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PROVINCIAL PROFILES 2025 NCOP PROVINCIAL WEEK

GAUTENG

**Building Viable Municipalities for
Enhanced Delivery of Basic
Services to Communities.**

October 2025



PROVINCIAL PROFILES: GAUTENG
2025 NCOP PROVINCIAL WEEK

TABLE OF CONTENTS

1. BACKGROUND	3
2. GEOGRAPHY	4
3. DEMOGRAPHY	4
4. GOVERNANCE	6
5. ECONOMIC PROFILE	7
6. THE STATE OF MUNICIPALITIES IN THE PROVINCES AND DISTRICT	8
7. HUMAN SETTLEMENT PROJECTS IN THE PROVINCE	9
8. ROADS AND TRANSPORT INFRASTRUCTURE IN THE PROVINCE.....	11
9. CURRENT PROJECTS IN THE PROVINCE TO IMPROVE BASIC SERVICE DELIVERY	12
10. FINANCING OF INFRASTRUCTURE IN THE PROVINCE.....	14
11. AUDITOR’S FINDINGS.....	14
12. REFERENCES	16

PROVINCIAL PROFILES: GAUTENG

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1. BACKGROUND

Gauteng, which means "Place of Gold" in Sesotho, is South Africa's smallest province by land area (about 1.5% of the total) but it's an economic powerhouse and most populous province. It is a highly urbanized, cosmopolitan hub that serves as the commercial, financial, and industrial heart of both South Africa and the wider Southern African region

Gauteng, serves as the country's economic and administrative heartland, contributing over one-third of the national GDP and housing major urban centres including Johannesburg and Pretoria. As a financial hub with a diversified economic base spanning finance, manufacturing, trade, and innovation, Gauteng is also characterized by rapid urbanization and significant infrastructure demands. Gauteng is a city-region anchored by three major metropolitan areas:

- City of Johannesburg: The provincial capital and South Africa's largest city, serving as the leading industrial, financial, and commercial center.
- City of Tshwane: The country's administrative (executive) capital, incorporating Pretoria, known for government services and an emerging automotive industry base.
- Ekurhuleni: A major industrial hub, encompassing the East Rand, which hosts a large concentration of manufacturing concerns and O.R. Tambo International Airport, the country's main international airport.

Despite its economic strength, the province faces persistent challenges in governance and service delivery, highlighted by substantial irregular expenditures and infrastructure backlogs as reported by the Auditor-General.

Efforts to address these include diversified infrastructure financing through provincial budgets, national grants, and innovative mechanisms led by the Gauteng Infrastructure Financing Agency, alongside strategic human settlement projects and major investments in roads and transport systems. However, uneven service delivery, capacity constraints, and the need for effective asset management remain critical concerns that affect social cohesion and economic inclusion across its metropolitan and district municipalities.



Source: Statistics South Africa, Census 2022

2. GEOGRAPHY

Gauteng is a landlocked province located in the northeastern interior of South Africa, with no coastline or international borders. It is one of the smallest provinces in South Africa, covering approximately 18,178 km² (about 7,018 square miles), which constitutes roughly 1.4%–1.5% of the country's total land area.

Gauteng is bordered by:

- North: Limpopo Province
- East: Mpumalanga Province
- South: Free State Province, partially separated by the Vaal River
- West: North West Province

Topography and Terrain - Gauteng primarily lies on the Highveld, a high-altitude grassland plateau typical of southern Africa. Elevation ranges from about 1,300 to 1,700 meters above sea level (Johannesburg ~1,700 m, Pretoria ~1,330 m). The Witwatersrand ridge, a geological and economic formation rich in gold deposits, runs through the southern half of the province. Northern terrain transitions into bushveld (savanna with shrubs and small trees) north of Pretoria, reflecting a slightly lower altitude and different climate conditions. Parts of the Magaliesberg Mountains extend into the province.

Rivers and Hydrography - The Vaal River forms much of Gauteng's southern border with the Free State. The Klip River drains Johannesburg and Soweto southwards into the Vaal River. These rivers have historically influenced settlement patterns, mining activity, and industrial development, especially around Johannesburg and the Witwatersrand.

Climate and Vegetation - Gauteng experiences a mild, variable climate moderated by its high altitude despite its subtropical latitude. Most precipitation occurs as summer afternoon thunderstorms; winters are crisp and dry with occasional frost but rare snow. Vegetation is dominantly Highveld grasslands; northern regions show more savanna/bushveld vegetation. Despite high urbanization, several nature reserves and conservation areas exist.

Spatial Structure and Regional Significance - Gauteng forms the core of the Gauteng City-Region, an economically, socially, and demographically significant urban and industrial hub extending beyond provincial borders. The dense southern urban belt along the Witwatersrand stretches from Randfontein in the west to Nigel in the east. The province has one of the highest population densities in South Africa, leading to substantial pressure on land, infrastructure, and public services.

3. DEMOGRAPHY

Gauteng is South Africa's most populous and most urbanised province, serving as the country's economic and administrative hub. As of mid-2024 estimates, its population is

approximately 15.8 to 16.2 million people, which is over a quarter of the national population. The province is a major destination for internal migration within South Africa.

Population Size and Growth - Gauteng's mid-year population estimate for 2025 is approximately 16.1 million people, representing about 25.5% of South Africa's total population. This marks significant growth from 15.1 million in the 2022 Census (about 24.3% of the national population) and a rise from roughly 20% of the national population in 2002 to 25.5% in 2025.

Age Structure - According to the 2022 Census the population breakdown is:

- 23.6% under 15 years
- 19.6% aged 15-24
- 37.9% aged 25-44
- 15.0% aged 45-64
- 4.0% aged 65+

Population Density and Urbanisation - Gauteng is the smallest province by area but the most densely populated, with about 831 persons per km² as of the 2022 Census. It is highly urbanized, encompassing major metro areas including Johannesburg and Pretoria. This rapid urbanisation drives challenges related to informal settlements, rural-to-urban migration, and evolving household structures.

Language and Cultural Composition -The 2022 Census shows Gauteng's diverse linguistic makeup as follows: Zulu (23.1%), Sesotho (13.1%), Sepedi (12.6%), Setswana (10.4%), English (9.2%), Afrikaans (7.7%), Xitsonga (7.0%), IsiXhosa (6.7%), IsiNdebele (3.1%), Tshivenda (2.4%), SiSwati (0.9%), other languages (21.7%).

Race/Ethnicity and Household Composition- Per the 2022 Census:

- Black African: approximately 80%
- White: about 14%
- Coloured: roughly 3%
- Asian: roughly 3%

Gauteng had about 5.3 million households with an average household size declining from 3.1 in 2011 to 2.8 in 2022. Single-person households constitute about 22.1% of all households, indicating shifting dynamics.

Educational attainment (2022 Census):

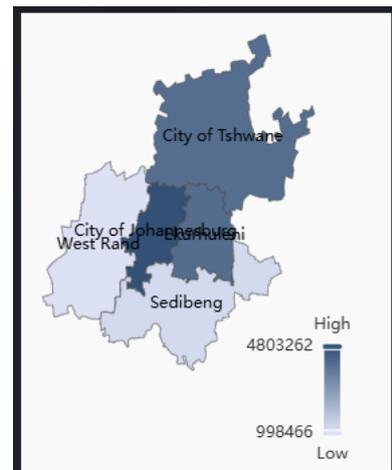
- 8.4% aged 20+ had no schooling
- 11.2% had some primary education
- 5.5% completed only primary school

- 34.3% had some high school education
- 28.0% finished high school only
- 12.6% attained education beyond high school.
- Overall, 40.6% of residents completed high school.

Migration and Diversity - Gauteng continues to attract internal and international migrants, contributing to its rapid population growth and cultural diversity.

4. GOVERNANCE

Gauteng is administratively divided into three metropolitan municipalities and two district municipalities, which are further divided into local municipalities. These local governments are responsible for service delivery at a municipal level, and intergovernmental cooperation between all three spheres of government (national, provincial, and local) is crucial for the effective functioning of the Gauteng City-Region.



Source: Statistics South Africa

- **Metropolitan Municipalities (Category A) perform both district and local government functions:**
 - **City of Johannesburg Metropolitan Municipality** - Largest metro and economic hub, including Johannesburg, Sandton, Soweto, Midrand, Roodepoort, and home to the Johannesburg Stock Exchange.
 - **City of Tshwane Metropolitan Municipality** - Includes Pretoria, the national administrative capital, plus Centurion, Mamelodi, Hammanskraal, Soshanguve; mix of urban, peri-urban, and rural zones.
 - **City of Ekurhuleni Metropolitan Municipality** - East Rand region including Kempton Park, Germiston, Benoni, Boksburg, Springs; vital industrial and logistics centre with O.R. Tambo International Airport.
- **District Municipalities (Category C):**
 - Sedibeng District Municipality - Southern Gauteng along the Vaal River; economy centred on manufacturing, steel, agriculture. Local municipalities: Emfuleni, Lesedi, Midvaal.
 - West Rand District Municipality- Western Gauteng bordering North West Province; historically focused on gold mining, now diversifying. Local municipalities: Merafong City, Mogale City, Rand West City.

About 97% of Gauteng's population lives in metropolitan areas. Furthermore, the District Development Model (DDM) coordinates planning and service delivery across government levels.

5. ECONOMIC PROFILE

Gauteng is South Africa's largest provincial economy, contributing about 33.2% of national GDP in 2023 with an economic output of roughly R1.56 trillion. The services sector, especially finance, real estate, and business services, drives growth with about 27% of GDP. The real economy sectors (agriculture, mining, manufacturing, construction) contribute about 23%, with manufacturing as the largest real sector (17%). Trade volumes are highest nationally, with imports about R1.01 trillion and exports about R824 billion (2023). The economy of Gauteng has diversified significantly from its historical reliance on gold mining and is now driven by a wide range of industries.

- **Finance, Real Estate, and Business Services:** This is the largest and most influential sector, home to the Johannesburg Stock Exchange (JSE) (Africa's largest stock exchange), major banks, and a host of professional and business services firms. This sector is a major driver of growth and employment.
- **Manufacturing:** Gauteng is the country's main manufacturing hub, hosting nearly half of South Africa's factories. Key sub-sectors include:
 - **Automotive:** Home to several major assembly plants and a developed supplier chain, including Special Economic Zones (SEZs) like the OR Tambo and Vaal SEZs.
 - **Metals and Engineering:** The metals industry is a significant component of manufacturing output.
 - **Agro-processing and Food & Beverages:** A growing sub-sector within the province's manufacturing base.
- **General Government Services:** This sector makes a substantial contribution to the provincial economy, as Pretoria is the administrative capital of the country.
- **Wholesale, Retail, Trade, and Accommodation:** As a major trade and logistics centre, this sector is vital to the economy, supported by the OR Tambo International Airport, Africa's biggest and busiest airport.
- **Information and Communication Technology (ICT):** The province is a leader in the digital and green economies, with initiatives like The Innovation Hub fostering growth in technology and biosciences.

Most Gauteng municipalities have Local Economic Development (LED) strategies, but poor prioritization, weak implementation, and limited resources undermine their effectiveness. Vacant LED positions, insufficient budgets, and weak institutional capacity result in unexecuted plans and missed opportunities for job creation and investment. Emfuleni Municipality exemplifies this gap, as the collapse of ArcelorMittal's long steel business revealed poor municipal support for major economic players.

While metros like Johannesburg and Ekurhuleni show strong LED performance through investment attraction and SMME support, most district and local municipalities lag behind due to poor planning and underreporting. Employment initiatives such as EPWP and CWP are unevenly distributed, with smaller municipalities failing to track progress effectively. Overall, LED implementation is constrained by governance instability, limited private-sector

participation, and dependence on temporary government programmes rather than sustainable growth strategies.

Labour Market Highlights:

- Largest labour force and participation rate in South Africa.
- Overall unemployment: 35.1% (2022).
- Youth unemployment (15–24): 65.3% (2023).
- Job growth mainly in wholesale & retail (+76,620), private households (+43,660), financial/business services (+36,970), transport (+17,630).
- Job losses mainly in construction (-47,220), utilities, mining, manufacturing.

Economic challenges include slow growth (0.6% in 2023), industrial decline, low infrastructure investment, and high unemployment. Gauteng's strengths lie in finance and trade with opportunities to expand as a knowledge economy and regional trade gateway. The province faces ongoing challenges that hinder its full potential, including persistent electricity supply issues (load shedding), logistics inefficiencies, and high unemployment rates. Despite these constraints, Gauteng generally outperforms national growth rates and continues to attract significant domestic and foreign direct investment, with growth projected to rise in the coming years due to a focus on structural reforms and infrastructure projects. The financial sector continues to be a main positive contributor to growth.

6. THE STATE OF MUNICIPALITIES IN THE PROVINCES AND DISTRICT

The state of municipalities in Gauteng is a mixed picture, with some exhibiting strong governance while others struggle with significant financial, infrastructure, and political instability challenges

- **Mixed Audit Outcomes:** Recent Auditor-General (AG) reports for the 2023/24 financial year show a range of outcomes. Midvaal Local Municipality has maintained a clean audit for 11 consecutive years, demonstrating strong financial discipline. However, others, such as the City of Tshwane and Emfuleni Local Municipality, received qualified opinions, indicating ongoing issues.
- **Instability:** Hung councils and coalition arrangements, particularly in the major metros (Johannesburg, Tshwane, Ekurhuleni), often lead to institutional instability and hinder consistent service delivery and governance.
- **Financial Strain:** Most municipalities face severe financial challenges, including high levels of irregular and fruitless expenditure, significant debt owed to Eskom and Rand Water, and poor revenue collection rates (with an average of 76% of municipal debt deemed unrecoverable).
- **Service Delivery Issues:** There is widespread public dissatisfaction with service delivery, particularly concerning water and electricity losses due to aging infrastructure, illegal connections, and poor maintenance.

Most municipalities in the province lack sufficient human capital capacity, which hampers effective implementation of staff regulations. GCOGTA has also reported delays in updating PMDS policies and guidelines. Furthermore, despite awareness campaigns, some municipalities are said to be resisting to enforce staff regulations.

Midvaal achieved clean audits for 11 consecutive years, but Ekurhuleni regressed from clean to unqualified with findings (2022-23). Johannesburg maintained unqualified opinions with findings; Tshwane improved from adverse to qualified but remains below expectations. Common issues include weak internal controls, lack of accountability, non-compliance, and service delivery challenges.

Financial health is strained with unauthorised, irregular, and fruitless spending high. Infrastructure maintenance and service delivery planning are inadequate, and compliance reporting is inconsistent with some failures to file key reports. Service delivery challenges continue despite improved planning tools such as Integrated Development Plans and "One Plan." Some metropolitan municipalities are not fully engaging in District Development Model forums, weakening strategic alignment.

Municipal performance is assessed on five Key Performance Areas (KPA): Institutional Transformation, Service Delivery, Local Economic Development, Financial Viability, and Good Governance. Section 47 reports evaluate municipalities on these factors. District municipalities in West Rand and Sedibeng are particularly vulnerable due to fewer resources and governance challenges. Challenges include:

- Infrastructure: Aging infrastructure is a primary cause of water and electricity losses, leading to frequent service interruptions and public complaints.
- Vacancies and Capacity: High vacancy rates in senior management positions (Municipal Managers and Chief Financial Officers) create instability and affect the capacity to address audit findings and implement projects effectively.
- Accountability: Consequence management for financial misconduct and non-compliance with supply chain management rules is often lacking, contributing to a repeat of negative findings.

The Gauteng Provincial Government and National Treasury are implementing support measures, such as the Financial Management Capacity Maturity Model, to try and improve financial controls and move towards sustainable municipalities.

7. HUMAN SETTLEMENT PROJECTS IN THE PROVINCE

The Gauteng Department of Human Settlements implements various provincial and national housing programmes:

- Rapid Land Release Programme (RLRP): Provides qualifying households with serviced stands (150m²–200m²) to build their homes incrementally, with access to standard building plans.

- **Social Housing:** Provides affordable rental accommodation for low- to middle-income earners (R1,500-R7,500 income bracket) in well-located urban areas.
- **Integrated Residential Development Programme (IRDP):** Involves acquiring land and servicing stands for a mix of land uses (residential, commercial, recreational) and income groups.
- **Government Employees Housing Scheme (GEHS):** An initiative to help low-earning public servants purchase homes.
- **Informal Settlement Upgrading:** Aims to provide basic services and secure tenure to residents in informal settlements, integrating them into the broader urban plan.
- **Title Deeds Restoration:** A programme focused on addressing the backlog in issuing title deeds for existing BNG and other housing units to ensure secure tenure for beneficiaries.

The Gauteng provincial government is actively engaged in numerous large-scale human settlement mega-projects and various housing programs aimed at providing integrated, sustainable, and mixed-income communities. The Gauteng government's primary approach involves developing "cities of the future" to integrate different housing types and social amenities (schools, clinics, parks, commercial centres).

- **Clayville Mega Project (Ekurhuleni):** This large development aims to provide 14,226 residential units, including Breaking New Ground (BNG), Finance Linked Individual Subsidy Programme (FLISP), and rental units. It features significant infrastructure upgrades and social amenities.
- **John Dube Housing Project (Ekurhuleni):** Part of the city's mega housing projects, it is set to deliver approximately 17,000 housing units with a mix of standalone, walk-up, FLISP, military veterans, rental, and bonded units. Some units recently handed over were fitted with solar panels.
- **Lanseria City (Johannesburg/West Rand/Tshwane link):** This future "smart city" is planned to yield 46,500 housing units with various amenities, linking three major municipalities.
- **Lufhereng (Johannesburg/Soweto):** One of the largest integrated initiatives, this project is expected to accommodate around 22,500 households upon completion, offering a mix of housing (BNG, bonded, social housing) and proximity to economic opportunities.
- **Fleurhof (Johannesburg):** Located west of the Johannesburg CBD, this project promotes infill development and is set to yield over 9,000 housing units, including BNG and bonded houses, along with business and community facilities.
- **Southern Farms Mega City (Johannesburg South):** This development, along with others like Cullinan, Daggafontein, Goudrand, and Stinkwater, is designed to be a self-sufficient mixed-use development with 43,000 houses and essential infrastructure.
- **Westonaria Borwa Mega Project (Rand West):** A flagship development aiming to deliver 16,000 housing opportunities, including BNG, bonded/FLISP, social, and

affordable housing units. It also focuses heavily on local SMME and employment opportunities.

- Riverside View (Johannesburg North): A development that has seen recent handovers of new housing units to beneficiaries from informal settlements as part of a de-densification plan.
- Goudrand Ext 4 Project: Approved for 13,197 top structures with a mix of fully subsidised, rental, FLISP, and bonded houses. Infrastructure, including roads and water, has been completed.

Human settlement projects are delivered through provincial mega-projects, metropolitan initiatives, national conditional grants, and land-release schemes focused on integrated, mixed typology developments including multi-storey, rental/social, and bonded housing. Major projects like Clayville, Riverside View, and Lion Park/Diepsloot nodes aim to densify housing linked to economic nodes. Funding includes provincial budgets, grants (HSDG, ISUP), and private-sector PPPs. Challenges include funding sufficiency, infrastructure servicing, dolomite and acid mine drainage risks, and high beneficiary demand.

8. ROADS AND TRANSPORT INFRASTRUCTURE IN THE PROVINCE

Gauteng's road and transport infrastructure development is guided by the Integrated Transport Master Plan (ITMP25) and the "Growing Gauteng Together Through Smart Mobility" (GGT2030) vision, focusing on an integrated, efficient, and sustainable system that supports economic growth. The Gauteng Department of Roads and Transport (GDRT) manages a significant road network and is undertaking numerous projects to ease congestion and improve connectivity.

- Road Upgrades and Widening: Major projects involve expanding existing roads and constructing new dual carriageways to improve traffic flow.
 - K155 (Modderfontein Road) Upgrade: This project involves widening the existing carriageway, building a new dual carriageway, and upgrading stormwater systems, traffic signals, and street lighting. It is designed to support the new Linksfield Development Node and is currently underway.
 - K101 (R101) Construction: Located in Midrand, this project involves the construction of 5.4km of new road, including an interchange. It runs parallel to the N1 between Johannesburg and Pretoria, serving as a vital alternative route.
 - Rooihuiskraal/N14 Off-ramp: This standalone project is in the procurement phase (planned for Q3 of the 2025/2026 Financial Year) and aims to improve traffic flow and accessibility in Centurion.
 - Gravel Road Upgrading Programme: An ongoing programme to upgrade identified gravel roads to surfaced roads across the province, with specific roads in regions like Heidelberg West already completed.
- Maintenance and Rehabilitation: The department has a significant focus on maintenance, including pothole patching, rehabilitation of paved roads, and bridge

maintenance. They have signed Memoranda of Understanding (MOU) with municipalities to intervene in local road maintenance. The recently rehabilitated Kilburn Street Bridge in Roodepoort is one such example.

A key aspect of Gauteng's strategy is to create a modern, integrated public transport system with seamless mobility.

- **Gautrain Expansion:** The Gautrain Management Agency (GMA) is planning a major expansion to add another 150km of new lines to the current 80km network. This will connect areas like Soweto, Cosmo City, Olievenhoutbosch, and Mamelodi to major economic centres, aiming for greater social inclusion and economic access.
- **PRASA Rail Linkages:** The province is working with the Passenger Rail Agency of South Africa (PRASA) to fast-track the resuscitation of rail links into various townships to reduce traffic congestion and travel costs.
- **Tambo Springs Freight and Logistics Hub:** This is a key National Development Plan initiative to reduce freight on road networks. Detailed designs for critical road links, such as the K148/N3 interchange, have been completed to support this hub.
- **"Taxi Rank of the Future":** The department is consulting with the taxi industry on modern intermodal facilities, with the Vereeniging Intermodal Facility planned as a pilot project offering integrated services like shops, banks, and restaurants.

The provincial road network covers about 5,400 km (5,000 km tarred, 1,800 km gravel). Despite major investments, maintenance backlogs and service challenges persist, complicated by urban expansion and freight movement needs. Key initiatives include the "PotholeFixGP" app (launched 2022), which helped repair over 38,790 potholes. Road maintenance budget for 2024/25–2026/27 is about R28.1 billion. Road inspections target 4,571 km of surfaced and 1,359 km of gravel roads.

The department faces ongoing challenges from vandalism and cable theft of road and traffic light infrastructure, which costs the province millions and causes service disruptions. Efforts are being intensified to address these issues, alongside general efforts to ensure traffic signals function optimally. The broader plan involves promoting "smart mobility" and integrating various transport modes and technologies.

9. CURRENT PROJECTS IN THE PROVINCE TO IMPROVE BASIC SERVICE DELIVERY

The Gauteng Provincial Government has several current projects and initiatives aimed at improving service delivery, focusing heavily on infrastructure development, digital transformation, and basic services such as water, sanitation, and transport. Service delivery performance varies, with metropolitan areas generally achieving higher coverage but district municipalities, especially in peripheral regions, facing significant backlogs. Rapid population growth intensifies pressure on financial and infrastructure capacity. Between January 2020 and March 2024, community development workers registered 108,230 service delivery cases

via digital platforms; roughly 68.1% were resolved. The 2023/24 Section 47 report notes significant variations in services such as water, electricity, and waste management.

As already mentioned, basic service delivery across Gauteng municipalities in 2023/24 shows mixed progress with notable successes and ongoing challenges across water, sanitation, electricity, and waste management services. Water services largely met provision targets, with Johannesburg and Ekurhuleni achieving full coverage. Tshwane faced delays due to electrical stock shortages affecting reservoir commissioning. In other municipalities like Rand West City and Sedibeng's Emfuleni, infrastructure upgrades were made, though issues such as pipeline leaks and aging infrastructure persist, compounded by urban expansion and water losses.

Sanitation progress was significant but uneven. Johannesburg met its sanitation targets, while Tshwane and Ekurhuleni struggled due to procurement issues and resource limitations. Efforts include wastewater plant maintenance and refurbishments, yet infrastructure constraints challenge rising demand. Electricity service targets were met across all municipalities, but persistent challenges such as Eskom debt, infrastructure maintenance, electricity theft, and illegal connections impact reliability. Johannesburg faces a burden of over R1 billion in Eskom debt, and infrastructure upgrades include new substations and electrification of informal settlements. Power outages and cable theft remain critical issues requiring investment and community engagement.

Waste management improved with consistent refuse collection, street sweeping, and illegal dumping site clearance. Johannesburg and Ekurhuleni expanded integrated services amid landfill pressures. Other municipalities enhanced waste collection through new workers, fleet modernization, and expanded refuse services. Water and electricity losses remain high, further straining municipal finances. For example, Ekurhuleni's electricity losses rose from R1.95 billion to R2.33 billion between 2021/22 and 2022/23, with water losses also significant. Some municipalities like Lesedi show modest gains, but overall inefficiencies persist.

Formalization of informal settlements progressed well, with Johannesburg upgrading key settlements, Tshwane formalizing several areas, and other municipalities planning or implementing major settlement upgrades and infrastructure development for thousands of new stands. Free Basic Services provision improved to 96.2% overall, with most municipalities meeting targets. Johannesburg saw a decline due to vetting of indigent households but aims to address this through awareness initiatives.

Service delivery monitoring highlights notable case resolution rates (about 68–89% over recent years) but community dissatisfaction persists, especially among residents of informal settlements, related to unresolved issues, poor government responsiveness, and communication gaps. Overall, Gauteng municipalities have invested heavily in water, sanitation, electricity, waste management, and informal settlement formalization in 2023/24, but challenges remain in infrastructure aging, resource constraints, losses, service reliability, and community trust. Sustained investment, infrastructure maintenance, capacity building, and improved community engagement are critical for further progress.

10. FINANCING OF INFRASTRUCTURE IN THE PROVINCE

Gauteng finances infrastructure through a mix of provincial budgets, national conditional grants, development finance, public-private partnerships (PPPs), and alternative mechanisms coordinated by the Gauteng Infrastructure Financing Agency (GIFA). In the 2023/24 financial year, GIFA's allocation was approximately R74.868 million from the provincial treasury.

Major funding sources include provincial treasury allocations, national conditional grants (e.g., Division of Revenue Act), municipal co-funding, user charges, and PPPs. GIFA plays a critical role developing bankable projects and attracting blended finance. Institutional arrangements involve GIFA, the Gauteng Infrastructure Coordinating Council (GICC), and the Provincial Treasury for budgeting and oversight. In 2023/24, 94.2% of the budget was spent, emphasizing both project preparation and readiness for private investment.

11. AUDITOR'S FINDINGS

The Auditor-General reports that Gauteng ranks among provinces with better audit outcomes, with about 77% of financial statements and 80% of performance reports rated good quality after adjustments. However, irregular expenditure totalled approximately R5.78 billion (4% of the provincial budget), signalling governance and control issues, especially in procurement and contract management.

Infrastructure management deficits continue, with inadequate asset maintenance impacting service delivery. Although there is improved audit reporting quality, it has not translated uniformly into better service outcomes. Challenges also include reliance on costly consultants and compliance breaches.

Positive developments include fewer "going concern" warnings compared to other provinces, reflecting relatively strong financial stability. Recommendations focus on strengthening procurement controls, improving asset management to align with Gauteng's urbanization, enhancing accountability for repeat audit failures, translating audit gains into service improvement, and building internal capacity to reduce consultant dependence.

Audit Comparison:

Department	2023/24 Audit Outcome	Trend from Previous Years
Education	Unqualified with no findings (Clean Audit)	Improved from unqualified with findings
Health	Unqualified with findings	Consistent unqualified with findings
Social Development	Unqualified with findings	Consistent unqualified with findings

Department	2023/24 Audit Outcome	Trend from Previous Years
Human Settlements	Unqualified with findings	Improved from qualified in prior years
Roads and Transport	Unqualified with findings	Improved from qualified in 2021/22
Infrastructure Development	Unqualified with findings	Stable over last five years

At the end of the 2023/24 financial year, Gauteng municipalities reported a 77% overall progress in implementing the 2022/23 audit action plans. West Rand District Municipality and Midvaal Local Municipality each achieved a 100% resolution rate for these plans, followed closely by the City of Ekurhuleni Metropolitan Municipality with a 99% resolution. The City of Johannesburg Metropolitan Municipality, Rand West City Local Municipality, Mogale City, Sedibeng District Municipality, and Lesedi Local Municipality all reported around an 80% resolution rate, slightly higher for the 2022/23 plans. Emfuleni Local Municipality reported the lowest resolution rate at 41%. Out of a total of 716 action plans, approximately 166 (33%) remained unresolved. This data reflects varying levels of progress across municipalities in addressing audit findings and implementing corrective actions.

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