



WHEN THE SUN RISES
WE WORK HARD TO DELIVER

NATIONAL COUNCIL OF PROVINCES MPUMALANGA PROVINCIAL WEEK

State of Provincial Roads Infrastructure

(EFFECTIVE, COMPETITIVE AND RESPONSIVE INFRASTRUCTURE NETWORK)

12 September 2023



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roads & transport
MPUMALANGA PROVINCE
REPUBLIC OF SOUTH AFRICA



Content

- Purpose
- Provincial Road Network Importance (Why Road Network?)
- Road Network in Mpumalanga
- Situational Analysis (Condition, Budget Requirements, etc.)
- PRMG Financial Performance Assessment
- Turn-Around Strategy
- Operation Vala Zonke
- Catalytic Projects
- Rural Roads Upgrade Programme
- Welisizwe Bridge Programme



PURPOSE OF PRESENTATION

- The purpose of the presentation is to give an overview report of the status of the Mpumalanga Provincial Road Network Infrastructure.



Why Road Network?

- ❑ Modern society requires effective and efficient transport infrastructure for its economic development and social well – being
- ❑ Transport infrastructure provides:
 - Mobility
 - Accessibility to services
 - Facilitates economic activity and social interaction
- ❑ Mpumalanga Road Infrastructure Need:
 - Agriculture, Tourism, energy, Mining, Manufacturing, Special Economic Zones (SEZ's), Health, Education, Public transport, etc.
- ❑ Stakeholders
 - Road Users - who will benefit from improved road conditions and service levels
 - Public Transport Operators - who will reduce operating costs by travelling over good quality roads
 - Road construction industry - who will benefit from consistent and regular work arising from programmes and projects
 - Taxpayers - who can benefit from reduced taxes due to more efficient and effective use of tax revenues and improved returns on investments, and
 - Citizens - who will benefit from reduced transport costs and the related costs of products?

ROADS INFRASTRUCTURE STATISTICS

ROAD NETWORK INVENTORY

- 13 867, 52 km : 5 497,82 km paved (40%), 8 369,7 km gravel (60%)
- 9% Tourism Routes, 14% Coal Haul Routes
- Paved / Gravel Split
 - MP (40/60) , National (20/80)
- 670 bridges, 370 Major culverts, 25 Lesser Culverts

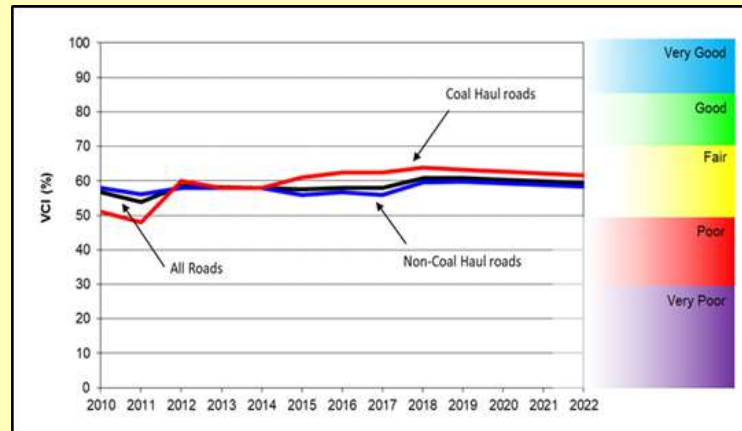
ROAD NETWORK CONDITION

- Average Condition : Paved (“Fair”), Gravel (“Very Poor”)
- “Poor” to “Very Poor” > 10% (More than the Recommended Standard)

➢ RISFSA Standard and World Bank Recommendation:

❖ “Poor” to “Very Poor” must be < 10%

(road networks with a proportion Poor and Very Poor above 10 percent require a special extra injection of funds for rehabilitation, in addition to annual typical funds for periodic and routine maintenance.)



- Visual Condition Index (VCI) trends over the years)
- Improved VCI from 2011 due to additional Coal Haul Fund
- Due to Stoppage of Coal – Haul Fund the Condition is Deteriorating



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ROADS INFRASTRUCTURE FUNDING

FUNDING ALLOCATION VS. NEEDS

- Allocation (2023/24) (R'000): R 2 487 214
- Technical Needs (Budget Required to Clear all Backlogs in the network):

	Coal Network Technical Needs 2023 (R' 000)		Non-Coal Network Technical Needs 2023 (R'000)
Fogspray	2 823	Fogspray	17 044
Reseal Light	340 892	Reseal Light	747 591
Reseal	257 440	Reseal	108 270
Light rehabilitation	1 947 539	Light rehabilitation	8 478 272
Heavy rehabilitation	6 906 223	Heavy rehabilitation	18 473 086
TOTAL: Paved roads	9 454 916	TOTAL: Paved roads	27 824 263
TOTAL: Unpaved roads	628 854	TOTAL: Unpaved roads	6 933 740
TOTAL	10 083 770	TOTAL	34 758 003

FUNDING SCENARIO ANALYSIS

Current MTEF Budget :

- VCI will decrease over years (condition worsens)
- Decreased asset value
- Increased Road User Cost
- Proportion of "Poor" to "Very Poor" roads will increase

Improved Budget:

- VCI increases over years (improved road conditions)
- Increased Asset Value
- Decreased Road User Cost
- Proportion of "Poor" to "Very Poor" roads will decrease



BUDGET FACILITY FOR INFRASTRUCTURE (BFI) APPLICATION

BFI FUNDING APPLICATION OUTCOMES

- **Applications made at each open window since 2020**
- **All applications rejected**
- **Reasons for rejection not consistent as they differ every year:**
 - 2020: Application went through to Joint Technical Committee (JTC) and comments were made.
 - 2022: JTC comments were incorporated into new application. However, application rejected without any reason stated. Province requested for a workshop with National Treasury in order to discuss the rejection and what is missing in its application, but NT never granted the Province the audience as requested.
 - 2023: Application rejected with reason been that the province must relinquish ownership of provincial coal roads assets and hand over to SANRAL for tolling.



PRMG FINANCIAL PERFORMANCE ASSESSMENT



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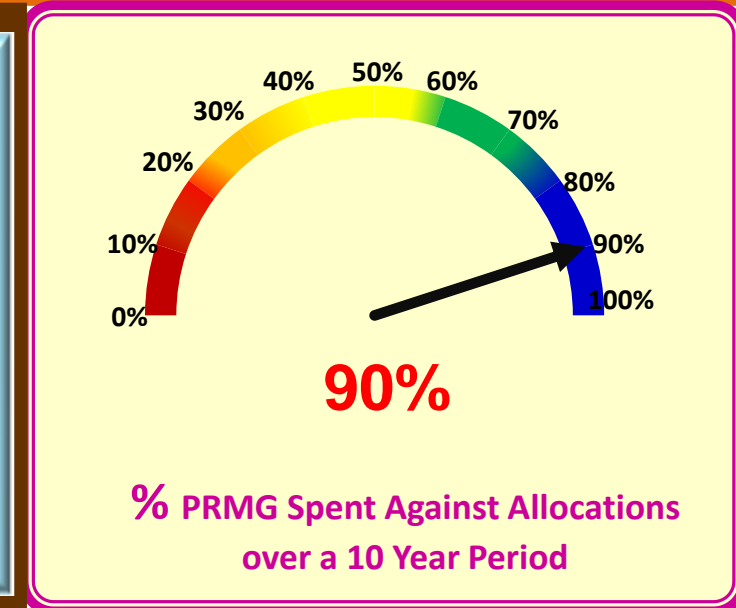
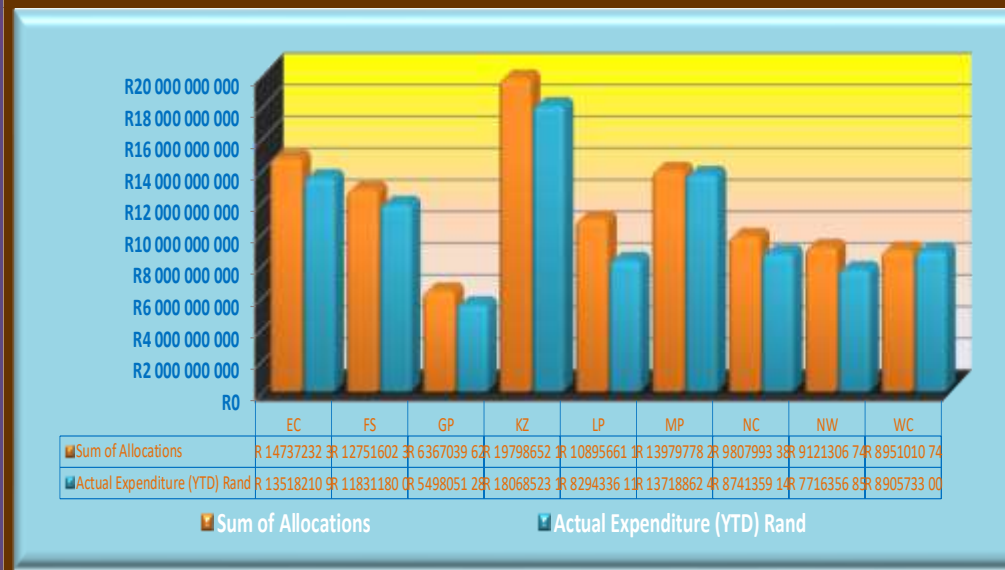


PRMG BUDGET PAID OUT vs ACTUAL EXPENDITURE REPORTED (LIMITED TO PRMG BUDGET)

2013/14 - 2022/23

(Rands)

PROVINCE	TOTAL ALLOCATIONS	2013/14 TOTAL EXPENDITURE	2014/15 TOTAL EXPENDITURE	2015/16 TOTAL EXPENDITURE	2016/17 TOTAL EXPENDITURE	2017/18 TOTAL EXPENDITURE	2018/19 TOTAL EXPENDITURE	2019/20 TOTAL EXPENDITURE	2020/21 TOTAL EXPENDITURE	2021/22 TOTAL EXPENDITURE	2022/23 TOTAL EXPENDITURE	2013/14 - 2022/23 TOTAL EXPENDITURE	DEVIATION (RECEIVED vs ACTUAL EXPENDITURE)	% DEVIATION (TARGET vs EXPENDITURE) 2022/23
EC	14 737 232 324	1 257 166 000	1 172 413 000	1 248 047 000	1 279 725 000	1 435 134 436	1 439 241 000	1 504 890 577	1 520 834 552	1 676 905 106	983 854 256	13 518 210 927	-1 219 021 397	91,73%
FS	12 751 602 348	1 114 227 000	1 025 682 000	1 142 796 000	1 258 030 000	1 274 675 000	1 247 986 000	1 340 137 000	1 301 756 000	1 249 558 000	876 333 000	11 831 180 000	-920 422 348	92,78%
GP	6 367 039 627	563 040 000	514 903 000	452 690 675	501 196 165	655 731 816	741 303 850	767 506 000	444 820 661	598 898 543	257 960 576	5 498 051 286	-868 988 341	86,35%
KZ	19 798 652 103	1 523 528 000	1 726 404 000	1 503 564 000	1 943 529 407	1 828 970 103	1 826 745 000	1 882 781 000	1 845 820 606	1 953 252 785	2 033 928 233	18 068 523 134	-1 730 128 969	91,26%
LP	10 895 661 168	491 332 000	1 046 141 000	590 635 190	962 704 861	1 060 250 750	1 124 146 000	851 738 967	513 456 971	726 033 403	927 896 970	8 294 336 112	-2 601 325 056	76,13%
MP	13 979 778 298	1 489 393 000	1 594 840 000	1 707 682 470	1 637 909 152	1 461 269 298	1 523 757 000	1 572 126 000	955 037 001	1 115 106 241	661 742 301	13 718 862 463	-260 915 835	98,13%
NC	9 807 993 386	657 300 000	640 472 000	785 955 000	867 524 000	596 919 003	774 563 655	1 146 470 000	1 114 959 352	1 296 240 005	860 956 133	8 741 359 148	-1 066 634 238	89,12%
NW	9 121 306 749	661 905 000	619 576 000	822 430 000	619 401 000	908 168 000	665 229 954	990 802 000	1 210 469 763	715 176 102	503 199 036	7 716 356 855	-1 404 949 894	84,60%
WC	8 951 010 749	518 160 000	685 849 000	858 962 000	830 729 000	919 147 000	1 007 414 000	1 040 051 000	966 917 000	1 178 157 000	900 347 000	8 905 733 000	-45 277 749	99,49%
National	106 410 276 752	8 276 051 000	9 026 280 000	9 112 762 335	9 900 748 585	10 140 265 406	10 350 386 459	11 096 502 544	9 874 071 906	10 509 327 185	8 006 217 505	96 292 612 925	-10 117 663 827	90%
% Per Year		8,59%	9,37%	9,46%	10,28%	10,53%	10,75%	11,52%	10,25%	9,88%	96,74%	90,49%	-9,51%	



Turn Around Strategy



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PILLARS

Centred Around:

- Human Resource Capacitation
- Public Private Partnerships
- Maintenance Strategy
- Resuscitation of Plant & Equipment workshops
- Establishment of Maintenance Units (In-house capacitation)
- Provincial One – Plan for Maintenance
- Roads Management Systems
- Incorporation of Nano-technology and Nano materials in the maintenance, rehabilitation and construction of roads
- Revival of laboratories
- Loading control centres



HUMAN RESOURCE CAPACITATION

- ❑ The Department is ramping up recruitment efforts to ensure that all Cost centres operate at more than 50% capacity in terms of personnel requirement
- ❑ Retirement, moratorium, resignations has exacerbated the personnel capacity challenge
- ❑ Number of posts advertised and the aim is to fill them this financial year – The recruitment process is done in batches due to limited/constrained budgets

Post Title	Number of Post	Number of Posts Filled	Number of Vacant Posts
Principal Road Superintendent	16	10	6
Principal Road Works Foreman	15	5	10
Senior Road Works Foreman	24	2	22
Road Work Foreman	56	24	32
Data Capturer	12	11	1
Siyantentela Co-ordinators	36	6	30
Road Work Instructor	19	2	17
Principal Road Operator	12	0	12
Road Operator	233	90	143
Road Worker	1098	339	759
Industrial Technician	3	0	3
Control industrial Technician	6	1	5
TOTAL	1530	490	1040



PUBLIC PRIVATE PARTNERSHIPS

- ❑ DPWRT & Mining houses (around Lydenburg area) partnership
 - Rehabilitation of P171/1 Lydenburg to Sekhukhune Junction
 - MoA being finalised and will be signed in the 3rd Quarter
 - Implementation to start this financial year
 - Funding Proportions: DPWRT (40%) & Mining Houses (60%)
- ❑ DPWRT, Nkangala District Municipality, Steve Tshwete Local Municipality, & Group of businesses led by Olifants River Lodge
 - Upgrade of road D20 (Gravel to block paving/tar road)
 - MoA being drafted
 - Implementation to start this financial year
- ❑ The Department is also engaging the agricultural community on possible MoA's for the maintenance of gravel roads used for transportation of agricultural produce/goods
- ❑ Emergency Road Repairs Between Mzinti and Madadeni (Provincial Roads), Stakeholder: Nkomati Anthracite (Pty) Ltd
 - Status: Approval granted to Nkomati Anthracite to conduct the necessary repairs under the supervision of the Department



CORRIDOR PRESERVATION STRATEGY

Aims to:

- Sustainable intervention approach
- Focus on what you own! (*If you lose it, you wont get it back*)
- Corridors identified – Performance standard and LoS to be set up in liaison with National Authority
- Identify routes with the following characteristics:

- Mobility
- Connectivity
- Accessibility

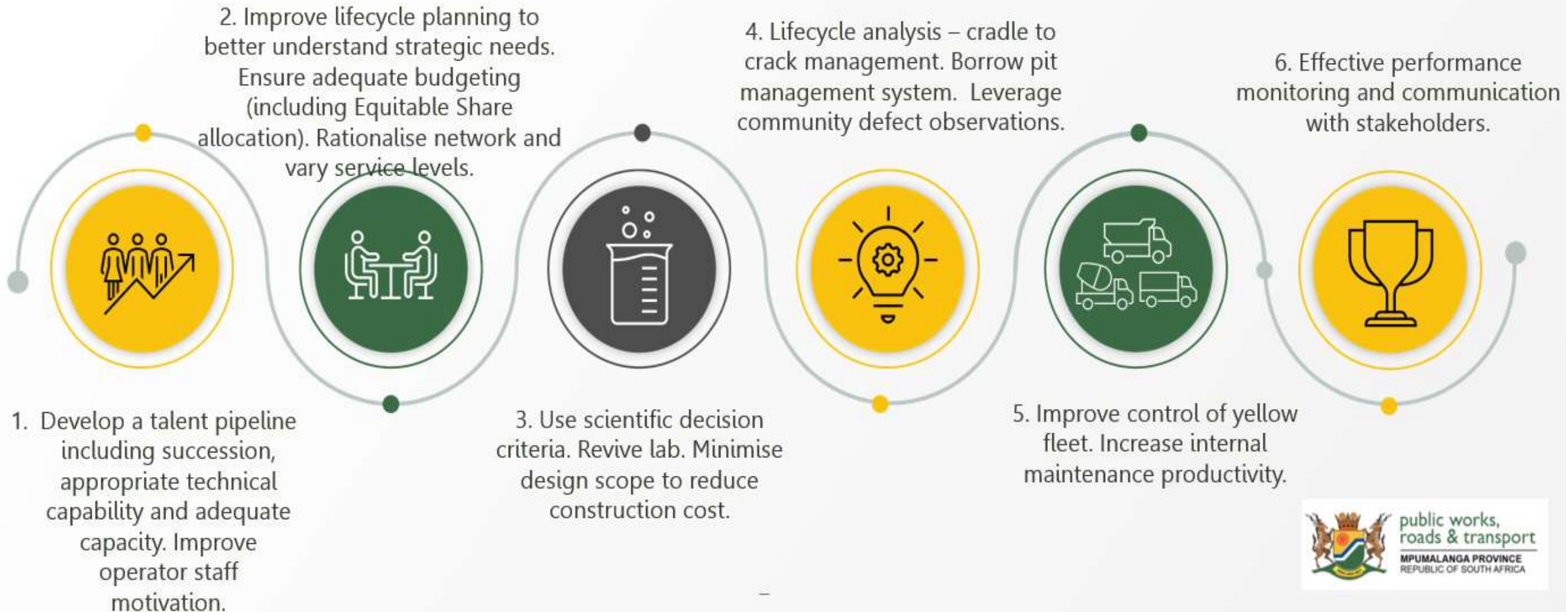


High Priority

- To align with provincial developmental needs, i.e. Municipalities; Mining developments; Farming communities; Energy production; planned Industrial Developments such as Nkomanzi SEZ, Fruit & Veg. market, etc.
- Investigate evidence of areas that will enable transformative economic growth and social development
- Identify high impact projects – Visibility in work being done
- Coordinate provincial maintenance activities as part of One-Plan approach
- Guide roads developmental needs and interventions



Development of a maintenance Strategy



RESUSCITATION OF PLANT & EQUIPMENT REPAIR WORKSHOP

❑ Background

- Currently yellow and white fleet is repaired through contracted merchandise.
- This is not time and cost effective due to the following:
 - ❖ Fleet spent long time at merchandise due to non prioritisation of government fleet by service providers;
 - ❖ We experience high number of return jobs on repaired fleet;
 - ❖ The cost for maintenance of this fleet is very high especially those which are old, out of manufacture's warrantee fleet and the value of the asset has significantly dropped.
- 4 workshops (one per district) to be refurbished – 01 (Middelburg) has been refurbished and currently in service/operational

❑ Recommended Approach to Remedy the situation in workshops

- Reviving the infrastructure of the existing workshops
- Refurbish workshop buildings gradually and cautiously to ensure value for money;
- Increase of personnel gradually and cautiously to ensure quality control;
- Establish training programs which will capacitate internal teams
- Optimise repair of fleet internally especially for minor repairs and service (i.e. service, brake pads, puncture, bulbs etc.);
- Strategies with supply chain regarding procurement of spares especially special parts which manufacture's specification(s);
- Develop quality control plan to ensure fleet repaired and serviced internally is safe to operators, employees and public.



AVAILABLE PLANT & EQUIPMENT

❑ Background

- Currently yellow and white fleet is repaired through contracted merchandise.
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PLANT & EQUIPMENT INVENTORY

District	Fleet	TLB	Grader	Tipper	Roller	Front Loader	Water Tanker	Excavator	Flat Bed	Low Bed
Bohlabela	Available	4	7	6	0	0	8	1	3	0
	Required	9	14	16	6	0	10	3	11	0
Ehlanzeni	Available	10	12	0	3	2	3	2	11	1
	Required	0	0	12	17	0	13	0	0	0
Nkangala	Available	4	11	4	0	0	2	1	3	0
	Required	6	11	6	1	0	0	0	4	0
Gert Sibande	Available	10	27	10	1	0	5	1	0	1
	Required	3	12	40	9	0	7	10	0	9
Total Available		28	57	20	4	2	18	5	17	2
Total Additional Required		18	37	74	33	0	30	13	15	9



ESTABLISHMENT OF AN INTERNAL CONSTRUCTION UNIT (IN-HOUSE CAPACITATION)

- Unit to focus on Re-graveling and Related Works, some of which is classified as Special Maintenance, hence the interim name of Special Maintenance Units (SMU). The word “special” is also added to avoid confusion with Routine Maintenance Teams.
- Establish one Special Maintenance Unit in each District, **dedicated to the re-gravelling of rural gravel roads, local access roads, reseals, slip failures, culverts repair/installation, isolated failures (e.g. junctions) and gravel shoulder rehabilitation of paved roads in the District.**
- The medium term view is thus for a total of four SMU's.
- Work done thus far shown on next slide
- Resource requirements (Plant, Equipment & Personnel) discussed in detail on a separate report



ESTABLISHMENT OF A CONSTRUCTION UNIT (IN-HOUSE CAPACITATION)

- ❑ Slip Failure Josephdale road



- ❑ Culvert installation in Carolina



INTEGRATED ROADS MAINTENANCE PLAN – ONE PROVINCIAL MAINTENANCE PLAN

- ❑ The District Development Model (DDM) is an operational model for improving Cooperative Governance aimed at building a capable, ethical Developmental State.
- ❑ **The three spheres of government and state entities work in unison in an impact-oriented way.** It is a method of government to operate in unison focusing on the municipal district and metropolitan spaces as the impact areas of **joint planning, budgeting and implementation to address the triple challenges of poverty, unemployment and inequality.**
- ❑ *The One-Plan seeks to achieve road maintenance objectives by following the DDM principles.*
- ❑ **How its proposed to work:**
 - DPWRT and Local Municipality Plant, Equipment and Human Resources to be focused on a specific area at a time as per the deployment plan.
 - Identification of “hot spots” to give priority on access roads to public amenities, grave yards, farm roads and public transport routes.
 - Focus area of improvement will be on gravel, paved roads and culvert/bridge maintenance.
 - Priority list to be agreed upon and signed-off by relevant District Heads and Municipal Managers.
 - Signed-off priority list to be submitted to both the Member of Executive Council and Executive Mayor for monitoring and evaluation purposes.
 - Progress monthly meetings to be chaired by District Municipality Managers
 - Consolidated monthly report with clear portfolio of evidence to be submitted to both the Member of Executive Council, Executive Mayor and HOD for monitoring and evaluation purposes.



Provincial Roads Maintenance Plan for 2023/24:

- Reseal of surfaced roads 1 150 000m²
- Re-gravelling of gravel roads 232 km
- Blading/ grading of gravel roads 36 500 km
- Potholes patching 143 619 m²



SPECIAL MAINTENANCE

- Aim to speedily intervene in arresting roads condition deterioration and improvements in terms of LoS
- Low hanging fruit
- Establish a database of specialised maintenance contractors
- Form collaboration with Institutions of Higher learning and Research institutions
- Collaborate with experts in the field (Research panel) – establish a database of experts in the field of pavement engineering to tap into in time of need
- Provide adequate budget for implementing
- Draw up implementation strategy and policies



INCORPORATION OF NANO-TECHNOLOGY

Identified Roads

- ❑ From the May Min-Mec the province has identified candidate roads for upgrade utilizing or incorporating Nano-Technology / Nano-Materials
- ❑ The roads chosen are major arteries serving as access roads to hospitals, schools and public amenities
- ❑ The Province will submit these road projects to National authority to ensure that they are registered as Nano-technology projects
- ❑ Roads identified for pilot project are as follows :
 - D2902 Ramokgeletsane to Senotlelo (8,49 km) - Nkangala
 - D20 Between R555 and Olifant river Lodge (5 km) – Nkangala
 - Total kilometers earmarked = +/-14 km
 - The programme will be rolled out to other regions within the current MTEF
- ❑ Its also envisaged that as part of special maintenance, there must be incorporation of Nano-technology in some of the activities planned, i.e. in-situ stabilization, slope stabilization, pothole patching, guardrail installations, overlay, etc.



REVIVAL OF LABORATORIES

- There is a need for a full functioning laboratory that will be used for quality control tests in projects being implemented by the department
- Assessment of Lydenburg laboratory completed – Assessment Report to be finalized in the 3rd quarter
- Need for South African National Accreditation System (SANAS) accreditation of all departmental labs – with priority being Lydenburg lab first
- Laboratory personnel in the laboratory will be re-trained to ensure that they are up to date with current testing procedures and test analysis
- Need for capacitation has been identified, i.e. personnel & equipment



LOADING CONTROL CENTRES

- ❑ Overloading is a major contributor in accelerated roads condition deterioration
- ❑ There is a need to track loads carried by heavy vehicles to ensure that they are within the legal axle load

Identified Sites

- ❑ Mashishing Traffic Control Centre (TCC) – Construction of new TCC (Weighbridge) in Lydenburg
- ❑ Delmas TCC – Upgrading of Delmas TCC (Weighbridge)

Planned Implementation

- ❑ Mashishing TCC – 2024/25, Planning and Design (completion 2024/25, planned implementation 2025/26)
- ❑ Delmas TCC – 2024/25, Planning & Design (completion 2024/25, planned implementation 2025/26)



SOCIAL INDICATORS PAST PERFORMANCE

Below table shows the EPWP, Provincial Roads performance trend.

Year	EPWP Targets	Adjusted Targets as per APP	Achievement	FTE	Women	Youth	People with Disability
2019/20	10 000	11 896	6 875	2 096	5 050	2 416	3
2020/21	10 600	7 442	7 410	1 129	4 702	2 491	7
2021/22	11 236	7 748	9 432	1 847	5 540	3 133	21
2022/23	11 910	8 045	8 283	1 550	5 493	2 925	10
2023/24	12 625	8 144	-				
Total	56 371	43 275	32 000	6 622	20 785	10 965	41



VALA ZONKE PROGRAMME

Launched on the 8th August 2022 at Hazyview in Mpumalanga. The province has taken a multifaceted/hybrid maintenance strategy which includes; deployment of the mechanized pothole patching machines, usage of the in-house maintenance teams and appointment of the maintenance term contractors for the pothole patching.

❑ Conventional Patching Programme Summary

PLANNED PROJECTS (OUTSOURCING) - BUDGET									
No.	Maintenance Activity	Unit	Planned Output	Budget	1 st Qua Output	Work opportunities		Start Date	End Date
1	Patching (Districts)	m ²	125 996	R46 000 000,00	16 138.65		635	1-May-23	31-Mar-24
2	Patching (Head Office)	m ²	84 000	R54 800 000,00	17 000.00		340	1-May-23	31-Mar-24
	TOTAL		209 996	R 46 000 000,00	33 138.65		975		
RESEALING									
1	Resealing	m ²	1 150 000	R223 200 000,00	186 990.00		70	1-Apr-23	31-Mar-24
	TOTAL		1 150 000	R223 200 000,00	186 990.00		70		
						Work opportunities(1 050)			

❑ Mechanised Patching Summary

POTHOLES PATCHING IN THE PROVINCE							
No.	Maintenance Activity	Unit	Planned Output	Budget	Work opportunities	Start Date	End Date
1	Potholes patching on all tourists roads in the province	m ²	84 600	28 million	0	01/04/2023	31/03/2024



STRATEGIC INFRASTRUCTURE PROJECTS

- ❑ The strategic road network amongst other things provides an interprovincial linkage with neighbouring provinces and countries, providing an alternative route decreasing transportation cost and time of goods and services (Agriculture and Mining) and decreasing travel time for commuters.
 - Improved network for key economic route linking Gauteng, Mpumalanga, Limpopo, KZN, Free State, Mozambique and eSwatini
 - Improved key tourism routes and the development of local business forums.

- ❑ The department has allocated R405 mil towards the rehabilitation and upgrading of the strategic road network for the current financial year 2023/24.



STRATEGIC INFRASTRUCTURE PROJECTS 2023/24

No.	Description	SRN Purpose	Project Status	Allocated Budget R'000
1.	Upgrading of Road D4407, D4409 and a section of D4416 between Hluvukani and Road P194/1 near Welperdiend (15.6 km) (5 km)	Tourism & Economic route	Implementation	59 619
2.	Upgrading of Road D481 Ebhuhleni to Maanaar between Mooiplaas and Ekulindeni (7.2 km)	Tourism & Economic route	Implementation	47 444
3.	Rehabilitation of Road P170/1 from km 56.0 to km 72.5 between Matibidi and Graskop (16.5 km)	Tourism & Economic route	Retention	7 000
4.	Rehabilitation of Road D3930 from Acornhoek (km 0.0) to D3932 at Hluvuhukani (km11.80) in Bohlabela (Phase 1) (11.80 km)	Tourism	Retention	6 730
5.	Rehabilitation of Sections of Road P8/1 (R36) between Mashishing and Bambi (Phase 3) Part A (11 km)	Tourism & Economic route	Implementation	50 214



STRATEGIC INFRASTRUCTURE PROJECTS 2023/24

No.	Description	SRN Purpose	Project Status	Allocated Budget R'000
6.	Rehabilitation of Road P33/4 between Hazyview and Sabie from km 36.0 to km 43.7 (Phase 2) (7.7 km)	Tourism & Economic route	Procurement	24 173
7.	Rehabilitation of Coal Haul Road P182/1 (R542) from km 26.25 to R38 between Van Dyksdrift and Hendrina - Phase 3 (12.1 km)	Coal & Economic route	Procurement	6 228
8.	Rehabilitation of Coal Haul road P29/1 (R555) from km 50 at D2669 to km 62.55 at D2821 (Kendal towards Delmas) (12.55 km)	Coal & Economic route	Implementation	55 596
9.	Rehabilitation of Coal Haul Road P36/1 (R50) from km 62.6 to km 71.7 between Delmas and the N12 (9.1 km)	Coal & Economic route	Implementation	59 718
10.	Upgrading of Coal Haul Road D2274 from N11 at km 18.7 to D1398 at km 31.7 North of Hendrina (13.0 km)	Coal & Economic route	Implementation	72 292



STRATEGIC INFRASTRUCTURE PROJECTS 2023/24

No.	Description	SRN Purpose	Project Status	Allocated Budget R'000
11.	The Rehabilitation of Coal Haul Road P120/2 Between Junction with P120/1 in Van Dyksdrift and Junction with P52/3 Towards Kriel (12.60 km)	Coal & Economic route	Procurement	8 288
12.	Rehabilitation of Coal Haul Road P26/5 from km 16 at D1388 to km 26 at P52/1 between Carolina and Breyten Phase 1 Part B (8.94 km)	Coal & Economic route	Procurement	8 143
	Total			405 445



RURAL ROADS PROGRAMME

- ❑ The Government introduced the Presidential Stimulus Fund to fund implementation of infrastructure projects with high labour intensity in order to alleviate the unemployment effects resulting from the impact of the Covid-19 pandemic. The Rural Roads Programme is one such programme meant for implementation by the province.
- ❑ The approach taken by the MP-DPWRT in implementing the Rural Roads Programme seeks to achieve the twin objectives of;-
 - Cost effective delivery of roads infrastructure (upgrading gravel roads to block paving) implementation, and
 - Creation of employment (above conventional construction methods).



□ Rural Roads projects completed to date (block paved) = (+/- 17 km);

- Road D2962 Glenmore (1 km) (Equitable Share)
- Road D3978 Tekamahala village (1 km) (Equitable Share)
- Road D567 Moloto village (1 km) (Equitable Share)
- Road D2941 Shongwe Hospital Access Road (0.8 km) (Equitable Share)
- Road D3978 Oakley to Mkhuhlu (1 km) (Equitable Share)
- Road D2548 In Donkerhoek (0.7 km) (Equitable Share)
- Road D567 in Moloto Village (0.65 km) (Equitable Share)
- Road D1875 from Tweefontein to Genbonspruit (2.1 km) (Equitable Share)
- Road D2091 from Marapyane to Limpopo Border Phase 1 (2.88 km) (PSP)
- Road D2091 from Marapyane to Limpopo Border Phase 2 (1.7 km) (Equitable Share)
- Road D2952 from Masibekela (D2950) to Thambokhulo (km 9.5 - km 11.0) Phase 1 (1.5 km) (PSP)
- Road D2962, Glenmore towards N17 (2.0 km) (PSP)
- Road D2962, Glenmore towards N17 Phase 2 (0.5 km) (Equitable Share)

RURAL ROADS PROGRAMME...

Planned construction of the following rural access roads in **2023/24** using block paving (**Total = +/-16 km**)

No.	Project Description	Total Project Cost (R'000)
1	Upgrading of Road D2952 Thambokhulu (Phase 3) (1 km)	7 531
2	Upgrading of Road D935 Nokaneng-Katjibane (1.5 km) (subject to community acceptance)	9 170
3	Upgrading of D2950 Dlundluma (Phase 1) (8 km)	3 008
4	Upgrading of Road D3976 in Mathibela (Phase 2) (1.2 km)	6 000
5	Upgrading of Road D1875 from Tweefontein to Gembokspruit (Phase 3) (0.4 km)	2 069
6	Upgrading of Road D567 in Moloto Village (Phase 4) (1 km)	6 976
7	Upgrading of road D2915 in Zithabiseni from Bundu to R25 (9 km) (Phase 1) (1 km)	6 250
8	Upgrading of Road D20 between R555 and Olifant River Lodge (2 km)	6 850
	Total	47 854



RURAL BRIDGES “WELISIZWE” PROGRAMME

- The province is participating in the Welisizwe bridge programme which is planned to run from 2023/24 to 2025/26.
- Mpumalanga Province has been allocated a budget of R190 mil for 2023/24.
- Four municipalities Bushbuckridge and Nkomazi in Ehlanzeni District; Chief Albert in Gert Sibande and Thembisile Hani in Nkangala are participating in the programme in 2023/24
- The programme will launch the construction phase with construction of 4 bridges in Thembisile Hani Local Municipality.
 - Site Handover for the construction of four bridges is scheduled for 14 September 2023 in Thembisile Hani Local Municipality.**
 - Construction in Nkomazi Local Municipality is planned to commence on 1 October 2023.**
- Implementation milestones and timelines are shown in the following slide.

Municipality	No. Of Bridge Sites Allocated for 2023-24	Site Identification	Assessment by NDPWI/SANDF	Construction
Bushbuckridge	4	May 2023	Outstanding	Jan – Mar 2024
Nkomazi	5	April 2023	April 2023	Oct – Dec 2023
Chief Albert Luthuli	4	April 2023	April 2023	Jan – March 2024
Thembisile Hani	4	April 2023	May 2023	Sep 2023 – Nov 2023

PROJECTS PLANNED FOR COMPLETION IN 2023-24 FY

- Upgrading of Road D1875 from Tweefontein to Gemsbokspruit (2 km) Phase 2
- Upgrading of Road D567 in Moloto Village Phase 3 (including the Drainage improvement on the Phase 1)
- Upgrading of Road D3976 in Mathibela (1 km) Phase 1
- Upgrading of Road D3960 (9.2 km) and D4442 (3.6 km) Ga-Motibidi to Rainbow (12.7 km)
- Rehabilitation of Coal Haul Road P36/1 (R50) from km 62.6 to km 71.7 between Delmas and N12 (9.1km)
- Rehabilitation of Coal Haul Road P29/1 (R555) from km 50 at D2669 to km 62.55 at D2821 (Kendal towards Delmas) (12.55 km)
- Light rehabilitation of Road D2486 from N2 to Klipwal (to KZN Boundry - part of Provincial joint plans) Phase 1 (9 km)
- Upgrading of Coal Haul Road D2274 from N11 to D1398 at km 31.7 North of Hendrina (13 km)
- Rehabilitation of Coal Haul Road P182/1 (R542) from km 26.25 to R38 between Van Dyksdrift and Hendrina - Phase 3 (12.1 km)
- Rock Fall Protection on Road P57/2 Graskop
- Upgrading of Bridge on Road D4400 over Sand River near Rolle Village (Widening)
- IRMA: Upgrading of kaShoty Culvert on Road D4415
- IRMA: Construction of Gomora Culvert on D2946
- IRMA: Construction of Daggakraal Culvert on Road D282 in Pixley Ka Seme



RECOMMENDATIONS

- It is recommended that the NCOP notes the presentation made, give comments and inputs.



END OF PRESENTATION



THANK YOU
DANKIE
REA LEBOHA



NDOLIVHUA
ENKOSI

HI NKHENSILE
SIYATHOKOZA
SIYABONGA



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