



**TRANSPORT MINISTRY
REPUBLIC OF SOUTH AFRICA**

**ADDRESS BY THE MINISTER OF TRANSPORT, MS SINDISIWE CHIKUNGA (MP):
MINISTERIAL OVERSIGHT VISIT TO NORTH WEST PROVINCE ASSESSING STATE OF
ROADS IN THE PROVINCE AND ENGAGEMENT WITH THE PREMIER:**

24 JULY 2024

- **Programme Director**
- **Premier of the North West Province, Mr Nono Maloyi,**
- **MEC for Public Works and Roads, Mr Gaoage Oageng Molapisi**
- **MEC for the Community Safety and Transport Management, Mr Sello Lehari.**
- **Executive Mayor of Bojanala District Municipality**
- **Executive Mayor of Mahikeng Local Municipality**
- **Executive Mayor of Ngaka Modiri Molema**
- **District Municipality: Cllr Pinkie Nthibane Mokoto**
- **Members of SALGA**
- **MMCs Present**
- **Director General of the National Department of Transport, Adv. James Mlawu**
- **Deputy Director General for Roads, Mr Christopher Hlabisa**
- **Chairperson of the SANRAL Board, Mr Themba Mhambi**
- **CEO of SANRAL, Mr Reginald Demana**

1. INTRODUCTION

We wish to extend our warmest gratitude for the Province's accession to our request to join minds and find solutions to the road transport challenges we face as a nation generally and in this instance for the community of North West Province particular.

As the Honourable Premier may be aware, since the advent of the new democratic dispensation, the South African Roads Authorities across the three spheres have been experiencing various challenges relating to the continuous deterioration in the condition of the road due to three main factors:-

- Poor Road Maintenance:
- Aging infrastructure (roads have basically exceeded their design life)
- Inadequate funding to sustain the current (provincial and municipal) roads.
- Dearth of technical capacity and silo planning mentality

1.2. Over the past decade, the South African economy has been experiencing stagnation that put a strain in the efforts to tackle the historical structural inequalities, unemployment and poverty. There is a consensus amongst the social partners that there should be a substantial structural change in the economy that would unlock growth and allow for development. Government's conviction is that there should be a massive mobilisation of available resources and efforts in economic activities that will put the economy in a sustainable recovery trajectory.

1.3. The 2023/24 (post Covid-19) financial year is not just another year, but one that is very significant in which the country begins to fold the life of the 6th Administration by ensuring that Government restore basis social services, brings hope to

members of society that vulnerable and destitute through improvement in service delivery. This is the opportunity the 6th Administration cherishes as a vehicle to leave behind a sustainable legacy of service delivery.

- 1.4. The tasks we share as Government should be to accelerate service delivery, implement infrastructure development and maintenance programmes that will enable massive employment, enabling economic and social activity in ways that must will eradicate poverty and drastically reduce wealth and income inequality.
- 1.5. Throughout this period, we have committed to promote industries that must create jobs and contribute to the operative Economic Recovery and Reconstruction Plan, (ERRP) to which we are enjoined severally and jointly in our roles in government.
- 1.6. The development and maintenance of enabling economic infrastructure that must respond to the transport needs of a recovering economy remains our shared responsibility as spheres of government even in the context of the separation of our various functions as prescribed by various legislative instruments.

2. BACKGROUND AND PURPOSE OF MEETING

- 2.1. Honourable Premier, the poor state of roads at provincial and municipal levels was deliberated upon during the extended Cabinet meeting of 27 January 2022, wherein it was resolved that the Department of Transport, through SANRAL, takes the lead and immediately prepare a Cabinet Memorandum, a Presentation and Discussion Document on how the Department will intervene where Authorities are finding challenges to carry out their constitutional mandate of providing adequate Road Maintenance Services on their networks. The resolutions were that:-

- a) The fixing of potholes be prioritised and addressed as a national Project;

b) Local expertise be employed and where feasible this project be used to develop skills; and that the paving of rural roads be approached as community projects.

c) The Department of Transport was then mandated to:

1 put together a concept document and an implementation plan with a funding model for direct national intervention in the urgent high priority project to fix potholes, general road refurbishment and improvement of provincial roads.

2 To move swiftly, by working with all appropriate stakeholders in public and private sector and other identified potential partners to improve the condition of roads

2.2. The primary purpose/objective is to strengthen the national oversight mandate which is mandated by the Constitution and the National Land Transport Act, the DORA and PFMA, which amongst other require financial management accountability measures on budgets transfers allocations. Equally, the delivery model of this program should be designed to unlock job creation opportunities through labour intensive methods.

2.3. The model should not be based on incorporation 'contractor development programme' as a conduit or platform through to address pothole challenges. Employment of the human capital and workforce in this program should be through direct employment (contract or short-term) by government and not through emerging contractors or third parties.

2.4. The Department has commenced with all the necessary spade work to put this program together and be ready for its roll-out. This included the convening all the appropriate stakeholders for consultations based on a concept document, implementation

plan and proposed funding model which the Department has developed.

3. DISCUSSION

3.1. Poor state of roads

3.1.1. During our meeting with His Excellency, President Ramaphosa in early June 2023, the deterioration in the condition of the South African roads was acknowledged. This observation has been followed, not for the first time by the President with the recommendation that we schedule urgent engagements with all Premiers to discuss plans by the respective Provinces for implementation of the S`hamba Sonke and Vala Zonke programmes.

3.1.2. Since the challenge of road maintenance and rehabilitation at provincial and local spheres has reached national crisis levels; we have resolved to conduct Ministerial visits across the nine Provinces of South Africa.

3.1.3. The primary objective is to strengthen the national oversight mandate which is mandated by the Constitution and the National Land Transport Act, the DORA and PFMA, which amongst other require financial management accountability measures on budgets transfers allocations.

3.1.4. To this end, we requested an urgent official meeting with the Premier, MEC for Community Safety and Transport as well as MMCs responsible for road infrastructure and maintenance in the all Districts in the North West; officials and other critical and relevant stakeholder(s) the Premier may wish to attend the meeting. We request the Province to prepare a presentation which will cover the following areas:

- The state of paved and un-paved Provincial Road network.

- The length and state of gravel road network.
- The length and state of un-proclaimed road network.
- Provincial VCI and GVI average.
- Overview of 10 Year Past Performance of Provincial Roads Maintenance Grant (PRMG), this must be inclusive of expenditure, under-expenditure, current conditions of roads maintained through the PRMG from inception to date.
- Primary and secondary road network planned to be handed over to the Department of Transport for SANRAL to rehabilitate and maintain.
- Progress report on the implementation of Operation Vala Zonke, and tracking of all maintenance repairs, including potholes.
- Report on road inventory submitted to the central data repository.
- Commitment to the implementation of Strategic Infrastructure Projects (SIP)
- Rural Road Programme (SIP 25)
- Rural Bridge Programme (SIP 26)

3.1.5. This has been recommended in order for us to highlight challenges facing Provinces in the implementation of these programmes. Our role is the strengthening of the Department's oversight role on all Authorities charged with the responsibility to provide and maintain road infrastructure to ensure improvement in the quality of the road infrastructure. The briefing I received from the National Department of Transport refers specifically to the Department's response to the National Overall Summary: State of Roads in South Africa as per Cabinet Retreat of 31 May – 01 June 2023 directives. The briefing also outlined the oversight role by the Department over Road Authorities, namely, Provincial and Municipal Roads Authorities.

3.1.6. The presentations made by the Province here today therefore serve to give a broader understanding of the Province's specific challenges that, together with the wider briefing by the Department gives a picture of the urgent tasks ahead of us in this Province. I would therefore like to highlight few areas where the Province is failing to meet delivery on its constitutional mandate with the view to find a common cause and together strive to make improvement on service delivery, these areas include

3.2. S'hamba Sonke and Vala Zonke Programmes

3.2.1. The S'hamba Sonke Programme is an implementation support strategy funded through the Provincial Road Maintenance Grant (PRMG), a conditional supplementary allocation that calls for continuous intervention and innovation by Road Authorities to address this "Government priorities"

3.2.2. These priorities include introducing people driven maintenance methodologies that are specifically designed to create jobs, support enterprise and co-operatives development, improve the standard of maintenance of the road network and support Rural Development.

3.2.3. Based on the ten (2013/24 to 2022/23) year PRMG analysis report provided by my Department, it is very unfortunate to be informed that the Province has been failing to spend all the allocated funding on the grant, and instead, appearing to be performing above average year-on-year, however funds have been rolled over consistently over the years as follows:-

- 2018/19: R355million rolled over
- 2019/20: R296million rolled over
- 2020/21: nothing rolled over here
- 2021/22: R382million rolled over (R222million approved, Province has already journalised)

3.2.4. I have also noted that the Province recorded the 10-year average of 84.6% while the national average was sitting at 90.5%. I have also informed that for the financial year 2019/20: more than 100% expenditure recorded, over national average of 99% (the Province Reported 71% of expenditure as capital – R995million to Design, feasibility, site handover to contractor and Project Initiation). During 2020/21: More than 100% performance over national average of 99% (NB: Reported 30% of expenditure is capital - R371million to Design, feasibility and Project Initiation)

3.2.5. The current equitable share allocation is by far lower than what's needed (rand for rand match) to meet the grant and current commitments, I however noted with serious concern the application for the BFI by the Province consolidated 39 road projects across all district municipalities of the North West adding up to a total of 1 515km of road length within the Province to the valued at R12 999 708 280.00. We are confident that this will significantly contribute towards improving the condition of provincial roads that are currently in a very poor state and My Department fully supports this funding initiatives that will cover rehabilitation, widening, and upgrading from gravel to surface standard road projects in the Province alongside with Province such as Mpumalanga, Limpopo and Western Cape.

3.3. Pothole repair: Vala Zonke

3.3.1. In response to Cabinet Directives to address the Fixing of Potholes as a National Programme, the National Pothole Repair Programme is approved in line with Presidential Economic Retreat Resolutions of 31 May – 1 June 2022. The Transport MINMEC of 1 August 2022 adopted an intervention plan - to address potholes and general road refurbishment and improvement. Operation Vala Zonke was launched on 08 August 2022 by the national department inclusive of Provinces. Through this process, the Integrated Transport Information System (ITIS)

was availed to all Road Authorities for the provision of Centralized Repository and Asset Management Services. A centralized Mobile Pothole Reporting APP that enables the public to report potholes wherever identified on any road was also developed. The Plan envisaged having a central platform and using an automated system to: (a) Allocate a complaint, (b) track progress, (c) identify and resolve delays, (d) intervene (provide support) to address service delivery and (e) provide feedback to the public using the APP.

3.3.2. Honourable Premier, information received since the launch of operation Vala Zonke in August shows lack of progress in reporting potholes, due to poor quality data submitted by Provinces and District Municipal Road Authorities into the SANRAL ITIS. To date, a total of 335 561 m² potholes were reported to be fixed nationally, based on data received from 6 Provinces during the first quarter of 2023/24 of which 53 211 is from the North West Province. This is a clear commitment by the Province in rolling out the programme to fix potholes.

3.3.3. Premier, you may also recall, that during the recent PCC meeting, the Honourable President directed that a 3-month programme be prepared to inform the urgent need of a Ministerial visit to Provinces to discuss the current state of roads, progress made to establish challenges facing the Province. This is therefore brought to this meeting with the purpose of strengthening the national oversight intervention on budgetary transfers and allocations through the DORA and PFMA.

3.3.4. To accelerate Operation Vala Zonke, there is need for to further engage various relevant stakeholders at political level hence this meeting, to ensure a joint efforts are put in place with additional interventions, to achieve the desired results in line with resolutions of Presidential Coordinating Council (PCC), wherein

the Department was directed to intensify interventions for the next three months.

3.4. Roads War Room Establishment

- 3.4.1. As presented to the Cabinet Committee, My Department and SANRAL created the “Roads War Room”, wherein highly technical professionals will be pulled together from the sector with additional individuals co-opted from community-based organisations, non-governmental organisations, municipalities, business and other stakeholders depending on the nature of the project a project team that will work together to resolve critical service delivery issues in a timely manner. This initiative will create an environment wherein Information is collected by a system of ‘ITIS’ Authority App for tracking, allocating and tracing government interventions on queries reported during which members of the community are expecting urgent Government intervention.
- 3.4.2. The War Room will ensure that service delivery/infrastructure related data is available and shared with all stakeholders during engagement/de-briefing to ensure a well-coordinated and integrated approach on interventions to meet community’s needs. The War Room will be fully functional by 31 July 2023, shall have a dedicated call centre team to focus on tracking and tracing of potholes reported, investigating delays and facilitating support, including monitoring of the following: acceleration of Operation Vala Zonke sub-projects - (a) Road maintenance, [provincial and municipal] (b) Rural Roads, (d) Block paving, (e) use of Nano Technologies, (f) Welisizwe Rural Bridges, (g) Skill Development and Job Creation, (h) Private Sector support.
- 3.4.3. To ensure uniformity and standardization in dealing with road related matters, Provinces will be required to nominate individuals with the requisite skill sets to deal with all challenges to be

deployed at the War Room to ensure timeous solutions are provided to roads problems as a way of improving service delivery backcross the country.

- 3.4.4. All deployed representatives will engage daily with road authorities and meet monthly (physically and/or virtually) at the War Room, to assess progress and make decisions on challenges experienced by any Province or Municipality. The officials are tracking and tracing the repairs of potholes, identifying causes of delays and assisting with the coordination of deploying maintenance intervention teams to assist road authorities.

5.3. Transfer of Strategic and Primary Road network to SANRAL

- 5.3.1. On Strategic and Primary Road network, a maximum of 35,000 km of strategic and primary road network has been identified for transfer to SANRAL. To date, a total of 23,559 km has been transferred to SANRAL SINCE 2003 with the following still to be transferred: Eastern Cape = 0 km, Free State = 2819 km, Gauteng = 716 km, KwaZulu Natal = 2 662 km, Limpopo = 0 km, Mpumalanga = 1 302 km, Northern Cape = 868 km, Northwest = 216 km and Western Cape = 2 305 km. Following the completion of roads transfers, SANRAL will have an expanded mandate of managing about 35 000 km of road network.

- 5.3.2. of the 216km of roads identified from the North West Province, on four portions of the N12 road traversing through the towns of Potchefstroom (J B Marks Municipality) 9.4 km, Klerksdorp (City of Matlosana) 9.2 km and Wolmaraanstad (Maquassi Hills Municipality) 2.19 km were transferred to the South African National Roads Authority Limited (SANRAL) in 2022, with the following provisions that:

- the development of the N12 should not include the building of a bypass roads which will have a potential to diminish business activity in the affected towns;
- a memorandum of understanding should be entered into to capture the specific kilometres of road to be transferred on the portions of the N12 National road; and
- the transfer of the N12 should be finalised first and the rest of the other roads will then be considered.

5.3.3. The Premier also indicated that in terms of the resolution, the Provincial Government would like to enter into a Memorandum of Understanding with the Department and the South African Roads Agency Limited to ensure that all details of the resolution and agreement are captured therein in terms of Section 40(2)(a) of the SANRAL Act 07 of 1998.

5.3.4. The request by the Premier has been reviewed and the department concur with the conditions put forward. To this end, the identified sections of N12 roads, namely Section 14, 15,16, and 17 in the North West Province for declaration as National Road network.

5.3.5. The advantage of these transfer of roads will enable SANRAL to reprioritise its existing non-toll budgets for immediate maintenance of these roads. For example, 3,366 of the 33,920 potholes reported are on roads identified to be transferred to SANRAL. These transfers will enable Provinces to reprioritise existing human and financial resources to smaller road networks.

5.3.6 Ongoing engagements are in progress to solicit a positive response from Provinces to transfer roads. At this stage, Limpopo and Free State has provided a list of roads for consideration and a formal response is awaited from the Premier. KwaZulu Natal and Mpumalanga Provinces indicated that they are reviewing and verifying the list of Roads and will submit by end of July 2023.

5.4 New NANO material technologies

- 5.4.1 In 2013 over 10,000 km of existing gravel roads were identified with daily traffic volumes above 300 vehicles per day, which is the traditional economic threshold to warrant the surfacing of a gravel road. The surfacing of roads using Nano technologies is estimated to cost R10 million per km, translating into R100 billion budget need. The technologies have the potential to reduce the surfacing costs by 50 %, from R10m to R3 million per km, which is a major reduction to R100 billion required.
- 5.4.2 Road surfacing is forecasted to generate R 290 billion in road user cost savings with a 572% return on investment. Nano technology has been incorporated and adopted by the Committee of Transport Officials (COTO) as a standard for “Upgrading of Unpaved Roads” released in December 2022. To date, 695 practitioners participated in awareness workshops on TRH 24. To accelerate the use of Nano. Authorities were requested to identify projects suitable for piloting on this technology, especially on projects funded through PRMG. SANRAL has approved seven (7) projects, with a total length of 180 km, to be implemented during the 2023/24 financial year, using the TRH 24 design.
- 5.4.3 Provinces will implement additional projects to demonstrate the use of technology, following engagements between the Minister and Premiers, including additional engagements between the Director - General and HODs. Both the Gauteng and Limpopo (Zebediela in March 2023) recently completed upgrading of gravel roads to paved standards. Free State, Mpumalanga, North West and Western Cape Provinces provided lists of roads for the application of the Nano technologies as a pilot and the request are with SANRAL for consideration and further assessment.

- 5.4.4 In addition, prioritisation and implementation model and budget were determined for resealing of the paved network to improve the overall state to at least 75%, using labour-based Nano slurry solution. This intervention will be ramped up after the budget adjustment and approval process in October 2023.

5.5 Upgrading (surfacing) of gravel roads, including the use block paving

- 5.5.1 As part of the contribution for construction / upgrade of 685 kilometres of rural roads in the next three years through the social enterprise programme for 2023/2023, Provinces committed to 305km as follows: Free State = 26km, Gauteng = 5.3km, Limpopo = 112km, Mpumalanga = 16km, Northern Cape = 38km, North West = 86km and Western Cape = 24km.
- 5.5.2 The use of interlocking paver is found to be robust, cost effective and long-lasting, requiring minimal maintenance with a potential to create more jobs as they utilise labour intensive methods of road construction and maintenance. Projects that are currently under construction are between Settlers Limpopo / Mpumalanga border, Marapyane in Nkangala District in Mpumalanga, and Khubvi road in Vhembe District. Mpumalanga Province projects in Thabekhulu, Thembisile Hani and Mathibela village, Bushbuckridge at in the Ehlanzeni District of Mpumalanga , including the Develtdt in the Madibeng Municipality and Molatedi (110 km away from Sun City Resort) in Moses Kotane local municipality in Bojanala Platinum District Municipality of North West Province.

5.6 Private sector involvement

- 5.6.1 South Africa, like most African countries is faced with substantial challenges to meet the needs for road maintenance, rehabilitation and construction through public financing. This underfunding (budget constraints especially at provincial and

municipal level) problems are not likely to be solved completely without increased participation from private sector investors.

- 5.6.2 To address budgetary constraints on roads, the Department in collaboration with road authorities, private sector and industry stakeholders, relying on road network and with Corporate Social Investment programmes in place to be approached for involvement through partnerships to find solutions for road transport challenges.
- 5.6.3 Achieving private sector involvement in financing, provision and management of roads requires specialized legal and institutional frameworks, public sector expertise, advisor support and sustained political commitment. This partnership is already in Limpopo through the Mining houses (companies) that partnered with the Roads Agency Limpopo in the Greater Fetakgomo Tubatse municipality in the Sekhukhune District. This was witnessed during the Ministerial site inspection of the Steelpoort Steel bridge during the Presidential Imbizo of 14 July 2023. The Department held a high-level meeting with industry stakeholders for buy in regarding their involvement in supporting Government of roads programme including adopt a road programme.

5.7. Corporate Social Responsibility (CSR)

- 5.7.1. To enable various private companies to make donations towards the maintenance and upkeep of roads through their Corporate Social Responsibility and claim that for BEE Scorecards and obtain Tax deduction for such donation. It is recommended that formal Section 18A applications be made to SARS Commissioner for approval under section 18A to issue section 18A receipts obtained from SARS. SANRAL has made Pilot section 18A application to SARS Commissioner. SARS hearing of application on 19 June 2023, additional information requested.

- 5.7.2. Insurance companies currently assisting Johannesburg Roads Authority on certain corridors and opportunity to expand the partnership nationally exist. South African Insurance industry has been engaged to facilitate this.

5.8. Adopt-A-Road Program

- 5.8.1. This program will provide an avenue for individuals, organizations, or businesses to help maintain sections of roads as volunteers or to hire a maintenance service provider to perform the work on their behalf. Road adoptions will typically span up to 5 km for period of between 2 and 5 years. The relevant Authority will also erect a Adopt-A-Road sign within the adopted road to acknowledge the adopters.
- 5.8.2. Draft Legal Comments obtained related to Road Traffic Act Amendments Required to address matter of volunteer public liability. Draft Adopt a Road MOA finalised. Western Cape MEC approved for the RA to pursue this initiative. Certain mining houses and road freight operators already expressed interest in initiative, but require section 18A tax certificates. Provinces require to identify roads and the possible stakeholders. NDoT will assist with the engagements.

5.9. Performance Based Maintenance Model

- 5.9.1. To accelerate the implementation of much needed road maintenance and improvement projects in the short term (3 years) through effective gearing of government funding over 10 to 15-year period. This will result in the benefits of well-maintained infrastructure been realised within 3 years, instead of 10 to 15 years it would have taken under normal government funding.
- 5.9.2. The principle of entering into “long term contracts” is supported by National Treasury in DORA, and has to be pursued

via the “Borrowings Committee”. The Roads Authority has to be met predefined criteria and comply to conditions set by National Treasury. Similar approach and practice is being undertaken by the Northern Cape Province as seen with the

5.10.The Adopt-A-Road Program

- 5.10.1. The Adopt-A-Road Program is being pursued to provide an opportunity for organizations and businesses to help maintain sections of roads as volunteers or hire a maintenance service provider to perform the work on their behalf.
- 5.10.2. Engagements completed with the Citrus Growers Association, Forestry South Africa, Cane Growers Association of South Africa, AGRIS South Africa. Engagement with Minerals Council of South Africa and SA Collieries Association (representing the Road Freight Coal Hauliers) will be concluded during July 2023. To enable private companies to make contributions towards the maintenance and upkeep of roads through Corporate Social Investment (CSI) and claim Tax rebates for BEE Scorecards with Tax deduction for such donation. A Section 18A application was made to SARS for approval, to issue section 18A tax certificates. These donations can be used to augment the available budgets for pothole repairs. The matter is under review by SARS and all additional information was submitted in June 2023. Once approved, Authorities will be assisted in their applications to SARS.
- 5.10.3. A standard Memorandum has been developed for use by the Road Authorities, to partner with the private sector and implement this initiative. Various Provinces have submitted roads for the Adopt A Road initiative. All existing partnerships in the various Provinces are being formalised under the Adopt A Road partnership. In addition, partnerships are being pursued in the Free State Province, Mpumalanga, Limpopo and North West

Provinces for the Roads R57, P9/5, R57, R82 and R707 (Senakal).

5.11.Welisizwe Rural Bridge programme

- 5.11.1. The Department, in collaboration with Department of Public Works & Infrastructure (DPWI) and South African National Defence Force (SANDF) are implementing a total of 96 bridges per annum over 3 years funded through PRMG. Assessment were completed in 6 Provinces and work in in progress with constructing 22 bridges.

5.12.Job Creation and Skills Development

- 5.12.1. Through the implementation of road projects, SANRAL has achieved 11 336 of the planned 12 000 Full Time Equivalent (FTE) Jobs and 275 persons are undergoing practical experience to complement their under-graduate studies. In addition, 154 bursaries and 275 scholarships were awarded by SANRAL.
- 5.12.2. To upscale this initiate at Provinces, the countrywide database of unemployed graduates has been obtained from the Construction Education and Training Authority (CETA) and forwarded to Road Authorities to structure and design projects to create opportunities for these unemployed graduates.
- 5.12.3. A dedicated project team has been assigned to facilitate this process, in consultation with CETA, to have the first team join the programme by October 2023.

5.13.Planning

- 5.13.1. Assistance to Road Authorities, with registration on the Integrated Transport Information System (ITIS) and Centralised Road Authority Reporting APP is being intensified to complete the network verification, data upload, the digital spatial map, road classification processes and finalise the assignment of administration roles and responsibilities to Road Authorities. South Africa currently has no single digital transport master plan, although some localised digital plans exist in various

metropolitan authorities, these tend to be totally outdated and not integrated.

- 5.13.2. National Transport Masterplan (NATMAP) provides a footprint for infrastructure development, coordinating upgrading of existing or building of new roads in the most economical way.

5.14.Value for money is affected by lack of coordinated planning and budgeting

- 5.14.1. We must all see value in the resources we allocate towards desired improvements in implementation of our various mandates within government. We might share a common belief that the challenges we see on the road network infrastructure across Provinces are expressive of a lack of coordinated budgetary, planning and operational efficiencies linking us all across the three spheres regarding road governance.
- 5.14.2. Poor quality road infrastructure remains not only an eye sore, but immediately reminds one of the injustices meted on those wishing to travel safely for various social and economic needs, the accomplishment of which depends, in large part, on properly accessible, safe and generally enabling road infrastructure.
- 5.14.3. Honourable Premier, I think it is important for all of us as the custodian of the roads in the country that we strengthen the monitoring component of road programmes to ensure value for money. Of concern to me is that despite the fact that there are systems and tools for monitoring infrastructure programmes, we continue seeing roads being left (abandoned) uncompleted with the companies contracted continue receiving tenders worth millions from the same Government.

5.14.4. I would like to urge the Province to really pay special attention to those companies that scored millions from Government and continuously fail to complete road projects in especially those around Brits and in Rustenburg and to ensure that where possible, such companies are blacklisted from conducting business with the state.

CONCLUSION

Let me thank all that have been able to be a part of this meeting, hoping truly that we have lit up our path towards effective implementation of the resolutions we have collectively arrived at.

We hope that the representations we have made as the National Department and the various presentations delivered by the Province and the robust discussions on solutions thereto have certainly opened our minds to greater collaboration if we must adequately improve our road network in this Province.

To that, we have committed ourselves.

I thank you all.