



# FS EXCO presentation

## Transversal Agricultural issues

FSAgri Presentation – Dr Jack Armour

FS Prov Gov. EXCO

18 May 2022

### FS Agriculture delegation:



- **Friedl von Maltitz** – S03 Sesotho, Ficksburg – ***Vice President  
& Rural Development committee chair***
- **Kempen Nel** – S17 Letsemeng, Jacobsdal – ***Commercial  
& Natural Resources Committee's Chair***
- **Jakkals le Roux** – S11 Nala, Wesselsbron – ***Rural Safety Committee Chair***
- **Dr Jane Buys** – FSA Rural Safety crime analyst
- **Dr Jack Armour** – FSA Commercial Manager



## Who are we *and* who are we not?

- FS Agriculture represents over 3000 **commercial farming** entities – black & white, male & female, young & old, family farm or corporate
- We are an **independent agricultural sector association** that voluntarily affiliates to AgriSA.
- We have over 120 **independent farmers associations** that affiliate to us at grass roots level – our eyes on the ground
- Our **board** consists of:
  - 20 Municipal area representative farmers, President & Vice & office managers
  - 6 commodity association representative farmers (RPO *Red meat*, GrainSA, NWGA *Wool*, PotatoesSA, DPO *Drybean* & WRSA *Wildlife*)
  - 4 Agribusiness representatives (VKB, OVK, SENWES, GWK)
  - **Manco 5 district representatives, Pres. & Vice, CEO & co-opted members**



## Main transversal issues:

- **Rural Safety**; farm murders, stock theft, crime, SAPS service
- **Rural Infrastructure**; roads, rail, energy, telekoms (poor signal)
- **Natural disaster**; floods, veld fires, locusts, ... Climate change - DMA
- **Bio-security**; Foot & Mouth Disease, Swine fever, Avian flu, etc. *OBP vaccines*
- **Rising Inputs costs**; fuel, fertilizers, electricity, labour, technology, ...
- **Policy security**; every changing plans, **#EWC, bureaucratic red tape**
- **Acknowledgment, dignity & respect**; “Batho Pele” for farmers and farmworkers – declining rural service – labour relations
- **Unemployment**; drain on fiscus through social grants & impact on economy & through hopelessness, crime, drugs and syndicates – *labour laws*
- **Service delivery protest**: lack of access to basic services – rural housing / plot availability for migrating farm dwellers – *ESTA/PIE*

## Root Causes & Common Concerns:



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Free State Agriculture  
Tsa Temo Freistata

*"Fatherless homes are a national scourge in South Africa.*

*Rising crime and violence are driven by fatherlessness.*

*Research indicates that gangsterism, prostitution, teen pregnancies, drug and alcohol abuse, school drop-outs and sexual crimes are all [linked to fatherless homes](#)."*

– Family Policy Institute

Child support grants, however necessary, have perpetuated matriarchal societies – we urgently need to give jobs to fathers!

Dignified "pick and shovel" jobs for entry level unemployed vs. EPWP??

Free education = too much book knowledge and no practical experience



## FS Roads Systemic problems

and potential of massive roads infrastructure projects for Job creation



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Free State Agriculture  
Tsa Temo Freistata

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## Intro - Roads:



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Free State Agriculture  
Tsa Temo Freistata

*Good roads, canals, and navigable rivers, by diminishing the expense of carriage, put the remote parts of the country more nearly upon a level with those in the neighboring town. They are upon that account the greatest of all improvements.*

ADAM SMITH, *The Wealth of Nations* (1776)

**Good roads reduce transport costs promoting equality between rural and urban areas and are thus the greatest of all improvements**

An efficient road system gives a country a competitive edge in moving goods economically. Conversely, lack of accessibility or poor road conditions are barriers to agriculture, industry and trade, and may hinder the entire development effort. **& JOB CREATION potential**

*Nevertheless, the contributions of transport to national development may be difficult to quantify in economic terms. (Queiroz, 1992)*

	<b>PAAIE</b> LejweDM VL Groep Uys van Heerden (Allanridge LV): S86	8:26 am
	<b>PAAIE</b> ThaboMof VL Groep ✓ <a href="https://www.netwerk24.com/netwerk24/nuus...">https://www.netwerk24.com/netwerk24/nuus...</a>	yesterday
	<b>PAAIE</b> FelizeDabi VL Groep Fanie van Rensburg SASOL PAAIE: Dankie oom J...	Friday
	<b>PAAIE</b> Motheo VL groep LOMBARD, WJ Willie: 📞 1:28	Friday
	<b>PAAIE</b> Xhariep VL Groep Kempen (Anneline): Hier is Rietrivier Boereveren...	Friday
	VS <b>paaie</b> projek ✓ <b>Streekverteenwoordigers:</b> Lys asb. elk hier ...	Friday
	VL <b>PAAIE</b> sub-Komitee Kempen (Anneline): 📷 Photo	Thursday

## What we are doing? Road reporting:



Vrystaat Landbou  
Free State Agriculture  
Tsa Temo Freistata

### 5x Roads District WhatsApp groups

- “Virtual Roads Board” consisting of:
  - Farmer Association Roads Representatives
  - Mr Vincent Ntaka
  - District Roads Superintendent
  - District Roads Engineer
  - District Licencing office director
  - FSAgri Municipal Area Representatives (SV’s)
- Success??
  - Very little if no feedback form officials

## Request for info:

My Ref: 3914

18 November 2021

  
 Vrystaat Landbou  
 Free State Agriculture  
 Tsa Temo Freistata

Ndabenhle 4. Ndabehle 31  
 Bloemfontein  
 3001  
 051 444 4806  
 081 444 4818

**TO:**

1. The Head of Department: Police, Roads and Transport, Free State Province  
Perm Building  
45 Charlotte Maxeke Street  
Bloemfontein, 9301
2. The Director: Roads Maintenance  
Free State Department of Police, Roads and Transport  
Medforden Building  
125 Al Andrews Street  
Bloemfontein, 9301

**CC:**

3. The MEC: Police, Roads and Transport, Free State Province  
ADRES: Nandipha Duma, PA to MEC Bulwane  
DumaA@freestate.gov.za: nandiduma7@gmail.com

**RE:** BUDGET AND MAINTENANCE PLAN FOR MAINTENANCE REPAIR AND UPKEEP OF ROADS IN THE FREE STATE PROVINCE – 2021/2022

25 February 2022

THE MEC: POLICE, ROADS & TRANSPORT  
45 CHARLOTTE MAXEKE STREET  
BLOEMFONTEIN

Cc: The Honourable Mr KW Bulwane

**BY E-MAIL:** [DumaA@freestate.gov.za](mailto:DumaA@freestate.gov.za)  
[nandiduma7@gmail.com](mailto:nandiduma7@gmail.com)

Cc: Mr Robinson Thekiso  
The Head of Department: Police, Roads & Transport  
Perm Building  
45 Charlotte Maxeke Street  
BLOEMFONTEIN

**BY E-MAIL:** [thekiso@freestate.gov.za](mailto:thekiso@freestate.gov.za)

Dear Sir

MAINTENANCE, REPAIRS AND BUDGET SPENDING IN RESPECT OF  
ROADS IN THE FREE STATE PROVINCE



Vrystaat Landbou  
Free State Agriculture  
Tsa Temo Freistata

Ndabenhle 4. Ndabehle 31  
Bloemfontein  
3001  
051 444 4806  
081 444 4818

## Request for info - Letters written:

- POA Implementation Plan
- Monthly Maintenance Performance
- Road blading schedules
- Number of working Graders & grader operators
- Stats on accident claims submitted
- **Road safety audits:** South African Road Safety Strategy 2016 states that road safety audits should be made compulsory by all road authorities.



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## Problems - FS Strategy to address?:

- Yellow fleet
  - Graders – how many working? Police vans at state garage! →
- Overspending on top level salaries
  - **R140mil over spending on salaries!**
  - To few grader operators, no pick and shovel workers to open drains
- Effective and efficient spending of budget
  - **R107mil / R194mil ? Grant Funds for roads returned to treasury for underspending!!**
- Treasury matching share of FS Budget
  - FS budget cut so treasury budget cut!?
- **2022 budget for gravel roads cut from R120mil to R50mil!?**



## National treasury response to FS RE Grant funding:

**Provincial Roads Maintenance Grant - the Provincial Roads Maintenance Grant allocation is insufficient to maintain and upgrade provincial roads within the Free State Province. Road infrastructure is key in resuscitating economic opportunities and provincial government need to make more funds available to invest in road infrastructure.**

It is also important to note that the Provincial Roads Maintenance Grant is a schedule 4 grant, which means that it is a grant that is meant to supplement the provincial budget on road maintenance. Provinces are expected to fund the construction of new roads from their own budget and supplement the cost of maintaining and upgrading these roads through the grant.



## Quality enforcement:



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### THE UPGRADING OF SCHONKENVILLE TO KOPPIES GRAVEL ROAD S23 & S79 TO SURFACED STANDARD

- **Volume 2:** The **COLTO Standard Specifications** for Road and Bridge Works 1998, issued by the Committee of Land Transport Officials which the tenderer shall purchase himself / herself (see Note 2 below).
- **Volume 3:** The **SARTSM regulation** for Road Signs and Road Marking Manual.
- standards accepted by the department as per the **TRH20 manual?**
- *5 contractors who couldn't compete their work to standard??*

## Further Presentation layout:



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Free State Agriculture  
Tsa Temo Freistata

1. Problems of maintenance and repairs on **Gravel roads**
  - a) Economic costs to farmers!
2. Problems of maintenance and repairs on **Tar roads**
3. **Systemic problems within the department**
4. Proposed Solutions

# Incorrect blading of Gravel Roads:

*independent roads engineer report*

## **PROBLEMS:**

- **Berms** – Grader makes berms on each side of the road when blading, resulting in roads being the storm-water channel (during rain events)
- **Blocked culvert pipes** – water building up against the road and then overflowing onto the road.
- **Wearing coarse (the top 150mm of gravel)** is eroded by the water flowing in the road. This is evident by all the culvert pipes being visible.
- **Base coarse (big rocks and stones)** are visible and cause damage to vehicle tyres
- **Potholes and gully's** are formed because of standing and flowing water on the road surface

## **REASONS:**

- Inexperienced & insufficient **Grader Operators** & logistics (12km per day target)
- No “pick and shovel” **ground crew** opening up waterways and unblocking culverts
- No supervision, performance appraisal and reliable grader provision



# General condition of Gravel (unpaved)

**Roads:** *2nd independent roads engineer report*

Roads are generally in a poor to very poor condition and do not conform to any of the standards accepted by the department as per the **TRH20 manual** to support this statement.

The following issues are noted when driving FS gravel roads, as illustrated by photos under each section:

- Storm-water problems.
- Insufficient cross-fall on the road (shape of the road).
- Excessive corrugated road surface.
- Rutting and deformation of the road surface.
- Loose rocks and gravel on the surface.
- Exposed drainage culverts.
- Lack of a gravel wearing course.

**All of the problems identified and listed above are as a result of poor and insufficient road maintenance.**





## Storm-water problems:



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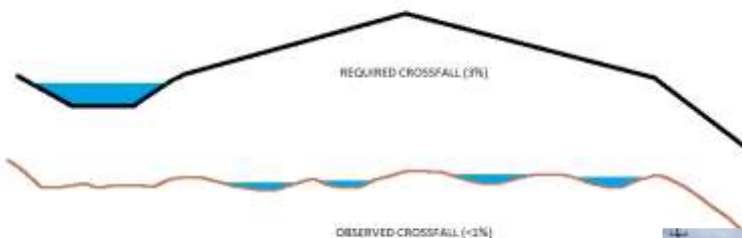
**water ponds inside the road  
indicate poor drainage  
management**



## Insufficient cross-fall on the road (shape of the road)



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**What the road prism should look  
like (*top*) and what was observed  
on the road (*bottom & right*).**

**Clearly nowhere for the water to run  
off too**



## Excessive corrugated road surface:



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**Corrugation is clearly visible, especially on curves where traction and stability are most required.**



## Rutting and deformation of the road surface:



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Tsa Temo Freistata





Loose rocks and gravel on the surface:



Loose gravel and rock pebbles in the form of a windrow between vehicle tracks (*right*) and large rocks in the road (*top*)



Exposed / blocked / bladed-open drainage culverts:



## Result of poor water drainage maintenance!



It is shocking that our public roads have reverted to such a poor state of disrepair! FSA has repeatedly since 2018 and at very high level called for the **filling of the “pick-and-shovel” type jobs to clear waterways, unblock drains and repair broken culverts to divert water away from the roads** - which is not being done hence deep sloods next to roads and in this pic culvert pipes and the road substrate washing away. It's the poor who drive small vehicles and have to rely on public transport who suffer the most!

## Lack of a gravel wearing course:



A gravel wearing course should be at least 150mm to 300mm thick for the traffic load on this road, suitably graded in terms of materials specifications and well compacted with a smooth riding surface. The gravel wearing course should not be allowed to become less than 100mm thick. **Well-graded and well-compacted gravels do not present much gravel loss.**

## Conclusion and Recommendations – Gravel Roads



- The general condition of the Free State roads are in a very poor condition.
- It is unsafe to use the roads and **the likelihood of accidents, which could result in serious injury or loss of life, is high.**
- The poor condition of the roads will result in damage to vehicles, goods or other equipment.
- The lack of maintenance on the road is evident and is the result of the poor condition of the road due to poor maintenance and repairs.

**It is recommended to** involve a knowledgeable entity to assist the department in the way forward.

- Immediate perform spot re-gravelling, reshaping, repairs, and emergency maintenance on the road to make is safe, functioning and prevent further damage to this public asset.
- Draw up a budget and maintenance plan and continuously assess the condition of the road and perform maintenance on the road.
- Regular inspections of the road should be carried out with an inventory of problematic areas and issues to be solved.

## Impact of poor gravel roads: Cost of doing business = profitability



Only one of many trucks getting stuck on the road, no drivable shoulder on the road, and very slippery angled surfaces causes trucks to slip off the road and products loaded pass their expiry dates, and R100 000's of rands are lost daily due to recovery and product losses and damage.



**R200 000 per farmer on average spent on roads repairs / fixing damage / losses as a result of poor roads**



# Municipal service delivery and infrastructure constraints are costly for farmers

Rail and road network, water and electricity supply and the efficient functioning of municipalities need to be addressed to ensure the sector's sustainability

**BL PREMIUM**

06 MAY 2022 - 17:10 by WANDILE SIKHOSHO



## Municipal service delivery and infrastructure constraints are costly for farmers

South Africa is a diverse and viable country of 122 million hectares, but there is a conventional in challenges that farmers and agribusiness raise regardless of the province or municipalities. The challenges of poor service delivery by municipalities and inadequately maintained roads are amongst some of the core issues in every discussion. This past weekend, we joined a discussion in the Free State organised by one of our members, Serreek Group, and these matters were yet again the key points of reflection, along with brutal policy issues of land reform and water use regulations. Given that these hindrances hamper the profitability of many businesses and that resources that could be invested in growth-enhancing activities within farming entities and agribusiness are now increasingly diverted to public services, we will continue to raise these issues for prioritization by the government through our interactions with the Department of Agriculture, Land Reform and Rural Development, and other departments such as Department of Public Works and Infrastructure. As we stated in our previous note, the infrastructure rebuilding process of KwaZulu-Natal after the flooding should be broadened to be a nationwide effort as all provinces face varying degrees of network infrastructure deterioration. Therefore, network industries across the country should be a priority.



SAWERY  
AGRICULTURAL VIEWPOINT

07 May 2022

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# Tar (paved) Roads:



Tar roads:



AgriSA report to media & Minister Transport



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ee State Agriculture  
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AGRI SA / Rural Road Report

Free State



Source: Free State Agriculture

April 24 @ 2022

www.agrisa.co.za

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AgriSA report to media & Minster Transport



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Tsa Temo Freistata



AGRI SA | Rural Road Report

Free State (2)



R34



R48



Ficksburg

Agri SA © 2022

www.agrisa.co.za

Source: Free State Agriculture

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AgriSA report to media & Minster Transport



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AGRI SA | Rural Road Report

Free State roads reported

R5	S1076	S331	S623	R713	S164	S474	S723	S965
R26	S108	S352	S624	R719	S165	S475	S725	S992
R30	S109	S36	S627	R720	S170	S477	S727	S995
R34	S1095	S360	S631	R722	S172	S480	S730	T1021
R47	S1096	S361	S633	R725	S173	S501	S749	T1023
R48	S1133	S365	S634	R726	S175	S502	S764	T1085
R59	S1141	S366	S636	R727	S181	S506	S781	T3191
R64	S1145	S369	S637	R730	S182	S522	S782	T3402
R70	S1196	S374	S64	R1084	S183	S523	S793	T3866
R73	S1197	S38	S644	P35/1	S213	S524	S808	
R76	S123	S384	S67	P7/2	S214	S525	S83	
R505	S1234	S385	S678	P7/3	S232	S532	S830	
R543	S1235	S392	S681	P8/1	S238	S538	S836	
R678	S1238	S397	S682	S10004	S249	S539	S86	
R700	S1267	S403	S69	S1005	S250	S56	S871	
R701	S127	S405	S694	S1009	S252	S576	S876	
R702	S1283	S414	S695	S1015	S256	S58	S882	
R703	S1327	S423	S7	S1021	S263	S584	S927	
R704	S1330	S424	S701	S103	S274	S586	S930	
R705	S136	S426	S703	S1032	S291	S603	S936	
R706	S1409	S444	S708	S1034	S307	S611	S940	
R707	S141	S449	S709	S105	S314	S613	S945	
R708	S1458	S453	S716	S1055	S315	S615	S969	
R709	S160	S465	S718	S106	S316	S620	S979	
R711	S161	S473	S719	S1059	S317	S621	S981	

Source: Agri SA research

Agri SA © 2022

www.agrisa.co.za

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# R30 Allanridge-Bothaville & by-pass S86



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- Delicate situation – needs to stay open for crops being delivered to silos, but closed to general public – there is an alternative route that is not suitable for heavy vehicles delivering crops.  
**NAMPO 16-20 May**

Rumble strips being added to warn road users as well as possible 24 hour stop-go control



## Letter to MEC RE:



09 May 2022

Vrystaat Landbou  
Free State Agriculture  
Tsa Temo Freistata

Postbus 4 Nelsburg  
Nelsburg  
08 54, Bloemfontein 9300  
☎ (011) 444 4609  
☎ (011) 444 4619

To: The MEC – Police Roads & Transport

Mr William Bulwane - [wbulwane@vopdamail.co.za](mailto:wbulwane@vopdamail.co.za)

CC: The Premier's Office - [premier@fspremier.gov.za](mailto:premier@fspremier.gov.za), [twido.ntsingane@fspremier.gov.za](mailto:twido.ntsingane@fspremier.gov.za)

**RE: URGENT REQUEST FOR THE REOPENING OF THE R30**

Dear MEC


Regarding the paralyzing issue of the R30, we are fully aware that this road has already claimed **25 fatalities** and over 50 injuries from accidents since its flooding in the beginning of this year. We are also aware that the road has been raised to well above the water mark into a short stretch of gravel road by Pezuu Plant Hire which with the necessary warning signs, rumble strips and stop / go control should be sufficient to guarantee road safety, yet as per your most recent media report of 25 April, the road will be closed.

1. Closing the road has not solved the accidents happening - last night again (8<sup>th</sup> May) an accident occurred into the sand wall your department has erected across the national road with very poor signage – and on the alternative routes accidents are also occurring.
2. The 17km longer gravel by-pass road is not being sufficiently maintained forcing farmers to have to keep the road passable for the up to 500 road users per day being diverted onto this road. Farmers have been paying the state grader operators – a situation that is totally unacceptable! And now the **farmers threaten to close this road too** saying their families, workers and heavy equipment & other road users that use this road are in danger too because it is being destroyed by the increased passage of other vehicles because of the closing of the R30.
3. The NAMPO agricultural show – expecting 15 000+ visitors per day - takes place from 16 to 20 May – a week after next - pushing up traffic volumes on this road substantially!
4. It is harvest season and farmers need to get their maize and sunflower to the Allanridge silos – the R30 road being closed is an additional huge frustration for the farmers.

**We hence demand an action plan of what is going to be done to open this R30 road as soon as possible!**

On behalf of our affected members,

Yours sincerely,

  
Jack Armour



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## Poor workmanship on tar roads:

- R76 potholes 2mnths after Sedtrade opens rebuilt road!
- (R716) Heilbron-Dennysville and
- (R76) Kroonstad-Steynsrus
- contracts with Sedtrade who are reportedly delivering poor and substandard work?
- No signage and road markings



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## Life threatening Roads!:

e.g. R34 Memel-Vrede  
R103 Warden roads



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R34  
Memel –  
Vrede  
road



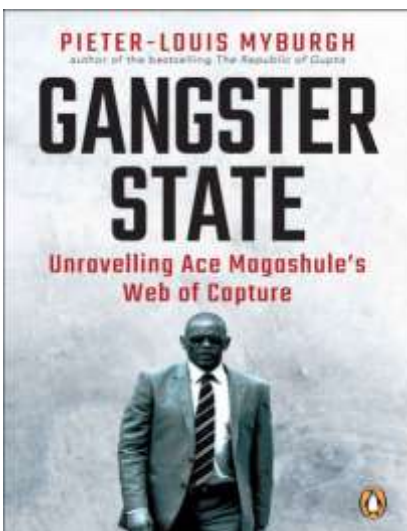
R34 Vrede-  
Memel-  
Bothaspass



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# Systemic Issues:

## Gangster State - Chapter 19: *Paved with gold*



*“No chronicle of Ace Magashule’s contentious career as premier of the Free State would be complete without mentioning the **Province’s Department of Police, Roads and Transport (DPRT)**. A host of sources ranging from former and current top provincial officials to department insiders claim that **the DPRT was at the centre of Magashule’s alleged capture scheme.**”*



## Systemic Issues:



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- **Budget** way too small to ever catch up backlog in repairs
- **Top heavy** bureaucratic structure (*no budget since Dec. except for salaries*)
- **No Roads boards** no more (became political) – yet roads Forums with Taxis??
- Poor management and maintenance of centralised **Yellow fleet**
- Contractor Development Programme (BBBEE / Preferential Procurement ) and EPWP didn't work
- No longer oversight, management and quality & payment control by independent **consulting engineers** (use internal district engineers)
- Too much focus on politics/votes; job creation, gender and youth instead of following a proven scientific and cost effective **professional civil engineering approach**

## Yellow Fleet: *How many working graders in FS?* *How many operators on payroll?*



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Tsa Temo Freistata

- 30 graders parked at the central Yellow Fleet
- 26 have Pistons through the Block – i.e. require new engines - Result of one of the following:
  - Total abuse of the grader through either incompetence or don't care attitude
  - Or deliberate sabotage! Can sit at home and get paid
  - NO oversight / political will / bad management / justify buying more?
- **FARMERS** willing to help with blading schedules (NC model)



# Dept: Roads Budget and top heavy staff



	2020/21	2019/20	2018/19	2017/18	2016/17
Wage bill as % of total budget		30%	30%	28%	26%
staff shortfall (number)	?	236	161	425	243
staff shortfall (%)	?	9.4%	6.3%	14.6%	9.3%


<https://provincialgovernment.co.za/departments/annual/870/2020-free-state-police-roads-and-transport-annual-report.pdf>

Salary band	Average personnel cost per employee (R'000)	No of employees	% wage bill	% staff	% wage bill	% staff
01 Lower skilled (Levels 1-2)	65 509	377	2.9%	16.7%	32%	54%
02 Skilled (Levels 3-5)	285 358	855	29.5%	37.8%		
03 Highly skilled production (Levels 6-8)	409 201	824	40.8%	36.4%		
04 Highly skilled supervision (Levels 9-12)	793 625	176	26.8%	7.8%	68%	46%
05 Senior management (Levels >= 13)	1 239 500	32		1.4%		




# Proposed Solutions:

# Proper Consulting PPP Proposal:



Proposal for the  
Economic Importance of Maintenance and Upgrade of Provincial Roads  
in the Free State Province



Vrystaat Landbou  
Free State Agriculture  
Tsa Temo Freistata


## INTRODUCTION

The Free State Province is situated in the center of the country, sharing borders with 7 other provinces and internationally with Lesotho; thus, referred to as the **"Heart of the Country"**.

Agriculture is a key economic sector for the Free State; 8% of the country's produce comes from the Free State. It contributes directly to around 3% of the country's GDP.

In South Africa 5.2 million people are employed in the agricultural sector. This contributes to over 12% of the South African population employed in the South African agricultural sector. Therefore, agriculture provides a significant portion of all formal employment opportunities in the Free State Province. The road network of South Africa performs the basic yet critical function of providing access and mobility for the execution of economic and social activities. Well maintained roads can enable and catalyse both economic and social development, or on the other hand, under maintained roads block development thereby jeopardising South Africa's growth potential. Agriculture in the Free State relies heavily on an adequate roads network for its economic viability. Due to budgetary constraints and other factors, the maintenance of gravel and paved provincial roads has been neglected for the past 25 years, forcing local communities, businesses and farmers to maintain some of these roads at their own expense.

The Free State has been singled out as one of the provinces with the **WORST MAINTAINED PROVINCIAL ROAD NETWORKS** in South Africa. This reality has had far reaching implications on the road network to fulfil its function and threatens to deepen the negative impact if not addressed as a matter of urgency.



Vrystaat Landbou  
Free State Agriculture

Submitted May  
2020

Full proposal  
and plan  
obtainable from  
[Jack@  
vslandbou.co.za](mailto:Jack@vslandbou.co.za)

# Proper Consulting PPP Proposal:

## CONDITION OF FREE STATE PROVINCIAL ROADS

South Africa's total road network consists of approximately 750 000 kms of road. The Free State province consist of approximately 6 371km of paved provincial roads and 39 150 km of gravel provincial roads.

Road condition surveys in the Free State conducted in December 2011 indicated that the lack of preventative and programmed maintenance resulted in the overall condition of the road network deteriorating to an alarming low state. In 2017, the South African Institute of Civil Engineering scored the provincial paved roads a "D" illustrating they're at risk of failure. Provincial gravel roads were in a relatively worse condition, and hence scored an "E" (unfit for purpose).

The Free State provincial road authorities have allowed the condition of this important assets to decline rapidly. Figure 1 and Figure 2 on page 5 shows the standardised Visual Condition Index (VCI) of the road network.

The bar charts illustrate that approximately 66% of paved roads in the Free State is in a very poor to poor condition, while approximately 70% of the gravel roads are in poor to very poor condition. Only 6% of the Free State provincial road network is in a good to very good condition which operate the required LOS.

This outcome is attributed to a range of factors, including limited human resources to manage the extensive road network, constrained financial resources, the lack of political will and inadequate leadership.



# Proper Consulting PPP Proposal:



Proposal for the  
Economic Importance of Maintenance and Upgrade of Provincial Roads  
in the Free State Province



Vrystaat Landbou  
Free State Agriculture  
Tsa Temo Freistata

## PROBLEM STATEMENT

In the past, Free State Agriculture, including Agri Sa, has implored National and Provincial Government to provide adequate funds for the maintenance of roads; also offering their co-operation.

The Free State provincial roads are in an unacceptable condition and this situation has a detrimental economic impact on Agriculture in the Free State. So much so, that for the last number of years, local farmers have taken it upon themselves to maintain the gravel and paved roads with the resources they have, with minimal support from provincial, district and local levels of government.

It is common knowledge that once the condition of a road deteriorates beyond a certain point, maintenance is not enough anymore; and considerable rehabilitation and re-construction is needed. This is when considerable mechanical and labour input is required, for which in turn significant funds are needed.

This point has been reached in the Free State, where mere maintenance is not sufficient anymore and the local farmers' valiant efforts are in vain. The farmers', their clients' and their suppliers' road user costs are increasing due to damages to their vehicles and equipment. This has resulted in the loss of business opportunities and has ultimately affected the status quo of their operations, limiting the possibility of expanding their enterprises.

This unacceptable condition of the roads directly impacts the Free State economy, the South African GDP and negatively influences the whole supply chain of the agriculture sector in the Free State.



Submitted  
May 2020

## What is expected from a PPP?



Vrystaat Landbou  
Free State Agriculture  
Tsa Temo Freistata

### Farmers / Private sector:

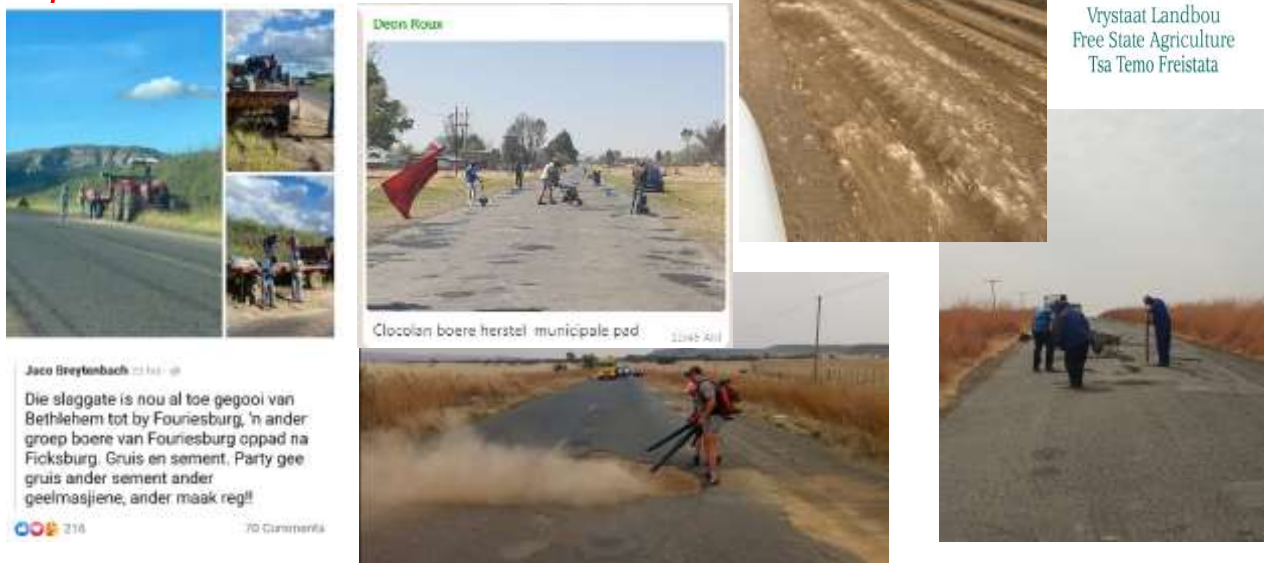
- To be **paid** a market related price for service rendered
- To have an **agile & transparent** system where all know where they stand, fees claimable & processes to follow
- Not always BEE
- As localised as possible

### Dept. Roads:

- To get the farmers / private sector to pay / do it for **free**
- Want **full control** (tenders, subcontracts, CDP, EPWP, etc.) on their terms
- Preferential Procurement
- ??



Farmers fixing roads themselves:  
*Not sustainable – only doing emergency repairs:*



Harrismith farmers fix Township access Route:



**Harrismith District  
Farmers Union & local  
Taxi Association  
assisted the  
Traditional Council**

## Senwes – improving access to silos:

*Geelmasjiene maak paaie gelyk vir Senwes produsente*



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Local Agribusinesses  
assisting to make  
Silo access routes  
accessible

*“Doing yourself better than doing nothing!”*



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## Legal action & Investigations (accountability & M&E):



- **Accountability** for Auditor General findings
- Investigation into drastic staff restructuring, especially at the top to establish an **efficient and effective staffing structure**
- Legality and enforcement of **Manganese truck** rerouting to roads suitable for mine haulage
- Investigation to suitability of **rail** for heavy bulk commodity haulage
- **Tech APP** for logging potholes and measuring time to repair

## FORCED TO DRASTIC ACTION: Farmers & Taxi association taking hands:

Publication: Farmer's Weekly  
Date: Friday, March 23, 2018  
Page: 24

### Spotlight on poor Free State roads

**Media**

More than 76% of the 22 000km of gravel roads in the Free State are in poor condition. **Sabrina Dean** reports.

### Blocked roads at Ficksburg R26



#LifeThreateningFSroads @TreasuryRSA  
#TipsForMinFin #Budget2022 HS Dept, Police  
Roads and Transport say there is no more budget  
till next fin. year - only enough budget for salaries  
of #TopHeavy #BleatedPublicService affects  
#EconomicGrowth & #CostOfDoingBusiness  
@vslandbou

**Social Media**



**News  
Media**

FREE STATE FARMERS CALL ON GOVERNMENT TO FIX ROADS



**Community  
Petition to  
Gov.  
ENOUGH is  
ENOUGH!**



Farmers, Mafube Forum & Taxi association petitioning Gov.

**Blocked roads at Tweeling R26**



**Community Petition to Gov. ENOUGH is ENOUGH!**



Blocking of S86 (alt route for R30):  
*“Farmers fed up with poor service!”*





## References:



- **TRH20 Structural Design, Construction and Maintenance of Unpaved Roads document manual**
- **GELUKSDAM LANDBOU PAD-VERSLAG** Laurens Schlebusch  
[laurens.schlebusch@gmail.com](mailto:laurens.schlebusch@gmail.com)
- **REPORT ON THE CONDITION OF ROAD S127 BETWEEN TROMPSBURG AND SMITHFIELD** Edward Archer [we.archer@gmail.com](mailto:we.archer@gmail.com)
- **PPP PROPOSAL TO ADDRESS FS ROADS** Proper Consulting Engineers, Jan Earle [jan@propercon.co.za](mailto:jan@propercon.co.za)
- **Transport and the economy: Understanding the relationship...and the dangers** [Feb. 14, 2019 Professor Stephan Krygsman.](#)