



**Western Cape
Government**

BRIEFING TO THE NCOP: NIP 2050

**INFRASTRUCTURE: ACCELERATING THE IMPLEMENTATION OF THE NATIONAL INFRASTRUCTURE PLAN
FOR EMPLOYMENT, CREATION AND DEVELOPMENT**

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Infrastructure as a key enabler of opportunity

The NIP 2050 identifies four mission critical areas of focus:

- water; energy; freight; and digital communication
- as well as five cross-cutting themes focusing on the regional agenda for infrastructure. These are:
- finance; strengthening institutions for delivery; rebuilding the civil construction and supplier sector; and the approach to monitoring and reporting.

The delivery of fit for purpose infrastructure at requisite standards remains a key enabler of economic opportunity, represents a critical interface between the citizen and the government in terms of our service delivery mandate and a pivotal instrument of redress.

However, when not delivered at the requisite standards, when poorly conceived or not maintained, infrastructure represents a burden not only on the current fiscus, but also on generations to come.

An institutional framework vested in competency and systems

- The focus of the NIP on strengthening institutional frameworks cannot be overstressed.
- At the heart of the conceptualization of infrastructure are public servants deeply committed to the betterment of the people, and at the core of its successful delivery, is a competent supply chain system, technical competency and capability and a budgetary system that takes cognizance of the life-cycle of the asset.
- Immovable asset management systems across the roads and public works portfolios remain critical if maximum value is to be derived from our portfolio.
- Without these core ingredients, infrastructure becomes a liability to future generations and a missed opportunity for the current.

Protecting the infrastructure eco-system is critical

- The Western Cape Government and in particular the Department of Transport and Public Works is uniquely positioned to champion and extract available value from the infrastructure system, leveraging both the provincial roads as well as public works portfolios.
- It is within this context of understanding as well as regulating within both the mobility of transport as well as infrastructure systems that systemic change can be brought about.
- Our interaction with Infrastructure South Africa around collaboration across multiple spheres of government bears testimony to the realization that our infrastructure system is both interrelated as well as codependent. Any system is only as strong as its weakest link.
- This collaboration across the three spheres and multiple role players in the infrastructure space will lay the groundwork for a sustainable pipeline of especially large infrastructure projects and sustained interest of the investment community on one hand, and our construction industry and supplier sector on the other.

Long-term planning and strategic frameworks need to direct

- At a policy level, the Western Cape Government is currently in the process of updating its Provincial Land Transportation Framework, the 5-year planning framework of land transport modalities as well as the implementation of a Provincial Freight Strategy – looking at freight network efficiency; inclusive economic development; transport network safety; environmental sustainability ; and cost optimization.
- The strategy identified seven strategic focus areas:



And in some instances, reconceptualize to speak to changing realities

- In terms of our broader infrastructure strategic focus, we aim to reconceptualize the Western Cape Infrastructure Framework, looking at both supply as well as demand management across the broad spectrum of the sector. Within this context, the focus is on :

WESTERN CAPE INFRASTRUCTURE FRAMEWORK



ENERGY



TRANSPORT



SETTLEMENTS



WATER



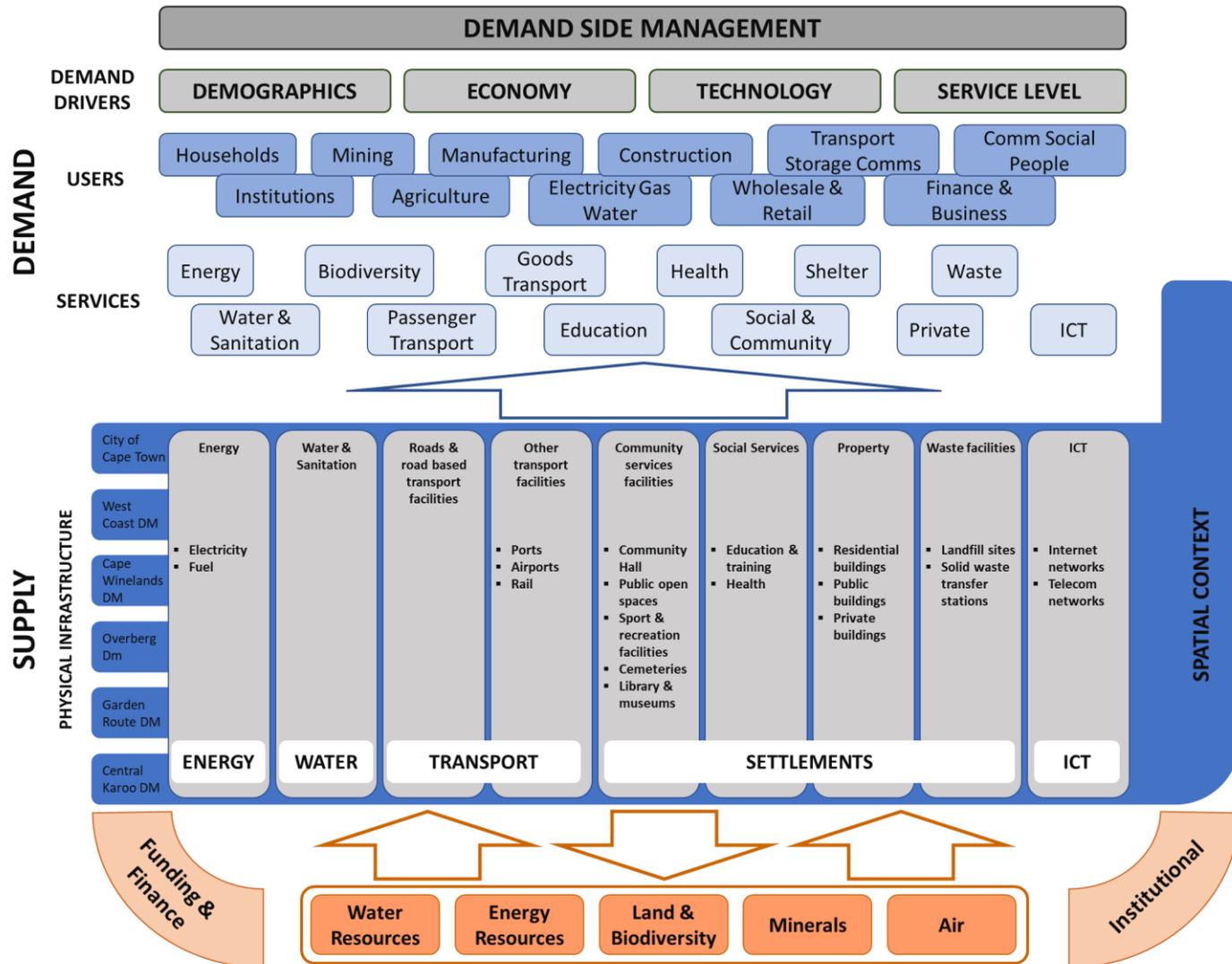
ICT



ECOLOGICAL

Promoting both demand and supply side management

WCIF CONCEPTUAL FRAMEWORK



But challenges remain ...

While the building and retention of requisite competencies and systems remain critical to our overall infrastructure success, some regulatory frameworks inhibit the maximum extraction of value from these investments.

- Within roads construction, the categorization of gravel borrow pits through legislation as a mining activity, is negatively impacting on our gravel road programme – a key enabler of the rural economy and of agriculture.
- From an employment creation point of view, more flexibility could open up opportunities for the employment of workers for short periods of time, putting desperately needed money in the hands of the unemployed.

I am sure that we all took serious note of the release on 9 August of the report by the Intergovernmental Panel on Climate Change – Climate Change 2021 – with its stark challenges to the construction and maintenance of infrastructure. The NIP 2050 alerts us to these challenges. The Climate Change 2050 report lays these challenges out for us. How we respond, will help to shape our success in the infrastructure space.

Thank you



Western Cape
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