

S'HAMBA SONKE PROGRAMME

Presentation to the Roads Pavement Forum

May 2015



OVERVIEW

- Departmental Structure & Mandate
- S'hamba Sonke Programme
 - Strategic Goals & Purpose & Budgets
 - Key Pillars
 - Monitoring & Evaluation
 - Reporting
- Issues for Industry Consideration

Roads mandate per legislation and strategies

Constitution of the Republic of South Africa

•Provisions::

- Provincial Roads as exclusive competency of Provincial Administration
- Municipal Roads as exclusive competency of local government (metro, district or local)
- National roads as exclusive competency of Minister of Transport

White Paper on National Transport Policy (1996)

- Identified fragmentation of responsibility and co-ordination of infrastructure across government levels and with parastatals
- Enabled creation of SANRAL to plan, develop, maintain S.A. National Road network
- Mandated the creation of national forum to improve the “co-ordination of infrastructure planning for all modes of transport” and encouraged the creation of provincial /local co-ordination structures

Road Infrastructure Strategic Framework for South Africa (RISFSA) and S'hamba Sonke Programme

- Provided framework for Intergovernmental co-operation on the management and maintenance of national, provincial and local road network (RCB)
- Establishment of national norms for information and decision support systems to manage roads as a network (including functional road reclassification)
- Sustainable roads funding
- Development of human capacity for roads development and maintenance
- Development of rural road infrastructure in support of social and economic development in rural areas



**Department
of Transport**

**Road
Transport
Branch**

- Regulate road traffic management;
- ensure the maintenance and development of an integrated road network through
- the development of standards and guidelines and
- oversight of the road agencies and provincial road expenditure.



SANRAL

CBRTA

RAF

RTMC

RTIA

S'HAMBA SONKE ROAD PROGRAMME

- On 1st February 2011, MINMEC approved the S'hamba Sonke Programme (SSP) framework as a means to implement Provincial Roads Maintenance Grant
- Nationally launched on the 18th April 2011@ the Chief Albert Luthuli International Convention Centre in Durban;
- Focuses on “implementation” to achieve focuses on Government’s objectives

Provincial Road Maintenance Grant: Keys Points to take note off from DORA

➤ Strategic Goal

- To ensure efficient investment in provincial roads to implement the Road Infrastructure Strategic Framework For South Africa (RISFSA) in line with the S'hamba Sonke Road Programme and other related road infrastructure asset management programmes

➤ Purpose

- To supplement provincial investments for routine, periodic and special maintenance
- To ensure all roads are classified as per RISFSA and the Road Classification and Access Management (RCAM) guidelines
- Implement and maintain road asset management systems (RAMS)
- To supplement provincial projects for the repair of roads and bridges damaged by declared natural disasters
- To improve the state of the road network serving electricity generation infrastructure
- To improve road safety with a special focus on pedestrian safety in rural areas

Provincial Road Maintenance Grant: Keys Points to take note off from DORA

➤ Reporting Requirements

- Provinces must send monthly expenditure reports to national department within 15 days of the end of the month.
- National department must consolidate and forward these reports to National Treasury within 20 days of the end of each month.
- Provinces must send quarterly performance (non-financial) report to the national department within 30 days after the end of the quarter
- Quarterly reports must be interrogated and then submitted to National Treasury 45 days after the end of each quarter
- Each grant may only be spent in terms of the purpose and conditions outlined in the grant framework (sect. 16)

PRMG Allocations

Province	2011/12	2012/13	2013/14
Easter Cape	1 034 086	1 215 920	1 312 210
Free State	447 165	525 583	567 433
Gauteng Includes Coal Haulage	566 917 74	583 226 4.4	625 542 0.9
KwaZulu Natal	1 236 648	1 515 099	1 569 251
Limpopo	934 208	1 098 478	1 185 468
Mpumalanga includes Coal Haulage allocation	1 016 603 511	1 253 564 659	1 449 002 808
Northern Cape	308 760	363 053	391 803
North West	501 826	590 067	636 795
Western Cape	411 141	483 437	521 720
Total	6 457 939	7 568 301	8 260 032

PRMG Allocations

PROVINCE	2015/16	MTEF	2017/18
		2016/17 R'000	
Eastern Cape	1 289 151	1 320 312	1 408 404
Free State	1 142 796	1 209 539	1 296 144
Gauteng	455 821	482 443	516 986
KwaZulu-Natal	1 779 255	1 851 165	1 983 711
Limpopo	994 762	1 056 656	1 155 155
Mpumalanga	1 719 418	1 656 521	1 765 199
Northern Cape	822 430	870 464	932 790
North West	788 060	834 086	893 808
Western Cape	858 962	856 776	855 838
TOTAL	9 850 655	10 137 962	10 808 035

Within the 201415/16 PRMG Allocations

Disaster Allocations for the following provinces:

- Eastern Cape: R 126.7 million
- KwaZulu-Natal: R 30.2 million
- Limpopo: R 90.9 million
- Mpumalanga: R 128.3 million
- Western Cape: R 104.4 million

Coal Haulage Network

- Mpumalanga: R 830 million

Note: SANAL also receives a special allocation for their portion of the Network within their budget allocation (separate form PRMG).

S'HAMBA SONKE PROGRAMME (MOVING TOGETHER)

**ACCELERATING RURAL DEVELOPMENT
THROUGH ACCESS AND MOBILITY**

towards a national road maintenance and
rural road infrastructure programme

JANUARY 2011

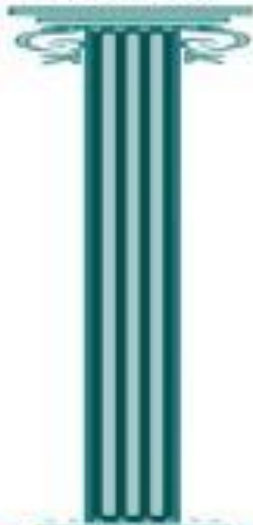
S'HAMBA SONKE PROGRAMME (MOVING TOGETHER)

OPERATIONS MANUAL

**ACCELERATING RURAL DEVELOPMENT
THROUGH ACCESS AND MOBILITY**

towards a national road maintenance and
rural road infrastructure programme

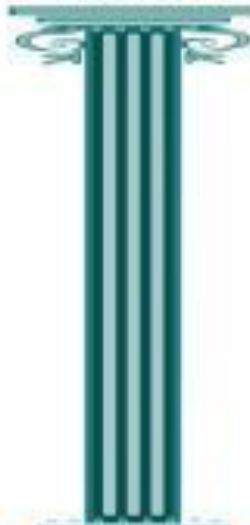
**Increased
Investment**



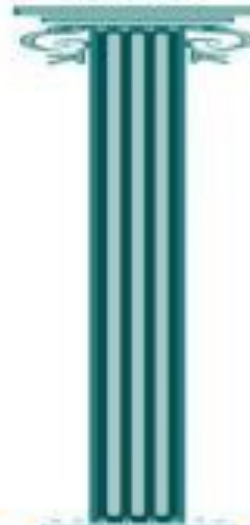
**Labour
Intensity**



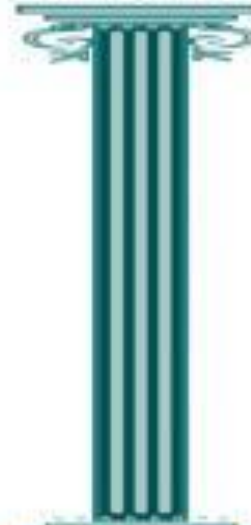
**Know your
Network**



**Improved
Access**



**Safe Road
Environment**



S'hamba Sonke Programme

KEY PILLARS OF S'HAMBA SONKE ROAD PROGRAMME

Increased
Investment

Labour
Intensity

Know Your
Network

Improved
Access

Safe Road
Environment

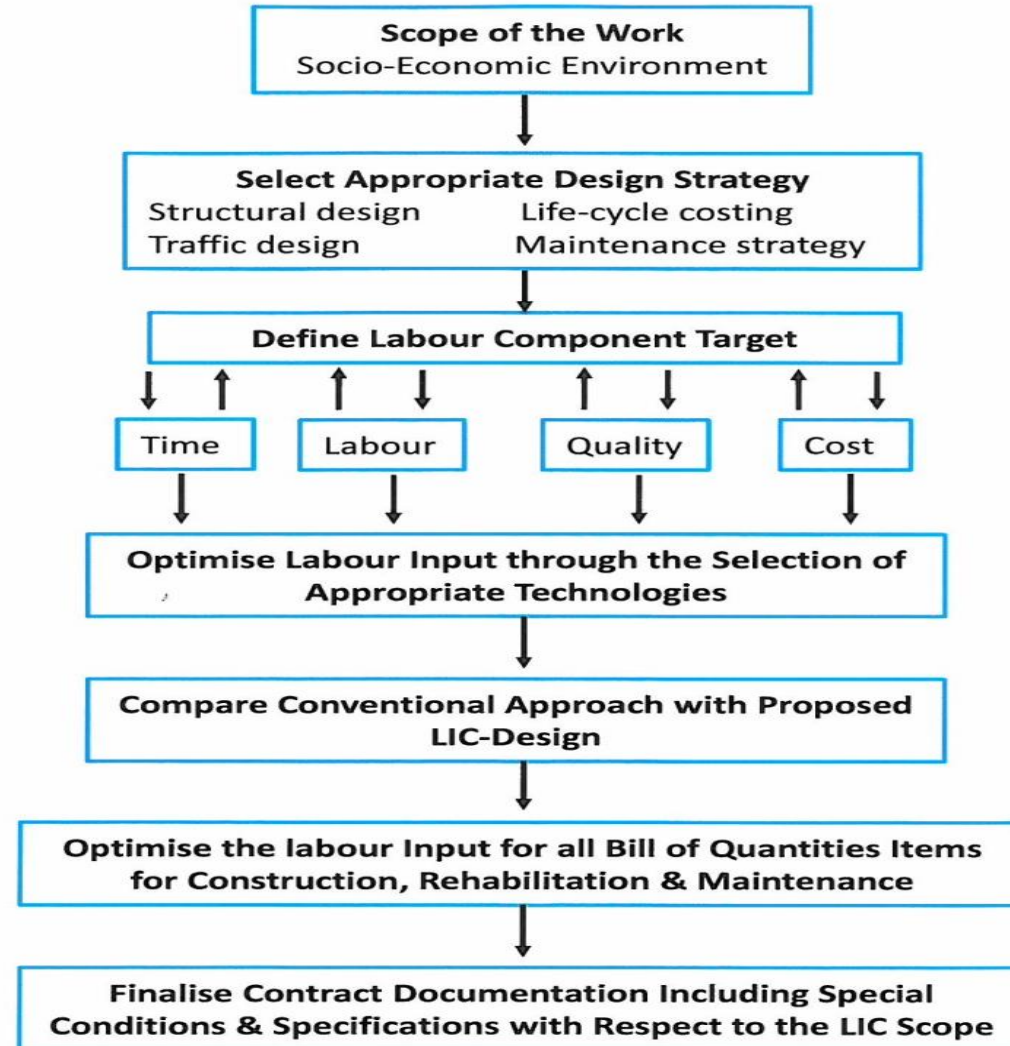
- **Increase investment** in maintenance of key arterial routes to support the rural economy
- **Increased focus** in the cost efficient use of **labour absorptive methodologies** in road construction and maintenance
- **Know your network:** *A focused attention on deployment of local resources to support road network asset management*
- **Improving Access** to Schools and Clinics and other public facilities
- Delivering a **Safe Road environment**

Labour intensive projects: varying contexts





Project Selection



S'HAMBA SONKE MAJOR TRANSPORT CORRIDOR DEVELOPMENT SELECTION CRITERION

Project Identification

- Provincial Road Authorities are responsible for the identification of candidate projects;
- RAMS – primary source
- Other considerations
 - clear development principles such as population and public facilities served, importance to the provincial and national economy, traffic counts, prevalence of poverty and land and tourism potential
 - PRMG is supplementary funding – important to consider labour based construction methodologies and which target communities with high levels of unemployment and which lack access to public facilities and markets

S'HAMBA SONKE MAJOR TRANSPORT CORRIDOR DEVELOPMENT SELECTION CRITERION

Project Planning

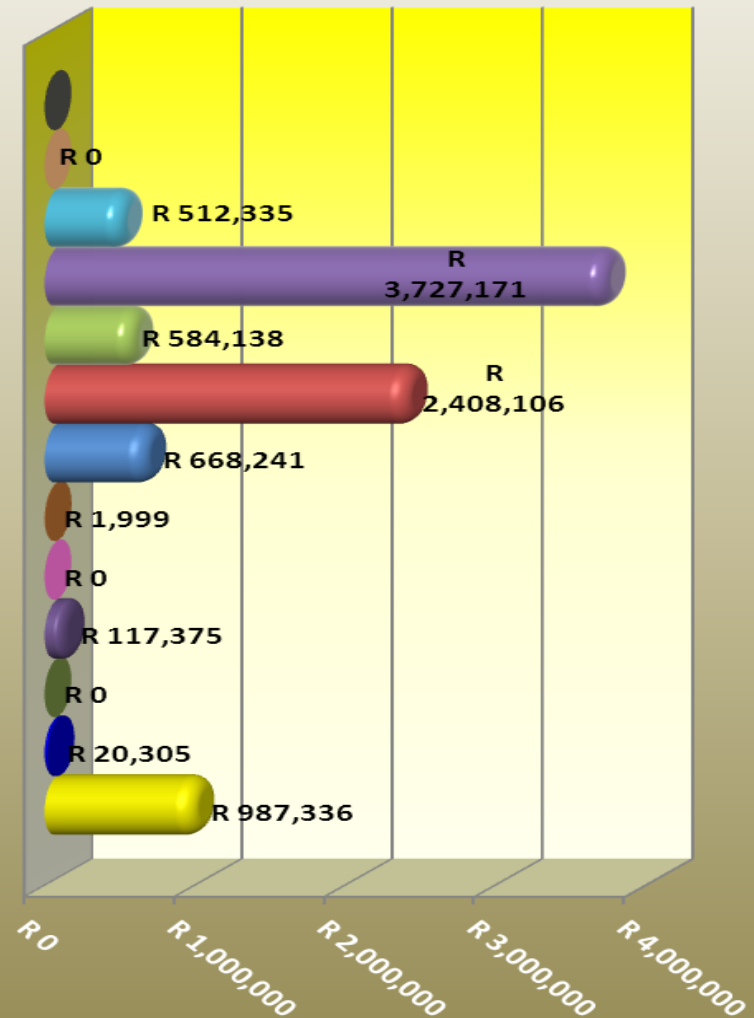
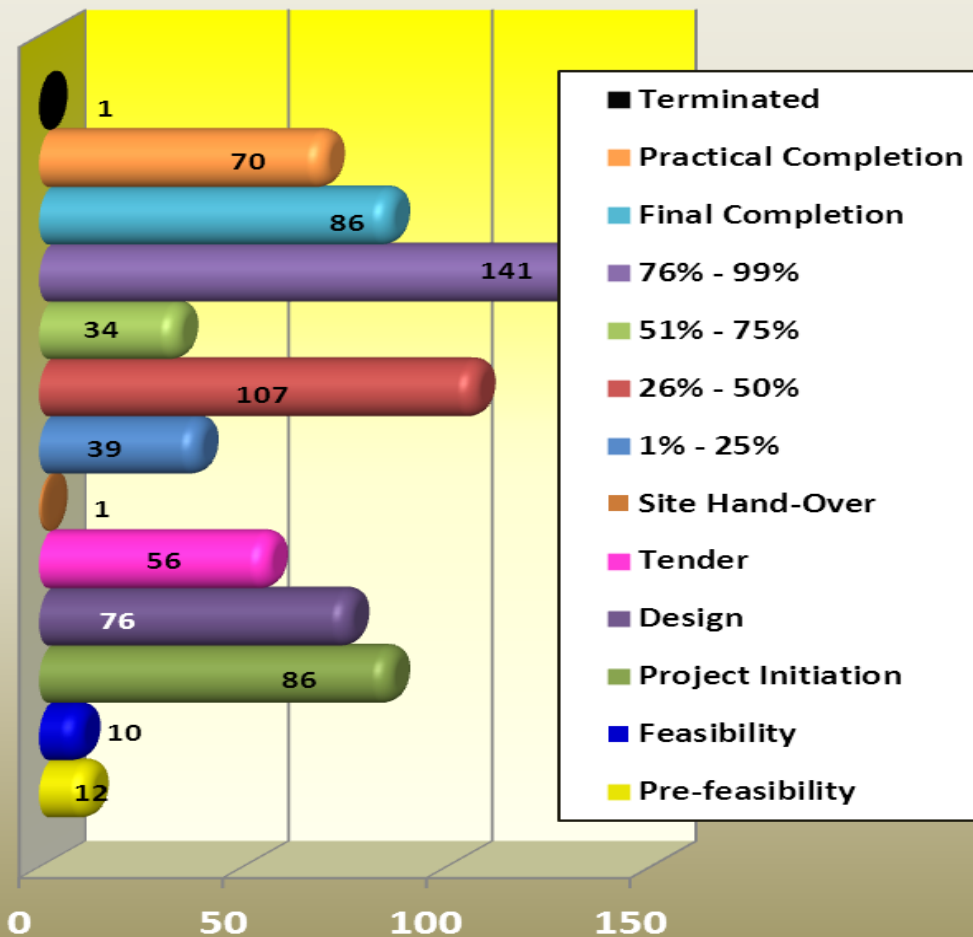
- The PDOT will establish and manage PLCs which will include stakeholder representation from traditional authorities, local government, public transport, local businesses, CBOs and various relevant provincial government departments.
- Appoint a team of service providers consisting of engineers, town planners and community development practitioners
- Implement gravel roads, low volume blacktop roads, sidewalks, cycle tracks and beautification projects using labour based technologies
- Completed projects to comply with Government Immovable Asset Management (Act No 19 of 2007) by adopting labour based maintenance technologies
- Supply side local manufacturing enterprises should be sustainably developed to supply some of the road building material needs
- The PDOT will establish PLCs representative by all stakeholders and appoint a project manager to chair fortnightly PLC meetings

S'HAMBA SONKE MAJOR TRANSPORT CORRIDOR DEVELOPMENT SELECTION CRITERION

Design and Construction

- All projects must be designed to make a maximum contribution to social development and poverty reduction. They must guarantee a significant increase in the proportion of the local population engaged in employment and economic production
- All projects must be designed to renew rural towns and villages
- In addition to compliance with the Construction Sector Code (June 2009) and Integrated Transport Sector Code (August 2009), a minimum target of 70% of all road works should be suitable for the contracting of emerging contractors and SMMEs
- All projects must be designed to maximise labour based techniques and the use of local materials without compromising national and provincial road standards
- All PDOT staff, consultants and contractors involved in the management and supervision of labour based works must have completed the necessary NQF skills training.
- All training service providers must be accredited with CETA.

S'HAMBA SONKE : MONITORING AND EVALUATION



S'HAMBA SONKE PROJECT SELECTION MONITORING AND EVALUATION

Monitoring and Evaluation

- Web based reporting system housed by NT and DPW
- The NDOT will design and implement social impact evaluation studies
- Provincial Road Authorities responsible for the technical, organisational and socio economic aspects of the SSP which must be carefully monitored and the results acted upon to continuously improve the programme
- Key Performance Indicators of corridor development must be monitored on an ongoing basis and must be referred to the relevant planning authority

Issues that Industry need to consider (*current & future*)

- ▶ **Record keeping and submission of Job Creation Data to Government at a Project Level :**
 - No of persons & expenditure;
 - EPWP Template (W/O, FTEs, no of women, youth & persons living with disabilities);
 - Training Data, Internships;

- ▶ **Record keeping and submission of other information to Government at a Project Level:**
 - Traffic Impact Assessments;
 - Other reports and studies;
 - RAMS data;
 - GIS data;



Thank You

