



public works,
roads & transport

MPUMALANGA PROVINCE
REPUBLIC OF SOUTH AFRICA

Policy & Budget Speech 2015/16





**MEC Dumisile Nhlengethwa
(MPL)**



THE DEPARTMENT OF PUBLIC WORKS, ROADS AND TRANSPORT 2015/2016 POLICY AND BUDGET SPEECH - VOTE 08

DELIVERED BY MEC DG NHLENGETHWA TO THE PROVINCIAL LEGISLATURE ON 28 MAY 2015

Madam Speaker;

Deputy Speaker;

The Honourable Premier;

Members of the Executive Council;

Honourable Members;

District Executive Mayors and Speakers;

Local Govt Executive Mayors and Speakers;

Chief Whips;

Traditional Leadership present in our midst;

Leaders from our Glorious Movement the ANC;

Provincial Secretary;

Chairpersons and Secretaries of all the Regions;

Gert Sibande, Nkangala, Ehlanzeni, Bohlabela

ANCWL-Provincial Leadership – Chairperson and Secretary;

ANCYL Provincial Leadership-Chairperson and Secretary;

Head of Department Mr KM Mohlasedi;

Management of the Department – Starting from District Offices and Head Office;

Public Works, Roads and Transport Family



Our Stakeholders – Transport Industry – Buscor;
Taxi Industry – Mpumalanga Taxi Council and All Taxi Associations;
Stakeholders in Construction;
Community Members who are listening from various media platforms;
Members of the Media;
Distinguished guests.

Good Morning!!

Madam Speaker, It gives me a great pleasure and honour as the Department of Public Works, Roads and Transport to have this opportunity before this august house to present and table our policy framework and budget for 2015/2016.

Madam Speaker, We are presenting today this policy budget at the backdrop of the celebration of Africa day on Monday, on the same breath South Africa is celebrating 21 years of Freedom.

Madam Speaker, We call upon all peace loving South Africans to join us as many has demonstrated to stand against Xenophobia. The recent past Xenophobic or Afrophobic attacks that our country experienced should be the thing of the past.

Fellow people of where the Sun Rises!! Let me start by making the assertion that, we are great people, we are building a great Nation in our Province.

We are the children and grand children of Nelson Mandela, a global icon of our liberation struggle. The founding Father of our democratic Nation and a symbol of hope to all those fighting a just and equitable World and African order.



Up to this day, Tata Madiba remains an Inspiration to all of us, inspiring us to work even harder towards the goal of One Nation, One People united in diversity.

Madam Speaker, It is in keeping with the proud legacy of Tata and his fellow comrades that today we are building a proud, caring and inclusive society.

In January 8 1997 former President Mandela emphasised the issue of morality and unity I quote “One important task of our movement is that it should act as a forum to collective learning, in which we share experiences, learn from each, assess what has been happening and empower each other”.

He further said “Unity is not built by bureaucratic declaration, unity is a dynamic reality that must emerge from the real empowerment of the people. We call upon all people where ever they are to rededicate themselves to collective of consolidating the National Democratic Revolution.

As this generation of Mpumalanga, of South Africa we will continue to uphold these values as we build Mpumalanga.

Madam Speaker, we are descendants of King Shaka ka Senzangakhona, we are descendants of Soshangane, of King Mzilikazi, King Makhado, King Hinsa, we are descendants of King Mabhoko, King Mswati.

We are the children and grandchildren of migrant labourers who came from Lesotho, Mozambique, Malawi, Botswana, Swaziland and many other parts of Africa who came to work on mines, contributing immensely to making South Africa is one of the biggest economy in Africa.



Madam Speaker

Throughout the continent we are one, Brother and Sisters.

As a nation we will remain standing on the shoulders of the giants such as Dr John Langalibalele Dube, Chief Albert Luthuli, Mahatma Gandhi, Pixley ka Isaak Seme, Robert Sobukwe, OR Tambo, Walter Sisulu, Steve Biko and many others who took over the struggle and wars of resistance.

Madam Speaker; The ANC-Led Government has a springboard and a guiding document adopted in 1955 at the People's Congress (I mean the Real Peoples Congress) in Kliptown - the Freedom Charter.

One of the key principles of the charter is that "There shall be Work and Security".

This is further accentuated by the ANC 2014 Election Manifesto priority number one: -

"Creation of more jobs, decent work and sustainable livelihoods for inclusive growth".

Madam Speaker, The Honourable Premier DD Mabuza during his State of the Province address on the 27th of February 2015 explicitly alluded on the work ahead: I open quote:

"For us to improve the quality of life of citizens, it is important that our economy grows and creates opportunities for development and job creation".

Indeed Madam Speaker, this second phase of the transition will need us to put more efforts as the department. We must ensure that the targets that have been set for this financial year are met in the midst of the constrained budget and extreme skills shortages within the country and province.



To this end Cabinet adopted the Medium Term Strategic Framework (MTSF): 2014 - 2019 to be used as the principal guide for the five - year implementation phase of the National Development Plan (NDP) 2030 and the commitments in the governing party's election manifesto.

The MTSF is structured around 14 priority outcomes and amongst these priorities is: encouragement of investment, acceleration of growth and creation of decent work opportunities.

The Department has a responsibility to oversee the implementation of National Outcome 6: an efficient, competitive and responsive economic infrastructure network.

Madam Speaker, Mpumalanga has a vast economic and social infrastructure, however the challenge lies in its capacity to maintain and expand such infrastructure due to the growing demand. This is further constrained by inadequate investment to support the Provincial infrastructure delivery agenda.

Therefore, a radical economic transformation and improvement of service delivery is required to ensure realization of the MTSF priorities. This should be supported by the appropriate funding model, fiscal policy and institutional framework.

The National Development Plan and the New Growth Path provide a framework for achieving the radical socio-economic agenda set out in the governing party's election manifesto.

It is clear from these policy documents, however, that the role and burden of infrastructure delivery should not only be borne by the State. Other players such as the private sector should be encouraged to partner with the Province in sustainable infrastructure development.

Given the government's limited finances, private funding will need to be sourced for some of these investments, and policy planning and decision-making will require trade-offs between competing Provincial goals.

As a Department, we continue to pursue partnership opportunities with the private sector to stimulate economic development through improved commercial access, involving mining houses in the delivery of roads infrastructure and resolving overloading by cargo hauliers.



Madam Speaker, I will summarize our policy mandates for the Budget Vote 8 and commitments for 2015/16 and account for what we have done as a Department over the last financial year. Further details of the departmental programmes, activities, targets and performance indicators are set out in the Annual Performance Plan: 2015/16.

ADMINISTRATION

Finance Minister, Nhlanhla Nene recently warned that government would have to “reduce capital expenditure, introduce more stringent controls on public employment or find ways to curtail expenditure on other critical priorities”. The implication of that meant that the department had to reprioritise its plans and activities to accommodate the shrinking budget.

Honourable Members of this august House, we need to cut the cloth according to our size. It is within this context and understanding that the Department is embarking on an exercise to rationalise its operations in the current financial year. To achieve this, the following is essential:

- Fiscal discipline is required to deal with the current constraints.
- Efficiencies will need to be improved going forward.
- Adherence to stringent cost curtailment measures is non-negotiable.
- Revised spending plans across the whole Department, aimed at greater efficiency, reduced waste and an improved composition of spending.
- A consolidation of the Department’s personnel numbers.

Honourable Members will agree with me that investment in the ongoing development of our people is crucial to the successful delivery our mandates. We continue to offer a diverse range of learning and development opportunities and have set aside R7.43 million of the wage bill for this purpose.

Honourable Members, the implementation of our capacity building initiatives in 2014–15 provided opportunities for 108 tertiary graduates and 50 learners to gain assistance and experience for future employment.

We will continue with this strategic and coordinated approach of sourcing entry level employees by recruiting another 100 interns and 50 learners in the current financial year.



The Department is proud to announce that it has surpassed the national target of appointing 2% of persons with disabilities by obtaining 2.2%. This means that we are on course in improving the lives of persons with disabilities.

It is also worth mentioning that the Department has managed to achieve an unqualified audit opinion from the Auditor-General for the past five (5) consecutive financial years. This gives us a strong foundation as we are targeting a clean audit opinion for the 2014/15 financial year, and going forward.

The Department further managed to spend 99.9% of its adjusted appropriation of more than R4, 2 billion in the 2014/15 financial year.

PUBLIC WORKS INFRASTRUCTURE

Building Infrastructure

Madam Speaker, amidst a complex and dynamic project environment, the Department has strived to ensure that the dividends of service delivery are achieved and that the mandates and objectives of its client departments are realized.

In this regard, the Department completed a total of 108 building projects in the 2014/15 financial year:

- 79 Education projects;
- 22 Health projects;
- 3 Social Development projects;
- 3 Projects for Culture, Sports and Recreation; and
- 1 Project for Economic Development, Environment and Tourism.

This includes repairs and renovations of storm damaged schools, new Grade R centres, construction of enviroloos and refurbishments. Worth mentioning, is the completion of the Emakhazeni Boarding School in January 2015.

This is one of the state of the art facilities that will ensure that learners are taught in a conducive environment. Furthermore, the renovated health facilities will ensure that our people have access to healthcare. The Mpumalanga Traffic Training College has commenced with a projected completion date in the 2016/17 financial year.



In the current financial year, the following projects will be completed on behalf of four (04) client departments:

- 74 Education projects;
- 28 Health projects;
- 10 Social Development projects;
- 08 Projects for Culture, Sports and Recreation;

Madam Speaker, there are numerous challenges facing infrastructure delivery across South Africa such as sporadic climate change, natural disasters, rapid changing demographic trends, unstable global economy, brain drain, etc.

These factors cannot be divorced from the local problems facing infrastructure as they continue to directly or indirectly play a role in influencing the delivery outcomes of the provincial infrastructure agenda.

As a Department, there will be a need in the future to further study cost drivers with the aim of establishing standard market rates defining acceptable minimum and maximum thresholds. This will help limit the possibility of price collusion (if any) by industry practitioners.

In addition, more innovative and efficient infrastructure solutions should be explored. Building in-house technical capacity to reduce over reliance on consultancy services will have cost savings effect.

The Infrastructure Delivery Management System (IDMS) provides a guideline for seamless and integrated service delivery planning and a lot of the current hiccups encountered will be minimized should the IDMS be institutionalized as best practice in all departments.

Madam Speaker, the Honourable Premier DD Mabuza in his 2015 State of the Province Address warned contractors who are not performing that government will be taking a hard line against them. Going forward, the Department will fully enforce the terms and conditions of the contract as stipulated on the JBCC (Joint Building Contract Committee), Principal Building Agreement on poor performing contractors and also blacklisting of defaulting contractors.



Building Maintenance

Honourable Members, in giving effect to the Executive Council (EXCO) resolution to implement user charges, Treasury has made available a budget of R96.7 million for preventative building maintenance during the current financial year.

Maintenance plans are in place for 20 projects that need major maintenance work during the current financial year. This work will be coordinated at a regional level to ensure effective management.

An additional budget of R113.3 million has been set aside for routine building maintenance. This type of work will be informed by the condition assessment outcomes of the 100 state - owned buildings.

Energy Efficiency

Honourable Speaker, the demand for energy has reached the most critical point since the dawn of democracy in South Africa. This happens because this Government has made it possible that all our people have a share in the energy cake that this country can afford. This challenge is such that all of us have to play some role in saving the little of what we have to allow Eskom to fill the existing gap in the provision of energy.

The Department took heed of the call to come up with means and strategies of saving energy in State-owned buildings - a call made by the Honourable President JZ Zuma and the Honourable Premier DD Mabuza in their State of the Nation and State of the Province Addresses respectively. As a point of departure, we have made an assessment of the average spending per month on electricity for buildings shared by various departments. Currently, an amount of R3 million is spent per month only on shared buildings.

The Department has embarked on a strategy for energy-saving through intervention in human behaviour, ensuring that certain standards are implemented when constructing new buildings, and retrofitting.

Measures will be implemented in all government buildings, with specific focus at shared buildings as pioneers.

The measures will include the following:

- Switching off lights and computers by officials when they leave offices upon knocking off;
- Switching off air-conditioners by officials when they are not in their offices;



- Prohibiting officials from bringing their own appliances (heaters, fans, kettles, etc) to the offices;
- Ensure that all future construction of buildings take into consideration the issue of greening.

Honourable Speaker, the Department will conduct energy audits in buildings in each region to establish the energy consumption baseline, prior to the intervention. We will further supply, install and operate equipment and technology to realise targeted and guaranteed energy consumption savings for the buildings identified for a period of two years. The targeted reduction of energy consumption is between 5% and 10% through intervention by changing behavioural patterns of officials in the use of electricity. Between 15% and 20% savings is targeted through implementation of the retrofit programme.

A team including various stakeholders has been formed to ensure that this exercise contributes in the fight against unemployment by ensuring that Small Medium Micro Enterprises (SMMEs), youth and co-operatives benefit in terms of skills and economic empowerment.

TRANSPORT INFRASTRUCTURE

Honourable Speaker, the journey towards achieving a developmental state is not an easy one and requires selfless commitment by all players in the infrastructure fraternity.

The ultimate goal is to provide a sustainable environment where everyone has reachable and easy access to basic and essential services through road infrastructure.

It is with this vision in mind that we as a Department continue to strive for better services and improvement in the quality of life of the Mpumalanga people.

Although many challenges abound in the infrastructure sector, it is with vigour and enthusiasm that we proceed into the coming financial year with lessons from shortcomings in the 2014/15 financial year.

During the previous year, more than R2, 4 billion was spent on improving the provincial road network of which R1, 3 billion went to rehabilitation and maintenance of the coal haulage network.



Madam Speaker, I am proud to announce that we managed to complete the following three planned coal haulage projects in the 2014/15 financial year.

- Road P120/1 from eMalahleni to D914 (15 km)
- Road P182/1 (R542) between P120/1 (van Dyksdrift) and R35 (15km) (Phase 1)
- Road P127/2 between Duvha Power Station (D914) and N4 (21km)

The following two coal haulage roads will be completed during the 2015/16 financial year:

- D686 from Leeuwfontein past Kendal Power Station over R555 (P95/1) to N12 (14 km)
- Road P29/1 between Ogies and Kendal (10 km)

Honourable Speaker, our rehabilitation efforts are not limited to the coal haulage roads only. In the previous financial year, we also completed rehabilitation of two roads that connect local communities:

- D2969 between Manzini and Swalala (3.8km)
- D797 between D2940 (Tonga) and R571 Naas (14 km)

The following non-coal haulage roads will be completed during 2015/16 financial year:

- Tonga Hospital access road (0.9km)
- Road D481 between Embuleni Hospital towards Ekulindeni (12km) (Phase 1)
- D3928 between Green Valley and Moloro, including Repair of Flood damaged Bridge (6.8km)
- Road P17/6 (R538) Jerusalem to R40 at Casterbridge (16km) including drainage, pedestrian accommodation and road protection
- P95/1 between Limpopo boundary and Verena Phase 1 (25.7km)

Madam Speaker, we continue to improve governance of transport infrastructure by implementing more efficient project planning, scheduling and program management initiatives.

The development of the computerized Maintenance Management System (MMS) gives the Department more effective and efficient roads maintenance productivity. This system complements the existing Roads Asset Management System (RAMS) and together will support evidence-based transport infrastructure planning.



The Department will also continue to prioritise the improvement of the road network in strategic towns like Mbombela, Emalahleni, Ermelo, Middelburg, Mashishing and Secunda.

The investment in these strategic towns will include building of the logistics network that links agri-hubs such as the Mpumalanga Fresh Produce Market among others and the Department will also prioritise routes that support the growing of the tourism industry.

Honourable Speaker, this year, R30 million has been put aside under Programme 3 (Transport Infrastructure), to fulfil our mandate of increasing rural access and mobility.

Municipal Support Programme

Honourable Speaker, although the delivery of most rural transport infrastructure and services is a local government competency, we remain committed in supporting municipalities to improve access to public amenities through the Municipal Support Programme.

We have recently been in consultation with all Municipalities in the province in our quest to finalise the Municipal Support Programme for the 2015/16 financial year. We have succeeded in jointly identifying priority areas in need of our intervention and have already put together a comprehensive implementation programme in this regard.

The Department has further completed the blading of 488,9km of gravel roads in the Bohlabela district, 91km graded in Ehlanzeni district, amongst others.

Through the Municipal Support Programme, we endeavour not only to intervene in areas where Municipalities are falling short in delivering roads infrastructure services. We further build internal capacity through providing skills training and formalising standards for roads maintenance.

In partnership with Municipalities we recently undertook Yellow Fleet audit in an attempt to establish our capacity as the province. This process has been very helpful and has assisted greatly in informing Yellow Fleet deployment in the province.

We acknowledge the inefficiencies experienced in repairing and servicing our plant and equipment, and are mindful of how this impacts road maintenance services.



We are currently in the process of auditing the status of all existing mechanical workshops in the province (including Municipal workshops) and come up with a resuscitation strategy.

We are convinced that this will go a long way in eradicating the present inefficiencies in repairing and servicing of our plant and equipment. We also view this as an opportunity to empower unemployed youth with relevant qualifications in the field of mechanical engineering.

TRANSPORT OPERATIONS

Madam Speaker, there has been an upward trend on the demand for an integrated transport system over recent years. Demographic changes, mainly due to rural-urban drift have resulted to unanticipated changes in mobility patterns which ultimately affects transport usage such as public transport.

Emanating from the observed patterns, an efficient, effective, safe and economically sustainable transport service that connects people, opportunities and places and removes barriers to access and mobility is required.

To realise this, the Department works closely with municipalities and other stakeholders, planning for Mpumalanga's future transport needs and delivering an accessible transport system.

Through these platforms, the Department connects with stakeholders to ensure that the provincial transport system meets the needs of the community and industry.

Honourable Members, those travelling through the R40 in Mbombela Local Municipality have recently seen major construction. This is part of government's investment in the Integrated Public Transport Network. It is through these improvements that the use of public transport will continue to grow in the long term.

Taxi Violence

Honourable Speaker, we are concerned with the spate of taxi violence that has erupted in Mbombela, Middelburg, Kwa-Mhlanga and other areas. It is disheartening that 21 years into democracy, there are some elements within the taxi industry who still resort to violence to sort out their differences.



The lack of respect for and enforcement of the law cannot be tolerated.

Whilst the department is working with all stakeholders to resolve the matters related to the industry, we implore all to respect the rule of law.

I have already set up a Task Team to investigate and make recommendations on all related matters.

Integrated Rural Mobility Access

Madam Speaker, the roll-out of Integrated Rural Mobility Access (IRMA) projects supports the development of township and rural economies. In the 2014/15 financial year, the Department managed to complete four (4) of the five (5) planned IRMA projects.

Construction of the outstanding project (Ronaldsey Footbridge) will be completed before the end June 2015. An investment of R14 million has been set aside in the current financial year for this programme.

Honourable members, road safety has also improved in these areas through the construction of sidewalks thus allowing pedestrians not to walk on the road. Such infrastructure will further assist to achieve the objectives of the United Nations Decade of Action for Road Safety: 2011-2020.

Scholar Transport

Madam Speaker, the call by President JZ Zuma for teachers to be in school, in class, on time, teaching, will be futile if learners themselves are not in class on time.

In this regard, the Department has allocated a budget of R442 million for scholar transport services.

Honourable Speaker, the National Department of Transport has now finalised its Draft Scholar Transport Policy, which has been gazetted for public comments and awaiting Cabinet approval.

Going forward, we will build on the previous appetite to conduct monitoring and evaluation of government programmes. This programme will be amongst those that are closely monitored to ensure safe, reliable and efficient transportation of learners. The Department would like to further remind the house that the Scholar Transport Programme is meant



for learners who travel a distance of more than 6km to school with no school within their area of residence. However, in the recent past we have noted with concern that in some instances learners continue to ignore the closest schools and enrol in schools that are far which ultimately require the provision of unplanned scholar transport.

Furthermore, 6 500 bicycles are also going to be procured through the Shov'akalula programme and donated to a number of learners across the Province.

Moloto Rail Development Corridor

Madam Speaker, the Honourable Premier DD Mabuza and Minister of Transport Dipuo Peters have recently announced that government is investing R1, 1 billion in the upgrade of the R573 (Moloto Road).

The process of proclaiming this road as a National road has already started with the provincial governments of Limpopo and Mpumalanga having transferred the part of the road to national. The discussions with the Gauteng government are at an advanced stage.

We are also excited that the Project Implementation and Management Office (PIMO) for the Moloto Rail Development Corridor Project has been established under Passenger Rail Agency of South Africa (PRASA).

COMMUNITY BASED PROGRAMMES

Expanded Public Works Programme

Honourable Speaker, we remain committed to uprooting our communities from the depths of poverty and for them to earn an income while doing productive work to aid in service delivery.

Reviews undertaken since the inception of EPWP in 2004 confirm that while there has been good progress made in meeting some of the programme's outcomes, there is still room for improvement during implementation of phase III.

In my tabling of the Budget Vote 08 last financial year, I promised to convene a Summit, where EPWP practitioners from different sectors and from all spheres of government will share experiences, learn lessons and facilitate and encourage an integrated approach.



Indeed, the event took place in Gert Sibande district on 28 - 29 August 2014. I am also pleased to announce that all Mayors have signed the relevant protocols. What is imperative going forward is to ensure that monitoring and reporting on these protocols is done on a quarterly basis.

I would like to further thank the Honourable Premier, DD Mabuza, for signing the EPWP protocol agreement on behalf of the Province which further displays the commitment of the Province for creating more job opportunities for our people.

Honourable Speaker, during 2014/15 financial year, the Expanded Public Works Programme created 50 467 work opportunities. The main beneficiaries of these opportunities were young people, women, and people with disabilities.

In the year ahead, 57 599 work opportunities, which includes 22 597 Full Time Equivalents (FTEs), are expected to be created by 31 March 2016. The targeted beneficiaries of these opportunities will be 31 679 young people, 31 679 women and 1 152 people with disabilities.

Emerging Contractor Development

Madam Speaker, our pursuit of a radical economic transformation agenda over the next five years seeks to focus on a set of interventions aimed at the creation of decent employment opportunities and acceleration of growth.

In line with these imperatives, the Department will continue to support the development of small businesses and cooperatives through its Sakh'abakhi programme and support other public employment programmes such as National Youth Service (NYS). We have already appointed 40 Emerging contractors as part of this Programme. We hope that this intervention will enhance their chances of improving their Construction Industry Development Board (CIDB) grading.

THE BUDGET

Madam Speaker, the 2015/16 budget has experienced an increase of hundred and sixteen million, four hundred and fifty four thousand (R116, 454) or 3% compared to the Adjusted Appropriation budget of four billion, two hundred and forty one million, five hundred and ninety one thousand (R4, 241 591, 000) in 2014/15 to four billion, three hundred and fifty eight million and fourty five thousand (R4, 358, 045, 000) for 2015/16 financial year.

The Equitable share increased by thirteen million, five hundred and thirty two thousand (R13, 532, 000) from the Adjusted Appropriation of two billion, one hundred and six million, seven hundred and eighty five thousand (R2, 106, 785, 000) for 2014/15, to an amount of two billion, one hundred and twenty million, three hundred and seventeen thousand (R2, 120, 317, 000) in the 2015/16 financial year. Conditional grants increased by one hundred and two million, nine hundred and twenty two thousand (R102, 922, 000) from two billion, one hundred and thirty four million, eight hundred and six thousand (R2, 134, 806, 000) in 2014/15 to two billion, two hundred and thirty seven million, seven hundred and twenty eight thousand (R2, 237, 728, 000) in 2015/16 financial year.

Honourable Speaker, it is my pleasure to present to this august house the budget of the Department of Public Works, Roads and Transport, Vote 8, for consideration and approval.

• Administration	R	235, 636, 000
• Public Works Infrastructure	R	710, 200, 000
• Transport Infrastructure	R	2 285, 291, 000
• Transport Operations	R	1 060, 749, 000
• Community Based Programme	R	66, 169, 000
TOTAL	R	4, 358, 045, 000

CONCLUSION

Honourable Members, I would like to express my gratitude to the African National Congress for affording me an opportunity to serve the people of the Province and also a special thanks goes to the Honourable Premier DD Mabuza for the confidence he has bestowed in me to lead the department. The Premier has demonstrated his astute leadership for steering the Province in the direction towards realization of the Manifesto and the National Democratic Revolution priorities.

A word of appreciation is further extended to the Portfolio Committee of Public Works, Roads and Transport, Members of the Provincial Legislature, Provincial Treasury and Macro- Policy for oversight and continuous guidance and support.

Also, allow me to thank the Head of Department, Management and the entire staff of the Department of Public Works, Roads and Transport for their dedication and commitment.

Lastly, I want to thank my family for their continued understanding and support.

Amilcar Cabral once wrote “Hide nothing from the masses of our people. Tell no lies. Expose lies whenever they are told. Mask no difficulties, mistakes, failures. Claim no easy victories...”

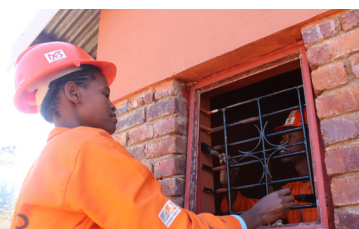
Indeed Honourable Members we don't claim no easy victories for, we are aware that the road ahead has challenges and we dare not faint for we are a Nation at work!

I thank you



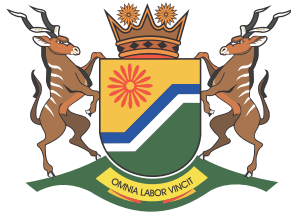


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