

REPORT OF THE PORTFOLIO COMMITTEE ON TRANSPORT & COMMUNITY SAFETY ON 2024/2025 ANNUAL REPORT OF DEPARTMENT OF TRANSPORT & COMMUNITY SAFETY

1. INTRODUCTION

This detailed report presents the Portfolio Committee on Transport and Community Safety's assessment of the 2024/25 Annual Report. The Portfolio Committee derives its mandate from Section 114 of the Constitution of the Republic of South Africa and Rules 81(1)(b), (c), and (d) of the Standing Rules and Orders of the Limpopo Legislature. In line with this mandate, the Committee undertakes regular oversight over the performance of the Department of Transport and Community Safety and its entity, GAAL, to promote accountability, transparency, and effective governance in service delivery.

The Department remains central in discharging its constitutionally mandate to provide safe, efficient, affordable, accessible, and reliable transport infrastructure and systems throughout the province. The department further ensures that the people of Limpopo participate in activities that bring better economic conditions and facilitate trade and regional integration through an effective transport system.

Against this backdrop, this report details the department's strategic priorities, key performance indicators, and budget allocations for the financial year 2024/2025, in line with the Medium-Term Strategic Framework and service delivery goals.

2. PROCEDURE FOLLOWED

The Committee convened a formal briefing session on 19 September 2025, where the Department presented its 2024/2025 Annual Report. The session allowed the Committee to interrogate the presented data, assess achievements and challenges, and formulate recommendations for adoption by the House, which will then resolutions for implementation by the Department.



3. RESOLUTION TRACKING

The following resolutions were made during the previous meetings with the department during the financial year 2024/2025. The department must therefore provide progress on its implementation as follows:

- 3.1. That the department should expedite processes towards completion of K53 projects to ensure that traffic services are easily accessible by the public.*
- 3.2. That the department should ensure that corrective measures are applied to employees who failed to comply with the disclosure of financial interests while doing business with the government.*
- 3.3. That the department, in conjunction with the provincial Treasury, should consider exploring the alignment of its skills development programmes with those offered by the National School of Government within the broader objectives of the National Development Plan.*
- 3.4. The department should engage all relevant stakeholders within the context of intergovernmental relations in resolving land availability challenges at the Mampakul weighbridge.*
- 3.5. The department should consider mobilising intergovernmental and community collaboration to ensure that victim empowerment facilities suitable for post-traumatic treatment are available in various police stations throughout the province.*
- 3.6. The department should engage the taxi industry and emphasise the importance of transformative imperatives that consider principles of democracy and coexistence as part of resolving pockets of sporadic violence caused by the emergence of splinter taxi groups.*
- 3.7. The department to fast-track and finalise the inception of the new bus subsidies contract.*

4. BUDGET OVERVIEW

The Department of Transport and Community Safety was allocated a total budget of R2,591,387,000 for the 2024/2025 financial year. The Department reported an actual expenditure of R2,516,058,000, resulting in a total under-expenditure of R75,329,000.

The table below provides a breakdown of expenditure by programme:

DEPARTMENTAL BUDGET 2024/2025

Programme	Final Appropriation R'000	Actual Expenditure R'000	(Over)/Under Expenditure
Administration	625 578	595 789	29 798
Transport Operations	964 389	942 963	21 426
Transport Regulations	938 804	917 343	21 461
Provincial Secretariat for Police Services	62 616	59 963	2 653
Total	2 591 387	2 516 058	75 329

DEPARTMENTAL BUDGET 2023/2024

Programme	Final Appropriation R'000	Actual Expenditure R'000	(Over)/Under Expenditure
Administration	610 028	594 078	15 950
Transport Operations	979 722	977 406	2 316
Transport Regulations	866 252	837 544	28 708
Provincial Secretariat for	57 372	55 978	1 394

Police Services			
Total	2 513 374	2 465 006	48 368

5. DEPARTMENTAL PROGRAMMES

5.1. ADMINISTRATION

Purpose: To provide the Department with overall management and administrative, strategic, financial, information technology and corporate support services to ensure that it delivers on its mandate in an integrated, efficient, effective and sustainable manner.

It was indicated to the Committee that the department has nine (9) indicators under this programme, which includes the number of skills development programmes implemented, the percentage of women in SMS level represented in appointments, the percentage of People with Disabilities represented in appointments and the percentage of bids awarded to women owned companies amongst others.

The Committee noted that the Department has met its planned target regarding the implementation of Learnership programmes for the 2024/2025 financial year. The planned target was the implementation of one (1) Learnership programme, and the actual achievement reflects that this target was fully met, with one (1) Learnership programme successfully implemented. This indicates effective planning and execution in the Department's skills development initiatives.

Number of skills development programmes implemented, the Department had annual targets of (five), the annual achievement was at nine (9), making the overachievement by four (4). It was reported that overachievement was due to the extra programmes that were facilitated and funded by the Office of the Premier.

Regarding the percentage of People with Disabilities represented in appointments, it was indicated to the Committee that the Department has exceeded its planned employment equity target for People with Disabilities. The planned target for the 2024/2025 financial year was set at 2%, however, the Department reported an actual achievement of 6%. This increase is attributed to a higher number of qualifying applicants with disabilities who responded to advertised posts during the recruitment period.

The annual target on the amount of revenue collected was planned at R 890, 655 m, the Department overachieved by R892 227 m with the variance of plus R1 572 m. This was caused by the penalties paid for licensing of vehicles and sale of capital assets as result of highest bidders during the auction. The percentage of valid invoices paid within 30 days was planned annually at the target of 100%. The target was achieved. The department's continued positive improvements in revenue collection demonstrate its ongoing success as one of the province's top revenue collectors.

It was reported to the Committee that the percentage of E-disclosure of financial interest was set at an annual target of 100%. There was annual achievement of 100% SMS, 97% MMS and other levels. There was a variance of 3% caused by non-disclosure by four (4) employees. At the time of reporting the Department briefed the Committee that corrective actions have been taken.

Number of ICT Initiatives implemented was planned at a target of two (2). The department achieved one (1) target. The under achievement was due to the scope of refreshing the ICT network infrastructure that was increased due to technological advancement. The percentage of women in SMS represented in appointment showed that only one position at SMS level advertised and filled during the year under review. Percentage of bids awarded to women owned companies was fulfilled by 40% which was the annual set target.

The Committee is concerned with the Department regarding challenge of getting all required categories of employees in disclosing their financial interests, still recurring from the past financial year.

5.2. TRANSPORT OPERATIONS

The purpose of this programme is to plan, regulate and facilitate the provision of integrated transport services through co-ordination and co-operation with national planning authorities, CBO's, NGO's and the private sector to enhance the mobility of all communities particularly those currently without or with limited access. The Committee has noted that the final appropriation budget under this programme was R964,389 million, and the Department utilized R942,963 million.

The transport operations have 4 sub programmes as follows:

Sub-Programme 1: Public Transport Services

The purpose of this programme is for the management of integrated land transport contracts to provide mobility to commuters.

Sub-Programme 2: Operator License and Permits.

The purpose of this programme is the management, approval and control of registering of transport operators and the issuing of all licenses and permits required in terms of legislation.

Sub-Programme 3: Transport Safety and Compliance.

The purpose of the programme is to manage / co-ordinate and facilitate transport safety and compliance in all modes with related to legislation, regulations and policies through pro-active and reactive tactics and strategies.

Sub-Programme 4: Transport Systems

Purpose of this programme is to provide planning for all modes of transport including the movement of goods and passengers to integrate transport and spatial planning.

Number of routes subsidised has a planned annual target of 689 routes, the Department underachieved 688 routes. The Committee was concerned on the variance of one (1) route that was caused by GNT failing to operate all contracted routes. During the 2024/2025 financial year the Department

reported to the Committee that the total number of PRE-Hearings conducted was 65 against a revised annual target of 62. The additional hearing was convened in response to greater demand experienced particularly in the Vhembe District. The Department achieved on the number of subsidized trips monitored by 60 000, which was the annual planned target. The annual target on Phase 1 of Maruleng Local Municipality Intergrated Transport Plans has been completed and achieved. It was reported to the Committee that the procurement of the new susbisized network system has been achieved.

5.3. TRANSPORT REGULATIONS

The purpose of this programme is to ensure the provision of a safe transport environment through the regulation of traffic on public infrastructure, law enforcement, implementation of road safety education and awareness programmes and the registration and licensing of vehicles and drivers.

The transport regulations have the following sub-programmes:

Sub-programme 1: Transport Administration and Licensing.

The purpose is to monitor and control the registration and licensing of all motor vehicles and to render services regarding the administration of applications in terms of the National Road Traffic Act, (Act 93 of 1996).

Sub-programme 2: Law enforcement.

Purpose of the programme is to maintain law and order for all modes of transport by providing quality traffic policing (law enforcement) services as stipulated by relevant legislations. This also includes overloading control along the road network.

Sub-programme 3: Limpopo Traffic Training College

Purpose of the programme is to ensure professionalism in the Traffic environment through formal and informal training.

Sub-programme 4: Transport Safety

The purpose of the programme is to ensure awareness interventions targeting multiple stakeholders including school children with the primary aim of improving road safety. Interventions may include campaigns to spread awareness among people about road safety measures and rules.

Sub-programme 5: Community Safety Promotion

The purpose the programme is to build safer communities by promoting safety programmes, initiatives and interventions through collaborative work with South African Police Services, Department of Education and other stakeholders.

It was reported to the Committee that the Department's programme aimed at reducing road traffic crashes has exceeded its target for the 2024/2025 financial year. The planned target was a 5% reduction in road traffic crashes and related fatalities, while the actual achievement was a 9.67% reduction, reflecting a positive variation of 4.67%. This improved performance is attributed to enhanced law enforcement efforts and increased compliance by road users.

The Committee was informed that Transport Regulations spent R917.3 million or 97.7% against the final appropriation of R938.8 million. An underspending is due to low spending on households which is dependent on the number of personnel who exited the system through death, resignation which is not predictable. There were also delays in the delivery of escort motor vehicles.

The department set an annual target of 600 on the number of compliance inspections conducted, the target was achieved. There was an annual target of 17 495 speed operations conducted, the Department overachieved by 17 661 with the variance of plus 166 caused by more operations conducted due to accidents indicated speed as a cause of increasing accidents. Overachievement was made on the number of vehicles weighed at the annual targets of 650 00, on a weighed number of 783 443 that made a variance of plus 133 443. More vehicles weighed since it is a moving target that is dependent on traffic volumes. The number of drunken driving vehicles operations conducted was at an annual target of 4 000, overachieving by 4 331 with a plus of 331. More operations were conducted during peak periods to

reduce fatalities caused by drunken driving. The number of vehicles stopped and checked were at annual targets of 2 700 000 with the overachievement of 2 669 569. The variance of plus 30 431 was because of a smaller number of vehicles stopped and checked due to bad and unfavourable weather conditions in Quarter 4. Number of pedestrians operations were conducted at an annual target of 1500, 1513 overachieved with 13 more operations that were conducted due to increase in pedestrian fatalities as per statistical report. More awareness interventions were conducted during the Transport month and back to school period. The annual targets on the number of road safety awareness interventions were set at 6 683 with the overachievement of 6 725 and the variance of plus 42. Number of community mobilization awareness campaigns conducted, and number of schools involved in road safety education were also overachieved during the year under review. The formal training implemented in traffic colleges overachieved during the year under review. The overachievement was due to client's needs and expiring of firearm license for traffic officers. Formal training implemented in traffic colleges was achieved. The Committee recommended to the department that whenever the targets are achieved, they should not stop, rather proceed in performing the task.

5.4. PROVINCIAL SECRETARIAT FOR POLICE SERVICES

The purpose of this programme is to monitor police conduct, oversee effectiveness and efficiency of the police service delivery, and assess the effectiveness of visible policing. It also serves to improve relations between the police and the community and liaise with the Member of the Executive Council responsible for policing on matters of crime and policing in the Province.

The major outcome of this programme is to increase the environment for safety within the province while ensuring accountable policing, compliant police services, functional community structures and improved criminal justice.

Of the planned annual targets of 20, the department achieved all targets during the year under review. Amongst other indicators there are number of police stations monitored, heads of components monitored, SAPS specialized units

monitored, SAPS Districts Commissioners monitored. Utilising the National Monitoring Tool, the Department continued to perform its oversight role over 136 Police Stations, 8 specialised units and 7 SAPS garages. Oversight was also exercised on SAPS Compliance with the Domestic Violence Act in 05 police stations. The Implementation of the recommendations of the Independent Police Investigative Directorate (IPID) by SAPS was also monitored. There is generally a shortage of manpower and resources highlighted across all police stations. Filling up vacancies for retired, deceased, as well as promoted police officials takes longer than anticipated. This put a lot of pressure on the remaining officials. Absenteeism and early retirement by the most experienced officials have become prevalent. Vehicle shortage, ageing vehicles and long stays of vehicles at various SAPS garages are dominant in all police stations. With the indication that supply chain processes at the garage lengthened the time for repairing vehicles. The availability of Victim Empowerment Rooms is also critical and should be looked at as well.

The Committee noted that filling up vacancies for retired, deceased, as well as promoted police officials takes longer than anticipated.

6. RECOMMENDATIONS

Having made the above observations and reflections, the Portfolio Committee would like to recommend as follows for adoption by the House:

- 6.1. The Committee recommended that the Department should expand its road safety education efforts beyond schools to ensure broader community outreach. This should form part of the Department's ongoing programmes.
- 6.2. While the Committee commends the implementation of road safety programmes targeting learners, it is recommended that the Department intensifies road safety education at the community level to engage all road users including pedestrians, drivers, and public transport users as part of its ongoing programmes.

- 6.3. The Committee Department should report on the measures taken to GNT regarding the failure to operate on all contracted routes that contribute to the department's underachievement in the next quarter.
- 6.4. Law enforcement agencies should conduct ongoing regular inspections and targeted operations focusing on scholar transport.
- 6.5. The department should bring new strategies and plans to curb road fatalities in the province, which has been reduced from a planned annual target of 5% to reduced target of 9.6% in the 2025/2026 financial year.
- 6.6. Strict penalties should be applied specifically to school minibuses, who compromise learners' safety through overloading, over speeding and unroadworthy vehicles. Law enforcement should be implemented at all times.

7. CONCLUSION

The Portfolio Committee on Transport and Community Safety commends the Department for receiving a clean audit report for the 2024/2025 financial year. It is upon the department to ensure that they sustain their clean audit performance in the new financial year 2025/2026.

To this end, the Committee supports the adoption of this report by the House and reaffirms its commitment to maintaining rigorous oversight to improve provision of safe, reliable and affordable public transport in the province.

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**HON. LEBEA K
CHAIRPERSON: PORTFOLIO COMMITTEE
ON TRANSPORT & COMMUNITY SAFETY**

02.10.2025

DATE