BUDGET VOTE 2021

TAKING PARLIAMENT TO THE PEOPLE

Police, Roads and Transport (VOTE 10)

Hon. M.S Mashinini

DATE: FRIDAY, 26 MARCH 2021
VENUE: WELKOM, TETO SECONDARY SCHOOL
TIME: 09:00

THEME: "GROWING THE FREE STATE TOGETHER DURING THE PERIOD OF COVID-19"

2030 NDP

STAY SAFE
SAVE SOUTH AFRICA

police, roads and transport
Department of
Police, Roads and Transport
FREE STATE PROVINCE

BUDGET VOTE SPEECH FOR THE DEPARTMENT OF POLICE, ROADS AND TRANSPORT (VOTE 10) DELIVERED BY THE MEMBER OF EXECUTIVE COUNCIL, HON. MS MASHININI

Venue: Teto Secondary School, Welkom

Date: 26 March 2021

Hon. Speaker, Hon. Deputy Speaker
Hon. Premier of the Free State Province
The Chairpersons and Free State House of Traditional Leaders (Marena)
Chairpersons of Portfolio Committees to which we report, Hon. S. Moleleki, Hon. V. Tshabalala and Hon. H. Smit
Provincial Secretary of the ANC, Cde P. Nompondo
All our esteemed guests from the ANC
Hon. Members of the Free State Provincial Legislature
Hon. Members of the Executive Council
Executive Mayors, and Councillors who are here as invitees
The Acting HOD of the Department of Police, Roads and Transport, Mr. R. Thekiso
The Provincial Commissioner of SAPS, Lieutenant-General B. Motswenyane
Brigadier-General M. Hlalele of the SANDF
President of SANTACO, Mr. P. Taaibos
RAF - Regional Manager, Ms. T. Janse van Rensburg
Regional Commissioner of Correctional Services, Ms. S. Moodley
Provincial Taxi Council Chairperson, Mr. Mthimkhulu
Regional Head of State Security Agency:
Provincial Head of the IPID: Adv. C Ontong
Members of the Community Policing Forums present
Members of the Road Safety Forum
Member of the Provincial Taxi Councils present
Members of the Business Fraternity
Representatives of all Labour Organisations,
Office of the Auditor-General,
Media Houses,
All our esteemed guests,
Baahi ba Foreistata kaofela dumelang!

Honourable Speaker,

Some facts about our country remain inescapable whether 2021 is an election year or not! It is no wonder the Africa's oldest liberation movement, the African National Congress, had in the past characterized what pertains in our society as Colonialism of a Special Type (CST) to describe the unique situation where both the colonizers and the colonized shared one country.

How does that sound? Irritating to sceptics of course, but all we know in practical terms is the ever present imperative for fast-tracking implementation of *Redress* and *Radical Economic Transformation* etswe **"Bohloko ba seeta bo utluwa ke monga sona**," otherwise, even this Legislature sitting wouldn't be unfolding under a climate of us talking about Human Rights Month, Honourable Speaker.

It is not a deliberate act on my part to reiterate the fact that this Budget Vote speech is once more delivered under trying times because little did we know that since eight months ago when we tabled the budget vote for the 2020/21 financial year, conditions would have developed into what is today a new normal. To the extent that here we are, using the hybrid/virtual platform to give account of what we promised to deliver since then and on our future commitments. The same resilience we previously called for, remains imperative.

Again, an important point to make is that the COVID-19 pandemic as we all experienced it towards the end of the 2019/20 financial year and the beginning of 2020/21, had adverse effects on the work of government in general and on people's livelihood in particular while some amongst us lost dear ones. We express our condolence and bow our heads to all the victims of the COVID-19 pandemic, and at the same time we are grateful for all who survived the virus.

The Department of Police, Roads and Transport (DPRT) was not immune to the above stated challenges brought by COVID-19 which mainly affected (1) our revenue collection, (2) functioning of Registering Authorities, (3) community education and awareness campaigns, (4) officials with comorbidities, and to make matters worse, the heavy rainfalls, although welcomed by all of us, resulted in severe destruction of most of our road network and reversed whatever gains we were trying to make in relation to road infrastructure development and maintenance. Despite this gloomy picture, we strived to achieve some of the planned projects in as far as our work in general and roads infrastructure in particular were concerned.

We cannot, by default, allow the stated circumstances to endlessly confine us into a state of paralysis. Yes, the budgets have had to be slashed and re-prioritized across the board but innovation and targeted actions to leverage available skills development resources found within public and private partners, and the different SETAs, should go a long way to lessen the impact!

ROADS INFRASTRUCTURE

Honourable speaker

The clause from the Freedom Charter that reads "*The People shall share in the country's wealth*" expresses the ruling party's commitment to facilitate for the redress and inclusion of the previously disadvantaged in the economy of the country. The document mentions the industries that should be controlled to assist the well-being of the people. *Sharing in the wealth* of the country and *the well-being of the people* are key words in this regard and the Department is therefore unapologetic about Radical Economic Transformation and inclusion of the previously marginalised.

Our work on roads infrastructure has, over a period of time, shown that we are gradually trying to ensure that the previously marginalised – especially the youth and women - are moved to the centre of our economic agenda. They are already forming a greater proportion of the labour force in our on-going roads infrastructure projects; hence we consciously want them to be the primary beneficiaries and embodiments of the above referred Freedom Charter. The truth of the matter is that both women and youth constitute an important part of the motive forces of our revolution. It is our collective responsibility as deployees of the people's movement and state agents to ensure that we unashamedly direct the state and all its institutions to provide leadership to these motive forces in all spheres of influence as pillars of our transformation agenda.

During the 2020/21 financial year, the Department appointed a contractor on the Kroonstad – Viljoenskroon Road. This is one of the roads that elicited quite a number of complaints and a huge outcry from road users that are familiar with the area.

The Koffiefontein Reitz River Bridge project and the Kroonstad to Hennenman rehabilitation project have also been a subject of concern in terms of their implementation. These projects had to be deferred to outer years due to the earlier mentioned COVID-19 related challenges. These projects will subsequently be prioritized in the 2021/22 financial year with a total budget of R84 million.

Ho sa le jwalo, re motlotlo ho netefatsa hore e nngwe ya projeke tsa rona tse kgolo eleng kaho ya mmila o tsamayang dipakeng tsa **Bothaville - Viljoenskroon**, e motjheng wa ho phetelwa ka katleho mafelong a selemo sena sa 2020/21 sa ditjhelete. Mokete o moholo wa ho thakgola phihlello ena o tla tlameha o etsahale jwaloka tllwaelo Mohlomphehi Speaker, Tonakgolo le Ditho tse kgabane!

Honourable Speaker, in the current financial year we have also managed to complete Phase 1 of the road between Sasolburg and Heilbron.

As part of the Township Revitalization Initiative, a total of eleven (11) massification projects were completed as Phase 1 during the 2020/21 financial year, with the aim of upgrading township access roads and maximizing job creation. These projects totalled an amount of R71 million, and they are:

- Memel Access Route
- Arlington Access Route
- Warden Access Route
- Clocolan Access Route
- Tweeling Access Route
- Edenville Access Route
- Oppermans Access Route
- Springfontein Access Route
- Bultfontein Access Route Botshabelo Transport Route
- Cornelia Access Road
- Jacobsdal Access Road
- Botshabelo Access Route
- Zastron Phase 1

Selemong se tlo thwasa sa ditjhelete ka 2021/22 seo re se thakgolang bekeng e tlang, Lefapha le motjheng ho netefatsa hore diprojeke tsa kaho le tokiso ya mebila tse latelang, di tlameha hore di be di phetetswe ka katleho ha 2021/22 e fihla pheletsong. Tjhelete e beetsweng diprojeke tsena kaofela ke R461 million.

- Vredefort - Viljoenskroon
- Wesselsbron - Hoopstad
- Kroonstad - Steynsrus
- Ventersburg - Senekal
- Bloemfontein - Dewetsdorp – Wepener
- Reitz - Tweeling
- Tweeling - Frankfort
- Schonkenville - Koppies
- Deneysville - Heilbron Road
- Jim Fouché - Deneysville Road
- Hoopstad - Bloemhof Road

An amount of R74 million has been allocated for the Presidential Employment Initiative with a target of 818 employment opportunities expected to be created, with Thabo Mofutsanyana District as a priority area. The initiative is set for on-schedule completion by the end of May.

The focus of this initiative is on routine road maintenance, with special attention on fixing potholes. 71 CDP contractors are currently being utilised in the following allocated projects:

- Harrismith: Various Provincial Roads
- Qwa Qwa: Various Provincial Roads
- Memel – Botha's Pass
- Vrede – Memel
- Ficksburg – Senekal
- Petrus Steyn – Lindley
- Reitz – Kestell
- Bethlehem – Fouriesburg – Ficksburg

In addition to the above, re-gravelling will be conducted on some of the identified roads that were damaged by the recent floods in different districts including the upgrade of Winburg to Marquard road and the Thaba Nchu Transport Route project.

For the new financial year, the following new rehabilitation projects, will be implemented at an amount R186 million:

- Jacobsdal – Modderrivier P8/2 (Phase 1)
- Luckhoff – Havenga Bridge (Phase 1)
- Tweespruit – Hobhouse (Phase 1)
- Tweespruit Access Route (Phase 1)
- Zastron Access (Phase 2)
- Bloemhof – Hoopstad (Phase 2)
- SEZ Mahabane Route (Harrismith)

We continue to value the importance of upkeep and maintenance of our gravel roads across the board, hence the allocation for re-gravelling in the 2021/22 financial year is R115 million with a target of covering approximately 80km.

Furthermore, in 2021/22 financial year, infrastructure projects - both Conventional and EPWP - will be implemented in various towns across the Free State, to contribute towards township revitalization. It is anticipated that these would bring about skills development to local SMME's and local communities; better road infrastructure and increased access to basic services. We will implement these initiatives while working closely with Local Municipalities to achieve the creation of an expected 4 500 job opportunities throughout the Province.

Honourable Speaker,

We are a Government paying attention and always amenable to constructive criticism. To this extent, our citizens can be assured that the already mentioned projects and initiatives are precisely meant to, inter-alia, address concerns raised in phone calls and letters directed to my office about the bad state of certain roads, which include, but not limited to, the Vrede – Memel – Botha's Pass (R34) and Ficksburg – Fouriesburg – Bethlehem (R26) roads.

Re le utlwile le lona baahi ba Meqheleng (Ficksburg) mme sello sa lona re se sekehetse tsebe! Letsholo la ***LETSEMA*** le se le ntse le le motjheng wa ho kenngwa tshebetsong moo teng re sebedisanang mmoho le Bo-rapolasi le mekgatlo e meng ya baahi ho potlakisa tshebetso e re e hlalositseng pejana mabapi le R26 ekasita le tokiso ya emeng ya mebila ya Mapolasing. Ke a tshepa hore le Mosebetsi mmoho lenna Honourable Koloi o tla etsa ***letsoho-la-monna-ke-mokolla*** ho tswa ho Public Works & Infrastructure

TRANSPORT OPERATIONS

Over the years the province has managed the contracted bus service to ensure that public transport is safe, affordable, reliable, and accessible to all commuters through the Public Transport Operations Grant (PTOG). The year 2020 was not easy for all the operators due to the unprecedented outbreak of COVID-19. The transport industry has been hard hit because of the regulations that were imposed on all modes of transport. The loading capacity of 50% and later 70% placed a huge pressure on existing fleet as it introduced several additional trips which were not subsidized. All these were made possible by the commitment made by the department together with the operators to offer safe transport. Although there was a significant decline in patronage from 22 000 daily commuter trips to 18 000, the Province will continue its initiative to provide subsidised public transport services.

The Department remains resilient in eradicating lawlessness and combating fraud in the public transport industry, the stabilization and transformation of the industry remains at the helm of government's priorities. The Department had committed R6 million for the procurement of hand held devices in the 2020/21 financial year, however as a result of having to prioritize the livelihood of our people, the funds were further used to mitigate the spread of the virus through the procurement of PPE, in that same respect various law enforcement disciplines were integrated to ensure that these illicit activities were kept to a minimal.

The decentralisation of the Operating License function to the various regions will be rolled out in phases. The decentralisation will initially be rolled out in Fezile Dabi and Lejweleputswa with remaining regions to follow. We are anticipating that operators will be

able to conclude over-the-counter transactions in their respective regions towards the end of the third quarter of the coming financial year whereas only applications that need to be considered by the Board for adjudication will be submitted to Head Office through the respective regional offices.

We will continue in our initiative of ensuring improved levels of access to public transport by assisting municipalities to implement finalised Integrated Transport Plans. Planning Authorities will be required to develop transport plans and make recommendations to the Operating License Board for new operating licenses as per the prescripts of the National Land Transport Act, which prescribes this requirement for the issuing of new operating licenses.

Again, in furtherance of our support to the taxi industry, we will actively work with the National Department of Transport and participate in ensuring that all the resolutions emanating from the National Taxi Lekgotla are pro-actively implemented. The process at which this will unfold will be gradual as the country is still facing dire financial and budgetary constraints. However, this is a journey that we are committed to and we are adamant that we will see it through.

The departments non-motorized transport program which aims to provide learners residing in rural areas with expedient means of transport whilst promoting a healthier lifestyle has continued to implement the promotion of non-motorized transport. For the financial year 2020/21 three (300) bicycles were distributed in Thabo Mofutsanyane and Mangaung Municipalities. The promotion will be rolled out to other districts in financial year 2021/22 where 700 additional bicycles will be allocated to learners, farm workers and pedestrians that walk to their various destinations.

Madam Speaker,

The freight industry in the Free State has the potential of growing into a major contributor of economic growth and job creation. As a result, the Department has chosen to partner with relevant sector Departments and Seta's to facilitate the entry of operators of 1-5-ton trucks into the formal economy. This will be done through the process of matching 50 transport operators in the freight sector with warehouses, distribution centre's as well as *spaza* shops for the transport of Fast-Moving Consumer Goods across the supply chain. Furthermore, the Department in partnership with other sister Departments will embark on investigating the feasibility of establishing an air cargo footprint in the Province, studies will be conducted in the new financial year to that effect. With reference to catalytic projects, the Departments mandate in supporting the growth of the SEZ and logistics hub facility will prioritise the construction of priority access nodes by appropriating funds for the construction of Hardustria road and the SEZ road in the Maluti-a-Phofung

Municipality, the completion of the SEZ Mahabane Route will be rolled out in the 2021/22 financial year and the Hardustria Road will be considered in the 2022/23 financial year.

As an additional measure to optimize freight operations towards inclusive economic growth and to minimize the pressure on the provincial roads infrastructure network, the Department has committed to participating in the National and CSIR led project for the commissioning of Performance Based Standard vehicle operations on the Provinces main road networks, these trucks have a length that exceeds the normal 22-metre range. The participating trucks are efficient and economical as they provide reduced fume emissions, enhanced operation ability and road maintenance efficiencies on strategic corridors which result in economies of scale and density for the Province. Job creation and sustainable job security has been affected positively through the establishment of a bottling plant that's being upgraded.

TRANSPORT REGULATION (TRAFFIC)

The Free State Province is committed to heed the clarion call for ensuring law and order through dedicated and selfless servicing of our communities. This call is, for instance, supported by on-going strategic deployment of traffic law enforcement resources resulting in a number of Festive Season roadblock operations aimed at ensuring the reduction of fatalities and enforcing exemplary driver and passenger behaviour on our roads. The latter is important due to the geographical location of the province.

Honourable Speaker,

It is wonderful to note that our men and women of traffic law enforcement continued to put their lives on the line in a course to ensure safety and traffic law visibility on our roads despite the prevailing challenging circumstances in terms of the impact of the Covid-19 pandemic. It is encouraging - albeit cautiously - to announce that once again we have ensured that the Free State achieves a decline of 0.9% during the Festive Season of 2020/2021 with 107 fatalities.

In order to strengthen our law enforcement capacity, we are on course to execute the EXCO Resolution by appointing 30 additional traffic officers while simultaneously contributing towards the ever-urgent job creation priority. The recruitment process is at an advanced stage and appointments will be finalised in the 2021/22 financial year. The appointment of these traffic officers will certainly go a long way in supplementing our efforts to curb road fatalities.

Thanks to a growing strategic partnership with the National Department of Transport (NDT), Road Traffic Management Corporation (RTMC), twenty-five (25) VW Polo GTIs and 5 LDV Isuzu *bakkies* were donated to maximise traffic visibility on our roads.

The target set for revenue collection in the current financial year is R780 million and thus far we have managed to collect R 734 million which is an equivalence of 94%. The target set for the2021/22 financial year amounts to R814 million, which is an increase of R34 million as compared to the 2020/21 financial year.

To address the unimpressive conditions at our collecting points, we will in the 2021/22 financial year appoint 15 contractors under the Vegetation Control regulations to maintain cleanliness at Registration Authorities and Testing Stations. The project is specifically aimed at empowering emerging contractor companies owned by women, the youth and people with disabilities. This initiative will ensure economic transformation and job creation.

SAFER COMMUNITIES

Honourable Speaker

The National Development Plan (NDP) envisages a South African society wherein its citizens are safe at home, at school and at work and enjoying life free of fear. SAPS continued to discharge its policing work in 2020 albeit under Covid-19 climate. Crime Prevention Awareness Programmes that required public participation in particular were the most seriously affected. Messages that are normally communicated in such programmes and are meant to sensitise the communities about the root causes of crime and the effects thereof, could not reach people as anticipated. The Department was however able to salvage some Programmes when the Lockdown was eased during the 3rd Quarter.

The following awareness campaigns were conducted in various towns in the Province. **Anti-Crime, Alcohol, Drug and Substance Abuse; Anti-Human Trafficking** and **Rural Safety.**
In as far as Rural Safety is concerned, it was established that vexing problems are stock theft, killing of both farmers and farmworkers. The rural safety campaigns emphasized the importance of Branding Livestock, establishing Rural Safety Committees, implementing a Livestock Register and employing only documented Foreign Nationals.

Moving forward, the Department is going to continue with the above-mentioned campaigns in collaboration with key stakeholders such as SAPS, Education, Social Development, SANDF, NPA, CPFs, CSFs and Faith Based Organizations, etc.

The Provincial Secretariat during the lockdown period, conducted oversight with specific focus on Police Stations to observe compliance with the safety protocols and regulations. A report from this exercise reveals that although SAPS experienced teething problems at the beginning of the lockdown, with time the situation improved. The inconsistent or inadequate supply of PPEs, which was noted at the beginning of the pandemic were no longer a challenge as time went on and SAPS was ultimately properly equipped and able to discharge its responsibilities as required by the regulations.

As part of normal oversight function, the Department will continue to conduct spot checks at police stations to ensure compliance with lockdown regulations.

Crime Statistics

A practical yardstick to measure the success of the fight against crime is the crime statistics. They say numbers do not lie. The continuous decline of certain categories of crime in the Province give us hope that we are on the right path to fighting crime and this is a result of multi-stakeholder collaboration approach adopted by the Province when implementing the Provincial Crime Prevention Strategy.

A detailed comparison and analysis of the published Annual Crime Statistics for the period April 2018 to March 2019 and April 2019 to March 2020 depicts a picture of success in the fight against crime, however it also shows stubborn crimes that would not decrease.

Madam Speaker

I would have loved to reflect on each category of crime, to demonstrate the decline in the crime statistics and also the factors that contribute to each category of crime, however in the jealousy of time, I would just show that most categories of crime went down whilst few went up.

Contact crime in the Free State decrease by 2.2%; **Murder** decreased by 6.1%; **Attempted murder** decreased by 12.8%; **Assault (GBH)** decreased by 2.1% or 233 cases. **Common assault** decreased by 2.9%. **Common robbery** decreased by 5% and **robbery with aggravated circumstances** by 4.1%.

Trio crimes which include carjacking, robbery at residential premises and robbery at non-residential premises have also shown a decrease at minus 9.8%. **Contact-related crimes** which include arson and malicious damage to property decreased with 6.1%.

The increase in the following types of crime is a constant reminder that the fight against crime is far from over and demand of us to double our efforts.

Carjacking went up by 2.1%. Alarmingly the Province has shown a 50% increase of **robbery of cash in transit** from 8 cases in 2018/2019 to 12 cases in 2019/2020.**Truck hijackings** also increased with 12.8%.

Sexual offences which include rape, sexual assault, attempted sexual offences and contact sexual offences have shown an increase of 8.4%. **Kidnapping** in the Province has also shown an alarming increase of 78.3% or 184 cases. The majority of kidnappings in the Province are associated with sexual offences. **Commercial crime** has also shown an increase of 2.2% or 93 cases.

A reflection on these statistics is very useful as it helps to inform interventions and multi-stakeholder collaborative efforts towards crime reduction.

Hounarable speaker

The Province encountered an unfortunate situation during the 2020-21 financial year, which saw the killing of a young farm manager in Paul Roux, resulting to polarised views about farm killings and a highly publicised case in Senekal. Although there was a widespread condemnation of the police “inactivity” against the perpetrators of anarchy at the court with the destruction of police resources, it must be appreciated that the police acted with restraint and managed to avoid what could have been a bloodbath. Both the Minister and the MEC quickly occupied the space and engaged with the affected parties to ease tensions. Without doubt, the situation could have been worse and out of control if there was no political leadership that was demonstrated by the Minister and the MEC respectively.

The incident however revealed the reality about rural life in general and the safety of the inhabitants in the farms. To this effect, a special Task Team made up of relevant stakeholders and representatives of the farming communities was established by the MEC for Police Roads and Transport to look at all rural related safety matters within the context of the Rural Safety Strategy. The Task Team is beginning to yield positive results by strengthening cooperation between farm owners, farm dwellers, and the police. Solutions to rural safety challenges are agreed upon in this task team and are accordingly executed. It is no wonder then that since the Senekal incident there has not been much said about rural insecurity.

It would certainly be remiss of me if no word of appreciation and acknowledgement of the active contribution demonstrated by my colleague, MEC Bulwane with respect to this matter. We have since moved swiftly in the same vein, and formalized communication in writing to request for urgent consideration of erecting borderline fence to respective relevant ministries because for us, such intervention is highly important if we are to win cross-border crime related incidents.

Gender Based Violence and Femicide

Honourable members

It is worth mentioning that with the easing of lockdown regulations during level 2 and 1 and the opening up of the economy, new challenges presented themselves and it was at this time where we witnessed increasing numbers of Domestic Violence reported cases in the Province. During the “16 days of Activism on no violence against women and children”, stakeholders in the Province partnered to confront the scourge as the President declared it the second pandemic. The Provincial Secretariat participated at the Launch of the Gender Based Violence Strategy by IPID and Roundtable Seminar on Gender-Based Violence hosted by the Commission for Gender Equality.

Honourable Speaker

One of the resolutions of the ruling party which has now become government programme, is to intensify the fight against Gender Based Violence and Femicide. To this effect, we are expected to create “friendly rooms” in police stations and strengthen collaboration with partners and intersectoral stakeholders. As a Department we will be taking stock of the number of the existing Victim Support Rooms at Police Stations. We will look at their resource challenges and together with the SAPS and the Department of Social Development will have to improve collaboration in ensuring that these establishments are well resourced and functional.

Work around Gender Based Violence will intensify despite the challenges posed by Covid-19. Creative communication means will be utilized to disseminate messages that speak to both the perpetrators and the victims of this type of crime.

Honourable Speaker

We are of a firm view that facilitating meaningful participation of communities needs to form the basis of all aspects of safety planning towards the realisation of Freedom Charter clause that says, “The People shall govern”. The prohibition of social gatherings because of Covid-19 had a detrimental effect on Awareness Campaigns which constitute the cornerstone of crime prevention programmes. These awareness campaigns also serve as platforms where communities make inputs on how things must be done.

Active participation of the communities in crime prevention initiatives means that people are exercising their entitlement to take part in the administration of the country. We therefore encourage all members of the community to take part in structures such as Community Police Forums and the Community Safety Forums in order to strengthen the fight against crime. Moving forward, we are hopeful that the availability of vaccines will make it possible again to convene gatherings where messages against social ills such as gangsterism, human trafficking and others can be disseminated.

In a bid to address the issue of unwanted and illegal firearms, the Minster of Police declared a Firearm Amnesty from 01 December 2019 to 31 May 2020 and later extended it to 31 January 2021 due to poor response and COVID -19 impact. I find it appropriate to report that there has been some positive response from the members of the public in the Province such that as at the end of the amnesty period, a total of 10 868 firearms and 19 244 ammunitions were handed over to authorities. To date 9 618 firearms have been tested and none were found to be illegal.

The effort to address challenges of personnel shortage within the South African Police Service were thwarted by the outbreak of Covid-19 pandemic. The Police Minister announced the cancellation of 7000 intake of new recruits however this did not deter the Province from trying to increase police visibility. To this effect 221 reservists and security guards (110 females and 111 males) have been called up from 10 January 2021 to 14 May 2021 for the Introductory Police Development Learning Programme (IPDLP) at the

All Saints Academy in the Eastern Cape as well as the Ulundi Academy in KZN, however due to the second wave of the pandemic, the project was placed on hold. The recruits have been deployed to police stations in the province awaiting further directives.

FLEET MANAGEMENT TRADING ENTITY

Honourable Speaker

I am pleased to announce that the Entity has improved its audit outcome from Qualified Audit Opinion in 2018/19 Financial year to Unqualified Audit Opinion in the 2019/20 Financial year with no irregular expenditure.

In order to improve skills of our employees, our Road Building Equipment division is currently concluding training of 23 new artisans. It is anticipated that this training will be completed in May 2021.

It is important to note Honourable Speaker, that The Entity will continue to support merchants in the automotive industry through its RT46 contract which will come to effect on 1 April 2021.

Honourable Speaker,

It is also worth noting that the Department has managed to maintain compliance, in concurrence with the Executive Council, in relation to National Treasury's guidelines on the prescribed or capped purchase value when procuring official vehicles for Members of the Executive.

BUDGET ALLOCATION 2021/22

Honourable Members,

The total budget allocated for the Department of Police, Roads and Transport for the 2021/22 Financial Year is R2.882 billion and is assigned as follows:

- The equitable share allocation including own revenue is R1.074 billion, which will be utilised towards the operational costs of the Department. R259million from the budget will be directed towards Infrastructure Enhancement Allocation.

- The Provincial Road Maintenance Grant is allocated R1.490 billion which is an increase of 14.4% as compared to the 2020/21 adjusted budget.

- The Public Transport Operations Grant has increased by 5.5% to R314 million.

- EPWP grant allocation amounts to R4 million which is a reduction of 43.8%

CONCLUSION

Given where we are in relation to the already outlined environment and setting within which we are going about doing our business, Honourable Speaker, perhaps one philosopher by the name of Henry Thoreau couldn't have said a mouthful when he contended that: ***"It's not enough to be busy - so are the ants. The question is; what are we busy about?*** "

Beyond busyness, we all can do well in our respective roles to adopt these 8 rules of Effectiveness:

- Good attitude
- Identify your priorities
- Make to-do lists
- Figure out what's important and urgent
- Breakdown big tasks
- Communicate clearly
- Listen actively, and
- Manage stress

Allow me, Honourable Speaker, to thank the people of the Free State for continuing to adhere to Covid-19 regulations. Once more, our heartfelt condolences go out to the families of those who succumbed to the pandemic.

Let me express a word of appreciation to the leadership collective of the ANC for always giving full support and guidance to the work I am deployed to execute.

Honourable Premier and my colleagues in the Executive Council, your support is always valued.

The Executive Management and all employees: Your dedication towards carrying out Departmental work does not go unnoticed, especially under these difficult circumstances.

I wish to also express my appreciation to my wife and children for their continuous love and support.

Honourable Speaker, I hereby table the 2021/22 Budget Vote of the Department of Police, Roads and Transport for consideration and adoption before this House.

Thank You.

END