

DEPARTMENT OF TRANSPORT



transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA

15 AUGUST 2024

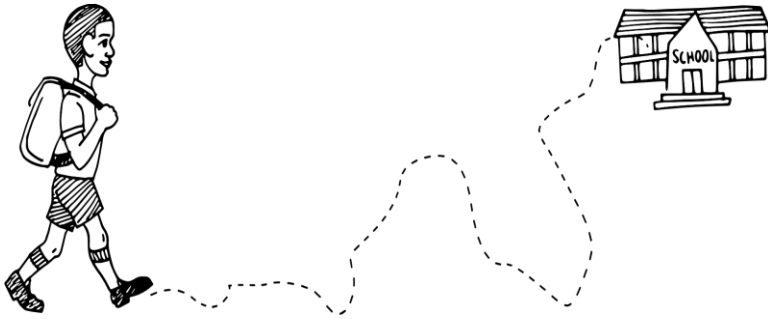


Presentation Outline



- 1. Introduction and Background**
- 2. Policy and Legislative Environment**
- 3. NLTP Performance Context**
- 4. Strategic Issues that require intervention**

Access To School/Education



Distance



SAFETY



Special Needs



Other modes



Introduction and Background

- The National Learner Transport Policy was approved in 2015 by Cabinet
- The vision of the policy: *A safe, reliable and integrated transport service that caters for the needs of learners.*
- In 2018, an evaluation of the National Learner Transport Programme was undertaken to assess the efficacy and the relevance of the programme and policy
- The evaluation findings and recommendations:
 - As policy instrument Programme is clearly **pro-poor**, with a **rural bias**, makes a big difference in lives of learners transported
 - The Learner Transport Programme design is considered relevant and appropriate in terms of national priorities, education and transport sectors context and policy, and institutional environments.
 - Programme eligibility criteria is generally appropriate in terms of beneficiaries' priorities, and is being applied with a measure of variability to learners who live between 3-10 kilometres away from the nearest school.
 - There is some vagueness in the Policy (2015) that does not specifically detail the distance threshold for learner eligibility.

Introduction and Background

- **Scholar Transport/Learner Transport is a function of varied reasons which require short to long term interventions:**
 - Location of schools vs where learners live: **Distance between the schools and households**
 - Availability of public ordinary and appropriate schools where learners stay
 - Parental/Learner choices of schools resulting in private learner transport. Perceived performance of schools
 - Rationalisation and closing of schools particularly in rural areas due to non-viable schools. Teacher/Learner Ratio
 - New settlements and Migration predominately in urban areas. Gauteng as an example

Policy and Legislative Context

- ❑ **Constitution of the Republic of South Africa, 1996**
 - ❑ Section 29(1)(a) “everyone has a right to basic education”
 - ❑ Section 85 mandates the Department of Transport to develop and implement transport policy
- ❑ **The National Policy for an Equitable Provision of an Enabling School Physical Teaching and Learning Environment, 2010**
 - ❑ Section 3 in relation to facilitation of broad-based access, equity and redress
“Where ease of physical access to schools is not financially feasible, proposed alternatives include the provision of transport, provision of hostels, and/or the provisions of special schools”
 - ❑ That’s is the principal Act for the provision of learner transport to learners for the attainment of access to schools.
- ❑ **National Land Transport Act of 2009**
 - ❑ The purpose of National Land Transport Act, No 05 of 2009 and its regulations is “to prescribe national principles, requirements, guidelines, frameworks and national norms and standards that must be applied uniformly in the provinces and other matters contemplated in section 146(2) of the Constitution.
 - ❑ Section 72 provides regulatory environment for the operations

Policy and Legislative Context

❑ **South African Schools Act, 1996**

- ❑ Section 3 of the 1996 South Africa Schools Act 1996 (SASA) provides for a compulsory general education phase for ages 7 to 15 or grade 1 to 9.

❑ **National Education Policy Act, 1996**

- ❑ The Act empowers the Minister of Basic Education to determine national norms and standards for educational planning, provision, governance, monitoring and evaluation. **Geographical coverage of schools/access**

❑ **Intergovernmental Relations Framework Act, 2005**

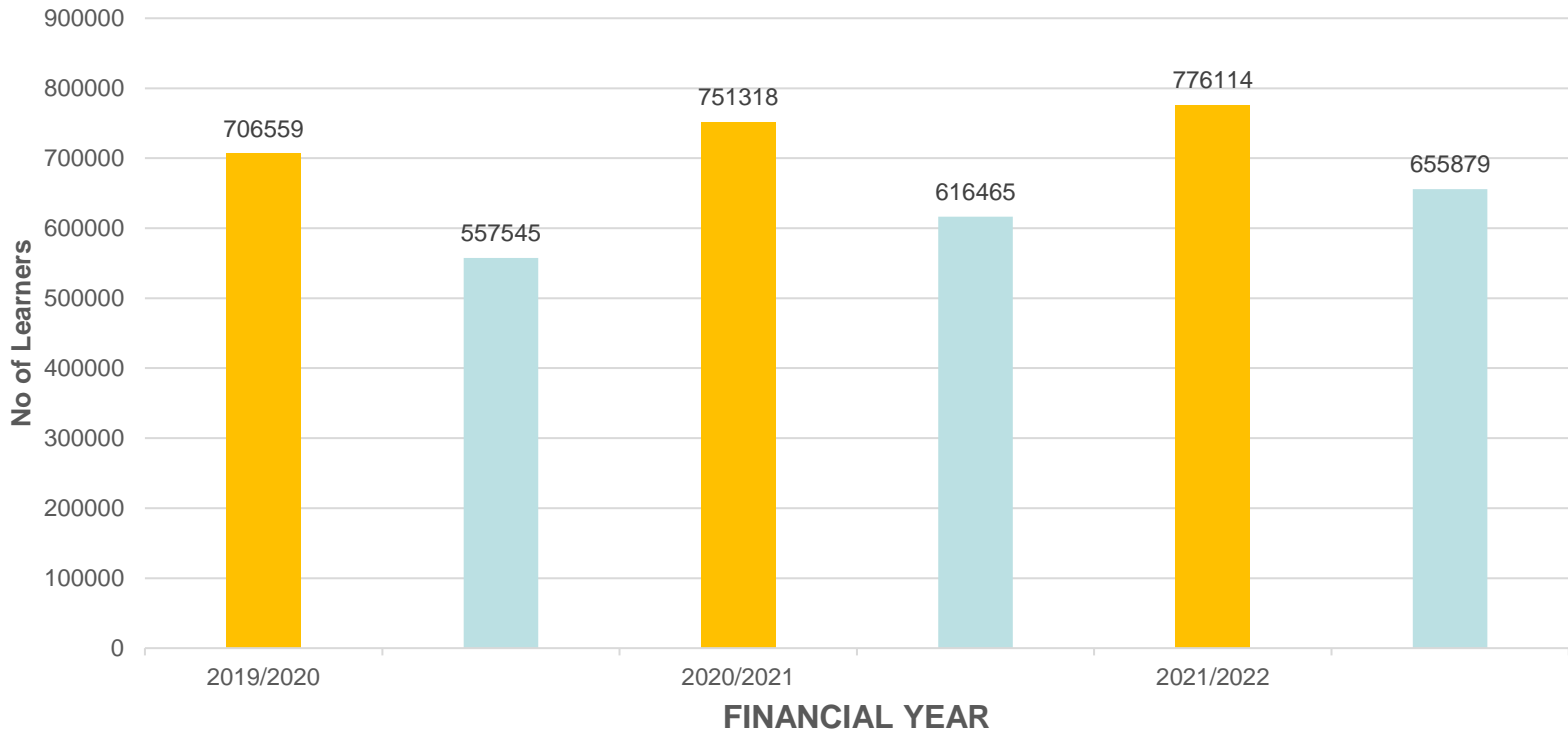
- ❑ Principles of Cooperative Governance

NLTP Performance Context

PROGRESS REPORT: NLTP							2019-2022
Province	2019/2020		2020/2021		2021/2022		
	No. of Learners in Need	No. of Learner Transported	No. of Learners in Need	No. of Learner Transported	No. of Learners in Need	No. of Learner Transported	Average no of learners transported
Eastern Cape	111,127	85567	111127	124727	111127	125423	111906
Free State	10,612	8249	12045	8049	9808	8640	8313
Gauteng	142,895	153942	161375	160439	177010	170889	161757
KwaZulu Natal	176,156	58908	179318	62070	179318	73650	64876
Limpopo	42674	38000	64772	48212	64772	59938	48717
Mpumalanga	60629	63000	63000	62996	62996	62996	62997
North West	72210	65120	72210	63636	82050	64450	64402
Northern Cape	27256	24544	27256	24559	27256	26431	25178
Western Cape	63000	60215	60215	61777	61777	63462	61818
TOTAL	706559	557545	751318	616465	776114	655879	609963

NLTP Performance Context

2019-2020 Demand and Progress



NLTP Performance Context

Learners Transported during 2023/24 Financial Year												
PROVINCE	NEEDS		TARGET			Annual Progress						
	No. of Learners in Need	No. of Schools in Need	No. of Learners Targeted	No. of Schools Targeted	% of Learners Targeted	No. of Learners Transported in Q1	No. of Learners Transported in Q2	No. of Learners Transported in Q3	No. of Learners Transported in Q4	No. of schools	% Learners Against the Target	% Learners Against the Need
Eastern Cape	137272	1127	103000	1044	75%	125004	124421	124615	85376	1,004	83%	62%
Free State	8431	147	8431	147	100%	9053	9958	9442	10296	147	122%	122%
Gauteng	217664	690	200750	644	92%	205752	206219	206219	206219	649	103%	95%
KwaZulu Natal	237066	1571	62000	423	26%	74375	74359	74359	77369	433	125%	33%
Limpopo	72480	568	64907	538	90%	65871	67382	67429	64907	538	100%	90%
Mpumalanga	73722	353	72809	336	99%	72809	72809	72809	72809	336	100%	99%
North West	63708	418	58979	340	93%	57907	57907	51119	53819	343	91%	84%
Northern Cape	26783	278	26286	269	98%	26539	26776	26967	27009	272	103%	101%
Western Cape	63820	483	63820	483	100%	66383	67222	67217	67425	495	106%	106%
TOTAL	900946	5635	660982	4224	73%	703,693	707,053	700,176	665,229	4,217	101%	74%

NLTP Performance Context

- There has been a steady improvement with the learner transport performance programme from over **557000 learners being transported in 2019 to 706 000 in 2023 in 4204 schools nationally with a budget of R4,9 billion.**
- The NLTP is monitored by provinces and operators are contracted to government to provide services
- However the programme only focus on the subsidized learners in terms of the policy.
- Private learners transport still experiences with regard to road safety and non-compliance of the road safety regulation.

Strategic issues for Intervention

1. Eligibility Criteria for beneficiaries of learner transport

“fair and non discrimination in the selection of learners. The criteria that is clear and applied consistently in all provinces” “Amendment of the National Learner Transport policy with clear criteria for the inclusion of learners into the NLTP.”

2. Inadequate Access to Transport and Schools

“How to ensure that every eligible learner has access to transport and schools”. Secure ring-fenced funding for learner transport and explore other intervention including development of hostel in areas where learner transport is not sustainable”

3. Safety and security of learners when transported

“provision of transport in a safe and secure environment. Ensure that there a measures to address road fatalities, injuries, accidents, violence.

Strengthen law enforcement and implement road safety advocacy campaign with specific focus on learner transport operators, learners, schools, parents and SGBs”

4.

Strategic Issues that require Intervention

4. **Mainstreaming and inclusion of learners with disability into the NLT Programme**

“Inclusiveness and Non Discrimination based on disability” Prioritize the transportation of learners with special needs in the planning, funding and implementation of the NLTP”

6. **Funding and Programme Sustainability**

“ programme costing, remunerations models and efficiencies” Development of costing and remuneration guidelines/norms and standards to guide provinces in the costing, funding and remuneration of learner transport operations”

7. **Effective Monitoring and Enforcement of Transport regulation**

“ NLTA and Road Traffic Regulation compliance by operators”

THANK YOU!