



National Assembly

Transport; Budget Vote Debate: 12 May 2026

Cde Hon. Maduna

(7 minutes)

The African National Congress (ANC) is committed to an Integrated transport System in South Africa (SA) under the Government of National Unity (GNU), that is why the ANC declares its support for the budget because it is the driver for such a plan. The ANC believes this budget will provide regional Integration for the purposes of improving trade in the Southern African Development Community (SADC) first before moving to be dominant in the international arena. The plan for government is to establish a transport economic regulator in accordance with the proclamations of the Economic Regulation of Transport Act, expansion and development of Bus Rapid Transit (BRT), offer a legislation and regulatory framework in the transport sector and implement a real master plan.

Regional Integration (SADC); regional integration efforts are overseen by the integrated transport planning program with a (Budget: R119.2m to R132.6m), to enhance trade in the SADC region, funds are given to the International Maritime Organization at a value of (R2.3m-R2.5m), the SADC Aviation Safety Organization is at a value of (R8.2m-R8.8m) and the African Civil Aviation Commission (R7.6m-R8.1m). Creating an Economic Regulator for Transport; operationalizing the transport economic regulator as a public body, the government hopes to increase competition, this regulator will get R18.1 million in the 2026-2027 budget and R23.9 million in 2028-2029. Bus Rapid Transit (BRT) and Public Transportation Integration Expansion; due to underspending, the Public Transport Network Grant is being wound down, with a reduction of R8.6 billion over the MTEF.

The BRT systems are still in use; the following are specific goals for typical weekday passenger travel in 2028-2029; Cape Town's MyCiTi; 68,969, Rea Vaya

(Johannesburg); 41, 739 journeys, 51000 journeys to Yarona (Rustenburg), 17520 journeys to Leeto La Polokwane and also the single integrated ticketing system is rolling out, targeting 3 cities by 2028/29. On SANRAL (Road), network without tolls: R13.2 billion in 2025-2026 to R24.0 billion in 2028-2029. Over the Medium-Term Expenditure Framework (MTEF), the provincial roads maintenance grant is worth R54.2 billion, rehabilitating 13,456 highway kilometres and resealing 17,042 lane kilometres are anticipated results.

Taxi Recapitalization: Funding shifts to taxi empowerment initiatives, falling from R310.5 million in 2025-2026 to R212.9 million in 2028-2029, there are major projects linking tourism hubs with SANRAL. In order to reduce travel times between the Eastern Cape (EC) and KwaZulu-Natal (KZN), the N2 Wild Coast Road would receive R4.4 billion over the MTEF for extensive construction, significant bridges and new road segments. R3.3 billion has been set aside for the development of the Moloto Road Corridor. Despite accounting for only 4.4% of South Africa's entire road network (27, 478 km), SANRAL transports 70% of all long-distance freight and 34% of all yearly vehicle traffic. During the fiscal year, 2024-2025, SANRAL created 35 594 jobs annually, 15 050 full-Time Equivalent (FTE) jobs created, 2012 Small Medium and Micro Enterprises (SMME's) were created.

In the 24/25 fiscal year, SANRAL provided 250 scholarships to students from 209 schools and funded 150 external bursaries at postsecondary institutions. Transnet has a crucial role to play in realizing South Africa's (SA's) economic potential as the guardian of the nation's ports and rail system. The nation's logistics network is being revitalized through a number of significant modifications. With more than 50 000 workers, 45.1% of executive positions at Transnet are held by women. Through transformative B-BBEE spending, Transnet hopes to increase industrial capability, in 2024-2025, R19, 8 billion was spent on black-owned businesses and R5, 2 billion on exempted microbusinesses. 254 trainees were enrolled in programs and R 860 million was spent on skill development in 2024-2026.

Transnet has started acquiring new machinery, renovating its current infrastructure, and working with OEMs to find replacement parts; by taking all of these steps, Transnet will be able to increase its capacity and reach its 2030 target of moving 250 million of rail freight annually. Over a five-year period, Transnet will invest

R127.7 billion, of which 84.7% will go toward maintaining infrastructure and 15.3% will go toward expanding strategic projects, like R18.9 billion in the container corridor. In order to promote safety, equity and economic stability in South Africa, the government, ride-hailing services, drivers and local taxi operators must work together in a balanced manner to address the persistent issues surrounding Uber.

To stop violence and intimidation in the transportation industry, authorities should tighten regulations and enforcement while making sure that all operators compete under fair and transparent guidelines. In addition to engaging in conflict-resolution initiatives with established taxi groups, Uber could enhance driver support through improved pay structures, safety precautions, insurance and open communication. At the same time, cooperation among stakeholders may upgrade public transportation systems, generate employment opportunities and rebuild commuter confidence, guaranteeing that local transport interests and innovation can coexist amicably for the good of South Africa's economy and people.

I thank you.