**36/1/4/1/201500280**

**NATIONAL ASSEMBLY**

**FOR WRITTEN REPLY**

**QUESTION 3311**

**DATE OF PUBLICATION IN INTERNAL QUESTION PAPER: 28 AUGUST 2015**

**(INTERNAL QUESTION PAPER NO 34-2015)**

**3311. Mr M G P Lekota (Cope) to ask the Minister of Police:**

Whether, in respect of SA Police Service (SAPS) members serving at border posts, the Government has taken proactive and decisive steps to ensure that (a) adequate accommodation is made available to all SAPS members close to where they work, (b) proper offices with necessary equipment are available to them to work from, (c) shelters are provided for trucks to be inspected in unfavourable weather conditions, (d) the improved garage turnaround plan will result in a faster turnaround time for the servicing of SAPS vehicles and (e) the integrity and honesty of the SAPS is constantly subjected to a variety of checks to weed out corrupt SAPS officers; if not, why not, in respect of each of the above; if so, what are the relevant details in respect of each case during the period 30 June 2010 to 30 June 2015?

NW3924E

**REPLY:**

1. Residential Accommodation requirements for SAPS members serving at border posts are submitted via the SAPS User Asset Management Plan (UAMP) to the Border Control Operations Co-ordination Committee (BCOCC) at Department of Public Works for the provisioning of the required accommodation.
2. Office Accommodation requirements for SAPS members serving at border posts are submitted via the SAPS User Asset Management Plan (UAMP) to the Border Control Operations Co-ordination Committee (BCOCC) at Department of Public Works for the provisioning of the required accommodation.
3. Yes, the approach with regard to provision of shelters is catered in the collective budget that prioritizes the rebuilding of the ports. It must be further mentioned that apart from the rebuilding process, there is also a Repair and Maintenance Programme (RAMP) for all ports in order to deal with day to day challenges and that programme is also financed and budgeted through the collective budget from Treasury.

(d) Yes.

The National Management Forum took a decision that all SAPS garages must fall under Divisional Commissioner: Supply Chain Management in order to improve the availability of vehicles for policing purposes. A turnaround strategy has subsequently been put in place by the SAPS and lengthy procurement processes were shortened and capacity was increased at the garages in terms of infrastructure (e.g. purchasing of diagnostic equipment, hoists and specialized tools).

Spare parts stores were also established in all SAPS garages with fast moving spares.

A contract for spare parts was also awarded nationally in 2014 for the supply and delivery of vehicle spare parts but the SAPS does not solely rely on the spare parts contract to ensure an operable vehicle fleet. It also makes use of the following methods to not affect the downtime of the SAPS vehicles:

 • Purchase vehicle body parts on the three (3) quotation basis;

 • Repairs to drive line units in terms of contract 19/1/9/1/38TV (11);

 • Outsourcing of repairs on a strip and quote basis to single source suppliers;

 • Obtaining parts from the vehicle manufacturer’s agents;

 • Utilizing of serviceable parts from SAPS vehicles already boarded (“cannibalizing”), and

 • Maintaining vehicles in terms of contract RT46.

All SAPS garages are expected to ensure that a minimum of 80% or more of the vehicle fleet is available for policing at all times, and it is continually monitored to ensure this target is met or exceeded. The current national vehicle availability ratio is 83.35% average as on 30 June 2015.

It will be very time consuming to collate all the statistics relating to each border post and post of entry where there are SAPS members and vehicles; however the average time spent for SAPS vehicles in the garages for services was two (2) days during the 2014/15 financial year and we are striving to improve thereon and reduce the average to one (1) day.

(e) Since 2010 all members assigned to Border Policing completed the Z204 vetting forms for vetting process, all documents were received and forwarded to the Division Crime Intelligence for vetting processes. Over and above that process, the government departments, through the BCOCC, have collectively arranged with the National School of Government, previously known as PALAMA, for workshops on corruption that included attendance by various ports members.

Cases of corruption against members at Ports of Entry during the period 30 June 2010 to 30 June 2015 is as follows:

**CORRUPTION CASES APRIL 2010 - MARCH 2011**

|  |  |  |  |
| --- | --- | --- | --- |
| **Name of Ports**  | **Case No**  | **Members involved**  |  **Outcome of Case** |
| Beitbridge | 170/02/2011 | 1 x SAPS Official | Withdrawn |
| ORTIA | 54/08/2010 | 1 x SAPS Official | Filed  |
| 200/06/2010 | 1 x SAPS Official | Filed |
| Kopfontein | 27/04/2010 | 1 x SAPS Officials | Remanded 2015-08-05 |
| Durban Harbour | 98/11/2010 | 1 x SAPS Officials | Not guilty |

**CORRUPTION CASES APRIL 2011 - MARCH 2012**

|  |  |  |  |
| --- | --- | --- | --- |
| **Name of Ports**  | **Case No**  | **Members involved**  |  **Outcome of Case** |
| ORTIA | 56/06/2011 | 1 x SAPS Official | Withdrawn |
| Golela | 226/05/2011 | 1 x SAPS Official | Withdrawn |
| 305/06/2011 | 1 x SAPS Official | Not guilty/Acquitted |
| Durban Harbour | 201/11/2011 | 2 x SAPS Officials | Fine R2 000.00 |
| OR Tambo | 202/11/2011 | 2 x SAPS Officials | Not guilty |
| Durban Harbour | 89/01/2012 | 4 x SAPS Officials | Withdrawn |

**CORRUPTION CASES APRIL 2012 - MARCH 2013**

|  |  |  |  |
| --- | --- | --- | --- |
| **Name of Port**  | **Case No**  | **Members involved**  |  **Outcome of Case** |
| ORTIA | 36/07/201251/11/2012 | 1 x SAPS Official 3 x SAPS Official | Guilty- imprisonmentGuilty- fine |
| Beit Bridge | Musina 303/06/2012 | 1 x SAPS member  | Not guilty |
| Jeppes Reef | Schoemansdal 82/11/2012 | 1 x SAPS Member  | Withdrawn |
| Durban HBR | Maydon wharf 13/12/2012 | 2 x SAPS Official | Not guilty |

**CORRUPTION CASES APRIL 2013 - MARCH 2014**

|  |  |  |  |
| --- | --- | --- | --- |
| **Name of Port**  | **Case No**  | **Members involved**  |  **Outcome of Case** |
| Beit bridge | 299/12/2013405/12/2013406/12/2013 | 1 x SAPS1 x SAPS1 x SAPS | Not guiltyGuilty/ Imprisonment/ Fine Withdrawn |
| Jeppes Reef | Schoemansdal 16/07/2013 | 1 x SAPS | Withdrawn |
| KSIA | 37/07/2013 | 1 x SAPS | Booked out to Senior State Prosecutor 2015-05-19 |
| Van Rooyens | Wepener 77/02/2014 | 1 x SAPS | Withdrawn |

**CORRUPTION CASES APRIL 2014 - MARCH 2015**

|  |  |  |  |
| --- | --- | --- | --- |
| **Name of Port**  | **Case No**  | **Members involved**  |  **Outcome of Case** |
| Beit Bridge | Musina 287/05/2014 | 4 x SAPS Members | Withdrawn 2014-08-29. |
| Durban Harbour | Maydon Wharf 16/11/2014 | 2 x SAPS Members | 1 member resigned and the other member to appear in court. Docket with IPID. |
| Vioolsdrift | 08/06/2014 | 1 x SAPS Member | Still under investigation. |
| ORTIA | 160/09/2014 | 2 x SAPS Members | Withdrawn |
| Pafuri | Masisi 50/02/2015 | 3 x SAPS Members | Booked to court 2015-03-27; no further status |