

PRESENTATION TO THE ROAD PAVEMENT FORUM

09 November 2010



**Progress & Update since the Road
Construction & Maintenance Summit**

Presentation Outline



- Background
- Challenges
- Strategic Interventions
- Construction and maintenance summit resolutions and progress
- Conclusion

Background



- Condition of the road network in SA
- Budget Allocations & expenditure for CAPEX and maintenance programs.
- Condition Assessments & processing of the data
- Skills / Capacity in the sector
- Safety

Summary of Available Condition Data – (*Status Quo of roads*)

Authority	Paved		Gravel		Total		
	Length	Data	Length	Data	Length	Data	% Data
SANRAL	16,170	16,170	0	0	16,170	16,170	100
Provinces - 9	48,176	47,088	136,640	103,733	184,816	150,820	82
Metros - 9	51,682	40,737	14,461	1,789	66,143	42,527	64
Municipalities	37,691	10,866	302,158	2,124	339,849	12,990	4
Total	153,719	114,861	453,259	107,646	606,978	222,507	
% Data	75		24		37		

Challenges identified within the Department

- The existing structure of the DoT itself
- DoT's mandate is limited to working on National Roads assets, although the DoT is accountable for the entire sector.
- DoT as the lead Department is not sufficiently resourced
- Optimal Realignment to meeting customer needs
- Optimum Balance - Social & Economic developmental needs
- Preservation of existing network (especially secondary roads)
- Construction and upgrading of rural access roads is not fast enough.
- Network Expansion
- Job creation & skills development
- Road Classification and Access Management
- Pavement Asset Management System.
- The critical requirement is a decision support system at local and municipal level
- Input into the pavement asset management system has to be ongoing .
- “National Champion needed” for a high standard to be maintained.

Strategic Interventions

■ National Infrastructure Maintenance Strategy (NIMS)

- Headed by National Treasury (CIDB). The Following Challenges being addressed by NIMS
 - Asset Management Practices
 - Norms and Standards
 - Budget constraints and backlog
 - Skills Capacity
 - Institutional arrangements

■ Minister announcement re: the call / need for a dedicated roads fund

- **Construction and Maintenance Summit (May 2010)**
- Internal Processes within the DoT
- Stakeholder Agreements / Partnerships
- Cascading of Minister's Performance Agreement

CONSTRUCTION AND MAINTENANCE SUMMIT (MAY 2010)

- Delivery models
- Funding and asset management systems
- Capacity development
- BEE and women empowerment
- Road safety

Summary of Summit Resolutions

- Provide a long-term planning perspective for secondary and municipal roads development in the country.
- Build municipal capacity for road construction and maintenance.
- Development of an Asset Management Model to ensure balance between construction and maintenance.
- Build institutional, decision and technical support systems for service delivery.
- Build human capital and skills development.
- Need for a national framework for service delivery in rural communities.
- Leverage funding, both public and private.
- Develop job creation initiative.
- Introduce innovation and technology.



PROGRESS

Delivery model

- Development of a flagship national programme for the creation of jobs and maintenance of infrastructure
 - Up scaling of Zibambele across the country
 - Up scaling funds should be directed to access roads
 - Creations of more jobs to attract EPWP incentive funding
 - Provide infrastructure cost effectively

Delivery model

Potential Targets	RSA	KZN - DOT
Existing Kilometers of roads	750,000	27,998
Number of contractors	875,000	40,000
Potential kilometers of roads	438,000	28,000
Person days of employment	84,000,000	3,800,000
Full Time Equivalents	366,000	16,700
Budget Estimates	R4,945 Billion	R225,6 million

Possible benefits from a National Rollout of Zibambele

Funding and asset management systems

- Dedicated funding from fuel levy - No National Treasury support
- Restructuring of Infrastructure Grant to Provinces process now underway providing scope for funding and budgeting process reforms to be considered including measures to address efficiency of spending by authorities
- Discussions with National Treasury re: DOT responsible for the Infrastructure Grant to Provinces which should enable establishment of a fully fledged national programme, maximising decent job creation
- Engagement with National Treasury: developing a framework for DOT to take full responsibility for Infrastructure Grants for Provinces in order to address the resolutions
- Budget increases and capacity need to be phased in.
- Need to ensure allocated budgets are spent on roads

Road Safety

- Road Safety Project Manager @ Department of Transport
- National Road Safety Councils & Provincial Road Safety Councils
- Rollout of AARTO
- Implementation of National Road Traffic Amendment Act
- Expansion of Road Transport Management System (*self regulation with the Heavy Vehicle Transport Industry*)
- Work in Progress: Road Freight Strategy
- Road Traffic Management Corporation
 - National Rolling Law Enforcement Plan

BEE and women empowerment

- Transport Charter
- SA Women in Construction
- SA Women in Transport

Proposed Stakeholder Agreements / Partnerships

- Proposed MOU with DBSA to deal with :
 - Asset management system
 - Funding model
 - Sector skills
 - other

- CAPCOR
 - Partnership with industry represented by SARF
 - Industry Proposal received and under review

- Implementation of NIMS –
 - Mechanism for enforcing through MINMEC and COTO to be developed

Proposed Stakeholder Agreements / Partnerships

- Proposed Industry “Think Tank”
 - Outstanding, pending internal processes and issues being resolved

Thank You

