



**MINISTRY
TRANSPORT
REPUBLIC OF SOUTH AFRICA**

**SPEECH BY THE DEPUTY MINISTER OF TRANSPORT, MR. MKHULEKO HLENGWA (MP)
ON THE OCCASION OF THE DEPARTMENT OF TRANSPORT BUDGET VOTE AT THE
NCOP 3 JULY 2025, CAPE TOWN**

Honourable Chairperson

Chairperson of the Select Committee on Transport, Public Service and Administration,
Public Works and Infrastructure, Mr Frederik Badenhorst

Honourable Minister of Transport, Ms Barbara Creecy

Provincial Delegates to the NCOP

Honourable Members

The Minister mentions some of the challenges we are facing with road accident fatalities. I will expand on that a little. South Africa's annual road crash fatalities, usually numbering around 12000 and above, is unacceptable and unsustainable. The National Road Safety Strategy (NRSS) 2016–2030 sets a target of reducing fatalities in the country by 50% by 2030 from the 13 967 fatalities recorded in 2010. This target equates to achieving 6 984 fatalities in 2030. As mentioned a 50% reduction this is a United Nations Sustainable Development Goals and the Decade for Road Safety target.

We are reiterating our previous commitment to accelerate the implementation of the 2/47 – 365 day programme supported by all three spheres of Government, increasing frequency and scope of educational programmes.

Our efforts will be targeted at changing the public's attitude and eventually their behaviour towards road safety and the rules of the road as we all take responsibility to save lives.

We have thus worked to speed up the resolution of all issues that have delayed the implementation of a 24-hour, seven-day a week and 365 days a year campaign of visible traffic law enforcement.

While the country waits for all remaining provinces to finalise their processes and implement a 24-hour shift traffic law enforcement system, the National Traffic Police (NTP) will continue to be deployed to provide support to Provinces and ensure greater traffic law enforcement operations across South Africa.

Reviewing the National Road Safety Strategy

The department is reviewing the National Road Safety Strategy, 2016-2030 and will submit to Cabinet by the end of this financial year. The revised strategy will inform engineering interventions, such as the development and promotion of safer road infrastructure designs, safer vehicle technologies, and continuous improvements in traffic management systems.

Our approach is to improve harmonization of operations between the three spheres of Government through joint planning, consistency and shared resources and services. Joint-planning and inter-agency collaboration for performance-based interventions must be conducted throughout the year and following a theme-based Road Safety Plan under the guidance of the National Road Safety Steering Committee.

This will be supported by visible policing through force multiplication and smart deployments on critical routes, focusing on top traffic offences and violations, while intensifying partnerships and collaboration with civil society and media influencers, actions which have served to give us a reduction in fatalities over the Easter holidays.

Road safety awareness and education continues to be the most important instrument in our hands as a department, which is implemented through National Participatory Educational Techniques and Road Safety Debates targeted at grade 10 - 11 learners;

youth programme in institutions of higher education and colleges and driver programme for the freight and public transport operators.

AARTO roll-out

Chairperson,

Given that more than 80% of road crashes are due to human error, there is an objective case for behaviour changing efforts on our part. In order to positively affect road user behaviour the department will roll out the Administration and Adjudication of Road Traffic Offences (AARTO) Act, central to which is the demerit system that systematically aims at containing road user behaviour.

The AARTO will be rolled out in different phases according to municipal readiness from 1 December 2025 for the 69 municipalities which are ready for the rollout, which is Phase 2 of the AARTO rollout programme, while phase 3 will be rolled out on 01 February 2026 144 municipalities that will only be ready then.

Professionalising the vehicle testing and licensing environment

A great number of licenses and permits are issued fraudulently and this remains a major damper on our efforts to grow compliance among road users and keep our roads safe.

The Department together with national and provincial treasury aim to ring-fence funds for the upgrade of Registering Authorities, Driving Licence Testing Centres, and Vehicle Testing Stations to comply with the minimum requirements for service delivery standards and set resources in place to fight fraud and corruption in the road traffic environment. This will form an intricate part of the Department's Service Delivery Improvement Plan.

Online license renewal and online vehicle registration

The successful roll-out of online licence renewal services and online vehicle registration through our digital transformation of operations marks a major milestone in bringing government services closer to the people. In the past financial year, the RTMC processed over 2 million online licence renewals, an increase of 56.4% from 2023/24, as well as 78 566 online registrations, and 112 845 online change of ownership transactions.

These online platforms have significantly improved accessibility and efficiency, reducing queues at licensing centres and providing a more convenient service to our citizens. In the year ahead, the RTMC will expand these services by on-boarding at least four additional registration clients, ensuring broader access and impact.

To support this growing digital ecosystem, the RTMC will commence the deployment of Software-Defined Wide Area Network (SD-WAN) technology in the new financial year. This will reduce reliance on outdated copper connectivity and enhance the performance, security, and resilience of networks at licensing centres across the country.

Furthermore, biometric technology will be integrated into critical business processes to strengthen identity verification and eliminate fraudulent activity, thereby safeguarding the integrity of our licensing system.

The RTMC will also continue to roll-out and enhance the Computerised Learner's Licence Testing (CLLT) system and introduce a fully digitised driving licence testing process.

These digitised processes will modernise the way we assess driver competence, ensuring a fair, secure, and efficient testing environment. This is in addition to the digitised roadworthy test sheet that eliminates manual paperwork, improves data accuracy, and curbs fraud in vehicle roadworthiness assessments.

Validity period of driving licenses

The validity period of driving licences is envisaged to be extended to a period of eight (8) years for ordinary driving license card for code A1 (motorcycles of 125cc), A, B and EB license, which shall expire instead of 5years from the date on which it has been ordered from the Card Production Facility.

Where a person has applied for a new driving license card for code C1, C, EC1 and EC these shall expire five years from the date on which it has been ordered from the Card Production Facility.

Prior to finalisation, the Department is conducting a cost benefit analysis envisaged to be concluded in the second quarter of the current financial year.

Regional Integration through Improving Cross-Border Logistics and Border Posts:

Our Regional Integration Strategy approved by Cabinet in March 2024, seeks to align the entire Department and its agency's approach on matters of regional integration in support of South Africa's foreign policy and developmental objectives.

Together with other government departments and our partners in the region, we are working tirelessly to resolve some of the challenges resulting in longer queues formed by trucks carrying goods through our borders and regional corridors.

This impacts negatively on regional logistics value chains and cause a strain on our transport infrastructure, road safety and security of cargo in transit to other parts of the region and continent.

Our collective understanding as government is that our regional integration depends on our ability to trade efficiently across borders, the reason why we continue to reduce delays and improve processing capacity at critical border crossings such as Beitbridge, Lebombo (Komatipoort), and Maseru Bridge.

To achieve these aims, we are also improving inter-agency coordination between customs, home affairs, and transport, digitising border procedures to reduce turnaround times and partnering with the private sector to ensure logistics consistency.

PRMG Budget

The budget data for the Provincial Road Maintenance Grant is R 17, 851 443 billion for 2025/2026, R 17, 247 354 billion for 2026/2027, and R 18 ,028 707 billion for 2027/2028 whereas the budget data for Rural Road Asset Management System Grant to District Municipalities is R 126, 051 million for 2025/2026, R 131, 826 million for 2026/2027, and R 137, 787 million for 2027/2028.

The grants are for road reseals, rehabilitation, re-gravelling and blading of gravel roads, blacktop batching, including the fixing of potholes as part of the Vala Zonke Programme.

These grants also make provision to fund the collection of traffic data, road network data and visual conditional assessment of roads, bridges and structures.

In this financial year, the job creation targets for PRMG are 157860 jobs with 8 250 jobs targeting youth (18-35), 9 000 jobs for women and 300 for persons with disabilities.

Provision has been made to fund construction of 96 bridges as part of the Welisizwe Rural Bridges Programme through the DPWI & SANF Partnership, creating 3 840 EPWP job opportunities and employing 384 artisans, while exposing 192 engineering graduates to training.

It has been noted that the programme has fallen behind, calling for an evaluation of the implementation model, in collaboration with provinces and DPWI to speed up the programme and ensure no further delays are experienced.

Let me take the moment to thank the Minister for her support, the portfolio committee on Transport for guidance and oversight and wish to thank our Acting Director General for ensuring departmental support to the Ministry.

Thank you.