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<tbody>
<tr>
<td>ASGISA</td>
<td>Accelerated Shared Growth – South Africa</td>
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<tr>
<td>BBEEE</td>
<td>Broad-based black economic empowerment</td>
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<td>BEE</td>
<td>Black economic empowerment</td>
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<tr>
<td>CBD</td>
<td>Central business district</td>
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<td>CDM</td>
<td>Clean development mechanism</td>
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<td>CETA</td>
<td>Construction education and training authority</td>
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<td>CMP</td>
<td>Coastal Management Plan</td>
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<tr>
<td>CTIA</td>
<td>Cape Town International Airport</td>
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<tr>
<td>DBSA</td>
<td>Development Bank of Southern Africa</td>
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<tr>
<td>EPWP</td>
<td>Expanded public works programme</td>
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<td>FET</td>
<td>Further education and training</td>
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<td>GDP</td>
<td>Gross domestic product</td>
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<td>GGP</td>
<td>Gross geographic product</td>
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<td>ICASA</td>
<td>Independent Communications Authority of South Africa</td>
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<td>ICT</td>
<td>Information and communication technology</td>
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<td>IDP</td>
<td>Integrated development plan</td>
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<td>MIG</td>
<td>Municipal infrastructure grant</td>
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<td>MTEF</td>
<td>Medium-term economic framework</td>
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<td>NSDP</td>
<td>National Spatial Development Perspective</td>
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<td>O&amp;M</td>
<td>Operation and maintenance</td>
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<td>PC</td>
<td>Personal computer</td>
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<td>PGDS</td>
<td>Provincial Growth and Development Strategy</td>
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<td>PHC</td>
<td>Primary health care</td>
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<td>PSDF</td>
<td>Provincial Spatial Development Framework</td>
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<td>SAPS</td>
<td>South African Police Service</td>
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<td>SIP</td>
<td>Strategic infrastructure plan</td>
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<td>SITA</td>
<td>State Information Technology Agency</td>
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<td>SMME</td>
<td>Small, medium and micro-enterprise development</td>
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<td>TENET</td>
<td>Tertiary Education Network</td>
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<td>USA</td>
<td>Universal Service Agency</td>
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<td>WMA</td>
<td>Water management area</td>
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1. OVERVIEW

1.1. Introduction
The 2003 Framework for the Development of the Western Cape Province captures the vision of iKapa Eihlumayo as: ’A World Class province which cares for all its people, underpinned by a vibrant, growing and sustainable economy.’

The eight developmental priorities approved by the Cabinet in order to achieve the mission are as follows:
▪ building social capital with an emphasis on youth;
▪ building human capital with an emphasis on youth;
▪ strategic infrastructure investment;
▪ a micro-economic strategy;
▪ a spatial development framework;
▪ co-ordination and communication;
▪ improving financial governance; and
▪ provincialisation of municipally-rendered services.

The Strategic Infrastructure Plan (SIP) for the Western Cape responds to the third of the eight priorities.

The SIP aims to achieve good results in terms of the triple bottom-line of sustainable development, namely economic viability (‘profits’), social equity (‘people’) and ecological integrity (‘planet’). Accelerated and shared economic growth, with a target set at 6%, is vital to achieving a halving of both unemployment and poverty by 2014. This is not possible without a significant improvement in the infrastructure which directly serves the economy. However, economic growth is not desired as an end in itself, but rather as a means to increase the well-being of all members of the province’s population. Infrastructure is thus needed to meet the social, cultural and other needs of the province’s population, with special attention to the needs of those who are most disadvantaged. Finally, the infrastructure policy needs to ensure environmental sustainability, so that our children and children’s children will have a healthy Western Cape in which to live and flourish.

For the purposes of the SIP, infrastructure is broadly conceived as including both ‘hard’ and ‘soft’ infrastructure. Hard infrastructure includes the roads, buildings, water schemes, etc, which are traditionally associated with capital expenditure. ‘Soft’ infrastructure brings in aspects such as institutional arrangements, regulatory framework, asset management, and training, education and research. Human resources are, of course, also necessary if infrastructure is to be used effectively for its intended purpose. This aspect is raised, in particular, in the chapter on health.

Infrastructure provision and asset management are expensive, and difficult choices must thus be made when allocating available resources amongst the different infrastructure sectors and projects. The SIP provides the framework in which both the public and private sectors can make investment decisions that will support economic and social development in the Western Cape and help to reduce geographic and socio-economic inequalities. The plan therefore covers all types of infrastructure, regardless of whether the provider is likely to be the provincial government, other spheres of government, the private sector, or some combination of different players.

This SIP discusses the government’s infrastructure priorities according to eleven different sectors. There are many interlinkages between the different sectors which is why an overall plan such as this is needed.
1.2. Context for the Strategic Infrastructure Plan

In 2002, the Western Cape government led the process which resulted in the iKapa Elihlumayo (Growing Cape) Strategy. As noted above, the SIP was envisaged as the third of eight lead strategies for attaining the iKapa vision of the Western Cape being a ‘Home for All’. Subsequently during 2003 the social partners developed a Framework Agreement on the Provincial Growth and Development Strategy.

The SIP has been formulated within the framework of existing provincial strategies. (See chapter two for discussion on linkages between the SIP and other provincial strategies.) In particular, it is in line with the draft Provincial Spatial Development Framework (PSDF) and National Spatial Development Perspective (NSDP). On the economic side, the SIP proposal provides the foundation for the business environment required to support acceleration in economic growth and job creation from key growth sectors identified in the Micro-Economic Development Strategy.

The primary purpose of the SIP is to align, coordinate, target and leverage public and private infrastructure expenditure on strategic priorities which have the greatest potential to accelerate shared growth between 2006 and 2015 and to address issues of social equity and ecological integrity.

What the SIP does not intend to be at this stage is a planning and budgeting tool for the implementation of infrastructure projects. It has been identified that currently many of the IDPs are not aligned with the NSPF, the PSDF and the recently announced Accelerated Shared Growth - South Africa (ASGISA) strategy. It is recommended that the IDPs be reconsidered before such a budgeting process can take place.

The SIP aims to identify the province’s infrastructure priorities over a ten-year timeframe so as to focus both government and private sector investment to achieve this primary purpose. The priorities are guided by the following PSDF principles:

- Government spending on fixed investment should prioritise areas of economic growth or economic potential;
- Efforts to address past and current social inequalities should focus more on people than on places;
- Settlement growth and economic development opportunities should be channelled into activity corridors and nodes adjacent to or linked to main growth centres;
- Future urban and rural development of the Province should significantly change current patterns of resource use (biodiversity, productive land, visual amenity, unsustainable building materials, water, air) so that there is a meaningful reduction in their consumption.

Since 2002, the province has been leading a process to develop a Provincial Growth and Development Strategy (PGDS) which will set a path to achieving accelerated and shared economic growth, while leaving a lasting legacy of strong and integrated communities. In the absence of a finalised PGDS, the SIP process has identified the following five integrated objectives:

- Growing prosperity
- Expanding opportunities
- Attaining sustainability
- Building communities and improving well-being
- Fostering creativity.
From the research carried out for the SIP, five strategic thrusts that need special attention and investment were identified. If these thrusts are not attended, accelerated shared economic growth will be hampered. The thrusts are, in alphabetical order:

- an efficient public transport system;
- effective and timeous asset maintenance and management;
- provision of basic sanitation to all;
- sustainable resources; and
- training, education and research.

These strategic thrusts cut across all sectors and each encompasses several projects. The sectoral plans present many other developmental projects which are grouped in terms of the five integrated priorities listed below. Some, but not all, of the projects that form part of the strategic thrusts are included in the listing.

**Infrastructure priorities**

**Growing prosperity**
- Improve co-ordination between national, provincial and local spheres of government, parastatals, non-governmental organisations (NGOs) and the private sector
- Set up project-specific coordination vehicles
- Create a website to exchange all information regarding infrastructure planning, implementation and management
- Explore the establishment of a Finance Advisory Council (discussed below)
- Provide management training to civil servants of all spheres of government

**Expanding opportunities**
- Dramatically improve the road-based public transport system
- Improve the commuter rail system and extend the network to strategic locations
- Develop and maintain provincial freight networks
- Upgrade the Cape Town and Saldanha ports
- Upgrade Cape Town International Airport infrastructure to include a public transport link
- Develop new, alternative water resources
- Investigate and develop new solid waste disposal sites
- Investigate and develop new cemeteries and mortuaries
- Improve the ICT infrastructure in the Province through implementation of a number of key projects
- Promote iconic projects which contribute to show-casing the Western Cape’s natural and cultural heritage (see below)
- Provide a comprehensive tourism signage network, including gateway information centres and safe information lay-byes
- Ensure affordable and reliable energy resources for future growth

**Attaining sustainability**
- Improve management of water resources, including stormwater
- Promote a shift to renewable energy sources
- Promote recycling of waste to slow down the increasing need for solid waste sites
- Promote energy efficiency, especially in respect of transport and the construction of new facilities
- Care for the coastline and river systems, and protect the bio-diversity of the province.
Ensure efficient use of all public assets through proper asset management systems
Maximise the opportunities generated through the release of publicly-owned land to build an integrated society
Streamline approval processes
Align financial and physical planning cycles

Building communities and improving well-being
Address the backlogs in provision and maintenance of facilities
Promote primary health care close to communities
Locate secondary and tertiary healthcare facilities where they have the greatest impact
Develop multi-purpose sports facilities at schools for use by learners and surrounding communities
Address the backlog in the provision of housing to upgrade informal settlements
Provide basic sanitation to all and eradicate the bucket system

Fostering creativity
Integrate and upgrade existing facilities and provide new education and training facilities
Locate precincts of excellence together with centres of higher learning
Support programmes to increase the number of skilled artisans

The SIP also suggests that at least two projects of an iconic nature are implemented as symbols of the spirit of iKapa elihlumayo. The two projects suggested are:
- 2010 Green Point Stadium with associated developments in the central business district (CBD); and
- Protect our people, environment and assets campaign.
These projects are more fully described at the end of this chapter.

1.3. The planning horizon
The SIP represents a ten-year plan which will be updated on an annual basis to reflect any important changes in the situation. These annual updates will then constitute a key input into the province’s annual budgeting process, while the longer-term horizon will be useful for developing the medium-term budget framework. The plan is, however, not intended for use only by provincial government. In particular, it is intended to drive infrastructure planning and budgeting at local level. The SIP will therefore provide the background against which municipalities develop their integrated development plans (IDPs) which, in turn, they will use to develop their annual budgets.

Because the SIP incorporates a ten-year planning horizon, it must be based upon an understanding of the population shifts which are likely to occur in the Western Cape over this period, as well as the economic outlook. This is so because change in the demographics of the population can result in significant changes in need and demand for services and infrastructure. Changes in the growth rate and structure of the economy can also result in changes in demand for services and infrastructure which need to be planned for.

Projections suggest a marked slowing down of provincial population expansion over the next ten years. By 2015 just under 5.4 million people are expected to be living in the Western Cape. The expected headcount represents an increase of 428 000 individuals over the decade, equivalent to an average annual growth rate of 0.8 per cent.
Population changes result from both natural population increases or decreases, and the net effect of migration. Migration is an important contributor to demographic change in the Western Cape. Between 1985 and 2015, the Western Cape expects to gain about 541 000 individuals through net in-migration.

Within the province, there is an ongoing shift of population from the more rural areas of the province towards the growth areas of Saldanha Bay, the Southern Cape and the City of Cape Town where opportunities are perceived to exist. The growing scarcity of water resources, competing demands for land, as well as possible impacts of climate change (especially along the West Coast), will force the province to consider infrastructure alternatives that are innovative and sustainable, such as waste recycling, rather than focusing on traditional infrastructural interventions.

HIV/AIDS is the other important determinant of provincial demographics. It affects both the overall size of the population, and the age distribution. The latter, in turn, affects the dependency ratio of the population as it is primarily women and men in their prime productive and reproductive years who are at risk of infection.

The ASSA2003 model predicts that the total number of HIV-infected people in the province will increase from 248 thousand in 2005 to 334 thousand in 2015. The prevalence rate is expected to increase from 10,1% and 6,1% in 2005 among women and men respectively aged 15-49 years, to 12,4% and 7,3% respectively. The number of orphans in the population will increase almost fourfold, from 23 555 to 96 080. The changes in demographics resulting from HIV/AIDS will affect the demand for different types of infrastructure, such as health and education, as well as increasing overall poverty levels.

On the economic side, real provincial gross domestic product growth is forecast to average 4,8% a year over the period 2005/06 to 2008/09. Although this is slightly higher than the projected national average of 4,4%, the provincial economy will continue to struggle to create sufficient jobs to meet demand. Some argue that the 6% growth rate envisaged in ASGISA should be ‘infrastructure-led’ growth. While this is debatable, what is certain is that a 6% growth rate will place increased demands on the current economic infrastructure, including energy, transport, water and communications.

While economic growth and a significant increase in employment opportunities are clearly priorities in moving forward, there are two critical issues that need to be kept in mind when formulating policy. Firstly, there are important spatial differences within the Western Cape, and even within district municipalities. Policy must therefore be formulated in a way that can cater to local conditions. Spatial differences also mean that the decline of specific sectors, such as agriculture, forestry and fishing, will have differing consequences for the residents of the various municipalities.

Second, the problem of youth unemployment is becoming increasingly serious. This is the case despite the fact that the educational profile of young people is superior to that of their older counterparts. While the higher rate of youth unemployment is partly a result of the inadequate number of new jobs being created each year, it also suggests a disjuncture between the education and skills of youth and the needs of the economy.
1.4. The role of government
Competing views on the appropriate role of government span a continuum from a highly interventionist, state control role, to a laissez faire role involving state provision of core services only (military, police, selected transport infrastructure).

The roles that government can and should play are always context-specific. They are influenced by a range of factors, including:
- the degree and nature of poverty in the society;
- the degree of societal conflict;
- the size of the economy and level of revenues available to government; and
- the size and levels of skills available to government (internally and externally)

The SIP envisages the following roles for the Western Cape government:

- **Visionary and leadership role:** Government must ensure that the economy's needs in respective of global competitiveness are pro-actively addressed through strategic infrastructure projects. Government must facilitate broad agreement between stakeholders on the prioritisation of these projects as well as funding and implementation models to deliver them.

- **Innovation and due diligence role:** Government must facilitate investigations into new models of infrastructure provision and operation which build on the strengths of the private and community sectors whilst also ensuring that the needs of the poor are addressed.

- **Lobbyist role:** Government must engage with parastatals, national government, local government, and international donor organisations to motivate for additional resources and align these with existing resources to implement strategic infrastructure projects.

- **Implementer:** Government must critically review its own expenditure priorities and align these with the SIP strategic priorities.

- **Coordinator role:** Government needs to coordinate internally (horizontally between departments), between the three spheres of government (national, provincial, and local) and with the parastatals, community, labour, and business sectors to ensure efficient and effective planning and implementation of infrastructure delivery.

- **Partnership role:** Government must engage with industry associations to build on existing capacity and expertise so as to address constraints in implementing strategic infrastructure projects and improve the quality and delivery of these projects.

1.5. Governance and coordination
Essentially there seem to be three key challenges in respect of implementation of the SIP: coordination, fiscal capacity and external funding sources, and management capacity.

In terms of **coordination**, interaction between the different spheres and agencies of government, parastatals, the private sector, the labour movement and civil society is not always conducive to the promotion of efficient, effective and equitable use of the country’s resources. For the SIP to succeed, there needs to be buy-in from all the relevant role players. For this to happen:
- there must be clear identification of areas where problems have arisen in the past or may do so in the future;
- there must be commitment by all spheres and agencies of government to transparent processes, including involvement of interested parties in the planning process at an early stage;
• effective use must be made of existing structures (such as the Premier’s and district intergovernmental forums) to promote coordination and/or new coordination mechanisms must be set up to facilitate this process; and
• in the metropolitan context, the Cape Town Central City Partnership should be supported and used to coordinate central city developments between all its stakeholders.

Where new structures are deemed necessary, they should focus on specific projects or sectors. For example, the establishment of a strongly-led public transport authority in Cape Town would almost certainly help increase coordination in this important area. An implementation agency could also be established to fast-track the development of Culemborg.

To facilitate the free flow of information essential for proper coordination, it is proposed to create a website that would serve as a single information resource for all those involved in infrastructure planning, implementation and management. This website would provide information on development strategies and priorities; short-, medium- and long-term plans; details of all infrastructure projects underway in the Western Cape; links to related plans and projects; stakeholder information for each plan and project; and links to other technical information resources (studies, reports, and impact assessments). For the website to be effective, it should be a requirement that every existing or planned infrastructure project in the Western Cape that receives public funding must be registered in the database.

In terms of funding, the establishment of a Finance Advisory Council seems worth exploring. The Council would draw members from appropriate institutions, including the private sector, and could help all spheres of government tap the funds needed to implement the SIP by providing both advice and inspiration.

The issue of management capacity relates to the need to ensure that the existing and planned infrastructure is used optimally. Needs exist both in respect of traditional management training and in respect of changing mindsets. The latter is necessary so that managers understand the sustainable development approach to infrastructure. The Western Cape, with its four universities, is one of the prime educational centres of South Africa and should be able to assist in this respect. However, specific interventions may be required.

1.6. Infrastructure sectors

Summary statements follow for each of the infrastructure sectors which make up the SIP. The sectoral statements are structured in three parts – the current situation (‘where are we now?’), the desired situation in ten years’ time (‘where do we want to be?’) and the strategy to move from the current to the desired situation (‘how do we get there?’). More detailed discussion on each of the sectors, as well as lists of priority projects, are contained in the relevant section of the main document.

The sectoral discussions are followed in the next section of this document by an economic evaluation of proposed projects.

1.6.1. Transport sector

Where are we now?
Over recent years there has been a significant shift from rail freight to road freight, due to a decline in rail service efficiency and challenges with inter-modal changes associated with rail. This has happened alongside a dramatic growth in exports over the last decade due to globalisation and South Africa’s political transformation
opening new markets. Demand on the passenger side is meanwhile being driven by government’s policy of promoting economic opportunities for all, coupled with its desire to promote basic personal mobility.

Where do we want to be?
The Province will have a safe and reliable public transport system, free of high levels of congestion. Inner-city transport requirements will be addressed within an integrated overall transport dispensation.

In respect of passengers, rail services will have improved in relation to service standards, safety, peak demand and scheduling. The bus system will have been improved in relation to routes, scheduling and reliability, and a competitive contracting system will be operating in respect of integrated road-based public transport services. Challenges in relation to issues such as operating licences, routing, compliance, recapitalisation and subsidisation will have been addressed in respect of the minibus taxi industry.

On the freight side, port facilities and services will be efficient and effective, especially in relation to container handling and storage and in providing for the needs of the emerging oil and gas industry.

Control and regulation will operate smoothly and efficiently in areas of provincial competencies such as licensing, law enforcement and issuing of permits. Provincial transport infrastructure backlogs in respect of both maintenance and construction will have been addressed.

There will be effective interaction between transport roleplayers in the different spheres of government, within the province, and between agencies.

Economic transformation will be supported through broad-based black economic empowerment (BBBEE), job creation and skills transfer.

How will we get there?
The establishment of a public transport authority will help to facilitate coordination between stakeholders in the national, provincial and local spheres in respect of provision and maintenance.

The safety and reliability of passenger commuter services will be enhanced through extending and improving the rail network; provision of dedicated public transport lanes; provision of interchange facilities to enable linkages between modes; coordinated scheduling and ticketing across modes; and expansion of routes and duration of services.

Key bottlenecks and network linkage requirements, such as the City interface with the port, Culemborg, and Cape Town International Airport will be addressed through improved road infrastructure. Social and economic needs will be addressed in line with the PSDF, for example through prioritisation of rehabilitation and upgrading of rural gravel roads.

Port facilities and performance will be improved through improving the Port of Cape Town’s physical layout and infrastructure, and rationalisation of the mixture of public and commercial activities. Road and rail access routes and interchanges will be redeveloped and re-routed to increase efficiency. The capacity of the ports of Saldanha and Mossel Bay will be increased to match evolving market needs.
The infrastructure of Cape Town International Airport (CTIA) will be upgraded to ensure retention of its position as the major secondary airport of the country. Runways and aprons will be upgraded so as to be able to handle very large aircraft. These and other improvements in public transport links and parking will be completed in time for the 2010 FIFA World Cup.

Beyond infrastructure, regulation will be introduced to regulate charges on metered taxi services. Policing and enforcement will be improved across modes to increase safety. Regulation and enforcement will also be enhanced so as to reduce pollution caused by the transportation industry.

Efficient use of public assets needs to include pavements and roads. Efficient and equitable use of pavements and roads is directly dependent on ensuring adequate space and operational conditions to improve the quality of non-motorised and public transport means which serve the majority of people. These actions may, in some cases, include restrictions to the use of the automobile.

1.6.2. Property development sector

Where are we now?
Property development in the Western Cape is currently inhibited by inadequate bulk services capacity, transport and port facilities to respond to current and planned future developments; private sector reluctance to invest in targeted areas; the lack of a public sector shared vision for the use of public land and absence of land banking for future public sector development needs; and a cumbersome statutory approval process to zone land for development.

Where do we want to be?
Public property will be prioritised for one of a number of purposes, including own use for core business (office space, depots); direct service delivery (public hospitals, clinics, community centres, public squares, roads, schools, libraries); indirect service delivery (e.g. creating economic development opportunities through Cape Town International Convention Centre, public markets, business hubs, informal trading space and public transport interchanges); and revenue generation (leasing or selling of surplus property on a commercial basis). Available public land and buildings of national, provincial and local government will be pooled and decisions as to their appropriate use made collectively. Decisions on the appropriate use of a particular property will take environmental issues into consideration.

How do we get there?
The objective/s for the alienation of public property will be included in the conditions of sale or lease. Adherence to these conditions will be monitored and enforced by government.

Where, as is common in disadvantaged areas, land ownership vests in government, the relevant sphere will use incentives and other means to direct the type of development which takes place on the land. Government will also use its power as a major service provider to local communities and potential tenant to encourage the private sector to invest in disadvantaged areas.

Where the financial returns to selling public land clearly outweigh the social and economic benefits of retaining it, consideration will be given to using the proceeds to fund a stated social objective.
1.6.3. Information and communication technology sector

Where are we now?
Due in part to Telkom’s monopoly, information and communication technology (ICT) costs in South Africa are far higher than in much of the rest of the world. There are also many complaints in respect of the service delivered by Telkom, as well as its opposition to initiatives which it sees as competing with its monopoly.

Despite the challenges, a range of initiatives are underway. The establishment of a converged video/data/voice province-wide network infrastructure has been discussed for several years and an initial business case, feasibility study and approval from the Minister of Public Service Administration have been achieved.

To help meet service delivery needs, the Development Bank of Southern Africa (DBSA) has installed and funds an option for under-capacitated municipalities to connect to the Internet via a DBSA network (LgNet). An associated Local Government Resource Centre Website has also been implemented. The State Information Technology Agency (SITA) is also a key player in providing connectivity for the provincial and local government. SITA has a strategic partnership with Sentech to provide a province-wide wireless broadband network for government service delivery. The City of Cape Town is upgrading its bandwidth to meet the requirements of its SAP enterprise resource planning tool as well as greater access to GIS data for e-government service delivery.

In respect of the digital divide, the provincial government’s Cape Access programme is using both new and existing infrastructure to provide rural communities with access to information technology. The Universal Service Agency (USA) through its telecentres provides phone, fax, computer services, Internet and e-mail, ICT training, printing and photocopying facilities to under-served areas. Cyberlabs in the form of telecentres or computer laboratories located in public schools provide computer and Internet services for teachers and learners. However, the E-school project has been discontinued in many instances as there is a duplication of effort in terms of services rendered by a similar provincial project (Khanya Schools). 100 libraries have been equipped with five Internet-connected personal computers (PCs) running Linux and open-office software and a web-browser and email. Community centres have also been equipped with Internet-connected PCs. The City of Cape Town has established business hubs in Langa and Gugulethu that provide ICT support as well as business advice to small business.

Most municipal districts lack adequate funding for formulating an ICT strategy. However, Knysna Municipality has made innovative use of technology to provide broadband Internet access for both the municipality and citizens. The services will ultimately be offered to all, including the poor, at a low cost or for free.

The GEN2 agreement between the Tertiary Education Network (TENET) and Telkom that governs the latter’s provision of general Internet access and mutual inter-networking to higher education and research institutions has allowed most tertiary institutions to enjoy a discounted rate for access. Telkom’s undertakings to provide an ‘e-rate’ for public schools from February 2005 will also see schools enjoy a 50% discount on calls to Internet service providers. There are challenges, however, with the diffusion of the e-rate into schools.

Where do we want to be?
ICT will be used as a tool to grow the economy and human capital. In addition to the need to bridge the digital divide and ensure more effective communication
within the province, the digital revolution provides a great opportunity for generating employment as India, for example, has demonstrated so clearly. This implies the need for government to focus as clearly on creating the necessary conditions for expansion in this field as it has done in the matter of tourism.

Government will be using ICT effectively both for internal administration purposes and the delivery of services. ICT will be used by government to communicate with citizens and business, to stimulate economic growth, and to provide social services.

The Independent Communications Authority of South Africa (ICASA) will provide a sound regulatory framework for the rapidly changing technology standards and needs. More generally, there will be an appropriate regulatory environment that gives clients access to service providers and service providers access to clients. This will attract investment in ICT infrastructure that will drive development.

How do we get there?
Duplication must be eliminated in respect of projects with similar intentions. This includes wide area networks for provincial and local government (SITA, City of Cape Town, provincial government, DPSA and DBSA); multi-purpose community centres and telecentres (USA, Cape Access, City of Cape Town’s SmartCape); and school connectivity (USA, Khanya).

The province needs to have a coordinated programme of universal access that fosters the diffusion of ICT into the second economy. Universal access and ubiquitous ICT will play a role in encouraging development, and eliminating both the digital divide and social exclusion.

SITA’s role in the province must be clarified.

Provincial government must consider providing assistance to enable district municipalities who do not have adequate funding to produce master systems plans and undertake strategic ICT planning.

1.6.4. Energy sector

Where are we now?
The transport and industrial sectors use by far the most energy in the Western Cape, followed by the industry and the residential/ commercial/ public services sectors. Within the latter, which use electricity as the main energy carrier, residential water heating (especially medium-to-high-income households), lighting and residential cooking uses most energy. In respect of electricity, the Western Cape is dependant on the generation at Koeberg nuclear power station for reliable electricity supplies.

Developing technologies like wave energy generation, the solar chimney, and fuel cells appear to have high costs. However their development should be monitored and further researched as there are indications that they may become economically feasible.

Where do we want to be?
Inefficient private vehicle use in cities will be significantly reduced as a result of the existence of viable alternatives, including cheap, efficient and safe public transport.

All households will have access to adequate, affordable and safe energy sources. Business will have access to reliable energy sources at prices which allow it to be competitive, as well as to efficient freight infrastructure.
How will we get there?
Guiding principles for choosing the appropriate energy infrastructure will include labour intensity; financial impact (capital and operation and maintenance (O&M) costs; energy cost-saving potential; cost of disposal or decommissioning; subsidy requirements and revenue generation potential); environmental impact (including local and global air pollution); cost of disposal of waste/decommissioning over the life cycle; energy security and reliability; ease of implementation (skills availability, end-user acceptability, implementation time, scalability of project); and contribution to geographic and socio-economic equity.

‘Low-hanging fruit’ solutions will be speedily implemented. These include solar thermal water heating; regular vehicle road-worthiness tests; skewed motor vehicle licensing fees; energy efficiency building codes and standards; retrofitting of building codes and standards; electrification of informal and low-income households; appliance energy efficiency labels and standards; and a hospitality industry eco-rating system. The development of park-and-ride schemes and improved control of parking fees and spaces as part of a transport sector strategy will also contribute to the objectives in respect of energy.

Realistic targets will be set in respect of ‘higher-hanging fruits’ through detailed feasibility studies. Options in this respect include bio-diesel and bio-ethanol and landfill gas generation. Difficulties in implementation of freight transport switching will also be addressed.

The national and/or provincial governments will support the development of renewable energy sources.

An agency will be established to coordinate energy issues in the province. The agency will, among others, tackle the task of ensuring that detailed energy data exist at provincial level.

1.6.5. Environment sector
The unique biodiversity of the Western Cape Province and its rich natural assets provide, amongst others, water, clean air, scenic landscape, fuel, arable soils and construction materials. The assets generate income and support agriculture, commercial and recreational fisheries, industry, tourism and human settlements.

The SIP endeavours to protect the natural environment and minimise degradation. Government will also take into consideration broader environmental factors which will need to be addressed if economic growth and well-being are to be sustained. Such factors include global warming, which is already impacting on the Western Cape with predictions of more extended dry periods and loss of biodiversity. The recent dry season has resulted in renewed efforts to conserve and recycle water. In addition, the recent electricity outages have reinforced the need to make use of the natural climatic conditions in the region.

In relation to the proposed 6% growth rate, the assets of particular relevance to the SIP are biodiversity, the coastal zone, water, agriculture and construction materials. The sustainability of biodiversity and natural assets is also dependent on good management of waste products, including domestic and industrial waste, wastewater and human burials. Each of these issues is discussed below in respect of the current situation, the hoped-for situation, and how to achieve the latter.
1.6.5.1. **Biodiversity**

Where are we now?
Large portions of the natural habitat in the Western Cape have been lost due to farming practices and development. A significant number of vegetation types are currently endangered.

Systematic conservation planning in three areas in the Western Cape has been undertaken resulting in a multi-sectoral biodiversity conservation programme. The three programmes presently underway are Cape Action for People and the Environment, Subtropical Thicket Ecosystem Plan, and Succulent Karoo Ecosystem Plan.

The Western Cape has two registered biosphere reserves namely the Kogelberg Biosphere Reserve in the south and the West Coast Biosphere Reserve. In addition the World Heritage sites at Robben Island and Table Mountain contribute to the protection and conservation of the biodiversity in the Province.

Public works programmes such as Working for Water assist in keeping alien vegetation under control at the same time as providing some income and training to members of poor households.

Where do we want to be?
Conservation planning will be undertaken in all relevant areas of the province in order to provide a systematic and scientifically defensible method of selecting and prioritising areas to achieve explicit conservation goals.

How do we get there?
A strategy for conserving biodiversity will be developed and will focus on keeping natural habitat intact and minimising fragmentation of natural habitat especially in threatened ecosystems and key ecological corridors.

Government will continue to fund and promote public works programmes such as Working for Water.

1.6.5.2. **Coastal zone**

Where are we now?
The Province's 1 000 km coastline is characterised by diverse and beautiful natural habitats supporting numerous communities and industries which are dependent on the coastal resources for their livelihoods. The coastal zone is a sensitive area with interaction between terrestrial, freshwater and marine ecosystems.

Many of the recommendations of the White Paper for Sustainable Coastal Development in South Africa of 2000 have been implemented but the proposed restructuring of the legal and institutional framework for coastal management is largely dependent on the National Environmental Management: Coastal Zone Bill being enacted. The Bill is currently in draft form. It includes provision for a 1 km coastal buffer zone in which restrictions on development and other human activities will apply.

Initiatives currently underway to provide coherent and integrated planning management and development of the coastal zone include the Draft Coastal Zone Policy for the Western Cape 2004, Draft Integrated Coastal Management Programme (CMP) for the Western Cape 2003, Provincial Coastal Committee,
Sustainable Coastal Livelihoods Programme, Coastcare and various awareness, education and training programmes

Where do we want to be?
There will be a delineated coastal corridor, with clear restrictions and controls on the types of development and activities permitted.

How do we get there?
Government will provide an integrated biophysical and people-centred approach to develop and manage the socio-economic resources and the ecological and scenic sensitivity of the coastal zone.

A process will be developed and implemented for the systematic identification of sensitive and threatened coastal ecosystems and habitats.

**1.6.5.3. Water supply**

Where are we now?
Water demand in South Africa has been growing at around 4.5% per annum since the 1930s. The country is, however, poorly endowed in respect of water. Much of the Western Cape has a Mediterranean climate, which means that water is especially scarce at the hottest time of the year.

With the exception of the Breede Water Management Area (WMA), annual water demand in the Western Cape’s WMAs currently exceeds availability. The sub-areas that are subject to the greatest water demand are Olifants and Upper Breede (in respect of agricultural irrigation); Greater Cape Town (urban water use); and Upper Berg and Rivieronderend (agriculture and water transfers out of the catchments, mainly to supply Cape Town).

Very few opportunities for large dams remain. Most would result in a significant environmental impact for a relatively small increase in yield.

There are only two significant examples of success with conservation measures – Hermanus and the City of Cape Town. Currently very little water is being re-used in the Western Cape and only about 5% of water used in Cape Town is recycled.

Where do we want to be?
The Western Cape will have sufficient water to meet economic and social needs at affordable prices throughout the year. Citizens, visitors and business will be aware of the value of water and the limited availability, and will use water wisely.

How do we get there?
The province and local government, and the City of Cape Town in particular, will strengthen initiatives to encourage wise water use, conservation, and implement water re-use projects.

All SIP infrastructure will endeavour to use re-cycled water. Ideas from the 2004 study on potential effluent re-use for industrial and recreational purposes will be implemented so as to reduce the pressure in respect of potable water.

Ground water will be developed from the Table Mountain group aquifer. The current programmes in respect of desalination of sea water will be expanded. Small-scale desalination will be encouraged for towns, especially those where holiday makers swell the local population during the dry December/January holiday season.
1.6.5.4. Agriculture

Where are we now?
The agricultural sector utilises 80% of the total land area of the province, and is a key player in producing the province’s two most important exports, namely fresh and canned fruit and fruit juices and wine, beer and spirits. Western Cape agriculture is relatively more labour-intensive than agriculture in the rest of the country, thus making an important contribution to employment opportunities. Employment opportunities in the agricultural sector increased by 32 000 during the period 1996 to 2001. It is estimated that a 5% growth in the value of exports of selected competitive agricultural industries could create almost 23 000 jobs, about 41% of these in primary agriculture and the balance in the rest of the economy.

Water is the biggest limiting factor for agriculture in the Western Cape. There are extensive areas of high potential soils but there is insufficient water to irrigate them.

Where do we want to be?
Government will manage agricultural development in a way that takes account of the limited land and water resources available, and that takes into consideration agricultural socio-economic requirements and the need to prevent urban sprawl.

How do we get there?
New sources of water for irrigation such as the Olifants/Doring River Scheme will be investigated, as will new or alternate sources (e.g. desalination) for municipal supplies. The latter will help release additional water supplies for agricultural purposes. Alternative methods of efficient irrigation will also be investigated.

Other agricultural infrastructural needs which will be addressed include handling facilities for fresh produce at the ports and airports, improved road and rail infrastructure, and improved ICT transmission infrastructure.

1.6.5.5. Construction materials

Where are we now?
There is concern over the diminishing resources of construction materials, particularly gravel and sand. Further, the sand and gravel are normally mined in three types of environments, (deep coastal sands, riverbeds and low-lying inland areas), all of which have a significant impact on the natural environment.

There appear to be sufficient resources to meet the increased demands in respect of concrete stone required for the infrastructure projects proposed in terms of the SIP. However, the quarries are usually located in elevated and exposed positions, leaving scars on the landscape. The geotechnical characteristics of the clay quarries provide ideal locations for waste disposal sites which, in turn, will allow for rehabilitation of the excavation. Rehabilitation of quarries is a requirement in terms of the Mines and Minerals Act.

Bricks are produced from the local clays derived mainly from the Malmesbury Formation. These deposits are usually in the lower lying valleys, competing with the natural vegetation (e.g. Lowland fynbos) and agricultural activities.

The geotechnical characteristics of the clay quarries provide ideal locations for waste disposal sites which, in turn, will allow for rehabilitation of the excavations.
Although the availability of cement is dependent on the producers and the local demand, there appears to be sufficient long-term supplies (25 years) of the raw materials used to manufacture the cement.

Some recycling of construction materials is undertaken in the province. Road construction materials, concrete and other builders’ rubble are crushed and screened to provide materials for new roadworks and paved areas. However, the quantity of recycled material produced is small when compared to the total stone production in the province.

Where do we want to be?
Regular returns providing detailed information on quantities mined and available will be required in terms of the Mineral and Petroleum Resources Development Act (Act 28 of 2002). This will ensure that there is good knowledge of likely future shortfalls so that plans can be made to address them.

How do we get there?
Environmental impact assessments and environmental management plans for quarries, borrow pits and the mining operations will be required as part of the permit process.

Recycling of construction materials such as is already happening in the Mbekweni People’s Housing Process will be encouraged.

The manual production of concrete stone by knapping large rocks or discarded concrete blocks, as done in some other African countries, will be investigated for areas of the province where there is no stone supply. This and other activities such as donga/erosion control structures could be used as labour-intensive public works opportunities.

1.6.5.6. Waste management

Where are we now?
Approximately 2.2 million tonnes of general and hazardous waste (excluding mining waste) are generated in the Western Cape each year, 85% of which is disposed of in landfills. Recycling accounts for the remainder. The City of Cape Town alone produces some 5 000 tonnes of waste each day.

Only three of the landfills in the Western Cape are registered for hazardous waste – two in Cape Town and one at Mossel Bay.

The development of new landfills can take up to 10 years from registration to finalisation of construction. The development and operational costs are significant, yet users pay less than R100/ton for disposal of domestic/general waste. This is significantly less than user payments in industrialised countries.

Numerous programmes are underway in respect of waste minimisation and recycling, but these are often small-scale and not always successful and sustainable.

Where do we want to be?
The province will generate far less waste in proportion to population and economic production than presently. It will also recycle a far greater proportion of the waste than currently.
How will we get there?
Design and implementation of all SIP projects will take principles of good waste management into consideration.

Large, well-organised waste minimisation and recycling initiatives will be introduced throughout the province, but with especial attention on the City of Cape Town. Initiatives will be developed in collaboration with industries that use recycled material.

Turnaround time for decision-making at local level will be improved through staff training and public workshops.

Incentives (such as tax cuts) will be introduced to encourage good waste management practices. Disincentives will also be introduced and well enforced.

Clean development mechanisms (CDMs) such as carbon credits will be investigated as a means to offset landfill gas management costs. Other alternative funding mechanisms will also be investigated.

1.6.5.7. Wastewater management

Where are we now?
The effective treatment of wastewater and safe disposal of the associated waste sludge has become a serious challenge for local authorities. This is reflected in the poor water quality in the river systems that receive the effluent and increasing numbers of outbreaks of water-borne diseases.

Most urban areas have formal sewerage reticulation and wastewater treatment works. However, upgrading of capacity and maintenance of these facilities has fallen behind the needs. Many small rural and coastal resort towns in the province rely on septic tanks. Sanitation provision in informal settlements remains a problem, especially in fast-growing urban areas.

Where do we want to be?
All households will be provided with efficient and safe wastewater disposal and wastewater treatment works will comply with national regulations.

How do we get there?
All SIP infrastructure will endeavour to use re-cycled water (treated sewage effluent). Other re-used wastewater projects identified in the City of Cape Town’s study will be prioritised.

All new developments provide for the expansion of the associated bulk services, including waste water collection and treatment.

Fisantekraal Wastewater Treatment works will be constructed, and existing works upgraded.

1.6.5.8. Cemeteries

Where are we now?
The increasing population and the rise in deaths due to HIV/AIDS are placing pressure on the available space in existing cemeteries in the Western Cape. The City of Cape Town’s Parks Department is presently investigating the need for cemetery space and undertaking planning studies into new cemetery sites. However, whilst
some progress is being made on the identification of new cemetery sites in the larger towns and cities, little or no investigation appears to be underway in the smaller centres.

The disposal of the dead is a sensitive issue. Cremation is an alternative to burial but it is not accepted by many cultures and communities (e.g. Jewish, Muslim). The location of a cemetery site must also be sensitive to the natural environment and planning requirements.

Where do we want to be?
The province will have sufficient provision for disposal of the dead to meet the need in ways that are acceptable to the communities concerned and do not unduly harm the natural environment.

How do we get there?
The existing and future space requirements for cemeteries in the Cape Metropole and all municipalities in the Western Cape will be investigated.

Alternative burial sites (e.g. closed solid waste disposal sites) and alternative methods such as mausoleums will be investigated.

1.6.5.9. Mortuaries

Where are we now?
The transfer of existing mortuaries and other facilities from the South African Police Service (SAPS) to the provincial Department of Health is planned for 1 April 2006 in terms of section 27(2) of the Health Act of 2003. Mortuaries handle corpses presumed to have died from unnatural causes. Recent statistics suggest that Western Cape mortuaries handle close on 10 000 cases annually.

There are plans to upgrade facilities over a 3 to 5 year period. Some of the existing facilities will be closed, some retained and expanded and others moved to more suitable locations. The estimated cost of the upgrading and development is R72 million. The Forensic Pathology Service will manage the facilities.

Where do we want to be?
The Forensic Pathology Service will render a standardised and scientifically accurate service following national protocols and procedures for the medico-legal investigation of death that will serve the judicial process.

How do we get there?
Implementation of the strategic plan for the establishment and development of the Forensic Pathology Service and the transfer of the mortuaries from SAPS to the Western Cape Department of Health will continue.

1.6.6. Community services sector
Local government owns a significant proportion of the infrastructure in South Africa including, in particular, infrastructure related to the community services discussed in this section.

1.6.6.1. Urban infrastructure

Where are we now?
The NSDP issued by the Presidency in 2003 provides guidelines for policies with respect to infrastructural investment and other support measures for urban growth in
South Africa. The areas with the greatest potential, it recurs, combined with development, local government, become more more.

Where do we want? Each town will bring strengths to the basic means and infrastructure government.
1.6.6.3. **Expanded public works programme**

**Where are we now?**
The Expanded Public Works Programme (EPWP) provides an opportunity, among others, to grow the construction sector at the same time as developing impoverished communities and individuals. One component of the EPWP involves the development of contractors and supervisors through a 24-month learnership. There is concern that the volume of work in smaller municipalities is too low to sustain these learnerships. To address this and other weaknesses, the ‘contracting unit’ approach of the EPWP needs further development if it is to reach its potential.

**Where do we want to be?**
Provincial and local governments will make full use of a fully developed EPWP in alleviating poverty and providing skills to the people of the province. The roll out of the EPWP will be done in a way that enhances the capacity of the informal sector, the so-called “second economy”, to generate wealth. Quite how this is to be done will vary from place to place but this need will be a key factor in thinking about the design of each particular public works project.

**How do we get there?**
The ‘contracting unit’ approach of the EPWP will be critically assessed and improved.

1.6.6.4. **Asset management**

**Where are we now?**
The Municipal Finance Management Act (no 56 of 2003) requires municipal managers to compile an asset register of all assets of the municipality, and ensure adequate maintenance of such assets. Assets include all movable assets (e.g. vehicles, furniture, equipment) as well as fixed assets (e.g. land and buildings, streets, wastewater treatment facilities, water pipelines, reservoirs, pump stations, the storm water system, etc.)

The fact that local government’s IDPs are needs-driven and that capital funding is readily available through the municipal infrastructure grant (MIG) tends to encourage construction of new assets and results in reduced emphasis being placed on efficient operation and maintenance and effective rehabilitation of existing assets. The MIG office estimates that Western Cape local municipalities have a backlog of more than R740 million in road maintenance and rehabilitation alone.

The objective of the MIG office in the Western Cape with regard to asset management is that all local authorities will have completed municipal infrastructure asset registers by 2007. Two pilot studies on asset management planning were to be completed by the end of 2005.

**Where do we want to be?**
All local authorities will have asset management plans with enough funding to enable them to use all created infrastructure optimally over its life span, inclusive of scheduled maintenance and rehabilitation.

**How do we get there?**
A dedicated Infrastructure Maintenance and Rehabilitation Fund will be created at the MIG office where local and district municipalities can apply for co-funding in the normal MIG format.
The Western Cape government will fund and support the compilation of asset registers as well as the formulation of municipal infrastructure maintenance plans at all municipalities through a provincial fund created and administered by the MIG office.

Local authorities will be requested to include a separate chapter in their IDPs containing the municipality’s asset management plan. This will include the associated long-term cash flow requirements, and funding and co-funding requirements.

1.6.6.5. **Water and Sanitation**

*Where are we now?*

The Strategic Framework for Water Services, approved by cabinet in September 2003, identified a number of targets which the whole water services sector agreed should be reached. Progress towards most of these targets is satisfactory in the Western Cape except in relation to provision of basic sanitation facilities, eradication of the bucket system, and quality of potable water.

An estimated 100,000 dwelling units currently lack a basic sanitation facility. Progress in the delivery of basic sanitation facilities has been hampered by insufficient funding, inaccurate information on the extent of need, possibly inappropriate strategies and policies, and the preference of municipalities to allocate available funding towards housing projects which provide a permanent solution rather than building a temporary toilet facility. The challenges in respect of eradicating the bucket system are similar, although the extent of the problem is much smaller.

The Western Cape shares the national pattern in respect of an unacceptably high level of failures in the quality of potable water. A pilot study in which a drinking water quality management programme was instituted in six towns of the Western Cape showed significant reduction in the number of samples not meeting the specified standards. To a large extent these improvements occurred as a result of operational improvements with minimal or no cost implications.

*Where do we want to be?*

All people in the province will have basic water and appropriate sanitation services. Bucket sanitation will be a thing of the past. Everyone will be confident at all times that the water they are drinking will not place their health or their children’s health at risk.

*How do we get there?*

An accurate information base will be compiled and maintained, and used as the basis for the development of a five-year plan. The plan will incorporate use of appropriate technology.

A separate provincial fund will be created to provide basic sanitation. The fund will be managed by the MIG office. Projects will be executed through the provincial project management units. Where there is lack of capacity, the private sector will be brought in.

A province-wide web-based water quality monitoring system will be introduced similar to the system already in operation in the Free State
1.6.6. Housing

Where are we now?
The housing situation in the Western Cape is characterised by significant housing backlogs with various communities being housed in sub-optimal accommodation. The backlogs continue to grow.

The backlog is estimated at around 296,000 units in 2005, of which 74% is in Cape Town, 10% in Boland District, 8% in Eden District, 5% in Overberg, 3% in West Coast and 1% in Central Karoo.

Where do we want to be?
The province will be characterised by non-racial communities living in quality environments. There will be an affordable rental and social housing market. Informal settlements will have been upgraded. The method of housing delivery will contribute to poverty alleviation and job creation.

How do we get there?
The new national human settlement initiative, Breaking New Ground, adopts a broad approach that extends beyond housing to consider all aspects of human settlement. The province will build on the consultation process that has already taken place to develop the provincial strategy for implementing Breaking New Ground. The SIP’s economic evaluation approach will be adapted for the housing context to ensure that the provincial human settlement strategy addresses the triple bottom line approach of considering economic, social and environmental aspects.

1.6.7. Health sector

Where are we now?
The provincial Department of Health has drawn up an ambitious framework: Healthcare 2010 – Health Western Cape’s plan for ensuring equal access to quality health care. This plan aims at reshaping public health services to focus more on primary-level services, community-based care and prevention. It tries to address inequities in the geographic distribution of services. It also addresses the need to provide well-equipped secondary and tertiary services. However, some decisions within the framework, such as the planning of the Khayelitsha and Mitchell’s Plain Hospitals, seem to be based on political rather than economic analysis.

There are important linkages between health and other sectors, such as transport, education and housing. Environmental health is an area of concern that has received growing attention over the last decade.

Where do we want to be?
All people in the province should have access to primary health care facilities which are near to where they live and work. They should also, when necessary, have access to secondary and tertiary facilities.

How do we get there?
A comprehensive primary health care (PHC) maintenance plan will be put in place. The plan will go beyond facility maintenance in a narrow sense to address issues such as security and communications.

The move of Hottentots Holland Hospital will be prioritised so as to bring it nearer to the communities served. An interdepartmental project to analyse geographical
access and community needs will be initiated. The project will interpret access as a multidimensional concept rather than only relating to distance from the facility.

A comprehensive plan for human resource-related infrastructure will be drawn up to address issues such as facilities for staff accommodation, training opportunities and technical infrastructure (for example, for tele-teaching and telemedicine).

1.6.8. Justice and security sector

Where we are now
The justice and security sector encompasses a mix of law enforcement, social capital, justice delivery and crime prevention. Infrastructure issues relate primarily to the social capital assets within communities and the state institutions which serve them.

Since democratisation in 1994 the Western Cape has consistently had the country’s highest per capita crime rate of all nine provinces. Residents in poor communities suffer the brunt of violent crime. Gangs are increasingly becoming evident in African residential areas whereas they were previously found mainly in coloured areas.

Both the municipal and national police services are overloaded. For example most SAPS detectives are responsible for up to 120 cases to investigate at any given time. The low conviction rates which are the result of this and other factors reduce the public’s respect for the police and justice system, and may lead to people taking the law into their own hands. Similarly, the low risk of getting convicted means that people may be inclined to take the chance. Corruption and bribe-taking by police result in some suspects going free.

The throughput of cases in the courts is slow. As a result, awaiting trial prisoners account for over a quarter of the prison population. Awaiting trial periods can stretch to our years.

The justice system for juveniles will require substantial infrastructural challenges once the long-awaited Child Justice Bill is passed, primarily in terms of places of safety and secure-care facilities.

Where do we want to be?
Strategies will be in place to address contributory factors for crime such as the high rates of youth unemployment, racial differences in employment opportunities, fragmentation of communities during and after Group Areas removals, high rates of school drop-out and recruitment into gangs, and high rates of alcohol and drug abuse, sexual assaults and domestic violence. Many of these are addressed, in particular, through the social capital formation strategy.

How will we get there?
Strategies will be designed to shorten awaiting trial periods and, where the risk to community and victims is minimal, to providing affordable bail to those awaiting trial. Facilities for both adults and juveniles will be expanded.

1.6.9. Risk reduction and emergency management sector

Where are we now?
The Western Cape is one of the most disaster-prone provinces in South Africa. These disasters result in significant economic and social costs in addition to human suffering.
Extreme weather events in the province between 2003 and 2005 resulted in direct economic losses exceeding R 260 million, primarily from damaged and destroyed infrastructure. Recent climate change research suggests that the province will sustain significant impacts in the future from rising temperatures, reduced overall rainfall and extreme weather events.

Rapid urban growth, particularly of informally constructed dwellings, has increased the exposure of poor families to significant infrastructure and property loss due to flooding and fires. In the City of Cape Town, more than 41,000 informal homes were damaged or destroyed by fire alone from 1990-2004. Moreover, sustained population growth has intensified pressure on essential electricity, water and waste disposal services, as well as key commercial and industrial activities. While this raises critical issues about the long-term sustainability of the province’s natural resources, it also urgently profiles immediate challenges to business continuity as well as consumer and investor confidence in the reliability of essential public services throughout the province.

The Western Cape also faces many human-induced threats, ranging from sophisticated facilities for nuclear and hydrocarbon processing to high rates of soil, water and vegetation degradation. Its extensive port facilities and natural resource base have resulted in areas of concentrated industrial activity (hazardous installations) such as Cape Town and Saldanha Bay.

Disaster risk management in South Africa is currently informed by the Disaster Management Act (No. 57 of 2002) which focuses on preventing or reducing the risk of disasters, mitigating their severity, emergency preparedness, rapid and effective response and post-disaster recovery. It is also informed by the National Disaster Management Framework and draft Western Cape Disaster Management Framework.

Where do we want to be?
Infrastructure will address risk reduction and emergency management needs through two routes, as protector (risk reduction) and enabler. Infrastructure’s role as potential endangerer will be recognised and addressed.

Use of infrastructure as protector will include infrastructure that reduces risk by providing ongoing monitoring of impending risk (such as the province’s weather and hydrological monitoring stations), and that can reduce the impact of natural and other hazards (for example, flood detention ponds and sewage pumping stations that are risk-proofed against electricity failure). Planning and implementation methods will be sufficiently robust to accommodate considerations of rapid change and future risk uncertainty.

Use of infrastructure as enabler of timely response and recovery will include emergency response services that protect human life and property as well as the natural environment (ambulance and fire stations and emergency management centres). It is also reflected in structures that enable timely emergency response and population evacuation, such as accessible, non-congested roads.

Avoidance of potential danger will occur, among others, through ensuring that low-income houses are designed and constructed to resist and minimise expected weather and other threats, including fire, and that storm-water drainage, critical road and rail links and sewage treatment installations can withstand extreme weather conditions.
How do we get there?
Provincial organs of state are required to implement the Disaster Management Act by 1 April 2006. This includes the formulation of appropriate disaster management plans.

Together with key role-players in other provincial departments, municipalities, the private sector and relevant research entities, the Department of Transport and Public Works will develop an infrastructure risk assessment planning and risk management implementation methodology to determine the relative benefits of risk-proofing infrastructure (especially for new capital projects, critical services and post-disaster reconstruction). The Department will likewise initiate a systematic disaster risk assessment of critical public infrastructure.

Tender procedures and other legal and planning instruments will be amended to incorporate an explicit component on disaster risk identification and risk management and reduction.

1.6.10. Tourism and recreation sectors

1.6.10.1. Tourism

Where are we now?
The popularity of the Western Cape, and Cape Town in particular, as destinations for international tourists is common knowledge. The province is a strong performer in terms of international tourist arrivals, bed-nights and revenue. The province’s performance in the domestic and regional markets is less satisfactory. Distance from markets, accessibility, suitability of the tourism products and market perceptions and attitude are amongst the contributing factors.

Tourism infrastructure and enterprises are currently concentrated in the Cape Metropole. Although precise figures are not available, the tourism sector has not yet undergone significant transformation. The bulk of the province’s most sensitive resources remain unprotected.

Safety and security of tourists remain priority issues. Despite relatively good growth of arrivals at CTIA and improvements in terminal and airside infrastructure, the Western Cape’s connectivity to key source markets remains a constraint. Rail infrastructure and services are generally not suitable for key market segments. Poor road conditions and inadequate directional and tourism signage hamper access to less well-known areas.

Where do we want to be in 2015?
The Western Cape will have a sustainable tourism sector: one that makes responsible use of natural and cultural resources to ensure that the province continues to be attractive for both locals and tourists, and with more equitable ownership of tourism enterprises and sharing in its economic benefits.

The province will ensure the timely release of market intelligence on the supply and performance of tourism infrastructure, thereby supporting investment decision-making by the private sector.

Iconic sites promoting the conservation of natural and cultural heritage will attract widespread visitor interest. The natural, cultural and human assets of the province will be accessible to tourists through improved marketing and improved transport.
How will we get there?
Together with the relevant national roleplayers, provincial government will accelerate the spread of the economic benefits of tourism through support for the transformation principles of the Tourism Black Economic Empowerment (BEE) Scorecard. Together with local government, it will promote the availability of up-to-date and localised information regarding the status of tourism in the province.

More emphasis will be placed on securing the safety of visitors through preventive measures, consumer awareness programmes and victim assistance programmes. More emphasis will be placed on improvements to and maintenance of tourism road signage.

Tourism activity will be encouraged through the establishment of iconic sites. Potential projects include the Southern Most Point of Africa, Athlone Power Station Redevelopment, and Signal Hill Quarry and Battery.

A shift to non-motorised and public transport will be encouraged through the provision of networks of trails and tracks and an integrated, affordable, efficient and safe public transport system. Appropriately located tourism facilities will be developed in ports and harbours.

1.6.10.2. Sport and recreation

Where are we now?
Currently, participation rates in sport and recreation are declining, especially amongst the youth and disadvantaged communities. Spatially, most international and national standard facilities are located in the metropolitan and affluent areas.

Despite demand for new or upgraded facilities outstripping available budgets, the province has since 1994 constructed a number of high-standard facilities in disadvantaged communities and has successfully hosted international sporting events. South Africa’s status of host nation for the FIFA Soccer World Cup in 2010 could bring a multitude of benefits to the province.

The Department of Cultural Affairs and Sport has developed a province-wide facility plan framework to help guide future sport and recreation infrastructure development. Other recent initiatives include the roll-out of the Siyadladla Mass Participation Programme in a number of provincial hubs, hosting of a School Sport Indaba and continuous implementation of the Sport Stepping Stones project.

Where do we want to be?
Programmes will have been implemented to provide accessible sport and recreation facilities in communities. Expansion and greater use of key sporting hubs will ensure that the province is capable of hosting international and national events. There will be improved coordination between government agencies and the sports industry to attract and retain major sporting events. People will lead more active lifestyles through the rolling out of mass participation programmes. There will be increased use of government land and buildings, particularly education facilities, which will help meet community recreation and sporting needs.

How will we get there?
Initiatives will focus on the equitable provision and distribution of facilities throughout the province to improve access and use at the community level. Special attention will be directed to areas with demonstrated needs and identified infrastructure
priorities, such as the Presidential nodes. Actions by the various providers of facilities and programmes will be coordinated to develop sustainable, multi-use and adaptable facilities to meet community needs.

The government will work with the sports industry to attract and retain major sporting events. Partnership arrangements will be used to ensure facilities are developed that are capable of hosting international and national events and accommodating competitors and spectators. The opportunity created by the 2010 FIFA Soccer World Cup will be used to invest not only in the main match venues but in the full range of facilities needed to host teams and fans.

At school level the focus will be on the provision of adequate facilities for use by learners as well as communities surrounding schools. Special attention will be given to ensure facilities are safe, for example through provision of fencing.

1.6.10.3. **Arts, culture and heritage**

Where are we now?
Arts, culture and heritage play a significant role in expressing the province’s character and lend distinctiveness which attracts tourists.

The Western Cape has a major investment in its arts and cultural infrastructure, which includes assets such as heritage buildings, performing arts venues, the nationally recognised collections at the Castle of Good Hope, South Africa Museum, National Gallery, Robben Island Museum and National Library. These assets together with a range of public, private and civil society organisations and events give the Western Cape the capacity to initiate and promote major art works, a diversity of live performance and a series of world-class collections.

Despite these rich assets, the Western Cape has witnessed sharply falling citizen participation in organised cultural affairs and the collapse of organised cultural activity in schools in poorer communities. Imbalances between metropolitan and affluent and rural and disadvantaged communities also exist in respect of the provision of facilities and services. At the same time, limited financial resources are available to support new museums and arts centres.

Where do we want to be?
The Western Cape will have implemented a coordinated strategy to record, manage, preserve and add value to its heritage buildings, items and places. Exhibitions and displays will reflect the whole Western Cape community, based on a more complete understanding of the location of heritage assets and cultural practices.

The condition of the province’s art, cultural collections and public spaces will have been maintained and enhanced as a legacy for future generations. In addition, innovative ways will have been found to make art and cultural collections accessible to the residents of the Western Cape and international audiences. The capacity and output of the province’s film and creative industries will have provided the state with a higher international profile, making a significant contribution to the economy.

How will we get there?
A plan will be drawn up to develop a comprehensive database of all heritage resources. The histories of all communities will be recorded and celebrated through oral history projects and appropriate displays. Priority will be given to making
museums relevant to the people of the province by creating spaces for new histories in geographical areas that have not had access to museum services before. A strategy will be developed to identify opportunities for better use of art and culture collections so as to improve tourism and educational/research outcomes. Museums will be made available as venues for cultural events and crafts.

A cultural tourism strategy will be developed to market the sometimes unknown treasures and history of the people of the province.

The focus of community-level funding will be towards prioritised areas such as the Presidential nodes.

1.6.11. Education and training sector

Where are we now?
Improvements in education outcomes and alignment of the education and training supply with social and economic needs are central to accelerating economic growth and sharing the benefits equitably. At the individual level, there is a strong relationship between an individual’s personal level of education and their personal income. In economic terms, skills shortages at all levels and within both the private and public sector constitute a major constraint to growth.

The Education Department provides education ranging from early childhood development through further education and training. Provision at different levels is supplemented by private providers, non-governmental organisations (NGOs), community organisations and other departments (for example, Social Services in respect of early childhood development.) Higher education is a national competence.

There are a range of forces which will affect demand for education infrastructure in the future. These include demographic and economic changes. The demand for general education will be enhanced by the introduction of free schooling. The demand for early childhood development will be influenced by, and will itself influence, the rate of economic participation by women. Policy changes will also influence demand for infrastructure. For example, government’s increased emphasis on further education and training (FET) as a route to improving global competitiveness will require the establishment of new infrastructure. Curriculum changes could also impact on requirements in respect of premises and equipment.

The current poor educational outcomes at the general education and training levels are not primarily due to infrastructure deficiencies. Instead they reflect socio-economic challenges related to wide-spread poverty, inequitable access to educational resources, weak departmental management systems, and inefficiencies in the use of existing infrastructure capacity.

Where do we want to be?
All buildings will be used optimally. All learners will be accommodated in well-lit, ventilated and comfortable classrooms. All education buildings will be made of brick or cement.

Basic education learners will be able to attend a school within a 5 km radius of their residence. Where this is not possible, transport will be provided. There will be one primary school for every 1 000 new residential sites, and one secondary school for every 2 000 new sites.
All five-year olds will be enrolled in Grade R. Schools with excess space will make this available for Grade R learners.

The planned dramatic increase in learners at the FET level will be met with the necessary increased funds to provide for infrastructure and other needs.

**How will we get there?**

The planned re-engineering of the Provincial Department of Education provides an opportunity to re-align the provincial education budget and human resources behind strategic priorities. These include:

- the planned substantial increase in FET enrolments and affordability, programmes and facilities linked to strategic growth sectors, and infrastructure capacity in Mitchells Plain/Khayelitsha, West Coast and South Coast;
- Internal human resource capacity and systems to develop pro-active education system infrastructure planning modelling methodologies linked to the PSDF;
- Establishment of new public-private partnership infrastructure delivery models and mechanisms to deliver infrastructure more cost-effectively and timeously;
- Formation of strategic partnerships at provincial level with the higher education institutions to accelerate equitable access, align supply to future economic growth demand needs, and enhance the regional system of innovation.

**1.7. Economic evaluation of proposed projects**

**1.7.1. Iconic projects**

Having identified the five major thrusts, which appropriately shape the SIP, it seems sensible to move on to identify two “iconic” projects, which help to embody the vision and direction of the Western Cape.

The first of these is the Green Point Stadium. The announcement of the stadium as the venue of choice for the province’s part in hosting the 2010 World Cup provides an opportunity to harness the energy for the imaginative renewal of the city centre, including such aspects as public transport linkages, the adjoining Culemborg proposals and much else. It makes sense for all spheres of government to come together to make sure that the development of the Green Point Stadium for the World Cup and beyond achieves all that it can to fulfil the potential that is there.

The second iconic project is focused on the four main arteries, radiating out from Cape Town, that link the province to the rest of the country, namely:

- The N1 through Beaufort West towards Johannesburg;
- The N2 going due east along the Garden Route;
- The N7 heading due north through Clanwilliam towards Namaqualand and Namibia; and
- The main railway line which, after Worcester, runs along the N1 to Three Sisters and on to the north.

These routes serve not only as gateways to the province but also as lines of commerce and communication which bind it together. An iconic project which focuses on an array of factors linked to these routes might do much to stimulate support for the SIP as a whole. For example, the provincial government might launch an imaginative campaign, starting with billboards at each entrance to the province, to raise awareness and to educate citizens about issues such as asset maintenance, the environment and crime. One suggestion for the consideration of policy-makers is a campaign to:

- **Focus on PEA²CE**
- P-eople... (including poverty, education, housing and jobs)
- Environment…. (including fynbos and water)
- Assets…. (including maintenance of roads, drains, etc) and
- Accidents…. (including motor accidents and urban and rural fires)
- Crime…. (reduction of violent crime including rape, murder and armed robbery)
- Energy…. (with special emphasis on renewable, sustainable energy).

A lot more thought is needed as to how the general ideas listed above might be focused in a coherent “marketable” package. However, an iconic project that serves to emphasise and raise consciousness about environmental heritage, maintenance of infrastructure, and significant reduction of the current carnage on the roads would be well worth implementing.

### 1.7.2 Development projects

Since the objective of the SIP is to ensure that future infrastructure investment is directed to areas where it will yield the best overall returns to society, the development projects proposed for the different sectors were subjected to an economic evaluation process.

The evaluation process included several different components which were intended to establish the relative benefits of each of the projects and weigh these benefits against a number of factors, namely project costs, risk of implementation failure and alignment to the SIP strategic thrusts.

The list of projects is not exhaustive and emerged from the research carried out in the various sectors. It is anticipated that the list will grow substantially during the consultative process and further evaluation and updating of the report will then take place.

The benefits of projects were measured on the basis of guidelines that include the triple bottom-line objectives (prosperity, people and planet) of the PSDF as well as objectives of SIP, and the MEDS guidelines. In order to attain consistency and a degree of objectivity, an evaluation group conducted the evaluation across all thirteen infrastructure sectors.

The economic cost of projects refers mainly to the total direct costs. Since most identified projects are in conceptual phase, the evaluation was done on the basis of tentative indications of costs using the rough guidelines of low (less than R10m), medium (between R10m and R100m), and high (more than R100m).

In addition to the sector-specific priority projects identified by the various sectors, five cross-sectoral projects were identified as relevant to the SIP process. Of these five, the Canal Midi and Dinosaur Museum projects were at very early conceptual phases and were hence not evaluated. Both were nevertheless considered important enough to be listed.

The projects were sub-divided into two main groups. The first covered physical infrastructure projects while the second covered policy support projects involving aspects such as subsidies, research, capacity building and co-ordination.

Table 1 summarises the evaluation of the physical infrastructure projects. The grey shading is intended to indicate the overall relative merits of the individual projects in terms of the four main evaluation criteria.
Table 1 Evaluation of physical infrastructure projects

<table>
<thead>
<tr>
<th>Project</th>
<th>Benefits</th>
<th>Project costs</th>
<th>Risk of implementation failure</th>
<th>SIP strategic thrusts</th>
</tr>
</thead>
<tbody>
<tr>
<td>FET</td>
<td>Very high</td>
<td>High</td>
<td>Low. Link with industry demands.</td>
<td>Yes</td>
</tr>
<tr>
<td>Asset management strategy</td>
<td>Very high</td>
<td>High</td>
<td>Low</td>
<td>Yes</td>
</tr>
<tr>
<td>Expanded public works programme</td>
<td>High</td>
<td>Low</td>
<td>Low</td>
<td>Yes</td>
</tr>
<tr>
<td>Amathuba mixed land-use project</td>
<td>Very high</td>
<td>High</td>
<td>Low</td>
<td>Yes</td>
</tr>
<tr>
<td>Basic sanitation</td>
<td>Very High</td>
<td>High</td>
<td>Low</td>
<td>Yes</td>
</tr>
<tr>
<td>Housing projects</td>
<td>High</td>
<td>High</td>
<td>Low</td>
<td>Yes</td>
</tr>
<tr>
<td>Waste disposal</td>
<td>High</td>
<td>Medium</td>
<td>High. Depends on political will.</td>
<td>Yes</td>
</tr>
<tr>
<td>Integrated public transport system</td>
<td>Very high</td>
<td>High</td>
<td>High. Need to solicit buy-in at a high level.</td>
<td>Yes</td>
</tr>
<tr>
<td>Primary health care asset management system</td>
<td>Very high</td>
<td>Low</td>
<td>High</td>
<td>Yes</td>
</tr>
<tr>
<td>N1 corridor project</td>
<td>High</td>
<td>High</td>
<td>Medium</td>
<td>Yes</td>
</tr>
<tr>
<td>Heartlands development</td>
<td>Very high</td>
<td>Medium</td>
<td>Low/medium</td>
<td>No</td>
</tr>
<tr>
<td>Oude Molen development</td>
<td>Very high</td>
<td>Medium</td>
<td>Low</td>
<td>No</td>
</tr>
<tr>
<td>Cycling and walking network</td>
<td>High</td>
<td>Medium</td>
<td>High. Crime levels could act as constraint.</td>
<td>No</td>
</tr>
<tr>
<td>Athlone power station</td>
<td>Very high</td>
<td>Medium</td>
<td>Medium. Good planning required</td>
<td>No</td>
</tr>
<tr>
<td>Provide beach amenities for Blue Flag status</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
<td>No</td>
</tr>
<tr>
<td>Basic sport facilities at schools</td>
<td>Low</td>
<td>Medium</td>
<td>Low</td>
<td>No</td>
</tr>
<tr>
<td>Develop Cape Agulhas</td>
<td>Low</td>
<td>Medium</td>
<td>Medium. Wait for approval from National Parks</td>
<td>No</td>
</tr>
</tbody>
</table>

Table 2 provides a similar evaluation for the policy support projects.

Table 2 Evaluation of policy support projects

<table>
<thead>
<tr>
<th>Project</th>
<th>Benefits</th>
<th>Project costs</th>
<th>Risk of implementation failure</th>
<th>SIP strategic thrusts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water quality assurance</td>
<td>High</td>
<td>Low</td>
<td>Low</td>
<td>Yes</td>
</tr>
<tr>
<td>CETA support</td>
<td>High</td>
<td>Low</td>
<td>Low</td>
<td>Yes</td>
</tr>
<tr>
<td>Renewable energy research project</td>
<td>High</td>
<td>Low</td>
<td>Low</td>
<td>Yes</td>
</tr>
<tr>
<td>Decentralised training in healthcare</td>
<td>Very high</td>
<td>Low</td>
<td>Low</td>
<td>Yes</td>
</tr>
<tr>
<td>Mechanisms for disaster risk analysis</td>
<td>High</td>
<td>Low</td>
<td>Medium/high</td>
<td>Yes</td>
</tr>
<tr>
<td>Solar water heating</td>
<td>Very high</td>
<td>High</td>
<td>Medium. Risk can be reduced through incremental approach</td>
<td>Yes</td>
</tr>
<tr>
<td>Decentralised medical practice</td>
<td>Very high</td>
<td>Medium</td>
<td>Medium</td>
<td>No</td>
</tr>
<tr>
<td>Health human resource infrastructure audit</td>
<td>Low</td>
<td>Low</td>
<td>High</td>
<td>No</td>
</tr>
<tr>
<td>Project</td>
<td>Benefits</td>
<td>Project costs</td>
<td>Risk of implementation failure</td>
<td>SIP strategic thrusts</td>
</tr>
<tr>
<td>------------------------------</td>
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<td>-----------------------</td>
</tr>
<tr>
<td>ICT management</td>
<td>Low</td>
<td>Low</td>
<td>High. Political environment and Telkom lobby</td>
<td>No</td>
</tr>
<tr>
<td>Integrated Justice system</td>
<td>Low</td>
<td>Low</td>
<td>Medium/ high. Need to lobby national government to continue an earlier pilot in province.</td>
<td>No</td>
</tr>
<tr>
<td>Integrated tourism survey</td>
<td>Low</td>
<td>Low</td>
<td>Medium. Buy-in needed from stakeholders</td>
<td>No</td>
</tr>
</tbody>
</table>

This high level evaluation was carried out on the basis of present knowledge of proposed projects. It will be updated after the consultation process and as budgets and financial criteria becomes available.