**National Assembly**

**Question No: 2394**

**2394. Mrs N J Nolutshungu (EFF) to ask the Minister of Transport:**

(1) What amount did his department budget for the maintenance of the roads from Maphumulo in the iLembe region in KwaZulu-Natal joining Glendale, Jimu, and Mvozane to Tongaat and Mazibuko, to the Mvoti pedestrian bridge, which has been under construction for six years, and which gets flooded during the winter season, making the roads dangerous and difficult to use;

(2) (a) why has the construction of the specified roads taken so long and (b) on what date is it envisaged that the construction of the roads will be completed? NW2969E

**REPLY**

It was assumed that the following projects are the one that they are refering to as they are the only two projects that have challenges on site with stoppages by poor perfomance of the same contractor which is **Tekeweni Civils,**

1. **Backround information on P711 (Upgrade Project)**

Main Road 711 is situated within the Ilembe District in KZN and commences at km 0,000 at the intersection with P104 and ends at km 33.49 at the intersection with P20/1 (R74). The last 4.11 kilometres of the road has a blacktop surface while the remainder of the road is gravel. The route closely follows the existing alignment in a north to south direction intersecting with a number of district and local access roads. In addition, the route also serves a large population, approximately nine secondary and primary schools, three crèches, two health facilities including the Mtandeni Hospital, four places of worship (viz. churches) as well as agricultural lands. The KwaZulu-Natal Department of Transport has elected to upgrade the entire gravel section of Main Road 711 to a blacktop standard together with seven major structures in order to enable safer and greater travel between the towns of Maphumulo, Stanger, the King Shaka International Airport and the Dube Tradeport.

Projeced budget Expenditure & Output

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **Financial Year** | **Budget Required on Construction** | **Budget Required on Design** | **Km Outputs** | **Major Structures** | **Persons days** | **Jobs created** | **Training** |
|
| **2020/21** | R 37 259 436.00 | R6 227 491.50 | 5 | 3 | 2440 | 18 | 10 |
| **2021/22** | R 65 620 951.20 | R7 599 328.80 | 5 | 3 | 5640 | 30 | 10 |
| **2022/23** | R 44 982 268.20 | R4 432 941.80 | 4.08 | 1 | 3670 | 23 | 10 |
| **Sub Total** | R 147 862 655.00 | R18 259 762.10 | 5 | **7** | 11750 | **71** | 10 |
| **Grand Total** | R 331 987 483.90 | R112 441 022.83 | **29.08** | **8** | **65674** | **1433** | 10 |

The general project information is as follows:

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| **GENERAL PROJECT INFORMATION** |
| **Extent of Project (Region)** | Mtandeni to Maphumulo– (King Shaka) |
| **Project Description (Technical, Social, Developmental)** | To upgrade the corridor between Maphumulo and Stanger/ Tongaat and the DubeTradeport. To facilitate the development in the area |
| **Latest Total Project Budget Estimate** | R 444 428 506.73 |
| **Total No of kms of Project** | 29.080 kms |
| **Start Date (Design year)** | October 2010 |
| **Start Date (Construction year)** | July 2011 |
| Anticipated construction completion | July 2022 |

**( 1) Backround information on P100 (Upgrade Projects)**

P100 will be designed from km 15+400 to the end at km 45+192, at the uMzinyathi River Bridge. The existing portion of the route requiring upgrading extends from the Mdloti River Bridge in the north to the uMzinyathi River Bridge in the south. The proposed alignment closely follows the existing alignment, with both horizontal and vertical realignments proposed to meet the minimum geometric standards required. The road has been classified as a Secondary Road (SR), catering for medium to long distance movements between primary roads, towns and agricultural areas. The design and construction of uMzinyathi River Bridge will include the realignment of the bridge, use of the existing structure as a temporary deviation, construction of a new bridge and the removal of the existing bridge.

Projected budget expenditure & output

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **Financial Year** | **Budget Required on Construction** | **Budget Required on Design** | **Km Outputs** | **Major Structures** | **Persons days** | **Jobs created** |  |
| **Training** |
| **2020/21** | R64 570 445.25 | R6 410 593.35 | 3.78 | 2 | 2960 | 22 | 10 |
| **2021/22** | R16 267 597.85 | R4 273 728.90 | 0.412 | 1 | 990 | 45 | 10 |
| **Sub Total** | **R80 838 043.10** | **R10 684 322.25** | 4.192 | 3 | 3950 | 67 | 0 |
| **Grand Total** | **R473 451 595.16** | **R97 583 990.24** | **34.42** | **12** | **164 567** | **3673** | **10** |

The general project information is as follows:

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| **GENERAL PROJECT INFORMATION** |
| Extent of Project (Region) | Ndwedwe to Inanda |
| Project Description (Technical, Social, Developmental) | Type 3: Secondary Road. 6.5m wide, 2-lane, black-topped surfaced road, traversing generally mountainous terrain with climbing and passing lanes due to percentage of heavies. Highly urbanized for a portion, catalyst for development due to proximity to Inanda, Ntuzuma&KwaMashu, Development potential for opening agricultural areas and access to schools, clinics and housing. |
| Latest Total Project Budget Estimate | **R 571 035 585.41** |
| Total Length of Project | 29.72 km |
| Start Date (Design year) | 2001 |
| Start Date (Construction year) | April 2003 |
| Anticipated Construction Completion Date | March 2022 |

(2) (a) why has the construction of the specified roads taken so long and

The construction of this road takes so long due to the following challenges:

|  |  |
| --- | --- |
| **Challenges** | **Remedial Measures** |
| The contractor’s slow rate of progress  | The contractor was issued with two contractual notifications highlighting slow rate progress. The contractor has not increased productivity therefore, this contract is currently following the termination process within the department. The annual contract ZNT4198 has been planned and submitted to the department for approval, should the current contract be terminated, in order to complete the remaining works on P711 between Km 9.080 to Km 14.080. |
| The unmarked grave sites within the road reserve | Ongoing consultation with local community members |
| The relocation of ilembe water main affects approximately 1,2km of the existing road.  | The contractor has been instructed to provide a programme of works in order to complete the relocation. |
| Community Protests due to non-payment to sub-contractors by the main contractor | Ongoing engagement with the main contractor and community at PLC and special meetings. |

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|  |  |
| --- | --- |
| **Challenges** | **Remedial Measures** |
| The contractor’s slow rate of progress  | The Contractor was issued with two contractual notifications highlighting slow rate progress. The contractor has not increased productivity therefore, this contract is currently following the Termination process within the Department. The annual contract ZNT4198 has been planned and submitted to the Department for approval, should the current contract be Terminated, in order to complete the remaining works on P100. |
| The relocation of external services within the road reserve | Ongoing consultation with external service providers |
| Community Protests due to non-payment to sub-contractors by the main contractor | Ongoing engagement with the main contractor and community at PLC and special meetings. |
| The maximisation of CPG opportunities in a contract that does not have a CPG allocation due to the tender being advertised in 2015 and engagement with the respective local business forums | This is being addressed through PLC meetings and ongoing discussions with the contractor. |