



Wes-Kaapse Provinsiale Parlement Western Cape Provincial Parliament IPalamente yePhondo leNtshona Koloni

Ref Number: 11/4/1/2/7

Annual Report of the Standing Committee on Transport and Public Works for the 2017/2018 financial year, dated 12 July 2018, as follows:

Members

The Committee comprises of the following members:

Hinana, NE (Chairperson) (DA)
Dugmore, CM (ANC)
Mackenzie, RD (DA)
Mnqasela, M (DA)
Nkondlo, ND

Alternate Members

Lekker, PZ (ANC)
Maseko, LM (DA)
Schäfer, BA (DA)
Simmers, TA (DA)

1. Introduction

The mandate of the Committee is to -

- 1.1 maintain oversight over the Executive member and the Department and its Entity, of the way in which they perform their responsibilities including the implementation of legislation and to hold them accountable to the Western Cape Provincial Parliament; and
- 1.2 to consider and report on legislation, other matters and the Annual Reports referred to it by the Speaker.

In fulfillment of its mandate the Committee -

- 1.3 facilitated public participation and involvement in the legislative and other processes of the Committee;
- 1.4 conducted its business in a fair, open and transparent manner;
- 1.5 promoted co-operative governance; and
- 1.6 reported regularly to the House.

2. Reporting Department(s) and Entities

- 2.1 Department of Transport and Public Works
- 2.2 Government Motor Transport

3. Overview of Committees Activities

No of Committee Meetings	17
No of Public Hearings	7
No of Oversight Visits	3
No of NCOP Bills considered	1

4. Oversight activities

The 2017/2018 year was considered a productive year in which interactions with the Department and Entity and the many stakeholders consulted were both cordial and productive and ensured that committee members could approach their oversight functions with objectivity and insight.

The financial year was eventful and several initiatives will lead to follow-up activities and meetings. The following is a summary of the Committee's activities during the year.

- 4.1 The George Integrated Public Transport Network (GIPTN) is a scheduled bus service aimed at providing reliable, accessible, safe and affordable public transport to the people of George. It is a result of a partnership between the George Municipality, the Western Cape Provincial Government, the National Department of Transport and local taxi and bus operators. George Link has been appointed as the operating company that manages the Go George bus service. Various concerns came to the Committee's attention, including that of compensation paid to taxi and bus operators affected by the GIPTN, the training of operators, the allocation of tenders and the fact that no further operating licences will be awarded on routes operated by the GIPTN. In light of this, the Committee undertook an oversight visit to the George Municipality and George Link in July 2017 and again in February 2018. The purpose of the visits was to engage with relevant stakeholders on the implementation and impact of the GIPTN. Of concern to the Committee is that conflict remains prevalent between the taxi owners and George Link. Of further concern to the Committee is the lack of engagement at Mayoral Committee level, as well as the fact that there is no dedicated Transport Portfolio Committee within the George Municipality. The conflict in the organised taxi industry in Cape Town has a direct impact on George Link. If this conflict is resolved, it may assist in addressing the security and safety issues. This will be a focus point of the Committee in the new financial year.
- 4.2 The Committee also undertook an oversight visit to the Provincial Traffic Centre in George to gain an understanding of Evidentiary Breath Alcohol Testing and to investigate the effective usage of space at the George Impound Facility. Drinking and driving remains a challenge to law enforcement officials in terms of civil obedience where motorists either intentionally or wilfully contravene the law even though mechanisms such as weekend alcohol blitzes and random breath testing have been put into place. The Committee will continue to monitor progress in this regard.

- 4.3 The Western Cape Provincial Property Committee was established in terms of Regulation 3 (1) of the Western Cape Land Administration Act (Act 6 of 1998). The Committee consists of officials from provincial and national government departments and four external members not employed by government with proven property expertise. The Provincial Property Committee's Annual Report, as provided for in the Regulations, has not been tabled in the Western Cape Provincial Parliament. The Department undertook to ensure that proper and complete records are maintained so that this provision is adhered to. The Committee notes with concern that the provisions as mentioned in the Act have not been adhered to and will continue to exercise its oversight role over the Department in this regard.
- 4.4 As part of the Cluster B Visit week, the Committee visited the Wesfleur and Parkview Primary schools in Atlantis. These schools formed part of the National Department of Basic Education's Accelerated Schools Infrastructure Delivery Initiative (ASIDI) Programme, which sought to remedy backlogs in school infrastructure and eradicate defective school building infrastructure. Problems experienced included sagging flooring, water pipe bursts, blocked sewerage system and overpopulation. These qualitative issues and its impact on teaching, learning and development was of concern to the delegation as well as the fault reporting system and the response time. The Committee has followed up on this serious matter and is pleased to report that, due to its persistent follow up and vigorous oversight, the problems at the schools have now been resolved.
- 4.5 The Hawston Primary School Project is also part of the National Accelerated Schools Infrastructure Delivery Initiative (ASIDI) managed by the Department of Basic Education (DBE). The Committee has relentlessly exercised its oversight role regarding the remedial progress currently underway at the school and has expressed its concern on the impact that these delays are having on the learners. Following the first visit to the school on 2015, the Committee conducted a follow-up meeting in September 2016 where it was resolved that the Department submit a fortnightly progress report to the Committee on the remedial works currently underway the school. The Committee visited the school again in February 2017 to monitor progress made. Practical completion of the school occurred on 7 June 2017. The Committee is pleased to announce that, due to its effective oversight, the new school has now been completed and the learners and educators have taken occupation of the school on 3 July 2017. The Committee visited the new school in February 2018 and was satisfied with the structure and progress. The school boasts modern design and technology within the norms and standards of the DBE and the WCED. It has a storm water system with a water collection tank constructed underneath the building that provides water for irrigation. This new sustainable environmental approach to collect as much water as possible so that the property can be self-sustainable is welcomed by the Committee. The Principal has conveyed his appreciation to the Standing Committee for their intervention in this matter and for effectively exercising their oversight function.
- 4.6 The Committee was also briefed on the background of the Kwa-Faku Primary School project and received a summary of the infrastructure defects at the school as well as the impact of these defects on education. The Committee focused on various remedy options as well as the financial implications in terms of temporary accommodation, repairs, upgrading, demolishing and replacement of the said school. This state of affairs was of concern to the Committee. The school was opened on the 17th of July 2000. Since then numerous defects were reported to the Western Cape Education Department and the Department of Transport and Public Works. As a result of the defects, learners were moved out of the school and are currently being accommodated in mobile classrooms. The new replacement school was advertised for tender on 3 November 2017, with a tender closing date of 5 December 2017. Site handover was anticipated for 15 April 2018 but did not take place. The Committee will continue to exercise

its oversight function in this regard and has invited the Standing Committee on Education to accompany it on its oversight visits to the school.

4.7 The situation with Metrorail and its impact on the residents of the province was and remains of grave concern to the Committee. Metrorail has provided the Committee with regular updates on their operating environment by outlining their train set availability and the impact of vandalism on the services that they render. An action plan to address vandalism and theft by way of a safety and security surveillance strategy was provided to the Committee as well as other key interventions, such as stakeholder engagement that aims to ensure community ownership and inclusion within the Metrorail infrastructure environment. The Committee raised concern regarding the senseless acts of vandalism on Metrorail infrastructure and the lack of an integrated approach with other stakeholders to deal with safety and security issues on trains. The Committee expressed its dissatisfaction that the presentation did not indicate a clear plan of action to address the crisis in the rail sector within the Western Cape. The Committee has requested Metrorail to provide it with quarterly updates on its turnaround strategy to address the present challenges in order for the Committee to monitor progress as well as the lack thereof. To date, this has not been forthcoming. The Committee will continue to follow up in this regard.

4.8 The Department provided the Committee with a briefing on the impact of its 2017 Festive Season Integrated Traffic Operational Plan outlining their operational launch, operational activities, and vehicle testing unit operations as well as their operational focus in terms of public transport management. The Committee was also provided with feedback on the operational strategies that were implemented that encompassed various integrated activities with operational partners that were focused on traffic offences and criminal activities. The overall road death toll in South Africa over the 2017/2018 festive season decreased to 1 527, an 11% drop from the previous year. This had surpassed the 10% target, compared to the 1 714 deaths recorded during 2016/2017 festive period. The Western Cape, however, experienced a 7% increase in total fatalities over the period. Pedestrian deaths were the biggest contributor to the province's increase. The increase in the total number of fatalities is of grave concern to the Committee and the Department has been requested to provide the Committee with a report on mitigating the Festive Season Challenges.

Similarly the Committee requested the Department to provide it with a written report on its Easter Season Traffic Plan 2018.

4.9 The Committee also evaluated the Annual Reports of the Department of Transport and Public Works and its Trading Entity, Government Motor Transport. The *Western Cape Adjustments Appropriation (Emergency Funds) Bill* [B 5–2017], the *Western Cape Adjustments Appropriation Bill* [B 6– 2017] and the *Western Cape Appropriation Bill* [B 3–2018] were the subjects of a public participation exercise and also of intense discussion.

4.10 The financial year concluded with the consideration and discussion of the Department's budget. The Committee will continue to exercise its oversight function with vigour in the new financial year.

5. Legislation

In the 2017/18 Financial Year, the Committee dealt with the following items of legislation:

5.1 Provincial Bills

5.1.1 *Western Cape Adjustments Appropriation (Emergency Funds) Bill* [B 5–2017]

5.1.2 *Western Cape Adjustments Appropriation Bill* [B 6–2017]: Vote 10 – Transport and Public Works

5.1.3 *Western Cape Appropriation Bill* [B 3–2018]: Vote 10 – Transport and Public Works

5.1.4 *Western Cape Provincial Road Traffic Administration Amendment Bill* [B 3-2017]

5.2 NCOP Bills (Section 76)

The *Administrative Adjudication of Road Traffic Offences (Aarto) Amendment Bill* [B 38B–2015] (NCOP) was referred to the Standing Committee on Transport and Public Works on 4 October 2017. In accordance with the NCOP timeframes, the National Department of Transport briefed the Committee on the Amendment Bill on 14 November 2017. After due deliberation and consideration, the Committee conducted five public hearings on the Amendment Bill, one hearing in each of the following areas; Bellville, Khayelitsha, Mossel Bay, Hermanus and Clanwilliam.

The NCOP's due date for the submission of provincial negotiating mandates was 8 May 2018 and the date for the final mandate has not been confirmed by the Select Committee at the NCOP. The Committee has complied with the negotiating mandate submission date.

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 three public hearings in consideration of the Provincial Money Bills, one public hearing in consideration of the Department and Entity's Annual Reports, four public hearings on the *Western Cape Provincial Road Traffic Administration Amendment Bill* [B 3-2017] and five public hearings on the *Administrative Adjudication of Road Traffic Offences (Aarto) Amendment Bill* [B 38B–2015] (NCOP).

7. Financial particulars

The Committee's actual expenditure for the 2016/2017 financial year was R210 510.


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NE HINANA, MPP

CHAIRPERSON STANDING COMMITTEE ON TRANSPORT AND PUBLIC WORKS

DATE:

17/7/2018