No.205 - 2022: Fourth Session, Sixth Legislature

**GAUTENG PROVINCIAL LEGISLATURE**

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**ANNOUNCEMENTS,**

**TABLINGS AND**

**COMMITTEE REPORTS**

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

Monday, 20 June 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 Fourth 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 4th Quarterly Report of the Department of Roads and Transport, Gautrain Management Agency and G-fleet 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** | **4th**  | **Hon. Minister / MEC** | **J. Mamabolo** |
| **Committee Approvals** |
|  | **Name** | **Date Considered by Committee** |
| **Hon. Chairperson** | **G. Schneemann** | **Thursday, 02nd June 2022** |
| **Adoption and Tabling** |
| **Date of Final Adoption by Committee**  | **Scheduled date of House Tabling** |
| **Thursday, 09th June 2022** | **Tuesday, 21st June 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 managed to spend an amount of **R2 324 956 000 (27,30%)** across all programmes whilst Gfleet spent **R189 043 000 (24%)**. In terms of the expenditure per programme, the Department transferred **R982 224 000 (35,37%)** of the allocated budget to the Gautrain in the quarter under review. The Committee noted the other four programmes namely; Administration spent **R91 713 000 (22,85%)**, Transport Infrastructure spent **R420 631 000 (23,26%)**, Transport Operations spent **R741 979 000 (23,28%)** and Transport Regulation spent **R88 409 000 (25,86%)**. As at the end of the quarter, the Committee noted that the Department’s remaining budget allocation amounted to **R774 461 000 (9%)** whilst Gfleet’s remaining allocation amounted to **R30 808 000 (4%)**. **The Committee is concerned over the underspending realised in the current financial year noting that the allocated budget of the Department was adjusted downwards during the Adjustment budget process to allow for surrender of funds on planned activities that could not be implemented in the current financial year.**

The Committee is concerned that the Transport Infrastructure programme was able to meet 27% (3 out of 11) of its planned targets in the implementation of infrastructure projects under the Planning, Design, Construction and maintenance sub-programmes. According to the Department, this was attributed to procurement processes that took longer than anticipated due to bids that had to be re-evaluated to address concerns from Probity Auditors, limited capacity within the Supply Chain management unit and failure to relocate informal settlements on road reserves in the City of Tshwane. **The Committee is concerned over the continuous delays in the implementation of the above-mentioned infrastructure projects due to persistent challenges that the Department is continuously failing to resolve.** 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 on other variables involved within the infrastructure projects. As part of interventions to enhance service delivery on infrastructure projects, the Committee noted that the Department has advertised for technical posts for project management and Information technology and, furthermore, appointed the HATCH consulting company in January 2022 for a period of 3 years to assist the Department with technical and project management on the ground. Whilst the Committee welcomes the above initiatives, **the Committee is concerned over the appointment of services of HATCH company instead of capacitating the already introduced Transport Infrastructure House and the reflection it poses on the ability of the Department to deliver on the infrastructure projects.**

On the advertisement of new subsidised bus contracts, the Committee noted that the court decided against the Department in the court case lodged by the SABOA/PUTCO. Furthermore, the Committee noted that the Department is exploring alternative legal ways of ensuring the continued provision of subsidized bus services beyond 31st March 2023 which entails, amongst others, the confirmation of scope for engagement with the provincial subsidized bus service stakeholders, consideration of applicable sections of legislation to be applied in the engagements, rationalisation of network size to fit the allocated Public Transport Operations Grant (PTOG) and equitable share. The Committee noted the outcome of the court case, however, is concerned over the impact that the outcome may exact on the advertisement of new subsidised bus contracts in the future noting the conditions prevailing in the current subsidised bus contracts.

In relation to the entities, the Committee noted that both entities were able to meet most of the planned service delivery targets. With regards to Gfleet, the consistent challenges pertaining to the timeous receipt of outstanding debts within 30 days from both the Gauteng Department of Community Safety and the Gauteng Department of Health continued to exist and Gauteng Provincial Treasury has also been consulted for assistance and the respective Head of Departments of the two departments requesting for their interventions in settling the long-outstanding debts to the entity. With regards to GMA, the agency under-achieved on its target in relation to the bus and rail passenger targets by 2,5% off the planned target, however, the Committee observed that the ridership is indeed growing in the peak hours and remain very low during off peak and may lead/contribute to the reduction of the already increased Patronage guarantee costs. The Committee further noted that the Executive Council has approved the Gautrain Rail Extension phase 1 by 31st March 2022 for further processing and the Province is awaiting approval from National Treasury.

In conclusion, the Committee will continue to monitor the implementation of intervention measures in place for the implementation of infrastructure projects, particularly, projects that were deferred to the next financial year due to reasons provided by the Department and the impact these deferred projects may have on the implementation of planned targets for the next financial year.

# 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 January - March 2022. 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 4th 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 Friday, 13th May 2022, subsequently, the Department and its entities presented before the Committee on the responses to Committee questions on the quarterly report on Thursday, 02nd June 2022. On Thursday, 09th June 2022, the Committee deliberated and adopted its oversight report on the 4th 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 98% of SMME's and township businesses within 15 days against a planned target of 70%.

On priority 2, the Committee noted that the Department was able to install 75% of the 2 390 subsidised bus fleet with electronic monitoring devices to improve the reliability of the subsidised bus services to commuters and this was done through the Small Monitoring Firms, registered 9 425 mini-bus taxi operators on the Provincial Minibus taxi database, approval of the Gautrain Rail Extension network by the Executive Council and on the Transport Authority Gauteng, the Department was able to appoint the service provider to compile the Provincial Land Transport Framework and the review of the ITMP25 is at procurement stage.

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 24 APP targets applicable for the period under review, the Department achieved 12 outputs which equate to 50% APP achievement as at the end of the quarter. The Committee noted that GMA achieved 26 of the 29 planned targets which equate to 90%. G-fleet managed to achieve 5 out of 6 planned targets which equate to 83%. **The Committee is concerned over the continuous low level of attainment of planned service delivery targets by the Department, particularly under Transport Infrastructure programme, as experienced in the previous quarters of the financial year.**

In the previous quarter, the Committee noted that, of the 19 APP targets applicable for the period, the Department achieved 6 outputs which equated to 32% APP achievement as at the end of the quarter. The Committee noted that GMA achieved 20 of the 24 planned targets which equated to 83%. G-fleet managed to achieve 3 out of 6 planned targets which equated to 50%.

The main areas of non-achievement of APP targets, during the quarter under review, was in relation to the failure to relocate informal settlements occupying the road reserves, procurement processes that took longer than anticipated due to bids that had to be re-evaluated to address concerns from Probity Auditors and limited capacity within the Supply Chain Management Unit in case of implementation of infrastructure projects as well as moratorium on the advertising of tenders for installation of electronic monitoring units within the subsidised bus fleet. The Committee is concerned about the reasons given by the Department in relation to infrastructure projects as the capacitation of the Department with required skills is delayed by the continuous delays in finalising the new Organisational structure.

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 provide a detailed report on its set targets on procurement expenditure targets to HDIs on Women, Youth and PwDs groups. According to the Department, this was attributed to delays in finalising the data and releasing it on time for reporting at the end of the quarter under review. **The Committee is concerned on the failure of the Department to provide a detailed report on the performance of this programme towards the HDI planned targets for Women, Youth and PwDs in the quarter under review.**

**Transport Infrastructure**

The Committee noted with concern that the programme was able to meet 27% (3 out of 11) of its planned targets in the implementation of infrastructure projects under the Planning, Design, Construction and maintenance sub-programmes and these include, transport planning studies, surface roads visually assessed, gravelled roads visually assessed, road infrastructure designs, surfaced roads upgraded and rehabilitated as well as EPWP Preventative maintenance jobs created and all these targets were moved to the next financial year for implementation. According to the Department, this was attributed to procurement processes that took longer than anticipated due to bids that had to be re-evaluated to address concerns from Probity Auditors, limited capacity within the Supply Chain management unit and failure to relocate informal settlements on road reserves in the City of Tshwane. **The Committee is concerned over the continuous delays in the implementation of the above-mentioned infrastructure projects due to persistent challenges that the Department is continuously failing to resolve.** 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 on other variables involved within the infrastructure projects.

As part of interventions to enhance service delivery on infrastructure projects, the Committee noted that the Department has advertised for technical posts for project management and Information technology and, furthermore, appointed the HATCH consulting company in January 2022 for a period of 3 years to assist the Department with technical and project management on the ground. Whilst the Committee welcomes the above initiatives, **the Committee is concerned over the appointment of services of HATCH company instead of capacitating the already introduced Transport Infrastructure House and the reflection it poses on the ability of the Department to deliver on the infrastructure projects.**

With regards to the construction of Vereeniging taxi rank, the Committee noted that the Department, through GMA, has finalised and submitted to Provincial Treasury (PT) the Business case with inputs as raised by the PT. the Committee will continue to monitor the developments thereof as the project is long overdue for implementation thereof.

**Transport Operations**

The Committee noted that the programme was able to meet most of its planned targets and these were in relation to operationalising 1 new bus contract as per agreed routes, allocation of 30% monetary value of the subsidised contracts to previously disadvantaged operators and registration of MBTs on the Provincial MBT database. In relation to installation of electronic monitoring units in all subsidised bus fleet, the Committee noted that the moratorium has been lifted and the tenders will be advertised in June 2022.

On the advertisement of new subsidised bus contracts, the Committee noted that the court decided against the Department in the court case against the SABOA/PUTCO. Furthermore, the Committee noted that the Department is exploring alternative legal ways of ensuring the continued provision of subsidized bus services beyond 31st March 2023 which entails, amongst others, the confirmation of scope for engagement with the provincial subsidized bus service stakeholders, consideration of applicable sections of legislation to be applied in the engagements, rationalisation of network size to fit the allocated Public Transport Operations Grant (PTOG) and equitable share. **The Committee is concerned over the outcomes of the court case and the impact that the outcome may exact on the advertisement of new subsidised bus contracts in the future.**

**Transport Regulation**

Under this programme, the Committee noted that the Department was able to achieve all of its planned targets in the quarter under review. According to the Department, achieved planned targets included the compliance inspections conducted at 75 Registering Authorities, collection of revenue in provincial DLTCs which exceeded the targeted revenue due to revenue maximisation strategies adopted during the quarter and the increased number of operating licenses issued to public transport operators. The Committee welcomes the performance of the programme as improvements are realised in relation to implementation and achievement of planned service delivery targets.

**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 by 2,5% off the planned target, however, the Committee observed that the ridership is indeed growing in the peak hours and remain very low during off peak. The Committee welcomes the increase in ridership as it has a potential to contribute to the reduction of the already increased Patronage guarantee costs. The Committee further noted that the Executive Council has approved the Gautrain Rail Extension phase 1 by 31st March 2022 for further processing and the Province is awaiting the approval from National Treasury.

**GFLEET MANAGEMENT**

The Committee noted that the entity was able to meet most of its planned targets but continued to under-achieve on its target on debt recovery from the Gauteng Department of Community Safety and Gauteng Department of Health. According to the entity, the consistent challenges pertaining to the timeous receipt of outstanding debts within 30 days from both the Gauteng Department of Community Safety and the Gauteng Department of Health continue to exist and the entity continues to implement the debt collection processes including daily and weekly engagements with the relevant officials within both the departments. Furthermore, Gauteng Provincial Treasury has also been consulted for assistance and the respective Head of Departments of the two departments requesting for their interventions in settling the long-outstanding debts to the entity. **The Committee is concerned over the continued failure by both Departments to abide by the settlement agreements entered into with the entity on the payment of long outstanding debts.**

**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 in the previous quarter namely, K46 William Nicol wherein the contractor is at 1,75% and the D483 road between Bapsfontein and Cullinan wherein the construction is at 27%. 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 continued 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 quarter under review, the Department managed to spend an amount of **R2 324 956 000 (27,30%)** across all programmes whilst Gfleet spent **R189 043 000 (24%)**.

In terms of the expenditure per programme, the Department transferred **R****982 224 000 (35,37%)** of the allocated budget to the Gautrain in the quarter under review. The Committee noted the other four programmes namely; Administration spent **R91 713 000 (22,85%)**, Transport Infrastructure spent **R420 631 000 (23,26%)**, Transport Operations spent **R741 979 000 (23,28%)** and Transport Regulation spent **R88 409 000 (25,86%)**. As at the end of the quarter, the Committee noted that the Department’s remaining budget allocation amounted to **R774 461 000 (9%)** whilst Gfleet’s remaining allocation amounted to **R30 808 000 (4%)**. **The Committee is concerned about the underspending realised in the current financial year noting that the allocated budget of the Department was adjusted downwards during the Adjustment budget process to allow for surrendering of funds on planned activities that could not be implemented in the current financial year.**

On GEYODI and township economy procurement targets, the Committee noted that the Department failed to provide a detailed report on its set targets on procurement expenditure targets to HDIs on Women, Youth and PwDs groups. According to the Department, this was attributed to delays in finalising the data and releasing it on time for reporting at the end of the quarter under review.

On the payment of suppliers within 15-30 days, the Committee noted that the Department and entities were able to pay 98% of SMME's and township businesses within 15 days against a planned target of 70%.

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 | 7 |
| **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, Rand West District, Ekurhuleni Municipality and Sedibeng District Municipality. According to the Department, other events included the coordination of summits/conferences, sod-turning ceremonies, campaigns, public meetings, social facilitation and launches of Departmental programmes and projects.

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

The Committee noted that the department was able to form partnerships with various stakeholders with an intention to educate all GEYODI on the risks of drinking and driving. Furthermore, the Department has partnered with Aerospace training academy as part of the youth month campaign to provide exposure for learners from the three Metropolitan Municipalities on aviation and related activities.

# 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 1 516 posts have been filled whilst 721 are still vacant, 18 terminations of contracts, 2 suspensions and 5 new appointments as at the end of the quarter. **The Committee is concerned over the current 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, the Committee is concerned over the continuous low level of attainment of planned service delivery targets by the Department, particularly under Transport Infrastructure programme, as experienced in the previous quarters of the financial year. |
| With respect to expenditure allocated for HDI’s – Women, Youth and PwDs, the Committee is concerned on the failure of the Department to provide a detailed report on the performance of this programme towards the HDI planned targets for Women, Youth and PwDs in the quarter under review. |
| With respect to vacant posts – the Committee is concerned over the current 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. |
| With respect to spending of the allocated budget – the Committee is concerned about the underspending realised in the current financial year noting that the allocated budget of the Department was adjusted downwards during the Adjustment budget process to allow for surrendering of funds on planned activities that could not be implemented in the current financial year.  |
| With respect to Infrastructure projects – the Committee is concerned over the continuous delays in the implementation of the deferred infrastructure projects due to persistent challenges that the Department is continuously failing to resolve. |
| With respect to Infrastructure projects – the Committee is concerned over the appointment of services of HATCH company instead of capacitating the already introduced Transport Infrastructure House and the reflection it poses on the ability of the Department to deliver on the infrastructure projects. |
| With regards to subsidised bus contracts - the Committee is concerned over the outcomes of the court case and the impact that the outcome may exact on the advertisement of new subsidised bus contracts in the future.  |
| With respect to payment of outstanding debt by client Departments, the Committee is concerned over the continued failure by both Departments to abide by the settlement agreements entered into with the entity on the payment of long outstanding debts |

# 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 / Q4PR / 001 | That the Department should provide the Committee with a detailed report on the implementation of intervention measures that were in place, and progress thereof, to achieve planned service delivery targets and curb underspending within the Department, particularly, under Transport Infrastructure programme for the quarter under review. | Written Response | 29/07/2022 |
| RTC / Q4PR / 002 | That the Department should provide the Committee with a detailed report on the reviewed HDIs performance targets, with remedial measures, for the quarter and current financial year. | Written Response | 29/07/2022 |
| RTC / Q4PR / 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 | 29/07/2022 |
| RTC / Q4PR / 004 | That the Department should provide the Committee with a detailed report on the developments with regards to the proposed revised intervention measures, revised timelines and progress thereof on the implementation of infrastructure projects that were deferred to the next financial year.  | Written Response | 29/07/2022 |
| RTC / Q4PR / 005  | That the Department should provide the Committee with a detailed report on the profile, procurement and appointment processes for HATCH company. The report should also include the scope of work the company was appointed for, work done, as well as budget allocated and paid to the company. | Written Response | 29/07/2022 |
| RTC / Q4PR / 006 | That the Department should provide the Committee with a detailed report on the implementation of intervention measures that are in place to ensure the advertisement of new subsidised bus contracts in future. | Written Response | 29/07/2022 |
| RTC / Q4PR / 007 | That the Department and Gfleet Management should provide the Committee with a detailed report on the intervention measures in place, and progress thereof, for the Department of Community Safety and Department of Health to pay outstanding debts. | Written Response | 29/07/2022 |
|  |

# 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, E. 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 4th 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 4th Quarterly Performance Report for the 2021/22 FY.