

# 2025 - 2026 BUDGET SPEECH



dcstm

Department:  
Community Safety and Transport Management  
North West Provincial Government  
REPUBLIC OF SOUTH AFRICA



**DEPARTMENT OF COMMUNITY SAFETY AND TRANSPORT MANAGEMENT  
BUDGET VOTE FOR THE FINANCIAL YEAR 2025/2026, DELIVERED BY  
THE MEMBER OF THE EXECUTIVE COUNCIL, HONOURABLE WESSELS  
MORWENG AT THE NORTH WEST PROVINCIAL LEGISLATURE;  
MAHIKENG, ON WEDNESDAY, 23 JULY 2025**

- ❖ Speaker of the North West Provincial Legislature, Honourable Desbo Mohono
- ❖ Deputy Speaker, Honourable Collen Mokone Maine
- ❖ Premier of the North West Province, Honourable Lazarus Kagiso Mokgosi
- ❖ Chief Whip of the governing Party, the African National Congress, Honourable Motlalepula Rosho
- ❖ Chair of Chairs, Honourable Tebogo Modise
- ❖ Fellow Members of the Executive Council
- ❖ Respective Members of the Provincial Legislature
- ❖ Leaders of different Political Parties represented in the Legislature
- ❖ Chairperson of the Portfolio Committee on Community Safety and Transport Management, Honourable Freddy Sonakile and Members here present
- ❖ Chairperson of the Provincial Public Accounts Committee, Honourable Smuts Matshe and Members here present
- ❖ Executive Mayors and Mayors of both Districts and Local Municipalities
- ❖ Members of the Mayoral Committees and Councillors here present
- ❖ The Head of the Department for Community Safety and Transport Management, Dr Hans Kekana and Senior Managers
- ❖ Acting Provincial Commissioner of South African Police Service in North West, Major General Patrick Asaneng
- ❖ SAPS Senior Managers and officials present
- ❖ Officials of the Department here present
- ❖ Community Policing Forum (PCF) Chairperson, Mr Robert Malungane and Board Members
- ❖ Community Safety Forums (CSFs) Leadership and boards members in attendance
- ❖ State Entities and Stakeholder leadership in our midst
- ❖ Chairperson of the North West House of Traditional Leaders and Khoi-San Leaders, Kgosi Thari Maotwe
- ❖ Dikgosi le di Dikgosana tsa rona tse di tlotlegang

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- ❖ Dikgosi le di Dikgosana tsa rona tse di tlotlegang
- ❖ Management of Northwest Transport Investments (NTI) led by Acting CEO, Dr Ntlhopeng Dikobe
- ❖ South African National Taxi Council (SANTACO)
- ❖ South African National Small Bus Operators (SANSBOC)
- ❖ Police and Prisons Civil Rights Union (POPCRU)
- ❖ South African Transport and Allied Workers Union (SATAWU)
- ❖ National Education, Health and Allied Workers Union (NEHAWU)
- ❖ Public Servants Association (PSA)
- ❖ Provincial Regulatory Entity (PRE)
- ❖ North West Public Transport Intervention Team (NWPTIT)
- ❖ Members of the Media
- ❖ Ladies and gentleman;

Allow me Madam Speaker to begin this budget policy statement with the echoes from the past. Let me begin by looking back at what former President Nelson Mandela highlighted when presenting the budget of His Office on the 21<sup>st</sup> of April in 1998. He was giving an account of what has been achieved by the new democratic dispensation with regard to water and electricity connectivity as well as human settlement.

He said and I quote; “but, while government’s social programmes are indeed changing the lives of millions of the poor, we must also constantly ask how well they are doing so; keep constantly in mind those who are yet to be reached; and ensure that, so far as resources allow, we strive to provide the kind of services that increasingly improve the people's quality of life. As our initial emphasis on planning and policy development gave way to an emphasis on implementation and delivery, so too, we need to complement the imperative of broadening access with an insistence on constantly improving the quality of service,” said President Mandela.

Challenging us to be conscious of task ahead, and imploring on us not to tire to do what must be done, he continued and said, and I quote again; “We need therefore to ask ourselves: Are we providing services in good time; of the right quality; in the right place?

Are the schools to which all our children have access equipped with text books? The clinics with medicines? Are the roads to the villages that are gaining electricity and telephones, in good condition? Do our administrative structures and the democratically elected councils command the skills they need to further the interests of those they represent? As we turn the tide against the criminals, are we doing so in a way that continually narrows the terrain of their future operations?” close quote.

Madam Speaker, standing here exactly a year ago, I proclaimed my immediate task of taking action on outstanding matters that needed urgent attention from the Department of Community Safety and Transport Management. These included actions and steps to be taken to deal with challenges that among others included scholar transport, commuter transport, airports, crime and the North West Transport Investment, NTI.

This was mainly intended to ensure that we fulfil our mandate of creating safer and secured communities and further to provide affordable, effective and efficient transport services in the Province. Madam Speaker, today I am here to account for what I said will be done, and what we have achieved in the last financial year, what is outstanding, the challenges we faced, how and when will those be accounted for.

**PROGRAMME 1 – ADMINISTRATION**

**2024/2025 ACHIEVEMENTS**

Honourable Members, amongst our commitments in the 2024/2025 policy statement was the creation of job opportunities for young people. The Department has implemented a Graduate and Student Internship as well as learnership programmes targeting young people aged between 18 and 35. In the Graduate Internship programme, we have contracted forty-five (45) young people for a period of 24 months for the purpose of acquiring practical work experience. This comprises 25 young women and 20 young men and are placed in various Directorates based on their tertiary qualifications and experience needed.

We also have what is being referred to as **Work Integrated Learning Internship (WIL)**. This programme is being implemented by placing TVET Colleges students in our various programmes for experiential training and skills development.



Currently we have thirty (30) learners from Taletso and Orbit TVET Colleges. These 30 learners are 23 young women and seven young men. Through the National Skills Fund in partnership with Office of the Premier, these students are contracted to the Department for a period of eighteen (18) months to enable them to acquire practical work experience which will also contribute to their college requirements to complete their studies and graduate.

The Department has also managed to secure funding from **Safety and Security Sector Education and Training Authority (SASSETA)** to the tune of **10 million** Rand. This funding assisted the department to implement a **Diesel Mechanic Artisan Development Programme** targeting fifty (50) unemployed young people aged between 18 and 35 in the Province. In this, the department has targeted 28 young women and 22 young men for training and skills development in diesel mechanic. The funds will cover tuition fee, stipends for learners and procurement of tool boxes as well as personal protective equipment (PPE) for a three-year programme. The Mankwe Orbit College and Tshwane TVET College will be implementing the programme as accredited Training providers.

The Department has also successfully enrolled thirty (30) unemployed young people aged between 18 and 35 on **Road Traffic Management Learnership** programme that are currently being trained as Traffic Officers. These are 13 young women and 17 young men whose training commenced the 02<sup>nd</sup> of June 2025 at the Limpopo Traffic Training College and are expected to be completed on the 31<sup>st</sup> of May 2026. Once they have completed their training, they will be absorbed within the Department as Provincial Inspectors and will be posted at various Traffic Stations across the Province. This appointment will ensure that the Department increases the number of much needed Traffic Officers and will increase law enforcement visibility on our roads.

Honourable Speaker, may I hasten to point out that we were intentional in our approach of ensuring that our recruitment is skewed towards young people and young women to ensure that we address joblessness among the youth and historical gender imbalances. Currently the Department has a vacancy rate of 21% which is way above an allowable 10% as per the DPSA recommendations. The Department structure provides for one thousand, seven hundred and eighty-eight (1 788) positions and we have so far filled one thousand, three hundred and ninety-four (1 394). This therefore means we have 394 vacancies and we are in a process of filling these as demonstrated by posts advertised in the last two weeks.

2024/2025 ACHIEVEMENTS

PROGRAMME 2 – CIVILIAN SECRETARIAT FOR POLICE SERVICE

For SAPS to be able to conduct their duties effectively and efficiently, police stations must be adequately capacitated in terms of human and physical resources. It is important for stations to have functional and sufficient detention cells. The Unavailability, insufficiency and poor conditions of the detention facilities contributed to administrative burden, including transporting detainees to other facilities affecting service delivery and non-compliance with the provisions of the National Instruction 13 of 2019.

Honourable Members, standing here last year, I indicated that the above monitoring process is being done in all 85 police stations in the Province. It is with humility that I announce that we now have 86 police stations. The Dwarsberg Police Station in the Moses Kotane Local Municipality, has begun operating though not yet officially opened. It is not the only one; we still have Moeka-Vuma and Mabeskraal both in Bojanala and the newly built Kanana near Orkney in the Dr KK District that are also still to be officially opened by the Minister.

Madame Speaker, in the 2024/2025 financial year, the Department conducted both announced and unannounced visits to various Police stations. I led some of these oversight visits to implement a National Monitoring Tool of assessing the SAPS performance. This was to ensure that they are in compliance with various regulations in terms of frontline service delivery and implementation of recommendations. The assessment focused on Custody Management at 40 Police Stations and the objective of the project was to:

- ❖ Determine the level of compliance to the provisions of National Instruction 13 of 2019, directives and legislation on custody management
- ❖ Identify challenges experienced pertaining to custody management
- ❖ Identify stations with non-functional detention cells and the reasons thereof, and
- ❖ Outline interventions to improve compliance to custody management prescripts

From the study conducted, there is a need to improve security of detention facilities, to renovate the facilities as per identified physical defects and capacitate police stations with resources to improve service delivery.

During 2024/2025 financial year, the Department appointed two hundred and sixty-one (261) patrollers in Leeudoringstad, Huhudi, Makwassie, Mogwase and Brits. Sixty-one (61) Youth Patrollers were further trained on General Security Practices Certificates as an exit strategy in Huhudi and Makwassie. A platform that brings together various stakeholders to address safety and crime issues within identified municipalities named Community Safety Forum (CSF) is an important structure in fighting crime. These structures were successfully established at the following municipalities: Madibeng, Mahikeng and Kgetleng Rivier. The same will be done in Naledi, Lekwa-Teemane and Greater Taung Municipalities. I want to express my profound gratitude to these municipalities for passing their Council Resolutions to pave way for the CSF establishment.

The Department has also assessed and monitored compliance to the Domestic Violence Act by SAPS. The assessments focused on administrative and operational compliance which included completion of registers, proper recording and filing of documents, training of members and serving of Protection Orders to respondents. The assessment was conducted at forty (40) Police Stations through administration of the Domestic Violence Act Audit Tool (DVAT). From the assessment conducted, an inference that can be drawn is that, more issues contributing to non-compliance are administrative which could be corrected and improved by intensive involvement of Station Management; conducting inspections, regular visits to police station and providing support and mentoring to members.

As part of providing support to the SAPS, the Department in collaboration with the Department of Justice and Constitutional Development conducted workshops at all the Districts focusing on the implementation of the Domestic Violence Amendment Act 14 of 2021, which came into effect on the 14<sup>th</sup> of April 2023. The Department has a Constitutional mandate to receive and investigate service delivery and domestic violence related complaints against the Police from community members. These complaints are received through letters, telephone, fax, e-mails or complainants visiting the Department to report these cases. Complaints are categorised as follows: Poor investigation, Police misconduct as well as Poor Communication. For the period under review, 2024/2025, one hundred and fifteen (115) new complaints were received and sixty-five (65) were successfully resolved.

The investigation for the remaining fifty (50) is still ongoing. Even though complaints were resolved as part of intervention by the Department, most of the complaints were as a result of SAPS failure to give progress report to complainants and poor investigation of case dockets.

The Department is expected to monitor implementation of Independent Police Investigative Directorate (IPID) Recommendations by the SAPS. The Independent Police Investigative Directorate Act 1 of 2011, mandates the IPID to conduct independent and impartial investigations of criminal offences allegedly committed by members of SAPS and Municipal Police Service members. The IPID is also required to make recommendations to the SAPS in respect of disciplinary action to be instituted against members, where alleged misconduct has been identified. For the period 2024/2025, twelve (12) sessions to monitor implementation of recommendations by the SAPS were facilitated. The number of recommendations received and handled were confirmed by signing of a certificate by IPID and SAPS as a true reflection thereof.

A Special Project on 10111 Call Centres at Police Stations was conducted during the financial year under review. The objectives of the project were to:

- ❖ Determine the response time to complaints lodged through the 10111 call centres by the police stations
- ❖ Assess the availability of vehicles allocated to attend to complaints received from the 10111 centres
- ❖ Determine how unlinked police stations to 10111 centres receive and respond to complaints
- ❖ Determine challenges and successes experienced by the linked and un-linked police stations
- ❖ Explore interventions that will help improve response to complaints received through 10111 centres

Data was collected at Seventeen (17) Police Stations, and from the analysis made, service delivery by 10111 could be improved if Police Stations were provided with sufficient resources that enable them to meet targets on response time to complaints. More awareness campaigns are needed to empower community members to support Community Police Structures in the fight against crime and to act as force multipliers by assisting SAPS in attending to community complaints.

The Department conducted unannounced visits at Police Stations. The purpose thereof was to monitor frontline service delivery of the South African Police Service (SAPS). The trends of complaints often received by the Department have shown that the services in some of the Police Stations are not satisfactory especially after hours or during the night and in most instances over the weekend.



The visits were intended to determine the extent of service delivery and ensure that the Government's Batho Pele principles are being adhered to by the public service. For the year under review, twenty (20) Police Stations were successfully oversighted. The unannounced visits also supported the Special Unannounced Project of the MEC aligned to Thuntsha Lerole Programme and Boarder Posts Police Station visits. The visits identified serious structural challenges, shortage of resources (human and physical) at police stations and Boarder Posts. The challenges identified have been referred by the MEC to the Minister as part of the Department's intervention and support to the SAPS.

2025/2026

Madame Speaker, for the 2025/2026 Financial Year, the Programme will ensure the following:

- ❖ That the Civilian Secretariat for Police Service together with the Provincial Secretariat will be implementing the National Monitoring Tool which intends to assess stations compliance to respective Legislative Frameworks and prescripts governing policing and focusing on forty-three (43) Police Stations. The project will be focusing on Docket Analysis; targeting cases closed as undetected and withdrawn for murder, assault GBH and robbery at residential areas. The above crime categories were informed by quarterly crime statistics.
- ❖ Under Domestic Violence, forty-three (43) Police Stations will be visited. This will be to monitor SAPS compliance with the implementation of Domestic Violence Act 116 of 1998. The assessments will focus on administrative and operational compliance which included completion of registers, proper recording and filing of documents, training of members and serving of Protection Orders to respondents.
- ❖ The focus will further look into the implementation of the new act; that is, understanding the new definitions and interpretations, online application of protection orders, service of all documents and any other information that will ensure that there is compliance on the side of the SAPS and an effective and efficient criminal justice system that will ensure protection of the domestic violence victims.
- ❖ The Department will continue to receive and investigate complaints raised by members of the public regarding services rendered by the SAPS; that is, complaints about poor investigation of cases, lack of feedback to complainants by Investigating Officers.

- ❖ The Department will also intervene in instances of breakdown in relations between the SAPS and community members and to restore trust and confidence in the SAPS by members of the public.
- ❖ The Department through Section 31 (2) and Section 6 (1) of the Civilian Secretariat for Police Service (CSPS) Act 2 of 2011, is expected to monitor implementation of the recommendations made by the IPID to the SAPS. The purpose thereof will be to monitor the implementation progress made by the by the SAPS, and intervene in case of challenges

Community mobilisation has formed an integral part of fighting crime and the Department will continue to mobilise both communities and relevant stakeholders. The Department will continue to implement multi-disciplinary approach to effectively reduce the impact crimes within our communities. Collaboration and partnership with relevant stakeholders continue to form an important part in achieving our mandate.

Campaigns implemented focused on prevention of Gender-Based Violence against Vulnerable groups, School Safety programmes, Crime Prevention through Environmental Design. These focus on modifying the built environment to deter criminal behaviour and reduce criminality, Volunteerism, Anti-substance abuse campaign, Anti-Gangsterism campaign and Rural Safety which aims to ensure farming communities' personal safety and a decline in general criminality. These campaigns were implemented in all four (4) districts

Rooted in the National Developmental Plan (NDP) of attempting to build safer communities by 2030, by building community participation in community safety, the Department funded 49 CPFs' as it is essential for communities to come together to reduce crime rates and ensure the safety of their residents. To ensure their functionality, the Department assessed them to enhance their capacity to participate in prevention of crime by implementing the Community Policing Strategy.

## 2025/26 FOCUS AREAS

Crime significantly impacts individuals, communities and businesses. Its effect can last for a short and long time. It erodes social cohesion and creates a climate of fear and undermines economic development. It is, therefore, imperative to create partnership with relevant stakeholders in fighting crime. The Department will continue to strengthen oversight on the SAPS, promote relations between the police and communities.

Development of the Provincial Crime Prevention Strategy

Madame Speaker, Crime Prevention Strategy aims to reduce the opportunities for criminal activities before they occur. It is multi-disciplinary effort intended to make it difficult for criminals to commit offences and also making them more aware of the potential consequences of their actions. The Strategy is intended to increase public awareness and implementing community-based programmes and/or addressing the root causes of crime. Further, it seeks to reduce crime by building trust and creating opportunities for people to interact with law-enforcement agencies positively. The Department is tasked with coordinating stakeholders to develop the Provincial Strategy and will therefore coordinate relevant stakeholders to develop the strategy.

Creation of jobs through EPWP- Voluntarism

The Department will continue with appointment of 130 community safety patrollers through Incentive Grant and 387 from Equitable share in the 4 Districts in priority areas, targeting youth, women and vulnerable groups. Patrollers are volunteers who are tasked with assisting police and its community by notifying Police about any safety concerns or illegal activities. A total of R3 436 000 was received. A total of R3 189 000 will be used to appoint patrollers and road safety ambassadors.

The challenge of stock theft in the province requires an integrated effort in dealing with issues affecting farmers and stock owners. We will also have awareness campaigns centred around sensitising communities on issues of farm killings and stock theft as part of our ongoing attempts to deal with stock theft and crime in the farming areas.

School Safety

In order for positive educational outcomes to be realised, certain preconditions need to exist. One of these preconditions is that learners and educators are, and feel safe in schools. Like in others places, schools are often characterised by violence, bullying and fear which impacts negatively not only on direct education outcomes but also on healthy socialisation and development of children and young people. The Department working together with the Department of Education, in collaboration with key stakeholders will address issues affecting safety of learners and educators at identified schools, which includes among others substance abuse, drug trafficking, carrying dangerous weapons, bullying and Gangsterism.

Honourable Members, one of our most success stories of the previous Financial Year, is dealing with illegal mining in Dr KK in Stilfontein through Vala Umgodi Operation. Between August 2024 and January 2025 one thousand, nine hundred and sixteen (1 916) illegal miners have been arrested after resurfacing at Margaret and Buffelsfontein Gold Mine at Shafts Number 10 and 11 in Stilfontein. Between the 11<sup>th</sup> of October 2024 and the 31<sup>st</sup> of January 2025, the law enforcement had arrested twenty thousand, four hundred and seventy (20 470) for a variety of offences during the 'Safer Festive Season' operations. This included one thousand, two hundred and fifty-eight (1 258) undocumented foreign nationals and one hundred and twenty-nine (129) murder suspects.

### Stock Theft and Crime in Farming Communities

Honourable Members despite reduction on some crime patterns, we remain unfortunately high and in the Top 10 countrywide on various other crimes. Rustenburg which is the biggest city in the Province, is number two on robbery at non-residential premises and number 7 in property related crimes respectively in the country. Ikageng in Potchefstroom is number five in assault GBH and Taung which is largely rural is number seven in the country with stock theft. The area is not the only one as same challenges are experienced in Kagisano Molopo, Ngaka Modiri Molema and Moses Kotane.

I have recently had a community engagement with farmers in Greater Taung and Ratlou municipalities. The complaints are the same; daring stock theft worsened by collusion between some among the locals and criminal syndicate from out of the Province. Farmers in Taung for instance have indicated that they have traced their livestock in faraway KwaZulu Natal. Through docket analysis and Crime Threat Analysis, following arrests made in some of the reported cases in Taung, it has been established that livestock stolen there is sold outside in Gauteng and to some auctioneers in the Northern Cape.

In Ngaka Modiri Molema and some areas in Ratlou bordering neighbouring Botswana, the problem is also on the upward trend. This as a result of porous, dilapidated border fence. Through PROVJOINTS, the Acting Provincial Commissioner, Major General Patrick Asaneng has engaged the Botswana security agencies to address this trans-national problem.



Illegal Mining

As Honourable Members will recall, towards the end of last year and the beginning of this year, we were seized with illegal mining activities in Stilfontein. After an elaborate plan that involved using technology of crawling cameras, we were able to identify where the illegal miners are hiding underground and ultimately able to bring them to the surface. Working with various state entities both at national and in the Province as well as private sector, we devised a three-part plan.

The First Phase was to clear the rubble at the entrance of the shaft they used to avoid boulders in falling in and endangering the illegal miners underneath. The Second Phase which took several days, was to bring a truck with over three-kilometre winch to lower down a camera to survey the mine. The Third phase involved analysing data and sending down a lift which assisted to resurface the illegal miners.

We eventually resurfaced just below two thousand, of illegal miners majority of which were undocumented foreign nationals and about twenty South Africans. There were also about seventy-eight (78) bodies of illegal miners who have died underneath the disused shaft. The operational costs came to around eight million Rand and was funded by the Department of Mineral Resources and a mining company in Klerksdorp.

This success was short-lived as shortly thereafter; the problem resurfaced in Bojanala and some areas in Ngaka Modiri Molema Districts. It is worth noting however, that the illegal mining crime levels at Stations in Dr Kenneth Kaunda have decreased. Often, those who defend illicit mining activities will point out to fragile economy and argue those involved simply try to make a living and do the best they can under trying circumstances for their families.

However, statistics are indicating something different. Of the 1831 suspects of illegal mining in Stilfontein, 99% were undocumented foreign nationals from Mozambique, Zimbabwe, DRC, Malawi, Lesotho and few from Pakistan. This criminality is found in areas that previously never had this problem like in Moses Kotane, Mmasebudule in the Ramotshere Moiloa Local Municipality and Ottoshoop outside Mahikeng.

But as Stilfontein incident has shown, illegal mining often takes place in closed and rehabilitated shafts. The rubble of the broken concrete slabs in and around the entrance of the infamous three thousand vertical dark Margaret and Shaft 11 is a testimony that indeed this was a rehabilitated mine.

**PROGRAMME 3 – TRANSPORT OPERATIONS**

**2024/2025 ACHIEVEMENTS**

Madame Speaker, following challenges of monitoring of commuter bus services in the past, the Department appointed a Supervisory and Monitoring Firm in the financial year under review for the purpose of both physical and electronic monitoring. This service allows the department to now track and validate trip occurrences, and also assist in managing costs.

Following the termination of commuter transport contract in Dr RSM District due to poor performance, the Department appointed a replacement operator which assumed operations in November 2024. This brought back a full commuter bus service in Dr RSM to connect our communities to their socio-economic activities and opportunities. Following the termination of commuter transport contract in Ngaka Modiri Molema District due to poor performance, the Department appointed a replacement operator, but we were interdicted to proceed with services by the terminated operator through the court of law. The matter is still in court and once concluded, the operations shall resume as normal.

Honourable Members for 2025/2026 financial year, we have initiated the process of acquiring the Transactional Advisor (TA) to facilitate the implementation of contracting subsidised bus services by March 2026. This process will be empowered by Intergovernmental Agreements between the Department and lower sphere of government, of which one municipality has already concluded the process whilst it's still unfolding in others. The Transactional Advisor will compile the comprehensive Business Plan that includes detailed operational information, funding proposals and empowerment model among others. Furthermore, it is expected to expedite negotiations with role players in the sector in line with National Land Transport Act.

These negotiations must be in line with section 41 of the NLTA and embrace two critical components which are integrating services forming part of integrated public transport networks in terms of their integrated transport plans and promoting the economic empowerment of small business or of persons previously disadvantaged by unfair discrimination.

On Scholar Transport, the Department provides the service to 358 schools throughout the Province and has appointed a panel of scholar operators per region to ensure learners are transported as and when an operator is unable to operate or their service is terminated. We are in the process of appointing electronic monitoring firm to improve efficiency on learner transport system as well.

The use of scholar transport buses that are in a poor condition remains a serious challenge and the department has established an inspection unit to focus on scholar transport enforcement and compliance. Madam Speaker, we are not going to leave any stone unturned to ensure that learners are transported with busses that meet our contractual standard.

For learners travelling less than 5km, especially those in far flung rural and farming communities, the Department has distributed 700 bicycles to various schools in Dr RSM and Ngaka Modiri Molema Districts and will provide 350 bicycles in Bojanala district as part of promoting non-motorised transport in rural areas.

**TRANSPORT PLANNING**

The North West Province, through the Department of Community Safety and Transport Management, developed the Integrated Transport Plans (ITPs) for Ngaka Modiri Molema and Dr. Ruth Segomotsi Mompati District municipalities. The development process is complete and only awaiting Municipal Councils adoption. The department will in the financial 2025/2026 to 2026/2027 financial years, develop the Provincial Land Transport Policy as required by Chapter 2 of the National Land Transport Act, No 05 of 2009 and develop the Provincial Land Transport Framework as per Section 35 (1) of the same Act.

In its implementation of the legislative mandate to improve the coordination of transport sector planning, the Provincial Department of Transport has established a Provincial Transport Forum (PTF). The objective of the PTF is to convene meetings where all transport stakeholders within the province including the Department of Transport (National) discuss challenges encountered by the province and come up with recommendations or remedial actions where possible.

Therefore, all eighteen (18) local municipalities are part of the PTF technical committee and meet quarterly to discuss and resolve transport matters. The department has therefore managed to convene all the Provincial Transport Forum (PTF) meetings successfully. Equally important, the department also assisted Dr Ruth Segomotsi Mompati and Dr Kenneth Kaunda district Municipalities in launching District Transport Forums. Transport Forums are meant to ensure that all transport-related matters are discussed to certify that the three spheres of Government plan in an integrated manner.

## Airports

Honourable Members on airports, the Department issued tenders for the leasing and operational management of the two both GD Montshioa and Pilanesberg Airports but unfortunately the outcome was non-responsive. As a result, no service provider was appointed. Currently, neither airport is operational for scheduled commercial airline services. Since the cancellation of SA Express flights in 2018/19, the airports have only supported limited activity, including private and small aircraft operations. These movements are infrequent and do not utilize the full potential of either airport's landside or airside infrastructure.

In light of this under-utilization, the Department is taking decisive steps to revitalize and resuscitate both airports. These steps include active efforts through a Public Private Partnership (PPP) approach including to engage Airports Company South Africa (ACSA), a state-owned entity, as a strategic partner to restore operational and economic activity at both facilities.

## Strategic Partnership for G20 Readiness

Honourable Premier, in preparation for the upcoming G20 engagements, the Department, in partnership with the Department of Public Works and Roads, is working jointly to ensure that Pilanesberg International Airport is ready to support an increased international air traffic. There is a significant progress that has already been made in this regard.

The progress registered here Honourable Members is as Stage 1 and Stage 2 of the new terminal building design and development have been completed and formally approved. Plans are now underway to source funding for Stage 3 and Stage 4 of the project, which must be completed prior to the commencement of actual construction of the new terminal building. The revitalization of these airports is expected to bring about significant economic and developmental benefits to the North West Province. These benefits include job creation and inclusive economic growth, with a deliberate focus on empowering local residents, women, youth, persons with disabilities, and military veterans.

This will also be a boost to tourism through increased airlift capacity at Pilanesberg International Airport, alleviating road traffic pressure during high-profile events such as the Nedbank Golf Challenge and now the G20 meetings that will be held at Sun City.



Stimulation of the Bojanala Special Economic Zone (SEZ) and surrounding economic hubs, including game farms, leisure facilities, events venues, and hospitality and conferencing businesses in Mogwase Local Municipality and the broader Bojanala Platinum District. The transformation of GD Montshioa Airport into a cargo logistics hub, with potential for warehouse development, hangar facilities, and goods storage to support import and export operations. Establishment of GD Montshioa as a regional aviation academy, offering training in piloting, aircraft operations, aviation security, emergency response, and ground crew skills. The use of the airport’s large airside footprint and long runway to accommodate large aircraft, including Boeing models, without operational constraints. Revitalisation of the GD Montshioa Airport includes operationalization of the fuel farm facility to position it as an alternative refuelling destination, reducing congestion at Lanseria and OR Tambo International Airports.

Madam Speaker, our roads are congested with delivery trucks, and this is a cause for concern. The new phenomenon of congestion of trucks at many of our border posts, especially Skilpadhek, Kopfontein and Ramatlabama in the main is an eye sore. However, engagements with the other key stakeholders are ongoing in an effort to resolve the matter. These stakeholders include Trans Kalahari Corridor Secretariat (TKCS), Border Management Authority (BMA), Cross Border Roads Transport Agency, the freight industry operators as well as TKC member states.

Many opportunistic service delivery protest actions, target the economic transit corridors by blockading and interrupting the seamless trade and regional integration. The Department actively and regularly participates in the Trans Kalahari Corridor (TKC) activities such as the domestic Trans Kalahari Corridor National Committee (TKCNC) Interprovincial joint law enforcement operations and the Trans Kalahari Corridor Management Committee (TKCMC) Joint Law Enforcement Operations. This as per Article 2.2 and 4.2 of the TKCMC Memorandum of Understanding (MoU) between us, Botswana and Namibia.

The Freight working Group engagements are an effort by the Department to ensure that the economy is not adversely affected by illegal transportation of goods and services as well as overloading of goods. The working group ensures the implementation of policies and regulations such as issuing of abnormal loads permits and their escort without any prejudice to both the government and the freight industry. A collaboration with key stakeholders including sister departments and government entities make the execution of the departmental mandate easy.

These stakeholders are municipalities; National Department of Transport, Border Management Authority (BMA), Department of Home Affairs, South African Police Service, South African Revenue Services, Department of Economic Development, Environment, Conservation and Tourism (DEDECT); Road Accident Fund (RAF); Road Traffic Infringement Agency (RTIA); Cross Border Road Transport Agency (CBRTA); Department of Agriculture, Rural Development.

Honourable Members, the Government Motor Fleet has been decentralized to user departments. Presently all pool vehicles have been registered under user departments’ proxies and currently, a process is underway to create cost centre accounts for each user to enable billing user departments separately. So far four departments; Treasury, Social Development, Health and Arts, Culture, Sports and Recreation were successful in opening individual accounts and the department will continue to assist the remaining departments to also get their individual accounts.

**PROGRAMME 4 – TRANSPORT REGULATIONS**

**2024/2025 ACHIEVEMENTS**

Honourable Members, for the 2024/2025 Financial Year, a total of fourteen thousand five hundred and eighty-three (14 583) arrests were made for variety of traffic offences. These include among others drunken driving, speeding, overloading and driving without licenses, driving unlicensed vehicles, moving violations and driving whilst using a cell phone. A total of seven thousand four hundred and seventy-six (7 476) vehicles were discontinued for non-compliance and a total of eighty-eight (88) vehicles were impounded.

The Department delivered on the adjudication of new operator’s licenses, the transfer of existing operator’s licenses as well as realignment of certain routes. Through the North West Public Transport Intervention Team (NWPTIT) the Department has managed to resolve conflicts in the public transport environment, especially in the taxi industry.

Road accidents continue to be a challenge as they leave many families destitute and many children orphaned. As we have seen recently where one single crash results in multiple deaths. In mitigating that, Honourable Speaker, I have directed that law enforcement officers should henceforth be merciless and unforgiving to any recklessness on the road. Punitive measures without applying corrective methods will not help.

It is for this Honourable Members that we must deal decisively with all suspected contributors to this spate of accidents. Some of these allegedly are drivers whose efficiency behind the wheel is suspect and yet they passed both the learners and driving tests. To ensure there is no underhandedness, all driving learners’ tests are going to be automated. All our Driving Licence Testing Centres (DLTC) will be equipped with cameras so that interactions during the writing is monitored. Added to that, all writing will be automated to ensure there is no tampering with exams.

We have also begun to engage with stakeholders in the public transport sector to bring services closer to them. Road Traffic Management Corporation is automating the systems and it will be easier to work in a paperless environment where applications will be done and approved online. This will limit waiting time and ensure seamless and efficient delivery of service.

In the 2024/2025 Financial Year, the Department appointed one hundred and fifty-five (155) Road Safety Rangers and Scholar Patrol Ambassadors to assist the Department in addressing road safety in communities. This Programme has significantly contributed towards poverty alleviation and at the same time addressing road safety challenges on stray animals and learner safety. The Department has also managed to reach out to five hundred and one (501) schools across the Province by implementing road safety education programmes which included Road Safety Schools Debates, Scholar Patrol, Back to School awareness activities and Child in Traffic presentations.

Honourable Members, the Department has also ensured seamless registration and licensing of all motor vehicles and rendering services on administration of applications in terms of the National Road Traffic Act 93 of 1996. Compliance inspections were conducted in strengthening controls related to the requirements of the National Road Traffic Act. For the 2025/26 financial year, the Department will commence with the implementation of Stage two of the Zeerust Weighbridge. Since the Department has gazetted pounds for illegal public transport, and aligned the Revenue System, the programme will start to collect revenue for illegal public transport operations in line with National Land Transport Act.

In an effort to bring services closer to the communities, the Department has embarked upon a new approach that entails the establishment of satellite offices in the far-flung areas in the Province. I have already approved the establishment of the same in Tshidilamolomo under Ratlou Local Municipality, soon they will be operating there as per their request and our people will no longer travel longer distances to register their cars and pay their tickets.

We are targeting other remote areas such as Moretele, Madikwe and Ganyesa. This will reduce unnecessary costs incurred by communities who travel long distances from their respective villages to our Operator License and Permits District offices to access services. Though this will require adequate budget, it is envisaged that this new approach will get off the ground this financial year once all necessary logistical processes and procedures have been completed. There is a need to bridge the gap between the Department and the Public Passenger Transport Industry and in particular the Taxi sector. In this regard the Department recognized the necessity to cooperate with the Taxi Industry with a view to offering financial support so as to enhance mutual development, implementation and evaluation of the taxi industry transformation processes.

The above arrangement shall be informed by the proposed Cooperation Agreement and the business plan that has been signed by the Department and the South African National Taxi Council in the Province. Consideration shall be given to the new mandate that is contained in the newly amended legislation, which is the National Land Transport Amendment Act No. 23 of 2023 in relation to the e-hailing system.

In an effort to create more jobs and at the same time address road safety challenges, The Department will increase the number of community members who will be appointed through the Expanded Public Works Programme as Scholar Patrol Ambassadors and Road Safety Rangers. These community members will assist the Department in removing stray animals from identified roads and assist learners at selected schools to safely cross the road as they walk to and from school. The targeted number is two hundred and forty-one (241) community members.

On the North West Transport Investment, NTI, after experiencing financial challenges, the NTI was placed on a voluntary business rescue process in July 2022. A Business Rescue Practitioner was appointed with a primary responsibility to turn the entity around and make it more sustainable and generate income. Honourable Members, the appointed BRP failed to turn the entity around and the department went to court to remove him. I reported in this house that the court ruled in our favour but the ruling was short lived as the BRP appealed the court order.

The Department then lodged a Section 18 of the Superior Court Act application seeking an implementation of the initial order for his removal. The judgement, which was handed down electronically on the 27<sup>th</sup> of March 2025, enforced the initial ruling that removed the BRP from NTI. It is following this judgement that the NTI has now appointed a new BRP to proceed with the turnaround plan.

With the appeal of the previous BRP, the department opted not to remove the newly appointed BRP, but agreed to let both work together albeit under difficulties due to none cooperation of the former. The department has also seconded an Acting Group Chief Executive Officer to work with the two BRP's.

I must hasten to indicate that given challenges experienced before, there is a semblance of stability as employees have been partially paid. They are however still owed some months as is the case with other creditors. In this financial year, we are also going to relocate the headquarters of NTI from Pretoria to Mahikeng. Once all logistical processes are completed, the entity must be managed from the capital and we must ensure that it also serve the entire Province and not only in the Eastern part of Bojanala.



Madame Speaker, this Budget speech comes at the time when as Government collectively, we have just gone through audit processes. As a Department we have a reason to be not only hopeful but optimistic for an improved audit outcomes given the amount of work put to ensure compliance. We are grateful for the guidance by the Auditor General South Africa (AGSA) and our Provincial Internal Audit (PIA) team for their continuous support to assist the department to turn the corner towards improved audit outcomes.

That being said Honourable Members, and with all that have been achieved and with new commitments emphasised, allow me now to present the 2025/2026 financial budget as follows:

PROGRAMME	AMOUNT	AMOUNT IN WORDS
1. ADMINISTRATION	R 410 014 000,00	Four Hundred and Ten Million, Fourteen Thousand Rand
2. PROVINCIAL SECRETARIAT FOR POLICE SERVICE	R 61 587 000,00	Sixty-One Million, Five Hundred and Eighty-Seven Thousand Rand
3. TRANSPORT OPERATIONS	R 1 446 309 000,00	One Billion, Four Hundred and Forty-Six Million, Three Hundred and Nine Thousand Rand
4. TRANSPORT REGULATIONS	R 528 448 000,00	Five Hundred and Twenty-Eight Million, Four Hundred and Forty-Eight Thousand Rand
TOTAL	R 2 446 358 000,00	Two Billion, Four Hundred and Forty-Six Million, Three Hundred and Fifty-Eight Thousand Rand

Given the amount of work and challenges identified in the previous financial year, this budget is not enough. We need additional funding for scholar transport in this current financial year, given the need for schools that were not included in the needs list in the past, and a continuous demand for scholar transport from new human settlements that are emerging from time to time. We are also faced with Airports that must be brought back to operations and this too will require funding.

Honourable Speaker we are living in a world of instant judgment. We are living in a world where, when you do ten tasks and get nine done on time and on budget, and miss out on only one, the nine completed tasks are forgotten and the focus is on the only one you did not complete. This then becomes a tool with which you are judged, trialled and condemned.

I yearn for a time when as a nation we re-educate ourselves about selflove and stop self-flagellation, self-hate and generally see every wrong with us to a point where we even assist naysayers to spread fake news about us. We are not perfect and yes, we can do more but it doesn't mean there is not even an iota of good thing we have done or are doing? This is the unforgiving and unforgetting world we live in and if we do not tell our own a true story, and do so accurately, no one will. In conclusion Madame Speaker, let me once more thank Honourable Premier Lazarus Kagiso Mokgosi for having faith in my tender years, Chairperson of the Governing Party, Comrade Nono Maloyi and the Executive Committee of my political home, the ANC. A special gratitude to the Provincial Executive Committee of the ANC Youth League who have endorsed me to lead them again for the second term.

Let me thank the Portfolio Committee with whom we work very well and very often have robust engagements in the best interest of service delivery.

Let me express my sincerest thanks to Team COSATMA led by Dr Hans Kekana, the EMC and Management, as well as the MEC Office led by Miss Sindiswa Scheepers.

Thank you to Acting Provincial Commissioner of the South African Police, Major General Parick Asaneng and the entire SAPS management as well as ordinary police officers whose work often gets forgotten. A special word for Community Policing Forum led by Mr Robert Malungane and the board as well as Community Safety Forum.

All our key stakeholders in the public transport industry and the South African Network for Women in Transport, SANWIT.

Finally, let me thank my family, my Mom Olebogeng Morweng who continues to steady my balance when strong winds of life blow violently. My late father, Victor Morweng whom I believe my life choices have somewhat made him proud. Appreciation to my siblings Kgosietsile, Obakeng and Motshidisi Morweng, and not forgetting my Grandmother, Nompi Lolwane.

Allow me Madame Speaker to close with the words of a Chinese Philosopher and writer Lao Tzu and I quote; "Do the difficult things while they are easy and do the great things while they are small. A journey of a thousand miles must begin with a single step"

"Tloga tloga e tloga gale, modisa wa tsona o tswa natso sakeng"

Thank you very much.

## NOTES

This image shows a full page of white paper with horizontal dashed lines, typical of primary school writing paper. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

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