No.121 - 2022: Fourth Session, Sixth Legislature

**GAUTENG PROVINCIAL LEGISLATURE**

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**ANNOUNCEMENTS,**

**TABLINGS AND**

**COMMITTEE REPORTS**

**========================**

Thursday, 24 March 2022

**ANNOUNCEMENTS**

none

**TABLINGS**

none

**COMMITTEE REPORTS**

**1. The Chairperson of the Roads and Transport Portfolio Committee, Hon. G D Schneemann, tabled the Committee’s Oversight Report on the Third Quarterly Performance Report of the Department of Roads and Transport incl. Gautrain Management Agency and g-FleeT Management for the 2021/2022 financial year, as attached:**

**COMMITTEES QUARTER OVERSIGHT REPORT ON DEPARTMENT / ENTITY PERFORMANCE**

**Portfolio Committee on Roads and Transport Oversight Report on the 3rd Quarterly Report of the Department of Roads and Transport, Gautrain Management Agency and Gfleet Management for the 2021/22 Financial Year**

| **Committee Details** | | **Department / Entity Details** | |
| --- | --- | --- | --- |
| **Name of Committee** | **Roads and Transport** | **Name of Department / Entity** | **Department of Roads and Transport, Gautrain Management Agency and Gfleet Management** |
| **Which Financial Year** | **2021/22** | **Dept. Budget Vote Nr.** | **9** |
| **Which Quarter** | **3rd** | **Hon. Minister / MEC** | **J. Mamabolo** |
| **Committee Approvals** | | | |
|  | **Name** | | **Date Considered by Committee** |
| **Hon. Chairperson** | **G. Schneemann** | | **Thursday, 10th March 2022** |
| **Adoption and Tabling** | | | |
| **Date of Final Adoption by Committee** | | | **Scheduled date of House Tabling** |
| **Friday, 18th March 2022** | | | **Friday, 25th March 2022** |

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# ABBREVIATIONS

| **Abbreviation** | **Full Wording** |
| --- | --- |
| APP | Annual Performance Plan |
| COVID-19 | Coronavirus Disease 2019 |
| CCGMT | Coordinating Committee of Government Motor Transport |
| EIA | Environmental Impact Assessment |
| GEYODI | Gender, Youth, Persons living with Disabilities |
| GPG | Gauteng Provincial Government |
| GMA | Gautrain Management Agency |
| GPL | Gauteng Provincial Legislature |
| HDIs | Historically Disadvantaged Individuals |
| SOM | Sector Oversight Model |
| MTEF | Medium Term Expenditure Framework |
| NDOT | National Department of Transport |
| PFMA | Public Finance Management Act |
| PRMG | Provincial Road Maintenance Grant |
| PTOG | Public Transport Operations Grant |
| PwDs | Persons with Disabilities |
| SCM | Supply Chain Management |
| SMME’s | Small Medium Micro Enterprises |

# SUMMARY

In the quarter under review, the Committee noted that the Department and its entities were able to contribute towards two Provincial Strategic objectives, namely, Priority 1: Building a capable, ethical and developmental state and Priority 2: Economic transformation and job creation. This was achieved through the payment of 85% of SMME's and township businesses within 15 days against a planned target of 70% whilst 26% of discretionary procurement spend was directed towards township suppliers, installed 96% of subsidised buses with electronic monitoring devices to improve the reliability of the subsidised bus services to commuters, advertised the new bus tender contract on 15th October 2021, registered 1 086 mini-bus taxi operators on the Provincial Minibus taxi database and on the Transport Authority Gauteng, the Department was able to advertise 11 positions to capacitate the TAG with relevant expertise and appoint a service provider to compile the Provincial Land Transport Framework.

In relation to achievement of service delivery targets, the Committee noted that, Of the 19 APP targets applicable for the period under review, the Department achieved 6 outputs which equate to 32% APP achievement as at the end of the quarter. The Committee noted that GMA achieved 20 of the 24 planned targets which equate to 83%. G-fleet managed to achieve 3 out of 6 planned targets which equate to 50%. The Committee commends the continuous achievement of planned targets by the GMA, however, the Committee is deeply concerned by the continuous low level of attainment of planned service delivery targets by the Department and Gfleet and will continue to urge both to enhance performance and capacity to resolve challenges that may exist in the implementation of these planned targets.

In the 2021/22 FY adjustment budget process, the Committee noted that the budget allocated to the Department was adjusted downwards by **R112 920 000 (1,30%)** from **R8 680 417 000** to **R8 567 497 000**. In relation to expenditure in the quarter, the Committee noted that the Department managed to spend an amount of **R1 963 704 000 (23,18%)** for the quarter under review across all programmes whilst Gfleet spent **R198 655 000 (25%)**. The Committee noted that the Department was able to reprioritise its planned targets and allocated budget during the Adjustment budget process and is hopeful that this exercise will limit the underspending of allocated resources at the end of the financial year.

On the non-financial performance per programme, the Committee noted that the Department and entities continued to face challenges with implementation of planned targets in relation to the planned procurement targets related to HDIs (Women, Youth and PwDs) due to several gaps identified in the information impacting on the correctness of reported information as it did not include payments to sub-contractors ranging from Quarter 1. According to the Department, a review of information for all quarters of the financial year will be completed and reported in Quarter 4.

On the implementation of infrastructure projects, the Committee noted that there seem to be no developments with regards to the relocation of illegal residents along the road reserves to allow for the continuation of construction of K54 and K69 in the City of Tshwane. The Committee noted that the contractor for K54 has terminated the contract and de-established the site due to lack of access to the project site and the Department is foreseeing the same reaction from the contractor in K69 due to similar challenges of lack of access to site. The Committee is concerned over the continuous delays in the relocation process regarding construction of K54 and K69 as well as the impact might have on the future timelines and budgets thereof.

With regards to subsidised contracts, the Committee noted that the Department was able to finalise bid specifications for the 3 new subsidised bus contracts and the Bid Evaluation Committee has made recommendations and approval for advertisement on open tender. According to the Department, the tender was advertised on the 15th of October 2021, compulsory tender briefing held on the 27th of October 2021 and the closing date for the tender was extended to the 14th of January 2022 due to the pending court case brought by the South African Bus Operators. Furthermore, MEC received a letter from the Minister of Transport imploring him to hold the tender process pending the NDOT driven consultations with National Treasury and the Auditor General. The Committee commends the Department for the advertisement of the tender and hopes that the court case will not have any bearing on the appointment of the deserving contractors as bid evaluations are expected to be finalised in March 2022.

In conclusion, the Committee noted that the Department and its entities are failing to meet the same targets that were raised as concern in the previous quarter, particularly on the expenditure awarded to HDIs for Women and PwDs, delays in the implementation of planned infrastructure projects and the Gfleet debt collection system seems to be not effective enough as client departments are not abiding by the agreed payment plans. The Committee insists that the Department and entities should focus on resolving the above challenges in line with the intervention plans in place.

# INTRODUCTION

The Roads and Transport Portfolio Committee exercises oversight and scrutiny over the Gauteng Department of Roads and Transport, Gautrain Management Agency and G-fleet Management. This includes planning, budgeting, financial management and reporting by the Provincial Department of Roads and Transport and its entities. In line with the provisions of the Constitution of the Republic of South Africa (1996), the Public Finance Management Act (1999) creates the basis on which oversight by Legislatures should be exercised. It clearly outlines areas of service delivery that should be reported on, including the responsibilities of officials and the role of the Legislature in cases where reports have to be tabled.

This Committee report is an evaluation of expenditure performance and the assessment of non-financial performance of the Department of Roads and Transport (DRT), Gautrain Management Agency (GMA) and G-fleet Management during the period of October - December 2021. The assessment is conducted as per the Sector Oversight Model (SOM), the Standing Rules of the Gauteng Provincial Legislature and other applicable laws including the Public Finance Management Act (PFMA).

# PROCESS FOLLOWED

The Speaker of the Gauteng Provincial Legislature formally referred the 3rd Quarterly Performance Report of the Department and its entities in terms of Rule 149 of the Standing Rules to the Roads and Transport Portfolio Committee for consideration and reporting.

The Committee convened and considered the Research analysis in the meeting on Tuesday, 15th February 2022, subsequently, the Department and its entities presented before the Committee on the responses to Committee questions on the quarterly report on Thursday, 10th March 2022. On Friday, 18th March 2022, the Committee deliberated and adopted its oversight report on the 3rd Quarterly Performance Report of the Department and its entities.

The Committee, through the Chairperson, will be tabling the report with recommendations to the House for adoption.

# OVERSIGHT ON DEPARTMENT / ENTITY ACHIEVEMENT OF STRATEGIC PRIORITIES

The Committee noted that the Department and entities were able to contribute to two Strategic objectives, namely, Priority 1: Building a capable, ethical and developmental state and Priority 2: Economic transformation and job creation. On priority 1, the Committee noted that the Department was able to pay 85% of SMME's and township businesses within 15 days against a planned target of 70% whilst 26% of discretionary procurement spend was directed towards township suppliers.

On priority 2, the Committee noted that the Department was able to install 96% of subsidised buses with electronic monitoring devices to improve the reliability of the subsidised bus services to commuters and this was done through the Small Monitoring Firms, advertised the new bus tender contract on 15th October 2021 with the closing date extended to 14th January 2022 due to court case, registered 1 086 mini-bus taxi operators on the Provincial Minibus taxi database and on the Transport Authority Gauteng, the Department was able to advertise 11 positions to capacitate the TAG with relevant expertise, appointment of a service provider to compile the Provincial Land Transport Framework.

The Committee will continue to monitor the performance of the Department on these priorities noting the impact of COVID-19 in the current and previous quarters of the financial year.

# 2 OVERSIGHT ON DEPARTMENT / ENTITY ACHIEVEMENT OF APP TARGETS

**2.1 OVERSIGHT ON ANNUAL PERFORMANCE PLANS / TARGETS**

Of the 19 APP targets applicable for the period under review, the Department achieved 6 outputs which equate to 32% APP achievement as at the end of the quarter. The Committee noted that GMA achieved 20 of the 24 planned targets which equate to 83%. G-fleet managed to achieve 3 out of 6 planned targets which equate to 50%. **The Committee is concerned over the continuous low level of attainment of planned service delivery targets by the Department and Gfleet Management as experienced in the previous quarters of the financial year.**

In the previous quarter, the Committee noted that, of the 17 APP targets applicable for the period, the Department achieved 5 outputs which equated to 29% APP achievement as at the end of the quarter. The Committee noted that GMA achieved 19 of the 24 planned targets which equated to 79%. G-fleet managed to achieve 3 out of 7 planned targets which equated to 43%.

The main areas of non-achievement of APP targets, during the quarter under review, was in relation to the delays in the finalization of the Department’s organizational review process which contributes to the current vacancy rate, the slow spending within the infrastructure projects were due to the slow rate of finalizing tenders and the delays/slow progress on active construction projects, the lower commuter travel demands in the Gautrain operations, delays in the appointment of subsidized bus operator services due to pending court case and the reduced spending patterns for the Department and protocols on the service delivery plans and targets. In Gfleet, it was due to the continuous increase in the average number of days taken on mechanical and accidental repairs as a result of continuous delays in providing reports by the Wesbank.

On the targets not achieved, the Department and entities have adopted a number mitigating measures to address non-achievement. These range from finding possible ways to finalise the review of the Organisational structure by end of financial year, enhance spending on HDI groups and township economy / SMME’s, alternative patronage guarantee models to reduce the current patronage fee as well as expediting delays in the maintenance and construction as well as advertisement of certain contracts for infrastructure projects through the Transport Infrastructure House.

**2.2 PROGRAMME INFORMATION**

**DEPARTMENT OF ROADS AND TRANSPORT**

**Administration**

The Committee noted that the programme failed to meet its set targets on procurement expenditure targets to HDIs on Women, Youth and PwDs groups. According to the Department, this was attributed to several gaps identified in the information impacting on the correctness of reported information as it did not include payments to sub-contractors ranging from Quarter 1. According to the Department, a review of information for all quarters of the financial year will be completed and reported in Quarter 4.

**The Committee is concerned on the continued failure of the Department to achieve HDI planned targets for Women and PwDs as raised in the previous quarter and financial years.**

**Transport Infrastructure**

The Committee noted that the programme was able to meet some of its planned targets but under-achieved on the number of construction jobs created through implementation of EPWP due to delays in the awarding of tender, community stoppages, poor performance by contractors, non-payment of salary by contractor to sub-contractors and labourers and delays in commencement of preventative maintenance contracts. The Committee further noted that the contractor for the construction of K46 has been appointed, site establishment is underway and social facilitation processes are in progress. On the road D483, the Committee noted that the contractor has been appointed, work permit has been approved in September 2021 and construction work has commenced. On the construction of K54 Mamelodi and K69 Solomon Mahlangu, the Committee noted that there seem to be no improvement in addressing the relocation of informal settlements from the road reserves and the Department in consultation with the Premier’s Office and City of Tshwane have been unsuccessful in expediting relocations. The Committee noted that the contractor for K54 has terminated the contract and de-established the site due to lack of access to the project site and the Department is foreseeing the same reaction from the contractor in K69 due to similar challenges of lack of access to site. **The Committee is concerned over the continuous delays in the relocation process regarding construction of K54 and K69 as well as the impact might have on the future timelines and budgets thereof.** The Committee will continue to express its concerns over these delays as they take time to be resolved and end up taking the project backwards by a long margin and impact to other variables involved within the infrastructure projects.

**Transport Operations**

The Committee noted that the programme was able to meet most of its planned targets which is in relation to finalising bid specifications for the 3 new subsidised bus contracts and the Bid Evaluation Committee has made recommendations and approval for advertisement on open tender. According to the Department, the tender was advertised on the 15th of October 2021, compulsory tender briefing held on the 27th of October 2021 and the closing date for the tender was extended to the 14th of January 2022 due to the pending court case brought by the South African Bus Operators. Furthermore, MEC received a letter from the Minister of Transport imploring him to hold the tender process pending the NDOT driven consultations with National Treasury and the Auditor General and currently, bid evaluation is currently underway and estimated to be completed by the end of March 2022. The Committee commends the Department for the advertisement of the tender and hopes that the court case will not have any bearing on the appointment of the deserving contractors.

**Transport Regulation**

Under this programme, the Committee noted that the Department was able to achieve most of its planned targets but under-achieved in relation to issuance of operating licenses within the average turnaround time of 6 months and this was attributed to limited capacity of staff working as a result of COVID 19 restrictions. According to the Department, as an intervention measure to resolve the above challenge, the Department instituted a backlog elimination plan which assisted in reducing the backlog from 33 338 in August to 16 227 in December 2021 through overtime implementation coupled with suspension of new applications. In relation to revenue generated in the DLTCs, the Department was able to exceed its planned targets due to extension of working hours, allocation of the request-a-slot invention and easing of some of the lockdown regulations.

**GAUTRAIN MANAGEMENT AGENCY**

The Committee noted that the entity was able to meet most of its planned targets but under-achieved on its target in relation to the bus and rail passenger targets thereby resulting in higher than projected Patronage fees. According to the agency, the options for working from home available to Gautrain passengers have resulted in reducing their exposure to the system during higher levels of Covid restriction and this has negatively impacted on the planned rail and bus passenger planned targets which have subsequently been reduced noting the above-mentioned scenario.

**GFLEET MANAGEMENT**

The Committee noted that the entity was able to meet some of its planned targets but continued to under-achieve on its target on average number of days taken on mechanical and accidental repairs as in the previous quarter. The Committee noted that continued to face challenges with Wesbank not being able to provide reports to the entity timeously. According to the entity, the Coordinating Committee of Government Motor Transport (CCGMT) resolved that issues pertaining to Wesbank under performance or non-delivery will be managed by NDOT, through the CCGMT and a task team comprising of government officials from various government departments including provinces has since been established. Furthermore, the task team, amongst other issues, was mandated to review the information and confirm data accuracy of the reports received from Wesbank and resolved that the RT46 contract between NDOT and Wesbank should be expedited and concluded as a matter of urgency. **The Committee is concerned over the continuous challenges experienced within the RT46 contract and the impact it might have on the allocated budget of the entity and its operations towards its client Departments.**

**2.3 OVERSIGHT ON PORTFOLIOS OF EVIDENCE BY THE DEPARTMENT AND ENTITIES**

The Committee noted that the Department has institutionalized its monitoring and evaluation framework within the Department and has implemented a system of managing the reporting of performance information and verification of supporting portfolio of evidence. According to the Department, the process commences from individual business units verifying their performance against reported performance in their Quarterly performance reports with supporting portfolios of Evidence and this information is then verified through the Monitoring and Evaluation Unit and all issues are discussed with Management to ensure systems are adhered to where required and strengthened.

# 3 OVERSIGHT ON DEPARTMENT / ENTITY PROJECT MANAGEMENT

With regards to project management, the Committee noted two projects were awarded to successful bidders namely the K46 William Nicol wherein the contractor is currently establishing site and the D483 road between Bapsfontein and Cullinan. Furthermore, the Committee noted that a number of projects, in particular maintenance and construction of roads, were affected due to delays in the relocation of illegal residents by the City of Tshwane in K54 Mamelodi and K69 Solomon Mahlangu whilst the K148 road has been affected by the court interdict which requires that an EIA be conducted and approved by the Department of Agriculture and Rural Development. **The Committee is concerned over the challenges stated above, in particular, the continued delays in K54 and K69 due to delays in the relocation of illegal residents for construction to continue as there seem to be no movement in resolving the above challenges.**

# 4 OVERSIGHT ON DEPARTMENT / ENTITY FINANCIAL PERFORMANCE

In the 2021/22 FY adjustment budget process, the Committee noted that the budget allocated to the Department was adjusted downwards by **R112 920 000 (1,30%)** from **R8 680 417 000** to **R8 567 497 000**. In the quarter under review, the Department managed to spend an amount of **R1 963 704 000 (23,18%)** across all programmes whilst Gfleet spent **R198 655 000 (25%)**.

In terms of the expenditure per programme, the Department transferred **R618 118 000 (22,26%)** of the allocated budget to the Gautrain in the quarter under review. The Committee noted the other four programmes namely; Administration spent **R104 812 000 (26,11%)**, Transport Infrastructure spent **R451 190 000 (24,26%)**, Transport Operations spent **R693 621 000 (22,43%)** and Transport Regulation spent **R95 963 000 (22,07%)**. As at the end of the quarter, the Department’s remaining budget allocation amounts to R3 056 713 000 (36,08%) whilst Gfleet’s allocation amounts to R210 684 000 (26,51%). Whilst the Committee is concerned with level of remaining budget for both the Department and Gfleet, the Committee is of the view that the adjustment budget has in one way assisted in resolving underspending in some of the programmes even though underspending is anticipated as at the end of the financial year.

On GEYODI and township economy procurement targets, the Committee noted that the Department was unable to achieve its set procurement targets related to HDIs namely, Women, Youth and PwDs in the current and previous quarter, and this was attributed to several gaps identified in the information impacting on the correctness of reported information as it did not include payments to sub-contractors ranging from Quarter 1. According to the Department, a review of information for all quarters of the financial year will be completed and reported in Quarter 4.

On the payment of suppliers within 15-30 days, the Committee noted that the Department and entities were able to pay 85% of SMME's and township businesses within 15 days against a planned target of 70% whilst 26% of discretionary procurement spend was directed towards township suppliers.

In relation to conditional grants, the Committee noted the spending on both, the PRMG and PTOG, the Department continued to experience slow spending due to the completed maintenance projects and those to be appointed in Quarter 4, reduced travel demands in subsidised bus contracts and delays in the appointment of new bus contracts and the DNOs.

# 5 OVERSIGHT ON DEPARTMENT / ENTITY RESOLUTIONS AND PETITIONS MANAGEMENT

|  |  |
| --- | --- |
| **5.1 THE DETAILS ON DEPARTMENT / ENTITY RESOLUTIONS MANAGEMENT** | |
| **How many Responses / Actions to Resolutions were due by the Department / Entity during the Quarter under review** | **With respect to any and all Resolutions that were due in the Quarter under review, how many Resolutions have been successfully responded to by the Department / Entity** |
| 20 | None. |
| **What is the Committees perception of the Quality and Timeliness of Department / Entity responses to Committee Resolutions** | |
| The quality of responses is improving and most resolutions are still open as slow improvements are being realised by the Committee on infrastructure projects in particular. On timeliness, the Department and entities have been performing poorly since most responses to House resolutions were received after due dates as stipulated in the Committee reports adopted by the House as reported above in relation to number of responses due from the Department and entities. | |
| **With respect to the Resolutions / Action due during the Quarter under review but still overdue, what reasons have been provided by the Department / Entity [with mitigating measures to submission]** | |
| The Committee is continuously assessing the responses from the Department and its entities to track implementation of House resolutions in the course of the financial year and MTEF period. Furthermore, the Committee would continuously raise concerns and recommendations requesting for responses to outstanding House resolutions | |

|  |  |
| --- | --- |
| **5.2 THE DETAILS ON DEPARTMENT / ENTITY PETITIONS MANAGEMENT** | |
| **How many Responses / Actions to Petitions due by the Department / Entity during the Quarter under review** | **With respect to any and all Petitions that were due in the Quarter under review, how many Petitions have been successfully responded to by the Department / Entity** |
| None. | None. |
| **What is the Committees perception of the Quality and Timeliness of Department / Entity responses to referred Petitions** | |
| n/a | |
| **With respect to the Petitions / Action due during the Quarter under review but not yet responded to by the Department / Entity, what reasons have been provided by the Department / Entity [with mitigating measures to submission]** | |
| n/a | |

# 6 OVERSIGHT ON DEPARTMENT / ENTITY PUBLIC ENGAGEMENT

During the quarter under review, the Committee noted that the Department was able to engage with the public through the Smart Mobility weekends projects focused on maintenance of local road community infrastructure as a response to identified community needs in the City of Tshwane and Johannesburg and Sedibeng District. According to the Department, other events included the vaccination drive in various taxi ranks and request-a-slot GP campaigns to address backlog on renewal of licenses.

According to the Department, feedback engagements were conducted through the media advisories, interviews and statements as well as the MEC outreach programmes.

# 7 OVERSIGHT ON INTERNATIONAL TREATISE / AGREEMENTS

None.

# 8 OVERSIGHT ON DEPARTMENT / ENTITY GEYODI EMPOWERMENT

On GEYODI and township economy procurement targets, the Committee noted that the Department and entities was unable to achieve its set procurement targets related to HDIs namely, Women, Youth and PwDs in the current and previous quarter, and this was attributed to several gaps identified in the information impacting on the correctness of reported information as it did not include payments to sub-contractors ranging from Quarter 1. According to the Department, a review of information for all quarters of the financial year will be completed and reported in Quarter 4.

# 9 OVERSIGHT ON DEPARTMENT / ENTITY COMPLIANCE WITH FIDUCIARY REQUIREMENTS

None.

# 10 OVERSIGHT ON A CAPACITATED PUBLIC SERVICE

In the quarter under review, the Committee noted that the Department had a total number of 2, 237 posts. A total of 1, 555 posts have been filled whilst 682 are still vacant, 28 terminations of contracts and 2 suspensions as at the end of the quarter. **The Committee is concerned over the increase in the number of vacant posts, in particular Senior Management and technical skills, noting the bulk of infrastructure projects planned for implementation in the current financial year and over the MTEF period.**

# 11 OVERSIGHT ON ANY OTHER COMMITTEE FOCUS AREA

None.

# 12 COMMITTEE FINDINGS / CONCERNS

| **12. DETAILED COMMITTEE FINDINGS / CONCERNS** |
| --- |
| With respect to achievement of planned service delivery targets – Department and Gfleet Management, the Committee is concerned over thecontinuous low level of attainment of planned service delivery targets noting the number of infrastructure projects that are experiencing delays within the Department as raised even in the previous quarters of the financial year. |
| With respect to expenditure allocated for HDI’s – Women and PwDs, the Committee is concerned over the continued failure of the Department to achieve HDI planned targets for Women, Youth and PwDs as raised in the previous quarter and financial years. |
| With respect to vacant posts – the Committee is concerned over the increase in the number of vacant posts within the Department, in particular Senior Management and technical skills, noting the bulk of infrastructure projects planned for implementation in the current financial year and over the MTEF period. |
| With respect to spending of the allocated budget – the Committee is concerned over the slow spending within the Department as it might result in underspending of the budget at the end of the financial year as in the previous financial years and might result in an audit finding. |
| With respect to Infrastructure projects – construction and maintenance, the Committee is concerned over the continuous delays in the relocation process regarding construction of K54 and K69 as well as the impact might have on the future timelines and budgets thereof. |
| With respect to RT 46 contract, the Committee is concerned over the continuous challenges experienced within the RT46 contract and the impact it might have on the allocated budget of the entity and its operations towards its client Departments. |

# 13 COMMITTEE RECOMMENDATIONS

| **13 [DETAILED COMMITTEE RECOMMENDATIONS]** | | | |
| --- | --- | --- | --- |
| **Based on the information set out herein-above as well as the Committee Concerns, the Committee therefore recommends as follows:** | | | |
| **Ref Number** | **Recommendation** | **Type of response expected** | **Due Date** |
| RTC / Q3PR / 001 | That the Department should provide the Committee with a detailed report on the implementation of intervention measures in place to achieve planned service delivery targets within the Department and Gfleet in the remaining quarters of the financial year. | Written Response | 31/05/2022 |
| RTC / Q3PR / 002 | That the Department should provide the Committee with a detailed report on the reviewed HDIs performance targets for the current financial year. | Written Response | 31/05/2022 |
| RTC / Q3PR / 003 | That the Department should provide the Committee with a detailed report on the development of the new Organisational structure. The report should include the vacant posts for Senior Management and technical positions as well as progress made in filling these positions. | Written Response | 31/05/2022 |
| RTC / Q3PR / 004 | That the Department should provide the Committee with a detailed report on the intervention measures in place to curb underspending of the allocated budget at the end of the financial year. | Written Response | 31/05/2022 |
| RTC / Q3PR / 005 | That the Department should provide the Committee with a detailed report on the developments with regards to the proposed revised intervention measures on the relocation of illegal residents on the construction of roads K54 and K69. | Written Response | 31/05/2022 |
| RTC / Q3PR / 006 | That the Department and Gfleet Management should provide the Committee with a detailed report on the implementation of intervention measures in place to remedy the challenges experienced with Wesbank. The report should also include the negative impact on the repairs and mechanical planned targets for the current financial year. | Written Response | 31/05/2022 |
|  | | | |

# 14 ACKNOWLEDGEMENTS

Appreciation is expressed to all Members of the Committee for their commitment to the oversight process as well as MEC J. Mamabolo, HOD Dr D. Barclay and officials from the Department for their cooperation during the quarterly report process.

Gratitude goes to Honourable Members: A. Ndlovana, R. Kekana, D. Ledwaba, P. Mabunda, F. Nel, P. Du Plessis, M. Ledwaba and N. Radebe for their commitment to the oversight process.

On behalf of the Committee, the Committee's appreciation and gratitude also goes to the following persons: Acting Group Committee Coordinator, Mr. T. Skosana; Researcher Mr. F. Thaba; Committee Coordinator Mr. S. Mthiyane; Committee Administrator, Ms. H. Mtshizana; Hansard Recorder Ms. N. Zondo; Information Officer, Mr L. Ncume; Media Officer, Ms T. Nzuke; Public Participation Officer, Mr. B. Dhlomo and Service Officer, Ms. S. Sithole for their devoted assistance.

# 15 ADOPTION

After due consideration, the Roads and Transport Portfolio Committee unanimously adopted the Gauteng Department of Roads and Transport, Gautrain Management Agency and G-fleet Management 3rd Quarterly Performance Report for the 2021/22 FY.

In terms of Rule 117 (2)(c) read together with Rule 164, the Committee presents to this House and recommends the adoption of the Committee’s Oversight Report on the Gauteng Department of Roads and Transport, Gautrain Management Agency and G-fleet Management 3rd Quarterly Performance Report for the 2021/22 FY.