

# GAUTENG DEPARTMENT OF ROADS AND TRANSPORT

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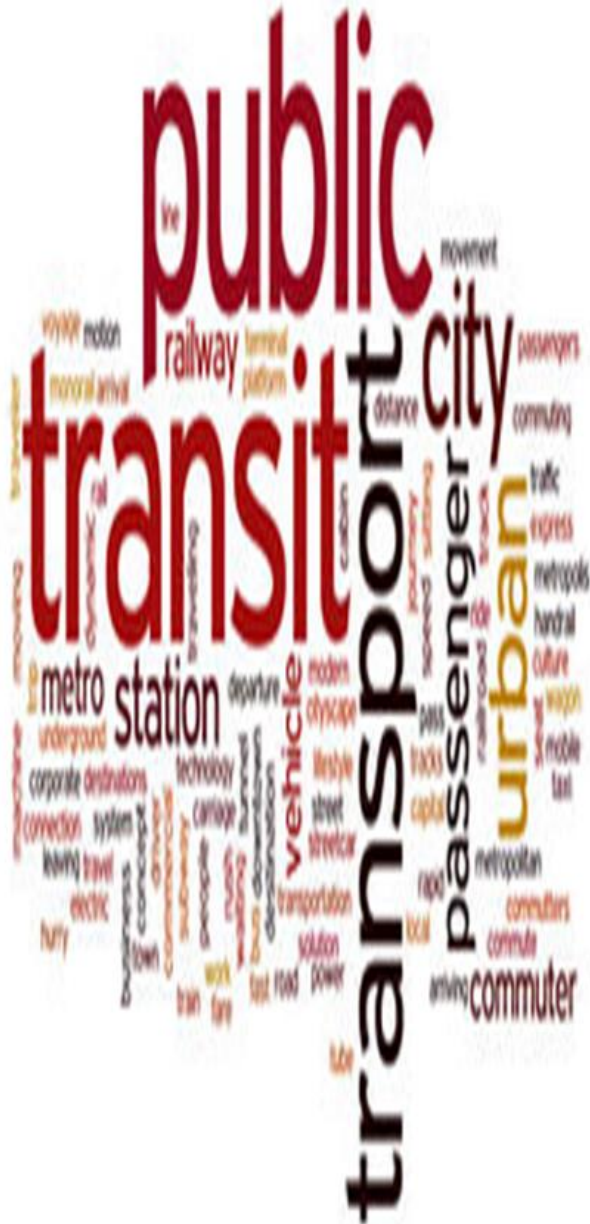


**GAUTENG PROVINCE**  
ROADS AND TRANSPORT  
REPUBLIC OF SOUTH AFRICA

Growing Gauteng Together

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- GDRT strategic overview
- Departmental mandate
- Legislative mandate
- Key principles of the South African
- GDRT design and construction projects
- Challenges
- Way forward
- Q & A



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# STRATEGIC OVERVIEW

## Vision

- A modern, integrated, efficient and sustainable transport and road infrastructure system in Gauteng.

## Mission

- To facilitate and provide an integrated transport system that:
  - is reliable, accessible, safe and affordable;
  - promotes seamless mobility and social inclusion;
  - is environmentally sustainable; and
  - supports industrialisation and radical socio-economic transformation.

## Core values / Principles

- Innovative
- Good governance
- Teamwork
- Professionalism
- Commitment
- Ethical
- Responsiveness

## Departmental Mandate

- The mandate of the Gauteng Department of Roads and Transport (GDRT) is to provide an integrated transport system that is reliable, accessible, safe and affordable and has a broad range of socio-economic impacts.
- The Department also contributes to the provincial outcome of modernizing public transport and providing an environmentally sustainable road infrastructure which is inclusive of increased accessibility and efficiency, employment creation and social inclusion of all citizens of the province.
- The Department is geared towards providing a spatially aligned and equitable transport network and systems to promote socio-economic development in the Gauteng City Region.

## LEGISLATIVE MANDATE

- 1) The Constitution of South Africa , 1996 is the Supreme Law of the land and it is binding on all organs of the state at all levels of government. Section 217 of the Constitution stipulates that when an organ of state in national, provincial or local sphere of government, or any other institution identified in national legislation, contracts for goods or services, it must do so in accordance with a system which is fair, equitable, transparent, competitive and cost effective.
- 2) Subsection (1) does not prevent the organs of state or institutions referred to in that section from implementing a procurement policy providing for categories of preference in the allocation of contracts, protection or advancement of the disadvantaged by unfair discrimination
- 3) National legislation must prescribe a framework within which the policy referred to in subsection (2) must be implemented.

# KEY PRINCIPLES OF THE CONSTITUTION

## **Fairness and transparency relates to :**

- a) Tender advertisement
- b) Equal treatment
- c) Award criteria
- d) Publication of results (OTP)

## **Competitiveness and cost effectiveness:**

Procurement methods i.e. threshold values :

Petty cash – up to R2 000.00

Verbal quotations/ written quotations – up to R10 000.00

Written price quotation up to R500 000.00

Competitive bidding – over R500 000.00

# KEY PRINCIPLES OF THE CONSTITUTION

## Equity

Preferential Procurement policy Framework Act, no 5 of 2000

PPPFA and Preferential procurement regulations, 2017

Pre-qualification process

Award state preference : 80/20 or 90/10

Sub contracting

## PP REGULATIONS – PRE-QUALIFICATION

Section 4 of PPR 2017 deals with prequalification criteria for preferential procurement by advertising one or more of the **three conditions** to target certain tenderers. The 3 conditions are:-

- 1) Stipulate the minimum BBBEE status level contribution
- 2) Stipulate EME or QSE
- 3) A tenderer subcontracting minimum 30% to designed groups as stated under C (I)-(VIII) as follows:-
  - must be EME or QSE, 51% black EME/QSE, 51% black women EME/QSE, 51%black youth EME/QSE, 51%black PWD EME/QSE, 51% black rural areas/township EME/QSE, 51% black cooperative EME/QSE, 51%military veterans EME/QSE etc.



## PP REGULATIONS – PRE-QUALIFICATION

Section 9 :- it should it be feasible to subcontract (you may only do so from R30 million and above), this “condition” must be included in the tendering conditions as follows

- A successful tenderer must subcontract minimum 30% of the value to one or more of the designed groups as follows:-
  - EME or QSE, 51% black EME/QSE, 51% black women  
EME/QSE, 51%black youth EME/QSE, 51%black PWD  
EME/QSE, 51% black rural areas/township EME/QSE, 51%  
black cooperative EME/QSE, 51%military vets EME/QSE etc
- The department (organ of state) must make available a list of all registered suppliers on CSD to provide the service in respect of 1 above from which tenderers must select

## PROVINCIAL NETWORK

Road type	Length (km)	Length (%)
Paved roads	4,456	77%
Unpaved roads	1,362	23%
Total	5,846	

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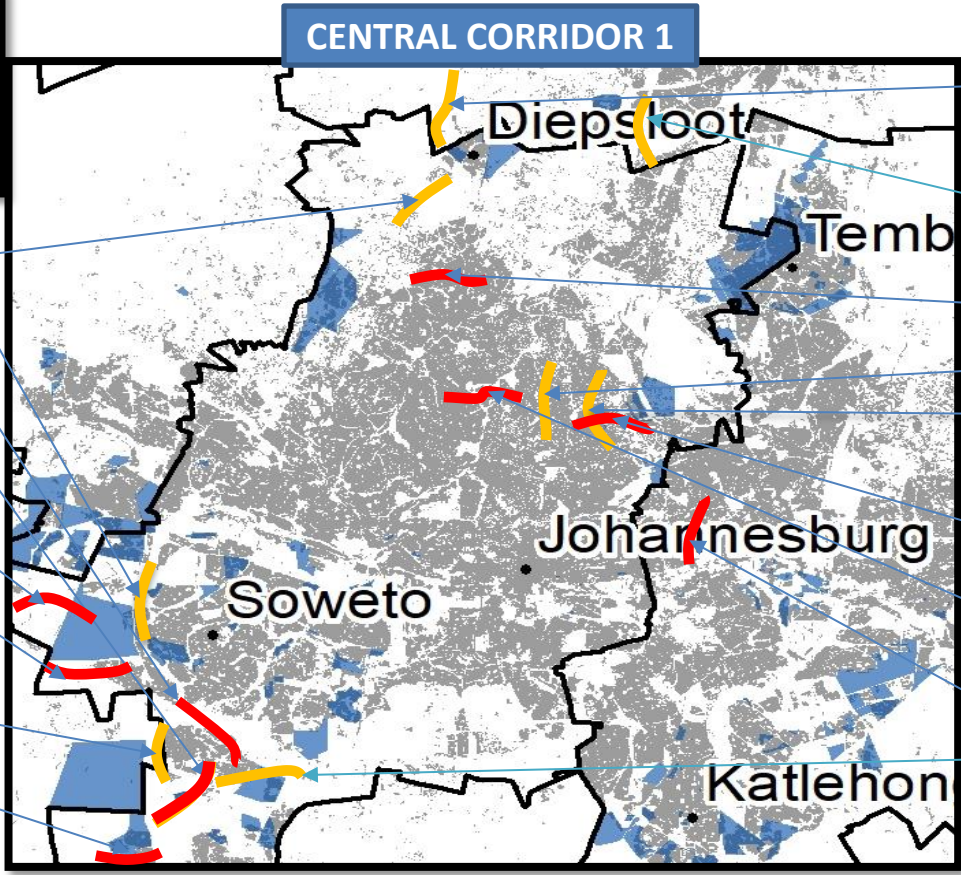
# GDRT DESIGN AND CONSTRUCTION PROJECTS

- 1.** Projects mapped per corridor are at design and construction stage planned for implementation by Gauteng Department of Roads and Transport administration and complete in the next Administration.
- 2.** The project cost estimates include design fees, construction supervision and construction costs

**Legend**

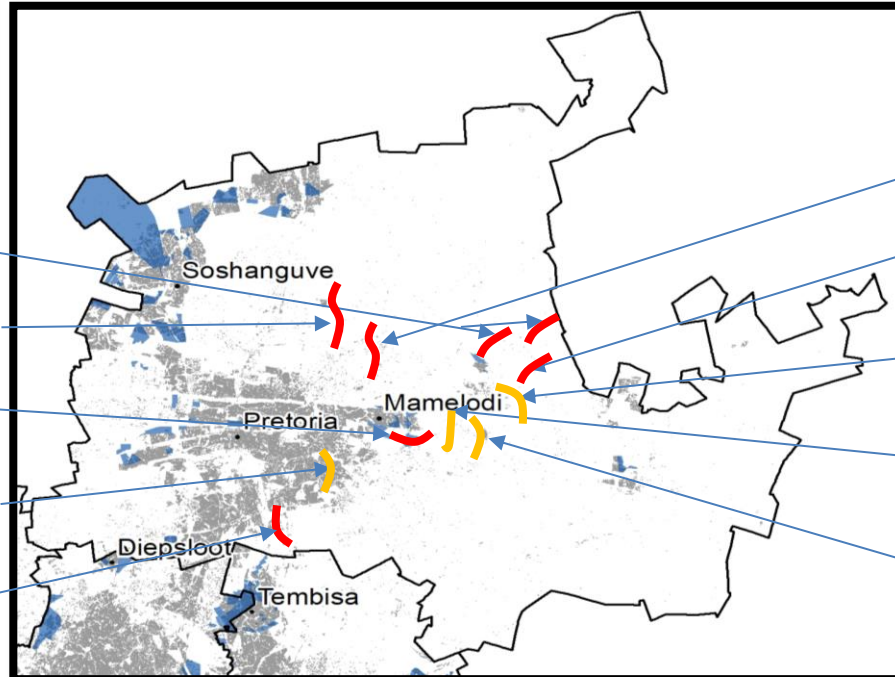
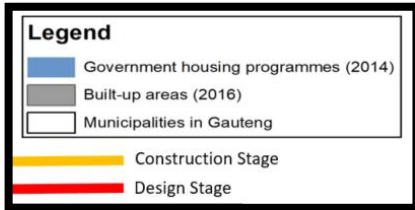
- Government housing programmes (2014)
- Built-up areas (2016)
- Municipalities in Gauteng
- Construction Stage
- Design Stage

P39/1 Heron Bridge Projects Costs R350mil
K15 Adcock road Projects Cost R250mil
K43 Eldorado Projects Cost R400mil
D2204 Lenasia rail Project Cost R200mil
K198 Roodepoort/ Leratong Project Cost R450mil
K102 Dobsonville Project Cost R450mil
P73/1 Eldorado Project Cost R200mil
K122 Naturena Project Cost R400mil
<b>Total Estimated Corridor Budget R6.25 Billion</b>



K46 Phase2 Diepsloot/ Fourways Project cost R550mil
K71(P66/1) R55 Kyalami Project Cost R350mil
K56 Extension of Erling between K46 and K71 Project cost R450mil
K73 Between Allandale and Woodmead drive project cost R400mil
K101 Midrand Project Cost R300mil
K60/1 Paulshof Project Cost R450mil
K60/3 Waterfall Project cost R450mil
K113 Linksfield Project Cost R300mil
P241/1 Lenasia/Kibler Park Project Cost R300mil

## NORTHERN CORRIDOR 2



D25 and D52 Refilwe/Cullinan  
Project Cost R250mil

K217 Rosslyn Project Cost  
R300mil

K16 Watloo Project Cost  
R350mil

P122/1 (M57) Old Kempton  
Park / Pretoria road Project  
Cost R250mil

K111 Nellmapius Project Cost  
R300mil

**Total Estimated Corridor  
Budget R2.88 Billion**

K97 phase 2 PTA North  
Project Cost R350mil

K14 Cullinan Project Cost  
R200mil

K54 Tsamaya road  
Mamelodi Project Cost  
R350mil

K69 Mamelodi Project Cost  
R380mil

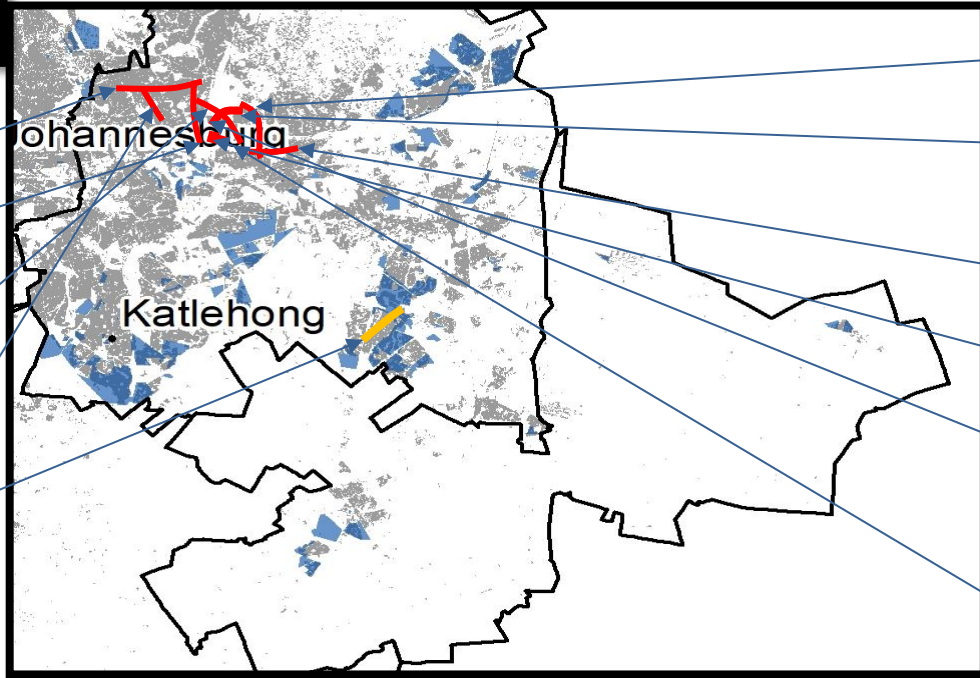
D483 Bronkhorstspruit  
Project Cost R150mil

## EASTERN CORRIDOR 3

**Legend**

- Government housing programmes (2014)
- Built-up areas (2016)
- Municipalities in Gauteng
- Construction Stage
- Design Stage

K60 Tembisa Project Cost R300mil
K105 Kempton Park Project R350mil
K121 Kempton Park Project Cost R250mil
K117 Elandsfontein Project Cost R200mil
K148 Tambo Springs Project Cost R350mil
<b>Total Estimated Corridor Budget R9.1Billion</b>



PWV15 Boksburg Project Cost R7Bil
K90N - North Access to O. R. T. I. Airport extension Project Cost R200mil
K86 Supporting access Road around ORTIA Project Cost R150mil
K88 Western Supporting Link ORTIA Project Cost R150mil
K90S North Access to O. R. T. I. Airport extension Project Cost R150mil

## SOUTHERN CORRIDOR 4



R59 Pedestrian Bridge Project cost  
R100mil

R82 phase 3 De Deur Project cost  
R250mil

R82 phase 4 Vereeniging Project  
Cost R300mil

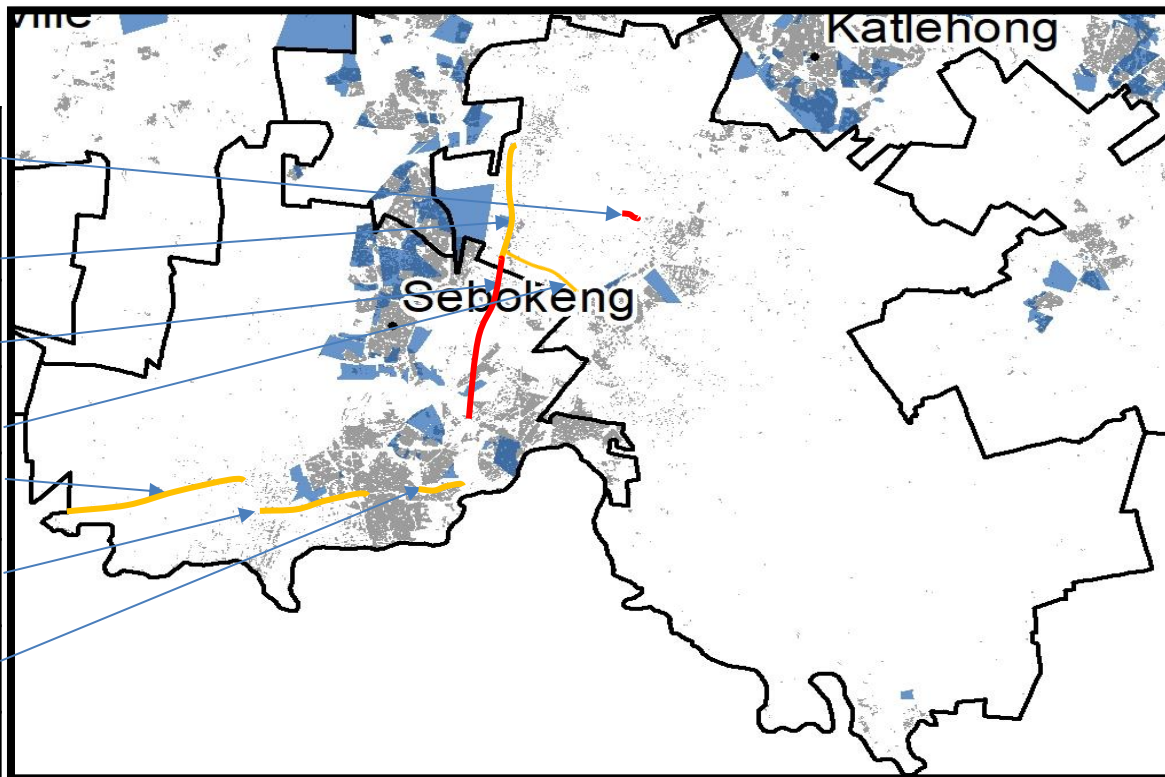
K164 De Deur Project Cost  
R200mil

P175/1 Emfuleni Project Cost  
R250mil

P156/3 V/bijlpark Project Cost  
R200mil

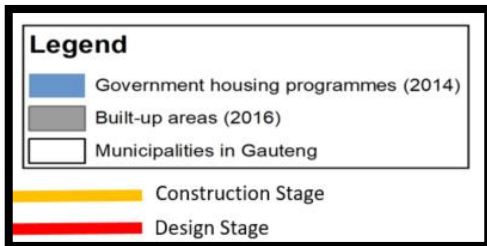
K174 Vaal I/change Project Cost  
R350mil

**Total Estimated Corridor Budget  
R1.65 Billion**





## WESTERN CORRIDOR 5



K29 (R512): Lanseria Project Cost R350mil

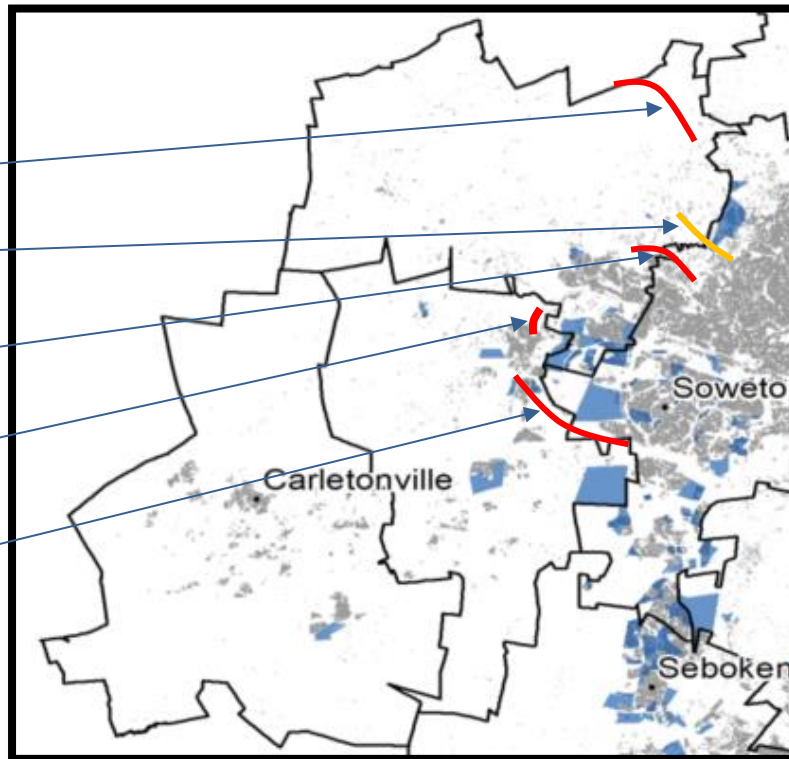
K31 Beyers Naude Greengate Project Cost R250mil

K72/N14 Pinehaven Interchange Project Cost R450mil

K11 Randfontein by pass Project Cost R350mil

P241/1 Bekkersdal Project Cost R300mil

**Total Estimated Corridor Budget R1.7Billion**



## OTHER PROJECTS

- The department has a budget of more than a billion per annum for the preservation of the asset and routine purposes including emergencies such as: sinkholes, roads marking, grass cutting, replacement of roads signs, guardrails amongst others
- Reseal
- Re-gravelling
- Gravel roads upgrade to surface roads

## CHALLENGES

- High rate of unemployment
- The interpretation of rules and regulations by the implementors as well as officials.
- Dysfunctional Municipalities
- Implementation of open tender system
- Non responsive tenders
- Implementation of PPPFA regulations 2017 relating to 30% empowerment resulting to project stoppages as well as criminal element within projects

## WAY FORWARD

- Need for the industry to learn and understand the Acts, rules and regulations relating to public procurement
- Need to prioritise the social risk inter alia as the landscape has changed for infrastructure projects implementation which requires capacity and training to mitigate as well as improve the skill to manage the communities where projects would be implemented.
- Let us work together to achieve goals against all the odds.
- # Stronger together.
- # Growing Gauteng Together.

# Thank You

