

FRIDAY, 4 JUNE 2010

***PROCEEDINGS OF THE
LEGISLATURE OF THE PROVINCE OF THE
EASTERN CAPE***

The House met at 10:00.

Mr Speaker took the Chair and requested members to observe a moment of silence for prayers or meditation.

Mr SPEAKER: Order! Please be seated, hon members. Are there any motions?

APPOINTMENT OF AD HOC LAW REVIEW COMMITTEE

(Draft Resolution)

Mr C H MAXEGWANA: Mr Speaker, I move in terms of Rule 130 that:

- (a) The House establishes the *Ad Hoc* Committee on Law Review in accordance with Rule 60 of the Standing Rules of the Legislature;
- (b) the *Ad Hoc* Committee on Law Review consists of the following members:
 - A Chairperson from the ANC
 - 4 Members from the ANC
 - 1 Member from Cope
 - 1 Member from the DA
 - 1 Member from the UDM
 - 1 Member from the AIC
- (c) the Members be appointed in writing by the hon Speaker in accordance with nominations of the relevant political parties that must be submitted to the Speaker on or before 17 June 2010;
- (d) the terms of reference of the *Ad Hoc* Committee are as follows:
 - (i) to consider all pre-1994 Acts, Regulations and Proclamations, assigned to the Eastern Cape Province with a view to establishing the need to repeal and repeal the legislation;

- (ii) to consider all Acts passed by the Eastern Cape Legislature since 1994, as well as Regulations and Proclamations issued in terms of those Acts to establish the need to amend or to replace the legislation;
- (iii) to call Departments to establish their legislative programmes to repeal and replace pre-1994 legislation, to amend or replace existing legislation passed since 1994 and the development of new legislation;
- (iv) to maintain oversight on the legislative process as stated in these terms of reference;
- (v) to consult with Members of the Executive on the legislative process when necessary.

Agreed to.

APPROPRIATION BILL (EASTERN CAPE)

Consideration of Vote 10 - Transport

Mr X E NQATA: Hon Deputy Speaker, hon Premier, Members of the Executive, hon resident Commissioners, officials of the department and members of the public. Allow me to present the report on behalf of the committee, which I wish the House to note that the report includes the Roads component, whose function and budget still remain with the Department of Transport. Without wasting your time, hon Deputy Speaker, on Programme 1 the findings are as follows:

Findings:

- (a) The Government's fleet contract with Fleet Africa has ended and a new service provider is to be appointed before the end of the financial year;
- (b) The committee is of the opinion that the sharing of the parliamentary liaison officer of the Committee on Transport and the Committee on Safety has proved to be unworkable as the workload on the PLO is too great to service both committees fully and adequately;
- (c) The department has showed how it is planning to handle the transfer of the roads function to the Department of Public Works;
- (d) The department is going to administer the subsidy of Algoa Bus Company, which now forms part of the provincial voted funds;
- (e) There are still transformational issues within the department and the department seems to be unaware of these issues. There is a lack of commitment to gender representation at senior management level;

(f) The Operational Plan does not give a clear indication of how the department plans to implement the five governmental priorities of the current political term.

Recommendations on the findings are as follows:

(a) The department must learn from the mistakes of the Fleet Africa contract and must negotiate for a contract that will not be repetition of Fleet Africa. Whoever is awarded the contract must be ready to render service immediately and in an efficient and effective manner.

(b) The committee should be served by a dedicated PLO as the current arrangement over-extends the PLO to the detriment of the committee.

(c) The department must provide the committee with a plan for the transfer of Roads Infrastructure to the Department of Public Works and also provide information on how this will affect the organogram.

(d) The department must furnish the committee with information on how they are going to administer the subsidy of Algoa Bus Company. A report on the administration of Algoa Bus Company, together with a plan for the year, must be submitted to the committee by 31 August 2010.

(e) The office of the MEC must sensitise itself to the realities of the department's lack of commitment to transformation issues and must provide leadership on these issues.

(f) The department's Operational Plan must always reflect the focus of priority areas of the current government and must also endeavour to contribute to the rural development agenda.

Programme 2: Roads Infrastructure

Findings:

(a) The R600 million budgeted for the construction of bridges demonstrates the department's lack of commitment to transformation, as R34 million will be used to for constructing bridges in Cintsa, Settler's Way and Bushman's and only R14 million will go to where most needs exist.

(b) Too much emphasis is placed on road design rather than construction, with road designing appearing to be exorbitantly high close to R100 million this current financial year.

(c) The budget for road maintenance has decreased and this causes the condition of roads to depreciate at a rapid rate.

(d) The department has appointed a general manager on contract to manage the implementation of work on the Wild Coast Meander, which will be outsourced.

(e) The department has announced that road classification will be concluded this financial year.

(f) There is a dispute between the department and Ukhahlamba District regarding an amount of money the department owes to the municipality. The department claims it is R21 million and the municipality maintains it is R48 million.

(g) The department could not provide information on where new road signs are to be erected or on how they are going to rectify misspelt signs and at what cost.

Recommendations:

(a) The department must show commitment to rural development, where there has been no bridge infrastructure for decades and the bridges are in greater need in rural areas.

(b) The department should not design so many roads in a financial year, considering that they do not have the capacity in this regard and the funds could have been better utilised in construction.

(c) The department must seek more funds for road maintenance to ensure that road conditions are up to the required standard.

(d) The department must provide the committee with a report on the need for appointing a general manager to a project that will be outsourced and possibly be administered by a different sphere of Government within 30 days of the adoption of this report.

(e) The department must provide the committee with a document outlining the processes that are still to be followed in order to realise this road classification within 30 days of the adoption of this report.

(f) The department must investigate and resolve the payment of outstanding money to Ukhahlamba and report to the committee on progress made on a quarterly basis.

(g) The department must provide information on where new road signs are to be erected, detailing also the road signs to be changed due to name changes in the Eastern Cape Geographical Name Committee and the financial breakdown within 30 days of the adoption of this report.

Programme 3: Public Transport

Findings:

- (a) The department has not been able to demonstrate on how it is going to integrate public transport in the province, as it currently administers disintegrating public transport systems.
- (b) The department has a narrow view on what non-motorised transportation is and restricts this to rural and impoverished communities.
- (c) The department is going to be involved in the implementation of the Integrated Public Transport Network in Nelson Mandela Bay. It was conspicuous in its silence during the recent protest in Nelson Mandela against the Bus Rapid Transit System by taxi operators.
- (d) The committee is concerned about how the department will roll out 56 AB350 buses in Amathole and how it is going to interface with Mayibuye Transport Corporation.
- (e) The department is going to distribute 4,000 bicycles, but did not stipulate in which areas.
- (f) In her policy speech, the MEC was completely silent on taxi recapitalisation and the annual performance only makes mention of converting permits to operating licenses.
- (g) The Maritime Unit's aim for this financial year is to acquire a service provider that will develop an integrated provincial maritime plan.
- (h) The Kei Rail is a high cost driver in the programme and yields insufficient results as far as public transport is concerned. In terms of the current indication, Kei Rail is probably more suited to rail freight.

Recommendations:

- (a) The department must provide an implementation plan, within 30 days after the adoption of this report, on how the provincial transport under its competency will be integrated.
- (b) The department must adopt a wider interpretation of non-motorised transportation to include infrastructure such as walkways and bicycle lanes in towns and townships, and must begin to incorporate this view in its transport planning.
- (c) The department must provide the committee with exact details as to what it plans to do with regard to IPTN within 30 days.

(d) The department must provide details to the committee on the areas in which AB350 will be operating in Amathole and other districts. The report on the routes and areas of AB350 should be submitted by 1 September 2010.

(e) The department must provide the committee with a list of beneficiaries that will be receiving the bicycles as well as the areas that are going to be benefiting within 30 days of adoption of this report.

(f) The department must provide the committee with a plan for taxi recapitalisation for this current financial year within 30 days of adoption of this report.

(g) The Maritime Unit must ensure that it does more than just appoint a service provider for the integrated provincial maritime plan, as this is too long a time just to appoint a consultant. A plan must be submitted to the committee within 30 days.

(h) The department must prioritise public transport over freight transport for the benefit of those in rural areas. A plan on how the prioritisation of public transport must be submitted to the committee by 31 August 2010.

Programme 4: Traffic Management.

Findings:

(a) There is a provincial task team that has been appointed to conduct work that the committee does not consider special from other duties of traffic officers and is the source of many problems in the programme and affecting staff morale and causing divisions.

(b) The Wilsonia Traffic Station is the most volatile station in the province as divisions run through racial lines, ideological differences and general hate between traffic officers belonging to different labour unions and this might provoke a violent reaction on an officer that carries a firearm.

(c) There seems to be an unnecessary interference by top management in station/operational issues that undermine the supervisor on the station.

(d) The department has established satellite traffic stations without any infrastructure and adequate resources provided

Recommendations:

(a) The committee would urge the MEC to close down the provincial task team and distribute the resources where they are most needed.

(b) The MEC needs to urgently intervene at the Wilsonia Traffic Station, as officers there are still divided along Cape Provincial and Ciskei Administration lines. A progress report, confirming a conducive working environment, must be submitted to the committee by 31 August 2010.

(c) The top management of the department must not unnecessarily interfere in the operations of a station, as this causes tensions. Professional working relations observing the protocol levels, assigning of duties to relevant personnel must be implemented.

(d) The department must ensure that, before it enforces satellite stations, adequate infrastructure has been provided to uplift the standard of service and morale of employees. A progress report on ensuring resource allocation for efficient and effective service delivery is required within 30 days of adoption of this report.

Programme 5: Community-Based Transportation

Findings:

(a) The programme did not budget for the pronouncement made by the President and the Premier with regard to revised EPWP targets.

(b) The programme has received extra funding from the national fiscus because of its expenditure of the previous budget.

Recommendations:

(a) The department must ensure that it reprioritises some of its programmes to ensure that the President's and the Premier's pronouncements are effected.

(b) The department must ensure that it will spend all the extra funding it has received and that no funds are returned.

Mayibuye Transport Corporation.

Findings:

(a) The MTC bus routes are in a poor condition and impact negatively on maintenance of buses.

(b) The MTC is in dire need of a huge amount to upgrade the ageing fleet and depots as their revenue is lower than the maintenance costs.

Recommendations:

(a) The department must establish an efficient and effective link of bus routes and road maintenance, especially in rural areas where most MTC buses travel.

(b) The MTC must submit a project plan highlighting the upgrade of the ageing fleet.

Hon Deputy Speaker, I am not sure if members have received an amendment to the general finding, as what is stipulated in the finding are the observations that the committee has made during the initial interactions and therefore a wrong impression is given there that the committee is not adopting the report, which is not the case. I wanted to check if that has been received, Madam Speaker.

Ms DEPUTY SPEAKER: No, we didn't receive anything, but when we are putting the report you can move for the amendment, that that be ready with such an amendment; towards the end.

Mr X E NQATA: Okay. Madam Speaker, I wish to take this opportunity, on behalf of the committee, to thank the officials for their cooperation and thank the members of staff who contributed to ensure that the report is ready for presentation and wish to present the report to the House for consideration. The committee supports the budget. Thank you, Madam Speaker. [Applause.]

Ms DEPUTY SPEAKER: Thank you, hon chairperson, hon Nqata. I will now allow an opportunity for hon members of the House to ask questions to the members of the committee. Are there any questions to the committee? Hon Makupula.

Mr M MAKUPULA: Thank you hon Deputy Speaker. The one at – the first finding on Programme 1, the Fleet Africa area generally has been a concern if you listen to all the reports that have been tabled so far. I just wanted to find out; as the department will be moving towards engaging a new service provider; has the committee satisfied itself in terms of the conditionalities, one critical of which will be the whole question of ensuring that capacitation of departmental officials, relevant departmental officials, because this is a core function of the department in actual fact. So we are looking forward to a situation where Transport is actually the custodian of ensuring that all government departments have sufficient and effective transport. I am just checking whether as we go to that new arrangement there are such conditionalities.

The second one, Chairperson, is on Roads. Once again another critical area of the province, especially around rural development and infrastructure generally. I think the recommendation you are tabling with regard to design of roads it is a well made point, but who ensured that the audit, where exactly is the critical challenge in terms of roads in the province? I know throughout the province there is a challenge of roads, but surely it cannot be even a kind of arrangement where we think we should be spending our government resources to ensure an improved kind of a situation. That is all I have, hon Deputy Speaker.

Mr X A PAKATI: Thanks, hon Madam Deputy Speaker. I was trying to familiarise myself with the findings and recommendations, but I am not seeing anything with regards to aviation in the report; understanding that we have inherited two aviation facilities in

the province – Mthatha and Bhisho Airports and as such a certain amount is budgeted for. Now one would want to hear from either the committee or the MEC the status of the Bhisho Airport in particular.

The second point relates to the finding of the committee on Maritime Unit, requiring the acquirement of a service provider that will develop an integrated provincial maritime plan. Now, my question would be: what is the interim arrangement with regards to management of marine-related matters? As you are aware in some instances you would find foreign investments dumping toxic waste in our coast and as such contaminating the environment. Those matters are matters that are of interest, Madam Deputy Speaker.

The other point relates to the BRT. While we note the recommendation of the committee it is something new. I picked and maybe we should be schooled as to whether this replaces the BRT or what has happened with the BRT? We note that protests have since subsided. However, the issue of public transport and 2010 needs then to be resolved Madam Deputy Speaker.

Ms T WANA: Thank you, Deputy Speaker. I want clarity – I don't know whether it from the Minister or the committee, but I note in the report that there are two transport parastatals – Algoa and Mayibuye. My question is why the department doesn't amend one legislation around the issue of transport because on the other side when you talk about OR you talk of verified population of 1,7 population with a very scanty public transport and the communities are very suffering. That is my question.

The second question is about the freight services because our roads are damaged by the load of the trucks crossing from the neighbouring provinces. What plans are clear to minimise the freight services? Thank you.

Ms DEPUTY SPEAKER: Hon MEC.

The MEC RESPONSIBLE FOR HEALTH: Thank you, Madam Speaker. On page 159 on the finding (b) to do with design of roads; I just wanted to check from the committee whether it is their view that such an amount or such work is excessive, is not necessary. I would have been interested as well if the committee managed to establish as to where these roads are for which this design work is being done. I really move from a premise that even before any serious construction could be done it is a necessity that such design work be done, but I would like the committee just to enlighten us as to what the major hiccup seems to be.

Ms DEPUTY SPEAKER: Thank you. That was the last question. Oh, hon Mhlati. I am sorry.

Mr M M MHLATI: Thank you, hon Deputy Speaker. My question pertains to page 162 on the Kei Rail. The committee says the Kei Rail is a high cost driver. What I want to know is whether you know how much are we paying for the lease of this train on a monthly basis; and what benefits. Are you satisfied that the Eastern Cape Government is

deriving any benefit out of this Kei Rail which is travelling between East London and Mthatha on a daily basis, but running empty? Thank you.

Ms DEPUTY SPEAKER: Thank you. Ndi cela amalungu apendula.

Mr X E NQATA: Thank you, Madam Speaker. On the first question on Fleet Africa; this is one area where the department has not been very generous in providing the committee with information and we will through hon Madam Speaker maybe the MEC would take of those questions, like that one.

On the issue of where the need is in terms of roads; there has not been an audit in terms of where the need is, but as we received the plans for the department by en large the roads are in the rural areas, as our province is a rural province, but I think as a committee we will have to raise that matter with the department to ensure that audit is done, besides only seeing the plans. That is the comment on that question that we would want to raise. I will give to other hon members to take some of the questions.

Mr J PIENAAR: Deputy Chair, on the Bhisho Airport; I would just like to mention to the House that this is one of the successes of this department where the Public Private Partnerships is one of the success stories of this department. The Air School 43 of Port Alfred is making use of the airport. It is upgraded by a grant from national and the infrastructure is totally new and also the SAPS Air Wing is making use of the airport. It is functional and it is an example of a success story. In the past we had spent R10 million a year and nothing was happening. There were no planes landing or depart, so this is really something special. Thank you.

Mr M M DIMAZA: Thanks Deputy Chair. I think (1), on the question of whether IBT is replacing BRT; our understanding is that it is not and our understanding is that BRT is going to continue as you will all times hear even the Minister speaking like that. So we don't see it as replaced.

Secondly, on the question of the Kei Rail as raised by hon Bhele is that our understanding as you see the recommendation, in a way the recommendation is trying also to indicate to the department that we need to do some kind of an investigation on the matter and check and come back to the committee at a certain point in time and report on what it is that needs to be done. The recommendation itself I think it indicates like that; that something needs to be done because we have noted the areas that you are talking about.

I think the same; maybe the question of Algoa and Mayibuye Transport; it is something which at the end of the day you cannot at once just say this is what should happen about that, but it is something because those particular two has been there for quite some time, then it needs a situation where the committee maybe with the department, especially the department, needs to look into that and come up with some kind of recommendations to the committee of what needs to happen. You cannot at one point say this one must operate, that one must not operate. Thank you.

Mr J C KORKIE: I thought it would be using my shop steward voice Madam Speaker. Hon Wana, just to add to what hon Dimaza was saying; on Algoa Bus Company as well as Mayibuye; Algoa Bus Company is largely urban or strictly urban, whereas Mayibuye is servicing people in the rural areas and the difference is vast. Also the semi-urban areas are serviced by Mayibuye Corporation and the nature of their duties and workload is completely different to that of Algoa Bus Company. I am not averse to the fact that maybe legislation can be initiated in that regard, but we need to take those major differences into account. Thank you.

In addition to hon Dimaza has been saying around the issue of Kei Rail. It never runs empty, but we also cautioned the department that it should have an intensive marketing in terms of popularising the transportation.

Mr J PIENAAR: Deputy Chair, on the weighbridges; we have in Mthatha and Kinkelbos two weighbridges that were upgraded and functional. The department is also planning to upgrade the one in Queenstown and then there are also portable weighbridges. When the drivers of these trucks want to avoid this Kinkelbos or Mthatha, they go, using the routes of Kirwood and the Addo road, so the department has portable weighbridges where they take it to those areas to make sure we get these trucks off our roads.

Ms DEPUTY SPEAKER: Hon chairperson.

Mr X E NQATA: Hon Deputy Chair, on the question asked by hon Wana about former Transkei. The AB350 buses are operating in that area whilst Mayibuye operates in this area. As to whether they are sufficient or not is another matter. That is why the committee is raising that if AB350 buses are to operate this way, routes have to be defined and all that.

The other issue that I would want to comment on Madam Chair is on the issue of the BRT. Whilst hon Dimaza has covered the question that it is not trying to change that, but BRT on its own is not an integrated kind of thing; it must run as part of providing an integrated transport system. That is the intention about that integrated transport plan.

On the roads design; the question raised by the hon MEC; that is why the committee has expressed that concern that R100 million is too much money for only for designs. We have requested the department to provide us with that detail and at the same time that is why we are making that recommendation that more money should go to construction more than to road design. That is why we have made that finding. Thanks Madam Speaker.

Ms DEPUTY SPEAKER: Thank you, hon members of the committee. The questions that have not been responded to, hopefully the MEC will respond to them; the maritime, the freight services and such other questions. Thank you, hon members. I will now provide an opportunity to the hon House to ask questions to the MEC. Hon Stevenson, hon Qoboshiyane, hon Matomela and hon Nkayi and hon Komose.

Mr R S STEVENSON: Thank you, hon Deputy Speaker. My question relates to page 159; the maintenance budget for roads, hon MEC. It shows a decline of 15% from R891 million to R579 million and in view of the roads maintenance backlog in this province it is estimated about R13 billion and the impact that unmaintained roads have on our economic infrastructure this is a matter of grave concern. I just wondered if there has been an undertaking from Treasury to prioritise additional funding for roads maintenance in the adjustments budget.

This is something that happened in a prior financial year where roads maintenance got the first bite of the adjustment budget. I understand that there is R200 million that has been unallocated in the provincial budget. I just wondered what attempts the department will be making to try and get additional funding in this regard. Thank you.

Mr M QOBOSHIYANE: Thank you, hon Deputy Speaker. I just want to know from the MEC that we were informed a year ago that there is a device that connects the aircraft with the airport on bad weather. I just want to check in Mthatha Airport has that been fixed or put in place as of now; and when is the construction of the airport starting. Thank you.

Ms DEPUTY SPEAKER: Hon Matomela.

Mr M MATOMELA: Thank you, hon Deputy Speaker. I would love just to check from the MEC whether the department is busy with comparative study regarding the Fleet Africa contract and when will we be having our own fleet as Government and check the expenses we incurred so that we are able to be properly informed regarding a new contract. Thank you.

Ms DEPUTY SPEAKER: Hon Komose.

Ms D KOMOSE: Thank you, Chairperson. Chairperson, my question is on page 160; road maintenance to ensure that road conditions are up to the required standard. Chairperson, I am raising the question on the road – that is R72 – if I am hundred percent sure about that, but it is a coastal line from your, via Chalumna and the other areas. That road at some stage was done and then was finished and then again that road was re-done. My question is on the question of monitoring by the department. Do they have a monitoring mechanism? If they do have a monitoring mechanism; at what stage; at an initial stage or I don't want to assume; I just wanted to know what are their monitoring mechanisms.

Ms DEPUTY SPEAKER: Hon MEC Majodina, is your hand still up? Hon Nkayi and hon Van Vuuren afterwards.

Mr P NKAYI: Thank you, Madam Deputy Speaker. Madam Deputy Speaker, if you look at any mode of transport you find a situation where they are confined to areas and they are confined in such a way that there has been now change.

For instance, if you look at buses – Mayibuye Transport and B350 and Algoa – they are confined in the Ciskei and Transkei. One would want to find out whether there is a plan in fact. For instance, the question by the committee to say the bicycles; where are they going to be distributed; reveals that lack of provincial approach. Is there any plan to actually provincialise the transport? Is there any form of transport which we can say there is a plan to provincialise it? It is worse when you go to marine.

Ms DEPUTY SPEAKER: Hon member, that is your question; is there a plan to provincialise the legislation. Hon Van Vuuren.

Mr P E VAN VUUREN: Thank you, hon Deputy Speaker. This is for the hon MEC. Hon MEC, has the department ever considered registering non-motorised carts and assisting and educating the owners of these carts as to the loss of the road? We know that quite a number of the people in the rural areas use these carts to be economically active and what does the department intend doing about it? Thank you.

Ms DEPUTY SPEAKER: Hon MEC, your responses.

The MEC RESPONSIBLE FOR PROVINCIAL SAFETY, LIAISON AND TRANSPORT: Thank you, hon Deputy Speaker.

Hon Deputy Speaker, with regards to the decline in the budget, especially around road maintenance:

The decline in the budget is because of the fact that there were once-off payments that the department received. If hon members could recall, we had an amount of R300 million that was given in chunks of R100 million per annum and then last year in the adjustment estimate we got an additional R300 million, which was part of the last financial year to be spent. So, in the new financial year those amounts were not available. It is not a carry over as part of your budget going forward; it was a once-off payment and hence the resulting the decline.

With regards to the landing device at Mthatha, we have had discussions around that and I think that they are in the process of upgrading that landing device; on the question from the hon member.

With regards to the construction, it is correct that the construction is due to start during the course of this year and we are tremendously under pressure from KSD that the construction of this airport should be completed by March 2010.

Then on the comparative study of fleet, there has been a comparative study done between what existed in government departments in terms of government fleet and the outsourcing of the fleet, hence the route was taken to outsource. So I am saying at that point in time when the comparative study was done it was found that it would be more cost effective to government to outsource.

However, I think that when I respond because there are questions in the report around Fleet Africa, maybe I should just take it now; that even though the route to go was outsourcing through a Public Private Partnership, there are views that we should re-look at the cost effectiveness again of maybe bringing that back to government, but then it would require much more financial resources, it would require much more human resources and it would also require the fact that we would have to monitor of fleet. So those factors are being looked at currently within the GNA sub-committee of Exco.

I am not clear on the R72, the Chalumna road because if it is a gravel road I think then we are aware of the fact that you may do rehabilitation work on a gravel road or you may re-grade or blade a gravel road and when rain comes it washes it away and therefore the department has taken a position to say that we want to move away from gravel to the alternative surfacing methods, which would in the long run be more cost effective. But I think the question from the hon member I would have to request my department to give detailed information to the hon member on that.

The plan for provincial transport - for me, hon Deputy Speaker, it is just a bit difficult to give the comprehensive plan for the public transport for the province, but let me speak about the buses because I think specific mention was made of the buses. The buses that were operating in the province were being operated by individual bus operators, individual bus owners let me say, especially in the former Transkei area, with the exception of Mayibuye Bus Transport Corporation. We all know that that was a small business enterprise that was started by the Provincial Government when the Transkei Bus Corporation was closed down.

Now, what has happened specifically in the former Transkei, all the individual bus owners where one person had one bus or two buses, came together and formed a company and that company is known as Africa's Best 350. That is the AB350 that we are referring to. So they are a small business enterprise on their own, with the assistance of Government at this stage and they are rolling out transport not only in the previous Transkei area, they are rolling it out to various districts. During the Exco outreach for example three weeks ago, they rolled out the service in the Chris Hani District. So as and when they can afford, because buses are expensive and they have to secure their own financials in order to purchase buses, they are rolling out these buses. So on a yearly basis they rollout a number of buses and they are trying to spread it across the province.

With Mayibuye it is a bit different and we have to work closely with Mayibuye because they are in difficulty at this stage and as the department we are looking at that.

Algoa Bus Company is a company that is operating correctly only in Port Elizabeth. They are a long established company. They were originally receiving a subsidy directly from the National Department of Transport. However, in this financial year that subsidy has now been allocated to the province for us to administer on behalf of the national department with Algoa Bus Company. So Algoa Bus Company is an entirely new operation in the department.

With regards to the non-motorised car that I think it is the hon Van Vuuren is raising. I really cannot give you that information, but I think non-motorised, the issue of non-motorised transportation is within the report of the committee and we would then have to submit in writing a full detailed explanation on what the plans of the department are. Thank you, hon Deputy Speaker.

Ms DEPUTY SPEAKER: Thank you, hon member. The question time is over now, hon Komose. We will now allow political parties to debate the issue. Is that a point of order?

Ms D KOMOSE: No Chairperson it is not a point of order. I just wanted to clarify something; that the road that I was talking about is the road from Port Alfred to East London and it is a tarred road. I am not sure whether it is R72 or what, but it is a road from Port Alfred to East London. It is a tarred road.

Ms DEPUTY SPEAKER: Hon member, you are free to interact with the MEC afterwards. Let us proceed with the debate. Thank you. Congress of the people. Hon Korkie.

Mr J P KORKIE: Goeiemôre agb Speaker, agb Premier, agb LURre (Lede van die Uitvoerende Raad) en agb Lede van die Wetgewer. Ek is baie dankbaar vir die geleentheid om weereens hier te kan praat namens die Kongres van die mense. (*Good morning hon Speaker, hon Premier, hon MECs and hon Members of the Legislature. I am very grateful for the opportunity to speak here again on behalf of the Congress of the people.*)

Hon members on a very serious note; you know the very first question that emanated from this House came from a very senior member in our committee, hon Makupula; the question of Fleet Africa. It is a sensitive point hon members. It deals with the most critical aspect of taking physical services to the people of this province. A decision has been taken, like the hon MEC is saying, that the contract must be outsourced.

However, there is now a move to reverse the decision taken five years ago. There is extreme anxiety regarding the extension and the current status of the contract. It leaves people with uncertainty as to what is going to happen in the next month, in the next year, in the next couple of years regarding the provision of transport services in the province. I would say hon members we have left it a bit late.

It is extremely problematic that a capable administration such as this one is not able to forecast and foresee that at a particular point in time a decision needs to be made and systems need to be put in place long before the bell has gone to address that particular matter. You are also dealing with a volatile situation. You are dealing with vehicles on the road prone to accidents. You are dealing with ambulances where you have to make a special adjustment to the vehicle at great cost.

When we are saying we want to bring it back to Government, hon Dimaza, I want to say and I want to caution that when we do that and even maybe try to box the department for

department, we will have to be very careful in addressing that particular issue. A proper feasibility study needs to be started and rolled out well in time before we embark on a situation like that.

I remember there was a time when Government was running its own fleet and I think it was at the time when transition just came when people started abusing government vehicles and for that reason I think it was one of the main reasons why it had to be outsourced.

Hon members, I would say that the costs involved in the current fleet; the un-affordability is mentioned by the SG of the current contracts that came in, or the current tenders that came in is a worrying factor and the fact that we have no budget to deal with it. I must say the department has taken efforts in improving administration in addressing transformation for the past 15 years. We cannot take that away from them and they have come quite a long way. The administration as such has its own challenges inherently and as much as one would agree with the current steps that are in place to address some of the issues regarding worker discontent for instance, the running of the department along racial lines, like Mr Nqata is saying, or seemingly racial lines; and the undercurrents and the looming disaster that is about to happen in that department, if not arrested very, very soon, is something that we have to complain about.

We have been around for 20 years or almost 20 years since transformation took place. When the talks started all of these things were anticipated; that we will have to be able to address a number of these things. Unfortunately we have not been proactive enough and in that particular regard we will have to pull up our socks.

Vacant posts are becoming increasingly rife in most Government departments. In Mayibuye Transport Corporation there are special skills needed, like an OT nurse for instance, an IT specialist, HoD operation. It is becoming worrying ladies and gentlemen if a crucial transport corporation, the only one in the province giving transport to people in largely rural areas as we have said, is having a challenge of that nature. If we don't have the budget for it, somewhere along the line we will have to find it.

Ek sê nie ons moet bloed uit 'n klip tap nie, dames en here. (*I am not saying that we should try to squeeze blood from a stone.*) I am not saying that, hon MEC. I am saying, I am saying it is important that for some reason, for some reason it seems as if it has been pushed onto the backburn, hon MEC, and that is not called for. I also cannot blame the MEC for Finance for not giving money if he has not been appraised of these issues in time and we appreciate your short time in office hon MEC and I can already see that your intelligence is coming through and for that we also say thank you very much hon MEC.

We have dealt with Algoa Corporation and maybe we can take a leaf from their book. How come there are no complaints from their side? I am talking about serious and fundamental complaints. I understand the fact that it is an urban area, but even in urban areas things can go wrong. I think the public transport system largely private owned by taxi owners, government will have to come in and formalise that particular sector. For

too long, for too long you are having taxi owners deciding and doing as they please from time to time. I can tell you now there is a lull in taxi riots. It will flare up again; make no mistake.

There is also a little bit disconcertion regarding the BRT in PE. I think if that situation was arrested timeously, timeously – and I think the buzz word is timing – we would not have had the situation we had in PE.

On the plan to provincialise legislation – hon Nkayi, I am not answering your question, but looking at the specific and you need layout, landscape of the Eastern Cape Province – provincialising the...

Ms DEPUTY SPEAKER: One minute left.

Mr J P KORKIE: Thanks, Madam Speaker. Provincialising the transport system in the province for me is not the answer. We will have to think and sit down and see and speak to the interest groups as to how particular this problem can be addressed.

Lastly, hon Speaker, I would like to thank the Department of Transport for the sterling work done up to now. Thank you very much. [Applause.]

The DEPUTY SPEAKER: Thank you, hon member. Democratic Alliance; hon Pienaar.

Mr J PIENAAR: Hon Deputy Speaker, hon Premier, hon MECs, hon members. Hon Speaker, the Eastern Cape is suffering from serious cholesterol and it will invert to the elite to cardiac arrest. When that attack hits us we will keel over and die because the economy will not be able to keep us alive. [Interjections.] [Laughter.]

The cholesterol blocking the veins of the province is the lack of maintenance of our roads. It is the potholes and cracks appearing on our roads. It is secondary roads being washed away. It is the damages to crops when it is being transported on bad and inferior roads and it is a fact that some roads in our province have become so un-passable that fuel cannot be delivered to depot and that milk cannot be picked up from farms.

The Provincial Roads Department has been under-funded for the past 15 years and has resulted in backlogs on road maintenance to close to R15- to R18 billion. This is a huge backlog and one that seems almost impossible to wipe out. Take into account the inflation rate and the increase in the prices of petrol and diesel. Budgets have in real terms become smaller and smaller by the year. The net effect of all this is that veins are supposed to carry; the riches of our province have become blocked. There is serious need of a heart transplant, a bypass. We are in a serious need of a sergeant to save our lives. We do not need medication; we need a specialist operation. We even need a heart transplant.

I am happy to see our new MEC for Roads, hon Gloria Barry, in the House today. In her I see the sergeant. In her I see the drop of hope. She should follow on the footsteps of an

area of MECs who have no vision whatsoever. [Interjections.] The previous MECs sit back five years ago and his vision was one which he thought highly incorrectly; that a throw of a few million...

Mr C MARTIN: Madam Speaker.

Ms DEPUTY SPEAKER: Is that a point of order?

Mr C MARTIN: No, it is a question ma'am.

Ms DEPUTY SPEAKER: Hon member, are you prepared to accept a question?

Mr J PIENAAR: No Deputy Speaker, I will answer them after the House sitting.

Mr C MARTIN: Is the member's plan...

Ms DEPUTY SPEAKER: [Laughter.] You may proceed.

Mr J PIENAAR: Thank you, Deputy Speaker. The previous MEC sat back five years ago and his vision was one in which he thought highly incorrectly; that by throwing a few millions here and a few millions there that patchwork on roads would be sufficient window dressing before the 2010 FIFA Soccer World Cup. How wrong was he!

The patching done on the Addo road is R30 million and the patchwork being done on the Rocklands road at R20 million are classic examples of his lack of vision. The work is just not adequate at all. Road engineers assure me that we will have to rebuild these roads. We will have to rebuild them. The economies of these small towns in that area are suffering because of the lack of vision by the previous MEC.

This is not bad reflection on contractors doing the work; it is the sad reflection of the lack of leadership and planning we have seen over many years in the Department of Roads and Transport. Too little too late seem to be the re-occurrence of legacy of a Department of Roads.

Hon Speaker, I still see hope. I am going to ask the new MEC today to take the lead and new vision for this department. This new department should focus on certain core targets, targets that will turn this department into a success once more.

Hon Speaker, in all revenue collections, like fines and other incomes, should be pulled directly into a provincial roads fund and targeted through road maintenance. We should establish a road fund and make use of the income of the department to fund this extra money we need to do road maintenance. Budgeting should be focusing on exactly the same goals, assisted by a competent in-house construction group to ensure quality maintenance and construction. In the early 90's the province had an elite in-house construction unit, capable of projects equal to any private company.

Unfortunately this unit has been eroded and depleted to a shadow of its former quality. We don't need to go into details of why this happened, but what I can know is that we now have nothing to counter the exorbitant prices being charged at the moment for roads construction. A mere two years ago we charged R4 million per kilometre to construct a road. Now the price has escalated between R12 million to R18 million per kilometre. How did this happen? It has happened because the private sector has found us out. They know we cannot do it ourselves and therefore market forces have gone out of the window. They and quote and charge whatever they like and we have no answer to them.

This, hon Speaker, should stop. The prices we are being quoted are ridiculous and impossible to pay. We are being held at ransom by these construction companies because they know we have no alternative. This must simply stop.

Hon MEC, let us rebuild this once sprout in-house road construction unit. This unit can be the vehicle for skills transfer, the vehicle for new Public Private Partnerships, the vehicle to train students who have been receiving bursaries from the State and the vehicle to offer incentives for young and upcoming professionals to empower the State with an elite, efficient and value for money road construction unit. It will bring prices in check and it will boost skills transfer; student loan schemes, incentive schemes to get young professionals working in rural areas once more.

At the same time we need to nurture financial management skills, fill vacant posts and went back to the skills we have lost to the private sector. If the MEC can lead this department back to being a proud team of winners, the province will win as well.

Hon Speaker, once again I need to refer to the success of the Western Cape. [Interjections.] Road infrastructure in George, Oudtshoorn, Knysna, Sedgefield, Wilderness...

Ms DEPUTY SPEAKER: Hon member, there is a point of order.

Mr C MARTIN: A question.

Ms DEPUTY SPEAKER: Oh, a question.

Mr C MARTIN: A question.

Mr J PIENAAR: No Deputy Speakier, I am on my speech now.

Ms DEPUTY SPEAKER: Proceed.

Mr J PIENAAR: Maybe later. Let me just start there again. Hon Speaker, once again I need to refer to the success of the Western Cape. [Interjections.] Road infrastructure in George, Oudtshoorn...

Ms DEPUTY SPEAKER: One minute left.

Mr J PIENAAR: Knysna, Sedgefield, Wilderness areas, have turned the entire area into a tourism and economic hotspot. Here we have the same duty and attractions, like the Baviaanskloof wilderness area, Sunshine Coast and the Wild Coast, but nobody can get there because the roads are so shoddy, that the first tourist which attempts to get there will get stuck in a pothole. I just show again a reflection of the lack of vision by the previous MEC. I wish I could send him the account for lost opportunities, but not even the State will be able to afford that bill.

On the upside; the work done by the Bhisho Airport must be commended. The fact that 43 Air School is using it is a perfect example of how Private Public Partnerships can benefit all parties involved. This exactly what the DA has been pleading for, for the past 15 years. Hon Speaker, we need to work harder to achieve...

Ms DEPUTY SPEAKER: Hon member, your time is up. Thank you.

Mr J PIENAAR: Thank you, Madam Deputy Speaker. [Applause.]

Ms DEPUTY SPEAKER: United Democratic Movement; hon Thabaneng.

Ms Z HLEKISO-THABANENG: Hon Madam Deputy Speaker, hon Premier, Members of the Executive Council and hon members, good morning. The core business of this department is to facilitate the smooth public transportation of our people, including the taxi industry. The UDM acknowledge the role that the government has played in improving the situation with regard to this department, including subsidies given to our black emerging bus operators – AB350 – whose role is to transport our people, particularly rural people.

It is an undeniable truth that although more has to be done in consolidating the administration of the department, Programme 1 which is Administration of the department real aim is to solve the problem in terms of providing support to the department.

U Programme 2, Madam Speaker, o ngu Roads, phaya kudala sisitsho uba la programme iya under fundwa okanye ifumana ibudget encinci. Ukuba uthetha ngeroads kulonyaka sinikwe 465kms emazeniwe kwi road network. Lonto ke ithetha ukuthi kule 43465kms I 38363kms kuzakwenziwa igravel, I 5102kms kuzakwenziwa isurfacing ithethe ukuthi kulonyaka mali akukho tha izakuthi yenziwe. Yilonto ke hon Smiles – sorry, hon Pine Pienaar ebe yithetha apha esithi uprogramme 2 kudala siyicela ukuba ungakhe unikwe imali engange R18billion ukuba sicinga ukuba singakwazi ukuzenza ezindlela.

Why R18billion maybe ukuba uthetha ngokwenziwa kwetha, ukuba uthetha nge kilometere uqale uthethe ngeR12million to R15million 1km ukuba kengoku sirhalela indlela zethu sibenetha sinechallenge ye World Cup engo June kulonyaka uzayo, ithethe ukuthi ke kwezindlela sinazo akukho tha izakwenziwa into ezakwenziwa yigravelling nesurfacing kule 43465kms.

Siyakusuka kudala ke kwindlela zomhlaba eziye zitye imali enzini kumane kusafeyiswa kusenziwa yonke lonto, ukubangaba inokwenziwa ku department ibuyele mhlawumbi kwaba rhulumente badala whereby yayiduty ka department ukuba kwenziwe itha.

Ewe iBlack Economic Empowerment siyayixhasa siyiUDM but bayazifumana ezi Tenders bengenayo imachinery that's whya ufuniseka uba xa kuthethwa ngekm kuthethwa ngemillions kuqala kwi R12million up ubheke phezulu uthetha nge kilometer. Aba bantu bafumana eziTenders they don't have imachinery kufuneka bahambe bayoku hayarisha ukuze babenazo kulapho babhatala khona imali eninzi abethakale kengoku urhulumente.

Ithethe ukuthi kengoku u2010 lo siya kuye kulonyaka uzayo ezindlela sinazo ziyakuhlala zinjena kuyakulungiswa eziya zegravel phaya ezilalini. uPublic Transport xa sizisa nkcasana uAV350 siyiUDM nathi sithi urhumente usebenzile uncedisa unobhasi abakhulayo ngakumbi onobhasi abamnyama phaya ezilalini former Transkei bafumane elathuba.

Kodwa izinto ezininzi ezingakhange ziqwalaseleke kukuzama ukubadibanisa oonobhasi, ewe bade bavumelana abanye but kukho abathe bevuma yabe seyihamba erhalela ke ngoku mabajongwe nabo. Akululanga ukujoyina into ungayazi bathathe ixesha abanye abakwazi ukukhwela seyihamba sicela kengoku khe baconsiderishwe nabo kengoku bade basithatha isigqibo sokuba bayibona ukuba yintoni lento ingu AV350 idepartment ukuba inganceda ihlale phantsi nababantu ba-understanda kade, aliyotyala uku-understanda kade.

Kudala ke sithetha xa uthetha nge non motorized transport ininzi ke imali elahlekileyo ayithethwanga ngoku mhlawumbi xa sithetha sibuyela umva koMEC bebhona kule department bayibona kwathiwa hayi urhulumente bayibona ilulutho kodwa ezozinto azibikho ithetha ukuthi imali ilahlekile kuma non authorized transport abadonkey curt bebesenziwa ilahlekile lamali ibisebenza pha.

Kwitraffic siyacela siyiUDM umbandela wokuqashwa kwetraffic bayiyekwe ukunikezelwa kwimunicipalities because ihamba ihambe ingabina clear ingazi ukuba kuqeshwe njani kwenzeke njani, kubenzima kwabantwana bajoyine whereas zifuneka itraffic officers apha ngoba akukho zitraffic officers siya ku 2010 and siyagqitha naku2010 ubomi buyaqhubeka itraffic officers asinazo.

Ms DEPUTY SPEAKER: One minute left

MS Z HLEKISO-THABANENG: Kwicommunity based transport hon deputy speaker ingathi izakundibetha ke lento yexesha.

Ms DEPUTY SPEAKER: Hon member, your time is up

Ms Z HLEKISO-THABANENG: Xasithetha ngebridges sithetha ngebridges ezizakwenziwa ezintathu kwi bridges eziyi12 xa uzijonga ezibridges zizakwakhiwa kumhlaba wasedolophini kudala abantu basezilalini akukho nenye ibridge kwezindawo abantu bebemka namanzi MEC wakwa education ititshala zisezakumka nabantwana namanzi. [Applause.]

Ms DEPUTY SPEAKER: Thank you. Thank you, hon member.

Ms Z HLEKISO-THABANENG: Akukho nenye ibridge kwezindawo abantu bebemka kuzo namanzi MEC wakwa education ititshala zisezakumnka nabantwana namanzi.

Ms DEPUTY SPEAKER: You are out of order. [Applause.] African Independent Congress; hon Galo.

Mr M P GALO: Hon Deputy Speaker, hon MECs, hon Members of the House, hon members of the public. The AIC believes that the purpose of having roads infrastructure that is in good conditions is to ensure that the people are linked to the government services, economic opportunities and further to ensure safety movement of the people when they are doing their businesses, to avoid accidents such as the one that occurred between Cederville and Mvenyane where innocent lives were lost.

The former MEC for Roads and Transport promised to improve the bad road in the area, but we don't see that happening. Again, the R56 road between Mount Frere and Matatiele was to be tarred and it was in last financial year. Maybe the MEC will update us in that regard.

In conclusion hon Deputy Speaker, the AIC is very much worried about the state of the roads, especially in the rural areas. We are appealing to the MEC to focus on rural areas in this financial year. These roads must be tarred.

In conclusion again, I want to support the budget vote for the department on behalf of the African Independent Congress. Thank you. [Applause.]

Ms DEPUTY SPEAKER: Thank you, hon member. African National Congress; hon Nodada.

Ms M B NODADA: Hon Deputy Speaker, hon Premier in absentia, hon Chief Whip, hon MECs, hon members, officials of the Legislature, officials of the departments, guests, ladies and gentlemen. Good morning, molweni, sanibona.

Hon Deputy Speaker, I am honoured to stand in front of this House whilst still celebrating the birthday of our living legend and hero of our democracy, tata Madiba. I just want to remind all of us here not to forget, whilst celebrating that, on the other hand we must be seen demonstrating the implementation of the policies so hardly fought for by our legends. This we will do through brining service delivery to the poor people of our country.

I must thank the Department of Roads and Transport for the positive attitude they have displayed to the committee and the commitment they displayed when at times they had to go back and re-draw their Operational Plans to suite the needs of the committee to be able to do the oversight roles. Initially they had come with, they presented the Operational Plans which were too vague for the committee to be able to see what the Annual Performance Plan says, but they were able to turn back as asked and they issued with the committee with clear Operational Plan. We commend the department for that.

The issue of secondment and non-filling of posts, Madam Deputy Speaker, remains a challenge across all our departments. It remains a challenge to the smooth running of the institutions, which will impact negatively to the speeding of service delivery to our poor communities. We therefore make a call to the departments to note this issue as a matter of urgency.

Madam Deputy Speaker, the ANC has a policy of affirmative action in all the spheres of its Government, but with this department this is a worrying factor. It is really alarming to note that after 15 years of democracy there are still departments who are 90% percent male dominated in its top management as this one. The implementation of 50/50 starts in recruitment in order to make it happen.

Akuvele kulalwe uvuke sowumenza lo 50/50 uqala ngokuthi xa umana uqesha uqinisekise ubangabana abantu abangomama uyaba includa ukwenzela naxa kumane kupromothwa uqiniseke into yokubana abantu abangomama bakhona xa upromowutha. Ayenzeki ngohlabo laokuthi umane uqesha amadoda odwa ucinge ukuthi uzakude umenze lo 50/50 kwi top management.

Tendencies of apartheid regime must be rooted out. Imanagement engakwazi ukusebenza nabasebenzi asikwazi kuyinyamezela kulemihla siphila kuyo. We as the ruling party have committed ourselves that working together we can do more. Asikwazi ke ukwenza ngcono xa sisamane singakwazi ezinye iUnion ukuzisebenzisa xa sisenza izinto sisebenzise ezithile. Senze izisquables ezi unnecessary emsebenzini.

If workers are not treated the same at a workplace that leads automatically to tensions. These tensions are unnecessary and we urge the departments to look seriously to the transformation in its management. The core business there is to serve the people and not the squabbles.

Madam Deputy Speaker, I will just make a direct response to the speaker, the former speaker that has been here for the DA. The issue of better infrastructure in the Western Cape as compared to the Eastern Cape clearly depicts the picture of the apartheid regime. All resources were taken to the former white areas and the semi-urban areas as our Eastern Cape were sidelined. We want the DA to note that when the ANC is saying it is fighting the legacy of the past, this issue of the former white areas well developed as against our black areas is one of the things we refer to.

Xa ndizakuvala sekela somlomo mandikhumbuze wonke umntu olapha ngokuvotelwa liqela lakhe ukuba iANC yalwela ukukhulula abantu kumakhamandela engcinezelo ngoko ke masiphakamise inyawo ekuqinisekiseni ukwenza ubomi obungcono kubantu bakuthi.

Ekugqibeleni ke Sekela Somlomo siyi ANC siyanqwenela uba ipasiswe le budget vote. Enkosi. [Applause.]

The MEC RESPONSIBLE FOR PROVINCIAL SAFETY, LIAISON AND TRANSPORT: Thank you, hon Deputy Speaker. Hon Speaker, hon Deputy Speaker, hon Premier, hon members, government officials and if there are any guests in the House. Let me first thank the Portfolio Committee on Roads and Transport for the report they tabled, which we believe will assist us to improve our performance. Our work is guided by the government's priorities as outlined in the ANC's manifesto and we are further committed to the Provincial Government's priorities, which were announced by the Premier in her State of the Province Address.

Hon Deputy Speaker, with regards to some of the findings and recommendations of the report, I will not attempt from this podium to answer all of them. I think we have, in terms of the rules, 30 days to put that in writing to the committee, but I just would like to touch a few of them.

We are committed to the transformation of not only the Department of Roads and Transport, but the entire transport sector. I think that we would be able to do this through our human resource development strategy. Hon Deputy Speaker, it is a bit difficult when people have fixed contracts of employment and so as people leave you would then try to further the transformation process by bringing in the relevant categories of people that is required.

I also want hon members to be mindful of the fact that in the past it was difficult to attract engineers; civil engineers, electrical engineers, mechanical engineers. I am not speaking about a mechanic. I am saying a mechanical engineer from other race groups other than the white population. We are slowly breaking down that aspect in the department. I think over the past year we were able to employ six African engineers, I think which is a breakthrough and I think systematically we will move in that line.

With regards to the whole question of gender - we are continuing to attract more young women to study transport-related courses, including traffic law enforcement. We have a number of females in our new traffic intake; civil engineering in the aviation field, rail engineering and other courses that will add value to our transformation agenda. We know that this is a protracted process, but we are convinced that in the long-term we will reap the benefit.

With regards to the question of bridges - the construction of bridges – and I know and we agree with the sentiments that have been raised here – that the state of our infrastructure, especially in the rural areas of our province, is not very good. We don't dispute that.

There are many areas where bridges have maybe collapsed or are in a very bad state and it is very costly to construct a bridge, but what we are intending to do as the department, we are bringing in portable steel bridges which we would be able to put up and each district in the our plan will be getting six of these bridges.

In terms of how the bridges function, you can construct the bridge and you can take it down and put it up somewhere else where the need arises. So in the event of a disaster situation for example you can take the bridge from one area to another area. That is within the plans of the department and very soon we would be launching that first bridge in the province and we would invite Members of the House to be present so that we get firsthand information as to how the bridge would function and what the bridge would look like. These are very strong bridges and they are manufactured in a way that they would be able to take heavy or high volumes of traffic.

On the issue of road classification - can I just say hon Deputy Speaker that in the road classification there are six processes, six classifications, sorry. Classification 1, 2 and 3 has been completed. We are now in classification for 4 and 5 and there are two districts that are currently in a pilot programme; that is Amathole District and the Cacadu District. We are expecting a report of the pilot of these districts by September of this year. So we are envisaging hon Deputy Speaker that we would be completing the road classification by the end of this financial year, 2010.

I think with regards to the challenge of the road signs where names have changed - we would work together with the Eastern Cape Geographic Names Committee to urgently deal with this challenge and then we will also report back to the portfolio committee with regards to the progress that is being made.

Chairperson, I think that a lot has been said about the back to rail issue. I think that we would be giving the portfolio committee detailed information on the numbers. On Wednesday we opened the rail line between King William's Town and East London. Previously this train only ran from East London as far as Berlin, but on Wednesday we have taken it to King William's Town. Just to give some indication as to what this, the numbers on this railway line. There are 28 trips per day on this railway line and they carry an amount of 31,000 passengers per day.

So, it is quite a big volume that is being carried, but with the extension to King William's Town, public servants would now be able to use this from East London to King William's Town because at King William's Town station for example there is a parking area and we are saying a secured parking area because it is fenced, it would be locked while people are in work during the day and opened when you are due to board the train at night back, or from East London back to King William's Town for those people that are working in East London. Likewise on the side of East London; you would have the same facility.

You would – if you use the train it would cost you about R390.00 a month in relation to maybe some of the thousands of rands you are spending in petrol. I think it would also

assist us with regards to the volume of vehicles on the road. So we are making an appeal that as public servants and even as politicians for that matter, we should be making use of this facility.

The portfolio committee makes mention of the fact that I was silent in my policy speech around the issues relating to the taxi industry. I think the reason for me being silent is because of the fact that all of the issues that relate to the taxi industry currently, like the question of taxi recapitalisation, like the issue of operating licenses, the legislation that governs the public transport system in its entirety, as well as the bus rapid transport system is within a national forum at the moment. There is a 20/20 a side; 20 from government's side (and that includes all three spheres of Government) and 30 from the entire taxi industry side. These are the issues that are currently being discussed.

Originally when we reported we indicated that there was a 12-month period given for them to finalise these issues, but those of us that follow the newspapers and the news, we would see that the National Minister of Transport has announced that he wants this process completed and finalised by the end of October. So we are waiting to see what would come out of that. Within the province itself, even though this is within the Metro, the Department of Transport through the mandate from the Eastern Cape Government, Provincial Government, has been involved in the crisis around the taxi industry in the Metro.

I want to come back to the one recommendation that the portfolio committee makes around us disbanding the task team. Now, hon Deputy Speaker, I think the question is asked why is this a special task team and I think we must put the word 'special' in brackets. It is not special in the sense that it is given preference. It is special in the sense because of the work that it does, but also because as the Eastern Cape I would report as to what is taking place as a result of this task team in the national arena.

We established this task team in December when the Arrive Alive Campaign started. Because of the work that they did we were able to reduce fatalities on the road by 30%. We then went forward to the Easter Weekend and again the figures for the Easter Weekend of the Eastern Cape were quite down. I think we were about fifth in line in terms of fatalities over the Easter Weekend, whereas in the past we were either first or second.

Now there is Road Traffic Management Corporation who monitors all of these issues nationally in South Africa and we were looking at what the Eastern Cape was doing, but also in the province I gave an instruction that this task team not be disbanded. At the moment we have 160 traffic in training in the colleges and they are coming out in groups of 50 and I instructed that as they come out in groups of 50 they be fused into the task team because we are getting these traffic officers ready for the 2010 law enforcement processes.

The Road Traffic Management Corporation then requested the Eastern Cape to go to a national meeting and make a presentation on the concept that we had adopted in the

Eastern Cape and as a result of the presentation that we made they have now transported this concept of the Eastern Cape to other provinces, like the North West, KwaZulu-Natal, Free State, Mpumalanga and Gauteng.

So they have started these special teams in these other provinces as a result of what they are seeing that is happening within the Eastern Cape. They have also as Road Management Transport Corporation given us five patrol vehicles. They are BMWs, they are specially marked and previously when they arrived here they had Gauteng registration plates, which I objected to and they have now been changed to Eastern Cape licence plates. The vehicles are fully marked "Special Operations Unit".

I think maybe that I should just give you the figures so that we can see the benefits of what this task team does. This task team sets up these special road blocks on a bi-weekly basis and they deal with issues of drunken driving, moving violations, the misuse of government vehicles, the illegal use of cell phones and other relevant offenses.

The statistics so far, from December until June of this year, with regards to drunken driving they have arrested 2,121 people on drunken driving. Other arrests, which is the moving violations, the cell phones and defects of motor vehicles is 229. They've issued 14,455 summonses. The value of those summonses is R7.93 million; and unroadworthy vehicles that are suspended is 1,379; and we have confiscated 186 government vehicles. We are able to give this breakdown by district and we will submit this information to the task team within the 30-day process that we are allowed. [Time expired.]

Report adopted.

APPROPRIATION BILL (EASTERN CAPE)

Consideration of Vote 15 – Safety and Liaison

Mr M NYUSILE: Thank you, hon Deputy Speaker. Hon Premier, Members of the Executive Council, hon Members of this House, departmental officials and members of the public. I am standing here to present the report of Safety and Liaison, which starts on page 139, hon Deputy Speaker. I will go straight to the findings.

Programme 1:

Findings:

(a) The department's organogram has been approved, but some of the posts are not funded.

(b) The department does not have its own website and its information is accessed through the Office of the Premier, which results in information not easily accessible to the public.

(c) The department has a shortage of personnel and infrastructure in Information and Communications Technology, SPU and research components.

(d) The department has developed a communications strategy, but it is in the process of outsourcing due to the fact that there is no capacity in the department in order to transfer skills to employees.

Recommendations:

(a) The department must request additional funding from Treasury. The committee must be provided with a progress report in this regard by the end of September 2010.

(b) The department must expedite the process of developing its own website and it must be accessible to the public.

(c) The department must ensure that employment of personnel for all components is done during this financial year. The committee must be furnished with a progress report in this regard.

(d) The department must come up with a plan that will ensure that skills are transferred to employees rather than outsourcing or requesting assistance from other sister departments for the training of staff.

Programme 2: Community Safety.

Findings:

(a) The bulk of the budget of this programme is directed at the compensation of employees.

(b) The department experiences a challenge in the shape of Community Police Forums that are not sustainable due to non-availability of funds.

(c) There is a limited number of victim centres in police stations and in most cases these existing centres are dysfunctional.

(d) The department has developed a safer schools programme with the intention of reducing crime in schools. However, the outcomes do not have a positive impact on crime reduction.

(e) The department does not have a section that specifically deals with complaints from the public.

(f) There is no coordination between the department and the Independent Complaints Directors where complaints about the SAPS are concerned.

Recommendations:

- (a) In future, the department must keep balance of the budget allocation divided between the compensation of employees and operational activities, as this programme carries the mandate of the department.
- (b) The department must develop a retention strategy with incentives so as to sustain CPFs.
- (c) The department must ensure that all police stations have safer schools programme in order to ensure that crime is reduced at schools.
- (d) The department must develop a section that will deal with complaints from the public.
- (e) The department must strengthen its relations with ICD and deal with complaints about SAPS members.

Programme 3: Financial Management

Findings:

- (a) The Fraud Prevention Plan of the department is not updated timeously.
- (b) The Supply Database of the department is not properly structured.
- (c) There is a shortage of personnel in this programme.

Recommendations:

- (a) The department must ensure that the Fraud Prevention Plan is updated to ensure that service delivery is not compromised.
- (b) The Supply Database must be structured properly.
- (c) The department must expedite the filling of vacant posts and the committee must be furnished with a progress report in this regard by the end of September 2010.

General Findings:

- (1) No thorough quality assurance measures are implemented in the development of operational and annual performance plans of the department. Furthermore, documents do not always comply with the reporting requirements for oversight purposes.
- (2) Late submission of documents by the department to the Legislature is experienced.

(3) There are no provincial departments that are engaging in projects that relate to the fight against crime.

(4) The fact that some creditors from the previous financial year are paid during the current financial year, will have a negative impact on the budget.

(5) The department does not regularly report to the committee on the impact of its oversight of the SAPS in fighting both contact and non-contact crimes.

General Recommendations:

(1) The department must strengthen its quality assurance of documents in the light of the fact that once submitted to the Legislature, they become official public documents.

(2) The department must ensure that documents are submitted as prescribed by the Legislature.

(3) The department, as a leading department in crime-fighting initiatives, should play a major role in coordinating these projects.

(4) The department must ensure that all creditors are paid within this financial year in order to ensure that such payment does not impact on the current budget.

(5) The department should report on quarterly basis to the committee what effect its oversight of the SAPS has on the reduction of crime.

In conclusion, the portfolio committee would like to express its gratitude to the department of their cooperation. The department has demonstrated an increased effort regarding its recruitment drive to support the monitoring and evaluation process. The committee wishes to congratulate the department in obtaining an unqualified audit report for the sixth consecutive time.

The committee appreciates the increase in the departmental budget, as little as it is Madam Deputy Speaker and believes that this increase will go a long way in making the Eastern Cape a safe and secure province to live, work and invest in as has been set out in the PGDP.

In view of the above findings and recommendations, the committee recommends that the budget be passed by the House. Thank you very much Deputy Madam Speaker. [Applause.]

The DEPUTY CHAIRPERSON OF COMMITTEES: Thank you very much, hon chairperson. Any clarity questions to the committee? Thank you. Thank you so much. [Applause.] Any questions to the MEC? Hon Neer.

Mr D NEER: Thank you, hon Deputy Speaker. Mine is a strategic question on the finding 3(e) on the non-existence of the complaints section. The question is; the department has a new organogram passed in December 2008 as per the MEC's policy speech. The question is; has this section been excluded in the new organogram; if so, why?

How does the department intend to fulfill its monitoring and oversight role over the SAPS if the affected communities are not accorded an opportunity to add their views and concerns on community safety; and that the R18.9 million is the bulk of the departmental budget on community safety? Thank you very much.

The DEPUTY CHAIRPERSON OF COMMITTEES: Can the hon member just indicate the areas where you were speaking to for clarity to the MEC?

Mr D NEER: The first one is in terms of the... If I may go further for clarity sake...

The DEPUTY CHAIRPERSON OF COMMITTEES: Just to say the finding is on which programme, the first finding.

Mr D NEER: Three.

The DEPUTY CHAIRPERSON OF COMMITTEES: 3(e)?

Mr D NEER: On community safety.

The DEPUTY CHAIRPERSON OF COMMITTEES: Community safety; thanks. Okay.

Mr D NEER: Yes.

The DEPUTY CHAIRPERSON OF COMMITTEES: The next one? Hon Gqiba.

Ms N GQIBA: Madam Chair, page 141, finding (c) reads as...

“There is a limited number of victim centres in police stations and in most cases these existing centres are dysfunctional.”

My question there is how the department deals with the victims of rape and domestic violence if the department does not have functional victim centres? Thank you.

The DEPUTY CHAIRPERSON OF COMMITTEES: Thank you very much hon member. Hon MEC.

The MEC RESPONSIBLE FOR PROVINCIAL SAFETY, LIAISON AND TRANSPORT: Chairperson, I am not in a position to answer the hon Neer on the question that he posed with regards to the budget, specifically to this point. I would request that he allow me to get the information from the department and furnish it to him.

On the issue of the point that has been raised by the last hon member; I think when it comes to facilities within the police stations, we do not have the authority around police stations *per se*, in that I cannot say you need to construct a police station there and it must be... We have an oversight and monitoring role.

So, the point that is being raised is for us to raise with police – that would be the Provincial Commissioner to say that this is a shortcoming in these police stations and we need to ensure that this facility is available. As the department we must monitor the implementation of those facilities and ensure that it is functioning because the police *per se* falls under the national department when it comes to infrastructure and things like that. We just monitor and oversight what the police do in the province, but we can raise that and bring it to their attention and say this is a shortcoming, we need to ensure that it is there and then we monitor to ensure that they implement, hon member.

The DEPUTY CHAIRPERSON OF COMMITTEES: Thank you very much, hon MEC. Now political parties. Hon member J P Korkie for Cope.

Mr J P KORKIE: Hon Speaker, thank you once again for this opportunity. I want to have a short prelude before I start and I go into my speech, hon Speaker. Thank you very much, hon MEC.

We are a committee segued with the safety of the people of the Eastern Cape and it is critical that we assume this task with the urgency and the necessary attention and the necessary skill that it requires. You are dealing with millions of lives; 43 million of them.

Now, I would like to make an example of a well known oupatjie/grandfather, tat uMandela. Before the elections in 1993 an even before that, even before talks, you know, there is this growing tendency, or not a growing tendency, I think it is an imbedded one, of closing ranks around a particular problem, especially when there is a potential threat of embarrassment. We tend to sort of be scared that certain of our dirty washing be aired in public. The irony in it is once you have the knowledge that it might be aired in public, there is a strong possibility of being prevented.

Now, I know of an instance where utat uMadiba had no mandate, had no mandate to talk to certain people. When he started talking to the authorities when he was on Robben Island, OR wrote him a letter, asking him what he is talking to these people for. [Interjections.] You can go to “*Long Walk to Freedom*”, go to “*No Easy Walk to Freedom*”... [Interjections.] Fine. Go to “*Playing the Enemy*” by John Carlen, you will note that he has taken the lead and shown leadership in many respects. That is what we are going to need.

When we talk about innovative measures of eradicating crime, no matter how many policemen you put on the street, it will go to a very good extent to deal with the issue, but when he had to lead he did it and that is what we need to do nowadays. [Interjections.] Madala must not lead. Those in power must take up the cudgels and continue the fight.

I will make another example. Shortly before the elections in 1994 the situation in the country was volatile and safety of the people was paramount. He engaged Constant Viljoen and Constant at the time was a retired General. They had arms, they had money, they had knowledge, they had the skill. Madiba said to him “you cannot kill all of us” and he spoke to him in his native language being Afrikaans, without a single weapon, without a single weapon.

The DEPUTY CHAIRPERSON OF COMMITTEES: I am sorry, hon member. Are you prepared to take a question? Hon member Korkie, are you prepared to take a question?

Mr J P KORKIE: Let me take the question.

The DEPUTY CHAIRPERSON OF COMMITTEES: Will you take the question?

Mr J P KORKIE: Hon Deputy Chair.

The DEPUTY CHAIRPERSON OF COMMITTEES: Okay.

The MEC RESPONSIBLE FOR PROVINCIAL SAFETY, LIAISON AND TRANSPORT: My question to the hon member is; can he tell me what political party he belongs to because he seems to be quoting my political party all the time? [Laughter.]

Mr J P KORKIE: Is it wrong to do that, hon MEC? My answer to that is that you are the ruling party. You are in charge. You are the boss party and I have to say to you who are in charge who control the resources, the levers of power to say do what you can and we are here to help. We are saying, we are saying we don't have the money always to do what Safety and Liaison needs to do, but we are clever, we are intelligent. Let us marshal our resources and let us do this thing to eradicate poverty. The criminal must not even be aware that he is being converted into a priest. That is how clever we must be. I am saying hon members, we are – the hon MEC just said we are having a small budget and we are exercising an oversight role. SAPS is where the coalface is.

We are having problems with investigating officers battling to take statements and myself as a legal representative whenever you are confronted with a statement – hon Pakathi your words become relevant now – I simply say my client will deny and I stick to it. Yes, you will simply say what is the inspector trying to say; what is he trying to do. You have a statement taken on 3 March 2007, you have another statement, the same person's statement, same IO supervised now by someone, different facts; why? [Interjections.] You cannot. That is when now hon Pakati we come now and say I put it to you, you are lying. [Laughter.] That is why rape cases are thrown out of court. That is why victim centres, hon Gqiba, they are suffering because of these things.

We are inundated with things and most of the time it is something which is easy. An investigating officer or a police officer on the street is the one with the least powers. How come? How come we cannot control them? Why don't we send them out to

nightclubs on a Friday night? Why don't we patrol the streets in particular areas? There is, in the traffic department they have an innovative measure of introducing a 24-hour shift in a particular manner for a specific purpose. What is wrong? Why can't Safety do the same? The money is there, the manpower is there, the vehicles are there; why don't we do it?

It is a question of a policeman must take pride in what he is doing as well. If he is passionate about his job, if he is passionate about eradicating it, what stops him from implementing his God-given talent? This is why I am saying we need to tap on, hon Deputy Chair. Money alone... [Laughter.] I beg your pardon, Deputy Speaker.

Hon members, we are having a problem with admin; Safety, vacancies; small budget; SPFs, reservists. I am saying there is a way of dealing with these things. In the UK for instance all your interviews are recorded. [Laughter.] Yes, yes hon Premier. All the interviews are recorded, including the written statements. What is difficult to take a lesson from that? That normally, it even stops the case from going to court. Concessions are made early. Concessions are made early. You know from a court role of about 257 in a week you cut it down to 50 cases actually going to court. I am saying hon member it is for us...

Ms DEPUTY SPEAKER: One minute left.

Mr J P KORKIE: It is for us... Thank you, Deputy Speaker. It is for us to be clever. It is for us to take the lead. It is for us to be steadfast in what we want to do. Thank you, hon members. [Applause.]

Ms DEPUTY SPEAKER: Thank you, hon member. Democratic Alliance; hon Stevenson.

Mr R S STEVENSON: Hon Deputy Speaker, hon Premier, hon MECs. The level of crime in this country and province is totally unacceptable. These are not only my words, but also the words of the hon MEC. In her keynote address to the Eastern Cape, JCPS Cluster Programme of Action Workshop on 13 July she is quoted as saying:

“Over the weekend I attended the ANC bosberaad on safety and security in Cape Town and we all acknowledged the fact that the level of crime in South Africa is unacceptable.

She further went on to say:

“For many years we have been having a target of seven to ten percent reduction of crime in this country, but there is no clear indication of the progress that we have made to achieve that.”

This is a refreshing and honest approach and I would commend the MEC for being open and frank about the situation that we all face on the issue of crime.

The hon Speaker also in his address to the Legislature said that “That the people of this province want a drastically reduced crime rate and committed the Legislature to vigorous oversight. Reducing crime is also one of the national eight priorities of Government. Now this Legislature is empowered by Section 206 of the Constitution to oversee the effectiveness and efficiency of the SAPS and to monitor police conduct and these powers are simply not being fully utilised. For the portfolio committee to fulfill its constitutional obligations one needs to receive the necessary information in relation to the effectiveness of policing in this province.

A key ingredient of this is receiving regular crime statistics. The withholding of crime statistics from the committee and from the general public is unconstitutional and is a violation of the people’s right to access to information as provided for in Section 32.1 of the Constitution.

The last time we had crime statistics was released was in December 2007 and they for the previous six months. It is now two years since the public and Members of Parliament have received regular updated statistics. This is a disgrace and flies in the face of transparent, open and accountable government. The MEC is entitled to receive quarterly reports as does the department and journalists, whenever they phone up the SAPS they are given information. “Five murders in Gonubie amongst the elderly” was a recent headline, yet Members of Parliament who have a constitutional duty to oversight the SAPS do not receive this information. This undermines the Legislature. Are the SAPS more accountable to the media than constitutionally elected members of this House? The withholding of this information also undermines the effectiveness and efficiency of Community Police Forums. Unless regular information is provided how can they do their job and prioritise crimes in the areas? A neighbourhood watch or community patrols, village or street committees, whatever one now intends to set up, need to know what is going on in their communities.

If you are going to set up a community patrol you want to know in what streets and at what times for example burglaries are taking place. It is ridiculous that one cannot have access to this information. If we do not provide crime statistics to Police Community Forums, we are simply turning them into toy telephones. A Democratic Alliance government would not stand for this. It is our policy to have real time statistics available on the Internet so that communities can be mobilised around situations in their areas.

The Legislature is going to vote millions for crime prevention and we certainly welcome the increase in the budget. I can well remember in this House when it was seven of eight million. It is now R47 million. The cheapest way, hon Speaker, to mobilise communities is to provide them with the information with what is happening around them. This Legislature is also empowered in terms of the Constitution to call upon the Provincial Commissioner to report to us on the state of policing in this province. This should occur on a more regular basis.

The public at large, hon Speaker, feels unsafe and threatened by the criminal element. It is the No 1 issue that is foremost on people's minds today; when they go to sleep at night and when they go to work in the morning, if they are lucky enough to have work.

Communities need to know what is happening so that they can take the necessary steps to protect themselves. We would like to see regular crime statistics released. The MEC in her policy speech gave us some good news that she said for the period 2008/09 contact crime had been reduced by 9.3% and property crime by 5.8%. The news is good, but gives us the full picture so we can all celebrate together. There is nothing more than South Africans want to know; is that the crime rate is going down. So if the statistics are good, give them to us, we want to celebrate; but if this information is withheld the suspicion is that crime is too high, if not totally out of control.

This raises a second issue, namely the quality of crime statistics. There have been recent reports of manipulated statistics in other provinces. Today I am calling on the Department of Safety and Liaison to conduct, as part of their oversight role, a forensic audit of police stations in the Eastern Cape to establish whether or not the information contained in dockets corresponds with the nature of complaints being made. Whether or not reported cases are captured correctly on the police database, particularly with reference to the categorisation of crime. The extent to which reported crime is actually investigated and the extent to which complaints are incorrectly registered as enquiries rather than crimes.

Correct crime statistics are an important ingredient in developing the correct crime fighting strategies. The department in its oversight function also needs to ensure that our 1011 centres are operating at optimal capacity. They are our frontline against the criminal element. They need to be properly staffed. There was a reported case on the front page of the Herald, the scooter banded victim, who called the cops in vein, was reported on 15 July. The victim and the person who witnessed the attack both phoned numerous times; nobody came.

Chair, all I want to say at this stage is to congratulate the department on their sixth unqualified audit report. I think this is a magnificent achievement and it is a record in Provincial Government. Well done on that.

Ms DEPUTY SPEAKER: Thank you, hon member.

Mr R S STEVENSON: I would also like to thank the dedicated members of the SAPS for everything they are doing to protect us. Thank you.

Ms Z HLEKISO-THABANENG: Hon Madam Deputy Speaker, the UDM supports the report of the committee, which has tabled. However, I would like to comment as follows. Many CPFs have formed partnership with other community interest groups in their localities which are tailored to the local crime prevention unit. Although in some parts of the province successful partnerships are now well established, there is either no activity at all on initiatives. Substantial evidence indicates that communities are frustrated about

crime. The time has come for more people to proactively help, initiate and sustain a safe environment with the ambit of law. Lack of resources, particularly in disadvantaged communities, is an ongoing factor, hindering the development of policy.

Community involvement in crime prevention is important; that key information and education be provided on specific crimes. I-UDM ithi many areas in this province have a high incidence of inter-personal violence, which includes murder, rape, attempted rape, date rape, domestic violence, assault and child abuse.

Sibonile lento leyo pha e Bizana, na lapha eDimbaza, but kuze yonke indawo kodwa ezona ndawo zithanda ukubalasele kupha eBizana. iBizana ikwenye indawo ngoku itshintshile ithethe ukuthi ke lonto leyo ubundlobongela kuba bunyuka endaweni yokuba busihla.

The psychological scares on victims are long lasting and reporting of such crimes to the police is often traumatic for the victims whose as a result do not report. The criminal justice system can maintain or restore victims' respect for the law. These will help and prevent a spiral of criminal violence and resentments among victims. I-UDM ke iyayixasa i-report ye komiti isithi as long as singenwabi ngabantu uthi uhleli ezindlini sine burglars awuqinisekanga ngomntu onkqonkqozayo.

Awuqinisekanga nangoku ulele apha endlini uba usaleli wedwa. Abantu jicirme yenzeka nagaliphi ixesha emini ebusuku lonke nje ixesha. Sorry madam Premier yazi ebhedini andizukuyazi icrime [Laughter.] yaziwa ngabantu abasebedini ngeloxesha kunokwenzeka ngalo. Ithethe ukuthi amapolisa ewe akhona but awekho ngalendlela bekufanele akhona ngayo.

iUDM iyacela isithi ukuba urhulumente angayijonga into yokuqeshwa kwamapolisa ngakumbi aba bantu sele bezinikezele kaloku sivela kulauncha izi street comities ezizakuncedisa nalapho zikhona izinto ekufanele zenziwe. Oko kuthetha ukuthi ke asikabikho safe kwelacala as long usamoyika umntu emini oza phambi kwakho kuworse ebusuku esisihlobo engesosihlobo. Enkosi. [Applause.]

Mr M P GALO: Hon Deputy Speaker, hon Madam Premier, protocol observed. Hon Deputy Premier, I am glad you are here today.

Ms DEPUTY SPEAKER: We don't have such a portfolio in the Eastern Cape.

Mr M P GALO: The African Independent Congress, hon Deputy Speaker, is not happy with the shoot-to-kill approach as proposed by the higher authorities in this department. Because of the experience that we are having where people are being shot at and killed for no reason, like the case of a young man at Luphindo Administrative Area, where the guy was killed by a police officer recently, but one never heard of a case where the police officer have shot and killed the thieves who are involved in stock theft in Mount Fletcher and Matatiele, where for instance plus/minus 20 people have lost their lives recently at

Matatiele because of stock theft. Maybe the MEC will unpack the plans of the department as to how the stock theft in the abovementioned areas is going to be curbed.

On the question of reservists:

May the department inform us as to how many reservists...

Ms DEPUTY SPEAKER: One minute left.

Mr M P GALO: And how many that are taken in as full-time police officers. Hon Deputy Speaker, the people cannot volunteer for the rest of their lives as police reservists, putting their lives on the line. The department must do something in this regard.

In conclusion; the AIC supports the budget of the department Thank you. [Applause.]

Ms DEPUTY SPEAKER: Thank you, hon member. African National Congress; hon Nkomonye.

Ms F NKOMONYE: Hon Deputy Speaker, hon Premier, hon Members of the Executive Committee present, Members of the Provincial Legislature, senior managers, ladies and gentlemen. I am honoured to debate on behalf of the national liberation movement, the ANC, in this budget vote. In his closing speech at the 52nd National Conference held in 2007, December in Polokwane, the President of the ANC, comrade Jacob Zuma, stated that, and I quote:

“One of the challenges that has been affecting economic growth and development, as well as social stability, is crime. Our strategy and tactics addresses organised crime as a threat to our democratic order. It is a counter revolutionary force which needs to be eliminated.

The ANC therefore calls on all the people in the province to actively lead, champion and facilitate crime prevention strategies. We had street committees before. If we are able to defeat vigilantism and the apartheid system, what can stop us from defeating this arch factor that has tainted our democracy? Our commitment to the realisation of the idea embodied in the Freedom Charter of peace, security and comfort, enjoins us to become champions in the fight against crime in all its manifestations.

The Constitution demands of us to create a nation state free towards such a reality and we will dedicate every resource at our disposal in the war against crime. This is not only the responsibility of government, but a shared obligation which demands of every citizen to join in this collective effort to cleanse our communities of the cancer of crime. We invite every patriotic South African to join us in the new ideal to uproot crime and reclaim our streets from criminals.

Hon Deputy Speaker, on Sunday 28 June 2010, the FIFA Confederations Cup 2010 officially came to an end. We salute our police personnel who have shown dedication

and commitment in pursuit of the constitutional obligation to protect the citizens from crime, as well as the visitors that were in this province. [Applause.] The Confederations Cup was a test to our capability to defend our citizens and visitors from the scourge of crime, and our women and men in blue passed with flying colours in this regard. It is our commitment that this capability must be permeate to the everyday activities in the South African Police Service and must result in lower crime rates and higher conviction rates of criminals.

The province has also hosted various events in national and international significance. For example, we hosted the India Premier League otherwise known as IPL, the Eastern Cape Premier's Cup and the recent Vodacom Cup. At least we have not heard of any incidents of crime without any security glitches. [Applause.] These demonstrate how security has been tightened in our province.

Hon members, the commendable actions of our police officers and the superlative co-ordination and cooperation with other security agencies demonstrated to the world that South Africa and our province in particular is ready to host the largest sporting event extravaganza in a peaceful and secure manner. [Applause.] At least hon Pienaar is agreeing with me as opposed to hon Mvenya. [Laughter.] The ANC takes this opportunity to thank all those women and men in blue who continue to make us proud by executing their duties with diligence, commitment and dedication.

Hon Deputy Speaker, comrade Oliver Reginald Tambo, a giant of our revolution and an architect of our democracy once said:

“In the life of a nation there comes a time when a nation is faced with a difficulty choice of whether to submit or fight.”

We refuse to submit to criminals who continue to instill fear among the peace loving citizens of South Africa and in the Province of the Eastern Cape and we will fight them in every corner, in every street and every community where they hide. [Applause.] We are confident that working together this is the war we will win. The ANC pledges to the people of this province that we will fight crime in all its facets and its manifestations. The commitment made by the former Minister of Safety and Security, the late hon Steve Tshwete when he said:

“We will deal with criminals with ferocity of a cornered bull and with the agility of a cat. We will deal with them the way a bulldog deals with a bone.”

This quote continues to reverberate to this date. We recommit ourselves to that commitment and we will show no mercy in throwing the book at criminals and those who harbour them. Let is be known today that the face of Sodom and Gomorra are with them. Our patience has been tempted to the limit and people have grown tired of living in constant fear. It can never be acceptable that people cannot feel safe in their homes.

The DA and the members of the public should note that the release of statistics does not mean we are hiding anything. It is because we don't want the criminals to know our strategies because the steps are used as the baseline information in developing strategies and the criminals should not know what we plan for them. They must know, members of the public and the members of the opposition, I am sure whenever they need the commissioner, the Provincial Commissioner, they can summon that Provincial Commissioner to provide that information.

Deputy hon Speaker and hon members, as part of our efforts to implement a coherent and a focused programme in fighting crime, we must unapologetically commit ourselves and the unwavering implementation of the ANC's 52nd National Conference resolutions. In line with the implementation of Polokwane resolutions, the ANC commends the Department of Safety and Liaison for its programme of launching street and village committees.

Young people must also be involved in the massive programme of community policing and safety and would include night street patrols and have stipends paid by the Government, if there are any, as part of the national youth service, to instill the value of service and protect the community and public property amongst the youth. As Mouse once said, we should check our... This is a quote:

"We should check our complacency and constantly criticise our shortcoming, just as we should wash our face or sweep the floor every day to remove the dirt to keep them clean."

A lot of dirt and a lot of sweeping will need to be done in the South African Police Service, as well as other line function departments to ensure that fraud and corruption is uprooted. In order to make a telling difference in our war against crime we need a robust, well oiled and efficient administrative machinery to support our initiatives.

In conclusion hon Deputy Speaker, the ANC condemns the brutal killings that are taking place in Bizana and the reports of the stock thefts in Matatiele. The ANC commends the department for receiving the sixth unqualified audit and hope that this will be the norm even in the years to come. As the ANC we are certain that the department is on the right track to fight crime and we support this budget vote. I thank you. [Applause.]

The MEC RESPONSIBLE FOR PROVINCIAL SAFETY, LIAISON AND TRANSPORT: Thank you, hon Deputy Speaker. Hon Deputy Speaker, let me congratulate the hon Nkomonye for her very well researched speech, factual speech. [Applause.] As a department we really appreciate it.

Hon Deputy Speaker, let me first thank the Portfolio Committee on Safety and Liaison for such a comprehensive analysis of the department which gives us a clear indication of the areas that we need to improve on. We can assure the portfolio committee that we will respond in writing to each of their findings and recommendations that they make.

Hon Deputy Speaker, you know, I think that we must understand the function of this department. Constitutionally – and I just want to make the point that the points that are being raised by the hon members, I don't think anybody disagrees with some of the points that they make, but in another sense some of the points are also political grandstanding because if we speak about the question of statistics it is a known fact that the release of statistics is the responsibility of the National Minister of Police, not the MEC for Safety and Liaison in the province.

Also, we must understand that there is one National Department of Police in the country. That is why at the provincial level we will not be known as the Department of Police. We will remain Departments of Safety and Liaison or Departments of Community Safety. We will not be called Departments of Police. Likewise in the public service administration; there is one Public Service Administration in the country, so you would find Departments of Corporate Services elsewhere. I think we must be clear on that.

I think we also then would like to re-emphasise that constitutionally the mandate of this department is that we should monitor and evaluate conduct of police; that we should oversee the effectiveness and the efficiency of the police service; that we should promote good relations between the police and the community; that we should assess the effectiveness of visible policing, and that we must liaise with the Cabinet member, who is the Minister of Police, responsible for policing with respect to crime and policing in the province.

So, I think that most of the issues that have been raised here by the hon members are not within the jurisdiction of this department. For instance – and I've said it before – if there is a shortage of police vehicles, because it is not within the jurisdiction of this department, we don't carry the budget to purchase police vehicles; it rests with the national department. The national department makes available the budget of the police separately from the budget of the Department of Safety and Liaison. We have a very small budget. We don't deny that, but if we look from where we started in 1994 with a budget I think of R2 million and then slowly progressed up to R11 million and we are now at R47 million, I think there is an improvement even though it is still minute in relation to other departments.

However, we have given an undertaking here in this House that even with this small budget we are going to vigorously play the oversight and monitoring role on the police. That means, hon Stevenson, we will be going to police stations to check what is happening with those police stations, what kind of service they are giving, is there a shortage of resources and bring it to the attention of the relevant people in the Department of Police because if we do not have, I agree, the proper facilities, we would not succeed in what we have to do.

So without myself trying to grandstand here, hon Deputy Speaker, I think I would just deal with the last issue and that is the issue of reservists. During the last week, from 21 November, sorry, from 21 July to 24 July, there has been four recruitment centres opened where the reservists currently in the police force had to go and make application for

permanent employment within the police force. That process has taken place during the course of last week. The first centre was in Port Elizabeth, another one in Mthatha, another one in Queenstown and I just forget where the fourth one was.

We had publicly made those announcements to encourage reservists to go. Some of the requirements have been relaxed, for example, the age was from 18 to 30 and the age has been taken from 18 to 40. The requirement of a driver's licence is not more necessary. You don't have to have a driver's licence in order to be permanently employed in the police force as was the requirement previously. So, there are improvements that have come about and we only hope that the reservists have taken that opportunity and they've gone to the centres and they've made application to be permanently employed. Of course they would have to go through the process of screening and ensure that they do have the necessary training that they did go through as reservists.

So once again, Madam Deputy Speaker, I would just like to thank the Portfolio Committee for the report and ensure them that we would like to have good working relationships as the department with the committee. I thank you. [Applause.]

The DEPUTY SPEAKER: Thank you, hon MEC.

Report adopted.

APPROPRIATION BILL (EASTERN CAPE)

Consideration of Vote 14 – Sport, Recreation, Arts and Culture

Mr P J MNGUNI: Thank you, Madam Deputy Speaker. I can sympathise with you. You are all on your own today. Abraham Tiros once wrote that “black men you are on your own”.

The committee report, hon Deputy Speaker, is on page 63 of our ATC and I suppose it goes right through to the end almost. Starting on page 64 following the sitting of seven committee meetings; we will just highlight the item 4, hon Deputy Speaker; that the budget of the department stood at – if you see the middle column there, bottom row – R781 million for the current budget period and that is 1.16 percent increase from the previous financial year. Now 1.16 percent measured against inflation and other things is actually a decrease in budget allocation. I go further to findings, starting with:

Programme 1: Administration

Findings:

- (a) The non-personnel budget allocation in districts is still a challenge. It reflects an 80-20 split.

- (b) The non-personnel budget allocation of approximately R2 million per district is insufficient.
- (c) There is a relative lack between the head office and the districts.
- (d) The allocation of less than R1.125 million for transport expenses districts is also insufficient.
- (e) The lack of office accommodation is also an ongoing finding.
- (f) The filling of vacant posts and placement of excess staff is still incomplete.
- (g) The lack of specialised skilled human resources.
- (h) No HIV policy in place.
- (i) No clear strategy to recruit people with disabilities.

Hon chairperson Gqiba did, in her other capacity as chair of the relevant portfolio committee, allude to this issue about the poor response to the two percent target or quota for people with disabilities. The responses that the committee got also in this case are not satisfactory.

On recommendations, Madam Deputy Speaker, towards the end of page 65:

- (a) The department must review its budget allocation; that is with respect to the 80-20 split. A detailed plan to be provided to the committee by 31 August.
- (b) The department must consider prioritising its non-personnel budget allocation to districts in order to improve service delivery.
- (c) The department must submit a clear communication strategy or plan to the committee by 31 August.
- (d) The department should review its district transport allocation budget.
- (e) The department must liaise with the Department of Public Works to fast track the provision of office accommodation.
- (f) Vacant posts must be budgeted for and filled by the end of this current financial year.
- (g) The department must develop specialised skills recruitment and empowerment programme for its personnel.

- (h) HIV policy should be developed and completed by the end of the current financial year.
- (i) Lastly under Programme 1; the department must review its recruitment strategy to meet the national target of two percent for the disabled people or people with disabilities by 2010/11, which is the next financial year.

Programme 2, Madam Deputy Speaker, is cultural affairs. Page 67:

Findings:

- (a) The three-year-term of office for ECPACC (Eastern Cape Provincial Arts and Culture Council) had long expired. By long expired we mean by years, not just by weeks or days or months.
- (b) The ECPACC budget for artists throughout the province, which amounts to twelve and a quarter million is insufficient.
- (c) The arts and craft hubs are not fully capacitated in order to fulfill their role.
- (d) The Museum Board of Trustees is non-existent.
- (e) Transformation process with respect to the musea still very slow.
- (f) Three-year-term of office for the Eastern Cape Geographical Place Names Committee has expired on 30 June.
- (g) The ECGPNC has failed to submit reports and financial statements timeously as required by the PFMA.
- (h) The three-year-term of office for the Eastern Cape Provincial Heritage Resources Authority (ECPHRA) has expired last month, the last day of last month.
- (i) ECPHRA has failed also to submit financial reports and statements timeously as required.
- (j) A body supposed to be called the Eastern Cape Provincial Language Committee is also non-existent.
- (k) The Eastern Cape Provincial Language Policy Framework of 30 January 2007 still remains in draft stage.
- (l) The department is unable to support in-school arts and culture due to insufficient budget and lack of focus in this area.
- (m) There is a lack of arts and culture infrastructure.

Going to page 68:

- (n) The Opera House and Guild Theatre are not budgeted for by the national department. They still need to be transformed to public cultural institutions in order to access grant funding accordingly.
- (o) Lastly; the committee noted the ECPACC district population allocation. 75 percent for projects and programmes and 25 percent for operational costs.

Under recommendations, Madam Deputy Speaker, the whole range starting with (a):

- (a) Term of office of ECPACC should be renewed.
- (b) The budget allocation for ECPACC accordingly also reviewed.
- (c) Arts and craft hubs specifically should be capacitated in order to fulfill their role; that is the arts and craft hubs.
- (d) The Museum Board of Trustees, read in conjunction with (f), read in conjunction with (h) – Museum Board of Trustees, the Eastern Cape Geographical Names Committee and ECPHRA should have their terms of office all renewed.
- (e) Transformation of museums should be strictly driven and monitored by the department.
- (f) The department must assist and ensure that this committee complies with the PFMA; that should be the EC – the name change committee.
- (g) The department assists and ...

That is at the top of page 69, Madam Deputy Speaker.

... must ensure that this committee (ECPHRA) avails itself to account to the portfolio committee.

Ndilibeke ukukhahlela kumagosa, uHOD uyakugqina into yokokuba kuthe xa kufuneka zizile kwathiwa azifumaneki ndawo.

- (j) The Eastern Cape Language Committee should be established within three months to fast track service delivery in the province.
- (k) The draft language policy must be finalised by the end of the current financial year.

- (l) The policy on promoting on focusing on in-school arts and culture, of course in collaboration with Department of Education, hon Qwase. The policy on promoting and focusing on in-school arts and culture should be clearly defined with accompanying resources.
- (m) The department must engage with the Department of Public Works to fast track the development and maintenance of cultural hubs.
- (n) With respect to the Opera House and Guild Theatre; the department must intervene and expedite the process in terms of the White Paper of 1996. A progress report should be submitted to the committee by 31 August instant.

Programme 3 out of four, Madam Deputy Speaker, is Library and Information services.

Findings:

- (a) The Eastern Cape Provincial Library Council also is non-existent.
- (b) The Eastern Cape Provincial Archives Council is also non-existent.
- (c) Rural communities have no access to libraries due to the non-existence of residential numbers of erven as securities, in a big number of libraries, if I may add that qualification. In other words, when people access library and want to lend or borrow library material, they must have a security; their erf numbers, yes, so in most cases people then cannot access those books. Hon MEC, I would like to say they then photocopy and photocopy and within two months, three months, incwadi seyidlaka-dlaka.
- (d) Some district municipalities fail to submit financial statements timeously as required by the PFMA. These are district municipalities, hon Deputy Speaker, that are allocated grant funding through the grant funding from this programme.
- (e) Shortage of qualified librarians throughout the province.
- (f) Libraries are not properly updated with respect to the content or material.
- (g) There are 13 historical Eastern Cape records that are still kept in the Western Cape archives.
- (h) The programme has undertaken to distribute 90,000 journals or periodicals in the current financial year.

Recommendations:

- (a) The Library Council should be established within three months.

- (b) Likewise for the Archives Council in (b), Madam Deputy Speaker,
- (c) The department must engage with local government structures and traditional leadership institutions in the affected rural communities to ensure accessibility of libraries to the rural communities.
- (d) The department must assist and ensure that those municipalities comply with the PFMA. Quarterly reports should be submitted to the committee.
- (e) The department must provide the committee with a clear plan of filling vacant posts by the 31st of next month.
- (f) The department must distribute updated materials for libraries. Quarterly progress reports must be submitted to the committee.
- (g) The relevant political heads, through you Madam Deputy Speaker, the hon Premier and the hon MEC – page 71 on top there – should immediately engage in negotiations leading to a plan to transfer those records from the Western Cape to the province.
- (h) The department must... Again it is a recurring one. It is a recurring one for many, many years. The department must submit a detailed costed and titled distribution schedule. That is with respect to those 90,000 periodicals or journals that will be distributed.

The last programme is Sport and Recreation. We would wish Kaizer Chiefs well. I sense and I hear that Kaizer Chiefs is losing by a goal to nil to Manchester City in Durban as we speak. The findings there are – because we cannot make findings whilst that is still on Madam Deputy Speaker.

Findings:

- (a) The four-year terms of office for the Eastern Cape Sports Council have expired. The vibrant existence of the relevant sub-structures to the Sports Council – that is the regional sports councils and the local sports councils – is also a challenge.
- (b) There is no dedicated budget to support the sports councils in the current financial year.
- (c) There is no clear vision on the role of this unit beyond 2010. That is the 2010 unit that is in the department.
- (d) An amount of R4.75 million budgeted for the 2010 FIFA World Cup projects or that unit is by far inadequate and consequently has been spent already. The unit is now without budget.

- (e) There is a shortage of personnel in that unit.
- (f) There is no retention policy for skilled – if I may add – professional leveled sports people in the province. In other words, baya hamba both in rugby, soccer and all other codes. The professional level skilled sports persons get attracted to the better provinces.
- (g) Sports facilities, particularly in disadvantaged areas are in poor condition. Some sports facilities – now emphasising this one – are non-existent and others are incomplete. The department has failed to intervene in infrastructure hotspots like Lusikisiki, with respect to budget and clearly timed processes.
- (h) On page 72, top: Budget allocation for school sports and federations programmes is insufficient. In fact there is no budget for federations – oh there is yes, but it is insufficient and disproportionately allocated.
- (i) Some vacant posts were not budgeted for in the current financial year.
- (j) The development of Mthatha Stadium – uya bona ke – is not budgeted for over the MTEF. Kucaca ukuba sizakukwakhiwa at some stage siphinde sime kwakhona kuphinde kucace uba makuthiweni na okanye sime esithubeni because it is not in the outer years.
- (k) There is a shortage of office accommodation for the 2010 unit.
- (l) Shortage of vehicles.
- (m) An amount of R1.2 million which has been budgeted for a tennis tournament has been utilised for the Vodacom match instant. Sports federations are not properly monitored, supported or transformed. That is why you still find Transkei Athletics, Border Rugby, EP Rugby and so on. It is inconsistent with the new dispensation.
- (n) The big sport federations are very slow to adopt the provincial demarcation boundaries.
- (o) There is no sport policy to guide distribution of funds within sport federations.
- (p) The department has no viable mechanism to financially support organised sporting bodies in the province.
- (q) Some sport activities, e.g. the Vodacom challenge, Premier's Cup and school sport were not budgeted for in this financial year due to insufficient funding.
- (r) There is no permanent allocation of a government vehicle to the 2010 unit.

- (s) We note a positive one that the Sport and Recreation Awards have since been introduced.

Recommendations at the end of page 72 continue to 73:

- (a) The Eastern Cape Sports Council term of office and its sub-structures should be renewed. Progress report should be submitted to the committee by the end of next month.
- (b) The department must ensure budget allocation and other institutional interventions for the existence and functioning of the Sports Council.
- (c) The department should craft a clear strategy beyond 2010 for the unit and for the legacy projects. A detailed plan should be submitted to the committee by the 31st of next month.
- (d) The department should engage with Treasury for more funding to sustain projects and even the mood and momentum beyond 2010. A progress report should be provided to the committee by the end of September.
- (e) Filling of vacant posts should be completed before the end of the financial year.
- (f) The department should develop and complete the retention policy for skilled sports people or professional sports people before the end of the current financial year.
- (g) The department must ensure that the development plan for new sports facilities and improvement of the existing ones and completion of the incomplete one are included in the municipal IDPs, utilising the Municipal Infrastructure Grant allocation. The department must table a budgeted or costed plan to intervene in the identified infrastructure hot spots.
- (h) The department must review its budget for school sport and federations programmes.
- (i) The department must approach Treasury for funding of the vacant sports officers and cultural officers posts – if I may add cultural officers as well there.
- (j) The department engage Treasury for more funds to ensure that the Mthatha Stadium is completed within the stipulated timeframe. We are not talking about the other issue. We will report later on Mthatha Stadium; the R6 million and all that.
- (k) The department must liaise with the Department of Public Works to fast track the provision of office accommodation.

- (l) Vehicles must be budgeted for address the shortage of vehicles in the 2010.
- (m) The monitoring mechanism for sports federation is alluded to there.
The provincial demarcation by sporting codes is recommended in (o).
- (o) The sports policy must be developed and completed before the end of current financial year.
- (p) The department should submit a clear and refined plan for the sports and cultural awards to the committee.

General findings, Madam Deputy Speaker; there are only three.

1. The non-personnel budget for the districts is insufficient. It is about 10 percent of district budgets. In fact it is even far less than that, which is...
2. The decentralisation model for the districts is still a challenge.
3. The budget allocation will decrease beyond 2010, from 781 to R500 million, which is half a billion. This one third decrease does not reflect the sports momentum and mood and spirit that the 2010 FIFA World Cup would have created.

It is recommended - only three things:

1. The budget allocation for the districts should be reviewed.
2. The department must develop a clear framework of distributing funding formulas to guide its allocation of resources.
3. The budget must be allocated in such a manner that when stadia are complete after 2010 they do not become white elephants.

In conclusion, Madam Deputy Speaker; that the committee welcomes the increase in the budget allocation for the current financial year, as it will seek to address some of the challenges faced by the department. We thank you. [Applause.]

The DEPUTY SPEAKER: Thank you, hon chairperson. I will now allow the members to ask questions to the members of the committee. Any questions? One, two; no takers. Thank you, hon members. That was a good report by the look of things. I will now allow members to ask questions to the MEC. Hon Stevenson.

Mr R S STEVENSON: Thank you, hon Deputy Speaker. I would like to ask the MEC; in terms of the work done by the Provincial Heritage Resource Authority; they have various permit committee that are meant to approve permits for altering of buildings. You cannot alter a building in this province over 60 years old. I am told that there hasn't

been a functioning committee in the Port Elizabeth area for eight months and that there is a backlog of 40 applications which is holding up development in that area. If I could just ask the MEC if the department is aware of this and if there are any plans to fix the situation because the Metro Municipality will not pass a building plan without a permit from this Permit Committee. Thank you.

The DEPUTY SPEAKER: Thank you, hon member. Hon Ntenjwa.

Mr M W NTENJWA: Thank you, Deputy Speaker, just two questions. One relates to the opening of the satellite offices to the municipalities. There was at some stage that programme; and (2) there is one library in Butterworth that has been there, a new one, but there seem to be no progress. Thank you, MEC.

The DEPUTY SPEAKER: Are there any other questions? Going, going; MEC could you respond?

The MEC RESPONSIBLE FOR SPORTS, RECREATION, ARTS AND CULTURE: Thank you very much hon Deputy Speaker. As the department we are in a drive of looking at all the councils as it was reported here that most of the councils are non-existent. Some are there, but they are not functional. So we are in that drive of auditing the functionality of all these councils that are there. So am sure we will pick up this issue and we will deal with it as soon as possible because it is unacceptable to have a backlog of so many applications.

In connection with the satellite offices: This has been a cry in all the municipalities that we have visited. The problem is the budget. We would really love to have satellite offices because as the department we strongly believe that we cannot end at district level because work is done at local level – that is where the people are – but as we are going to have our strategic planning session, these are the issues that we are going to look at to ensure that whatever decisions are taken are decisions that are going to make sport accessible to everyone. So we are looking at the issue of satellite offices because we believe we need to have to have those offices at the level.

The Butterworth library: Libraries are a bit of a sore point in the department because we have to give money to district municipalities and district municipalities have to disburse the funds to municipalities and they do that on the basis of business plans that are submitted to the district office. So we have identified that there is a problem that some municipalities do not have the skill of crafting these business plans so that they can access the money. Today we are having a meeting with the municipalities in Amathole and we as the department decided to employ a person who is going to assist municipalities to draw these business plans so that they access the funds that are lying with the district municipality. I think I have answered all questions.

The DEPUTY SPEAKER: Thank you, hon MEC. We shall proceed to the debate. Congress of the people; hon Korkie.

Mr J P KORKIE: Madam Speaker, on behalf of the Congress of the People I would like to make the following input and I say this, maybe it sounds a tongue in cheek, but it is fairly serious. I notice there is a growing trend to consider sports as a sort of a Cinderella department – in Afrikaans we say “aspoestertjie” – but I think if we follow the story further you will realise that Cinderella ultimately married a prince after the golden slipper was picked up and happily ever after.

Now, I would like us to think in that vein of this particular department. They are giving R781 million for this particular day and if you must convert that to pounds you must divide it by 15, which will leave you with very little money and the budget is seemingly going to be cut in years to come. I would like to say that regarding sport it is important that people realise the value of the fact that it is one of the most serious job creators worldwide.

If you look at the highest paid entrepreneurs, go to sport stars. If you look at our own Benny McCarthy, you can have a look what he earns per week. You can have a look at what Cristiano Ronaldo earns per week and you will tell me again whether you really think that sports need a smaller budget. I think it is a mindset that we have regarding sports and we put it on the back burner in most municipalities.

I have seen in certain municipalities, especially the smaller ones, you ask for just a set of goalposts which costs R11,000.00 and you are happy to charge them only R5,000.00; they will tell you well, it is not priority, whereas if one boy makes it to the national team from that rural village or rural town you can imagine what he can do for a wider family in that particular rural area.

I have been a sport activist all my life. I've seen boys growing from nothing to something. Some of them are journalists. One of them worked as a – in fact he is working now as a spokesperson I think for Public Works, Wandile Skwetsha. His other brother today is mixing some drinks or some food or some cake, Vusiwe Khaya; in the paper today. His other brother made a statement recently. Both were soccer players. Both made it far because they were able to listen to a coach after listening to a teacher. Being shy boys by nature they were able to unlock the underlying potential that was vested in them. Was it not for sport where they could make a noise and shout and live themselves out it was going to be difficult for them to advance.

Using a knife and fork for instance in a hotel; once you take him on trips and he makes teams now; it is amazing and it is heartwarming and it is tear jerker to see certain boys and certain girls develop after not having had any faith in themselves. So those of us who think that sport is something that we do for sports, think again; it is serious business, serious money. Look at the television rights deal; R1.5 billion after the SABS was only paying us R400 million for the PSL rights.

There is also in the same sport departments, as my hon leader has indicated when he highlighted some of the issues in the report, one of the issues were vacancies and employment equity. In the one department we found that there were 91 employees, 32

vacant posts; eight were funded only. Only eight of those 32 were funded. [Time expired.]

The DEPUTY SPEAKER: Thank you. We will now put the report to the House.

Report adopted.

APPROPRIATION BILL (EASTERN CAPE)

Consideration of Bill

Mr M MATOMELA: Hon Deputy Speaker, the committee considered the Bill and agreed as follows:

- (1) We agree to the principle of the Bill; and
- (2) We noted the contents thereof.

The committee also had an opinion that the legislation was desirable to provide the appropriation of money from the Provincial Revenue Fund for the requirements of the Province of the Eastern Cape in 2010/10 financial year and to provide for matters incidental thereto.

Having considered the Appropriation Bill, we also made the following noting: that there some departments are not adequately budgeted for asizibizi ngamagama ke siyazazi ukhona into yokuba uAgriculture noko akumnandanga kwizinto seDipp nezinye izinto, umzekelo uHousing esithi bafuna uba babenemali yokuqesha i-Inspectors neproject managers, ooEducation kuthiwa abababudgetelanga kakuhle ischolar transport njalo njalo njalo njalo.

The issue of rural development is critical for this province and the view of the committee is that the shaping of rural development cannot be just the responsibility ya kwa Agriculture, but it must be the responsibility of all departments.

We also noted that the department has got socio-economic indicators, demographic and so on and so on in their budget statement, but we feel that there must be clear demonstration of how those influence the allocation in the budget.

We also noted that that we always deal with the budget at the tail end as this Legislature. We would love to see a situation where this is changed a little bit.

The performance and development system policy needs to be evaluated to eliminate labour tensions. That is why we are saying the departments should continue to make further motivation to Treasury so that when Treasury has considered their requests, those may be catered for in the Adjustment Appropriation Bill.

We are also urging Agriculture and Rural Development to work with other departments to shape rural development in this province so that it is not agricultural related, but agriculture is just an overall rural development.

We also would love that the issues raised in Budget Statement 1 are demonstrated in a way by Treasury in terms of budget allocation.

We are recommending that we need to check – we have tasked Treasury to guide us in this regard – at what stage can we play a meaningful role as the Legislature to influence budget allocation before the legislation itself is brought to the House. We are going to interact with the committee and the Members of the Executive in this regard.

Deputy Speaker, we move as a committee for the adoption of the Bill. I thank you. [Applause.]

Ms T P DUNYWA: Deputy Speaker, can I start by saying that we as the province, we are most affected by recession, due to – and this is resulting in the retrenchment of our people, especially in the manufacturing sectors, textile and clothing sectors, as well as in the mining sectors. This has been alluded to by uMEC for Economic Development, utat uJonas. [Laughter.]

Chair, we hope that within the limited budget that we have the departments, all the departments cannot afford to work as silos. They have to work in collaboration with one another, so as to address the issue of re-skilling of our people so as to join the mainstream of the economy, as well as to solicit some other funding from these to augment this limited budget.

Deputy Speaker, this department, they lack the capacity and resources to implement their programme and it is even made worse by the fact that the civil servants also want to slice this cake. This must be looked into, including ourselves who will monitor that; that this does not happen.

Again Deputy Speaker, we hope that the planners that are there, that is the economists that are there in the departments, they focus in the little resources that we have and make a meaningful application of the budget so as to avoid the crisis management. We are not here to manage crisis. We have to address issues... We have to address this crisis management in order to avoid all these natural disasters; the strikes and so forth that are there.

Deputy Chair, we should learn from the entrepreneurs how they are doing business. Thank you, dear. Sorry. We should learn from what they are doing; that is the entrepreneurs, when doing business. The difference between themselves and ourselves is bona (the entrepreneurs) they lose whatever they have contributed into the business, but with us (government) it is different. It is difficult to change whatever the cost it is to the public, hence all these uprisings that are taking place. This we should try and avoid.

This is the reason, Chair, that we will monitor and evaluate the implementation of all these APPs and recommend stringent measures to those that are non-performing, as it has been alluded by the Premier.

In conclusion, we as Cope are saying, and I am sure you will agree with me that only the qualified officials, not cadres, can be or will be in a position to implement these programmes that we are having for the benefit of our people and for service delivery. Thanks every so much. Thank you, Deputy Speaker. [Applause.] We support the Bill.

Mr R S STEVENSON: Thank you, hon Deputy Speaker. Hon Premier, MECs and colleagues. In Wednesday's debate the MEC agreed with my prediction that there might possibly be budget cuts this year. He qualified it by saying if the fiscal situation deteriorated even more. He further went on to say that there would be no increases in the baseline of budgets next year.

Now, in the light of this response I wish to warn this House that we are sitting on a potential fiscal time bomb. If provincial budgets face cuts, this will also apply to equitable share of municipalities as well. This has huge implication for service delivery at local level and the wave of protests that are sweeping through this country at the moment, if not properly managed, will simply be the tip of the iceberg.

At local level, Government level, the level of free basic services, will come under pressure, together with other services that residents expect. The already imploding municipal infrastructure in this province will worsen and it should be noted that the scope for rates increases is very limited in the light of the huge electricity increases that people have paid this year and the big increases that are expected next year.

At provincial level the supply of goods and services will come under pressure, examples of which are equipment, medicines, etcetera. The filling of critical posts might well be frozen and there could be cuts on maintenance and capital expenditure. This is not a pretty picture and this means that the oversight work of the portfolio committee is going to take on a much more critical and important role.

Central to this is the role of the Portfolio Committee on Finance who will need to give strong leadership to the Legislature. When our hon chairperson was up here a few minutes ago, he spelt out the need for the Portfolio Committee on Finance to play a more central role. We give full support to him in this endeavour as we share similar vision.

Portfolio committees will need to monitor the performance of departments extremely closely. This is particularly so in a number of them. We were told in the House this week that the infrastructural budget for Education has decreased from R1.3 billion to R981 million. That is a shortage of 9,131 teachers, which would cost R3 billion to fill.

There are also not sufficient funds for the maintenance of schools. The School Nutrition Programme has a shortage of R122 million. There is also the problem of scholar transport; and the question was raised where is the funding going to come from to give

every educator a laptop. There is also no budget, as I mentioned, for scholar transport and we still are sitting with 800 mud structure schools. Education then is going to continue to experience major cost pressures in this financial year, so we need to ensure that every single cent that is spent is done carefully so we can deliver quality education to our learners.

The Health Department's situation as the second biggest budget item also needs to be monitored very carefully. Hon Pienaar in the House earlier on this week pointed out that there are I think over 4,000 creditors who have not been reconciled and this can result in duplicate payments.

We are also aware in the 2008/09 financial year the Health Department had to make over R700 million worth of payments that were owed from a prior financial year. This resulted in creditors not being paid for a few months. This has a crippling impact on small businesses and we cannot allow...

Ms DEPUTY SPEAKER: One minute left.

Mr R S STEVENSON: Did you say one minute? ..the situation to deteriorate. There is also the issue of the R68 million that is owed by employees in the department to Health. This must be dealt with as a matter of urgency, as well as the recommendations of the Internal Audit Committee.

There is also the problem of the need for an overall maintenance plan for this province. The issue of rural development needs to be properly coordinated. Then the issue of project managers for housing needs to be addressed, as well as capital expenditure per cultural items and particularly an iconic project in this province is the Red Location Museum in Port Elizabeth. That is worthy of support by the department of culture. The issue of funding for community police forums also needs to be addressed.

With those concerns hon Deputy Speaker, the Democratic Alliance will support the budget. Thank you. [Applause.]

Mr M MHLATI: Thank you, hon Deputy Speaker. Hon Premier, hon MECs and hon members. It is a well known fact that the people's want always up-strict the financial resources to address their ones, so the departments must try and make do with the available resources which have been provided to them.

The country is in recession, which means that the government should be very prudent in the use of funds. Fruitless and wasteful expenditure should be rooted out. Ithetha ukuthi ke deputy hon speaker sinekomiti rooms esazenzayo apha eziyi 6, sinale legislature ine bioscope ingaba ezi strategic workshop sizakukwazi na uba sizenze ngoku apha in house singayi eMpekweni, singayi eGame Reserve sikhathise iunecessary expenditure. Ukuba sizihon members simele ukuba sibe disciplined xa kuthiwe iworkshop yenziwa apha eMzayidume kwaziwe uba imembers zizakukwazi uba zihlale pha ziathende iworkshop

not ba zakuthi ukuze ziathende iworkshop kufuneka zikhutshwe zisiwekwigame reserve engasebhayi, hayi kufuneka sazi uba sizidiscipline ngokwethu. [Laughter.]

As leaders, the UDM hopes that the various committees will continue showing the zeal and commitment they have displayed when the budget was under consideration. Our core business is the exercise of vigorous oversight over the Executive. A word of thanks from the UDM goes to the new members of this House who, because of their dedication, have adapted easily to the workings of this Legislature. If they can keep the momentum, the theme of this new government of working together we can do more can be easily achieved. This province has been a source of ridicule because of the level of mismanagement and corruption, but with the new caliber of new members there is a light at the end of the tunnel. The UDM supports the budget. Thank you. [Applause.]

Mr D NEER: Thank you, hon Deputy Speaker. MECs, the hon Premier, the Executive, MPLs, departmental officials, ladies and gentlemen. Today on behalf of the African National Congress, I participate in the debate on the Appropriation Bill, 2010. The context of the Appropriation Bill as culmination of the budget process has been to a great extent influenced by the manifesto of the ruling party, the ANC. One cannot, however, deny the fact that a number of areas fall short on the requisites of the manifesto of the ANC, the State of the Nation and the Provincial Address.

We are, however, confident that the various departments integrated planning, led by the contingent of MECs, will on behalf of the masses of our people, who are the pivotal pillar of the progressive movement, ensure alignment during the implementation stage.

The appropriations to a vote are listed and specifically and exclusively in the schedule – we wish to emphasise, hon Deputy Speaker – may only be utilised for the purpose indicated and further that may not be used for any other purpose unless an Act of the Legislature of the Province of the Eastern Cape amends or changes the purpose for which it was allocated.

The Provincial Treasury therefore, conscious of its mandate, has the responsibility to execute Section 18 of the PFMA to ensure proper utilisation of the provincial budget. We as the ANC have confidence in the caliber of Treasury officials in the execution of the above task.

As we move throughout the province and progressively spend the budget, we have to be guided by the manifesto priorities. Budget alignment to policy prescripts continues to be a challenge in our province. An improvement of the latter and the realignment of our budgets and spending will accelerate economic development and job creation and so succinctly put by hon MEC Cebisi Jonas in his APP, I quote:

“Fostering the attainment of greater efficiency and value for money spending.”

In line with concerns raised by the ANC on corruption and money laundering, we need to be proactive as departments in dealing with SCM challenges. This is a call to all

departments. Hon Deputy Speaker, departments need to vet all SCM involved officials without of course impacting negatively on their constitutional rights.

The ANC wants to express further that the PMDS has to be adhered to, to the latter, not only as an instrument of M&E, but as a tool of identification of developmental needs within each department. Senior officials, Heads of Departments in particular, should lead by example.

Hon Deputy Speaker, we scourge the above requisites on the provincial budget and conscious of the fact that the global economic scenario is not favourable to a developing country as ours, in fact monopoly capitalism has never and will never be propoor. Central to their economic agenda is accumulation of profit at the expense of the poor for the benefit of a few who are rich. This is fundamentally the root cause of the so-called economic meltdown – the law of the jungle, survival of the fittest, predators who live on the sick, the weak.

Hon Speaker, the ANC has placed at the centre and calls for a dedicated budget for rural development because it believes that it is a central pillar of our struggle against unemployment, poverty and inequality. The high levels of rural poverty and inequality inhibit the growth of our economy and undermine our efforts to ensure that growth is more equitably shared amongst our people.

As we prepare for a developmental state, we put at the centre its role in leading and sustaining rural development. This includes leading the process of land reform, promoting sustainable change in social and economic relations, and supporting the goals of growth and development in the rural economy.

Most importantly, the mobilisation of communities is central to all of these objectives. For decades our people in the townships, in the rural areas of Transkei and former Ciskei have never got an opportunity to participate in the process to develop their lives for the better. Of course the question is if there any such processes.

Hon Deputy Speaker, as we move forward in promoting the goals of rural development, the State needs to limit the unsustainable use of land for elite purposes such as conversions of prime agricultural land to golf estates and ensuring that land remains predominantly in the hands of South African residents. Without the resuscitation of rural economies there can be no sustainable growth and development in rural areas. The creation of vibrant small towns servicing the rural hinterland will both support rural development and be a natural result of improved rural development through the provision of services to growing rural economies.

As we engage in the development agenda, we need to take cognisance that women make up the majority of the rural population and without mobilising the energy of women, rural areas will never reach their full potential. [Applause.]

In conclusion, we as the ANC wish to caution that as we engage in rural development, we have to be cognisant of the impact that private development has on the environment. Let us work cautiously such that we do not compromise our youth's future by unregulated environment. Hon Deputy Speaker, the ANC supports the adoption of the Appropriation Bill, 2010. [Applause.]

The MEC RESPONSIBLE FOR FINANCE: Hon Speaker, hon Premier, Members of the Executive Council, hon Members of the Provincial Legislature. Madam Speaker, in many words we have tried to sketch the environment within which we are operating. The message that we are trying to send, probably very pointedly, is that the context within which we are dealing with development issues today is very different and in very ways very hostile. Because of that we have actually suggested and raised the necessity for us to focus on improving the efficiency of government and value for money, combined with ruthless commitment to reducing wastage and ineffective spending.

Now when a question was asked, probably I must actually ensure that I put it in my proper words, by hon Stevenson about the environment, I made the following points. I said that the fiscal space within we are operating is unlikely to increase; is unlikely to widen. I also said that at worst it is likely to shrink. So the resources at our disposal effectively are unlikely to grow beyond where they are today. We make this point therefore to emphasise the need for us to be more prudent in the manner in which we manage public resources.

The budget, hon members, is not just more than numbers. We are not merely dealing with numbers. Many of the decisions that we are taking today must and will have a direct bearing on the real conditions under which our people live. They will find expression in the extent to which we are able to deal with poverty and under-development in the Eastern Cape, they will find expression in the extent to which we are able to stand the tide of the global recession and now the national recession.

I must, as I do this, thank the Portfolio Committee on Finance because I think they have been very rigorous in interrogating our work, but also interrogating the work of various government departments. I think most of the issues they raised will be useful in steering us in the correct direction.

Madam Deputy Speaker, you would have noted that earlier on in this House I actually outlined the actual concrete steps that we will be taking to improve the efficacy of the public spending and good governance through increased accountability by the provincial departments and municipalities. Plans are already afoot to work out comprehensive strategy to improve financial management in the Department of Health and Education. Our programme and focus and support local authorities and improve their financial management capability is already starting to operate. We have also put particular emphasis on trying to improve the provincial planning capacity. It is not just a matter of setting up a commission, but it is also a very deliberate and focused effort to increase the provincial capability to plan.

The portfolio committee has raised the significance and important of socio-economic indicators in the budgeting process and has emphasised that we should actually pay particular attention to this fact. I must also alert this House that as a department we are also currently, collectively with other MECs, focusing on improving the research and analytic capability of the Provincial Government and in a way try to factor some of those baseline studies and information emerging out of that into the planning process.

Once again, Madam Speaker, I must convey my sincere gratitude for the inspiring leadership demonstrated by the Portfolio Committee on Finance, as well as the support given to us by the hon Premier, Comrade Noxolo Kiviet, as well as colleagues in the Executive Council and members of this House. We hope that this will translate into something more concrete in terms of us pushing forward the actual execution of all the plans that have been outlined here. We are under no illusion that the challenges that confront us are unlikely to grow as opposed to diminish.

So, if anyone thinks that next year will be better in terms of the challenges and demand for government services, that person must wake up. The reality of the matter is that we should move out of political point scoring and confront the economic and development challenges that we confront as a province. I thank you. [Applause.]

Debate concluded.

Bill referred to Committee of the Whole House in terms of Rule 164 of the Standing Rules of Procedure.

The Chairperson of Committees took the Chair.

Vote 1 agreed to.

Vote 2 agreed to.

Vote 3 agreed to. (Democratic Alliance dissenting)

Vote 4 agreed to.

Vote 5 agreed to.

Vote 6 agreed to. (Democratic Alliance dissenting)

Vote 7 agreed to.

Vote 8 agreed to. (Democratic Alliance dissenting)

Vote 9 agreed to.

Vote 10 agreed to.

Vote 11 agreed to.

Vote 12 agreed to.

Vote 14 agreed to.

Vote 15 agreed to.

Schedules agreed to.

Clauses 1, 2, 3 and 4 agreed to.

Short title agreed to.

Long title agreed to.

Bill adopted without amendments.

Mr Speaker took the Chair.

The CHAIRPERSON OF COMMITTEES: Mr Speaker, the Committee of the Whole House has considered the Bill and adopted it without amendment.

Mr SPEAKER: Thank you,

The MEC RESPONSIBLE FOR AGRICULTURE AND RURAL DEVELOPMENT (On behalf of the MEC responsible for Finance): Mr Speaker, I move that the Bill be passed.

Bill passed.

Mr SPEAKER: Thank you, hon members. That brings us to the end of business for today.

The House adjourned at 15:30.