

**OPERATION VALAZONKE –
STATUS QUO_15 JULY 2024**



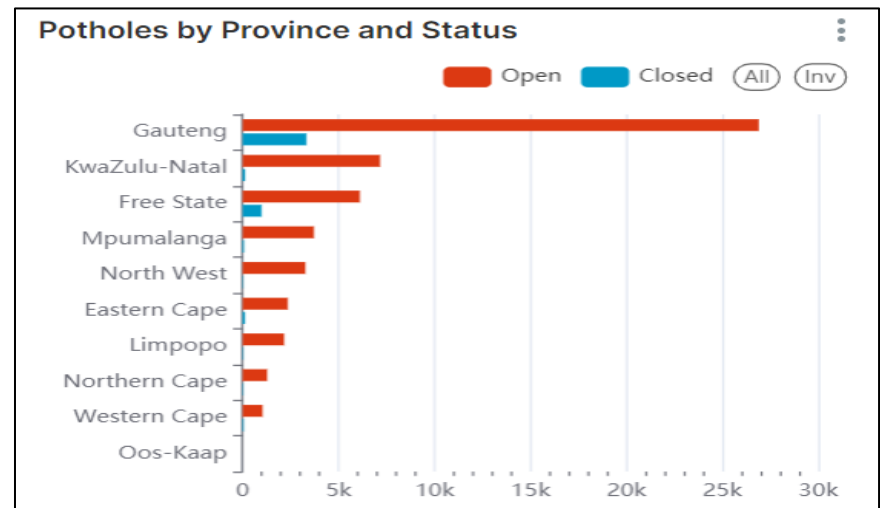
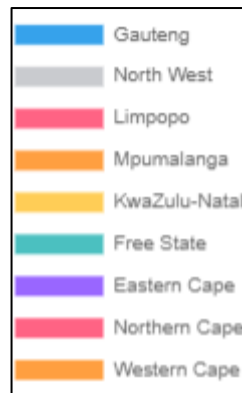
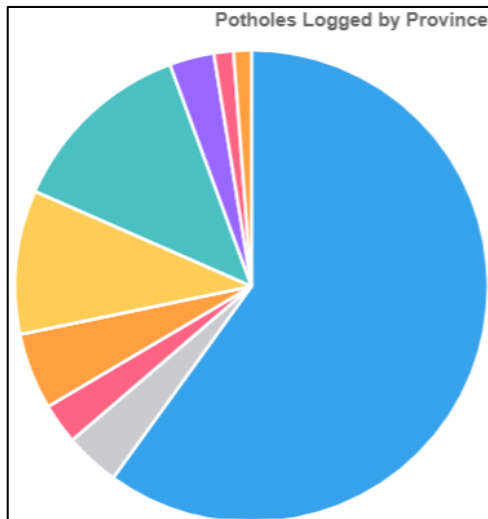
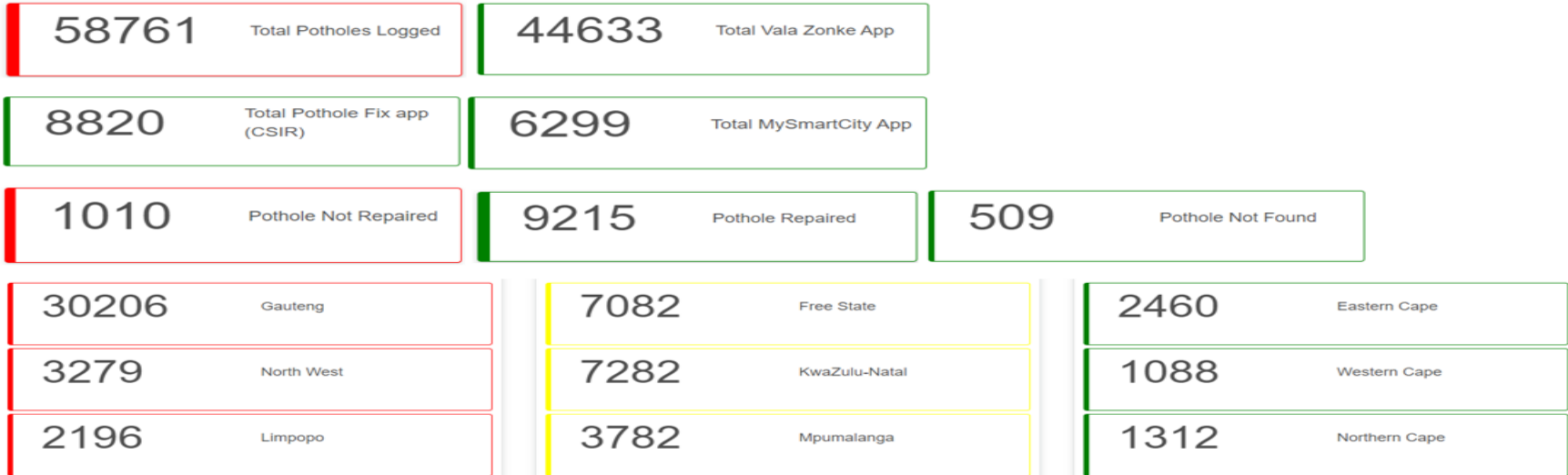
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REPORTED POTHOLES

Below is the total number of reported potholes by Province for period 08 Aug 2022 – 12 July 2024 on the Public Pothole Reporting App (Vala Zonke), MySmart City and Pothole Fix GP Apps.



REPORTED POTHOLES BY ROAD AUTHORITY

- From the below table, 42 666 potholes are unaccounted due non submission of roads network of TMH18 data from authorities which hinders the automation of pothole allocation.
- None submission of TMH18 data also hinders the allocation of pothole work orders being assigned to the correct authority for verification.

Province	Total Count	Road Authority				
		Provincial	SANRAL	Metro	Local Municipality	Unaccounted
ECP	3450	880	167	0	166	2237
FSP	14016	9564	761	0	706	2985
GTP	31940	3322	392	8	1061	27157
KZN	10888	5122	230	83	787	4666
LPP	4067	1785	670	0	1006	606
MPP	6561	3436	582	0	1287	1256
NCP	785	125	100	0	252	308
NWP	4277	799	668	0	560	2250
WCP	1429	96	13	0	169	1151
Unaccounted	181	99	16	0	16	50
Grand Total	77594	25228	3599	91	6010	42666

TMH 18 – POTHOLE ALLOCATION

Current Status

- The below 10 authorities are yet to submit usable shapefiles and their re-submissions have since been declined.
- 5 Metro's have submitted their data however their shape files are still unusable and have been rejected.
- No Metro's data is uploaded on the LRS system for automation of pothole allocation
- Joe Gqabi District has not submitted any data to-date.
- All Province's have submitted their with only two submitting 100% of their shape files: Free State and Northern Cape

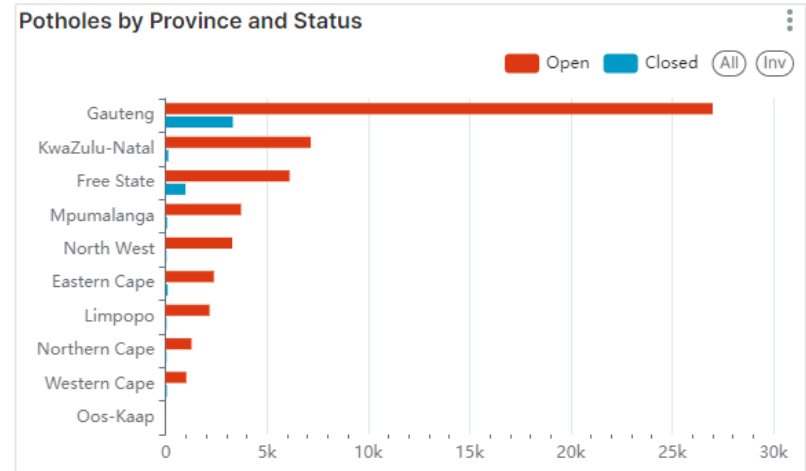
Authority	Condition of new dataset	Status
LP_Sekhukhune	No GIS files or supporting files	Rejected
FS_Lejweleputsa	No GIS files or supporting files	Rejected
FS_Thabo_Mosanyana	No GIS files or supporting files	Rejected
EC_Joe Gqabi	No data received	Rejected
EC_Chris Hani	No data received	Rejected
EC_OR Tambo	No data received	Rejected
KZN_Umzinyathi	No data received	Rejected
KZN_uThukela	No data received	Rejected
KZN_Ilembe	No data received	Rejected
NW_Ngaka Modiri Molema	No data received	Rejected
NC_Pixley Ka Seme	No data received	Rejected

Metro	Condition of new dataset	Status
Mangaung	No data received	Rejected
Ekurhuleni	No data received	Rejected
City of Johannesburg	No data received	Rejected
City of Tshwane	No data received	Rejected
eThekwini	No data received	Rejected

- Provincial potholes of Gauteng and Free State have been verified.
- Of the 7 901 allocated potholes to the NDOT team for verification, 4 181 have been verified between Gauteng and Free State provinces, making it 52.9% verifications being verified.
- Of these 4 181 verified potholes, 2818 have been repaired making it 67.4% of the repaired potholes being identified.
- To date, from a total of 44 711 potholes reported on the Vala Zonke app, 6.3% of these potholes have been reported as repaired from the programme.
- The next province the NDOT team will verify is KZN 5 122 potholes on the provincial road network. KZN will be verified on they have completed Free State verification.

	Gauteng		Free State	Total count
	Manual verification	App verification	Count	
To be verified	2883	2184	5018	7901
Total verified	699	2125	1357	4181
Total repaired	633	1266	919	2818
Not repaired	38	300	438	776
Total not found	28	258	121	407
In progress	0	38	8	46
Closed due to duplicate	0	263	0	263
Pending Verification	2184	59	3653	3712

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		Provincial	SANRAL	Metro	LM		
FSP	14016	9564	761	0	706	2985	
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AUTHORITY APP'S TRAINING AND USAGE

- Between the 22 and 28 June 2024 there were no scheduled training with the road authorities on use of the App's (Vala Zonke and/or Verification App)

VERIFICATION APP USAGE STATS

- The below table illustrates work completed from pothole verification by various authorities per province.
- Note that Free State and Gauteng have a high volume of verified potholes due to verification conducted from Operation MBO by the NDOT Team.

Province	Pothole Not Found	Pothole Not Repaired	Pothole Repaired	Grand Total
Eastern Cape	35	49	28	112
Free State	135	523	954	1612
Gauteng	332	393	1410	2135
KwaZulu Natal	1	5	1	7
Limpopo	0	1	3	4
Mpumalanga	0	3	2	5
North West	1	21	4	26
Northern Cape	4	8	9	21
Western Cape	0	1	14	15
Grand Total	508	1004	2425	3937

- The bi-annual target of 48 Rural Bridges completed could not be met due to mainly construction management capacity from SANDF (South African National Defence Force)
- SANDF has limited amount of construction management teams that is still completing the 2022/23 backlog as indicated below.

Province	2022/23 Annual Target @ September 2023	Bridges Under Construction	Completed Bridges	Number of Jobs Created
EC	19	4	0	160
KZN	24	13	11	1540
Total	43	17	11	1700

- Due to these delays, the 2023/2024 programme has been severely delayed with only 8 bridges under construction in Mpumalanga and North West by end of September 2023.

- The below table provides further national progress information to provide an overview of the programme challenges:

Province	2023/24 Bi-Annual Target	Bridges Under Construction	Completed Bridges	Number of Jobs Created
EC	9	0	0	0
FS	7	0	0	0
KZN	8	0	0	0
LP	9	0	0	0
MP	9	4	0	160
NW	6	4	0	160
Total	48	8	0	320

- SANDF as confirmed that there is capacity challenge as the programme needs 109 sites to be active simultaneously and they only have 24 construction management teams for tis bride construction methodology.
- NDoT and DPWI is completing a catch-up plan that will look at the increasing SANDF teams, optimise construction programme and resources through proximity analyses and programme support readiness in Provinces.

ROADS TRANSFER

- As per clause 40 of the SANRAL Act (Act 7 of 1998) the Minister of Transport can declare an existing section of the network falling under provincial government jurisdiction to be a National Road, falling under the jurisdiction of SANRAL only “40.(2)(a) with the agreement of the Premier of each province in which the road is situated, in the case of an existing road that is to be declared a national road”,
- 330 km from EC, 952 from km NC and 20 km from NW during 2022/2023**
- 805 km was transferred from FS during 2023/2024**
- New requests received are 1650 km from EC and 1486 km from LP - verification is in progress
- GP, FS, MP, NW has missed the 31/01/2024 deadline as discussed in MINMEC (Dec 2024)**

Province	Current SANRAL	Potensial SANRAL	1998 Road Needs Study			Newly Identified roads	Remaining Potential Transfers
			Remaining Strategic	Remaining Primary	Remaining transfers		
EC	5299,00	5299,00	0,00	0,00	0,00	1650,00	1650,00
FS	2383,00	4397,00	388,00	1626,00	2014,00		2014,00
GP	853,00	1569,00	243,00	473,00	716,00		716,00
KZN	1321,00	3907,00	798,00	1788,00	2586,00		2586,00
LP	3641,00	3641,00	0,00	0,00	0,00	1486,00	1486,00
MP	2470,00	3772,00	137,00	1165,00	1302,00		1302,00
NC	4410,00	5278,00	0,00	868,00	868,00		868,00
NW	2521,00	2737,00	130,00	86,00	216,00		216,00
WC	1465,00	3369,00	753,00	1151,00	1904,00		1904,00
Total	24160,00	33969,00	2449,00	7157,00	9606,00	3136,00	12742,00

Province	transferred to date	03/04	04/05	05/06	06/07	07/08	12/13	14/15	15/16	16/17	17/18	20/21	21/22	22/23	23/24
EC	3620,00	740,00					2113,00			437,00				330,00	
FS	1565,00	760,00											2,8		805,00
GP	261,00	130,00			41,00	44,00						46,00			
KZN	273,00	273,00													
LP	3070,00		1430,00					1602,00	38,00						
MP	1610,00		130,00	788,00	637,00				55,00						
NC	2896,20			2617,00							259,00			20,20	
NW	3405,50			1032,00			1421,00							952,50	
WC	551,00	150,00		401,00											
Total	17251,70	2053,00	1560,00	4838,00	678,00	44,00	3534,00	1602,00	93,00	437,00	259,00	46,00	0,00	1302,70	805,00

NANO TECHNOLOGY

In the month of March 2024, updates were received from Kwa Zulu Natal, Northern Cape and Mpumalanga, see below updates in red:

- FS – Submitted 21, but will only be starting with one as a project
- MP – Submitted 4 projects but there is also duplication, they also submitted two which are not roads projects. In essence one project.
- NW – The province submitted 3 projects after COTO. No other information has been received

AUTHORITY NAME	PROVINC E	START COORDINATES		END COORDINATES		DISTANC E	PROJECT DESCRIPTION	Road Number	ROAD TYPE	START DATE	END DATE	CURRENT STATUS QUO
Dept of Transport	KZN	28.21531° S	30.66082° E	28.31572° S	30.71745° E	14.9KM	Upgrade of P372		Provincial	1-Mar-2024	2-Mar-2025	The Nano Technology projects have all been grouped into one package ISANDLWANA ROADS UPGRADE – PACKAGE 1 [UPGRADE OF PROVINCIAL ROAD P372] The Nontraditional stabilizer project package was advertised in Isandlwana.. Link for the advertisement https://www.nra.co.za/open-tenders/sanral-s-004-005-2020-1
Dept of Transport	KZN	28.34903° S	30.67879° E	28.46265° S	30.82572° E	23KM	Upgrade of P148		Provincial	1-Mar-2024	2-Mar-2025	
Dept of Transport	KZN	28.35785° S	30.65677° E	28.35839° S	30.67515° E	2KM	Upgrade of D897		District	1-Mar-2024	2-Mar-2025	
Dept of Transport	KZN	28.33380° S	30.60222° E	28.35283° S	30.53108° E	9.1KM	Upgrade of D30		District	1-Mar-2024	2-Mar-2025	
Dept of Transport	KZN	28.10231° S	30.53211° E	27.99880° S	30.39814° E	18.8KM	Upgrade of P60		Provincial	1-Mar-2024	2-Mar-2025	
Dept of Transport	KZN	28.10374° S	30.53115° E	28.14657° S	30.62752° E	14.1KM	Upgrade of D1348		District	1-Mar-2024	2-Mar-2025	
Dept of Transport	KZN	28.34641° S	30.68344° E	28.33297° S	30.72710° E	5.9KM	Upgrade of L1190		Local	1-Mar-2024	2-Mar-2025	
Dept of Transport	KZN	28.34460° S	30.66041° E	28.35862° S	30.67478° E	2.1KM	Upgrade of L1333		Local	1-Mar-2024	2-Mar-2025	
Dept of Transport	KZN	28.30829° S	30.63858° E	28.34029° S	30.69372° E	8.2KM	Upgrade of D2286		District	1-Mar-2024	2-Mar-2025	
Dept of Roads & Public Works	NC	-28.83045	23.233382	-28.6209	23.054854	30.9KM	Regravel MR896 Postmasburg-Grikwastad	MR896	Gravel	19-Jul-2023	18-Mar-2024	
Dept of Roads & Public Works	NC	-28.748398	19.3002731	-29.120527	19.400979	47.7KM	Regravel (Stab) MR758 Pofadder-Onseepkans	MR758	Gravel	26-Jul-2023	26-Apr-2024	In construction (the province will send through updated information)
Dept of Roads & Public Works	NC	-28.918930	24.307469	-29.024286	24.574982	29.7KM	Regravel MR808 Douglas-Ritchie	MR808	Gravel	19-Jul-2023	18-Apr-2024	In construction (the province will send through updated information)
Dept of Roads & Public Works	NC	-31.58922	21.132841	-31.66161	21.259294	14.7KM	Upgrade MR569 Fraserberg-Williston Phase 2	MR569	Gravel	11-Sep-2023	10-May-2024	In construction (the province will send through updated information)
Dept of Roads & Public Works	NC	-32.3942	20.661666	-32.29321	20.600961	16.8KM	Upgrade MR567 Sutherland-Midelpos Phase 2	MR567	Gravel	11-Oct-2023	10-Jun-2024	In construction (the province will send through updated information)
Dept of Public Works, Roads & Transport	MP	-25.08266	30.37357				Design: Upgrade: D2902 from D2904 (km 11,07) Ramokgeletsane to D2900 (km 19,56) Senotlelo	D2902		1-May-2023	30-Mar-2024	Design: Upgrade: D2902 from D2904 (km 11,07) Ramokgeletsane to D2900 (km 19,56) Senotlelo (8,49km) (In accordance to TRH24 for design of low volume roads). Mr Rikhotso indicated that the design was still ongoing. Another project with the private sector was being looked at. Information on the projects that were done in the past (approximately 5 years ago) will be provided.

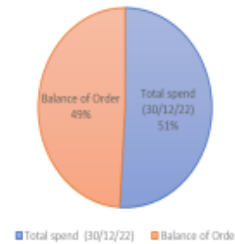
FLOODS DAMAGE - KZN

SUMMARY

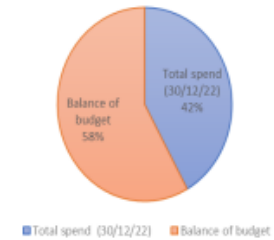
- The 2019 Flood repairs are progressing at a slow but steady rate. Numerous challenges such as changes in SCM legislations, financial allocation errors and the April 2022 floor disaster has resulted in delays.
- Resource redistribution with the department to attend to the recent disaster has also slowed down progress in operations against the 2019 floods.
- The department has managed to attend to challenges on all fronts and have reprioritized and focused on tall flood damaged (2019 and 2022)
- Monthly progress meeting for monitoring and tracking schedule and expenditure vs progress are being conducted across all implementing agents.

District	Projects	PAYMENT - 31 December	TOTAL ORDER VALUE
eThekwini	74	R 161 975 395.32	R 352 102 693.46
Betterment & Regravelling	12	R 40 210 089.46	R 58 193 633.26
Blacktop Patching	21	R 68 337 156.52	R 112 173 073.85
Washaway Repairs	41	R 53 428 149.34	R 181 735 986.35
iLembe	9	R 32 926 326.94	R 35 445 916.64
Blacktop Patching	9	R 32 926 326.94	R 35 445 916.64
King Cetshwayo	2	R 8 274 121.94	R 12 425 469.10
Blacktop Patching	2	R 8 274 121.94	R 12 425 469.10
Zululand	1	R 2 117 842.25	R 2 632 999.90
Betterment & Regravelling	1	R 2 117 842.25	R 2 632 999.90
Grand Total	86	R 205 293 686.45	R 402 607 079.10

Expenditure vs order amount (402.6 Mil)



cummulative Expenditure as at end Q3 (490 Mil)



FLOODS DAMAGE – North West

BACKGROUND

- The Department has received the Disaster Management Allocation for the flood damaged roads rehabilitation in the 2022/23 Financial year. However, the Districts were given access to the allocation of R111 100 000.00 towards the end of January 2023 (Quarter 4 of 2022/23)
- Districts commenced with procurement in February 2023, through the pre-approved contactors on the two (02) Framework Agreements: PWR 124 and 125/20 (A-D): Provision of Rehabilitation and Routine Road Maintenance respectively
- The Department appointed contractors across the 4 Districts as follows:

District	Projects	Contractors
Bojanala District	5	5
Dr Kenneth Kaunda	2	2
Ngaka Modiri	7	7
Dr Ruth Segomotsi	5	5

<p>1. Bojanala District :</p> <p>Out of the 5 Allocated Projects, the following had delays/ challenges:</p> <ol style="list-style-type: none"> Maintenance on Road Z635 – Klipgat Access for (11km) in the Madibeng Local Municipality. Regravelling and Installation of Culverts at Road D533 for (9km) in the Moses Kotane Local Municipality. <ul style="list-style-type: none"> Remedial Action on snag list was delayed in Quarter 2. In Quarter 3 practical completion was reached on the above 2 Projects. The other 3 projects had reached practical completion in Quarter 2. <p>Current Status: All 5 Projects are at 100% practical completion.</p>
<p>2. Dr Kenneth Kaunda District :</p> <ul style="list-style-type: none"> The 2 projects approved were successfully completed in Quarter 1 of 2023/ 24.
<p>3. Ngaka Modiri-Molema District :</p> <p>Out of the 07 Projects approved, the following projects still had remedial action to be completed in Quarter 3, rolled over into Quarter 4:</p> <ol style="list-style-type: none"> Sectional surface repairs and storm water control on road D170 from from Ga-Khunwana to Geysdorp <ul style="list-style-type: none"> The Contractor was delayed due to soil tests being verified by the District and awaiting the delivery of Culverts. The latter has since been delivered and installed in Quarter 3 to manage the storm water drainage system. <ol style="list-style-type: none"> Sectional surface repairs and storm water control on road D420 from from Lerwaneng to Lomanyeneng <ul style="list-style-type: none"> Practical completion stage was reached in Quarter 3. Construction was halted due to adverse physical conditions. The remaining remedial action to catch up will be completed at the end of January 2024. <p>The other 5 of the 7 Projects reached practical completion in Quarter 2.</p>
<p>4. Dr Ruth Segomotsi-Mompoti District :</p> <p>Out of 5 Projects approved, only 1 project was challenged by neighbouring Community interference:</p> <ol style="list-style-type: none"> Culvert construction, Spot Regravelling and Routine Maintenance of Road Z304 for (7km) from Kgokgojane to Oforo <ul style="list-style-type: none"> The Community disrupted the project for several months since its initial roll-out. The Contractor had to de-establish Site towards mid-Quarter 3. At this stage the Contractor reached 95% of the work appointed for. The District Maintenance Team completed the remaining 5% in order to reach practical completion.

FLOOD DAMAGE – EASTERN CAPE

BACKGROUND

- The Province was hard hit by persistent rainfall sin April 2022 resulting in folding in various municipalities in the province. The damages incurred in this disaster event were assessed and amount to R1.3 billion.
- An allocation of R320m was received the Department in October 2022 and was allocated to the five affected districts in proportion to the gazetted damages:
 - Amathole
 - Chris Hanu
 - Joe Gqabi
 - OR Tambo
 - Alfred Nzo
- An additional R122m was received by the Department in October 2022 and was allocated to the 5 affected districs in proportion majority of projects are in implementation with some being at site establismnet stages.

PROGRESS ON FUNDED ROADS REPAIRED (R320m)

- The nature of repairs undertaken included filling washed away sections reshaping, blading, installation of pipe crossing and repairs to bridge structure.
- One of the contractors did not start all the last financial year and the contractor had to be cancelled, the replacement contactor has established site.

ROADS PLANNED FOR REPAIRS 2023/204 (BACKGROUND)

- The Province was hard hit by persistent rainfall sin April 2022 resulting in folding in various municipalities in the province. The damages incurred in this disaster event were assessed and amount to R1.3 billion.





ROADS PLANNED FOR REPAIRS 2023/24 (R122M)

- The Department received R122M for repairs to roads damaged in April 2022 flooding event. The funds were distributed to the affected districts proportionally to the value of damages incurred as indicated in the below table :

Total Flood Damages	Total Allocation	Number of Roads to be Repaired	Number of Roads Repaired	Total disbursed
R 337 870 000,00	R 22 294 716,26	8	5	R 14 520 082,28
R 248 640 000,00	R 30 295 672,11	6	7	R 30 257 672,11
R 172 979 900,00	R 15 510 529,00	7	2	R 6 051 415,42
R 151 000 000,00	R 13 539 664,63	4	1	R 6 512 692,88
R 450 105 100,00	R 40 359 418,00	26	17	R 32 255 718,54
R 1 360 595 000,00	R 122 000 000,00	51	32	R 89 597 581,23

FLOODS DAMAGE

SANRAL NETWORK - KZN FLOODS – PROGRESS ON R102 REPAIRS

Location	Photo	Damage Details	Est Cost	Est Duration	Status	Repair Progress	Estimated milestones
R102 Culvert No. STC 2516 - Failed Structure		The structure which comprised on a single span bridge has failed resulted in the closure of the road				Phase 1 work completed (some completed by local farmers)	
R102 Slip at Mhlali River Bridge No. 2556 - Embankment Washaway		The road embankment in the vicinity of the uMhlali River Bridge has washed away with the resultant failure of the pavement shoulder and a portion of 1 lane	R41m	6 months	Open to traffic	Permanent road repairs: The project initially faced delays due to stakeholder issues and rain delays. However, construction is now in full swing, with 97% of the work completed. The project is scheduled to be finished by the end of May 2024	Completion May 2024
R102 Culvert No. STC 2538 - Approach Embankment Washaway		Embankment wash away which undermines the pavement structure adjacent to the culvert. Roadway shows signs of imminent failure.					
R102 Itete River Bridge Approach Embankment Washaway		Embankment wash away which undermines the pavement structure behind the abutment which has led to the part failure of the roadway. The severe undermining will lead to the complete failure of the roadway behind the abutment.	R19m	3 months	Open to Traffic	Phase 1 work completed Permanent road repairs: The project initially faced delays due to stakeholder issues and rain delays. However, construction is now in full swing, with 95% of the work completed. The project is scheduled to be finished by the end of May 2024	Completion May 2024
P103 - 1 Embankment Erosion and bridge failure km 0 to 3.6		Pavement failure between km 7.6 to 8.7 (40 m x 3 m). Complete bridge failure-new bridge across river proposed	R50m	6 months	Temporary deviation in place	Permanent road repairs: Phase 1 – Embankment repairs Contractor appointed and works has commenced . Phase 2 – New Bridge Design 70% complete, contractor to be procured at a later stage.	Phase 1 commenced Phase 2 Commence construction August 2024

FLOODS DAMAGE








SANRAL NETWORK - KZN FLOODS – PROGRESS ON M4 REPAIRS

Location	Photo	Damage Details	Est Cost	Est Duration	Status	Repair Progress	Estimated milestones
M4 Road Washaway		Embankment wash away with road completely washed away	92m	6 months	Open to traffic	Phase 1 work completed Temporary repairs by KZNDOT complete for phase 1	Completion June 2024
M4 Embankment Washaway on culvert		Embankment wash away on culvert approach with a potential to undermine the roadway				Permanent road repairs: Design is 100% complete	
M4 Slip No. 3 - Embankment Washaway		Embankment wash away with roadway cracks indicating signs of possible failure of the pavement				Construction progress Construction at location 3 (Nguni resident) is complete. Work is ongoing at the other 2 locations, currently at 60% completion. Traffic deviations are in Place, and culvert reconstruction has started. The project is scheduled for completion by mid-June 2024, subject to potential delays due to rainfall or other factors.	

Location	Photo	Damage Details	Est Cost	Est Duration	Status	Repair Progress	Estimated Milestones
Armco Culvert on N3 SB ramp at Peacevale Interchange		Pavement failure and severe erosion of the road fill above the Peacevale Armco culvert	R17,9m	6 months	Open to traffic	Culvert construction has been completed, and pavement layers are currently being constructed. The project is now 95% complete, with the road set to open in end-May 2024.	Completion May 2024
Embankment failure on N2 NBC MGABABA		Complete embankment failure resulting in NBC slow lane and shoulder settlement over 1 metre	R352m	11months	Deviation to SBC with 2 lane in each direction	The project had a slow start due to stakeholder issues. Currently, construction is 80% complete, with soil nail wall and rock fill progress at 100% and 60% respectively. The road is expected to open by mid-June 2024.	Completion June 2024
Embankment failure on N2 S24 SBC		Embankment failure on N2 NBC -Adams Road.	R10m	2 months	Open to traffic	Temporary repairs are complete Permanent road repairs – The initial construction tender was canceled and re-advertised for the third time. A contractor has now been appointed, and site establishment has commenced.	Commence Construction in March 2024

FLOODS DAMAGE

SANRAL NETWORK - KZN FLOODS – PROGRESS ON M4 REPAIRS

Location	Photo	Damage Details	Est Cost	Est Duration	Status	Repair Progress	Estimated milestones
M4 Slip No. 1 - Embankment Washaway		Embankment wash away with failure of the roadway which includes the shoulder and half a lane width	163m	6 months	Open to traffic	Temporary repairs by KZNDOT complete for phase 1	Completion September 2024
M4 Slip No. 2- Embankment Washaway		Embankment wash away with failure of the roadway which includes the shoulder and half a lane width				Permanent road repairs: Design is 100% complete	
M4 Mdloti River Bridge No. 1187 - Approach Embankment Washaway		Embankment wash away which undermines the pavement structure behind the abutment which has lead to the part failure of the roadway				Construction progress The Contractor is on-site, facing delays due to design issues and an expanded scope, especially at location 3, where piling is necessary. The design for location 3 has been approved, and work is set to start by 25 March, pending the finalization of the RFQ process. Works for locations 1 and 2 commenced. Project completion is anticipated by September 2024	
M4 Slip No. 3- Embankment Washaway		Embankment wash away with roadway cracks indicating signs of possible failure of the pavement	28m	6 months	Open to traffic	Phase 1 work completed	Completion Mid-August 2024
M4 Slip No. 4- Embankment Washaway		Embankment wash away with roadway cracks indicating signs of possible failure of the pavement				Permanent road repairs: Design is 100% complete	
M4 Slip No. 5 - Embankment Washaway		Embankment wash away with a potential to undermine the roadway				Construction progress. The project is substantially delayed due to slow progress by the contractor. Construction is underway on 2 of the 4 embankments and currently 30% of the total work has been completed. The contractor is increasing resources to accelerate the works.	
M4 Slip No. 6 & 7 - Embankment Washaway		Embankment wash away					

PROJECT PLAN / PROGRESS FOR PRIVATE SECTOR ROAD MAINTENANCE WORKSTREAM

ADOPT-A-ROAD concept. *The original Adopt-a-Highway program began in Texas in 1985. Since then, it's grown into a nationally and internationally recognized litter-prevention effort, saving taxpayers money and keeping our roads clean.*

Activities	Responsible Units/Persons	Start Date	Resources required	Comments
1. Brief the Minister about "Adopt-A-Road" research.	DG, Roads Branch and Project Manager	Q2 2023/24	Meetings request (hybrid), criteria presented and Briefing notes	- Completed
2. If Minister in agreement, to publicly announce the "Adopt-A-Road" concepts. Invitation strategy	DG and Ministry	Q2 2023/24	Public broadcasters	- Partly completed, broadcasting has not been done
3. Interested stakeholder, corporate and Non-Profit organisation to send applications	Applicant, DOT and Province and Local Authority	Q2 2023/24	Emails, site visits and meetings	- No formal application received but DOT approached agricultural and mining sector.
4. Acceptance of the application and comments	Applicant, DOT and Province and Local Authority	Q2 2023/24	Emails and meetings	- Mining sector are represented by Minerals Council and they have expressed interest.
5. MOU is signed between parties involved in private partnership.	Applicant, DOT and Province and Local Authority	Q2 2023/24	Meetings (Hybrid)	- Draft standard MOU is available.
6. Temporary hand-over of the road section to the approved applicant.	Applicant, DOT and Province and Local Authority	Q3 & Q4 2023/24	Site Meeting	- Not achieved yet
8. Report back	Province and Local Authorities, SETA, SANRAL, RTMC and DOT	Q4 2023/24	Meetings (Hybrid)	- Continuous
9. Handover of road to relevant authority.	DOT and Province and Local Authority	Q4 2023/24	Agenda, Notes from previous engagements, Venue, Meeting	- Stage not achieved yet.

ADOPT A ROAD continue

Below sites were visited in various provinces in the month of February 2024.

1. Mpumalanga Province: Visit date on 08 February 2024

No	Province	Project Name	Coordinates	Sector:	Project Period	Year	Activity	Name of the Organisation	Departmental Contribution	Stakeholder Contribution	Type of Contribution	Remarks
12	MP	R50 Delmas from Delmas to Leandra.				Sept. 2023						Eskom list of roads for maintenance
47	MP	R50 (Standerton and Leadra Road)		Mining		Sept. 2023	Repair Potholes	Sasol Mining				
55	MP	Kriel Road/ GaNala		Mining		Sept. 2023	Sealing potholes (1540 sq mtrs) and painting white lines over 5KM.	Seriti Operations		R676 100		

2. North West Province: Visit date on 08 February 2024

No	Province	Project Name	Coordinates	Sector:	Project Period	Year	Activity	Name of the Organisation	Departmental Contribution	Stakeholder Contribution	Type of Contribution	Remarks
14	"NW - Prov 0020 (Z523) Landfill to Andrew's garage (R565- Z523 T- Junction) Landfill to Thabazimbi portion"	Landfill to Andrew's garage (R565- Z523 T- Junction) Landfill to Thabazimbi portion. Cut Grass and weed control on road reserve Minpro- Thabazimbi rail crossing ((portion from Landfill to Thabazimbi Rail crossing only).		Mining	2022 - 2023			Impala Platinum Rustenburg		R72 000.00		
17	NW - Z527	Construction of an Asphalt Road		Mining	2022 Oct 06 - Ongoing			Impala Bafokeng Rustenburg		R35 000 000		
25	NW - Marula to R37	Potholes, markings and speed hump repairs		Mining		2021-23		Marula Platinum Mine		R704 242		

3. Limpopo Province: Visit date on 28 February 2024

No	Province	Project Name	Coordinates	Sector:	Project Period	Year	Activity	Name of the Organisation	Departmental Contribution	Stakeholder Contribution	Type of Contribution	Remarks
1	Limpopo – Fetakgomo Tubatse	D995 R37 to Bothahoek (Marula Platinum)		Mining	2023		Maintenance	Anglo American Platinum twickenham				No Agreement in place
2	Limpopo – Fetakgomo Tubatse	D737 (MOA Signed) R555 to Lapeng Guest House R37		Mining	2023		Maintenance	Samancor				MoA Signed



JOB CREATION AND SKILLS DEVELOPMENT

Below figures are of Work Opportunity Created for Q4 2023/24

Q4 PRMG – NATIONAL OVERVIEW

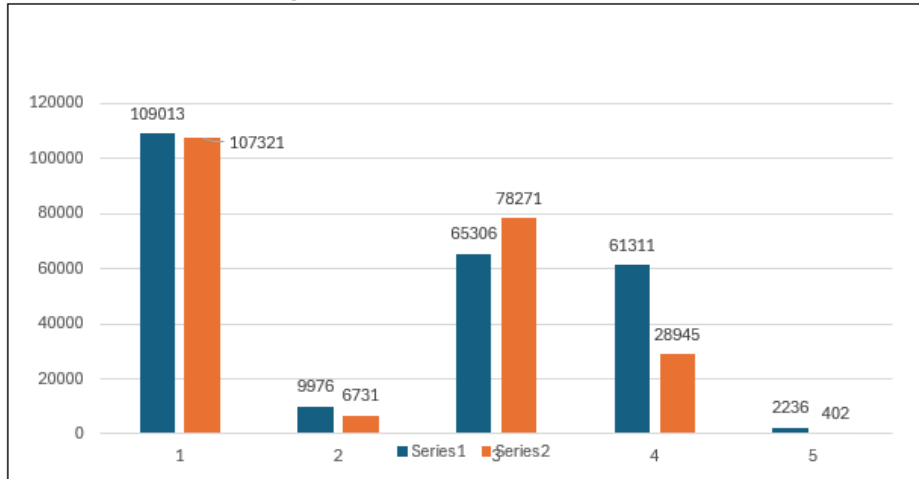


Table below provides a national overview of planned and achieved targets for social indicators

	Annual	TOTAL WORK OPPORTUNITIES								FULL TIME EQUIVALENT			W/O FOR WOMEN			W/O FOR YOUTH			W/O FOR PWD		
	Target	Q1 Achieved	Q2 Achieved	Q3 Achieved	Q4 Target	Q4 Achieved	Q4 Output (%)	Achieved (Y.T.D)	Variance	Q4 Target	Q4 Achieved	Output (%)	Q4 Target	Q4 Achieved	Output (%)	Q4 Target	Q4 Achieved	Output (%)	Q4 Target	Q4 Achieved	Output (%)
EC	35795	0	0	31832	35795	32520	91%	64352	28557	0	0	0%	21477	22354	104%	19687	5108	26%	716	235	33%
FS	3990	395	1347	345	954	1976	207%	4063	73	131	638	487%	440	1055	240%	445	1119	251%	0	0	0%
GP	3000	4297	34	293	300	316	105%	4940	1940	0	0	0%	165	146	88%	165	187	113%	6	6	100%
KZN	13039	45253	42032	46443	52154	47094	90%	180822	167783	5076	3521	69%	31292	40356	129%	28684	9694	34%	1042	65	6%
LP	3928	1308	2100	0	0	23	0%	3431	-497	487	375	77%	0	12	0%	0	6	0%	0	0	0%
MP	10665	5182	265	597	1386	2538	183%	8582	-2083	3282	993	30%	2560	1692	66%	2288	1301	57%	200	1	1%
NC	7575	751	740	988	924	5888	637%	8367	792	0	0	0%	372	2954	794%	492	3667	745%	7	5	71%
NW	13000	11136	10535	11146	13000	12287	95%	45104	32104	0	0	0%	7800	8099	104%	7150	5199	73%	260	84	32%
WC	4500	2215	692	2934	4500	4679	104%	10520	6020	1000	1204	120%	1200	1666	139%	2400	2664	111%	5	6	120%
National	95492	70537	57745	94578	109013	107321	98%	330181	234689	9976	6731	67%	65306	78334	120%	61311	28945	47%	2236	402	18%

Province s	How is regravelling/Blading being done in your province	Which plant is being utilised for blading/retravelling	What is the condition of the plant?	What are the repair requirements of the plant	Specify workshop and spares availability (a) Are there mechanics with skills	Fuel and diesel availability	Are there sufficient skilled operators to operate the plant	Are there sufficient general workers	Proposed Interventions required
EC	In House & Outsourced	Tipper Trucks Excavators Water Tanks Grader Compactors Roller – to crash the stones TLB	The condition is not good, 50% is reasonable state and another 50% in poor condition	*Most of the machinery need repairs *The budget for repair is not sufficient	*Workshops are available- only 3 are in good condition but there is compliance and tools challenge. *The rest of the workshops in the districts are in poor condition (a) Only few Artisans	The province has RT46 universal transversal contract for the supply of fuel and diesel	Not having enough skilled operators	No enough general force, using local contract to do some of the work	*Workshops must have enough budget for refurbishment and procurement of plant. *Recruit relevant skills to work in the workshop. *PRMG Budget must assist in the procurement of yellow-fleet.
FS	In House & Outsourced	Tipper Trucks Water carts Grader Bakkies Front end loaders Excavators	Plant is old and frequently breakdowns	Frequent repairs	There is a mechanical workshop available (a) Yes	Fuel and diesel are sufficiently available	There are few skilled operators they have retired and posts have not been filled for several years.	There are few skilled general workers they have retired and posts have not been filled for several years.	Appointment and training of new officials
GP	Inhouse	Graders Water tankers Tipper trucks Grid Rollers Tow Tractors Excavators Roller Compactors (Pneumatic rollers) Dozer Front End Loaders	Good to fair	The Department Participated on RT46 National Transversal Contract for Repairs, service and maintenance	The workshops are not to standard for OHS (Fair), but they are being utilised for small jobs. (a) Yes	The Department Participated on RT46 National Transversal Contract for Fuel.	Very few skilled operators	Yes	Organizational structure not concluded to advertise competent machine operators, posts of operators are being reduced significantly.
KZN	For re-gravelling and blading, 70% is done in-house and 30% outsourced	Tipper Trucks Excavators Water Tanks Grader Compactors Roller – to crash the stones	Most of the plant are old, purchased the new plant but is not enough	Most of the machinery are old and need repairs	*Workshops are available- have manpower and staff. *Paid low as compare to private sector *(a)No enough skills in the workshop – because of the salary the province is providing	*The province has universal transversal contract for the supply of fuel and diesel *Payment to contractor is a challenge to other districts & this affect other districts	*Not having enough skilled operators *The province trained EPWP members to operate the plant or machinery	The workforces in the cost centres are not enough, that's why the province resorted to train the EPWP members for the operation of the plant	*Province-hire more staff *Buy more plant *Maintain the existing plant

ADOPT A ROAD continue

Provinces	How is regravelling/Blading being done in your province	Which plant is being utilised for blading/retravelling	What is the condition of the plant?	What are the repair requirements of the plant	Specify workshop and spares availability (a) Are there mechanics with skills	Fuel and diesel availability	Are there sufficient skilled operators to operate the plant	Are there sufficient general workers	Proposed Interventions required
LP	Most of the blading & re-gravelling are done inhouse	Tipper Trucks Water tank Grader Compactors	*Most of the plant are aged *The province planned to replaced most of the old plant, so far 25 plant were procured to replace the old once.	Most of the machinery are old and need repairs	*Workshops are available- but do not function effectively *The is RT59 transversal contractors to do repair and maintenance to the plant. *Some of the workshops do not comply to the minimum standards or requirement *(a)There is a shortage of mechanics in the workshops	*Transversal contract for the supply of fuel and diesel Challenges: *The contractor deliver the fuel very late due to red-tape	*No sufficient skilled operators but recently the province advertised 37 positions for the operators but still not enough. *Most of the Operators are aged and some are retired.	The workforces in the cost centres are not enough, taking a lot of time to advertise and filled the posts.	*PRMG should cater for the procurement of the yellow-fleet *Province must hire the skilled mechanical personnel and plant operators *Posts for Operators, Foreman etc were down grade to level 3 by DPSA. *Moral of the operators went down. *The Minister must intervene in these regards.
MP	98% of the blading & re-gravelling are outsourced	Tipper Trucks Excavators Water Tanks Grader Roller	The conditions are poor	*Most of the machinery are old and need repairs. *It takes long time to fix a plant eg; a puncture. It can take 3months to fix a puncture. *Renewal of the license disks takes around 6moths to a year to renew.	*Workshops are available- but not 100% operational *(a) The mechanics are available in the workshops but not enough.	The budget for the fuel is not enough and it cannot therefore managed to run the province for the whole financial year, it normally comes to the end at the third quarter of the financial year.	*No sufficient skilled operators *Most of the Operators are aged and some are retired. *It takes a lot of time to replace the retired operators	The workforces in the cost centres are not enough, taking a lot of time to advertise and filled the posts.	*Province must speed up recruitment process for operators *Replacement plan for aging staff-start planning before retirement
NC	In-house & outsourced	Tipper Trucks Excavators Water Tanks Grader Roller	The condition is very good because the province rent the yellow fleet from Northern Cape Fleet management entity (Government entity).	Province has the entity that is in charge of all repairs and maintenance	*Workshops are available in all the districts but are not fully equipped. * For the major repairs, the province outsourced *(a)No mechanic with good skills in the workshops	The province utilises private fuel stations and there is no challenge at all	*No sufficient skilled operators *Most of the Operators are aged and some are retired. * It takes a lot of time to replace the retired operators	*The workforces in the cost centres are not enough, taking a lot of time to advertised and filled the posts. *No budget for the recruitment of the staff.	PRMG Grant conditions must be amended to cater for the procurement of the yellow-fleet.

ADOPT A ROAD continue

Province	How is regravelling/Blading being done in your province	Which plant is being utilised for blading/retravelling	What is the condition of the plant?	What are the repair requirements of the plant	Specify workshop and spares availability (a) Are there mechanics with skills	Fuel and diesel availability	Are there sufficient skilled operators to operate the plant	Are there sufficient general workers	Proposed Interventions required
NW	In House & Outsourced	Tipper Excavators Water Tanks Grader	*Poor condition *Could not replace the old fleet	Most of the machinery are old and need repairs	*Workshops are available- but do not function effectively- only doing small work like changing of battery and tyres. *The province has RT46 transversal contractors to do major repair to the plant-and this does not managed properly-there is a lot of delays *(a)Each and every district has one mechanic with enough skills and this is not sufficient	*The province has RT 70 transversal contract for the supply of fuel and diesel Challenges: *The Tank for fuel are underground and dilapidated *There is a diesel theft in the districts - there are cases under investigation by the law enforcement	*No sufficient skilled operators *Most of the Operators are aged and some are retired-there are a new structure that is approved for the recruitment of the operators but the structure is not funded. *Some of the post were on the old structure and are funded and will be advertised in due course.	The workforces in the cost centres are not enough, taking time to fill the posts due to financial challenges	*Yellow fleet to managed by the province *A dedicated budget is needed to procure yellow fleet *Budget is required for the filling of the post
WC	NO YELLOW FLEET								

GRAVEL ROADS

- Below table illustrates the achieved performance from what was planned by each province for financial years 2021-2023
- 68% of the planned target was achieved
- Only two provinces meet and exceeded their set targets: Eastern Cape and Northern Cape

GRAVEL ROAD UPGRADED 2022-2023 (SONA INPUTS 689KM)		
Province	2021-2023 Planned Targets (km's)	Archieved Performance Up-to 2023 FY
Eastern Cape	95	118
Free State	42	27
Gauteng*	0	0
KwaZulu Natal	145	58
Limpopo	143	81
Mpumalanga	50	29
Northern Cape	61	64
North West	105	60
Western Cape	19	16
Total Upgraded Road	660 km	453 km

Source of data: NDOT

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Thank you