Challenges and proposed solutions for building rural and peri urban road infrastructure: Case Studies from Limpopo Province – South Africa

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• Roads Agency Limpopo mission and vision
• Our current road network status
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Who we are

RAL is a provincial road infrastructure delivery parastatal registered under the Company’s Act of the Republic of South Africa.

It has been established under its constitutive Act, the Northern Province Roads Agency Act and Provincial Roads Act 7 of 1998. RAL started operating in 1999/2000 financial year.

Its main functions are planning, designing, construction, maintenance and control of the provincial road network. It owns and manages all the provincial roads, except municipal roads and National Roads.
Our vision and mission

**RAL's VISION**
Contributing to the socio economic development by connecting the people of Limpopo Province.

**RAL's MISSION**
To provide quality and sustainable provincial road infrastructure network for the economic development of Limpopo Province.
Current Network Status

The road asset portfolio of RAL is 20,260 kilometres (km)
• 5,928km is tarred and the balance of 14,332 km is gravel roads.

The Agency obtains its revenue from the Limpopo Provincial fiscus, in the form of the Provincial Roads Maintenance Grant (PRMG) and equitable share approximately R900M/year

RAL implemented 32 road infrastructure projects (upgrading of roads from gravel to tar) at cost of R 575 million in the 2015/16 financial year.

An estimated amount of R 160 billion would be required to enable RAL to tar the 14,332 km of gravel roads, which amount cannot be derived from the fiscus.

Despite the budgetary constraints, RAL strives to employ all its endeavours to eradicate the backlog of gravel roads that require tarring.

RAL has forged strategic private public partnerships (PPPs) in an effort to raise additional funds totalling R 302 million to supplement its government grant allocation.
## Key Performance Indicators

<table>
<thead>
<tr>
<th>Strategic Objective</th>
<th>Performance Indicator</th>
<th>Annual Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>To create job opportunities in accordance with EPWP guidelines on all contracts annually.</td>
<td>Number of FTE (Full Time Equivalent) Jobs created.</td>
<td>435</td>
</tr>
<tr>
<td>(Job Creation)</td>
<td>Amount spent on employing labour.</td>
<td>R23.697m</td>
</tr>
<tr>
<td>To promote the development of SMME’s on all contracts annually (Empowerment)</td>
<td>Amount paid to SMME’s Contractors and Sub-Contractors.</td>
<td>R98m</td>
</tr>
<tr>
<td>To ensure training of locally based workers in all contracts on an ongoing basis (Training)</td>
<td>Number of local workers trained.</td>
<td>405</td>
</tr>
</tbody>
</table>
Challenges attributed to gravel roads in the province

Maintenance of gravel roads backlog
Challenges attributed to gravel roads in the province

Maintenance of gravel roads backlog
Challenges

Maintenance of tarred roads backlog
Challenges

Maintenance of tarred roads backlog
### PPP – Strategic Partnerships

<table>
<thead>
<tr>
<th>PARTNERSHIP</th>
<th>DESCRIPTION</th>
<th>DISTRICT</th>
<th>LOCAL MUNICIPALITY</th>
<th>PROJECT VALUE</th>
<th>DONOR CONTRIBUTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exxaro Resources</td>
<td>Roads to Ga-Seleka area</td>
<td>Waterberg</td>
<td>Lephalale</td>
<td>R 234 000 000.00</td>
<td>R 71 200 000.00</td>
</tr>
<tr>
<td>PPC Cement</td>
<td>Koedoeskop to Northam to Dwaalboom</td>
<td>Waterberg</td>
<td>Thabazimbi</td>
<td>R 266 000 000.00</td>
<td>R 67 200 000.00</td>
</tr>
<tr>
<td>Marula Platinum</td>
<td>Sefateng to Driekop to Crossing</td>
<td>Sekhukhune</td>
<td>Greater Tubatse</td>
<td>R 174 000 000.00</td>
<td>R 32 000 000.00</td>
</tr>
<tr>
<td>Anglo American Platinum</td>
<td>Atok Mine to intersection</td>
<td>Sekhukhune</td>
<td>Greater Tubatse</td>
<td>R 194 474 471.65</td>
<td>R 47 752 000.00</td>
</tr>
<tr>
<td>Boikarabelo / Ledjadja Coal</td>
<td>D1675 to Lephalale</td>
<td>Waterberg</td>
<td>Lephalale</td>
<td>R 234 000 000.00</td>
<td>R 71 000 000.00</td>
</tr>
<tr>
<td>Tubatse Ferro Chrome</td>
<td>R555 to Tukagomo</td>
<td>Sekhukhune</td>
<td>Tubatse</td>
<td>R 14 700 000.00</td>
<td>R 13 570 000.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>R 1 117 174 471.65</strong></td>
<td><strong>R 302 722 000.00</strong></td>
</tr>
</tbody>
</table>
Case Study – RAL, Exxaro and Lephalale Local Municipality (PPP) (Ga-Seleka Video)
Case Study – RAL, Exxaro and Lephalale Local Municipality (PPP)

- Two Link roads in Rural Areas – unpaved/ untarred
- Northern Road Cluster: Road D3102 and D3114 – 33.5 Km
- Southern Road Cluster: Road D3109 – 14.1 Km
- 13 Communities are established along the two road links
- Fall within three wards in the Lephalale Municipality (Ward 8, 10 and 11).
Case Study – RAL, Exxaro and Lephalale Local Municipality (PPP)

- The roads are not serviced with public transport services, especially taxi’s, due to gravel road surface.
- No public transport amenities and passenger safety along the roads.
- Travel time for residents to main road is significantly high – up to 4 hour walking distance.
- During heavy rainfalls, the roads are unusable.
Case Study – RAL, Exxaro and Lephalale Local Municipality (PPP)

<table>
<thead>
<tr>
<th>Community Labour and Employment</th>
<th>Rate</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td></td>
<td>18,438</td>
</tr>
<tr>
<td>Population Working Age</td>
<td></td>
<td>9,213</td>
</tr>
<tr>
<td>Unemployment</td>
<td>40%</td>
<td>1,446</td>
</tr>
<tr>
<td>Male Unemployment</td>
<td>32%</td>
<td>597</td>
</tr>
<tr>
<td>Female Unemployment</td>
<td>49%</td>
<td>849</td>
</tr>
</tbody>
</table>
Case Study – RAL, Exxaro and Lephalale Local Municipality (PPP)

Livelihood

- Livestock farming: 22%
- Formal employment: 33%
- Crop cultivation: 17%
- Small scale businesses: 6%
- Social grants: 22%
Case Study – RAL, Exxaro and Lephalale Local Municipality (PPP)

Local skills

- Heavy equipment operators
- Drivers
- Safety representatives
- Drillers
- Catering and cleaning
- Welders
- Brick laying
- Construction related activities
- Drains, pavements and culverts
- Storage
Case Study – RAL, Exxaro and Lephalale Local Municipality (PPP)

Project progress

• Construction activities have commenced October 2016

• Maximise economic benefits and employment opportunities for local community members – SMME’s identified and labour recruitment ongoing

• Carry out training and skills development – ongoing

• Undertake contractor development – ongoing

• Planned projection completion date – June 2018
Conclusion

• Funding a challenge to catch-up with the backlog
  ◦ Strategic partnerships and efficient budget management alleviate some challenges

• Focus on investigating and investing on new technology:
  ◦ Efficient and cost effective designs
  ◦ Cost effective construction materials
  ◦ Cost effective construction methods