



Province of the  
**EASTERN CAPE**  
TRANSPORT

*Policy*

**SPEECH**

**2026/2027**





**HONOURABLE SPEAKER, MS. HELEN AUGUST**  
**HONOURABLE DEPUTY SPEAKER, MR VUYO JALI**  
**HONOURABLE PREMIER, MR. O MABUYANE**  
**MEMBERS OF THE PROVINCIAL EXECUTIVE COUNCIL**  
**HONOURABLE MEMBERS OF THIS HOUSE**  
**HEAD OF DEPARTMENT; MR. ANDILE FANI**  
**SENIOR MANAGEMENT OF THE DEPARTMENT**  
**TRANSPORT STAKEHOLDERS; INVITED GUESTS**  
**MEMBERS OF THE MEDIA**

**Honourable Speaker**, the Eastern Cape Department of Transport, is dedicated to establishing a safe, reliable, and efficient transport system that promotes economic growth, creates jobs, and supports social development. This department plays a crucial role in ensuring that the people and goods of our province can move safely and efficiently, providing dignified services to all.

Transport serves as the foundation for economic growth, connecting the Eastern Cape to markets, global opportunities, and essential services, which support the daily lives of millions in our communities. More than just facilitating movement, transport creates opportunities for economic engagement, enhances road safety, and directly improves the quality of life for the residents of the province.



**Honourable Speaker**, the policy direction of this Department is firmly grounded in the democratic mandate of government and aligned with the resolutions adopted by the African National Congress at its 55th National Conference (2022). In reaffirming the principles outlined in the ANC's *Strategy and Tactics* (2022), the government has prioritised infrastructure-led growth, ethical governance, institutional renewal, and inclusive economic transformation.

**Honourable Speaker**, Honourable Members of the Legislature, and citizens of the Eastern Cape.

We find ourselves as a province with a predicament, only 10% of Eastern Cape roads are properly surfaced, well below the national average of 25%. This persistent infrastructure backlog leaves the province with the lowest proportion of surfaced roads in the country.

The Department of Transport has strengthened its intergovernmental relations by collaborating closely with the South African National Roads Agency (SANRAL). The department with SANRAL are committed to addressing the historical infrastructure deficit through significant investments in rural road development and the upgrading of gravel roads to surfaced asphalt standards, despite challenges such as rapid population growth, limited budgets, and recurring climate-related flooding.

The Department continues to work closely with SANRAL on multiple strategic interventions across the province, and a number of major projects now reflect clear advances. The **N2 Wild Coast Road Programme**, representing a massive investment of **R20 billion** and incorporating the **Msikaba and**



**Mthentu mega-bridges**, continues to reshape regional mobility.

Construction on the R63 section between Bhisho and Qumrha is advancing steadily and is expected to significantly boost regional economic growth. Although facing delays, the upgrade of the R63 from Bhisho to the N6 Bridge, which began in May 2023, has faced delays partly due to the relocation of the Amathole District water pipeline, with an anticipated completion date of 28 February 2028. Meanwhile, work on the R56 from Cedarville towards Matatiele, which started in January 2023, is progressing well, currently 64% complete, and is projected to finish by August 2027.

The Department, in partnership with the SANDF and the National Department of Public Works and Infrastructure, initiated the construction of **18 bridges** across the province in 2025/26 under the **Welisizwe Programme**. Aimed at improving rural resilience and connectivity, the project has created **720 work opportunities**, enhanced access to essential services, promoted social and economic development, and supported skills development, advancing the government's rural infrastructure and development goals.

Furthermore, the upgrading of the N2 between Makhanda and Fish River Pass continues to progress towards its anticipated completion in August 2026.

Work on the Middelburg Integrated Traffic Control Centre has advanced, with the electrical works for Phase 1A now completed. While the Phase 1B contract, covering the **N9 reconfiguration and Meintjies Street**, was terminated due to



poor performance, a new procurement process has been initiated, enabling a new contractor to commence work in May 2026. On completion of this Phase, the Department intends commencing with elements of Phase 2 of this project.

The Department also continues to collaborate with Municipalities through Service Level Agreements within the District Development Model (DDM).

In the **Enoch Mgijima Local Municipality**, designs for the Ilinge Road upgrade are finished and the project has been advertised for implementation. In Makana, the rehabilitation of M Street and Albert Street has been completed at a cost of **R28 million**.

In the **Great Kei Local Municipality**, the upgrade of the **MR00694 route from Nyarha Village to Haga Haga and from Kei Mouth** to the Kei River Mouth is at an advanced stage following the resolution of land expropriation issues, with **final designs** expected by **April 2026**. The design for the Kei Mouth Ferry Road is complete and construction is anticipated to commence in **June 2026**, supported by a provincial allocation of **R20 million** for the 2026/27 financial year.

For the **Mhlonlfo Local Municipality**, the detailed design for **Shawbury Road** has been finalised, with implementation scheduled for **July 2026**, while Phase 1 of the Quenera Road upgrade in Buffalo City is expected to reach completion in **June 2026**.

The Department identified a gap in the monitoring of projects and has since taken steps to address this. Recently, **47 bakkies** were handed over across all six districts to strengthen the monitoring of infrastructure projects. Each district



received between six and seven vehicles, including the Department's in-house construction unit. This initiative also demonstrates our commitment to strengthening internal resources. The availability of these vehicles is expected to have a positive impact on improving service delivery.

Let me also take this opportunity to condemn the recent spate of hijackings that appear to be targeting government vehicles.

The Department has prioritised ongoing road maintenance and has allocated **R298 million** for gravel roads across the province. In addition, **R16.5 million** has been allocated to Nelson Mandela Bay Municipality for inner-city road improvements, while the Joe Gqabi District has been allocated **R19.4 million** to support its road maintenance programmes.

Over the 2026/27 financial year, the Department plans to re-gravel **983,2km** kilometres of gravel roads, **29 551km** kilometres of roads will be bladed, and undertake **90 988** square metres of black-top patching. Progress on network rehabilitation continues steadily, with the **N6 to Molteno route at 61% completion, Humansdorp to Hankey at 92 %, and the N2 to Ntabankulu route at 42%**. To boost operational reach, **R38 million** has been set aside for outsourced regravelling.

**Honourable Speaker**, delays in the procurement of plant hire and surfacing frameworks / panels, appointments have resulted to delays in the implementation of targets for the 2025/26 financial year on the projects listed below. **Overall project** progress is as follows:

- R72 to Hamburg :
  - Road upgrade from gravel to surface is at 97%



- The progress on the construction of bridge is 42%
- Tsilitwa to Qumbu: 78%
- Coffee Bay to Zithulele :66%
- Cofimvaba to Askeaton :43%
- Canzibe Hospital Road: 59%

The **N2 Siphetu Phase 4A project**, which involves upgrading **14 kilometres of gravel road to surfaced standard**, is currently **85% complete** and will be finalised in **May 2026**.

The **Willowvale to Dwesa project** is at procurement stage for engineering services, and is expected to conclude by March 2026 before construction starts in **April 2026**.

Additionally, the upgrading of **Clarkbury road (20km) between Dutywa and Engcobo** is progressing well currently at **35% completion**. Following previous contract terminations due to non-performance and cashflow challenges from the contractor, the **Hluleka Nature Reserve Phase II project** was re-advertised in November 2025, with construction expected to begin in **July 2026**. However, the Mlamli Hospital road project is currently subject to litigation and remains sub-judice.

To further accelerate delivery, the Department partnered with the Gap Infrastructure Corporation (GIC) to provide support in project execution and mobilise additional funding. To strengthen long-term planning, the Department has institutionalised the Road Asset Management System (RAMS), providing detailed condition assessments to guide investment.



## PUBLIC TRANSPORTATION

The department maintains its commitment to subsidising bus services to provide an affordable and reliable public transport system across the province. In support of its mandate, a total subsidy of **R839 786 000** was allocated through Africa Best 350 (AB350), Algoa Bus Company, and Mayibuye Transport Corporation (MTC), benefiting approximately **R8,740,315** passengers, predominantly in rural areas. AB350 has expanded its fleet by procuring additional 31 buses, 11 has been delivered and the remainder will be delivered in phases. This will improve access to affordable public transport services for communities that currently lack adequate coverage.

### Honourable Members,

As a shareholder representative for the department, Mayibuye Transport Corporation (MTC) presents its strategic input for your policy address, highlighting our transformation journey and commitment to delivering quality, accessible public transport to the people of the Eastern Cape aligned with national imperatives, including digital modernization, infrastructure investment, skills development, and enhanced service delivery.

MTC will achieve full operationalization of the Automated Fare Collection (AFC) system in the 2026/2027 financial year. This digital advancement will enhance revenue collection, reduce leakages, and provide real-time ridership data to support evidence-based planning.



MTC will progressively roll out a range of digital initiatives, including pre-trip safety inspection applications, an upgraded website featuring real-time bus scheduling, digital procurement tracking systems, and automated monitoring and evaluation dashboards. The programme aims for full implementation by 2030, with substantial milestones anticipated during the 2026/2027 financial year.

With regard to inclusive accessibility, priority will be given to investing in buses that are fully accessible to people with disabilities and compliant with universal design principles. This initiative advances social inclusion, particularly in light of the Eastern Cape's disability prevalence rate of 4.9%.

**Recapitalisation Strategy:** The completion of the recapitalisation strategy remains a key priority. It seeks to address the ageing fleet while positioning MTC for a transition to green energy solutions, including the introduction of electric buses and investment in renewable energy infrastructure. An amount of **R26.5 million** has been allocated for the procurement of new buses, with a further **R7.5 million** earmarked for depot upgrades.

**Own Revenue Diversification:** The introduction of luxury tourism buses, private hire services, advertising partnerships, and specialised transport offerings will lessen reliance on government grants and enhance long-term financial sustainability.



## PROVISION OF SCHOLAR TRANSPORT SERVICE

**Honourable members**, despite its challenges, the Scholar Transport Programme has played a significant role in supporting the Eastern Cape's rising matric pass rate, which reached 84.1% in 2025. In collaboration with the Department of Education engagements through the Provincial Joint Steering Committee are ongoing, and the department calls on all stakeholders, including ward councillors, to actively participate in monitoring this ward-based programme

The department continues providing transport for learners traveling over 5 km, but due to budget constraints, it is working with stakeholders to review a sustainable funding model.

In an effort to enhance efficiency within the programme, the Department will fully implement the Learner Transport Management System. A pilot phase has been launched across all districts, with the aim of achieving full deployment by the end of August 2026. The Department of Transport is also addressing programme inefficiencies, reviewing rate cards, and preparing for a new tender process ahead of the current contract's expiry in December 2026. In addition, a concept document has been developed to explore a more efficient model.



## AVIATION

Mthatha Airport currently functions as a Category 5 facility, with the potential to be upgraded to Category 6. In the 2026/27 financial year, the focus will be on driving this upgrade through targeted initiatives. The department has formed a joint structure with the OR Tambo District Municipality and King Sabata Dalindyebo Municipality to coordinate emergency responses during landing incidents and to collaborate with relevant stakeholders on resolving issues related to the airport's rezoning.

The Department has officially approached ACSA to explore airport management, and ACSA has suggested signing a Memorandum of Understanding, which is under review. Meanwhile, Siyahluma Investment Company has been engaged to supply airport fuel, a move expected to help reduce ticket costs.

In addition, a pilot pay-parking system will be introduced to enhance revenue generation and improve overall airport management.

With regard to Bhisho Airport, a utilisation strategy has been developed and is currently being circulated for stakeholder feedback. The Department is also exploring potential investor partnerships to upgrade the airport from Category 2 to Category 9.

## MARITIME

**Honourable Speaker,** In the maritime sector, the Department continues to work with the South African Maritime Safety Authority (SAMSA) to promote safety and coastal economic development. The Department will be



entering into a partnership with SA Shipyard through a partnership with KZN DEDEAT and tapping into the Rural Maritime Economy Development by SAMSA to leverage maritime opportunities including capacity development within rural and marginalized coastal communities.

This policy commitment reflects the Department's determination to maintain a safe, reliable transport network that enhances the quality of life for all Eastern Cape residents.

## ENHANCEMENT OF ROAD SAFETY

**Honourable Speaker**, in relation to our work of advancing a regulatory system that protects lives, enhances mobility, and supports socio-economic aspirations of our communities, we have seen improvement in most areas of our enforcement, operator compliance and stakeholder participation. Five provinces reported reductions in fatalities with the highest percentage reduction recorded in the Eastern Cape followed by the Free State. This is witnessed by the significant 22% decrease in road fatalities over the past festive season, quite unprecedented and first of its kind in over five years. Speeding and drunk driving remain the major causes for concern.

I would like to salute our men and women in blue and others in uniform for the work they have done over the past festive season, and they continue to do to save people's lives.

This is attributable to collective efforts of all stakeholders where leadership was at the forefront, including strong intra and intergovernmental cooperation. However, we continue



to experience pressures in capacity constraints, operational backlogs, data quality issues, and evolving demands of our transport environment, let alone issues relating to climate change.

**Honourable Speaker**, in the new financial year, as we conclude, the Centre for Scientific and Industrial Research (CSIR) study into our licensing function, we will be developing a masterplan that will work as a blueprint on the development and establishment of appropriate fit for-purpose licensing centres in the province that will require staggered implementation based on availability of resources. Formalisation and regulation of the driving school industry will continue and establishment of an interim registrar function.

**Honourable Speaker**, as we develop the Provincial Road Safety Strategy and implementation plan in the coming financial year. Alongside this will be lobbying for more private sector involvement and investment in the road safety space. The past festive season outcomes have once more proved to us just how much collective effort means and the extent to which we are stronger pulling together than individually.

The Department recently hosted a ground breaking engagement with law enforcement officers, road safety officers, and driving school operators. The purpose of this engagement was to acknowledge the excellent work done and the successes recorded during the 2025 Festive Season Road Safety Campaign, where the Eastern Cape registered the largest decline in road fatalities nationally.



Much of this success can be attributed to the dedication and commitment of these role players. The challenge now is to build on this solid foundation as we gear up for the Easter Arrive Alive Campaign, a period that traditionally places additional pressure on our road network.

The province has witnessed increasing lawlessness on its roads including attacks on law enforcement officers and citizens as well as unlawful road blockages.

The Department intends to intensify its efforts to improve safety on provincial roads, working closely with law enforcement agencies and security cluster partners to protect citizens. In this regard, it will initiate legislative processes, in collaboration with the Office of the Premier, to strengthen regulations governing road user behaviour particularly addressing those who violate the rights of others and damage infrastructure. This framework will also guide municipalities in strengthening transport by-laws.

In addition, as the Department expands its workforce by recruiting more traffic officers, it will consider the establishment of a specialised elite unit to enhance the enforcement of traffic laws and regulations.

## **BUILDING A WORKING SOCIETY THROUGH EPWP**

The Expanded Public Works Programme remains a cornerstone of this Department's commitment to building a working society, strengthening community resilience, and creating meaningful livelihood opportunities for our people.



In the 2025/26 financial year, the Department exceeded its EPWP target by creating **36 782** work opportunities against a provincial target of **34 000** set by the Department of Public Works and Infrastructure. These opportunities were delivered through 45 infrastructure and social sector projects across the province.

Beyond job creation, the programme prioritised stakeholder engagement across five districts, engaging directly with youth, women, military veterans and persons with disabilities to better understand their needs and aspirations. These engagements have strengthened our recruitment approach and improved alignment between community interests and project design.

In line with the objectives of EPWP Phase V, the Department has continued to shift focus towards meaningful and sustainable work opportunities, placing greater emphasis on skills development, structured exit pathways, and the promotion of sustainable livelihoods beyond the duration of EPWP participation.

In the 2025/26 financial year, the Department prioritised capacity building and skills development by targeting the enrolling of 400 National Youth Service (NYS) participants and the enrolment of 100 artisan learners. I am pleased to report that with the attrition considered, we achieved the training of 395 NYS participants and enrolled 96 artisan learners across critical trades including Diesel Mechanics, Electrical, Plumbing, Auto Mechanics, Bricklaying, and Carpentry, these Artisans participated in the development program and began their journey towards qualifying as professional



artisans through trade testing. In the 2026/27 fiscal year, the Department will continue to monitor their development journey, offering mentorship and support to help to achieve their goals.

Furthermore, in partnership with MERSETA and OTP, 39 Auto Mechanical learners have been placed at Lovedale College, strengthening practical skills development and creating pathways for sustainable employment.

A key strategic focus for the coming year will be the institutionalisation of the EPWP Exit Strategy. To this end, the Department has reconfigured the Household Contractor Programme to enhance its sustainability and impact. This model will create pathways for participants to transition into formalised small enterprises, skills to work through learnerships, artisan development programme and contractor development programme.

The Department will roll out Rapid Response Teams (RRTs) across all districts, with a target of 600 participants. These teams will provide structured support to road infrastructure projects, enhance maintenance capacity, and ensure quicker response to service delivery needs in communities.

The Department will facilitate both accredited and non-accredited training interventions, linked to national qualifications and sector requirements. This includes Transport Safety, Road Traffic, Construction, and related fields.

**Honourable Speaker,** EPWP is not merely a job creation programme. It is a platform for empowerment, skills



development, and inclusive growth. Through deliberate planning and strengthened implementation, we will continue building a working society with one opportunity at a time.

## GOVERNANCE, RISK AND COMPLIANCE

As we advance into 2026/27, we reaffirm our commitment to transparent stewardship, disciplined financial management and service delivery excellence.

The department will continue to work closely with the Provincial Treasury, the Auditor-General, oversight committees and social partners to maintain robust governance systems that withstand scrutiny and deliver public value.

As we enter the 2026/27 financial year, the Department of Transport deepens its commitment to institutional integrity, financial discipline and performance excellence.

Over the past year, we consolidated the gains that resulted in our Unqualified Audit Opinion and focused on sustaining audit stability while preventing regression. In 2026/27, our emphasis shifts from recovery and control enhancement to governance maturity and predictive oversight. We are embedding an integrated governance model that links strategy, budgeting, risk management, stakeholder management and performance monitoring into a unified execution framework. This alignment ensures that risks are identified at planning stage, mitigated during implementation, and continuously monitored through credible performance reporting.



In the year ahead, we will enhance combined assurance framework through clearer assurance mapping, strengthened reliance protocols between internal audit, management assurance, and improved audit action tracking. This will sharpen accountability at programme level, reduce duplication of reviews, and ensure that executive management and oversight structures receive concise, risk-based assurance reports that enable timely intervention.

In 2026/27, the departments' objective will not only enforce discipline but deterrence, culture change and control strengthening. We will also strengthen expenditure monitoring controls, contract management oversight and early-warning indicators to safeguard the efficient use of the government purse.

## STREAMLINING PROCESSES THROUGH DIGITAL INNOVATION

**Honourable Speaker**, I am pleased to share an update on our ongoing efforts to modernize departmental processes through digitization. We are in the final stages of developing the 5-Year Digital Transformation Strategy, which will position the Department as a modern, responsive, and citizen-centric entity. This strategy will serve as a roadmap to:

- Enhance digital service delivery,
- Aligning with the broader e-Government vision of the Eastern Cape and national government,



- Leverage cloud technologies, automation, and data analytics,
- Support decision-making and performance monitoring,
- Integrate ICT Governance and Cybersecurity.

As committed in the last policy speech, we have successfully deployed the invoice tracking solution, "Khawulez' ubhatale," across the Head Office and all six districts. The solution ensures transparency and real-time tracking of invoices, enabling timely payments to service providers.

Additionally, to address challenges in monitoring the EPWP programme, we have developed and fully implemented the EPWP mobile application, "Siyasebenza." This innovation streamlines programme management, facilitates communication between participants and administrators, and provides accurate, timely data for informed decision-making. It has also reduced administrative overheads and has improved accountability.

In 2026/27, priority will be placed on developing a Bus Subsidy Monitoring System to improve oversight of contracted operators, Algoa Bus Company, AB 350, and Mayibuye Transport Corporation and ensure subsidies match services delivered, supporting a safe, reliable, efficient, and affordable public transport system in the Eastern Cape.

## **TRANSFORMATION AND DEVELOPMENT AGENDA**

The department is currently conducting a comprehensive stakeholder engagement program with a view to obtaining the views of all its vulnerable groups to inform its policy and



ensuring that all vulnerable groups participate in the Department of Transport activities.

The department has started the process of drafting a transformation strategy and is currently under consultation with entities and stakeholders for final approval.

**Women:** The Department continues to empower women by appointing 80 women to clean taxi ranks in the following municipalities:

- Enoch Mgijima Local Municipality
- Nelson Mandela Bay Metro
- Buffalo City Metro
- King Sabata Dalindyebo Local Municipality
- Bizana Local Municipality
- Matatiele Local Municipality
- Alice Local Municipality

**Gender-Based Violence:** In an effort to curb gender-based violence and femicide in the workplace, the Department partnered with the Commission for Gender Equality, the Department of Social Development, and Assupol to promote awareness and empower male employees within the Department.

**Youth Development:** The Department also strengthened collaboration through strategic partnerships with stakeholders such as the National Youth Development Agency (NYDA), South African Youth Council (SAYC), and local municipalities.



Key initiatives included the commemoration of Youth Month to identify and respond to young people's needs; delivery of business management and job preparedness training programmes; hosting of youth dialogues focused on road safety and reducing fatalities; mainstreaming and advocacy programmes; and convening an Artisan Business Conference to empower young entrepreneurs.

**Disability Sector:** In the 2026/2027 financial year, the Department will provide 30 wheelchairs to the needy persons with disabilities in the province, to enhance mobility and access to services for people with disabilities and support non-motorized transport systems.

The Department remains committed to implementing Universal Accessibility principles across all activities and programmes, including those of its entities, ensuring inclusion, empowerment, and development.

**Military Veterans:** The Department has established a working relationship with the Military Veterans organisation to collaboratively advance their interests. The Department is committed to ensuring compliance with the Eastern Cape Military Veteran Policy. To date, a total of 13 Military Veterans have benefited through the implementation of the Ring Road brick-paving project in Ntabankulu (8 beneficiaries) and the Animal Pound project in the Sakhisizwe Municipality, Cala (5 beneficiaries).



## SKILLS DEVELOPMENT AND HUMAN CAPITAL SOLUTIONS

### Honourable Speaker,

A transformative agenda prioritizing compliance and good governance to drive overall organizational performance.

The department has embarked on a process to develop the SMS members; 10 SMS members were registered on EDP training with Nelson Mandela University. These interventions are deliberately aimed at cultivating ethical, capable and future-ready leaders who can drive sustained service delivery excellence.

The Department recently hosted a first of its kind **Master Class on the Ocean Economy** for members of the Senior Management Service. This initiative sought to capacitate departmental leadership on the important and emerging sector, while positioning the Eastern Cape as a meaningful role player in the ocean economy, which is expected to become one of the key drivers of future economic growth.

**Women in Leadership:** The Department demonstrated its commitment to gender equity and women's empowerment through active participation in the Public Service Women Management Week on the 29 August 2025. This initiative reaffirmed the Department's resolve to advance women's representation and influence at decision-making levels within the public service.



The Head of Department convened a dedicated engagement with female senior managers. The session focused on reflecting on progress made in implementing the 8-Principle Action Plan for Promoting Women's Empowerment and Gender Equality, as well as strengthening support systems for women in leadership and reinforcing inclusive leadership practices.

In addition, a Change and Leadership Alignment Workshop was planned and conducted for both Senior Management Service (SMS) and Middle Management Service (MMS) members. The workshop recognized the importance of a resilient, aligned, and motivated leadership cohort in driving sustainable organizational performance and improved service delivery.

In response to the province's high unemployment rate, particularly among youth, the Department continued to leverage bursary and internship programmes as strategic talent-pipeline interventions.

For the 2025 academic year, 42 bursaries were awarded in critical and scarce skills fields, including Aviation, Civil Engineering, Marine Engineering, Architectural Studies, Transport Economics, Aeronautical Engineering, and Mechanical Engineering. We have students who are performing exceptionally well in Aviation Studies during the current academic year. These students include **Zenande Ngxabi** and **Sinovuyo Kostawuli**, who are currently enrolled at Air 43 School in Port Alfred; as well as **Lonwabo Mantashe**, **Siphelele Dintsi**, and **Nzwana Ngqalo**, who are enrolled at the Helicopter School in Gqeberha.



In addition, **Reba Nkau** and **Siyamthemba Mzola** were enrolled at the Gordon Institute of Business Science to pursue the International Executive Leadership Development Programme, which they completed successfully.

During the 2026/27 financial year, the Department will continue to support 31 existing bursary beneficiaries who will be pursuing their studies in the 2026 academic year. In addition, a new intake of seven external bursary beneficiaries will be supported in the following fields of study:

- BSc in Geomatics
- BSc or BEng Tech in Civil Engineering
- BSc in Marine Engineering

The Department placed 25 ex-bursary holders as Candidate Technicians in Civil Engineering from 1<sup>st</sup> November 2025. These candidates are registered with the Engineering Council of South Africa (ECSA) for professional development and registration. Each candidate entered into a one-year contract with the Department aimed at developing them into fully qualified professionals.

The Department continued to provide transport-related training opportunities to external youth with the aim of promoting sustainable employment within both the Department and the broader transport sector. In this regard, the Department appointed bursary holders who had completed the Basic Traffic Diploma to participate in a two-year internship programme.



With effect from 1 January 2025, these individuals were appointed as Traffic Interns for a period of two years and placed across various districts within Traffic Law Enforcement.

The Department intends to roll out a structured Human Resource Development (HRD) Youth Development Programme in the 2026/27 financial year aimed at strengthening institutional capacity, addressing scarce and critical skills, and enhancing youth employability within the transport sector. The key delivery policy includes:

- **Graduate Internship Programme:** Placement of 75 graduates at Head Office and District levels to provide practical workplace exposure in both administrative and technical disciplines.
- **Work Integrated Learning (WIL) Programme:** Placement of 25 students who require experiential learning to complete their academic qualifications.
- **Candidacy Programme:** Support for 15 candidates in scarce and technical fields, including Aviation, Maritime, Civil Engineering, and Mechanical Engineering, to develop a sustainable professional skills pipeline.
- **Learnership Programme:** Implementation of a Fire Fighter Learnership for 10 learners to enhance operational safety capacity.
- **Structured Youth Programme:** Placement of 5 young people in targeted operational support areas.

A total budget of **R11,520,000** has been allocated over a two-year period to implement these programmes, in alignment



with the Workplace Skills Plan and the Department's service delivery priorities.

To sustain momentum towards achieving a capable and professional state, the Department continued to capacitate its workforce through the implementation of the Workplace Skills Plan (WSP). During the reporting period, the following skills development programmes were implemented for 94 employees:

- Introduction to SAMTRAC
- Compulsory Induction Programme
- Data Analytics and Reporting Techniques
- Emerging Management Development Programme
- Safety Management System
- Bird and Wildlife Hazard Management (Airport)
- Labour Relations for Managers
- Skills Audit

Through the Centre for Technical Development, the Department strengthened partnerships and expanded technical skills development initiatives under the MERSETA Mega Project and professional development programmes. Key initiatives included collaboration with Lovedale TVET college to appoint unemployed youth as apprentices in motor mechanics, as well as the implementation of artisan development programmes targeting both external youth and internal employees.

In this regard, as an achievement, a total of 83 learners enrolled in varying fields such as Motor Mechanical Apprenticeship, Diesel Mechanics, Welding, Plumbing And Mechanical Studies.



## Honourable Speaker,

The Department remains steadfast in its commitment to evidence-based policymaking. Now entering its second year, our Transport Research Symposium, themed “**Back on Track: Revitalising EC’s Rail Services for Socio-Economic Development** ,” was held on the 09-11 March 2026 in Gqeberha. This symposium has grown in scope and impact compared to its inaugural edition. The symposium convenes experts from academia, industry, and government under one roof, ensuring that the Department's initiatives are guided by rigorous research and innovative idea.

## GOVERNMENT FLEET MANAGEMENT SERVICES

The upcoming financial year marks 15 years of the Government Fleet Management Services (GFMS) operating and providing services to the 12 provincial departments. Over this period, GFMS has achieved notable successes, clearly demonstrating that insourcing fleet management from the private sector was the right decision, as evidenced by the following:

- A net asset value of R2,1 billion based on the 2025/26 audited financial statements, representing 3 216 vehicles leased to the departments.
- This indicates that the Eastern Cape Provincial Government (ECPG), through GFMS, has created total value of R3,1 billion, comprising R2,1 billion in net assets and R1,026 billion remitted to Treasury over the years.
- Of its 14 years in operation, GFMS has received unqualified audits for nine years, despite the absence



of a fleet management system and a fully developed organizational structure.

In the coming year, GFMS will implement an Integrated Fleet Management System to enhance fleet oversight across the province. This system will allow departments to manage trips from request to closure, monitor costs daily, and identify vehicles that are out of operation directly from their own screens, without needing reports from GFMS. This will improve cost and operational efficiencies for all provincial departments.

We believe this enhanced capability positions GFMS not only to continue delivering its current services but also to expand and offer support to other government institutions within the Eastern Cape.

GFMS exemplifies how building state capacity directly benefits the province, and we are committed to expanding this scope to maximize these benefits for our citizens. To support this, a feasibility study will be conducted to determine the optimal institutional form for GFMS, accompanied by a review of its organizational structure.



In conclusion, **Honorable speaker**, I present the Policy Speech of the Eastern Cape Department of Transport together with the Annual Performance Plan and Mayibuye Transport Corporation Corporate plan.

I thank you

Summary of budget allocation per programme

Programme	Medium term estimates		
	2026/27	2027/28	2028/29
Administration	711,917	689,533	723,565
Transport Infrastructure	2,764,127	1,885,303	1,838,275
Transport Operation	1,870,568	1,852,803	1,928,807
Transport Regulations	526,989	495,934	518,253
Community Based Programme	755,115	714,062	786,474
<b>Total</b>	<b>6,628,716</b>	<b>5,637,635</b>	<b>5,795,374</b>







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