

**MINISTRY**

**PUBLIC WORKS**

**REPUBLIC OF SOUTH AFRICA**

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**NATIONAL ASSEMBLY**

**WRITTEN REPLY**

**QUESTION NUMBER: 2197 [NO.** **NW2485E]**

**INTERNAL QUESTION PAPER NO.: 22**

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**DATE OF REPLY: 27 SEPTEMBER 2021**

**2197. Ms S J Graham (DA) asked the Minister of Public Works and Infrastructure:**

With reference to the R60 million received in 2019 under the General Budget Support Programme, what (a) progress has been made on the development of the spatial and economic development frameworks for (i) Port St Johns, (ii) Port Nolloth and (iii) Port Edward, (b) total amount was spent in each case, (c) further steps have been taken in the development of the small harbours and (d) total amount has been budgeted (i) annually for the next five years for the required dredging and removal of sunken vessels in the proclaimed small harbours and (ii) for the current financial year for security services for the safety of the public and offices of the harbour masters at all the small harbours? **NW2485E**

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**REPLY:**

**The Minister of Public Works and Infrastructure:**

I have been informed by the Department that the R60 million received under the General Budget Support Programme (GBS) was over the 2019 MTEF period and not solely for the 2019/20 financial year.

1. Identification of existing data and studies was the first step under the GBS programme and has been completed. With the existing data, the Department intends on focussing the funding on actual maritime infrastructure and therefore did not commence with the development of spatial and economic development frameworks (SEDF). Should saving be realised from the construction process, the spatial and economic development frameworks will be developed as long-term development guides for the three respective sites.
	1. Port St Johns has an existing feasibility study for the development of a small harbour and the Department intends on implementing the recommendations of the feasibility study to repair the existing slipway. The process of obtaining a Procurement Instruction is currently underway.
	2. Port Nolloth has an existing jetty which is in a dilapidated state and has been prioritised to be refurbished to ensure the safe use of the jetty. A concrete slipway has also been proposed for the Port Nolloth site. The process of obtaining a Procurement Instruction is currently underway.
	3. Port Edward forms part of the Ugu South Coast Masterplan and can currently accommodate thirty (30) launches per day from the beach area. The formalisation of the launching from a concrete slipway is currently under review due to the hydrographic conditions of the site being extremely rocky.
2. No funding has been withdrawn from the General Budget Support Programme as all the current work has been completed in-house by the Small Harbours directorate in conjunction with the respective coastal regional offices. Upon completion of the planning phase, including the Environmental Impact Assessments, the relevant funding allocations will be requested from National Treasury. It should be noted that the allocation has not been lost and is carried forward until the funding is requested by the Department.
3. The Department, guided by DIRCO, has received technical grant funding from the People’s Republic of China for the development of economic and feasibility studies which will utilise a nodal approach for the Northern Cape, Eastern Cape and KwaZulu-Natal. The matching South African team comprising of DPWI and ISA officials, has been formed and an introductory session was held on 6 September 2021. As a Strategic Integrated Project (SIP) the Small Harbours programme has also been proposed for the upcoming SIDS Symposium. The Small Harbours Unit is also working closing with ISA to develop a project pipeline.
4. The Department is responsible for the capital works in the harbours. The removal of sunken vessels is solely the responsibility of the Department of Forestry, Fisheries and the Environment (DFFE) however was executed under the repair programme as the Department would be unable to conduct capital dredging where sunken vessels would provide a blockage. The capital dredging has been completed within all the harbours where they were required.
	1. The operational/maintenance dredging and removal of sunken vessels is a function of the DFFE. The Department will assist the DFFE in completing the User Asset Management Plan (U-AMP) to ensure that the budgeted amounts for maintenance dredging and removal of sunken vessels are within the market prices and not under budgeted for.
	2. The Department is responsible for the security of infrastructure i.e. security fencing, gates, booms and CCTV apparatus which has been completed under the current repair and maintenance programme to the proclaimed fishing harbours. The only two remaining harbours are Saldanha Bay and Pepper Bay where the work is expected to be completed by the end of the current financial year. The actual warm bodies for security is the responsibility of the DFFE as they manage the operations within the harbour precincts and generate revenue from such activities taking place from the use of the marine infrastructure.