

EXECUTIVE SUMMARY

OKUFINGQIWE

The provision of Local Roads to serve rural communities which were neglected in the past is a new initiative of the KwaZulu-Natal Department of Transport. The objective of this initiative is through the provision of road infrastructure to facilitate and provide opportunities for the social and economic development of rural populations. The KwaZulu-Natal Department of Transport recognises that the building of road networks and their maintenance usually constitute the largest single capital investment made in rural development. However the absence of a road network does constrain the delivery of all other services. As such access roads have a considerable impact on the social, cultural and economic life of resource-poor people. Not only do they provide access to markets, services, employment, business development, transport and communication, they improve personal mobility, crisis management, world view and quality of life.

To inform this initiative the Department of Transport established a multi disciplinary team known as the CARNS Consultants Group which was tasked with the following:

- a. to scientifically verify and map the extent of local road needs
- b. to make recommendations on the prioritisation of needs at both a provincial and district by district level
- c. to investigate the potential role of SMMEs in the road construction industry

Ukwenza imigwaqo Yemiphakathi ukuba isize ezindaweni zasemakhaya ebezinganakiwe ngesikhathi esedlule kuyisiqalo esisha esenziwa uMnyango weZokuthutha KwaZulu /Natal. Inhloso yalesisiqalo ukwenza isakhiwo esizosiza sivule amathuba ngakwezenhlalo kanye nokuthuthukisa umnotho kwimiphakathi yasemakhaya. UMnyango WeZokuthutha lapha KwaZulu/ Natal uyabona ukuthi ukwakha imigwaqo futhi iphinde inakekelwe kukhulisa umnotho ngqo ngentuthuko emakhaya. Kodwa-ke ukungabikho kwemigwaqo kukhulisa intuthuko kuyoyonke imikhakha. Ngokubuka imigwaqwana yasemakhaya inegalelo ngakwezanzhlalo, nasempilweni yabantu abampofu. Leligalelo alivuli nje kuphela izimakethe, imisebenzi, ukuthuthukisa amabhizinisi, ukuthutha nokuxhumana, lisiza futhi ekuthuthukiseni imiphakathi ikwazi ukuzixazululela izinkinga zayo, kushintshe imibono futhi kuthuthukise impilo yonke yesintu.

Ukuqhubekisa lesisiqalo uMnyango weZokuthutha usuwakhe isigungu esaziwa ngokuthiwa yi CARNS (Community Access Roads Network) Isigungu esimele ukwakhiwa kwemigwaqo yemiphakathi. Isigungu songoti be CARNS sanikwa lemisebenzi elandelayo:

- a. Ukucacisa nokuveza emephini izidingo zemigwaqo yasemakhaya.
- b. Ukwenza iziphakamiso ngokudingeka kwemigwaqo ngokweSifundazwe nangekwezigidodi ngezigidodi.
- c. Ukuphenya ngosomabhizinisi abasafufusa nabaphakathi nabakhulu ngasekwakhiweni

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- d. to investigate and make recommendations on the most cost efficient and socially efficient methods for road construction and maintenance
- e. to include a development perspective within the assessment of need
- f. to establish local organisational capacity to assist the Department in planning and implementing road construction and maintenance programmes.

CARNS conducted desktop studies as well as field inspections with community representatives to assess the lengths, populations and facilities which would be served by local roads. To identify which roads would have the most effect on rural, social and economic upliftment CARNS established the community development index and economic potential of each Magisterial District within KwaZulu-Natal.

Cross tabulations on perceived priority needs, HDI and economic potential provided the necessary database to inform the Department on which local roads provision would provide maximum impacts. The type of impact road provision would have on communities further informs the most appropriate construction and maintenance mix between labour intensive and mechanical methods. In this way the CARNS study resulted in CARCAM 2000 (Community Access Road Construction and Maintenance 2000). CARCAM 2000 has the following objectives:

- To access rural communities to Provincial and National road networks through appropriate rural road provision and maintenance,

kwemigwaqo.

- d. Ukuphenya nokwenza iziphakamiso ngendlela enamanani aphantsi nendlela engcono yokwakha imigwaqo nokuyinakekela.
- e. Ukufaka indlela yentuthuko ezidingweni zomphakathi.
- f. Ukuthola ukuthi izinhlangano zemiphakathi zinamandla mani ekusizeni uMnyango ekupulaneni nasekwakheni imigwaqo nasezinhlelweni zokuyinakekela.

I CARNS yabe isiyenza uphando yaze yayozibonela yona ngamehlo isimo semigwaqo emiphakathini ukuyobona inani nobude bemigwaqo edingekayo, ubuningi babantu kanye nezakhiwo ezinjengezikole izitolo nemitholampilo nokunye okuzosizakala ngokwakhiwa kwemigwaqo. Ekubhekeni ukuthi ngemiphi imigwaqo ezoba nosizo ekuthuthukiseni imiphakathi yasemakhaya ngokomnotho nangokwempilo I CARNS yaqopha izinga lokukala intuthuko yemiphakathi (Human Development Index) noma i (HDI) namandla omnotho ongase wenziwe kuleso naleso sifunda esingaphansi kwemantshi kwaZulu/ Natal.

Uma sekuxilongwa ngezidingo ezisemqoka, neyadi lokukala intuthuko kwenza kube lula ukutshela uMnyango weZokuthutha ukuthi imiphi imigwaqo ezokwazi ukuba negalelo elikhulu. Uhlobo lwegalelo ukwakhiwa kwemigwaqo okuzoba nayo emiphakathini nokuthi yakhiwe kanjani kusiza ekwaziseni ukuthi kungasetshenziswa yiphi indlela engcono, esingathi nje kudingeka izikhwepha noma imishini kumbe kuxutshwe izikhwepha nemishini na? Ngalandela loluphenyo lomgwaqo luveze ukuthi luselude ukhalo, kwavela uhlelo olubizwa nge-CARCAM 2000 (imigwaqo yasemakhaya ezokwakhiwa inakekelwe kuze kube unyaka ka-2000). Uphenyo lwe CACRCAM 2000 lunalemigomo elandelayo :

- To create employment opportunities,
 - To create effective communication channels with stakeholders,
 - To consult stakeholders in the prioritisation of road needs within the framework of a coherent road network,
 - To support emerging road building and maintenance contractors,
 - To support emerging business entrepreneur / co-ops in transport and road construction related industry,
 - To support emerging consultants,
 - To maximise financial benefits and assets to communities, and
 - To create an awareness of career opportunities within the transport and construction industry for rural youth.
- Lwenzisa imiphakathi yasemakhaya ukuba ixhumane, nesiFundazwe, noZwelonke ngemininingwane yemigwaqo yasemakhaya ukuze yakhiwe futhi inakekelwe.
 - Ukuvula amathuba emisebenzi.
 - Ukuvula izintuba eziqinile zokuxhumana nabaphathi nabakhi bemigwaqo.
 - Ukuthintana nabaphathi ngokubonisana ngokuthi kuzoqalwa ngayiphi imigwaqo kuhambisane nenqubo yemigwaqo jikelele.
 - Ukusekela imigwaqo emincane eyakhiwayo nezinkontileka ezisafufusa.
 - Ukweseka osomabizini abasafufusa nensebenziswano kwezokuthutha kanye nokunye okusondelene nemigwaqo.
 - Ukweseka oNgoti abasakhula.
 - Ukusebenzisa imali ngendlela efanele kanye nezinto zomphakathi.
 - Ukuvula amehlo ngemfundo yezomigwaqo neyezinkontileka kwintsha yasemakhaya.

Before the commencement of CARNS it was estimated that the backlog of Community Access Roads in the Province was 17 000 km. However there was no formal data to justify this figure nor to establish which roads were more pregnant with consequence.

The CARNS study received 3 370 applications for access roads. The total length of road applied for was 11 421 km. Significantly 46% of the roads applied for were needed to serve schools, 18% to serve clinics and 13% to serve both clinics and schools. Clearly the provision of these roads is a priority for both the Department of Transport and communities.

More alarming is the identification of densely settled populations (more than 2000 people) who are relatively land locked. The Department's priority is to link these settlements to an established road network. This alone will require the construction and upgrading of

Lungakaqali uhlelo lwaka CARNS imigwaqo eyayingasetshenziwe yayibalelwa kwi 17000 km. ubude. Kodwa -ke kwakungekho okubhalwe phansi okusemthethweni okubonisa lokhu futhi kungekho okushoyo ukuthi imiphi imigwaqo edinga iqaliwe. Uphenyo lwaka CARNS lwathola izingcingu 3 370 zemigwaqo yasemakhaya. Ubude bemigwaqo eyayiceliwe isihlangene yayingu 11 421km ubude. Kuye kwacaca ukuthi ingxenye engu- 46% yezicelo yayifanele isize izikole, engu 18% isize imitholampilo nezikole. Empeleni ukwakhiwa kwalemigwaqo kube umthwalo womnyango weZokuthutha nowoMphakathi.

Okwethusayo okwavela ukuthi kunabantu abaningi abevile Ku 2000 asebehlale isikhathi eside beminyene. Umthwalo wo Mnyango kwaba ukuhlanganisa lemiphakathi nezinhlelo zemigwaqo

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3 108kms of road at a total cost of R280m. To access community schools and clinics to an established road network will require a further budget of R272m.

A technical and cost review has been undertaken of road maintenance systems used for Local Roads elsewhere in Africa, including the 'lengthman', labour based contracts, 'entry level plant', and 'subsidised maintenance by communities' systems. Based on the experience of earlier programmes in the former KwaZulu, and a detailed cost analysis, it has been concluded that a development programme should be initiated for emerging contractors, who will be given the responsibility of maintaining all gravel roads in their areas.

With initial formal and informal training in the utilisation of labour and equipment, followed by technical, financial and administrative skills, the emerging contractor will become able to tender for 'entry level plant' contracts. This process must become the main emphasis of the programme.

The construction and maintenance of these priority roads alone can create 68 000 additional jobs and opportunities and inject over R200m into rural and deep rural areas in the form of wages and strong support for the rural commercial sector. CARNS has identified the most cost efficient and socially efficient investment strategy District by District in KwaZulu-Natal in terms of the provision of local roads.

Investments in road infrastructure if properly managed can contribute significantly to rebuilding the fabric of rural society, generating

eyakhiwayo. Lokhu nje kukodwa kusho ukuthi kuzodinga kwakhiwe imigwaqo engama khilometre angu 3 108 ngemali engu R280,000,000 million. Ukwenza izikole nemitholampilo ukuba kube sezingeni lemigwaqo efanele kuzofuna imali engaphezu kuka R272,000,000.

U buchwepheshe kanye nokubheka izimali kwenziwe ngasohlangothini lokunakekela imigwaqo yasemakhaya kuthathwe kwaqhathaniswa nokwenziwa kwezinye izindawo e Afrika. Kuthathwe kwaqhathaniswa ububanzi bomgwaqo, izinkonteleka zezandla nosomabhizinisi emigwaqweni nosizo lomphakathi. Lonke lolulwazi lwezinhlelo kuhlange nezezaziwe uHulumeni waKwa Zulu, luye lwacutshungulwa ngokwamanani, kwavunyelwana ukuthi makwakhiwe uhlelo lwentuntuko losomabhizinisi abasafufusa kunakekelwe yonke imigwaqo yasemakhaya.

Osomabhizinisi abancane bazokwazi ukudweba (ukuzezenzela) amatender bangenele ukuba ngabenzi bemigwaqo besebenzisa amathuluzi abo. Lokhu kuzokwenzeka ngenxa yoqeqesho abazolunikezwa. Bazokwazi nokuqasha abasebenzi futhi baqashe nemishini yokusebenza emigwaqweni. Bazofundiswa nokuphatha izimali.

Ukwakhiwa nokunakekelwa kwemigwaqo yasemakhaya kukodwa kungavula amathuba emisebenzi elinganiselwa ku 68,000 kuphinde futhi kufake imali engaphezu kuka 200,000,000 ngemiholo nangokwesekwa kwabahwebi ezindaweni zasemakhaya. Uphenyo luka CARNS seluveze indlela engcono yokusebenzisa imali ngenzuzo izigodi Kwa Zulu/ Natal ngokwakha imigwaqo yasemakhaya.

Ukufaka imali ngenzuzo ekwakheni izikhungo uma kusebenze kahle kuzoba usizo ekuvuseleleni

increased revenue as well as investor awareness of opportunities and confidence in the rural sector.

The Department of Transport is now committed to an informed programme of roads for rural development which is designed to end the physical, social and economic isolation of rural populations. The Department recognises that the vast majority of South Africans, especially rural people, encounter serious barriers to participation in programmes which could result in their social and economic upliftment. Within KwaZulu-Natal significant barriers to entry and improving productivity are reflected in the very low HDI measurements for rural populations. For some districts in KwaZulu-Natal the HDI is one third of that of our national index. The Department has therefore embarked on a programme to assist communities to develop the organisational capacity in rural areas through which it could effectively channel its commitment and consultation. These are known as Rural Road Transport Forums (RRTFs) and are founded in civil society.

In establishing these Forums the Department of Transport recognises the importance of infrastructural development in restructuring opportunity and effectively moves social analysis and community consultation upstream in project recognition and design.

It is anticipated that CARCAM 2000 will extend into CARCAM 2005.

In "Key Indicators of Poverty in South Africa" the RDP authors draw attention to South Africa having a gini-coefficient of 0,61. This coefficient

imiphakathi yakithi ehlakazekile. Kuzoveza izithelo kuphinde futhi kuvule amehlo ngokufaka izimali, nokuvula amathuba nokuziqhayisa kwimiphakathi yasemakhaya.

Umnyango WeZokuthutha uzimisele ukwakha uhlelo lokuthuthukisa imigwaqo yasemakhaya okuzoqeda ubuphofu kwezenhlalo nakwezomnotho. Lokhu futhi kuzokwenza ukuba imiphakathi yasemakhaya ingakhishwa inyumbazana kwezomnotho. Umnyango WeZokuthutha usubonile ukuthi imiphakathi eminingi yasemakhaya iba nezinkinga ekufakeni izandla ezinhlelweni ezingaba usizo ekuyithuthukiseni kwezenhlalakahle nakwezomnotho. Izilinganiso ezenziwayo zokukala ukuthuthuka kwemiphakathi (HDI), emiphakathini yasemakhaya, zibonakalisa ukuthi lapha kwaZulu/Natal kunezihibe eziningi ezivimba ukuba kukhiqizwe ngendlela egculisayo. Kwezinye izilinganiso ze HDI zincane kabi uma ziqhathaniswa nezinkazwelonke emiphakathini yasemakhaya. Ngakhoke uMnyango Wezokuthutha usuqale uhlelo lokusiza imiphathi ukuba izakhele izinhlangano zokuyithuthukisa. Lezizinhlangano noma izigungu zizosiza ekuxhumaniseni imiphakathi noMnyango, zihlanganise nemiphakathi yona uqobo ukuze kube khona ukusebenzisana ngokubambisana. Lezizinhlelo zaziwa ngokuthiwa Izigungu Zokwakha Imigwaqo Yasemakhaya (Rural Road Transport Forums).

Ekwakheni lezizigungu uMnyango WeZokuthutha ubona kubalulekile ukuthuthukisa izakhiwo ezinjengemigwaqo, amabhuloho, izikole nemitholampilo. Lokhu kuzovula amathuba futhi kuhlanguke imiphakathi ekwakheni amaprojects nokunye okuzosiza imiphakathi. Loluhlelo lokwakha imigwaqo yemiphakathi kubhekeke ukuba luzodlula kunyaka ka 2000 luze lufezeke ngonyaka ka 2005.

measures relative inequalities within countries and South Africans rating makes it the second worst performer in the World. In South Africa the poorest 40% of households (53% of population) consume less than 10% of total consumption while the richest 5.8% of households consume more than 40% of total consumption.

The KwaZulu-Natal Department of Transport has the infrastructure, the experience, knowledge of industry and the commitment to address our historical legacy.

Through CARNS we now have a blueprint to judge if we are indeed making a difference.

Ababhali be RDP bathi uma bebheka izinkomba zobuphofu umahluko phakathi kwabampofu nabacebile (Gini Coefficient) ulinganiselwa kumaphesenti angu 61. Lokhu kusho ukuthi uma kuqhathaniswa abampofu nabacebile umahluko mukhulu ngokumangalisayo. Kumazwe omhlaba iSouth Africa ingeyesibili lapho lomahluko phakathi kwamampofu namacebile umkhulu kangaka. E South Africa inani lamaphesenti angu 40 emindeni empofu kakhulu (lokhu kusho amaphesenti angu 53 wabantu baseSouth Africa) isebenzisa amaphesenti angu 10 kuphela omnotho wezwe, kanti abacebe kakhulu abalinganiselwa emaphesentini angu 6 kuphela ezweni basebenzisa amaphesenti angu 40 omnotho wezwe.

UMnyango Wezokuthutha Kwa Zulu/ Natal unezakhiwo, nolwazi lwezimboni nokuzimisela ukuqeda ukuhlupheka osekukhungathe imiphakathi iminyaka ngeminyaka.

Ngokwenqubo ka CARNS sinomhlahlandlela wokubheka ukuthi umehluko uyenzeka yini.