

Tuesday, 26 August 2025]

No 84 - 2025] SECOND SESSION, SEVENTH PARLIAMENT

PARLIAMENT OF THE PROVINCE OF THE WESTERN CAPE

ANNOUNCEMENTS, TABLINGS AND COMMITTEE REPORTS

TUESDAY, 26 AUGUST 2025

ANNOUNCEMENT

The Speaker:

Minister of Finance

Approval of Financial Recovery Plan in terms of section 143(2)(a) of the Local Government: Municipal Finance Management Act, 2003 (Act 56 of 2003):

Approval of the Kannaland Municipality's Financial Recovery Plan.

Copies attached.

COMMITTEE REPORTS

1. **Annual Activity Report of the Standing Committee on Infrastructure for the 2024/25 financial year**

The strategic objectives of the WCPP linked to the Speaker's priorities that have an impact on committees are as follows:

Priority 1: Building a credible WCPP; and
Priority 3: Strengthening the core business.

Members:

Democratic Alliance
Wessels, DJ (Chairperson)

Bryant, DW
Johnson, P
Mbombo, N

African National Congress
Lekker, PZ

Patriotic Alliance
Petrus, B

GOOD
Herron, BN

Alternate Members
Van Minnen, BM (DA)
Van Wyk, LK (DA)
Walters, TCR (DA)
Kaizer-Philander, WF (DA)
Kamfer, F (ANC)
Sayed, MK (ANC)
Lithakong, T (EFF)

1. Introduction

The mandate of the Committee is to:

- 1.1 maintain oversight over the Executive.
- 1.2 to keep the Department of Infrastructure accountable.
- 1.3 to consider and report on legislation and other matters referred to it by the Speaker.
- 1.4 to monitor the implementation of legislation.

In the fulfilment of its mandate, the Committee:

- 1.5 facilitated public participation in the legislative and other processes of the Committee.
- 1.6 conducted its business in a fair, open and transparent manner.
- 1.7 promoted cooperative governance.
- 1.8 reported regularly to the House.

2. Reporting department and entity

Department of Infrastructure and its entity, the Western Cape Rental Housing Tribunal.

3. Overview of committee activities

Number of committee activities	11
Number of public hearings	3
Number of oversight visits	1
Number of cluster visit weeks	1
Number of international study tours	0
Number of provincial bills considered	0
Number of NCOP visit weeks	0
Number of NCOP bills considered	1

Number of committee briefing meetings 6
Workshops or conferences attended 0

4. Committee activities

The Standing Committee on Infrastructure (SCOI) began its activities for the seventh parliamentary term with a virtual meeting on 5 July 2024 to elect a new chairperson. Mr D Wessels was elected as Chairperson, and he expressed his gratitude upon assuming the role. This meeting set the tone for the Committee's subsequent engagements and oversight activities throughout the year.

The Committee reviewed the annual performance plans of the Department of Infrastructure and the Western Cape Rental Housing Tribunal. Key discussions included the impact of recent flood disasters in the Western Cape, strategies to prevent future floods, and the costs associated with repairing flood-damaged infrastructure. The Committee also addressed the Western Cape Energy Resource Plan and the issue of extortion affecting infrastructure projects. Additionally, it discussed upcoming legislation and the process for filling a vacancy on the Rental Housing Tribunal.

Significant budget adjustments were made, with an increase of R520 million, bringing the total to nearly R10,8 billion. Allocations were directed towards transport infrastructure, human settlements and community-based programmes. The Committee conducted oversight visits to Beaufort West and the Cape Town campus of the Industries Education and Training Institute (IETI). It also reviewed the Western Cape Infrastructure Framework 2050, aligned with the Minister's priorities, to accelerate service delivery, to involve the private sector and to secure new funding sources.

5. Legislation

During the 2024/25 financial year, the Committee dealt with the following legislation:

5.1 Provincial bills

Deliberation on Vote 10: Infrastructure in the Schedule to the Western Cape Adjustments Appropriation Bill [B 2–2024].

6. Facilitation of public involvement and participation

In line with the Committee's mandate to facilitate public involvement in its activities, members of the public were invited to participate in the following:

- 6.1 Discussion on the Annual Report of the Department of Infrastructure.
- 6.2 Public hearing on the deliberations on Vote 10: Infrastructure in the Schedule to the Western Cape Appropriation Bill [B 2–2024].

7. Financial particulars

The Standing Committee was allocated R186 111 for the 2024/25 financial year. By the end of this period, the expenditure for the Standing Committee on Infrastructure amounted to R487 477. An over expenditure of R9 377 (expenditure after the adjusted budget) was reported.

2. Report of the Standing Committee on Infrastructure on its oversight visit to Chapman's Peak on Thursday 12 June 2025, with the Portfolio Committee on the Premier and Finance of the Northwest Provincial Legislature (NWPL), as follows:

Delegation

The delegation consisted of the following Members:

Members of the Western Cape Provincial Parliament

Wessels, DJ (Chairperson)

Bryant, DW

Johnson, P

Lekker, P

Brinkhuis, G

Portfolio Committee on the Premier and Finance, Northwest Provincial Legislature (NWPL)

Oliphant, N (Chairperson)

Rosho, MZ

Modise, TC

Sebegoe, PM

Matshe, S

Tsholo, LM

Bogatsu, PN

Wallhorn, W

The following staff members attended the oversight visit:

Staff of the Western Cape Provincial Parliament

Jones, S; Procedural Officer

Adams, Z; Procedural Officer

Cloete, L; Senior Procedural Officer

Naidoo, W; Administration Officer: Security and Precinct Management

Van Nieker, Lyle; Logistics Clerk: Logistical Services

Staff of the Northwest Provincial Legislature

Masedi, A; Committee Administrator: Finance

Diale, O; Researcher: Finance

Bosilong, L; Researcher: Premier

Letlhogela, K; Media and Communication Officer

Tshenkeng, L; Senior Committee Administrator: Economic Cluster

1. Introduction and background

Section 114(2)(b)(i) of the Constitution of the Republic of South Africa mandates provincial legislatures to provide for mechanisms to maintain oversight over the provincial executive authority in the province.

The Portfolio Committee on the Premier and Finance of the Northwest Provincial Legislature (NWPL) requested to engage with the Standing Committee on Infrastructure on the Western Cape's best practices in respect of conducting oversight over the public-private partnership (PPP) in the Western Cape. The rationale for this benchmarking exercise was to empower the Members of the Portfolio Committee to create a framework

that will best serve the Northwest in efficiently fast-tracking infrastructure delivery through PPPs. The Portfolio Committee aimed to identify various methods for employing oversight mechanisms to monitor the effectiveness of PPPs and their contract management.

The Committee was requested to undertake an oversight visit to Chapman's Peak, a PPP project, to receive a briefing on the design, construction, finance, operations and maintenance of the PPP with the Portfolio Committee on the Premier and Finance of the Northwest Provincial Legislature (NWPL).

This report highlights the findings and recommendations of the delegation stemming from the visit.

2. Overview and background

The visit commenced with a welcome by representatives of the Department of Infrastructure, Melis and Du Plessis Engineers, and Entilini Concession (Pty) Ltd.

The construction of Chapman's Peak Drive commenced in 1915, utilising convict labour. Designed to connect Hout Bay to Noordhoek, the project took seven years to complete and was officially opened in 1922. The Drive is renowned for its breathtaking views and engineering marvels, as it was carved out of steep and unstable cliffs.

3. Key issues discussed

3.1 Public-private partnership

In 2000, the Provincial Administration of the Western Cape (PAWC) recognised that financial constraints would be the primary obstacle to reopening the road safely to traffic. To address these financial challenges, the PAWC planned to implement a public-private partnership (PPP) and to designate the route as a toll road under the Western Cape Provincial Toll Road Act, 1999 (Act 11 of 1999). A feasibility study concluded that tolling the road could cover most of the reopening and operational costs, and that a PPP with a concessionaire would provide value for money by transferring risks to the private sector.

The tender was awarded to the Chapman's Peak Engineering Group Joint Venture, overseen by Entilini Concessions, a company formed by Concor Holdings, Haw and Inglis, and Marib Holdings. The joint venture included Vela VKE Consulting Engineers, Melis and Du Plessis Geotechnical Engineers, Stewart Scott International, Zietsman Lloyd Hemsted, and was supported by Megan Anderson (landscape architect and environmentalist), OvP and Associates (landscape architects), Dr Ross Party-Davies (geotechnical specialist), and Prof Rolf Kratz (structural design specialist). Given its sensitive location in the Table Mountain National Park, an integrated environmental approach was essential for the rehabilitation and upgrading of Chapman's Peak Drive, ensuring the implementation of rockfall protection measures and an advanced traffic management system.

After intensive design and reconstruction, Chapman's Peak Drive was re-opened to traffic as a toll road on 20 December 2003, marking its return as an international tourist destination and a benefit for local businesses. However, the new rockfall measures were tested by extreme rainfall in July and August 2004, with 396 mm of rain recorded over two months, leading to debris slides and rockfall incidents that damaged catch fences and

closed the road for 55 days. In June 2008, the road was again declared unsafe, prompting major upgrades and repairs that lasted over a year, with the Drive re-opening on 9 October 2009. Since then, Chapman's Peak Drive has remained open, with temporary closures for routine maintenance and during hazardous weather conditions.

3.2 Rockfall protection design

Mr Van der Merwe of Melis and Du Plessis Engineers briefed the delegation on the rockfall design, which involves several key considerations that ensure the safety and stability of the slopes and structures. He advised the delegation that regular site assessments that involve characterising the rockfall hazard by estimating the frequency and size of potential rockfalls are conducted. The slope's structure and rock characteristics are also analysed during site inspections.

Risk evaluations are also conducted to assess the potential impact of rockfalls on structures, people and services. This assists in determining the appropriate mitigation measures to employ when providing access to the area, especially during extreme weather conditions. To ensure the safety of road users, several protection structures were implemented, including barriers designed for optimal positioning, energy absorption, deflection and anchoring; embankments sized and stabilised to stop or slow down rockfalls effectively; drapery systems with appropriately selected mesh and anchoring; and the use of 2D or 3D modelling tools to simulate rockfall trajectories and impacts. Additionally, regular inspection and maintenance of these rockfall protection systems are crucial for their long-term effectiveness.

3.3 Operation and maintenance

Mr Coelen briefed the delegation on the operations and maintenance of Chapman's Peak Drive managed through the public-private partnership (PPP) involving the Western Cape Government and Entilini Concession (Pty) Ltd. Regular maintenance activities include inspections, debris clearance and repairs to rockfall protection systems, such as barriers, embankments and drapery systems. These tasks are crucial, especially after adverse weather conditions, to prevent rockfalls and to ensure the road's stability. Additionally, scheduled closures are implemented to facilitate environmental conservation efforts, such as removing invasive alien vegetation to preserve the region's biodiversity. This integrated approach ensures that Chapman's Peak Drive remains a scenic and safe route for both locals and tourists.

Fences are sourced from specialised manufacturers of geotechnical and rockfall protection systems. These companies provide high-strength materials designed to withstand the unique environmental challenges of areas like Chapman's Peak. The cost of repairing the rockfall fences at Chapman's Peak Drive can vary significantly. On average, repairing a fence can range from approximately R3,6 million to R12,6 million. Extensive repairs involving large sections or specialised materials could escalate costs. These estimates consider the unique and challenging environment of Chapman's Peak, which may require specialised labour and equipment to ensure safety and durability.

3.4 Finance

Ms Knierim briefed the delegation on the management and maintenance agreement between the Province and the PPP Entilini Concessions for the running costs of Chapman's Peak Drive. The lease agreement includes the collection of toll fees, which are used to fund the maintenance and safety measures along the drive. This PPP aims to

keep the road in excellent condition, while providing a safe and enjoyable experience for commuters. She advised that the Drive requires regular maintenance, toll collection operations and periodic upgrades to ensure safety and functionality. Toll fees collected play a significant role in covering expenses. The toll for light vehicles is R64 per day trip, R245 for minibuses and R613 for tour buses. These funds are allocated towards routine inspections, debris clearance, repairs to rockfall protection systems and environmental conservation efforts. Additionally, the costs can vary based on the extent of the maintenance required, particularly following adverse weather conditions.

4. Resolutions or actions

The Committee REQUESTED that the Department of Infrastructure provide it with the timeline for the Chapmans Peak Project.

5. Acknowledgements

The delegation expressed its appreciation to the Department of Infrastructure, Melis and Du Plessis Engineers, and Entilini Concession (Pty) Ltd for coordinating the visit and for informative engagements.

The delegation acknowledged the vital work undertaken by the Department in supporting infrastructure development and in ensuring sustainable growth in the infrastructure industry.

A special word of thanks was extended to the Department of Infrastructure, Melis and Du Plessis Engineers, and Entilini Concession (Pty) Ltd for availing themselves to interact with the delegation. The knowledge, enthusiasm and willingness to share their expertise were much appreciated and helped to enrich the oversight visit.

3. Annual Committee Report of the Standing Committee on Finance for the 2024/25 financial year, dated 12 August 2025, as follows:

Members

The Committee comprised of the following Members:

Johnson, P (DA)(Chairperson)
 Brinkhuis, K (Al Jama-ah)
 Constable, N (PA)
 Masipa, N (DA)
 Mbombo, N (DA)
 Nkondlo, N (ANC)
 Wessels, D (DA)

Alternate Members

Booyesen, M (DA)
 Bosman, G (DA)
 Cassiem, A (EFF)
 Kaiser-Philander, W (DA)
 Stoffel, B (ANC)
 Van Minnen, B (DA)
 Van Wyk, L (DA)

1. Introduction

The mandate of the Committee is to:

- 1.1 maintain oversight over the executive members and the Department concerning the way in which they perform their responsibilities, including the implementation of legislation, and to hold them accountable; and
- 1.2 consider and report on legislation, other matters and the annual reports referred to it by the Speaker.

In fulfilment of its mandate the Committee must:

- 1.2.1 facilitate public participation and involvement in the legislative and other processes of the Committee.
- 1.2.2 conduct its business in a fair, open and transparent manner.
- 1.2.3 promote cooperative governance.
- 1.2.4 report regularly to the House.

With reference to the 2023/24 strategic objectives of the WCPP linked to the Speaker's priorities to the end of the sixth term, the outcome of this report is linked to:

Priority 1: Building a credible WCPP; and
Priority 3: Strengthening the core business.

2. Reporting department and entity

- 2.1 Provincial Treasury
- 2.2 Western Cape Gambling and Racing Board (WCGRB)

3. Overview of Committee's activities

Number of committee meetings	3
Number of public hearings	2
Number of international study tours	0
Number of oversight visits	2
Number of provincial bills considered	0
Number of NCOP bills considered	0
Workshops or conferences attended	0

4. Oversight activities

The Standing Committee on Finance (the Committee) conducted its oversight responsibilities and held a total of three meetings, two oversight visits and two public hearings during the 2024/25 financial year.

4.1. Legislation

During the 2024/25 financial year, the Committee deliberated on Vote 3: Provincial Treasury in the Schedule to the Western Cape Adjustments Appropriation Bill [B 2–2024] in November 2024.

4.2. Committee meetings

The 2024/25 financial year commenced with the election of the Chairperson following the national elections in 2024. Member P Johnson (DA) was elected as the Chairperson of the Committee. This meeting was followed by engagements with the Minister of Finance, the Provincial Treasury and the Western Cape Gambling and Racing Board on the annual performance plans and the corporate social investment initiatives included in casino licence agreements in the Western Cape.

During the year under review, the Committee also deliberated on the 2023/24 annual reports of the Provincial Treasury and the Western Cape Gambling and Racing Board.

4.3. Oversight visits

The Committee conducted two oversight visits during the 2024/25 financial year.

The Committee engaged with the Grand West Casino on the corporate social investment (CSI) initiatives. The Grand West Casino briefed the Committee on all their CSI programmes and projects with surrounding communities and gave the Committee a tour of their projects with the Rocklands High School in Mitchells Plain and the Nosapho Educare Centre in Khayelitsha.

The Committee, as part of the Service Delivery Cluster Visit Week in February 2025, also met with Provincial Treasury and Beaufort West Municipality on their Financial Recovery Plan, as part of the Cluster Visit Week that took place in Beaufort West in February 2025. The delegation also discussed the Beaufort West Municipality's progress in respect of the Eskom Municipal Debt Relief Programme.

5. Legislation

In the 2024/25 financial year, the Committee dealt with the following legislation:

5.1. Provincial bills

5.1.1. Vote 3: Provincial Treasury in the Schedule to the Western Cape Adjustments Appropriation Bill [B 2–2024].

5.2. NCOP bills (section 76)

None.

6. Facilitation of public involvement and participation

In line with its mandate to facilitate public participation as part of the legislative process, the Committee held public hearings on all the annual reports and budget appropriations. To give effect to this, the Committee advertised the Annual Report and the Western Cape Adjustment Appropriation Bill in mainstream and community newspapers across the Western Cape, informing and inviting stakeholders to participate in the public participation processes.

7. Financial particulars

The adjusted budget for the 2024/25 financial year was R97 191, and the Committee incurred actual expenditure of R35 765, resulting in an under expenditure of R61 426.