

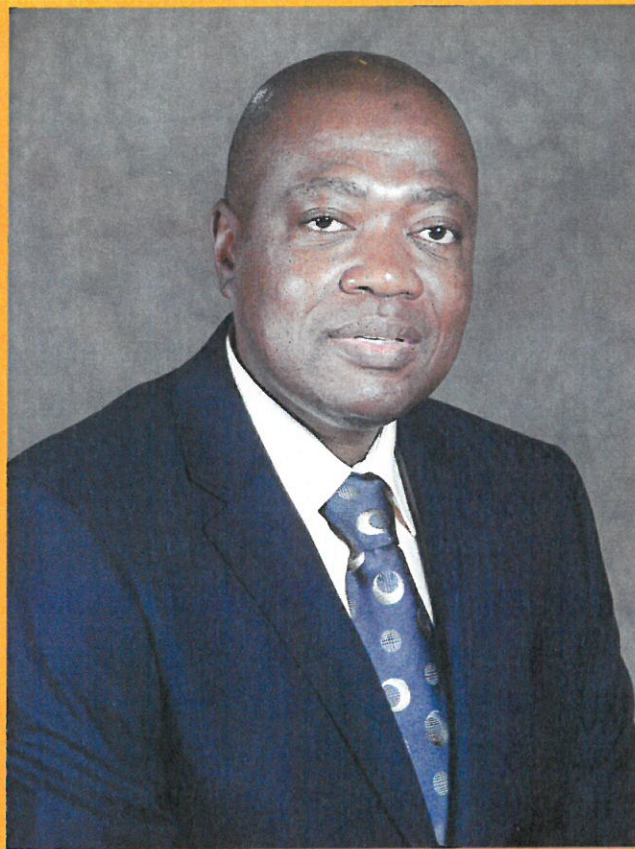


dpwrt

Department:
Public Works, Roads and Transport
MPUMALANGA PROVINCIAL GOVERNMENT



Policy and Budget Speech 2010/11



MEC. Dr Clifford Mkasi

**Department of Public Works, Roads
and Transport Policy and Budget
Speech 2010/11**

**POLICY AND BUDGET SPEECH FOR THE DEPARTMENT OF PUBLIC WORKS ROADS AND
TRANSPORT, VOTE, DELIVERED BY MEC DR CLIFFORD MKASI TO THE MPUMALANGA
PROVINCIAL LEGISLATURE ON THE 20TH OF MAY 2010.**

Honourable Speaker Mr William Lubisi

Honourable Deputy Speaker Ms Violet Siwela

Honourable Premier Mr David Mabuza

Honourable Members of the Executive Council

The Portfolio Committee on Public Works, Roads and Transport under the chairpersonship of the
honourable member Mr Bonakele Majuba

Honourable Members of the Mpumalanga Provincial Legislature

Executive Mayors and Councilors

Traditional Leaders

All stakeholders from the Transport Sector and the built industry

Comrades and compatriots

Representatives of the media

Comrades and compatriots

Ladies and gentlemen

It gives me great pleasure to present this Policy and Budget speech of the Department of Public Works, Roads and Transport at the backdrop of amongst other activities two main events that call for us to admire and appreciate our revolutionary gains. Firstly, on the 11 February 2010, we joined President Jacob Zuma and the whole world in wishing our former President Nelson Mandela a healthy and prosperous life 20 years after his release from his illegal incarceration by the apartheid government. Secondly, we have to celebrate, for we are 21 days from staging the biggest sporting event in the world; the 2010 Fifa World Cup. It is also with pride that our Mbombela stadium was officially opened with a friendly match of note between Bafana Bafana and Thailand where Bafana Bafana emerged victorious with one of their highest recorded scores in recent times, beating their opponents with a 4 – 0 lead. This will be a big moral boost for Bafana Bafana as they prepare themselves for their ultimate challenge; to win the 2010 FIFA Soccer World. We hope this victory and the support Mpumalanga gave Bafana Bafana, will be captured properly as our history is written.

The role played by Madiba on the hosting of the FIFA World Cup by South Africa cannot be overemphasized. It is a known fact that he had to defy doctors' orders not to travel and flew to Switzerland in order to lobby for South Africa to host this once in a life time event. That is the Madiba we know; selfless and ready to serve his people at all times even when his health does not permit

President Mandela led us through this irreversible path of freedom, democracy, reconciliation, unity and prosperity. This is the path that some had to pay the ultimate price. We hope that this FIFA World Cup will act as a catalyst for massive investments and tourism boom in the country in general, and Mpumalanga in particular, for we are the people who reside where the sun rises and our land is beautiful, a haven for wild life and fauna, some say Mpumalanga is so beautiful that God decided to have his window in the province; God's window as we know it. The FIFA World Cup will also leave legacy projects that will be enjoyed by all South Africans well beyond 2010. The role Madiba played in securing this world cup gives me courage and strength. I am reminded of his words on that fateful day, the 11th February 1990, when he was released from Pollsmoor prison, when he said: "I stand here before you not as a prophet but as a servant of you, the people. Your tireless and heroic sacrifices have made it possible for me to be here today. I therefore place the remaining years of my life in your hands". Indeed Madiba has been true to his words. Ke nako, feel it, it is here.

Honourable Speaker, last year I presented before this House two Policy and Budget speeches; one for the former Department of Public Works, the other for the former Department of Roads and Transport. I mentioned two matters during those addresses, namely, that it would be the first and the last time I presented two budget speeches for this department and that the second time around the two former departments would have been merged into one department, namely the Department of Public Works, Roads and Transport, and would as a result have one vote.

I am happy to announce to this august House today that the merger process has been successfully completed with insignificant challenges and the Department of Public Works, Roads and Transport (DPWRT) is firmly in place. Our appreciation goes to the team made up of officials from the department as well as representatives from organized labour who worked tirelessly and under trying circumstances to manage the birth of this new department. It was not an easy task to restructure, rationalize and merge the two departments, particularly when people's jobs and conditions of service were at stake. Uncertainty and anxiety reigned high. We are happy to announce that the merger process was managed well with minimum displacements. Well done to the team that was engaged in this mammoth task! We can today talk of one department, with one MEC, one HOD and a united workforce. We are ready to discharge our mandate, which in quoting the premier "We are calling for less s'chamtho but more Action, Action and Action."

This department is at the frontier of service delivery and we are aware of our mandate. For it is through the work we carry out and not nice speeches and sweet words that this department will always be judged. There is a Shangaan saying, that says "Mintirho ya vulavula." The work we perform must indeed speak for us.

We will leverage the combined resources of the new department to elevate service delivery to a new height, focusing on the five priorities of the ruling party and creating a better life for all.

Our communities are beginning to call into question our commitment towards service delivery. In the previous twelve months I have received numerous delegations and addressed a few service delivery protest marches. Our people are playing an oversight role on the tasks and targets that we have set for ourselves over the past years. They complain about our failure to provide water, electricity, employment and human settlement. They complain about the state of our roads, schools and health facilities. They complain about the social distance between themselves and Public Representatives. They complain about corruption and nepotism in the public service. The solutions to all these challenges lies within ourselves. Using our IDPs, priorities and various monitoring and evaluation systems as set out by government, we can together do more to bring a better life to our people. The ANC led government remains committed to the attainment of the socio-economic and political objectives contained in all our manifestos. Quoting President Jacob Zuma, "We dare not falter."

The DPWRT's marching orders can never be clearer. They are a constant reminder that our people are entitled to better service delivery, especially the previously disadvantaged communities. I want to pledge my Department's commitment towards effective service delivery.

The merger process resulted in three major sections or functional areas within the department, namely Corporate Strategy, Transport and Traffic Management as well as Public Infrastructure. For the purpose of budgeting and programme management these sections have been broken down further into six Programmes namely, Administration, Public Works, Roads Infrastructure, Public Transport & Freight Transport, Traffic Management and Expanded Public Works Programme (EPWP).

ADMINISTRATION

Honourable Speaker, before I get to details of the 20010/11 financial year, please allow me to reflect on the highlights of the 2009/10 financial year based on the commitments we have made. What we have achieved to date is part of work in progress. We dare not forget that there is much to be done and we are ready to tackle the daunting challenge of delivering sustainable services and infrastructure to Mpumalanga!

The department recognizes that its personnel remain the most valuable asset of the organization. Unfortunately, personnel is dynamic and is always on the move looking for greener pastures. Our professionals are constantly enticed by higher paying jobs, either within the public sector or private sector.

Our efforts to develop a Human Resource Strategy by the end of 2009/10 were unintentionally delayed by the merger process. The OSD for our professional personnel is currently under review and will go a long way towards bridging the disparities of salaries between the public and private sector. The department collected R307 million in own revenue. We exceeded our target of R304 million by R3 million. We will retain our consistency in collecting revenue against the given target. We are therefore projecting to collect R347 million in revenue during the current financial year.

In the previous year, we undertook to roll out transversal financial systems to eight (8) cost centres to improve the payment of suppliers. I am pleased to report that the Department has exceeded its target and rolled-out the system to ten (10) other cost centres. This initiative has assisted the department to spend its budget according to the cash flow projections submitted to Treasury at the beginning of the financial year. Furthermore, this initiative has also ensured that SMMEs that do business with government maintain a feasible cashflow to enable their business operations to remain trading. The transversal financial system will be rolled-out in nine (9) additional cost centres during the 2010/11 financial year.

Honourable Speaker, the merging of the two former departments resulted in the redundancy of the existing Corporate Identities as we knew them. Inevitably, a new Corporate Identity had to be developed for the new department. I am proud to report that our Corporate Manual which includes our new corporate colours was developed and finalized within three months after the announcement of the merger. There was no cost incurred for this exercise since this high quality document was done in-house. We have further renamed and revamped our internal bulletin and external newsletter. To show our commitment to popularize and entrench the new brand, we have budgeted about R4 million to undertake this exercise.

The Department remains fully committed in promoting employee wellness programme and consistently seek to reach its entire workforce through specific targeted programmes. One of these programmes involves keeping our personnel in shape by presenting them participation in different sporting activities. During 2009/10, various teams were sent to represent the department in the provincial inter games which were held in Bloemfontein. Our teams triumphed over their counterparts in all the sporting codes where they participated. They brought back a total of five (5) trophies which are proudly displayed in our Special Programmes and Transformation office. The type of talent and tenacity showed by our players during these games need to be commended. I am more convinced that such zeal to succeed can be transferred to our respective workstations. The public can be rest assured that we have a capable team that can change the manifesto priorities into service deliverables. We are definitely a team of winners!

The province (department) was nominated to host the 2010 version of the games later this year. We promise to be good hosts but more importantly will be focused on defending and retaining the trophies won in Bloemfontein.

PUBLIC WORKS

Honourable Speaker, the function of public works is central to the national agenda of reconstruction and development. We therefore cannot and must not allow an environment in which our people are disadvantaged through under expenditure on infrastructure. Working together with our relevant sister departments and our Project Management Unit, we will accordingly contribute in the development of Mpumalanga. The Minister of Public Works, Geoff Doidge summarized this correctly during his 2010 budget vote speech when he said: " It is incumbent upon us to work in unison, to construct a social compact with all stakeholders that will harness our collective resolve, underpinned by our shared values and common vision"

Education Infrastructure

Honourable Speaker, the Department completed twenty three (23) schools and implemented a number of key projects on the behalf of the Department of Education during the 2009/10 financial year. This included the completion of Phase One (1) for both Cyril Clarke Secondary and John Mdluli Primary Schools. Progress on Phase Two (2) at Cyril Clarke and John Mdluli is at 50% and 95% respectively. This work was carried out by our industrious consultants and contractors within a period of four months and this means our students in Matlafin can start utilizing the two schools before the 2010 FIFA World Cup kickoff. The department is now ready to handover the two schools to the client department, which is the Department of Education.

In partnership with the Independent Development Trust (IDT), the DPWRT has started with the programme of eradicating mud schools and unsuitable structures in schools. Twenty (20) schools contractors have already been appointed. Furthermore, we will upgrade four special schools, namely: Pelonolo, Mantjedi, Masianake and Ethokomala Schools.

The Department received a request to renovate eighty (80) storm damaged schools of which thirty-two (32) have already been completed. The remainder were deemed to be severely damaged and needed to be demolished and reconstructed; they have been prioritized in the 2010/11 project list under the eradication of mud and unsuitable school structures programme.

Health Infrastructure

The Department has managed to complete ten (10) out of the six (26) health projects in the 2009/10 financial year including the construction of Witbank Hospital Paediatric Ward. The department is continuing with the upgrading and construction of hospital facilities for (9) hospitals and the average progress is at 75%.

Four (4) community health centres will be constructed and renovations will be conducted on four (4) hospital mortuaries during the current financial year. The Department will also construct a 40 bed MDR-TB ward at Bongani Hospital through donors from Global Funding.

Other Infrastructure Projects

The Department has completed the construction of the Provincial Disaster Management Centre on behalf of the Department of Cooperative Governance and Traditional Affairs in the 2009/2010 financial year. The Department is continuing with the construction of the Provincial Archive building on behalf of the Department of Culture, Sport and Recreation with the target date for completion set for the 2012/2013 financial year. We will also construct four (4) community libraries and upgrade the other four (4) on behalf of the DCSR. Seven (7) offices will be constructed on behalf of the Department of Social Development.

The development of User Asset Management Plans (U-AMP) for the 12 provincial departments is 70% complete. We have experienced delays in obtaining information from Departments which serves as inputs into the User Asset Management Plans. It is in our best interest to assist departments to finalize their plans before submission to us. The targeted completion dates for the User Asset Management Plans (U-AMP) and Custodian Asset Management Plan are 30 June 2010 and 30 August 2010, respectively.

The Department was officially appointed Custodian of all Provincial Government immovable assets in June 2009. Honourable Members will no doubt appreciate the tremendous workload such a project entails. Most properties in the rural areas still need to be registered and this requires the land to be first surveyed before these properties are transferred to the Provincial Government. This exercise requires the services of technical experts in the built environment which require considerable funding. By the end of 2009/10, 5554 facilities have been captured on the Provincial Asset Register. Updating of the Asset Register on i-E Works and Logis will continue in the current financial year.

The Department went into its second year of the devolution of rates and taxes. In the previous financial year, 16 of 18 municipalities billed the DPWRT and were paid a total amount of R58, 473 million. Treasury has allocated a grant of R44 473 million for 2010/2011 financial year.

ROADS INFRASTRUCTURE

Honourable Speaker, investing in roads infrastructure remains one of the major priorities of the department. The role of roads infrastructure towards economic development and achieving the Millennium Development Goals cannot be over emphasised. Road infrastructure provides a strong platform for accelerated future growth, job creation and reduction of poverty as it provides easy transportation of the nation as it engages in economic activities. We therefore acknowledge our responsibility as a catalyst for unlocking economic growth and thus commit ourselves to do more with the limited resources bestowed upon us.

In 2009/10 financial year a total amount of R1,073 billion was spent on rebuilding of the provincial road network. In this financial year R1,243 billion has been allocated for the construction and maintenance of our roads. Though the allocated amount may not satisfy and attend to all our needs, it will go a long way in improving our road network.

The previous financial year saw the implementing of the Roads Assets Management System (RAMS). This is the systems that provides us with data on the state of our surfaced roads twice annually. An updated Provincial Roads Infrastructure Inventory is now accessible on the web: www.mp-rams.co.za. Status quo reports drawn from RAMS can be utilized scientifically to prioritize future construction and maintenance of our road projects. Provision is made in the 2010/11 budget for management and updating of the system.

Honourable Speaker, the Mpumalanga province supplies South Africa with more than 70% of its energy needs. In order to fulfill this task, coal is ferried from the mines to the power plants in trucks that result in the deterioration and damage of our roads where this operation takes place. Maintenance of our coal haulage road network has always posed a challenge due to the provincial budgetary constraints. We will continue to support the rehabilitation of the coal haulage routes in anticipation of National Treasury granting us the requested funding while investigating alternative modes of funding.

In addition, the rehabilitation of the following coal haulage routes commenced in 2009/10. These multi-year projects are allocated a budget of R173 million to ensure that they are completed by end of the current financial year.

- P29/1 Emalahleni – Ogies 27km
- P50/1 Ermelo- Morgezon 40km

At the end of the 2009/10 financial year, four (4) roads projects and five (5) bridges were completed and these projects involved rehabilitation, upgrading and preventative maintenance. These are:

- Upgrading of Barbeton-Bulembu
- Upgrading of Sibange- Madadeni
- Upgrading of D25 Tweenfontein
- (P180/1) Badplaas – Machadodorp
- Bruno Bridge
- P36/1 Koffie River Bridge
- P131/1 Bronkhorst River Bridge
- P29/1 Bronkhorst River Bridge
- P29/1 Bridge over D686 eMalahleni

Construction of the road P166/1 which was a multi-year project, continued into 2010/2011 financial year. This is a FIFA 2010 project. The final completion date for this road was set for the 29th May 2009. I am happy to announce that road P166/1 is now complete and I had the pleasure of driving on it this morning.

The following road construction projects will be executed in this financial year at an estimated cost of R298 044 million:

- Continuation of the upgrading of Rolle-Oakley
- Continuation of the upgrading of D2964 Diepdale- Swaziland
- Continuation of the upgrading of D2975 Daantjie- Luphisi
- Construction of sidewalks on D2965 Sandriver- Tshabalala
- Upgrading of Mooiplaas- Ekulindeni
- Upgrading of section of road D2944 from D2945 Boschfontein- Magogeni
- Upgrading of section of road D2945 Sibange- Mgobodzi

Design and construction of the Goromani bridge over Sabie River as well as the Bethal Traffic Control Centre (weighbridge) will be done at a combined cost of R14million. Honourable Speaker, maintenance forms a critical part of our road network management. The overall maintenance budget for the current financial year has increased by 34% from R269 million to R408 million. This year's increase represents the financial ramifications of a paradigm shift that fundamentally seek to find a balance between the rollout of new infrastructure and preserving existing infrastructure. The additional budget will also go a long way in addressing the current maintenance backlogs.

During last year's speech, we undertook to upscale the Siyatentela Road Maintenance Programme to 2000 beneficiaries. We have exceeded that target by creating 2026 jobs for women headed households. In this financial year, the Department will continue with this poverty alleviation initiative and appoint additional 2000 women on to the programme. As a result, the overall budget for Siyatentela will be increased from R20 million to R40 million during the current financial year.

The Department has set aside a budget of R163 million for routine road maintenance and R173 million for preventative road maintenance. The other items making up the maintenance budget includes R23 million for regravelling and R7 million for minor bridge repairs.

PUBLIC TRANSPORT AND FREIGHT

We are proud to announce the completion of the Mbombela Multi-Modal facility..

Honourable Speaker, government remains focused in the recapitalization of the taxi industry. In the past, taxi owners have indicated that the scrapping allowance was not sufficient and urged Government to increase the allowance. We have heeded to the call, and the initial scrapping allowance of R50 000 has now been increased to R54 300. There will be an annual increase of this allowance in line with the Consumer Price Index.

Honourable Speaker, the department completed the following Integrated Rural Mobility and Access Projects (IRMA) during the course of the 2009/10 financial year:

- Mgobodzi footbridge
- Magogeni footbridge
- Acornhoek footbridge
- Bus shelters in Nsikazi, Nkomazi, Dr JS Moroka
- Walkways in Zwelisha, Newscom, Chochocho

For the year 2010/11, a budget of R4 million has been allocated for the design of Integrated Rural Mobility and Accessibility (IRMA) projects. These include:

- Mkhuhlu bridge
- Ntombe bridge
- Culverts at Phiva

Honourable Speaker, the Scholar Transport Management was officially transferred to the department as of 01 August 2009. In the implementation of this function, we will subject all vehicles that ferry learners to roadworthy tests before they are allowed on the road. Plans are also underway to strengthen the monitoring of all subsidized routes to ensure that the intended beneficiaries and the numbers provided by service providers are indeed accurate. The Department is currently finalizing the verification of routes and very soon the tenders will be advertised for the appointment of Scholar Transport service providers.

A budget of R354 million was set aside to establish and manage the transportation of learners. This programme will be augmented by the donation of six thousand bicycles to learners who walk long distances to school.

General commuters will continue to enjoy Government's subsidy which has been increased to R417 million during the 2010/11 financial year. This increased budget covers the annual price adjustments effected by bus operators.

TRAFFIC MANAGEMENT

Honourable Speaker, while ensuring that our province has quality road and public transport infrastructure, we have another task of maintaining law and order on our roads. Proper traffic management and specifically the reductions of accidents and fatalities on our roads are essential from a social point of view as they have serious economic implications for the country and province as a whole. I am sad to report that despite our valiant efforts, accidents and fatalities increased during the 2009/2010 financial year. We have since acquired twenty eight (28) patrol vehicles of which six (6) are unmarked in our effort to increase law enforcement visibility on provincial routes. We plan to purchase additional twenty (20) patrol vehicles and six (6) motorbikes during the current financial year.

Honourable Speaker, I must also commend the involvement of the private sector in our endeavours to stop road carnage around the province. Due to time constraints, I will only mention a few of these companies that continue to play a positive role in this regard.

Rotran has committed to donate twelve (12) law enforcement vehicles and sponsor the salaries of fifty four (54) traffic law officers for the period of three years. Appreciation is also given to Anglo Coal who has already donated a patrol vehicle. Eskom and TSB has donated Junior Traffic Training Centres in Bethal and Mtata. Other stakeholders will pardon me if I have not mentioned their contributions but I can assure you that your contributions are as well greatly valued. I will also like to encourage those that have not yet partnered with us to explore the possibilities of doing so. We believe that, together in advancing the Public Private Partnership, we can do more!

We cannot afford to lose the battle against the road carnage and vow to increase our road safety education projects targeted at drivers, cyclists, learners and pedestrians. All road users can be rest assured that our Sivuth' Umlilo flames will burn even hotter this year and going forward.

Honourable members, a majority of us have endured long waiting periods around the traffic and testing stations in the province. People's frustrations have sometimes led to despair measures which include embarking on fraudulent activities and non-payment of licensing fees. In this financial year, we will commission a study of the current queuing system in Mbombela with an intention of implementing its findings to the broader province.

Regardless of people's frustrations, Government does not condone fraudulent activities. A dedicated internal inspectorate unit was established in 2008 to curb fraud and corruption at Registering Authorities, Vehicle Testing Stations and Driving License Testing Centres. This unit has been given a clear mandate of showing no compromise in dealing with fraud and corruption, and this will not be tolerated. In the previous year, the unit conducted 364 inspections which resulted in 18 arrests of corrupt officials.

Honourable Speaker, Overloading causes considerable damage to the provincial road network. The premature deterioration of infrastructure inevitably compromises road safety, and adds to the high fatality rate on provincial roads. Furthermore, overloaded heavy vehicles also decrease the life span of the road infrastructure with added costs for maintenance and rehabilitation of the road pavement. The province currently operates twenty one (21) weighbridges and these overload control points are complemented by mobile weighbridges used on identified escape routes. In the previous financial year, we arrested 2 147 truckers and discontinued 349 hauliers. Our effort to deter overloading will receive a major boost by the construction of the Bethal weighbridge during this financial year.

EXTENDED PUBLIC WORKS PROGRAMME (EPWP)

Honourable Speaker and Honourable Members, EPWP is part of a government-wide poverty alleviation framework which provides income and employment to those who are not absorbed into the labour market or protected by the social security network. The launch of phase two of this programme indicates the government's commitment to create full-time equivalent jobs. Phase two defines the intended training, exit strategy and SMME development outputs which will vary considerably from sector to sector. Another change in the second phase is the introduction of an EPWP wage incentive through a grant for provinces (01 April 2009) and municipalities (01 July 2009).

During the course of 2009/10 financial year, Mpumalanga created a total of 32 943 jobs opportunities contributing towards the Presidential December 2009 target and exceeding against the annual target of 28 198 by the third quarter. This resulted in the department's eligibility for incentive grant of about R17 million for exceeding the Full Time Equivalent target. The Social and Health Sectors as well as four Municipalities also received a combined incentive of R22 million for exceeding their targets. Furthermore, the Mpumalanga Social Sector was nominated as a finalist in four categories of the National Kamoso Awards and scooped two awards in the following categories:

- Best Social Sector
- Best Community Home Based Care.

The Department will continue to upscale the intensification of EPWP through construction-related projects of varying sizes, from building and maintenance to renovations and rehabilitation of unused government buildings and other properties. We have set a job-creation target of 32 451 jobs within the four sectors: Infrastructure, Social, Non State, Environment and Cultural for the 2010/11 financial year.

During 2009/10 financial year we trained 1 000 youths as artisans on community house building and 50 other young people were trained on air-conditioning and refrigeration maintenance and repairing. I stand here proud to announce that 1050 NYS beneficiaries have been certified competent by both the CETA and MERSETA. As part of the exit strategy, the Department will absorb at least 10% of these graduates, whilst others will receive further training and support as young entrepreneurs through the formation of cooperatives.

Honourable Speaker, 550 new intakes will be enrolled into the National Youth Service programme during 2010/11 and training of these recruits will be conducted in partnership with the FET colleges in all the four districts. We are also facilitating a partnership with the Department of Human Settlement with an aim of expanding the program to other sectors. This programme is an initiative to involve the youth within the human settlement delivery process on voluntary basis to build houses and enhancement to the communities.

Allow me Honourable Speaker, to take this opportunity to table the budget for the Department of Public Works, Roads and Transport for the 2010/11 financial year for the approval by this House as follows:

• Administration	R392 million
• Public Works	R530 million
• Roads Infrastructure	R1 243 billion
• Public and Freight Transport	R859 million
• Traffic Management	R259 million
• Community Based Programme	R48 million

TOTAL:	R3 330 billion
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Honourable Speaker, I therefore request the Legislature to approve the budget of R3 330 billion.

CONCLUSION

Honourable Members;

Our focus should not only be aimed at spending the entire allocated budget but rather more on increasing value for money and to increase impact from the limited resources the department receives. The period ahead therefore calls on us to look carefully at the relationship between inputs, outputs, and outcomes. Noble ideas fall apart if not properly managed. Unrealistic expectations, keenly embraced, develop into disappointments. As the Department of Public Works, Roads and Transport, we remain committed to working together with our people to do more, together fighting for change through a people's contract to create work and fight poverty in order to achieve a better life for all. Let me thank my colleagues in the Executive Council, under the leadership of the Premier, DD Mabuza, for the workmanship and team spirit they have displayed.

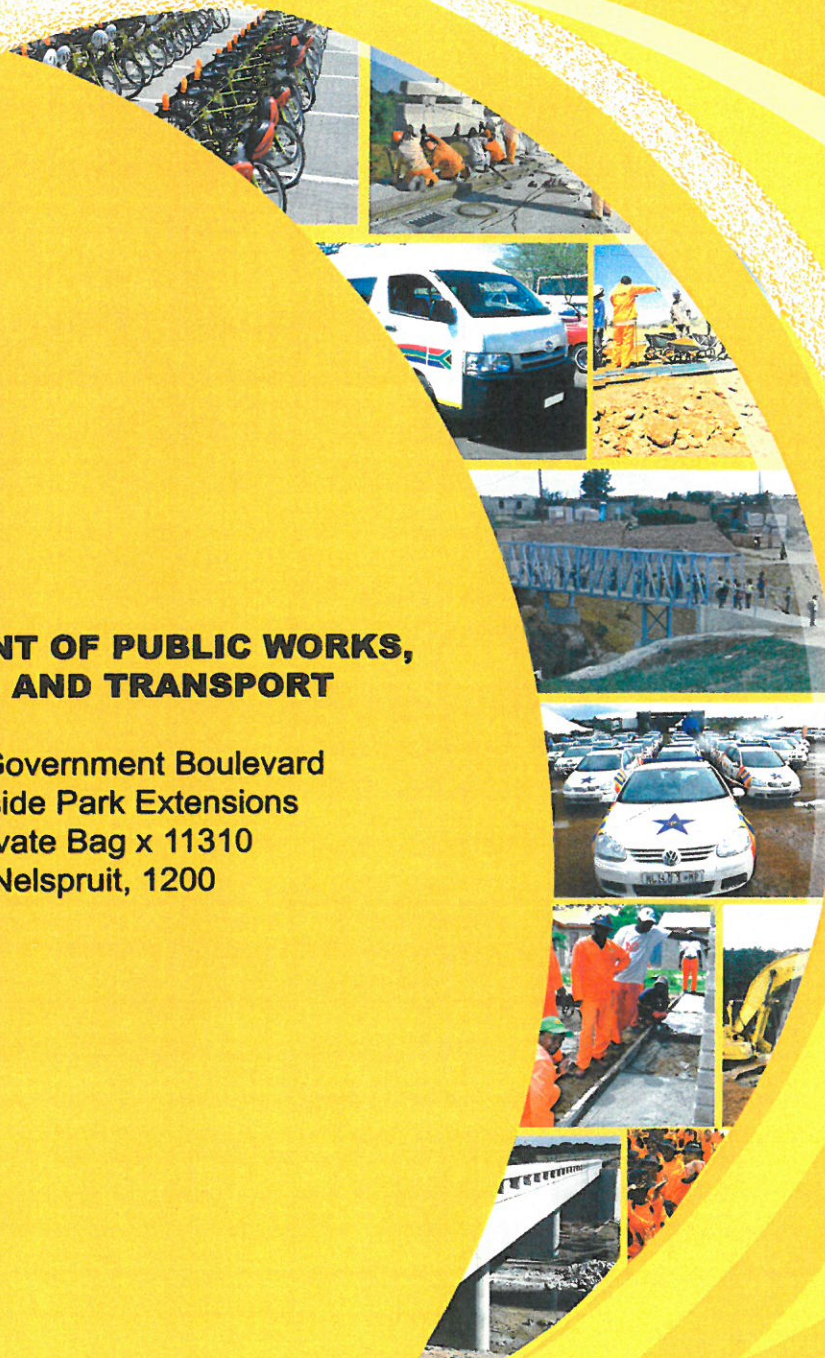
I also thank Honourable Members of the Legislature particularly, members of the Portfolio Committee on Public Works, Roads and Transport for their useful insight and their oversight role.

I thank the HOD, Mr Kgopana Mohlasedi, the management of the department as well as the entire staff for efficiently discharging their responsibilities.

A special thanks to all our guests who took time and effort to be here with us. To the people of Mpumalanga, re leboga thekgo le kgotlelelo ya lena.

**DEPARTMENT OF PUBLIC WORKS,
ROADS AND TRANSPORT**

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"SIVUTH' UMLILO"



EXPANDED PUBLIC WORKS PROGRAMME