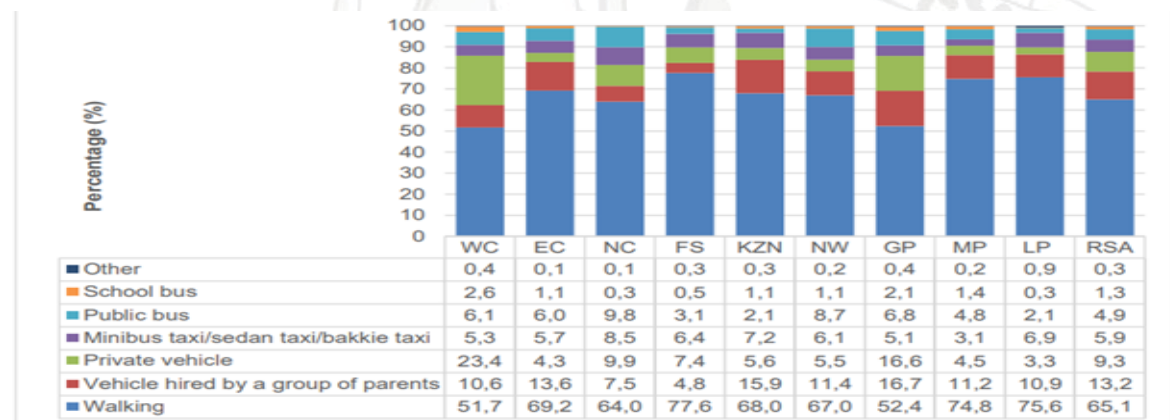
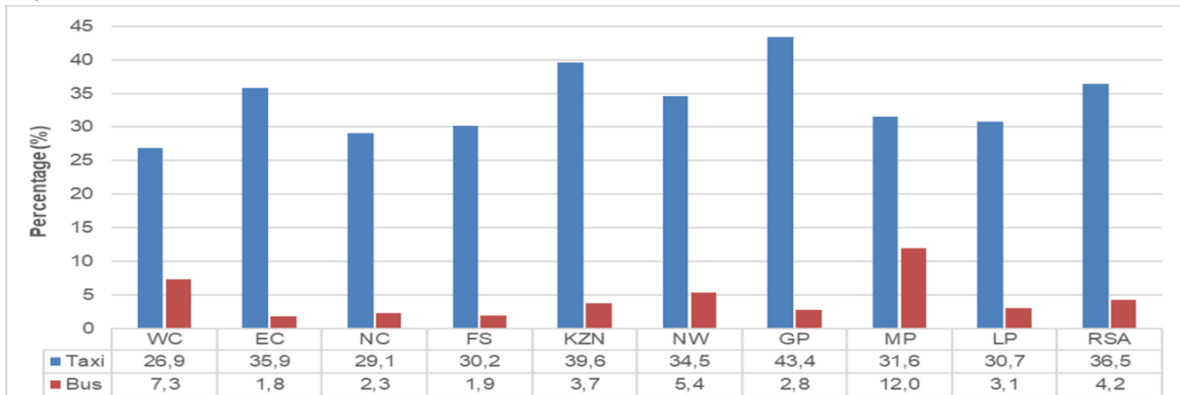
The highest proportion of person who undertook trips resides in Nelson Mandela Bay (78, 8%), Alfred Nzo (78, 1%), Buffalo City (74, 3%) and Amathole (72, 7%). A large proportion of persons in the province who undertook trips resides in the urban areas (74, 5%). As per the main mode of transport used by household members by district municipality, 2020; more than 50% of the household members walked all the way to their destination, followed by those that used taxis (23,1%), car or truck driver (10,5%) and car/truck as a passenger (10,3%). The least proportion of persons who walked all the way resided in Buffalo City (30, 6%) and Nelson Mandela Bay (31, 0%).

Mode of travel		Statistics (numbers in thousands)	District municipality								Eastern Cape
			Alfred Nzo	Amathole	Buffalo City	Chris Hani	Joe Gqabi	Nelson Mandela Bay	O.R. Tambo	Sarah Baartman	
Public transport	Train	Number	*	*	7	*	*	4	*	*	12
		Per cent	0,1	*	1,3	*	*	0,4	*	*	0,3
	Bus	Number	26	7	19	8	*	46	6	*	117
		Per cent	4,2	1,2	3,6	1,8	1,4	5,3	0,7	0,8	2,7
	Taxi	Number	94	148	164	99	52	187	227	41	1 011
		Per cent	15,0	24,7	30,4	21,9	26,0	21,9	28,4	13,3	23,1
Private transport	Car/truck driver	Number	23	32	92	32	15	177	34	54	460
		Per cent	3,7	5,4	17,1	7,2	7,7	20,7	4,2	17,7	10,5
	Car/truck passenger	Number	45	20	88	44	9	168	41	36	450
		Per cent	7,2	3,4	16,2	9,7	4,5	19,7	5,1	11,6	10,3
Walking all the way		Number	434	382	165	261	117	264	491	168	2 282
		Per cent	69,5	63,5	30,6	57,9	58,9	31,0	61,5	55,1	52,2
Other		Number	*	11	4	7	*	8	*	5	40
		Per cent	0,3	1,8	0,8	1,6	1,4	0,9	0,1	1,5	0,9
Total		Number	623	601	541	450	199	854	799	306	4 372
		Per cent	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0

Percentages calculated within district municipalities.
Totals excludes unspecified cases.

Percentage (%) distribution of households who made use of public transport during the week preceding the survey by province, 2023, shows that the use of minibus taxi was most common in Gauteng (43,4%) and KwaZulu-Natal (39,6%), followed by Eastern Cape (35,9%). By comparison, 4, 2% of South African households used a bus during the preceding week.

Population of individuals that uses buses or taxis to travel.



Note: School bus refers to "Minibus/bus provided by institution/government and not paid for".

Sourced: Statistics South Africa 2023 General Household Surveys

Provinces with the highest levels of minibus taxi use were: Gauteng (44, 1%), Eastern Cape (39, 6%), and Mpumalanga (37,5%). By comparison, 6, 2% of South African households used a bus during the preceding week. The province with the highest levels of children walking is Free State (77, 6), Limpopo (75.6), Mpumalanga (74.8), then Eastern Cape with 69.2 at the fourth position. Gauteng is the leading province with 16,7 of learners that were transported to school by vehicles rented by parents, followed by KZN (15,9%) and Eastern Cape at a third position (13,6%).

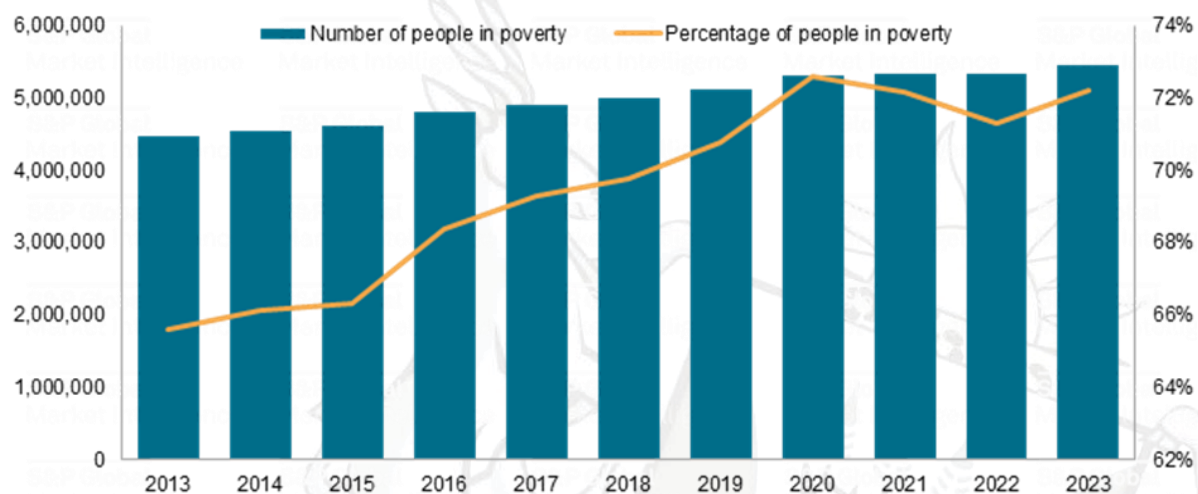
Eastern Cape is sitting at (4, 3%) on the category of those learners transported by private vehicles, meanwhile Western Cape is the leading province at (23, 4%) followed by Gauteng at (16, 6%). Furthermore to that, about 6, 0% of the population in the EC used public buses, and 5, 7% used buses or minibus taxis provided by the school.

The Eastern Cape's current road network consists of less than 20% of surfaced provincial roads (excluding minor road) in comparison to the 26% of South Africa's current road network. This has had a negative impact on the broader developmental agenda of the province as with a majority poor access roads network has the capability of creating an investment-shy environment and a difficult road terrain for receiving of public services. The case for the backlog of surfaced roads can be further substantiated when consideration is given to the high traffic volumes on gravel roads. Similarly, the province has a backlog of several hundred culverts and bridges to replace severely undersized and dangerous drifts, low level causeways and undersized culverts and bridges. Approximately 85% of provincial gravel roads are affected by poor drainage, often as a result of the roads being worn down below ground level and thus requiring extensive rehabilitation or reconstruction.

The department is currently sitting with an estimated 10 610, 3 km capital backlog towards the upgrading of the unsurfaced road network. This requires a systematic prioritization of upgrading projects, but with a dwindling annual equitable share allocation of only around (amount), this backlog will take even longer to be addressed at the current funding levels. This is especially the case considering that the network continues to deteriorate due to inadequate funding levels for the current required maintenance activities.

Key Poverty Trends

Number and percentage of people living in poverty - Eastern Cape Province, 2013-2023 [Number percentage]



In 2023, 5.45 million individuals in Eastern Cape Province were living below the upper poverty level, according to South Africa Regional eXplorer v2473 (22 April 2024). This is 22.04% more than the 4.47 million in 2013. Between 2013 and 2023, the percentage of individuals living in poverty rose from 65.59% to 72.22%, a -6.63-percentage point rise.

By improving transport infrastructure, fostering skill development, and generating work opportunities, the Eastern Cape Department of Transport's Expanded Public Works Programme (EPWP) significantly contributes to the reduction of poverty. With a 22.04% increase in poverty from 4.47 million in 2013 to 5.45 million in 2023, the EPWP is a crucial intervention to strengthen livelihoods, particularly for women, young people, and those living with disabilities. The EPWP in the Eastern



Cape Department of Transport directly reduces poverty by enhancing transportation infrastructure, creating work opportunities, and offering skill development. By guaranteeing that more individuals have access to better services and income-generating possibilities, the EPWP may be expanded and optimized to help offset the consequences of the rising poverty rate. People without work opportunities, especially, can find temporary work through the EPWP.

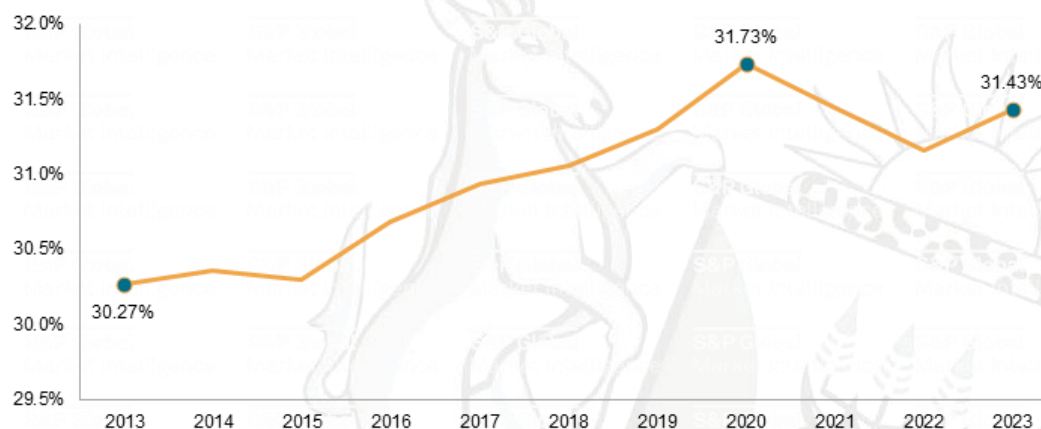
Percentage of people living in poverty by population group - Eastern Cape, 2013-2023 [Percentage]

Year	African	White	Coloured	Asian
2013	71.4%	0.8%	45.8%	7.7%
2014	71.9%	0.9%	46.9%	7.5%
2015	72.0%	1.0%	47.3%	7.3%
2016	74.1%	1.3%	48.8%	9.3%
2017	75.1%	1.4%	49.5%	10.9%
2018	75.6%	1.6%	49.2%	13.4%
2019	76.6%	2.1%	49.4%	16.5%
2020	78.4%	2.8%	51.5%	22.0%
2021	78.1%	2.9%	49.3%	22.9%
2022	77.2%	2.8%	47.5%	23.1%
2023	78.3%	0.0%	48.6%	23.8%

According to South Africa Regional eXplorer v2473 (22 April 2024), adopting the upper poverty line definition, the African population group had the highest percentage of persons living in poverty in 2023, with 78.3% of the population living below the poverty level. The percentage of the Colored population group living in poverty dropped from 45.78% in 2013 to 48.56% in 2023, a decline of -16.1 percentage points. The percentage of Asians living in poverty increased from 7.68% in 2013 to 23.80% in 2023. The percentage of persons living in poverty decreased by -6.88 and -2.79 percentage points, respectively, for the African and White demographic groups.

For 2025/2026 financial year, the EPWP remains a key intervention to bridge racial economic disparities, particularly by addressing the poverty burden among Africans. While poverty has increased among some groups, the program's focus on creating work opportunities, skills training, and infrastructure development aligns with the Department of Transport's goals to reduce economic vulnerability in the Eastern Cape.

Poverty gap rate by population group - Eastern Cape Province, 2013-2023 [Percentage]



The graph above indicates that the poverty gap rate was 31.4% in 2023 and 30.3% in 2013. It is evident that the poverty gap rate increased from 2013 to 2023, indicating no improvement in the severity of poverty in the Eastern Cape Province, according to South Africa Regional eXplorer v2473 (22 April 2024).

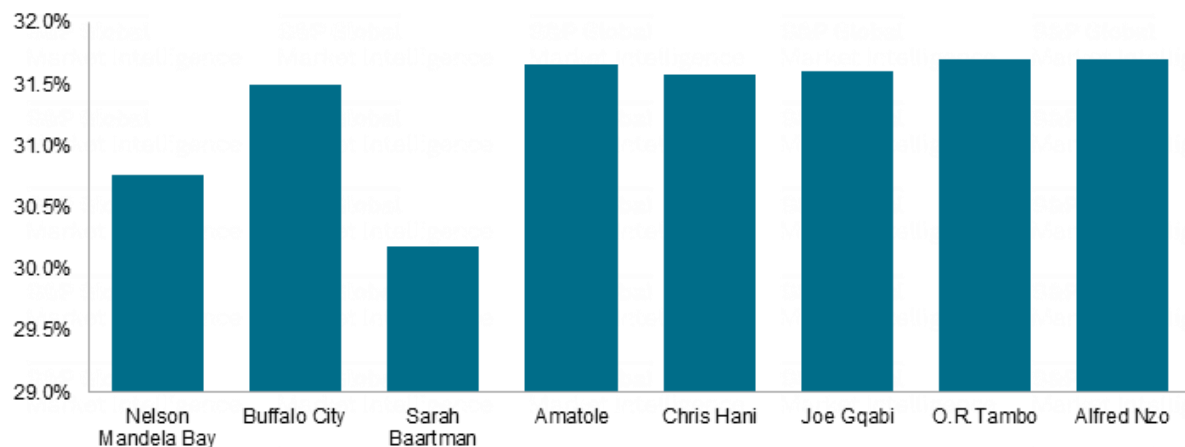
The poverty gap rate calculates the average amount that impoverished people's incomes fall below the poverty level. The rise from 30.3% in 2013 to 31.4% in 2023 indicates that not only has the population of people living in poverty increased, but it has also gotten worse. This indicates that the most impoverished households are facing even more financial hardship.



as their earnings continue to decline below the bare minimum needed to cover essential expenses. The increase in the poverty gap rate is worrisome, especially for the Eastern Cape, which already faces economic stagnation, high unemployment, and underdeveloped rural areas. The fact that poverty still exists indicates that more focused and long-lasting actions are needed to address it, as previous methods have not been enough.

The increase in the poverty gap rate from 30.3% in 2013 to 31.4% in 2023 highlights the growing severity of poverty in the Eastern Cape, making the EPWP an essential poverty alleviation tool. While it provides short-term relief through job creation, its long-term effectiveness depends on skills development, enterprise support, and infrastructure improvements.

Poverty gap rate - Municipalities and the rest of Eastern Cape Province, 2023 [Percentage]



With a rand value of 31.7%, Alfred Nzo District Municipality had the highest poverty gap rate among all the regions in the Eastern Cape Province, according to South Africa Regional eXplorer v2473 (22 April 2024), which examines poverty gap rates in municipalities and the rest of the province. The Sarah Baartman District Municipality has the lowest poverty gap rate, at 30.2% overall.

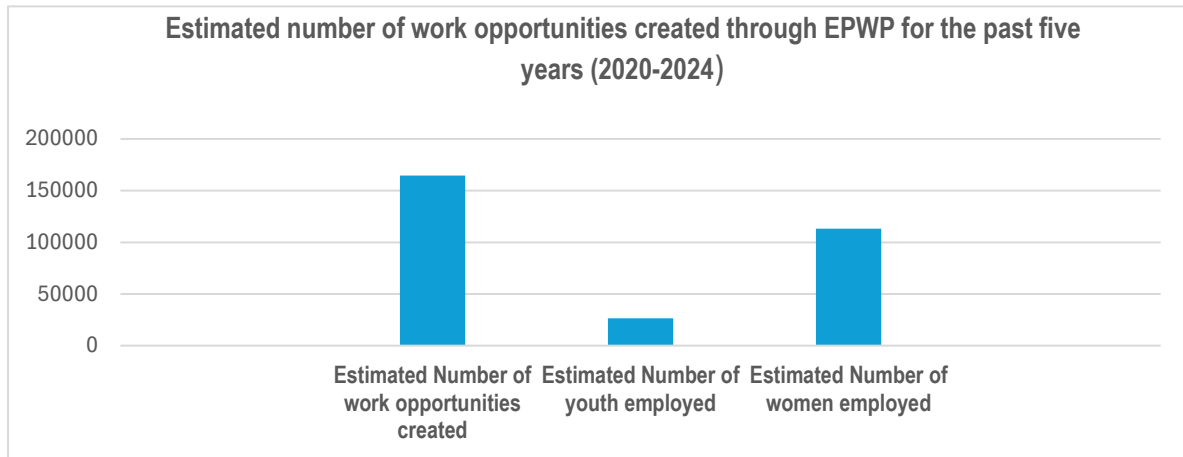
The poverty gap rate measures the average shortfall between the income of poor households and the poverty line, indicating both the extent and severity of poverty in different regions.

According to this graph by South Africa Regional eXplorer v2473 (April 2024):

- Alfred Nzo District Municipality has the highest poverty gap rate (31.7%), meaning that poor households in this region have the most severe income shortages.
- Sarah Baartman District Municipality has the lowest poverty gap rate (30.2%), suggesting that poverty is less severe in this region compared to others in the Eastern Cape.

This data highlights regional economic disparities within the province, showing that some areas experience greater poverty severity due to economic exclusion, lack of infrastructure, and limited job opportunities. Furthermore, poverty is still a significant problem in the Eastern Cape, as seen by the rising poverty gap rates, especially in Alfred Nzo (31.7%). Although the EPWP is a useful instrument for reducing poverty in the short term, long-term economic development depends on its impact and reach being increased. The Eastern Cape Department of Transport can lessen the severity of poverty and provide long-lasting possibilities for the most impoverished communities by strengthening skills training, developing economic partnerships, and building infrastructure.





While the Eastern Cape continues to face challenges related to poverty and unemployment, it is essential to recognize the positive strides made by the Department of Transport in addressing these issues through the Expanded Public Works Programme (EPWP). Significant job creation over the past five years has successfully created approximately 164,541 work opportunities under the EPWP over the past five years. This achievement demonstrates the department's commitment to tackling unemployment and offering financial relief to vulnerable communities. A breakdown of key employment statistics highlights the program's inclusive approach:

- An estimation of 26,576 youth employed – Addressing high youth unemployment by equipping young people with work experience and marketable skills.
- An estimation of 113,069 women employed – Ensuring gender equity by prioritizing women's participation in the program, which is crucial in a province where women are disproportionately affected by poverty.

By targeting these vulnerable groups, the EPWP not only provides temporary financial relief but also contributes to long-term economic empowerment through skills acquisition and work exposure.

B.4.1 External Environmental Analysis

• Political Environment

In the context of a Government of National Unity (GNU) with a national coalition government at the helm; and the ANC winning the Eastern Cape province outright, the provincial government's ability to maintain and improve the aspects will be impacted in various ways. Policy alignment will be a significant challenge, as the national coalition government's policies may differ from the ANC's provincial government, potentially creating tension and conflicts in implementation. Funding and resource allocation will also be affected, as the national government's budget allocations may prioritize coalition partners' interests over the Eastern Cape's needs, affecting resource availability. Furthermore, national legislation may override provincial laws, requiring the Eastern Cape government to adapt and comply. Capacity building initiatives may not align with provincial needs, potentially hindering effective implementation. Risk management strategies will also need to be reassessed, as national risk management strategies may not address provincial-specific risks, leaving the Eastern Cape vulnerable.

To navigate these challenges, the Eastern Cape provincial government should engage in active communication with national coalition partners to ensure policy alignment and resource allocation. They should also develop flexible and adaptable implementation strategies to accommodate national legislative changes. Prioritizing capacity building initiatives that address provincial needs will be crucial, as well as developing provincial-specific risk management strategies. Fostering strong relationships with stakeholders will ensure effective engagement, and advocating for provincial needs in national access to justice initiatives will be vital. By adopting a thoughtful and proactive approach, the Eastern Cape provincial government can effectively maintain and improve the necessary aspects despite the national coalition government's influence.

National policy uncertainty affects several key Departmental delivery areas, including rail improvement and devolution and the subsidisation of public transport services. Governance and delivery failures at state-owned enterprises (SOEs), including the Passenger Rail Agency of South Africa (PRASA) and Transnet, remains a serious concern. The mobility system is characterised by a complex institutional context. Many functional areas cut across administrative and institutional boundaries and are consequentially clouded by various policy, planning and delivery challenges at local and national levels. The Eastern Cape Department of Transport is positioned to be central to resolving institutional challenges, provide guidance and support, and playing a leading role in delivering and catalysing mobility across administrative and political boundaries towards a social and economic developmental agenda. Coalitions in municipal councils continue to result in a level of uncertainty and policy contestation. The upcoming local government elections may result in similar coalition's arrangements. This uncertainty may contribute to further instability in the mobility system, which is already hampered by a fragmented institutional context.

• Economic environment

Global economic growth is prediction to be strong, despite higher interest rates. The impact of the rising interest rates is expected to constrain economic activity, even further. Global growth is projected to be in line with the April 2024 World Economic Outlook (WEO) forecast, at 3.2 percent in 2024 and 3.3 percent in 2025

The growth outlook for South Africa for 2024 has been raised relative to 2023 by the Reserve Bank (SARB) to 1.2% in their latest forecasts, from 1% six months ago. The National Treasury expects 1% for 2024, rising to 1.8% in 2026. The IMF predicts weaker short-term growth, but only 1.4% in 2026.

The National Treasury 2024 Budget Review Economic Outlook stated that although the global outlook for 2024 has improved, South Africa's immediate-term growth prospects are still hindered by low prices for major export commodities and supply-side constraints at home. Additionally, there is a risk of future spikes in the price of oil that is contributed by the ongoing cross-border conflicts in Eastern Europe as well as the Middle East and coupled by the slumped economic growth in China, the country's largest trading partner, is hampered by its ongoing real estate crisis. Despite half of the industries seeing growth rates, the province's economy shrank in the fourth quarter. In the first quarter of 2024, STATSSA reported that six industries contracted in the first quarter. The agriculture, forestry and fishing industry grew by 13.5%, while trade, personal services, and finance industries all grew by 0.1% in the same quarter. According to Stats SA, the growth in agricultural industries was due to increased activities reported for horticulture products.

From a provincial outlook, the Eastern Cape economy had contracted for the third consecutive quarter, entering into a recession in the first quarter of 2024. The provincial economy declined by 0.3% in 2024Q1, following a 0.1% and 0.3% contraction in 2023Q4 and 2023Q3 respectively. The only positive contributors to provincial GDP growth in the first quarter were agriculture and electricity industries.

Economic growth in the province has been severely constrained by structural energy, logistics, and mobility constraints linked to the Eskom energy crisis, and the deterioration of the transport system (including rail), which are mostly governed and controlled at a national level.

Co-operate service such as supply chain challenges, weaker rand, persistent and escalating load shedding, and geopolitical events, such as the wars in Africa and Europe, have had significant impact on global food prices and consequently on overall inflation trends. This inflation has been increasing due to the upward pressure from transport, food, housing and utilities. A sustained decline in inflation, economic stability, improved financial oversight and risk management are critical to sustain a conducive economic environment.

As a consequence of South Africa's unemployment rate being amongst the highest in the world, the worsening global economy coupled with the restrictive fiscal environment will have a knock-on effect on the efficiency and affordability of the



transport system as fuel prices escalate, there are negative impacts on logistics systems, and the cost of living for the average citizen continues to increase. As fuel prices rise, logistics systems are negatively impacted, and the average citizen's cost of living keeps rising, the weakening global economy combined with the tight fiscal environment will have a cascading effect on the effectiveness and affordability of the transportation system.

The Eastern Cape economy depends on effective and efficient transport networks and services for the movement of people and goods. This should include safe, reliable and affordable transport for accessing opportunities, such as work, education and services. Across the province, majority of residents rely on public transport such as rail, bus, minibus taxi services, cycling or walking for mobility and access

- **Social Environment**

The ever increasing and evolving cost of living has had a most severe impact on the poorest people of the Eastern Cape and South Africa. As the Consumer Price Inflation (CPI) in South Africa averaged 5.2 % over the ten years leading up to 2022, the 2022 average figure was had risen to 6.9% in average spending of consumer goods. These Provinces poor households have therefore been subjected to an increased vulnerability in affordability of basic consumer goods such as fuel, basic grains and vegetables which has been aggravated further by the impact of load shedding, and mobility constraints related to limited access to reliable and affordable public transport. The lack of affordability of basic living expenses has led to households and individuals being more susceptible to the social ills such as crime, violence, drugs, teenage pregnancy and exacerbated access to reliable and affordable public transport. This has had effects of leading to increasing social discontent and protests in the province.

Traffic law enforcement resources are being redirected to address protest locations, posing another social concern, and the expense of asset security is rising.

The rising threats against the safety and security of private construction and maintenance contractors has been raised as a cause for concern along with the targeting of state officials and assets such as government vehicles in affected regions by protesters has posed a security threat to departmental operations. Due to these constraints in executing their state duties the officials' ability to provide social services is adversely affected and the number of people receiving social services for basic service delivery is negatively impacted by these incidences.

The Eastern Cape government must also continuously address the issue of taxi violence in addition to unlawful activities, roadblocks, fraud, extortion, racketeering, and other forms of organized crime. Organized crime is what has become commonplace in the form of blatant attacks on long-distance buses. The Department must take action to eliminate the criminal element that aims to exploit the public transportation sector for its own benefit, with the safety of commuters taking precedence.

The progressive integration of universal access into public transportation and non-motorist transport systems will enable disabled individuals and marginalized communities, who are presently deprived of public transportation services, to have access. To find out how the public transportation system can better serve the needs of a larger number of persons with disabilities, special transportation services like the disabled's Dial-a-Ride service will be thoroughly examined. Affordable public transportation is inaccessible to older people, children, and job seekers. The Department is going to investigate how it may give these populations priority when it comes to less expensive public transportation.

- **Technological**

The prevailing infrastructure is struggling to keep up with the increasing vehicle numbers on the road network, due to amongst others the failure of the rail system, inefficiencies of public transport and lack of non-motorised transport networks.



Overcrowding and congestion, precisely in the metro municipalities, has reached peak levels and is resulting to economic inefficiencies – specifically measured in lost time, wasted fuel and increased cost of doing business.

Since transport is a big contributor to the emissions of greenhouse gases this has a further adverse outcome of presenting serious health public-health concerns. Solving this transport challenge requires decisive leadership and coordinated actions from all stakeholders.

Technological developments, business innovation models, and commercialisation are needed to tackle these climate change root causes. Globally, major technological advances include in-vehicle connectivity, electrification, car sharing and autonomous driving. Strategies that make these elements work together efficiently are required to improve mobility. The digitisation of the public transit systems is on the rise globally to create a seamless travel for commuters. Applications are being used to consolidate all modes of transport including public transit. On demand mobility programmes that aim to reduce private car usage and promote ride sharing are explored for improved mobility.

The rapid developments in information and communication technology and use of mobile or computer online applications are enabling widespread adoption of tele-activities (teleworking and online shopping), exponential rise of sharing economy (shared mobility including car sharing) and the emergence of new transportation technologies.

Recent enhancements to the e-Force traffic law enforcement platform have made it possible for a hotlist of habitual traffic transgressors to be electronically distributed to Highway Patrol and Interception Unit vehicles. This enables traffic law enforcement officers to stop specific vehicles, inform transgressors of the offences associated with them, and formally warn them of the consequences of continuing to transgress the law. There is also a communication strategy that supports the engagement between the officer and the motorist to create further awareness and education on road safety. In-vehicle technology enables smart and rapid deployment of law enforcement resources to improve safety on Eastern Cape roads.

The integration of the Traffic Contravention System to all local authority traffic services will help the collection and verification of data for reporting and planning purposes. Recent electronic enhancements linked to historical information presents effective dashboards and analysis to assist in planning, focused interventions and deployment of resources at identified hotspots on major routes in the province through the advanced analytical data model. The ever-increasing number of motor vehicles and people living in the Eastern Cape necessitates an annual increase in the number of trained traffic officers and road safety officers.

• Environmental

With the growing climate change, green transportation has become an increasingly important element in the transport sector. The country is committed to providing a world class transport system that reduces both the cost of transport and quantity of Greenhouse Gases, as well as other pollutants that are emitted by the sector. Emissions from the transport sector

Climate change has impacted the sustainability of the transport infrastructure. The department has had to consider the materials used to build infrastructure and review its maintenance strategies with bodies responsible for transport. Our Province is one of the provinces prone to disasters and in the past two years, we experienced heavy rainfalls and floods that swept away bridges and caused huge damage to our road infrastructure. Scientists believe that climate change is responsible for the droughts and floods along the eastern coastline.

The abnormal weather conditions have caused more than a 9.0-billion-rand infrastructure backlog. 90% of our roads are gravel roads that require frequent maintenance due to abnormal weather conditions.

Exploring alternative road building technologies with the aim of constructing more durable road is critical. Review of stormwater design standards is required in consideration of climate change



SWOT ANALYSIS & SUMMARY OF THE EXTERNAL ENVIRONMENT

Pestel	Opportunities	Threats	Strategy to leverage opportunities.	Strategy minimizes impact of threats
Political	Stable political environment.	Community protests affecting services delivery and hampering on the gains of the democratic government. Road closure due to service delivery related protests. Vandalization of public transport and infrastructure. Undocumented foreigners in the transport sector.	Adhere to object communication strategy. Promote external communication & dialogues with community structures. Implementation of Social Facilitation Programmes	Continuous engagement with societies and department stakeholders
Economic	Market share of the taxi industry/empowerment of the industry. Support from external stakeholders such as liquor breweries	Conflicts & violence in the taxi industry is affecting the economy. High rate of road accidents which have a negative effect and impact on the economy	Involve all the provincial departments involved in the economic sector to guide the taxi industry to organize themselves into business units. Involve community structures in road safety education & awareness programmes	Continuous monitoring of taxi operations & engagement of industry structure. Continuous involvement & capacitate community structures
Social	Establish vibrant and vigilant community structures that will focus on transport socio-economic issues in society. Good relation between society and the department. Clear departmental programs on socio-economic transformation and infrastructure development. There are spin offs from the economic growth programs.	Increasing road fatalities which affect the people of the province in all aspects of life. Lack of trust in the department by the communities. Unemployment, poverty, and inequality. Social ills such as drugs, substance abuse, mafias and domestic violence are affecting transport	Effective utilization of community structures. Promote trust between the department and society. Improved implementation of the government programmes of socio-economic development. Continues communication with stakeholders.	Continues involvement and capacitate community structures. Strengthen relations between community and the department. Intensify socio-economic programmes to develop our societies. Intensify social cohesion within the Eastern Cape transport sector and societies.
Technology	4 th industrial revolution	No integrated systems. Poor network. Job losses	Continuous engagements with relevant role players and stakeholders. Increase access for people living with disabilities and minimize cost of production.	Implementation of the ICT strategy

Pestel	Opportunities	Threats	Strategy to leverage opportunities.	Strategy minimizes impact of threats
Environment	Renewable energy opportunities	Natural disaster/climate/road damage. Loadshedding Rising fuel cost.	Incentivise independent power producers Maintenance of backup power supply	Green transport strategy for South Africa
Legal	There are existing legislative framework to cover departmental mandate.	Lack of proper knowledge and non-implementation of legislations	Upskilling of departmental official to maximise proper implementation of legislation. Intensifying of internal advocacy program	Continuous implementation transport sector safety education and awareness programmes. Continuous implementation of internal and external advocacy programme to ensure proper application of the legislation.



SWOT ANALYSIS

PFILM	Strength	Weakness	Strategy to address weakness	Strategy to sustain the strength
Personnel	Skilled and qualified workforce	Low staff morale. Aging personnel. Understaffing of programme 2, 3, 4 & 5 and High vacancy rate	Re-skilling of Personnel, Focusing on leadership development Strengthen implementation of Attraction and Retention Policy Strengthen recruitment processes	Continuous training to improve skills. FastTrack implementation of organisational structure
Finance	Budget Availability Good Budget Management system	Insufficient budget Austerity measures that are affecting service delivery Slow payment of service providers Inadequate revenue collection mechanisms	Engage Treasury to increase budget allocation. Strengthen implementation of Revenue Management Policy	Avoid irregular, wasteful expenditure and unfunded mandates. In line the revenue management policy the department must develop revenue collection strategy.
Infrastructure	Accessibility of the ECDOT Head Offices Establishment of Registration Authority (one in Bhisho and the other Chris Hani)	Uncertainty of Power supply ICT network challenges Poor infrastructure maintenance Non-availability of office space for most personnel in the head office and in some of district. Poor Maintenance of Weighbridges	Regular Maintenance power backup system Development of ICT SOP's and implementation of consequence management	Implementation of Maintenance Plan
Leadership	Stability at the political level Clear Policy directives	Disruption and of programme and project due to consistent changes in leadership Non implementation of employment equity plan	Fixed contract term for accounting executive leadership Filling of vacancies according to the employment equity plan at the executive leadership	Effective skill transfer Compliance on public service commission guidelines.
Management	Good Administrative Management Implementation of employment equity plan addressing gender imbalance at the management level	SMS male dominated structure. Indecisive management Non implementation of strategic resolutions Non implementation of succession plan Programme based understanding of the department.	Compliance to employment equity plan and prescript. Employment of suitable and qualified managers	Performance Recognition initiatives. Skills development strategy.
Systems	Availability of suitable system, policies and governance regulations	Poor application and implementation of the systems, policies and governance regulations	Policy Awareness programmes Implementation of Consequence management.	Reviewal of Policies and continues awareness

B.4.2 Internal Environment Analysis

Eastern Cape Department of Transport Statement of intent

Strategic focus over the planning period 2025/26 – 2027/28

Eastern Cape Department of Transport remains committed to delivering its mandate in respect to the legislative and sector mandate. However, the following aspects are critical to note in relation to this:

- The department, and equally the province, is still facing budgetary constraints, particularly in delivering its Capital programmes. This mandate is drastically underfunded, and provincial investment should be considered to augment the current budget so that the department can deliver sustainable programmes/ interventions.
- The funding for scholar transport demand in the province has been inconsistent. The budget allocation has not kept up with the increasing demand over time since the function transfer from Education.
- The department is prioritising new initiatives in line with its legislative and constitutional mandate. Its primary commitment is to redefine strategies aimed at fostering economic growth in the province by capitalizing on the economic potential of the ocean economy and reclaiming its mandate.

The department is also committed to influencing the regulations and economic potential of the province's automotive sector. This includes supporting emerging enterprises and promoting the use of electric vehicles (EVs) by facilitating infrastructure rollout and developing supportive regulation

Service Delivery Context: Capacity to deliver on our mandate

The department cannot work alone in the transport sector. Its role is strategical – it is at policy, developmental and transformation levels. These policies are implemented by its partners and constitutional entities. Transport associations and infrastructure structures have played a huge role in the realisation of the department's mandate and goals domestically and abroad.

- **Administration**

OUTCOME 5: AN EFFECTIVE & EFFICIENT PUBLIC ADMINISTRATION
MTSF PRIORITY : A CAPABLE, ETHICAL AND DEVELOPMENTAL STATE
PDP GOAL : CAPABLE DEMOCRATIC INSTITUTIONS



The Departmental desire is to achieve high levels of effectiveness towards achieving the outcomes that the department intends to produce.



To achieve this outcome the Department will look at six areas that are necessary to create a healthy and high-performance environment.



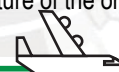
The Auditor General will conduct and produce annual audits on the economic, efficient and effective utilization of scarce resources as well as the effect on policy implementation.



The results of the audit will determine the effectiveness of the Department towards achieving the desired outcomes that will impact on people's lives which will be a measurement of Outcome 5.

The department has been performing and striving towards excellence but has not been able to reach the required 3% of Persons with Disabilities (PWD) in its employment and the department is sitting at 1%. Women (Gender Equity) is sitting at 46% and the department is at 45% on women at SMS level. It is targeting to reach 50% in the next Medium Term Expenditure Framework (MTSF). The department took the decisions that all the vacant SMS positions, qualifying women will be given preference and be considered.

There is a fair balance of male and female employees in the department. Youth is sitting at 19% of the total staff population in the department, and the department is encouraging that youth be considered as they are the future of the organisation and those who



are at the retirement age be released. The department is encouraging the early retirement even though there are financial constraints that are not allowing the department to implement.

The Human Resource Management unit is in collaboration with Special Program Unit to ensure that the disability status is changed in the department. These two units visited the disability institutions where profiling was conducted so that the department can be able to earmark some of the positions.

The department for 2024/25 financial year is to strengthen its measures by forging working relations with disability institutions and partnering with Nelson Mandela University in an effort of ensuring that the targets set are met. The department is forwarding the employment advertisement to the disability institutions, to invite all the people with disability to apply the vacant positions.

• Departmental Race and Gender Overview

GENDER	AFRICAN	COLOURED	INDIAN	WHITE	GRAND TOTAL
FEMALE	1074	48	2	21	1145
MALE	1204	88	1	25	1318
Grand Total	2278	136	3	46	2463

• Top and Senior Management

OCCUPATIONAL LEVEL DESCRIPTION	FEMALE			MALE			MALE	GRAND TOTAL
	AFRICAN	INDIAN	TOTAL	AFRICAN	COLOURED	WHITE	Total	
TOP MANAGEMENT	0	0	0	3	0	0	3	3
SENIOR MANAGEMENT	19	1	20	18	2	1	21	41
Grand Total	19	1	20	21	2	1	24	44

• Disability Status

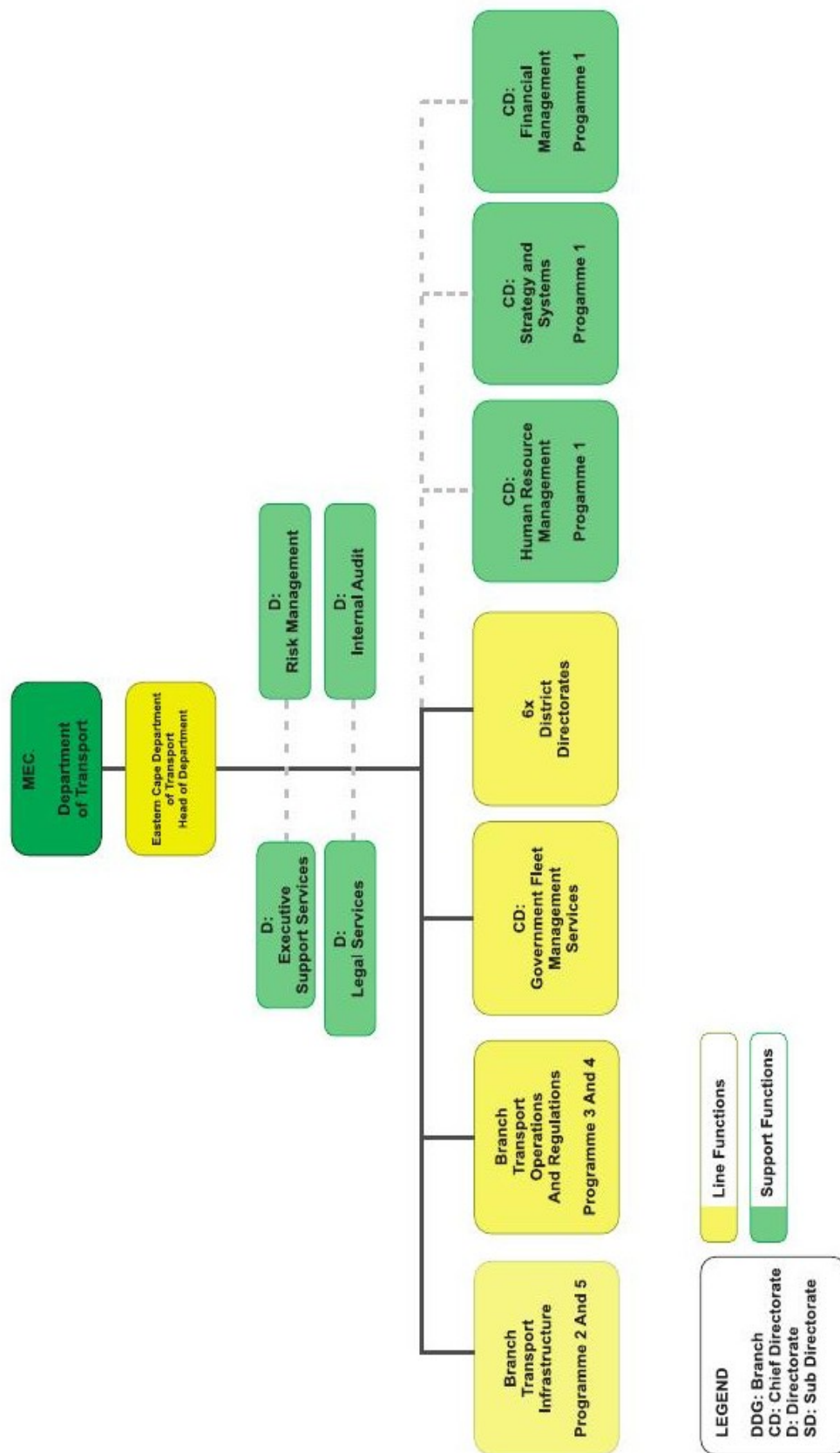
DISABILITY	AFRICAN	WHITE	GRAND TOTAL
Youth	22	2	24
Grand Total	22	2	24

• Youth Statistics

RACE	FEMALE	MALE	GRAND TOTAL
AFRICAN	228	226	454
COLOURED	8	12	20
INDIAN	0	0	0
WHITE	2	0	2
Grand Total	238	238	476

ORGANIZATIONAL STRUCTURE

The Eastern Cape Departmental of Transport organizational structure has attained concurrence from the office of the Premier (OTP) and Department of Public Service Administration (DPSA) during the month of September 2022 and subsequently approved by the Executive of the 6th Administration and has been complimented in phases. The placement of employees is not yet finalized due to a plethora of hindrances financially and administratively. This has a negative impact on the operations and activities of the department.



Human Resources Development

Consider to explore economic spinoffs and adapting educational curriculum (create a center for skills development, fishing training for consumption and business, repair facilities etc.) to utilize the ocean as a source of living for villages close to the oceans.

Transport Infrastructure

The department cannot work alone in the transport sector. Its role is strategic – it is at policy, developmental and transformation levels. These policies are implemented by its partners and constitutional entities. Transport associations and infrastructure structures have played a huge role in the realisation of the department's mandate and goals domestically and abroad.

Challenges around providing an improved transport infrastructure:

Internal human resources capacity limitations caused by inefficient replacement of personnel lost through resignations and natural attrition as well as personnel requiring structured profession development to maintain a competent workforce.

In adequate capital resourcing affecting several service delivery imperatives such as:

- plant recapitalisation and maintenance of plant;
- Funding of upgrading roads from gravel to surfaced standard;
- The development of buildings infrastructure supporting in-house operations such as laboratories, mechanical workshops, roads camps, depots, public transport facilities and traffic stations.

Key considerations for an enhanced internal environment include:

- Rigorous lobbying for funding to cover upgrades and preventative maintenance backlogs including, pronounced upgrade projects.
- Adequate investment into systems which promote seamless execution of work.
- The development of a fully-fledged PMO unit.

Road infrastructure

The Eastern Cape Province faces a significant challenge in maintaining its roads infrastructure. According to the 2023 Visual Assessment results, the provincial road network spans ±40,666 kilometers, of which only ±3,861 kilometers are paved. The remaining ±36,805 kilometers are unpaved roads.

The assessment underscores the urgent need for substantial investment in the Eastern Cape's road network. Prioritizing preventative maintenance and strategic rehabilitation efforts, coupled with sound financial planning, will be crucial in supporting sustainable and resilient road infrastructure. This investment is vital for fostering economic growth and social development in the Province.

The Eastern Cape Province envisions a robust and resilient transport infrastructure by 2050. This vision focuses on:

- **Improving road quality:** Prioritizing the rehabilitation of poor-quality roads identified in the National Transport Master Plan.
- **Enhancing road capacity:** Implementing capacity upgrades, including intersection improvements, additional lanes, and climbing lanes.
- **Creating a comprehensive network:** Establishing a comprehensive road network that connects all parts of the Province, including missing links and bridges.
- **Ensuring strategic connectivity:** Connecting the Eastern Cape to neighbouring Provinces through a well-planned road network.
- **Maintaining an accurate inventory:** Developing and maintaining a complete and accurate record of the Province's road infrastructure.

By realizing this vision, the Eastern Cape aims to create transport infrastructure and systems that are safe, efficient and accessible to all citizens. Factors which are impacting performance include ageing plant, with no funds for recapitalisation, poor performance



by service providers, delays on implementation of projects due to persistent litigations by service providers, the effect of the construction mafia on infrastructure projects, depletion of borrow pit material resulting in use of less durable material as well as delays emanating from communities limiting borrow pit access.

Transport Operations

The Department will conduct research on the transport system in the various Provinces. The department intends to combine all systems within Transport Operations and Transport Regulation under Transport System sub-programme for integration.

The Department has established a Provincial Rail Committee to lobby TRANSET and PRASA to invest in railway infrastructure in the Province. The Department will pursue Provincial Freight Strategy in order to encourage the Back to Rail Strategy. The MEC has established a committee internally that will champion the implementation of Oceans Economy Strategy reducing the misalignment of roles and responsibilities between the Department and the SOC's.

Public Transport Services

The Department will continue to subsidise bus operations to ensure an affordable and reliable transportation system. The department has subsidized 2 364 routes from the five-year target of 2 443 routes. The Department will commence with the route design/route survey, which will be rolled out in phase approach due to budgetary limitations. The Department intends to develop the route monitoring systems to the bus subsidy service.

The department will participate in the implementation of the green strategy in the province (EV's). The department will also participate in the recapitalization of Mayibuye Transport Corporation as stated in the policy speech of the MEC.

Transformation of the public industry remains a key priority especially with taxi operators through trainings in conflict resolution and envisaged formalisation through capacitation trainings. The department will implement Colloquium initiative to capacitate unsubsidized public transport operators both Taxi Industry and Small Bus operators. This will assist in the provision of affordable transport system to the communities of the province.

The formalisation of the Taxi industry will help in the formation of legal entities as the department enters subsidized contracts with legal entities. The training of the operators will help them with skills to handed customers and manages finances of their businesses. The department aims at reducing road traffic crashes and fatalities through the intervention of road safety education, road safety awareness and identification of hazardous locations in the province.

The department will continue to ferry qualifying learners to school as a means of responding to Governments agenda and constitutional obligation of providing learners with access to education.

The department will continue its efforts in maintaining the compliancy of the Mthatha and Bhisho Airports to the South African Civil Aviation Authority (SACAA) requirements. The Department will conduct a full feasibility study to check viability of cargo operations at Bhisho Airport. The completion of the construction of a new fire station in the Mthatha Airport will ensure that the airport remains at Category 5. The Department will continue with the installation of the pay parking at Mthatha Airport. The Department will continue with the process of providing aviation fuel system through PETROSA although there are challenges regarding the existing equipment.

Transport Regulation

Implementation of 24/7 Shift system.

The Department intends to roll out a 24/7 shift system throughout the Province as a measure to address the current rising road crashes and fatalities that are threatening socio-economic development. Currently limiting implementation of a full 24/7 traffic law enforcement is the limited number of officers as well as lack of exploitation of existing technology to advance law enforcement. A business case thus has been developed that proposes resources and preparations required to ensure that this rollout is realised over the term.



Another challenge relates to the closing of the SAPO offices that were used for licensing in most of the areas of the province which now leave a huge gap in the area increasing the cost of licensing mainly for the most rural and disadvantaged communities coupled with the challenges also facing Municipalities in their ability to handle fully the licensing function as agents. This thus has prompted the Department to consider developing a clear masterplan for the development of these licensing services in the province including considering insourcing them fully.

Crashes that occur on provincial roads mostly relate to human behaviour attributable, most part, to the driver licensing processes which are also fraught with fraud and corruption as well as non-compliance. This is the reason thus the Department will strengthening regulations in this area including driver training and licensing.

Community Based Programmes (CBP): Work Opportunities created

The Community Based Programme (CBP) focuses on the development and empowerment of communities. Its core objective hinged on poverty alleviation and employment creation through implementing various initiatives that uplift the citizens of the Eastern Cape. In the previous term of the administration, the CBP managed to create 214 194-work opportunities throughout the Province. These opportunities were created through collaborations with various programmes within the Department and external stakeholders. The projects implemented include amongst others road safety, infrastructure and airport maintenance, labour-intensive construction, scholar transport, and skills development programmes.

Notwithstanding the achievements of the sixth administration, the Programme experienced challenges in attracting the youth and people with disabilities in its Programme. This challenge is rooted on the Programme's inability to effectively collaborate with respective Programmes within the Department to leverage on opportunities to attract youth and people with disabilities. This resulted in the underreporting on work opportunities created.

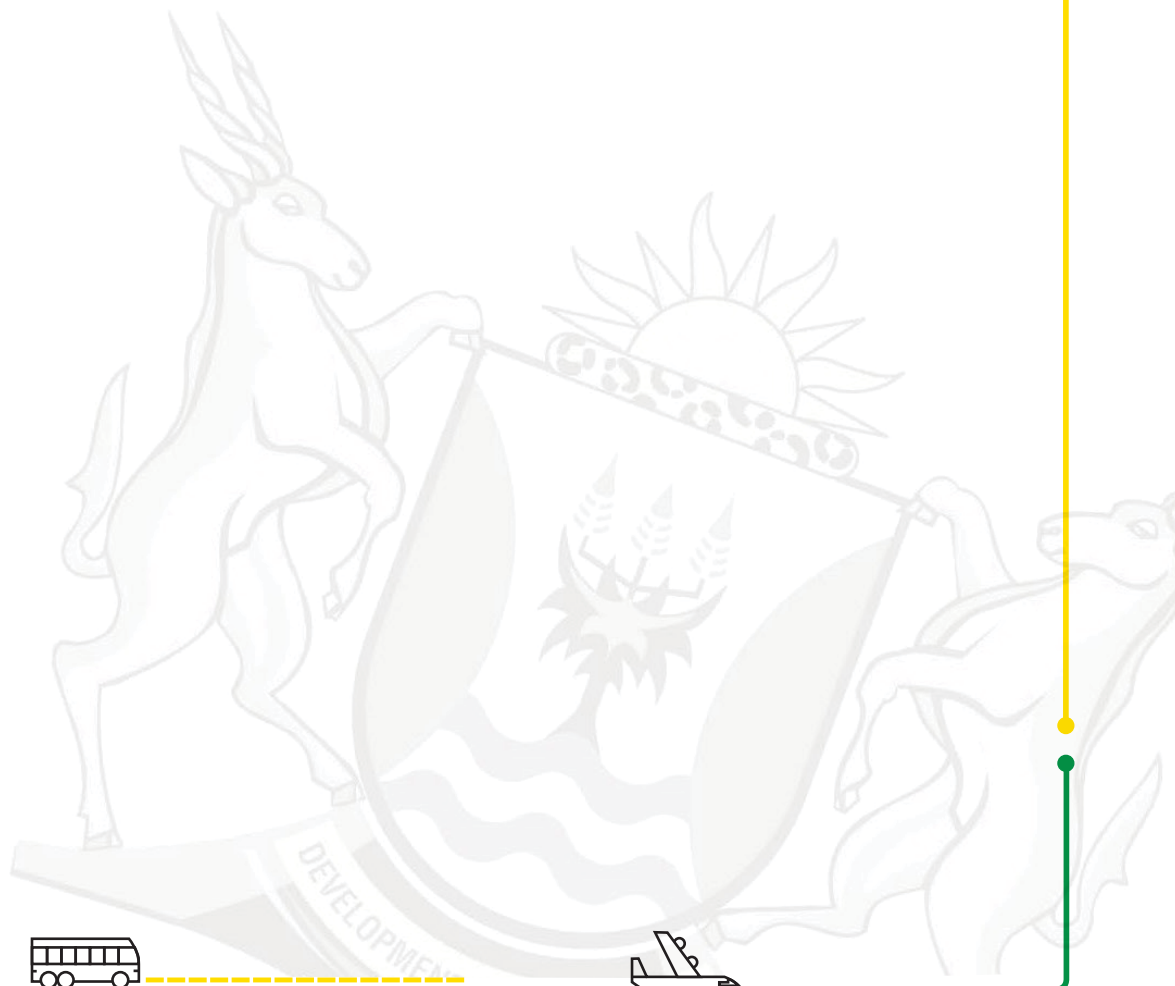
The manual systems of operations also affected the accuracy and completeness of reported information thus compromising the control environment. In addressing the challenges, the programme has clarified its outcome to be more intentional towards ensuring effective participation of public and private partners. In these collaborations, the Department seeks to find innovation mechanisms of implementing its programmes and projects towards sustainable development.

In the main, the Department will prioritise the following key objectives within the Community Based Programme for the seventh Administration:

- Institutionalisation and implementation of the Exit Strategy for the Community Based Programme
- Streamlining and enhancement of payment methods for EPWP participants
- Innovation and empowerment mechanism towards skills and enterprise development on the new Electric Vehicles (EVs), specifically targeting women, youth, people with disabilities and MSMEs
- Strengthening collaborations with various research institutions to leverage on knowledge hubs and existing research on the areas identified for socio-economic development within the Eastern Cape Province.
- Development and implementation of the smart gadget system for monitoring and improved reporting on work opportunities created.
- Initiate agreements with the Home Affairs Department to fortify the internal control environment by assisting the Department to verify the authenticity of EPWP database.
- Collaborate with Human Resource Development towards the enhancement of skills development on various initiatives towards the effective utilisation of the national skills development levy. These initiatives include amongst others, developing a skills database and expansion to other transport fields such as maritime and aviation. These will be achieved by tapping into discretionary grants from SETAs for the implementation of apprentices and learnerships focusing on Artisan Development on Diesel Mechanic, Welding, Plumbing, Electrical, New Energy Vehicle and charging maintenance, repairs and infrastructure maintenance.
- Other focus areas for apprentices and learnerships for the seventh administration will be artisan development in the ocean's economy and maritime fields. Skills development focus areas will include amongst others, boat manufacturing, repairs and skipper licencing.



The priorities outlined above will be implemented in a phased in approach towards the attainment and improvement of the public and private participation with an end goal of reducing poverty levels and creating sustainable employment for the people of the Eastern Cape





PART C

MEASURING OUR PERFORMANCE



PART C : MEASURING OUR PERFORMANCE

C.1 Institutional Performance Information

The department is in the process of implementing the new organizational structure that has two branches and Administration as a support function:

- **BRANCH 1:** Transport infrastructure that is made up of Programme 2: Transport Infrastructure and Programme 5: Community Based Infrastructure Programme.
- **BRANCH 2:** Transport Operations and Regulations that is made up of Programme 3: Transport Operations and Programme 4: Transport Regulations.
- **ADMINISTRATION:** Programme 1: Corporate Services, Strategy and Systems, Financial Management

OUTCOME 1	Improved public transport system
OUTCOME 2	Improved transport infrastructure
OUTCOME 3	Improved Transport Safety
OUTCOME 4	Improved Public Private Sector Participation.
OUTCOME 5	An effective and efficient public service
BRANCH 1	LEADING OUTCOMES
	<ul style="list-style-type: none"> • Improved transport Infrastructure • Improved Public Private Sector Participation.
	PRIORITIES
	Institutionalization of the Transport Master Plan
	Preventative Maintenance Strategy for Road Infrastructure
BRANCH 2	LEADING OUTCOMES
	<ul style="list-style-type: none"> • Improved Public Transport System • Improved Transport Safety
	PRIORITIES
	Implementation of the National Road Safety Strategy.
	Develop policy broad guidelines to assist Mayibuye to be a self-sustainable entity. (Tumaround strategy)
	GFMS to be converted to a public entity
ADMINISTRATION	LEADING OUTCOME
	<ul style="list-style-type: none"> • An effective and efficient public service
	PRIORITIES
	Leveraging innovative technology solutions and artificial intelligence to enhance operational efficiencies and optimize the delivery of public services
	Advance the implementation of universal access guidelines that incorporate people living with disability

C.1.1 Measuring the Impact

Impact Statement		A Safe and Reliable Transport System				
C.1.2 Measuring Outcomes						
NDP Pillar		Economy and Employment				
P-MTDP Priority		Priority 1: Inclusive Economic Growth & Job Creation				
Outcome		Outcome Indicator	Baseline	Five Year Target	Alignment to other Priorities	
					National Outcome	Transport Sector Priority
Improved Public Transport System		No of citizens have access to public transport services	New indicator	260 000 increase on the citizens transported	PDP Goal 1: An Inclusive, Innovative & Growing Economy	Priority 1: Inclusive Economic Growth & Job Creation
NDP Pillar		Economy and Employment				
P-MTDP Priority		Priority 1: Inclusive Economic Growth & Job Creation				
Outcome		Outcome Indicator	Baseline	Five Year Target	Alignment to other Priorities	
					National Outcome	Transport Sector Priority
Improved Transport Infrastructure		Number of kilometers of gravel roads upgraded to surface standard.	100.96 km	80 km	PDP Goal 2: Provincial Development Plan Goal 2: An enabling infrastructure network	Priority 2: Reduce poverty and tackle the high cost of living
		Number of kilometers of gravel roads maintained.	75 230 km	118 000 km		
		Number of square meters of surfaced roads maintained.	1 342 852 m²	1 678 000 m²		
NDP Pillar		Economy and Employment				
P-MTDP Priority		Priority 1: Inclusive Economic Growth & Job Creation				
Performance Outcome		Outcome Indicator	Baseline	Five Year Target	Alignment to other Priorities	
					National Outcome	Transport Sector Priority
Improved Transport Safety		Number of road safety interventions implemented	2 Interventions	2 road safety interventions implemented	PDP GOAL 4: Human Development	Priority3: A Capable, Ethical & Developmental State:

NDP Pillar	Economy and Employment				
	Priority 1: Inclusive Economic Growth & Job Creation				
	Performance Outcome	Outcome Indicator	Baseline	Alignment to other Priorities	
				National Outcome	Transport Priority
Improved Public Private Sector Participation	Improved MSME's Participation of	Improved MSME's Participation of	-	Increase infrastructure investment, access efficiency and costs.	PDP GOAL 1: An inclusive, innovative and growing economy
		Number of work opportunities.	33 171	Increase infrastructure investment, access efficiency and costs.	PDP GOAL 1: An inclusive, innovative and growing economy

NDP Pillar	Building a capable and developmental state				
	A capable, ethical and developmental state				
	Performance Outcome	Outcome Indicator	Baseline	Alignment to other Priorities	
				National Outcome	Transport Priority
An effective and efficient public service	Department obtains a clean audit outcome.	Department obtains a clean audit outcome.	Unqualified Outcome	A capable and professional public service.	PDP GOAL 6: Capable Democratic Institutions.
		Audit	Unqualified Outcome		PDP GOAL 6: Capable Democratic Institutions.

C.2 Explanation of Planned Performance over the Five-Year Planning Period

OUTCOME 1: Improved public transport system

Public transport is vital for citizens of the province as the province is mostly rural with limited public transport availability. Currently, a high proportion of the populace is unable to afford private transport and the long travel distances between settlements and towns to essential services makes the use of non-motorized transport impractical. Improved public transport is therefore necessary to allow residents of this Province to access essential services such as clinics and hospital, schools, shopping facilities etc. a prerequisite to this, would be transformation of the industry. The goals for the transformation and improving public transportation industry should be founded on the improvement of the quality of public transport services provided to the communities. The province to conduct a study through revisiting the project that was initially led by the National Department of Transport to ensure its implementation in allowing light delivery vehicles to ferry passengers in inaccessible rural roads not accessed by the bus and taxi industry. Exploration of utilization of light delivery motor vehicles to ferry passengers on the inaccessible rural road will ensure improvement on transportation of passengers. The Department will implement Recapitalization Strategy of Mayibuye Transport Corporation.

The province to regulate the e-hailing system to improve the public transport system. The Department will participate in the Green Strategy Initiative (EV's). The Department to continue to lobby PRASA as mandated to operate passenger train services in the country to introduce more passenger trains as well as to introduce new routes. The department will implement initiatives as outlined in the Colloquium Document as to empower public transport operators; the department will also transform public transport industry especially those that are not covered by subsidy to be legal entities. The department will explore opportunities on the Oceans Economy and improve the functioning of the two provincial airports.

Outputs:

Projects	Year 1	Year 2	Year 3	Year 4
Routes subsidized	Provision of 2 399 subsidized routes	Provision of 2 399 subsidized routes	Provision of 2 399 subsidized routes	Provision of 2 399 subsidized routes
Provision of Transportation of learners	Provision of Transportation of 102 067 learners	Provision of Transportation of 103 000 learners	Provision of Transportation of 103 000 learners	Provision of Transportation of 103 000 learners
Implementation of Transactional Advisory services (Public Transport Integration & Efficiency)	Development of specification document for route design & service design	Route design & route survey of 166 routes	Route design & route survey of 44 routes	Facilitate procurement of subsidized Public Passenger Bus Service contract
	Development/Review of Strategies & implementation plans for High Impact Projects	Facilitate PPPs for infrastructure and service delivery (Bhisho Airport, High Speed Rail)	Facilitate PPP's for infrastructure and service delivery (Freight Rail, Water Ways & Maritime Strategy)	Track and monitor performance of PPPs for infrastructure and service delivery
	Set up governance and Implementation structures for Colloquium Initiatives	Rollout of Colloquium Initiatives (Provincial Conflict Resolution Strategy)	Track and monitor Rollout of Colloquium Initiatives (Provincial Conflict Resolution Strategy)	-
Construction of new fire station in Mthatha Airport	Commencement of Construction of new fire station in Mthatha Airport	Continuation of Construction of new fire station in Mthatha Airport	Completion of Project	-
Increasing participation in the Maritime Transport Sector through Engagements on Oceans Economy	Conduct Maritime Awareness Program for schools	Conduct Maritime Awareness Program for schools	Conduct Maritime Awareness Program for schools	Conduct Maritime Awareness Program for schools
	Review the Maritime Strategy	-	Implement Maritime Strategy	Implement Maritime Strategy
	Implementation of Oceans Economy - alignment of roles and responsibilities between sector Department	Implementation of Oceans Economy - alignment of roles and responsibilities between sector Department	Development, prioritisation of a needs analysis	Development, prioritisation of a needs analysis

OUTCOME 2: Improved Transport Infrastructure

The diminishing fiscus mandates a focus on preventative maintenance to improve existing infrastructure and lessor investment in the development of new infrastructure. Leveraging internal capacities by partnering with community-based projects for the effective use of household contractors for road maintenance. Lobbying for funding to attend to road upgrades and periodic maintenance will be critical. Partnering with external stakeholders such as SANRAL and CSIR for development to leverage resources towards an improved transport infrastructure.

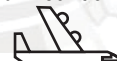
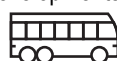
Projects	Year 2025/26	Year 2026/27	Year 2027/28	Year 2028/29
Capital projects, Middelburg law enforcement facility – Intermodal	IDMS stage 5 – works	IDMS stage 5 – works	Structural Building	Structural Building
Mthatha traffic station – Intermodal	Building of Traffic station	Building of Traffic station	Building of Traffic station	-
Willowvale to Dwesa – Tourism destination Siphethu – Human amenities	IDMS stage 5 – works	IDMS stage 5 – works	IDMS stage 5 – works	-
Coffee Bay – Tourism destination Mlamli Hospital Road – Human Amenities	IDMS stage 5 – works	IDMS stage 5 – works	IDMS stage 5 – works	-
Hluleka Phase 2 – Tourism destination.	IDMS stage 5 – works	IDMS stage 5 – works	IDMS stage 5 – works	-
Raymond Mhlaba LM Paving project (Hillcrest) - (Jobs created through Infrastructure projects)	To create 15 work opportunities	-	-	-
Port St Johns Concrete slab project (Mthumbane) (Jobs created through Infrastructure projects)	To create 50 work opportunities	-	-	-
Dr Beyers Naude Paving project (Jobs created through Infrastructure projects)	To create 40 work opportunities	-	-	-
KwaBhaca Public Transport Facility	Procurement for building of Taxi Rank	Building of Taxi Rank	Building of Taxi Rank	-

OUTCOME 3: Improved Transport Safety

The provision of transportation services can only be meaningful from a socio-economic perspective if such services are provided in a manner that guarantees safety of commuters or passengers, other users as well as of the carried cargo. To this regard there are measures that remain necessary to be implemented to prevent unnecessary yet costly incidents while also guaranteeing individuals' well-being and protection whilst carried through the provincial transport system. This is a very critical element and characteristic of this transport system being provided which is applicable to all forms and modes of transportation be it water, air, land, non-motorised or otherwise. There are obviously various actors and authorities that carry specific and general safety and related legislative requirements and duties relating to each mode of transportation, but it remains the provincial duty to coordinate such efforts and ensure they add into a single integrated whole for the support of socio-economic activity in the province. Over the 7th term of Administration various strides will be made to uncover and detail the various roles of authorities and develop relevant protocols transportation modes relating to air, water and rail.

Road safety remains a central part of transport safety which is currently geared, in the country and world over, towards reducing the number of road crashes as well as deaths and injuries as a result thereof, as road transport is the mostly utilized mode of transportation. Road crashes have been identified both globally and domestically as a socio-economic challenge. It is estimated that nationally 16 000 people die annually due to road crashes and thousands suffer varying degrees of injuries as a result thereof. This has dire consequences on society as it results in an increased burden on the social security and welfare system of a country, with an ever-increasing loss of skills and rising costs to the economy.

Any initiatives, in this regard, will therefore, form part of government's efforts to ensuring a safer, better and secured life for all. With over two thirds of road crashes preceded by a violation of traffic laws, emphasis will also be in intensifying law enforcement and strengthening the arm of the law. As an effort to improve on transport safety, Transport Operations and Transport Regulation will consolidate the regulatory functions inclusive of the Road Safety Education function to ensure there is coloration of seamless processes in improvement of transport safety in the province. Transport Safety will interrogate other areas of safety through influencing the specification developments of the modes of transport that are currently utilized in our transportation system. To this



end, the country, for road transport, has developed the National Road Safety Strategy (NRSS) which hinges upon a safe systems approach with five (5) pillars, viz; Governance, Safe Engineering, Safety Education and Training; Safety Enforcement; as well as Effective and Efficient post-crash Response. Over the Seventh Term, the Department will thus develop and rollout a Provincial Road Safety Strategy Implementation Plan (PRSSIP) in line with and for the purposes of providing clear measurable objectives and action plans in the province towards implementation of the NRSS.

Key interventions here will include improving governance by lobbying for more meaningful resources as well as an inclusive central coordinating institutional mechanisms that will rally all stakeholders towards the function while also improving the regulatory framework; improved safety engineering through regular road safety audits as well as influencing infrastructure plans and designs in both construction and maintenance to promote safe engineering while researching into more measures for forgiving infrastructure and vehicles; upscale and enhance driver training and education through the formalisation and registration of Driving Schools as a key role player in the achievement of road safety goals as well as various road users behaviour through proper regulation alongside accessible safety education and awareness programmes; strengthening the safety behaviour enforcement both from licensing to use of the roads through compliance inspections and enforcement as well as multiple enforcement operations geared towards eliminating hazardous road users as well as vehicles and other distractions which will include full automation of the function with a full 24/7 law enforcement; coordination and marshalling of first responders will be supported by the development of an integrated communication and central provincial centre for speedy and accurate response and post-crash scene management.

Outputs:

Projects	Year 1	Year 2	Year 3	Year 4
Roll-out 24/7 Shift System	Business case & Policy approval	Resourcing: Law Enforcement officers, working tools and PPEs.	Pilot in 7 stations	Roll-out provincially
Provincial Traffic College	Land acquisition or identification of an unused State Property & feasibility study	Designs and construction and / or Upgrading of an existing structure	Finalization of construction/upgrading	Commissioning.
Improved Regulation of licensing function	Planning & consultations	Formalization of driving schools and number plate manufacturers.	Formalize Vehicle Testing Centers	Ongoing
Automation of Traffic Law Enforcement	Business case approved Implementation of pilot	Pilot continues	Roll-out Provincially	Monitoring and Evaluation of the Project
Reconfiguration and repositioning of the Licensing Services.	Commissioning of a study into the licensing services.	Finalisation of the study and development of the implementation plan	Phase 1: Rollout of the Plan	Phase 2: rollout of the Plan
Implementation of the National Road Safety Strategy	Establishment of a provincial road safety coordinating structure. Conduct a study on the uniqueness of the Province.	Development of a Provincial Road Safety Strategy implementation plan.	Rollout of the Provincial Road Safety Strategy implementation plan.	Ongoing
Implementation of National Road Traffic Law Enforcement Code	Align TLE structure with Code requirements Rollout plan	Compliance with the code on branding & attendant forms	Ongoing	Ongoing

OUTCOME 4: Improved Public Private Participation

In the Province, the unemployment rate remains above 40%. According to the Eastern Cape Labour Market overview released by ECSECC (Q1, 2024) youth unemployment rate increased to 53, 3%. In addition, there is generally limited technical skills among the youth and there is no technical capacity in public bodies to implement portfolio of their projects and programme. This endeavor, therefore, is aimed at building capacity amongst the youth and MSMEs through mentorship development programmes to execute the increasing amount of labour-intensive work. Eventually, a larger pool of skilled labour and contractors for the delivery of the State's programmes and projects should be created over the term.

Outcome 4: Improved Public Private Participation						
Baseline	5 Year target	2025/26	2026/27	2027/28	2028/29	2029/30
33 171	170 000	34 000	34 000	34 000	34 000	34 000

Outputs:

Projects	Year 1	Year 2	Year 3	Year 4
Reconfiguration of 80 Youth brigade program	80 Youth Brigade Participants	80 Youth Brigade Participants	80 Youth brigade Participants	80 Youth Brigade Participants
30 000 Household contractor configuration	30 000 Households	30 000 Households	30 000 Households	30 000 Households
100 Centre of Technical Development program	30 Artisan on diesel Mechanic Trade test	30 Artisan on diesel Mechanic Trade test	40 Artisan on diesel Mechanic Trade test	Contracting of New Intake.
2 Contractor Development Programme	Expression of interest and selection of 10 Contractors to be developed.	Development of 10 Contractors through training.	Development of 10 contractors through training.	Development and exiting of 10 contractors. Allocation of work packages and CIDB Upgrading.
Exit strategy – To participate in the labour market – Issuance of certificate	Consultations and signing off of Exit strategy.	Institutionalization of the strategy	Implementation of the strategy.	Implementation of the Exit strategy.
Artisans Development	20 Artisans Electrical training 10 Carpentry Training 20 Plumbing Training 10 Brick Laying training 10 welding Training	20 Artisans Electrical training 10 Carpentry Training 20 Plumbing Training 10 Brick Laying training 10 welding Training	20 Artisans Electrical Trade Test 10 Carpentry Trade test 20 Plumbing Trade test 10 Brick Laying trade test 10 welding Trade test	Contracting of New Intake.

OUTCOME 5: An effective and efficient public service

The Eastern Cape Department of Transport desires to achieve high levels of effectiveness towards achieving the outcomes (outcome 1 to 4) that the department intends to produce. In the previous administration, the Department was faced with various governance challenges, which resulted in the stagnation of the audit outcomes. These challenges were underpinned by poor organizational culture, low staff morale, unethical conduct, non-implementation of management resolutions and non-compliance to administrative laws and prescripts. As such, the Executive Authority has emphasized that the department needs to prioritize the upholding of the rule of law and an improvement of the overall accountability ecosystem. Therefore, a clean audit outcome speaks to the improvement in the overall internal control and governance environment of the department. It comprises of various elements in the attainment of the effective and efficient administration. The key priorities towards the attainment of this outcome for the seventh Administration includes the following objectives:

- Submission of a credible, accurate and complete account of the departmental financial and non-financial performance.



The improvement governance and accountability system include the following sub-objectives:

- Enhanced internal control environment.
- Strengthen the consistent implementation of consequence management
- Full implementation of Risk Management and an Integrated Audit Improvement Plan.
- Full compliance to Supply Chain Management Systems.
- Full compliance to legislation and policy provisions.
- Development and implementation of a combined assurance plan.
- Development and implementation of corporate governance framework.
- Development and implementation for IGR and Stakeholder.
- Implementation Framework.
- Development and implementation of a Business Continuity Plan.
- Development and implementation of the Information and Knowledge Management System.
- Development and implementation of a transformation strategy focusing on gender equality and advancing opportunities for other designated groups within the transport value chain.
- Full implementation of the approved organizational structure.
- Full implementation of the SDM (Full decentralization and capacitation of districts for optimal service delivery).
- Effective implementation of the Performance Management and Development System
- Institutionalize the automation of business processes.
- Formalising and implementing a research agenda towards repositioning of the transport mandate in the province.
- Ensure the beneficiation of SMME's within the transport value chain.
- Enhance the existing Revenue Generating Strategy.
- Performing a capability assessment and skills audit.
- Ensure compliance to Minimum Information Security Standards (MISS).
- Enhance the implementation of the ICT governance framework.

In conclusion, the Department is confident that the attaining the above key priority objectives will ensure the effective and efficient public service towards the achievement of a clean audit outcome.

Outputs:

Outcome 5: An effective and efficient public service					
Baseline	2025/26	2026/27	2027/28	2028/29	2029/30
Unqualified Audit Outcome	Unqualified Audit Outcome	Unqualified Audit Outcome	Unqualified Audit Outcome	Clean Audit Outcome	Clean Audit Outcome

C.3 Key Risks

OUTCOME	RISK DESCRIPTION	RATING	RATING	ACTION PLAN TO IMPROVE THE MANAGEMENT OF THE RISK	TYPE OF STRATEGIC RISK
An effective and efficient public service.	Ineffective ICT Governance to enhance business operations	16	12	<ol style="list-style-type: none"> 1. Collaboration of OD and ICT to develop and design a change management plan that will instill the culture of embracing automation of business processes 2. Review ICT Strategy and Develop Digital Transformation Strategy 3. Conduct security tests 4. Automate the remaining business processes 5. Prioritize office that are not on broadband 6. Priorities automation Business Process Mapping and Standard Operating Procedures 	Overlapping
	Proliferation Fraud and corruption within Departmental processes	20	15	<ol style="list-style-type: none"> 1. Conduct awareness workshops in collaboration with other programmes 2. Continuous review and monitoring of fraud risk register 3. Monthly updates on implementation of action plans 4. To consult the developed and approved Ethics policy 5. Analyze mechanisms to manage conflicts of interests 	Overlapping
	Disruptions in business operations	20	16	<ol style="list-style-type: none"> 1. Procurement of professional services to design and implement a business continuity management system. 2. Training of relevant officials serving in the OHS and Disaster Management Committee 3. Identification of the critical functions within the Department and ensure that comprehensive plans to manage disruptions are in place. 4.1 Developing a comprehensive disaster recovery management plan focusing on the most key and strategic functions 4.2. Resourcing the above plan accordingly 5. To develop contingency plans to address immediate disruptions caused by loadshedding and office accommodation. 	Emerging

OUTCOME	RISK DESCRIPTION	RATING	RATING	ACTION PLAN TO IMPROVE THE MANAGEMENT OF THE RISK	TYPE OF STRATEGIC RISK
Improved Transport infrastructure	Inability to provide and improve on the quality of the Provincial Transport Infrastructure network	25	18,75	1.1 To prioritise the programme's recruitment needs in collaboration with Prog 01. 1.2 To continuously submit financial requests 2. To propose the establishment of departmental facilities unit (Facilities Programme 01 in collaboration with Programme 02) 3. To continuously assess the condition of network. 4. To continue with implementation of RAMS (Road Asset Management System).	Overlapping
	Slow implementation of infrastructure projects	20	15	1. Monitoring of implementation of PDP's as per performance contract in collaboration with the Centre for Technical Development -Continuous development and capacitation of Project Managers and implementation of the annual training plan for technical personnel. (all technical personnel to be included) 2. Strengthening of risk analysis during bid evaluation process 3.1. To identify and enforce contract conditions 3.2. To conduct monthly site visits 4. Finalization of SMME's packages prior commencement of projects 5. To conduct proper consultation and social facilitation 6. To report cases of construction mafias to the Law Enforcement agencies (as and when they occur)	Overlapping
Improved Private Public Sector Participation.	Ineffective and inefficient participation of stakeholders in service delivery	16	12,8	1. To develop a framework/guideline for stakeholder participation 2. To capacitate the existing IGR functionaries on the guidelines of stakeholder participation 3. To engage with other departments on best practice on IGR and stakeholder management 4. To define roles and responsibilities for coordination of stakeholder participation	Overlapping

OUTCOME	RISK DESCRIPTION	RATING	RATING	ACTION PLAN TO IMPROVE THE MANAGEMENT OF THE RISK	TYPE OF STRATEGIC RISK
Improved Transport System	Inability to develop and implement an Integrated Multi-modal Transport system	20	16	<ol style="list-style-type: none"> 1. To hold various dialogues with internal and external stakeholders in institutionalizing the Integrated Transport Master Plan 2.1. To conduct ongoing training for municipalities at District level on development of ITPS 2.2. To encourage municipalities to budget for public transport through TRANSMEC 3. To coordinate the implementation of the colloquium resolutions regarding transformation plan for bus and taxi industries. 4.1. To develop a concept document for rail revitalization, which encompassing high speed rail line and freight lines respectively. 4.2. To Present the approved concept to the Clusters and EXCO for endorsement 5.1. To table the proposal to Top Management to prioritise the funding of the automated bus monitoring system within its appropriated funding for 2025/26 financial year. 5.2. To motivate for the procurement of an automated bus monitoring system. 6. To renovate, construct or refurbish the Mthatha Airport Infrastructure to be competitive for economic investment (Building of Fire station, procure 2 Fire Engines and 2 bowzers and renovation of Mthatha Airport) 7.1 To embark on a public private participation to open up for investments on the Bhissho Airport 7.2. To invite ECDC to present on the investment opportunities identified for investment through private participation 8. To conduct compliance inspections. 9. Request additional funding through EXCO (It is recommended that this be removed) 10. To interact with local municipalities and authorities through the IGR and Stakeholder Management framework to understand their ITPS and assist in unlocking bottlenecks 	Overlapping
	Inability to fully exploit maritime resources	16	12,8	<ol style="list-style-type: none"> 1.1 Development of a framework to guide the work to be done on Maritime 1.2 Develop an inclusive maritime special plan to optimise participation in the Provincial Maritime sector. 1.3 Engage the sector stakeholders in planning/ institutional arrangements 2. Review and approve maritime strategy 3.1 Conduct research by partnering with research institutions 3.2 Benchmarking with other provinces 3.3 Knowledge sharing sessions on maritime 4. Lesser percentage personnel, out of the three Maritime staff establishment personnel, will apply through HRD bursary application, intake into further education specialising in Maritime. 5. To develop framework for Departments' Oceans Economy. 	Emerging

OUTCOME	RISK DESCRIPTION	RATING	RATING	ACTION PLAN TO IMPROVE THE MANAGEMENT OF THE RISK	TYPE OF STRATEGIC RISK
Improved Transport Safety	Inefficiencies in the provision of learner transportation services	25	20	<ol style="list-style-type: none"> To implement processing of payments using Logis and Khawula ubhatale To implement Learner Transport system (Go Live) To appoint scholar transport monitors. To review scholar transport memorandum of understanding between DOT (strengthening of relations between the two departments) Monthly reconciliation of data To lobby for funding with Provincial Treasury To incorporate in the performance contracts of public transport component employees the responsibility contracts management To develop and implement an ethics awareness programme to address unethical behaviour. To conduct road shows to raise awareness on Learner Transport policy 10.1. To facilitate capacitation session to contracted scholar transport operators 10.2. To enforce terms of the contract on noncompliant operators To review the existing resourcing model to be in line with approved service delivery model of the department and skills transfer To strengthen engagements between DOT and DOE in addressing disruptions by external stakeholders and establishment of Scholar Transport fora in the districts to the local level 	Overlapping
	Deteriorating state of safety on provincial roads	20	15	<ol style="list-style-type: none"> Develop a provincial road safety strategy implementation plan in line with the National Road Safety Strategy To lobby Programme 2 to consider doing road safety audits 	Emerging

C.4 Public Entities

Name of Public Entity	Mandate	Outcomes	Current Annual Budget (R)	Target
Mayibuye Transport Corporation	Ciskeian Corporations Act (Act 18 of 1981)	Provision of affordable bus passenger service.	R170 666m	3 327 625 Kms subsidized 64 Routes subsidized 56 098 Trips subsidized



PART D

TECHNICAL INDICATOR DESCRIPTORS

PART D : TECHNICAL INDICATOR DESCRIPTIONS

Indicator Title	Number of subsidized routes				
Definition	Approved subsidized routes serviced by operators as per the contract. A route refers to a way / course taken by a bus in getting from a starting point to a destination. Subsidization refers to part payment of the cost price by government with the intention of keeping the final price charged to commuters low.				
Source of data	Contracts between operators and department and Payment Certificates				
Method of Calculation / Assessment	Simple Count				
Annual Means of Verification	Year 1	Year 2	Year 3	Year 4	Year 5
Assumptions	Operators will operate all subsidized trips in line with contractual obligation.				
Disaggregation of Beneficiaries	Target for Women: N/A Target for Youth: N/A Target for People with Disabilities: N/A				
Spatial Transformation	Province & District Municipalities				
Desired performance	Expand subsidised routes to cover more users				
Indicator Responsibility	Transport Operations				

Indicator Title	Number of kilometers of gravel roads upgraded to surfaced roads				
Definition	Total number of kilometers of roads upgraded from a gravel to a surface road to improve capacity, functionality, and safety and reduce long-term maintenance costs on gravel roads.				
Source of data	Primary signed certificates of practical completion including details of the works, and or Secondary signed progress reports, payment certificates.				
Method of Calculation / Assessment	Simple count of kilometers along all provincial proclaimed gravel roads upgraded				
Annual Means of Verification	Year 1	Year 2	Year 3	Year 4	Year 5
Assumptions	Adequate funding is made available for Transport Infrastructure				
Disaggregation of Beneficiaries	Target for Women: N/A Target for Youth: N/A Target for People with Disabilities: N/A				
Spatial Transformation	Districts				
Desired performance	To improve capacity, functionality, and safety and reduce long term maintenance costs on gravel roads.				
Indicator Responsibility	Transport Infrastructure				

Indicator Title	Number of kilometers of gravel roads maintained				
Definition	Total number of kilometers of gravel roads maintained including: • new gravel wearing course added to an existing gravel road • Blading of gravel roads by means of a grader				
Source of data	Primary signed certificates of practical completion including details of the works, and or Secondary signed progress reports, payment certificates.				
Method of Calculation / Assessment	Simple count of kilometers along all provincial proclaimed gravel roads maintained.				
Annual Means of Verification	Year 1	Year 2	Year 3	Year 4	Year 5
Assumptions	Adequate funding is made available for Transport Infrastructure				
Disaggregation of Beneficiaries	Target for Women: N/A Target for Youth: N/A Target for People with Disabilities: N/A				
Spatial Transformation	Districts				
Desired performance	Gravel roads maintained to ensure improved capacity, safety and riding quality				
Indicator Responsibility	Transport Infrastructure				



Indicator Title	Number of square meters of surfaced roads maintained				
Definition	Total number of square meters of surfaced roads maintained including: <ul style="list-style-type: none"> • rehabilitation of existing surfaced roads; • resealing of existing surfaced roads; • Pothole patching of existing surfaced. 				
Source of data	Primary signed certificates of practical completion including details of the works, and or Secondary signed progress reports, payment certificates.				
Method of Calculation / Assessment	Simple count of square meters along all provincial proclaimed surfaced roads maintained.				
Annual Means of Verification	Year 1	Year 2	Year 3	Year 4	Year 5
Assumptions	Adequate funding is made available for Transport Infrastructure				
Disaggregation of Beneficiaries	Target for Women: N/A Target for Youth: N/A Target for People with Disabilities: N/A				
Spatial Transformation	Districts				
Desired performance	Surfaced roads maintained to ensure improved capacity, safety and riding quality				
Indicator Responsibility	Transport Infrastructure				

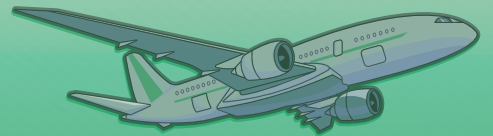
Indicator Title	Number of road safety interventions implemented				
Definition	Five interventions are intended to be rolled out over the next 7th term of Administration which are: <ul style="list-style-type: none"> • Promulgation of transport regulatory by-laws by Municipalities mainly relating to public transport operations & thumbing. • Establishment of a multi-stakeholder Provincial Road Safety Coordinating structure. • Development and implementation of Provincial Road Safety Strategy Implementation Plan. • Conducting various road traffic law enforcement operations and compliance inspections. • Implementation of appropriate systems and fully aligned organisational structure as per the function. 				
Source of data	National Road Safety Strategic				
Method of Calculation / Assessment	Simple addition				
Annual Means of Verification	Year 1	Year 2	Year 3	Year 4	Year 5
	Signed annual implementation report.	Signed annual implementation report.	Signed annual implementation report.	Signed annual implementation report.	Signed annual implementation report.
	Inspection reports. TLE forms	Inspection reports. TLE forms	Inspection reports. TLE forms	Inspection reports. TLE forms	Inspection reports. TLE forms
Assumptions	Adequate funding is made available for all the identified interventions for the 7th term				
Disaggregation of Beneficiaries	Target for Women: N/A Target for Youth: N/A Target for People with Disabilities: N/A				
Spatial Transformation	Province				
Desired performance	To ensure a safe transport system for all road users				
Indicator Responsibility	Transport Regulation				



Indicator Title	Number of work opportunities Created				
Definition	<p>The number of work opportunities created and reported encompassing EPWP-aligned principles in the Transport Sector.</p> <p>A work opportunity refers to paid work created for an individual on a road Infrastructure project for any period. The same individual can be employed by one project after another, and each period of employment will be counted as a work opportunity disaggregated in Woman, Youth, and people with disability.</p>				
Source of data	<p>Planning Data:</p> <ul style="list-style-type: none"> • Primary: NDW&I / Cabinet approved Plans for job creation • Secondary: Business Plans and documentation signed off by Accounting Officer <p>Performance (Achievement) Data:</p> <p>NDPW&I report submitted to Provinces with EPWP Annexures (from the EPWP-ERS)</p>				
Method of Calculation / Assessment					
Annual Means of Verification	Year 1	Year 2	Year 3	Year 4	Year 5
	Narrative Report and EPWP System generated report (PB01a)	Narrative Report and EPWP System generated report (PB01a)	Narrative Report and EPWP System generated report (PB01a)	Narrative Report and EPWP System generated report (PB01a)	Narrative Report and EPWP System generated report (PB01a)
Assumptions	More jobs opportunities created and poverty alleviation.				
Disaggregation of Beneficiaries	<p>Target for Women: 20 400</p> <p>Target for Youth: 18 700</p> <p>Target for People with Disabilities: 680</p>				
Spatial Transformation	Province				
Desired performance	Optimization of work opportunities with a bias towards vulnerable groups.				
Indicator Responsibility	Programme Manager				

Indicator Title	Clean audit outcomes achieved.				
Definition	<p>A good public administration that enables a capable, ethical and developmental state in utilizing human, financial and other resources.</p> <p>A clean audit outcome is defined as the overall improvement of internal control and governance systems of the department. It comprises of various elements in the attainment of effective and efficient public administration. This will be attained through the achievement of priorities outlined under Outcome 5 listed above.</p>				
Source of data	Audit Report				
Method of Calculation / Assessment	Observation, Inspection or examination of evidence (The Ratio of outputs to Inputs)				
Annual Means of Verification	Year 1	Year 2	Year 3	Year 4	Year 5
Assumptions	Adequate funding is made available for Audit to be conducted				
Disaggregation of Beneficiaries	Not Applicable				
Spatial Transformation	Head Office				
Desired performance	High				
Indicator Responsibility	Administration				

ANNEXURES



ANNEXURES TO THE STRATEGIC PLAN

DISTRICT DELIVERY MODEL

Areas of intervention in NSDF and DDM	Annual Commitments									
	Project Name	Project description	Budget allocation (R)	District municipality	Specific Location	Project leader	Social partner	Roles & Responsibilities of Stakeholder	Longitude (East/West)	Latitude (North/South)
Roads & Public Transport Facilities	BRIDGE MAINTENANCE	BRIDGE MAINTENANCE	58,000,000	Provincial	Provincial	Mr. Majiba	N/A	Maintenance of Bridges in the 6 districts through outsourced contracts under supervision of the District Roads Engineer.	-28.27897	-31.79335
	Wild Coast Meander Coffee Bay to Zithulele (Ph1)	Wild Coast Meander Coffee Bay to Zithulele (Ph1)	24,614,000	O.R. Tambo	Coffee Bay	Mr. Goxa	N/A	Upgrading to a surfaced standard managed by In_House Construction Unit.---	-31.9857	29.1484
	SLA Enoch Mqijima (Phase 5) Fikile Gwadana	SLA Enoch Mqijima (Phase 5) Fikile Gwadana	10,000,000	Chris Hani	Komani	Mr. Boshoff	N/A	Upgrading to a surfaced standard, Enoch Mqijima Municipality is the implementing agent.	26.87394	26.87394
	R72 to Hamburg	R72 to Hamburg	12,000,000	Amathole	Ngqushwa	Mr. Goxa	N/A	Upgrading to a surfaced standard managed by In-House Construction Unit.---	27.34856	-33.24822
	Divisional Road 08041: Cofimvaba to Asketon	Divisional Road 08041: Cofimvaba to Asketon	25,302,000	Chris Hani	Cofimvaba	Mr. Goxa	N/A	Upgrading to a surfaced standard managed by In-House Construction Unit.--	27.57868389	-31.9982
	Mlamli Hospital Road	Mlamli Hospital Road	10,000,000	Joe Gqabi	Sterkspruit	Mr. Boshoff	N/A	Upgrading to a surfaced standard through an outsourced contract managed by Outsourced Construction Unit.-	-30.54896	-30.54896

Areas of intervention in NSDF and DDM	Annual Commitments									
	Project Name	Project description	Budget allocation (R)	District municipality	Specific Location	Project leader	Social partner	Roles & Responsibilities of Stakeholder	Longitude (East/West)	Latitude (North/South)
	Canzibe Hospital Road	Canzibe Hospital Road	18,781,000	O.R. Tambo	Libode	Mr. Goxa	N/A	Upgrading to a surfaced standard managed by In-House Construction Unit.---	-29.066	lo -29.066
	SLA EC_DoT Great Kei LM - DR349 Kei River Mouth Road	SLA EC_DoT Great Kei LM - DR349 Kei River Mouth Road	8,000,000	Amathole	Komga	Mr. Boshoff	Great Kei Municipality	Upgrading to a surfaced standard, Great Kei Municipality is the implementing agent.	28.3847066	28.3847066
	SLA EC_DoT Great Kei LM - DR349 Haga Road	SLA EC_DoT Great Kei LM - DR349 Haga Road	13,000,000	Amathole	Komga			Upgrading to a surfaced standard, Great Kei Municipality is the implementing agent.	28.2512004	-32.7602498
	Centane to Qholora phase 4	Centane to Qholora phase 4	2,500,000	Mnquma	Centane	Mr. Gebengana	N/A	Upgrading to a surfaced standard through an outsourced contract managed by Outsourced Construction Unit.-	28.31423917	-32.50510056
	DR 08131 IN QUMBU	DR 08131 IN QUMBU	7,965,000	O.R. Tambo	Tsilitwa	Mr. Goxa	N/A	- Upgrading to a surfaced standard managed by In-House Construction Unit	28.71853	-31.02736
	CLARKBURY RD PH1 & 2 N2 TO R61	CLARKBURY RD - PH1 & 2 N2 TO R61		Chris Hani	Idutywa	Mr. Boshoff	N/A	Upgrading to a surfaced standard through an outsourced contract managed by Outsourced Construction Unit -	-28.27897	-28.27897
	RRM Consultants	RRM Consultants	29,444,134	Various District	Various	Mrs. Zuzile	N/A	Provision of professional engineering services for routine maintenance in the six districts	Various District	-
	SLA: EC -DOT Sarah Baartman	SLA: EC -DOT Sarah Baartman	9,553,000	Makhanda	Makhanda	Mr. Boshoff	N/A	Upgrading to a surfaced standard, Sarah	-26.52719	-33.30935

Areas of intervention in NSDF and DDM	Annual Commitments									
	Project Name	Project description	Budget allocation (R)	District municipality	Specific Location	Project leader	Social partner	Roles & Responsibilities of Stakeholder	Longitude (East/West)	Latitude (North/South)
	Willowvalle to Dwesa Phase 4	Willowvalle to Dwesa Phase 4	27,500,000	Mbashe	Dwesa	Mr. Boshoff	N/A	Baartman District Municipality is the implementing agent. Upgrading to a surfaced standard through an outsourced contract managed by Outsourced Construction Unit -	-28.50391	-32.26315
	Weliszwe Bridge Programme	Weliszwe Bridge Programme	244,000,000	Various Districts	Various	Mr. Boshoff	N/A	Implementation of modular bridge construction with the EC_DoT as funder, NDPWI as Implementing Agent and -SANDF as contractor.	Various Districts	28.8699
	SLA: EC-DOT Mhlontlo LMA	EC-DOT Mhlontlo LMA	4,000,000	Mhlontlo	Qumbu	Mr. Boshoff		Upgrading to a surfaced standard, Mhlontlo Local Municipality is the implementing agent.	28.86985	-31.16411
	MTHATHA	MTHATHA TRAFFIC STATION	7,000,000	O.R. Tambo	Mthatha	Mr. Soko	N/A	-	28.7780987	-31.6066839
	SLA NMBM	SLA NMBM	22,200,000	Nelson Mandela Bay	Port Elizabeth	Mr. Randal	NMB Municipality	NMBM-Implementing agent for the implementation of the project for maintenance of the Provincial Municipal Main Roads within the inner municipal boundary.	25.5681084	-33.7452412

Areas of intervention in NSDF and DDM	Annual Commitments									
	Project Name	Project description	Budget allocation (R)	District municipality	Specific Location	Project leader	Social partner	Roles & Responsibilities of Stakeholder	Longitude (East/West)	Latitude (North/South)
	SLA JGDM: Gariep & SLA JGDM: Maletswai	Gariep & SLA JGDM: Maletswai	26,000,000	Joe Gqabi	Aliwal North	Mr. Botha	Gariep Maletswai municipality	Provides Routine Road Maintenance on Provincial Gravel Roads within the Walter Sisulu Local Municipality area. Contract Period 01.04.2022 to 31.03.2025. Joe Gqabi District Municipality is the implementing agent.	-30.9212	-
	Road Upgrade	Camps Road Upgrade	10,000,000	Buffalo City	Buffalo City	Mrs. Zuzile	District Roads Engineers	District Roads Engineers facilitate repairs to roads camps where roads in-house maintenance teams reside.	-	-
	ROUTINE MAINTENANCE OF GRAVEL ROADS	ROUTINE MAINTENANCE OF GRAVEL ROADS	308, 643, 378	Various districts	Various	Mr. Manga	N/A	Routine road maintenance of gravel roads through outsourced contracts and inhouse teams under the management of the District Rads Engineer	Various districts	-
	RMC	RMC	207, 792 ,942	Various districts	Various	Mr. Manga	N/A	Routine road maintenance of surfaced roads through outsourced contracts and inhouse teams under the management of the District Rads Engineer	Various districts	-
	ROAD SIGNS CONTRACT	ROAD SIGNS CONTRACT	10,000,000	Various districts	Various districts	Mr. Manga	N/A	Routine maintenance of roads signs through outsourced contracts	Various districts	-

Areas of intervention in NSDF and DDM	Annual Commitments									
	Project Name	Project description	Budget allocation (R)	District municipality	Specific Location	Project leader	Social partner	Roles & Responsibilities of Stakeholder	Longitude (East/West)	Latitude (North/South)
	ROAD MARKINGS	ROAD MARKINGS	10,000,000	Various districts	Various districts	Mr. Manga	N/A	under the management of the District Rads Engineer - Routine maintenance of roads markings through outsourced contracts under the management of the District Rads Engineer -	Various districts	-
	2019/20 SUPPORT CONSULTANTS	DRE 2019/20 SUPPORT CONSULTANTS	4,000,000	Various districts	Various districts	Mrs. Zuzile	N/A	Provision of technical support to maintenance units in the district- to augment DoT resources.	Various districts	-
	PROJECT MANAGEMENT	PROJECT MANAGEMENT	2,640,000	Buffalo City	East London	Mrs. Zuzile	N/A	Provision of technical support to maintenance units at head office to augment DoT resources.	Various districts	-
	Traffic Control Centre Middelburg	Traffic Control Centre Middelburg	15,000,000	Chris Hani	Middelburg	Mr. Soko	N/A	- Upgrading to a surfaced standard through an outsourced contract managed by Outsourced Construction Unit	-31.4929	25.0059
	Law Enforcement Facilities									