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Department:
Public Works, Roads and Transport
MPUMALANGA PROVINCE



Departmental Newsletter

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Special Issue

CELEBRATING TWENTY YEARS OF SERVICE DELIVERY

1994-2014



EXPANDED PUBLIC WORKS PROGRAMME

“Getting Mpumalanga To Work”



Celebrating 20 Years of Freedom

Editorial Comment



The year 2014 marks 20 years of freedom and democracy. It is unbelievable that almost 20 years have gone by. Not so long ago, the majority of South Africans did not have the right to vote. Not so long ago, Mpumalanga did not exist as a province. This means that from 1994, a new administration had to be put in place with new laws and regulations, etc. Not so long ago, municipalities were classified along racial lines. Infrastructure development was bias towards a selected minority who enjoyed uninterrupted and quality service from the former government. The majority in the so called townships and villages had to endure poor service which was almost non-existent.

Those communities had limited access to roads, clinics, hospitals, schools, etc. The new government which came into power in 1994 was faced with challenges of huge infrastructure backlogs especially in the rural areas. This edition gives tribute to some of the strides that the government has made in improving the lives of the people since the dawn of democracy. South Africa and indeed Mpumalanga is a better place today. Roads, clinics, schools, stadia, etc have been built in various communities since 1994. South Africa has against all odds hosted one of the most successful World Cup that FIFA has ever seen. South Africa was still an infant democracy when it hosted the 2010 FIFA World Cup. Today Mpumalanga boasts world class infrastructure such as Mbombela Stadium, N4 by pass road, revamped Rob Ferrerra, Temba Hospitals, Disaster Management Centre, Archive Buildings to name a few. Indeed Mpumalanga is a better place to day, than before 1994.

20 Years of road infrastr



One of many roads in Mpumalanga that has been constructed to perfection, improving the flow of traffic.

Before the new government took over in 1994, South Africa was divided into four provinces; namely The Free State, Transvaal, Natal, Cape Provinces and Homelands.

The road network was smaller than the thousands of road kilometre network that exist today. When the building of roads was instituted by the former government within the four provinces; a number of factors were not considered.

This included amongst others, the equal and fair job opportunities made available to all people in South Africa during roads construction projects, gender equality and provisioning of better roads in our local communities. Since the new government took over, a lot of work has been done to improve the road network.

A NEW DISPENSATION

To make it easy and achieve this, a number of strategies were put in place. This included amongst others, sharing of the road network responsibility

by National government, provincial government and municipalities. The three spheres of government were allocated with a budget that will be used to construct, rehabilitate and maintain the roads allocated to them. In ensuring a positive outcome in the way roads are maintained, the government further introduced agencies to ensure that roads are well maintained.



Premier David Mabuza and MEC Dikeledi Mahlangu leading by example patching potholes.

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Talk shows

Tune in on the following radio stations every Tuesday fortnightly:
LIGWALAGWALA FM : 19H45 – 20H00
IKWEKWEZI FM : 19H15 – 19H30

Disclaimer

Although care has been taken to verify the accuracy of information, the editorial team extends sincere apologies for any inaccuracies

Celebrating 20 Years of Freedom

structure roll out in Mpumalanga



From left: Former MEC for Roads and Transport, David Mabuza; former Minister of Transport, Jeff Radebe and former Mpumalanga Premier Thabang Makwetla.

Provincial Boundary was implemented during the 2011/12 financial year. A project implemented in the Nkangala District includes the rehabilitation of P29/1 from eMalahleni to Ogies. The 27 kilometre road was completed within 24 months at a cost of R224 million during the 2010/11 financial year. All the projects have benefitted many communities as job opportunities and skills were acquired by the people during the construction phases.

2010 FIFA WORLD CUP LEGACY PROJECTS

During the 2008/9 financial year, the Department started with the construction and upgrading road and other projects aimed at benefiting the 2010 FIFA World Cup and beyond. The Department successfully implemented the P166/1 (N4 Bypass) to Mbombela Stadium. This project was aimed at relieving traffic from the N4. The construction of the project started in August 2008 and was completed in February 2010 at a cost of R424 million. The project consisted of six (6) bridges which are situated along the N4 road, the Komatipoort railway line, along the Crocodile River Bridge and the other situated on road P9-2 (R37) from Nelspruit to Sabie road.

The Department also revamped the taxi rank situated in the Nelspruit CBD. This project was known as the Mbombela Multi-Modal Transfer Interchange. This project was aimed at improving intergration of all modes of public transport as today is known as the Park and Rides areas. Taxi rank parking bays were also extended where 180 were built for short distance and 50 for long distance traveling. The toilets system at the taxi rank was also improved.



Newly improved R40 Road from Riverside Park to Nelspruit CBD.

THE BIRTH OF ROAD AGENCIES

Before the South African National Roads Agency (SANRAL) came into existence from the 19th of May 1998, the South African Roads Board (SARB) was responsible for enhancing travel experiences as well as improving and maintaining the national road network.

The SARB was part of the Department of Transport and was mandated to perform its functions in terms of the previous National Roads Act of 1971. The South African National Roads Agency Limited (SANRAL) was established in terms of the National Roads Act 7 of 1998 (NRA) as a corporatized successor to the SARB and was registered as a public limited company..

THE ROAD ASSETS MANAGEMENT SYSTEM (RAMS)

The Department introduced RAMS to deal with the challenges of the past. Reports drawn from RAMS can be utilized scientifically to prioritize future construction and maintenance of the roads.

In order to maintain a high level of roads Infrastructure management plan, the Department has in the past 20 years divided the roads projects into different phases. This includes upgrading, rehabilitating, resealing and re-gravelling various road networks.

According to Mr Eddie Mokhethoni who is a Road Construction Project Manager in the Department, upgrading of roads is whereby the gravel road is upgraded to a tarred road, resealing is whereby the tar is fading away and stones are used to seal

the road. Rehabilitation is whereby the previously built road is reconstructed from scratch. "There is a lot of work that is done before such activities can be implemented. This includes amongst others, planning, designing and eventually procuring services for the construction of the road" added Mokhethoni. Recent statistics are living proof that a lot has been done to improve our road network since the past 20 years.

MPUMALANGA ROADS ARE BETTER TODAY

A Departmental five year report has indicated that a total of almost 2 000 kilometres of the road network has been gravelled in the last five years. The statistics further states that by the end of the 2013/14 financial year which marks five years of the current administration, about 900 kilometres of road has been tarred, 319 thousand has been upgraded from gravel to surfaced roads, 70 thousand gravel road constructed, 402 thousand surfaced resealed. Statistics also show that a large number of new roads have been constructed in order to ensure that there is smooth traffic flow in the province.

This includes major constructions of roads such as the rehabilitation of the Coal Haulage road P50/1 between Ermelo and Morgenzon within Gert Sibande District at the tune of R233 million during the 2011/12 financial year.

In the Bohlabela District, the Department was able to upgrade road D4421 from gravel to surface road. The nine (9) km road between Acornhoek and Limpopo

Celebrating 20 Years of Freedom

Siyatentela a beacon of hope for unskilled labourers



Some of the beneficiaries of the Siyatentela Road maintenance Project.

The Democratic Government has always kept it in mind that not all South Africans are well educated and can fend for themselves. That is why after the second Democratic Government elections in 2004,

government implemented projects that will ensure that many unskilled labours are afforded the opportunity to get employment. This saw the birth of the Siyatentela Road maintenance Project.



The beneficiaries of the Siyatentela Road maintenance Project hard at work.

SIYATENTELA DESIGNED TO ALLEVIATE POVERTY AND PROVIDE SKILLS

The project addresses the challenges of poverty alleviation and also plays a vital role in the routine maintenance of the provincial road network. It also provides ongoing and sustainable work for destitute households and also to empower rural women by providing training on road maintenance and other life skills program.

CREATION OF JOB OPPORTUNITIES

Since the project started, 5512 people have benefited. This includes Ehlanzeni with 1327 beneficiaries, Bohlabela 1117, Nkangala 1585 and Gert Sibande 1165. Beneficiaries are identified through the involvement of community members and Councillors who nominate households and identify the neediest households. The identified needy household's lists are then forwarded to the Department for screening. The duration of the contract

is fixed for 12 months, however the Department guarantees to renew the contract for the period of up to five years.

THE TASKS INVOLVED

The employed people maintain amongst others the road which includes drainage systems consisting of channels, side-drains, metre drains, dish drains, culverts, manholes, inlets and outlets. They also do road surface, fill potholes and improving roadside visibility by periodically cutting tall grass and small shrubs to a maximum height of 100 millimetres.

BENEFICIARIES SHARING THEIR STORIES

One of the beneficiaries is Ms Gugu Mathebula, a married woman, with two kids and she hails from Newskom in Kabokweni. Ms Mathebula works as a Siyatentela Contractor and she is responsible for maintaining the road drainage system. She joined the Siyatentela Project in April 2011 after she struggled for a very long time to find a job.

Ms Mathebula said she enjoys working in this project and since her employment she is able to maintain her household as she is the only bread winner. When asked about her long term goal, Ms Mathebula said she would like to build a house for her children and becoming a Siyatentela Site Contractor Coordinator.

Mr Senzeni Hlatshwayo is another beneficiary. He thanked government for including men in the Siyatentela project. "Although this project was design for women, but government included us because we are also suffering. Now I feel better because my whole family benefits from the stipend I recieve from the project. I thank the Department and commend it on a job welldone," said Hlatshwayo.

Celebrating 20 Years of Freedom

Working together with partners, the Department has built a better Mpumalanga

Over the years, the Department has formed partnerships with various external stakeholders with the aim of rolling out effective service delivery.

THE LAW ENFORCEMENT AWARENESS

In June 2010, the Department partnered with ESKOM, a private electricity manufacturer. The aim of the partnership was to enhance traffic policing visibility thus ensuring safety on the roads in the province.

It was also aimed at beefing up Law Enforcement patrols on all roads where coal haulage trucks are moving. This was prompted due to the fact that roads around Nkangala and Gert Sibande Region could not be patrolled regularly. During that year, ESKOM sponsored and handed over twelve (12) new Golf six (6) GTI patrol vehicles to the Department.



Some of the TV celebrities that partnered with the Department to promote road safety.

THE COAL HAULAGE INVESTMENT

The partnership between the Department and ESKOM dates back in October 2007 when ESKOM donated R500 million during a Coal Haulage Summit.

The purpose of the summit was to involve all stakeholders in the discussion over rehabilitation of coal haulage roads in Gert Sibande and Nkangala District.

In April 2011, the Department received two fully equipped Nissan Tida 1.6 traffic vehicles from Eskom at Wilgers near

Kusile Power Station in Witbank. The handing over of all the vehicles by ESKOM was accompanied with salaries and benefits for the provincial inspectors, fuel and maintenance plan for a period of three years.

CREATIVE INDUSTRY LENDS A HAND

In 2010, the Department partnered with Ubuntu Helping Hand Institute which is an NGO led by Baby Cele who is a well known national TV and international movie star. Amongst the aims and objectives of Ubuntu Helping Hand Institute

was to contribute towards fighting poverty, social, educational and economical changes in the previously disadvantaged and underprivileged communities.



Eskom and the Department's partnership signed and sealed.

The partnership saw various TV celebrities from Generations Soapie; Muvhango, Isidingo and Rhythm City taking part in the campaign. During the 2010 Mandela day celebration, the Department, Ubuntu Helping Hand Institution with a group of celebrities, visited the community of Albert Luthuli Local Municipality where they visited under privileged families and donated clothes and food parcels before the birthday of the late former president on the 17th of July 2010. The celebrities also visited women and child abuse victims and people living with HIV/AIDS.

They later went to visit hospitals and hospices for moral and spiritual support. During the actual day of the Mandela Day, the 18th of July 2010, officials and Departmental Management with the group of celebrities led by Baby Cele spent their 67 minutes at Pilgrims Rest Secondary School painting walls, fixing broken windows and cutting grass.

MEDIA PARTNERSHIP ENHANCE AWARENESS

In the year 2011, the Department through the Communication Section partnered with various media stakeholders such as SABC 1, Selimathunzi, Metro fm and SASOL to promote road safety during the Easter period. Various celebrities visited the province and participated on road blocks and competitions to promote road safety on the road.

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The municipal support programme helps various municipalities patch potholes and maintain roads.

merSETA MEMORANDUM OF UNDERSTANDING

In April 2013, the Department entered into a partnership with the Manufacturing Engineering and Related Service Sector Education and Training Authority (merSETA) by signing a Memorandum of Understanding (MOU).

As part of the MOU in the partnership, merSETA was to amongst others; provide accreditation, monitoring and auditing function as contemplated in the National Qualification Framework Act as well as conduct certification of the National Youth Service Programme (NYS) learners.

The MERSETA which has a mandate to support organization by funding training programmes in accordance with the legislature or Skill Development Act no 9 of 1999, contributed more than R2.8 million towards developing unemployed youths who are participating in the National Youth

Service Programme (NYS). A total of fifty (50) NYS participants benefited from the initiative as they are receiving training for a period of four years on a National certificate for Air-Conditioning and Refrigeration.

In the current 2013/2014 financial year, at least 50 participants are receiving training and in the 2014/2015 fiscal year the remaining fifty participants will receive similar training.

MUNICIPAL SUPPORT

The Department also assists Municipalities within the four Districts in the Province through the municipal support programme. This is whereby the Department assists Municipalities by resealing and patching potholes, re-graveling of roads and routine grading of gravel roads. The intervention by the Department ensures that all Municipal roads connecting or leading to public facilities like schools, clinics, cemeteries and public transport facilities are accessible.

THE DONATION OF HOUSES AND FOOD PARCELS

Over and above, the Department partners with business people. In the past, the Department managed to donate and hand over a number of fully furnished houses all over Mpumalanga

thus changing many needy families lives. Furthermore, with the good relationship with business people and good Samaritans the Department has also donated food parcels, clothes and sanitary towels to destitute families over the years.



Some of many houses donated to needy by MEC Dikeledi Mahlangu together with Premier David Mabuza and Education MEC Reginah Mhaule.

Government serves communities better



Riverside Government Complex where all Mpumalanga Provincial Departments are situated.

After the Democratic Elections, one of the legacy projects of government was to build a complex where all government Departments will be placed under one roof. This saw the construction of the Mpumalanga Provincial Government Offices at the Riverside area.

This serves as an advantage for the community because when they visit the complex they gain access to various government services offered by various Departments.

However the construction of the Government Complex has not serve as a disadvantage for people in other districts which are far from Nelspruit.

The Department has built various offices in the province to accommodate staff and to bring closer service delivery to the people.

ROLL OUT OF SERVICE DELIVERY

Today, service delivery has been spread throughout the province in order to ensure that people gain access to service delivery.

The Department has also structured the offices in line with Government's vision of delivering better services to all by ensuring that its offices are also available in various districts around the province.

THE DISTRICT OFFICES

The District offices include, Ehlanzeni, Bohlabela, Gert Sibande and Nkangala. The Offices are headed or managed by District Senior Managers.

COST CENTRE OFFICES

Given the large geographical area of Districts, the Department has further established more offices under the District offices called Cost Centres.

This has been done to ensure that communities access information and

get assisted easily thus expanding service delivery. There are 32 cost centres of the Department in the province situated in various Districts. Communities are encouraged to use the cost center offices as they offer the same services that are offered at the Department's head office.



The Mpumalanga Provincial Legislature.

Celebrating 20 Years of Freedom

The evolution of EPWP as the champion of

Although the former government before the year 1994 made provisions for people to get employed, but so many challenges existed as many people were treated unfairly in the work place and thousands denied the opportunity to work because of race and gender inequality.

THE BIRTH OF NPWP AND CBWP

With the new government taking over the ropes in 1994, a new era dawned in the lives of many South Africans. This saw the birth of programmes that are specifically designed to ensure that unemployment is reduced significantly in the country. This saw the birth of the National Public Works Programme (NPWP) and the Community Based Public Works Programme (CBPWP).

THE OBJECTIVE OF CBPWP

The NPWP had two strategic thrusts. The first was a community based public works programme (CBPWP) intended to provide rapid and visible relief for the poor and to build the capacity of communities for development. It was allocated approximately R350 million per annum, and the programme resulted in the creation of approximately 130 000 work opportunities between 1998 and 2004. Initially, the CBPWP involved allocating funds to community-based organizations (CBOs) to carry



More workers are registered in the Expanded Public Works Programme (EPWP).

out projects, but after the democratic local government elections, the funds were allocated to municipalities to carry out projects. A wide variety of projects were funded under the CBPWP, ranging from basic infrastructure such as roads to income generating projects such as communal agricultural undertakings.

THE STRATEGIC OBJECTIVE OF NPWP

The second strategic thrust of the NPWP was the reorientation of mainstream public expenditure on infrastructure towards labour-intensive techniques. Unfortunately the NPWP's

goal of achieving a major reorientation of public expenditure was not realised. As the times went by, government realised that there is a need for a more fulfilling programme that will address all components needed to realise the reduction of unemployment. This then saw the birth of the Expanded Public Works programme in 2004.

THE INTRODUCTION OF EPWP

The EPWP is a cross-cutting programme implemented by all spheres of government and state-owned enterprises. It is defined as a nation-wide programme which draws significant numbers of the unemployed into productive work, so that workers gain skills while they work, and increase their capacity to earn an income.

THE FOUR (4) SECTORS OF EPWP

The EPWP programme creates work opportunities in four sectors namely, Infrastructure, non-State, Social and Environment and Culture. Mpumalanga is one of the provinces that EPWP is being implemented and championed by the Department.

JOB OPPORTUNITIES UNDER EPWP

Since its inception, many people have benefited from the programme. According to Ms Sebenzile Shube who is a Senior Manager under EPWP Monitoring and Evaluation; more than 270 000 job opportunities in the past five years have been created in the province alone. "Women are amongst the people who benefited the most with a total of 157 000 job opportunities followed by 137 000 jobs opportunities that were allocated for the youth since the implementation of EPWP Phase II in 2009. The province has exceeded its target with more than 20 000 job opportunities.

The Environment and Culture sector is the best performing sector which surpassed its target by 33 000 job opportunities in the Mpumalanga Province says," Ms Shube. Mr Effort Thapelo Mogane, a 43 year old and father of three children from Ext.3, Simile Location at Sabie is one of many beneficiaries of the EPWP programme.

Mr Mogane started working under the programme in November 2013 under Waste Management at Thaba



EPWP developed many schools in the province.

of the unemployed

Chweu Local Municipality. His daily duties involve grass cutting and waste collection around Sabie area. He works eight (8) hours a day, five days a week and receives a stipend of R1200 per month. "I was unemployed for the past three years, my family was depending on a social grant for survival. This job opportunity made a huge difference in my life since I can now at least provide my family with basic things like food and clothes for my children said" Mr Mogane.

EPWP PHASE III

In order to ensure that the creation of job opportunities continues, government is currently planning the roll out of the EPWP phase III. The programme will start with the orientation of the staff and the Provincial road shows before its launch in April 2014 which will be followed by the Summit. In deed South African has moved forward in the past 20 years of Democracy.

THE YOUTH PROGRAMMES EMPOWERING THE YOUNG AND UNEMPLOYED

As more and more job opportunities were created after the 1994 Democratic Government took over, it came to light

that the youth is amongst the people who are highly unemployment. This is where government intervened and introduced a number of programmes that will look into the youth affairs.

THE NATIONAL YOUTH COMMISSION (NYC)

In 1996, government established the National Youth Commission (NYC). Some of the NYC tasks included amongst others to advise government on youth policies, coordinate research around youth and develop best practices to pilot projects, monitor implementation, build capacity and leverage resources.

The successes of the NYC included, launching pilot programmes in partnership with the former Department of Public Works and Independent Development Trust (idt), and developing the South African Youth Policy and action plan that has ensured consensus within the youth sector on a framework for youth development.

And let us not forget that it also initiated the White Paper on National Youth Service Programme.



Youth programmes contributed in improving our roads.

NYS tackles youth challenges

THE UMSOBOMVU YOUTH FUND

In January 2001, Umsobomvu Youth Fund was established with a mandate to create a platform for job creation, skills development and transfer for the South African youth. It has spent R470 million on 61 projects on the first two years of being launched.

THE NATIONAL YOUTH SERVICES (NYS)

As the years went by, government established the National Youth Services (NYS) programme in March 2007. This is a programme which aims to give young people opportunities to develop skills through volunteering. In Mpumalanga, the NYS programme was launched in 2007 at Pilgrims Rest. The programme has covered the 18 Local Municipalities within the Four (4) Districts which consists of Ehlanzeni, Nkangala, Gert Sibande and Bohlabela.

JOB OPPORTUNITIES UNDER THE NYS

To date, a total number of three thousand six hundred and five (3605) young people who consists of 1939 females and 1646 males have been empowered through the NYS

programme, which saw participants undergoing classroom and practical training.

At least three hundred and fifty five (355) unemployed youth are set to benefit in the next 2014/15 financial year.

THE NATIONAL YOUTH DEVELOPMENT AGENCY (NYDA)

In 2009, the National Youth Development Agency (NYDA) was established following a merger between Umsobomvu Youth Fund and the National Youth Commission. It was formally launched on the 16th of June 2009 by President Zuma.

The agency improved the operational platform that was developed by both UYF and NYC. The NYDA placed more focus on unemployed youth who have no tertiary education, enabling them to acquire the skills, competencies and experience to achieve economic independence. This was done through a structured learning programme accredited through SETA.

The youth programmes continues to empower young people; placing them on greater heights.



National Youth Services (NYS) beneficiaries hard at work.

Celebrating 20 Years of Freedom

Better health and education infrastructure for Mpumalanga

Gone are those days where children would walk more than five (5) km to school from home to school, only to study under trees.

EDUCATION INFRASTRUCTURE CHALLENGES BEFORE 1994

The value of education dates back in years as the saying that education is the key to the future. That is why learners got educated under mud schools and some in shacks. Even the furniture was not available to all as there were pupils who had to lean on their laps to write on an exercise book.

There were only a few schools available that had good infrastructure and proper boarding schools.

HEALTH INFRASTRUCTURE CHALLENGES BEFORE 1994

The same goes for the province's health infrastructure, were only a few hospitals and clinics were available to the people. Shongwe, Themba and Rob Ferreira Hospitals were the only hospitals considered to be of high standards. But due to the high demand, long queues and non availability of beds was the order of the day.

Clinics used to run out of medications and many people had to be turned away. Such challenges are things that our communities shall never experience as a lot has been done by the democratic government to turn the situation around.

GOVERNMENT'S ACHIEVEMENTS AFTER 1994

Government has taken a stance of prioritising Education and Health as one of the most important aspect. Through the Department of Public Works,



One of many state of the art schools built and handed over by the Department.



Premier DD Mabuza, officially opening a school whilst MEC's Dikeledi Mahlangu and Reginah Mhaule look on.



Some of many state of the art hospitals built by government

Roads and Transport in Mpumalanga, the province can today, bolster high standard health and Education infrastructure. Since 1994 to date, the Department has renovated a number of hospitals and clinics that includes amongst others, Tintswalo hospital, Bongane hospital, Delmas hospital, Caroline, Lydenburg and Barberton. Construction and renovation of clinics such as Perdekop community Health Centre and other Clinics in local areas which are closer to the communities was the order of the day since 20 years ago.

ERADICATION OF MUD SCHOOLS

Government also took a stance to eradicate all mud schools by 2015. This saw huge amounts of funds being made available to ensure that new schools infrastructures are built. Today over 80 percent of mud schools have already been eradicated, making way for new schools facilities such as schools for people with special needs and more boarding schools in deep rural areas being built by government.

Today's schools have computers; access to internet; top of the range laboratories; all thanks to the Democratic government.

The Department has also built new libraries in areas such as Ermelo, Middle-burg; Shatale; Masoyi and Hluvukani. "This new constructed libraries made a very huge difference in our education. The libraries help us collect, analyse, organise and critically evaluate information." said Thabo Mloi one of the student who frequently go to the library in Hluvukani. This also contributes to the matric results which are improving every year.

To further expand on Education and Health, more and more clinics, hospitals and schools are on the pipeline in order to ensure that the benefits of 20 years into democracy go beyond.

Celebrating 20 Years of Freedom



Scholar transport improves education performance

Scholar Transport buses that ferry learners in the Mpumalanga Province.

It is almost five years since scholar transport service was transferred to the Department of Public Works, Roads and Transport. The project was transferred from the Education Department in August 2009. Many learners have benefited from the scholar transport especially in rural and disadvantaged areas.

MILESTONES OF SCHOLAR TRANSPORT

Looking back it shows how learners faced challenges when they had to travel to school. Some had to walk barefoot for five (5) km or more. The scholar transport was introduced to assist learners who walk more than the five kilometers to school.

PREVIOUS MANAGEMENT CHALLENGES

various strategies have been put in place to ensure that the project operates effectively. According to Ms Nancy Ngobeni, Senior Manager for Scholar Transport, the systems and procedures have changed since 2009. "When the scholar transport was introduced, there was no scholar transport policy. The system that was

also used to pay operators was easy to fiddle with, opening gabs for corruption. Operators were paid per learner and per kilometer which was a major challenge because operators would claim to have ferried more learners and travelled more kilometers than the agreed number.

"The busses were also not in good condition which caused serious lack of transport for learners because of constant breakdowns and unsafe vehicles" said Ngobeni

IMPROVED SERVICES ON SCHOLAR TRANSPORT

In improving the scholar transport system, firstly the Department in conjunction with officials from the Department of Education developed guidelines lines for smooth operation of the busses. The policy was communicated to school principals and school governing bodies.

The Department also came with piloting of appointing one contractor per district in order to ensure maximum accountability and effective management of scholar transport.

PROCURE OPERATE AND TRANSFER (OPT) SYSTEM

The awarding of one contract per district was split into two methods. The first method used is called "Procure Operate and Transfer" (POT).

THE OPERATOR BASED MODEL

The second method used is called "Operator Based Model" wherein many operators are appointed on different routes per district. In this model operators use their own buses to transport learners. The

certify all the scholar transport claims to ensure that the claimed kilometers and learners ferried tallies with the contract agreement between the two parties. Another responsibility of SFM is to impose penalties in cases of non-compliance by the operators. The firm also assists the Department



Some of many happy learners that benefit under the Scholar Transport Programme.

This means that the one appointed operator is required to purchase the busses, use them to transport the learners for a period of five years and then transfer the busses to the government.

The Procure Operate and Transfer system is currently being implemented in the Gert Sibande and Bohlabela Districts only as pilot projects.

operators are not required to transfer their buses to the Department after their five year contracts have expired.

MONITORING OF SCHOLAR TRANSPORT

The Department has further appointed a Supervision and Monitoring Firm (SFM) to monitor the services. The firm supervises and monitors the provision of scholar transport operations on behalf of the Department. They verify and

to manage the information and service records of the buses. They also train the school governing bodies (SGB) on matters relating to management and monitoring of scholar transport. SFM is also tasked to verify and certify the invoices.

The Department is planning to expand the Procure Operate and Transfer (POT) model across the Province as it has proven to be effective and easy to monitor and manage.

Celebrating 20 Years of Freedom

IRMA projects changing the lives of the poor



One of many IRMA bridges that have been constructed in the province.

One are those days of bridges that were built by wood. Some of them were called "Teba teba bridges" meaning unstable bridges. People used the bridges to cross over rivers separating villages. These were constructed by people in their local villages to enable to cross to the other side of the village. This caused a lot of problems as a number of people have so far lost their lives by drowning in the rivers after trying to cross over. The biggest challenge as accessing services. The new Democratic government saw this huge problem that needed to be addressed with immediate effect. It was the year 2006 when the Department of Public Works, Roads and Transport developed and published the Integrated Rural Mobility and Access Strategy that seek to address infrastructure challenges in rural areas. Since the inception of the programme, the Department has constructed and completed almost 50 IRMA projects

that includes footbridges, walkways and culvert (pipe) in different municipalities around the province.

THE BENEFITS OF IRMA PROJECTS

The Department has spent more than R 67 million to date in the projects. With such strategies being implemented, government also ensured that people get employed and gain skills at the same time. In the Albert Luthuli Local Municipality the Department built the Sterndorp Culvert Bridge where nineteen (19) local people were employed. And in Lona Village in Sibange at Nkomazi Local Municipality, Sibange 1 and 2 Culvert bridges were built. The projects employed eleven (11) local skilled and unskilled people. One of the newly completed foot bridge is Entombe 2 footbridge. The footbridge was built on the farm which is called Donkerhoek at Mkhondo Local Municipality. The bridge was built because of the challenge facing

the communities on the farm and the neighboring farms which was crossing the river in order for them to access basic services such as schools, clinics and transport located on the other side. Before the bridge came into place, It became a challenge when there was a lot of rain because school children could not cross the river without facing the danger of being swept by the water.

Baba Themba Siwela is a 78 year old father of eight kids who now have their own families. He is the resident of Ntombe in Piet Retief. "I remember those days before 1994; we had challenges because we could not cross over to the other side of the river.

I remember at one stage we called a community meeting where we decided that all men in the village must gather so that we build a bridge that will help us cross over. We bought long ropes and put wood. Even though it was not safe we had no choice as we could

not complain to anyone. After the new government took over we heard about this IRMA projects and we were fortunate enough to benefit from it. Now life is easy for everyone" he said.

IRMA PROJECTS A LIFE CHANGER

The IRMA projects have had a huge impact on the lives of people residing in rural areas. In many parts of the province, school children and parents are now able to access schools and health facilities without risking their lives. The IRMA projects do not only seek to build foot bridges over flooded areas but also caters for the construction of sidewalks thus eliminating road accidents. It also caters for the construction of bus shelters as there are a lot of people who are using public transport. Government is still ensuring that each and every new financial year; funds are made available so that more construction of IRMA projects continues as the need is still huge.

Celebrating 20 Years of Freedom

Department enjoys unqualified audit reports over the years

Since the former Department of Public Works and Department of Roads and Transport was merged in 2009, the finances of the Department, which is now called the Department of Public Works, Roads and Transport have improved on expenditure patterns.

IMPROVED BUDGET

In the 2008/2009 financial year the Department has improved its budget on spending from 95.7% to 99.9% in the 2013/14 financial year. Since the merger; the two former departments have managed to minimise fruitless and wasteful expenditure. In the last four (4) years from 2009 to 2013, the Department has been receiving an unqualified report when it comes auditing.

An unqualified report means that the Department has reported fairly on its financial management, financial status and financial expenditures for a financial year.



Some of the officials from the Auditor-General doing checks and balances.



The Acting Chief Financial Officer in the Department, Ms Hellen Mdaka.

MEASURES IN PLACE

The current Acting Chief Financial Officer, Ms Hellen Mdaka says one of the reasons that contributed to the Department's positive performance on auditing is the payment of

invoices within 30 days as stated in the Government Legislature Acts. "Although we have different offices that includes amongst others Districts and Cost Centres offices in the province, that spends their budgets on an annual basis, we have decided to

centralise the payment of all invoices so that we can keep track of our financial expenditure.

This also helps the Department to monitor and ensure that there are no unauthorised expenditures". said Ms Mdaka.

The Acting CFO also attributed the positive performance on timeously consolidation of Departmental ledger accounts, effective management of assets to effectively consolidation and management of all annual financial statements.

The good financial performance of the Department could not have been possible without the assistance from the Departmental Audit Section and Internal Audit Committee.

THE AUDIT SECTION

The audit section acts as watch dogs of the Department by monitoring whether the Department spends according to the stipulated Public Finance Management Act (PFMA) and that all legal procedures are followed when handling and spending the Department's budget.

The Acting CFO also said this has not gone without challenges. Ms Mdaka says sometimes service providers fail to submit invoices on time in order to be processed within the allocated time.

This could lead to accruals that are carried over to another financial year. She says the Department has moved with speed to ensure that this practice is curbed by introducing cost curtailment measures.

Celebrating 20 Years of Freedom

MEC Mahlangu touching lives while



The sod turning for construction of a boarding.



Mandela Day celebration.



Official handover of a house in Nkomazi.



Women's Day celebration in Bohlabela District.



Sod turning for a road in the Ehlanzeni District Municipality (Masoyi).



The launch of buses for people with disabilities.



Public Transport Law Enforcement Operations.



Law enforcement operation with National Transport Department during Easter holidays.



Getting dirty for a good course.

Celebrating 20 Years of Freedom

Minister at the helm of the Department



Paliament on call for new service delivery.



Handover of animal drawn carts and Shova Kalula bicycles in Piet Retief.



Opening of road a lifetime achievement.



Handover of bicycles to learners.



Handover of food parcels.



Construction of a house.



taking part in accelerating services.



Pothole patching project in Barberton.



Handover of sanitary towels.



Worshipping for better services.



Opening of a school in Delmas.



Patching potholes with gospel celebrity.

Celebrating 20 Years of Freedom

Government Subsidy a relief to commuters



Community members get into the bus to travel home after a long day at work.

Looking back in the years, public transport has been the dominant and most key means to ferry people to various destinations.

Our grandfathers and grandmothers used public transport especially buses to go to work. The previous government took no part in making funds available to subsidize bus companies for the benefit of the people so that they pay less travelling fees.

PUBLIC TRANSPORT (BUS) SUBSIDIES

Since the new Democratic government took over 20 years ago, public transport

operations has improved. Since the new government identified this means of transport as the catalysts and most convenient way to provide people with transportation, interventions were needed to improve the transport system.

Between the period 1997 to 2000, government intervened and signed transport contracts with prominent bus companies as a means to get commuters to pay less for travelling.

Companies such as MEGA Bus (Unit Trading), Thembaletu Buses in Emalaheni, PUTCO at Candastry, BUSCOR PTY (LTD) in Nelspruit, TILLIS bus services and Grate North in

Bushbuckridge are amongst those that are currently receiving subsidy from government.

TYPES OF BUS SUBSIDIES

Mr Lehlohonolo Magqoki, a Manager in the Department's Empowerment and Institutional Management Section says there are two types of contracts used to subsidize bus companies by government.

This includes scholar transport and commuter transport. The scholar transport subsidy is where the Department has entered into agreements with various service providers to ferry learners to schools.

These buses only ferry learners and do not ferry commuters. The operators claim their travelling expenses from the Department on a monthly basis and are allocated a number of learners and routes.

This means that as it was before 1994 that only white learners had school buses, the new government has cascaded the benefit to all learners in the province despite their race and colour. The second contract is where prominent and reliable bus companies that ferry the public to various destinations, are given subsidy in order to reduce their transportation prices and ensure that their vehicles are safe and reliable.

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AVAILABILITY OF SUBSIDY BUDGET FROM GOVERNMENT

According to Mr Magqoki, the Department has spent billions of rands subsidising bus companies." In the past five years a budget allocated in the bus industry for ordinary citizens were R 370 650 000.00 in the 2009/11 financial year, R 389 553 150. 00 in the 2010/11 financial year, R420 029 029.48 in the 2011/12 financial year, R439 003 000.00 in the 2012/13 financial year and R462 926 029.48 in the current 2013/14 financial year.

Mr Maccold Sizwe Mabuza from BUSCOR PTY (LTD) says with the subsidy they receive from the Department, they are able to make the bus transport more affordable.

"This benefits both commuters and the company because if tickets are cheap there are more commuters and more commuters means more tickets are sold". said Mabuza.

According to Mabuza, BUSCO provides scholar transport tickets that are discounted for learners using their bus services. Sindisiwe Mhlongo is a resident of Thekwane South near Kanyamazane. She attends school in Valencia and travels by bus every day.

"I buy my bus ticket every week and I am glad that through the subsidy that the Department is giving BUSCOR, I am paying less.

PROPER MANAGEMENT SYSTEMS

Mr Mabuza explained that for government to keep on subsidising the

industry, systems have always been kept in place. He stated that previously the DORA (Diagnostic Organization and Retrieval Algorithms) System was used, in 2010 a ACS (Automated Collusion Notification System) was installed in all their buses.

He says this system provides a detailed report on the destination, date and time travelled by each bus on a daily basis.

The report assist them when they claim the subsidy from government. Living in the area of Kanyamazane ext 216, Mrs Sbongile Nkosi expressed that she appreciate the discount and the service offered by BUSCO, because with the discount she receive from the bus company, she does not have to worry about transport costs.

Gogo Letha Mdhuli is a retired

pensioner who hails from Hazyview. She said in the past 50 years she has been traveling to work with a bus. She stated that previously the buses used to charge them a lot of money when they had to travel to work, but things got better after the 1994 elections.

"I had to live on a strict budget because it was too expensive to go to work during those days, however after we voted for the first time in 1994, life became easy. There were more buses and the travel expenses were reduced which made a huge difference in our lives" stated gogo Mdhuli.



MEC Dikeledi Mahlangu (purple clothing) and Deputy Minister Sindisiwe Chikunga (lime green clothing) traveling by bus with commuters.

Celebrating 20 Years of Freedom

Better regulations and control on our roads



MEC Dikeledi Mahlangu and Former Transport Minister Sbu Ndebele talk to commuters during a law enforcement operation.

Safety and accountability for all road users remains a priority for our country. The Department is one of the Department's that play a vital role in ensuring that people who travel by public transport are safe at all times and that transport operators abide by the rules. The rules applied today to manage our public transport have changed for the better since the last 20 years. Mr. Matome Matjuda works at the Operating Licensing Board in the Department.

OLD TRANSPORT REGULATIONS

Mr Matjuda shared that before 1994, permits were issued as per homeland. The homeland worked according to the demarcation of the area, which ever area you may drive to, there was a permit required. Areas like Nelspruit and KaNyamazane had different permits.

This is one of many things that the democratic government changed when they took over in 1994. Government has since dismantled the homelands permits system and introduced a land transport system, where transport operators were issued with an operating licence which authorised the operator to travel on a specified route.

THE NEW TRANSPORT MANAGEMENT ACTS

In the year 2000, a technological system was introduced and guided by the National Land Transport act No.22 of 2000 which led to a better recording system, less files and fast tracking of information. Mr Matjuda also shared that in 2005, the system was again improved by using the National Traffic Information System (eNatis).

The system allowed taxi operators to register for operating licenses categorized according to their taxi associations. Also in 2005 the

National Land Transport Act 2005. No. 93 was used for funding. This saw the establishment of the Taxi Recapitalization System.

THE TAXI RECAPITALIZATION SYSTEM

The system benefited taxi operators because they were given an amount of R 50 000.00 for submitting their old taxis to be scrapped so they can use the money to buy new taxis. Mr. Chales Monareng, who is a taxi owner, shared his appreciation about the role played by the Department. "Today I am able to take good care of my family with the taxi that I bought after I submitted my old taxi to be demolished. I received R 50 000.00" Said Monareng. He took the money and paid a deposit for a Quantum taxi, of which he has now paid off in full.

PUBLIC TRANSPORT STATISTICS

Mrs Chantal Barnard also works in the Department under the Monitoring and Evaluation section of Integrated Planning. She explained that in the last five years, the Department recorded 10 102 transport operators and 13 678 transport vehicles in the Province. The Department also issued a total of 11 501 operating licences, converted 6 333 permits to operating licences while 12 licenses were withdrawn since April 2009. Other responsibilities pertaining to regulation and control of the roads is the number of roadblocks conducted by the Operator Safety and Compliance unit of the Department headed by Mr. Mojalefa Tsoetsi. The transport inspectors have managed to exceed their targeted number of 6130 roadblocks for the last five years by conducting 8 076 to date.

PROVINCIAL ARCHIVE PROJECT A HUGE MILESTONE



The Provincial Archive building situated in Nelspruit is now fully operational.

The new government built a state of the art archive building worth more than R161 million and was completed in April 2012.

BENEFITS TO THE PUBLIC

Provincial parliamentarians, staffers and the general public who were pinning their hopes on the small government library for academic referrals finally breathe a sigh of relief as all valuable documents are now available in the provincial archive

building. This is the first building providing a unique service to the public. With the new University of Mpumalanga up and running, post and undergraduates will find the provincial archive useful in fulfilling the academic dreams.

EMPLOYMENT DURING CONSTRUCTION PHASE

At least one hundred and thirty five (135) locals were employed during the construction. This included males, females and the youth.

Celebrating 20 Years of Freedom

Shova Kalula shortens walking distance to school

With all the systems put in place to ensure that education remains a priority in the country, the Democratic government went beyond all means to ensure that pupils who walk less than five (5) kilometers to school get assisted.

THE LAUNCH OF SHOVA KALULA

In the year 2005, the Shova Kalula project was launched in Mpumalanga. Learners who walk five kilometers or less to school were provided with the bicycles in districts such as Bohlabela, Ehlanzeni, Gert Sibande and Nkangala.

THE ANIMAL DRAWN CARTS

Government further introduced animal drawn carts. The Department has donated over (thirty thousand) 30 000 bicycles and over (two hundred) 200

animal drawn carts since its inception.

MANAGEMENT OF SHOVA KALULA BICYCLES

In order to ensure that the project is well managed and executed, The Department conducted school visits. The visits assisted the Department in terms of monitoring the impact this project has on beneficiaries.

Maintenance shops were also set up to ensure that the bicycles are looked after. Although the bicycles are donated to learners, but they remained the property of the school so that when a learner exit the school, the bicycle can be given to another learner who needs it.

Parents are also forbidden from using the bicycles for their personal benefits. The Government plans to continue with the roll out of these projects as the struggle to improve lives wages on.



(Above and below) Some of the beneficiaries of the Shova Kalula Bicycle Programme and animal drawn carts.



Animal drawn carts supply water to some communities.



The state of the art Provincial Disaster Management Centre in Nelspruit.

Disasters are well managed in Mpumalanga

With the large amount of property damages caused by floods, fire and many other natural disasters, a Provincial Disaster Management Centre was built and fully functional.

The main purpose of the centre involves preparing, supporting, and rebuilding society when natural or human –made disasters occur. The centre is responsible for giving support to all 21 (twenty one) Municipal offices in the Mpumalanga Province.

The total construction costs to build was over R82 Million. It took 17 months to complete the project. The project created more than 97 job opportunities, more opportunities were given to the youth and women.

The PDMC was officially handed over in June 2010. The community is urged to make use of the toll free number (080 0202 507) which operates 24 hours when they encounter any disastrous situation.

Celebrating 20 Years of Freedom

Women empowerment remains a priority for the Department



Some of the female Senior management of the Department.

The level of employment in South Africa before 1994 was unstable, as there was serious inequality amongst the people. Before the Democratic government took over, a number of people were employed based on their race, colour and gender.

In the olden days, many men were employed in sectors such as the police services based on their height and looks. A short person stood no chance of joining the police force. It was worse with regard to the women as it was instilled that the only place for a woman is in the kitchen.

Although in time, women were afforded the opportunity to work, but this had certain conditions which included amongst others, that a woman's salary cannot be equal to that of a man even though they occupy the same positions.

Even a black man was not allowed to earn the same salary as that of their white counter parts, just because their race is different. In those days, women never dreamt that they will one day occupy management positions.

PLACEMENT OF WOMEN IN MANAGEMENT POSITIONS

After 20 years into Democracy, life has changed for the better. Today, like in the Department of Public Works; Roads and Transport, women boast in high ranking management positions. In the last five years, a number of appointments which include males, females and people with disabilities were achieved.

EMPLOYMENT EQUITY STATISTICS

The Acting Deputy Director General

(DDG) Mr Paul Khoza in the Department said "In the last five years we have managed to employ 1616 males, 6431 women and 38 persons with disabilities. The Department has also managed to increase the percentage of women in senior management positions by 37 percent. About two (2) percent include persons with disabilities. These are people who are in senior positions" Said Khoza

Ms Phumelele Zulu is one of the young and vibrant senior managers in the Department. Ms Zulu joined the Department in 2008 where she worked as the Chief Environmental Officer. In 2013, she was then appointed as a Senior Manager: Planning and Design. "In today's world, women are more empowered to work in the technical field". Said Ms Zulu. I am happy that I am playing a positive role to help the Department roll out

service delivery" said Ms Zulu. Another person who benefitted is Ms Florence Mabaso, who was promoted from road worker to secretary in the office of the Senior Manager in the Supply Chain Management section. "I am happy that our government recognises us as women and provides the opportunity for us to be recognised by being part of the system that works for the people". Said Mabaso.

PLANNING AHEAD

The Department plans to increase the number of people employed in government with special focus on empowering women.

It is hoped that beyond the 20 years of Democracy, more women and more disabled people will be afforded the opportunity to make a mark in the service delivery wheel of government.

Celebrating 20 Years of Freedom

Government enhances service delivery

When the new government took over in 1994, one of the greatest vehicles to ensure that service delivery is speeded up and made easy to achieve was transportation. It was very important that as government implements and rolls out service delivery, the issue of transport is taken into consideration.

The fact that not everybody can afford to buy a vehicle even though they are working, there was a need for government to purchase state owned vehicles so that some officials who perform duties that require them to travel may be able to do so without hassles.

In order to make sure that the vehicles purchased by government are well maintained and looked after, government created employment and appointed officials who will specifically look into the affairs of government motor vehicles. This saw the birth of a section called Government Motor Vehicle.

CONTRACTUAL OBLIGATIONS

Mr Noah Ntimane who is Senior Manager under the Government Motor Transport Section, specifically dealt with the section that looks after government fleet.

"The state uses a national contract to purchase vehicles.

This contract is controlled by National Treasury. Departments purchase different brands with different features depending on the budget" said Mr Ntimane.

REQUIRMENTS NEEDED TO QUALIFY FOR A GG VEHICLE

According to Mr Ntimane, the management system that is used today is different from the one which was used 20 years ago. He said previously, government did not permit officials to drive government vehicles with a licence that is not more than three years old. "This control measure assisted the state to prevent inexperience drivers to drive a government. However it had

its shortfalls because officials obtained drivers licence and shelve them for years without driving, and by the time the official becomes eligible to drive the government vehicle after the three year period has lapsed; the official became incompetent when it came to driving causing many accidents on the road" said Mr Ntimane.

Back then, trip authorities were not required to serve as permission for officials to drive GG vehicles; instead they had to sign on the vehicles log books. Officials were also permitted to drive the vehicle unmonitored, but due to the escalating number of challenges that included amongst others the abuse of state vehicles, unaccounted

vehicle accidents and giving lifts to unauthorised people, government was forced to put strict measures.

Today, all officials who are planning to drive GG vehicles are required to meet certain criteria before being given permission to drive. They are required to submit a request with the Transport Section stating that they need to use a GG vehicle. A transport Officer will book an appointment with a Traffic Officer who will on the set date, practically test the official by means of driving; to ensure that the person is able to drive.

After the official has passed the test, they are required to make sure that every time when they want to use GG vehicles; they fill a trip authority which must be approved by the relevant supervisor in that particular section.

They are also required to further seek approval from the Transport Section whereby the

officer will go with the applicant to the requested vehicle to do an inspection on the condition of the car. Officials are also required to log the number of kilometres t hey travel together with the specific venue; time, date and purpose of their trip.

When returning the vehicle, the official is required to submit the vehicle back to the Transport Section, and another inspection is then conducted to check if there are no faults on the vehicle.

OFFICIALS RESPONSIBILITY

In an instance where the vehicle has been involved in an accident, officials are required to report the incident with the South African Police Services and provide a report of the accident since government

vehicles are not insured due to the large number of vehicles and the fact that vehicle



Some of the the fleet used for service delivery by government.

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insurance is costly. According to Mr Ntimane, the abuse of state vehicles continued even after such measures were put in place.

THE REAL TIME FLEET MANAGEMENT SYSTEM (RTFMS)

This has prompted government to introduce the Real Time Fleet Management System (RTFMS). The first installation commenced on the 27th of May 2011. The system is able

to locate the vehicle; record the speed travelled; braking system and the number of kilometres travelled.

Mr Hennie Jordaan who has been with the Department for more than 25 years as a Road Worker Foreman Instructor who is also at Sabie Cost Centre said, "the tracking device system is a very good system.

It does not only monitor the usage of the vehicle but it can also save my life should it happen that I get hijacked. He concluded.



Some of the the fleet used for service delivery by government officials.

New graduates given a lifeline

In order to expand the provision of employment in the province, government introduced the Human Resource Development Strategy for Public Service, which includes an Internship Framework and a Scarce Skills Strategy.

THE BIRTH OF INTERNSHIP PROGRAMME

The internship programme was established within the framework of the Department of Public Service and Administration and it is one of the interventions aimed at capacity building and ensuring that work opportunities are offered to unskilled, inexperienced and unemployed graduates. Since the inception of the programme and to ensure that all people in the province are given a fair opportunity to enter the programme, government advertised on various newspapers, inviting people to apply.

BASIC REQUIREMENTS

Of course there are basic requirements such as a university or college qualification accompanied by a matric certificate. Successful applicants work for a period of twelve (12) months under the guidance of mentors.

WORK OPPORTUNITIES

Work opportunities in fields such as Civil, Electrical, Structural Engineering, Architecture, Quantity Surveying, Building Science to Mechanical are offered amongst others.

This is done in order to promote youth development, employability, developing a culture of high quality lifelong learning within Department and foster skills transfer through coaching and mentoring from Departments permanent employees.

PROGRAMME COSTS

Since the inception of the programme 12 years ago, almost R8 million has been spent on recruited interns. Young people with University qualifications have benefitted from the programme. Some of the interns have been absorbed by the Department after their contracts have expired. This depends on the availability of posts.

BENEFICIARIES

One of such beneficiaries is Ms Lucia Mashaba, a Secretary to the Senior Manager of Internal Audit. Ms Mashaba

joined the Department in 2011 as an intern on Office Management. "My life started to change when I first bought the Mpumalanga Newspaper in February 2011 and saw the advert of the internship programme.

I decided to apply and was very happy when I got a call that I have been hired." According to Ms Rose Mahlalela who is a Senior Manager under Human Resource Capitalization the Department refer interns on completion of the programme to organisations that can support them such as Youth Fund and many more.



Some of the interns employed by the Department.

Celebrating 20 Years of Freedom

A winning Department over the years



The Department's champion ladies netball team with their awards

Over the years the Department has participated in many activities and has proven that it is a winning Department as many competitions have been won.

THE KAMOSO AWARDS

The Kamoso Awards were first held in February 2007 as a platform to recognise municipalities, provinces, departments, public entities and individuals who excelled in implementing the Expanded Public Works Programme (EPWP) in the preceding year.

The Awards further recognises the EPWP as a key Government Programme aimed at improving the general socio-economic conditions of all South Africans. Most importantly, the Awards recognise excellence in the implementation of projects from all four EPWP sectors, which are the Infrastructure sector, social sector, environmental sector and the non-state sector.

KAMOSO ACHIEVEMENTS OVER THE YEARS

Mpumalanga is one of the nine provinces that have demonstrated a



The Department's champion mens soccer team with their awards.

positive and successful implementation of creating job opportunities. That is why the Department excelled in the Kamoso Awards over the year both provincially and nationally.

NATIONAL PERFORMANCE

Over the years the Mpumalanga province has been shining in the National Kamoso Awards. Various awards were collected by departments and municipalities since the introduction

of Kamoso Awards. The latest wins for the province included amongst others, five projects under the Expanded Public Works programme which added another feather in the achievements under various categories which include infrastructure, Environment and Cultural as well as Non state Sectors.

SPORTS PERFORMANCE

The Department also did well on

various sporting codes whereby it registered a number of wins on soccer and netball and even defended well its titles. On the 18 and 20 September 2008 the departmental soccer team stood out. It won all its seven matches that led to its participation in the finals of the tournament where they competed with the Limpopo department. The Department also hosted the national games in Nelspruit Rugby stadium in 2009 whereby the Department managed to defend all its

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The awards which were won by the province during the national Kamoso Awards over the years

sporting codes from Netball, Soccer and Volley Ball. The year 2007 was the birth of the Sivuth' Umlilo brand in the Mpumalanga Department of Public Works, Roads and Transport. Through the National Arrive Alive campaign, the department introduced the "Sivuth' Umlilo" meaning "we are on fire" slogan.

In the year 2008, the department entered a competition for the the Government Communicators Awards which were the initiative of the Government Communication and Information Services. The awards were aimed at ensuring that service delivery, innovation and excellence in the government communications profession is recognized and

rewarded. This was also intended to further encourage communicators to work hard. Under this competition the Department won the Ubungcweti Awards beating eight provinces in the country.

This award recognizes excellence in content, writing, editing, layout and design in campaigns and projects. Communication team managed to meet all these requirements and were rewarded with the Provincial Ubungcweti Award.

FORMER TRAFFIC MANAGEMENT AWARDS

The Department through the former Traffic Management Programme also



The additional awards which were won by the province over the years

managed to secure a number of achievements which included amongst others; choir competitions which were

won in national competitions, Driver of the year Competition and Taxi driver of the year.

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