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Department:
Transport
REPUBLIC OF SOUTH AFRICA

INFRASTRUCTURE GRANT REVIEW WORKSHOP

Department of Transport

19 March 2014

Public Transport Infrastructure and Systems Grant (Now PTI and PTNO Grants)

1. Aspects that worked well and why
2. Aspects that were problematic and why
3. Solutions for problematic aspects of grant administration and monitoring



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1.1 Aspects that worked well

1. Planning was generally done well and produced implementable
 - Operational;
 - Business;
 - Financial;
 - Marketing; and
 - Industry transformation plans
2. Plans were generally of a fairly uniform standard and municipalities were able to learn from each other and apply common technology and designs





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1.2 Reasons they worked

1. Clear policy guidelines

- Public Transport Strategy
- PTS Action Plan

2. Clear planning guidelines and requirements



DEPARTMENT OF TRANSPORT

Public Transport Strategy

March 2007



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Guidelines and Requirements:

PUBLIC TRANSPORT INFRASTRUCTURE GRANT

AND

PUBLIC TRANSPORT NETWORK OPERATIONS

GRANT

2013-14

For Budget Proposal MTEF 2014/15 to 2016/17

FINAL – AMENDED FOLLOWING 14 JUNE WORKSHOP

(All dates for MTEF CORRECT)

17 June 2013



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*Source Book of material for planning
and design:*

**Integrated Rapid Public Transport (BRT)
Networks (IRPTN) in South African cities**

March 2008



Department of Transport





2.1 Aspects that were problematic

1. Implementation has been too slow
2. Morale is affected and momentum is stunted by inertia and slow progress
3. Under-spending of Grants
4. Management of services, contracts and the monitoring of the performance of operations
5. Establishment of municipal operating entities





2.2 Reasons for poor performance

1. Absence of political support (some cases)
2. Slow procurement processes
3. Litigation and court delays (Buffalo City, Cape Town)
4. Failure to follow guidelines and procedures (Tshwane)
5. Conservatism of CFO's
6. Unfamiliarity with rules of the game (VAT, Grant conditions, vehicle procurement, U A etc)
7. Weak technical capacity in municipalities





3. Solutions

1. Build capacity in municipalities
2. Review policy and regulations with regard to procurement
3. Pursue PPP delivery options
4. Strengthen DoT Technical Support Capacity
 - Advisory services to municipalities
 - More technical guidelines and design specifications and manuals
 - Benchmarking sustainable, affordable and appropriate standards
 - Training seminars and information sharing
 - Within system monitoring of municipal performance
 - Research into global best practice



Thank you



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RURAL ROADS ASSET MANAGEMENT SYSTEM (RRAMS) GRANT

March 2014



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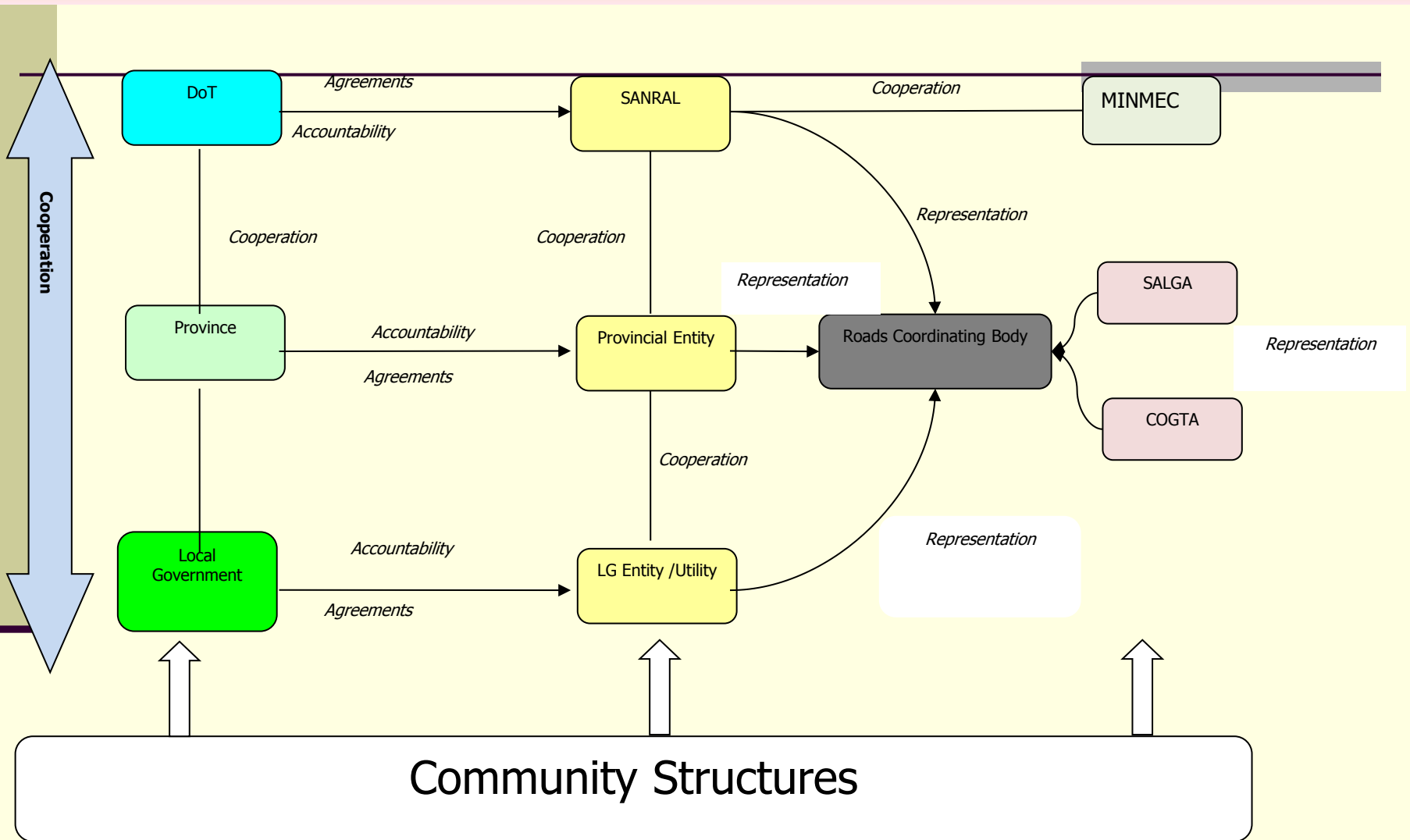


Presentation outline

- I. RAMS
- II. Policy
- III. RRAMS Footprint
- IV. Allocations
- V. Additional of DM's for 2014/15 MTEF
- VI. Challenges



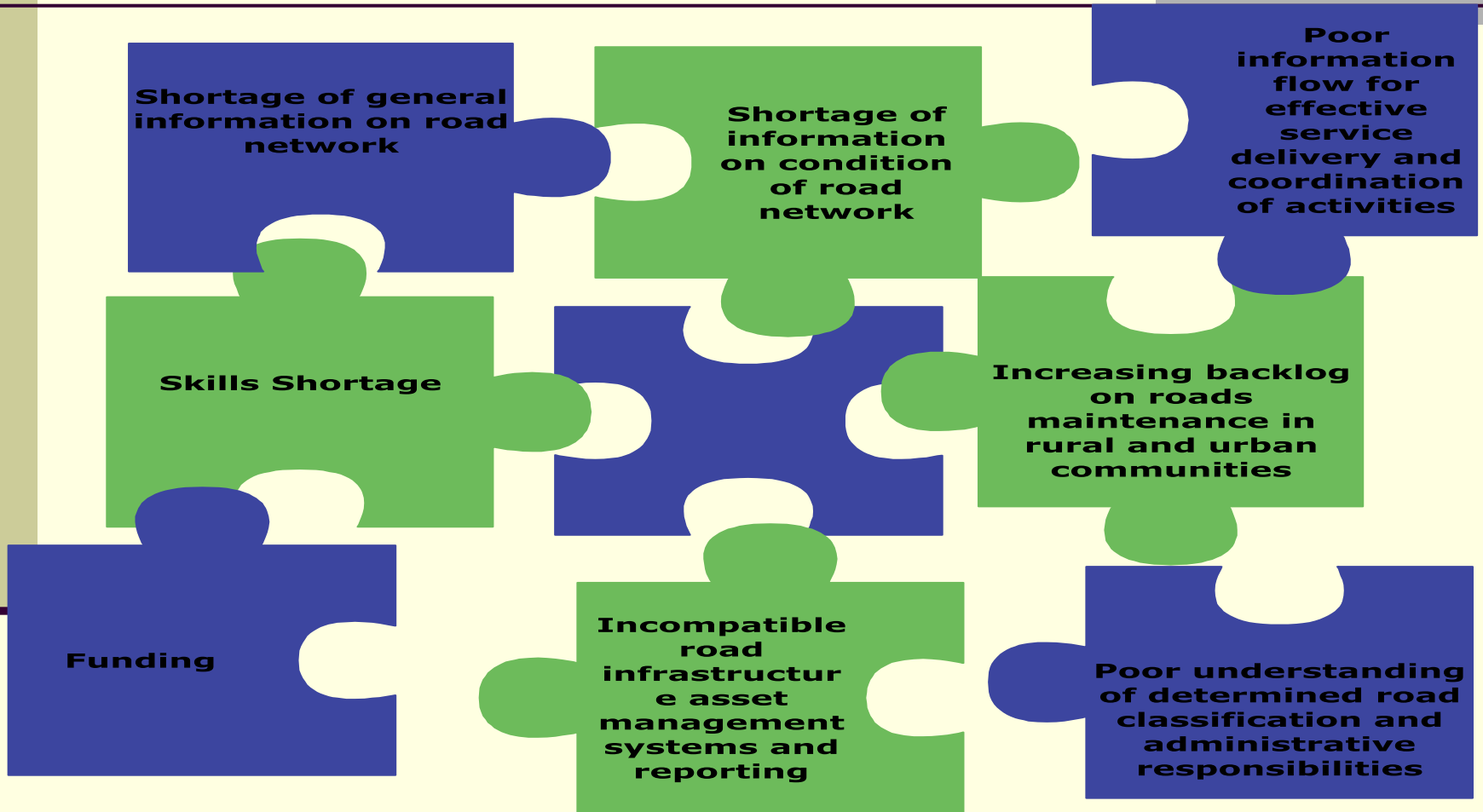
Institutional Arrangement



Extent of Road Network in SA

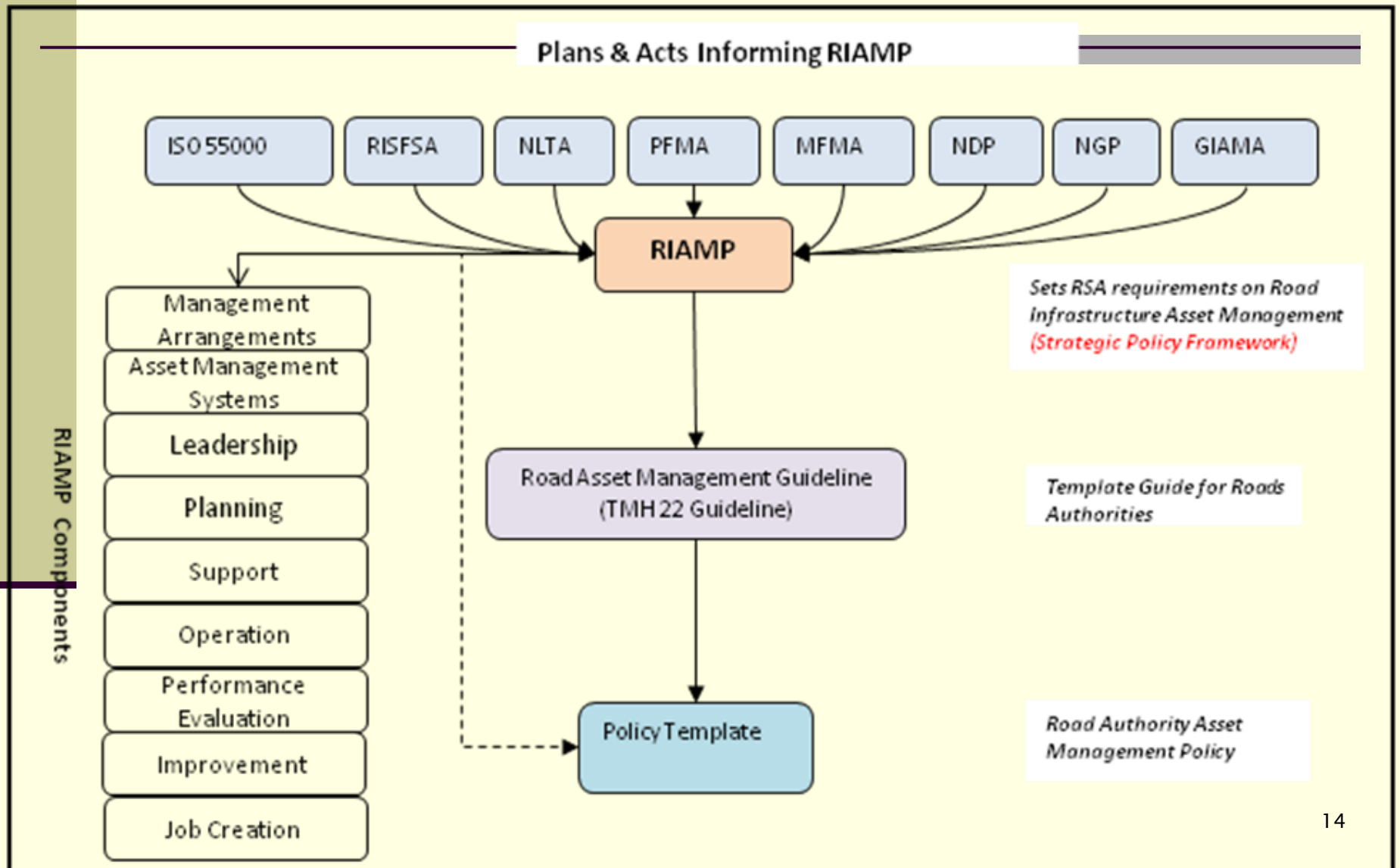
Authority	Paved	Gravel	Total
SANRAL	16,170	0	16,170
Provinces - 9	48,176	136,640	184,816
Metros - 9	51,682	14,461	66,143
Municipalities	37,691	302,158	339,849
Total	153,719	453,259	606,978
*Un-Proclaimed (Estimate)		140,000	140,000
Estimated Total	153,719	593,259	746,978

Why Policy on Road Asset Management ??



Deteriorating Road Infrastructure Assets

Road Infrastructure Management Policy (RIAMP)



NEW PRMG FORMULA

- ❑ PRMG Budget Allocation = $[(\sum \text{Lane km} \times \text{Climate Zone Factor}) \times \text{Travel Factor} \times \text{Condition Factor}] \times \text{PRMG Budget}$.
- ❑ Through the RAMS COTO Sub Committee, a new formula to allocate funds has been designed and is being applied to all provinces (*Starting from 2013/14*).
- ❑ The new formula is based on extent of road network and its condition; topography; road traffic and weather conditions. These factors reflect the different costs of maintaining road networks in each province.
- ❑ Future allocations will also depend on satisfactory use of the road asset management systems from 2013/14. The grant requires provinces to follow best practices for planning and to use and regularly update road asset management system.

Road Asset Management Standards

- **RIAMP**- Promotes establishment of an integrated AM systems across various spheres of Road Authorities.
- **TMH 22**- Advances scale of maturity ranging from awareness, initiative, competence, good practice as well as excellence
- **TMH 19** – Manual for the Visual Assessment of Road Structures
- **TMH-9** - Standard Visual Assessment Manual: Paved, Gravel, Block and Concrete
- **TMH 8** - Guidelines for manual traffic counting
- **TMH 14** - South African Standard: Automatic Traffic Data Collection Format



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Oversight,
Uniformity; Standardization
Integrated Planning



SANRAL NETWORK
21 000 KM



PROVINCIAL NETWORK
181 000KM



44 DM's

**MUNICIPAL
NETWORK LENGTH**

NATIONAL RAMS OUTPUTS

What are the extent of road assets?
Where are they?
What function are they performing and how (RISFSA)
What is their condition, value, status? (obtained from Raw Data)
Where are critical assets that require attention (Output of analysis)
When do they require updating or replacement? (Output of analysis)
How much does it cost to upgrade or replace?

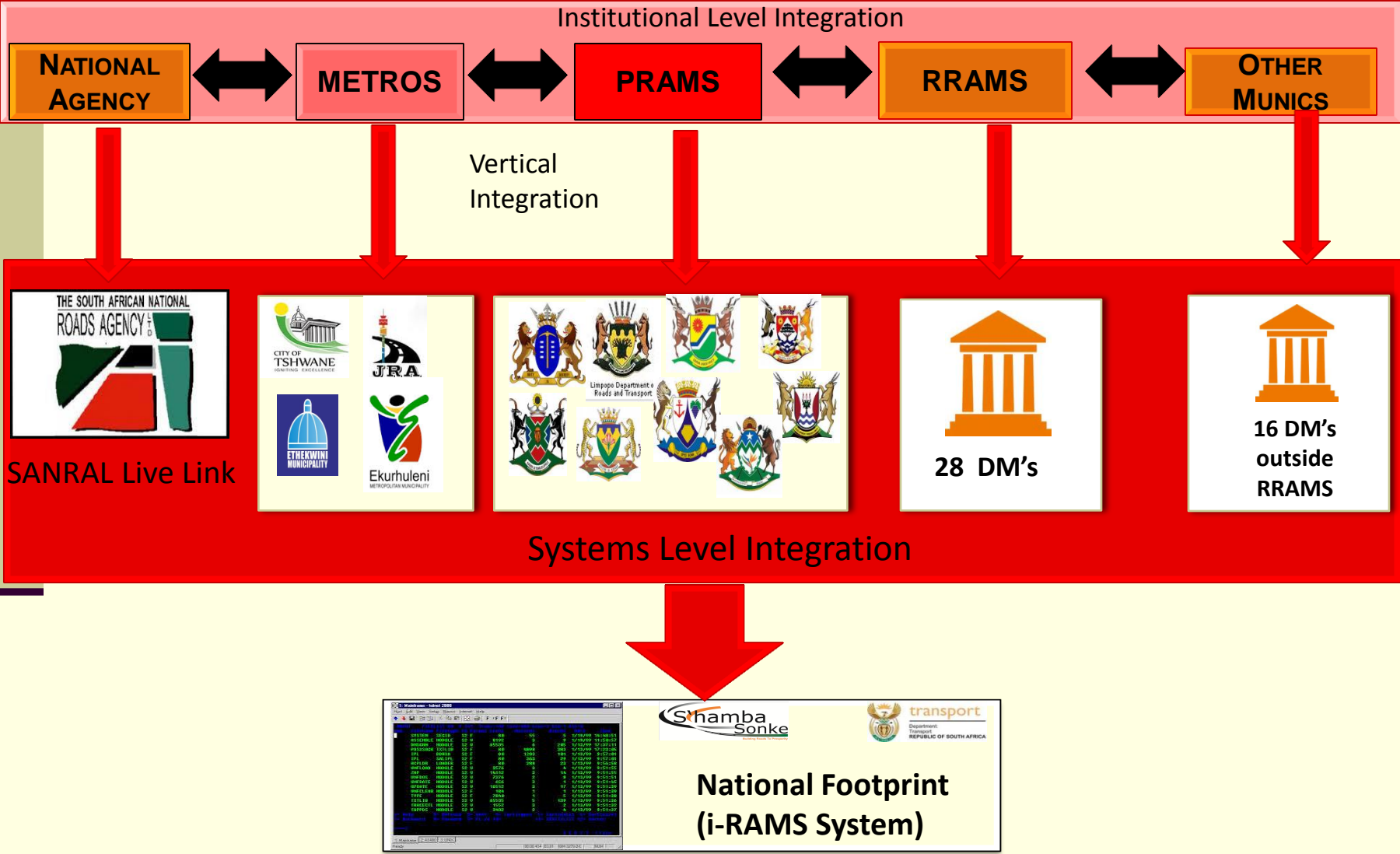
Facilitating the translation of engineering assessments into financial terms for consideration at an accounting level

RAMS informing policy decisions

Available Condition Data as presented in the 2010 Road Summit

Authority	Paved		Gravel		Total		
	Length	Data	Length	Data	Length	Data	% Data
SANRAL	16,170	16,170	0	0	16,170	16,170	100
Provinces - 9	48,176	47,088	136,640	103,733	184,816	150,820	82
Metros - 8	51,682	40,737	14,461	1,789	66,143	42,527	64
Municipalities	37,691	10,866	302,158	2,124	339,849	12,990	4
Total	153,719	114,861	453,259	107,646	606,978	222,507	
% Data	75		24		37		

National Road Asset Management System (Integration, Standardisation & Uniformity)



❖ Goal/ Objective

- Use in both the short- and long-term decision-making in the planning, budgeting, and operating functions so the assets stays at the highest condition level.

❖ What we need to start with ?

- Inventory
- Condition assessment,
- Asset evaluation
- Performance prediction measures and trend indicators
- Cost estimates of options and resulting impacts
- Engineering/economic optimization tools.
- **Funding source ??**

RRAMS 2013/14 Footprint (28 DM's)

FS Province

- Xhariep

EC Province

- Amatole
- Chris Hani
- Cacadu
- Joe Gqabi
- O.R. Tambo
- Alfred Nzo

KZN Province

- Ugu
- uMgungundlovu
- Uthukela
- Umzinyathi
- Amajuba
- Zululand
- Umkhanyakude
- uThungulu
- iLembe
- Sisonke



Limpopo Province

- Capricorn
- Mopani
- Sekhukhune
- Vhembe
- Waterberg

MP Province

- Ehlanzeni
- Gert Sibande
- Nkangala

NC Province

- John Taolo Gaetsewe

NW Province

- Dr Ruth Segomotsi
- Ngaka Modiri

Allocation for 3 years

PROVINCE	Allocated 2011/12 (R'000)	Allocated 2012/13 (R'000)	Allocated 2013/14 (R'000)	Total (R'000)
Eastern Cape (6)	R8, 440	R8, 880	R12, 701	R12, 701
Free State (1)	R0	R0	R1, 269	R1, 269
KwaZulu Natal (10)	R17, 880	R17, 760	R19, 112	R19, 112
Limpopo (5)	R6, 752	R7, 104	R8, 625	R8, 625
Mpumalanga (3)	R0	R0	R5, 134	R5, 134
Northern Cape (1)	R0	R0	R1, 465	R1, 465
North West (2)	R3, 375	R3, 551	R3, 899	R3, 899
TOTAL	R36, 447	R37, 295	R52, 205	R125, 947

Outcome of the RRAMS Grant

❖ Capacitation

- The DoT have managed to appoint ±145 S3&S4 Civil graduates into the RRAMS Grant programme.
- The graduates have been taken to various engineering training such as (GIS, visual assessment, driver licence, first aid etc)



Currently Road Network Status

Authorities List	Paved	Gravel	Traffic Data Station	Total
Eastern Cape (6)	1, 002	27, 494	586 (in progress)	28, 496
Free State (1) new	Still in progress			
KwaZulu Natal (10)	5, 058	56, 232	385 (in progress)	61, 290
Limpopo (5)	2, 906	39, 353	475 (in progress)	42, 259
Mpumalanga (3) new	Still in progress			
Northern Cape (1) new	Still in progress			
North West (2)	2, 274	22, 529	510 (in progress)	24, 803
Total	11, 240	145, 608		156, 848

Note: The total km's indicated in this slide represents the initial 21 DM's. The new additional 7 districts information will only be available after the current municipal financial year.

Additional District's for 2014/15 MTEF

- ❖ On the next Municipal Financial Year the DM's will increase from 28 to 36 Districts on the RRAMS programme.
- ❖ These are following:
 - Covering entire FS Province (3 DM's) + Xhariep
 - Covering entire NW Province (2 DM's) + Dr. Ruth & Ngaka Modiri
 - Introducing WC Province onboard (3 DM's)

Challenges

- ❖ The following are some of the challenges that the department observed with regard to the administration of the RRAMS:
 - ❖ Reporting
 - ❖ Spending
 - ❖ Slow movement of the newly appointed DM's
 - ❖ Absorption of Graduates
 - ❖ Involvement of Local Municipalities in the RRAMS programme
 - ❖ Issues around delays of payment of service providers by DM's.

Thank You

