



Western Cape
Government

ON TRACK



Green awards
for two DTPW
health projects

Contractor
development and
support for tendering

How AARTO
will affect you

Red Dot transport
to vaccination
centres

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Please send us your feedback and suggestions.

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VISION:

Enabled communities leading dignified lives.
#JUSTdignity.

MISSION:

To tirelessly pursue the delivery of infrastructure and transport services that is: inclusive, safe and technologically relevant, seeking to heal, skill, integrate, connect, link and empower every citizen in the Western Cape, driven by passion, ethics and a steadfast commitment to the environment and people as our cornerstone.

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MESSAGE FROM JACQUI GOOCH, HEAD: TRANSPORT AND PUBLIC WORKS



The Department of Transport and Public Works (DTPW) continues to give effect to its vision of enabled communities leading dignified lives **#JustDignity**. The Department has invited key partners to work with it to shape the future through the delivery of infrastructure, transport and services. We continue to advocate for spatial transformation and a reformed public transport and mobility ecosystem. What we are aiming for is the creation of a different spatial reality where residents live in well-connected, vibrant and sustainable communities and move around efficiently on safe, affordable, low-carbon public transport.

Our approach is framed by four pillars, namely protecting the core, citizen-centricity, responding to climate change, and shaping the future. While we have undoubtedly learned many lessons in how to effectively respond to the COVID-19 pandemic, this health and socio-economic crisis is likely to continue to have an impact on our operations in the years ahead. An immediate priority remains the implementation of projects and initiatives that build societal resilience and recovery, leveraging off our infrastructure and the innovative work we are already doing across our portfolio of activities.

MESSAGE FROM PROVINCIAL MINISTER DAYLIN MITCHELL



DTPW is leading the Western Cape Government's Vision Inspired Priority 4: Mobility and Spatial Transformation, in collaboration with the departments of Human Settlements, Environmental Affairs & Development Planning, and Economic Development & Tourism.

Mobility and spatial transformation are intrinsically linked to the realisation of a better society for all by reducing the distances between where people live, work and access services; improving service quality and access, reducing costs, and improving safety.

We are committed to creating human settlements that are inclusive and efficient spaces of opportunity, i.e., places where lives have value no matter where people live and work. Achieving spatial transformation

requires bringing together sustainable human settlements, land reform, public transport, governance, productivity, and sustainable urban centres. These living environments need to be self-sustaining economic nodes strategically linked to each other through an efficient public transport network.

Ensuring that our people's lives are improved is critical to us and this is why there is an integrated focus across various departments on spatial transformation.

Residents of the Western Cape can rest assured that their well-being is at the centre of everything that we do. Our intention is to fundamentally change the lives of citizens so that enabled communities can lead dignified lives **#JustDignity**.

Key services and citizen benefits of the Department of Transport and Public Works

- *We deliver construction, upgrading and maintenance of health facilities across the Western Cape.* For the citizen, this means better opportunities to access high-quality public health care.
- *We are responsible for building and refurbishing school infrastructure for the Western Cape Education Department.* For the citizen, this means better access to formal schooling opportunities.
- *We provide, upgrade and maintain office accommodation for provincial departments and agencies that render services to the residents of the Western Cape.* For the citizen, this means better service delivery from the Western Cape Government (WCG) and its agencies.
- *We deliver provincial road infrastructure.* For the citizen, this means better access to work opportunities, economic opportunities, and social amenities.
- *We provide apprenticeship training and coordinate the Expanded Public Works Programme in the Western Cape.* For qualifying citizens, this provides opportunities for construction-related skills training and short-term employment opportunities.
- *We develop emerging contractors.* For qualifying citizens, this means access to enterprise development and empowerment opportunities.
- *We support professional development.* For qualifying citizens, this means better access to professional registration opportunities.
- *We offer bursaries to deserving tertiary-level students.* For qualifying citizens, this means access to tertiary education to acquire scarce and critical skills.
- *We support integrated transport planning and public transport networks.* For citizens, this means better access to transport in the towns and rural areas of the Western Cape.
- *We manage public transport operations.* For citizens, this provides better access to public transport across the Cape Metropolitan Area.
- *We improve road safety and enforce road traffic law.* For citizens, this helps to make our roads safer.
- *We deliver effective fleet management services.* For citizens, this means better service delivery from the WCG and its agencies.
- *We support mixed-use development on well-located land.* For citizens, this means better opportunities to live, work, play and learn on well-located land.



A new interchange near the Saldanha Industrial Development Zone eases the flow of traffic to the Port of Saldanha and adjacent areas and stimulates economic growth in the Western Cape.

Red Dot Taxi now provides transport to vaccination sites



In May 2021, the Department of Transport and Public Works extended its Red Dot Taxi service to support the Western Cape Government's COVID-19 vaccination drive. Eligible people who are unable to get to a vaccination site because they lack access to public transport or because of the cost of travelling can request assistance. Elderly people and people with special needs receive priority attention. You can request travel assistance to a vaccination site from the provincial Department of Health or a local community liaison officer.

This service is called "Red Dot Like" to distinguish it from Red Dot (DTPW's service to safely transport people to and from quarantine and isolation sites), and Red Dot Lite (DTPW's service to transport public health care workers home from the Brackengate COVID-19 Hospital of Hope at the end of their shifts).

South Africa's COVID vaccination programme is picking up speed. With effect from 20 August, anyone

over the age of 18 is eligible for vaccination. On 29 September this year, over 17 million vaccinations had been administered. Over 2.8 million people have been vaccinated in the Western Cape, of whom over 1.2 million are fully vaccinated.*

Vaccination is voluntary, and no payment is required. Once you are eligible, please register on the Electronic Vaccination Data System (EVDS) and get vaccinated as soon as possible. You can register online at <https://vaccine.enroll.health.gov.za/#/>, or WhatsApp the word "REGISTER" to 0600 123 456 or dial *134*832#. For support, you can call 0860 142 142. When it is your turn, you will receive a text message with the date, time and place for your vaccination.

Both of the COVID vaccines being used in South Africa are safe. Vaccination won't stop you from getting COVID, but it can protect you against serious illness, hospitalisation and death.

A few other important facts about the vaccines:

- The vaccines were developed quickly while maintaining the highest safety standard possible: The need for a COVID-19 vaccine was urgent, so governments and companies spent much more money developing it than is usually the case. Research and development took place at the same time around the world, while still following strict safety and clinical standards.
- The vaccines don't infect you with COVID-19. None of the vaccines contain the live virus that causes COVID-19. They may cause minor side effects such as a sore arm or mild fever, but these are signs that your immune system is responding to being vaccinated.
- The vaccines don't change your DNA. Some vaccines are made using RNA technology, but this only affects how the vaccine is made, and not what it does inside your body.
- It typically takes two weeks after you are fully vaccinated for the body to build up a level of immunity against the virus.
- People who are fully vaccinated can still get COVID-19 because no vaccine is 100% effective. This is why we need to continue practising our COVID-safe behaviours such as wearing a mask in public over our noses and mouths, keeping a safe social distance, and sanitising regularly.

* <https://sacoronavirus.co.za/latest-vaccine-statistics/>. This total comprises the one-dose Johnson & Johnson/Janssen vaccine and the first and second doses of the Pfizer-BioNTech vaccine. People receiving the Pfizer-BioNTech vaccine must receive both doses to be fully vaccinated.



Vredenburg Hospital.

DTPW hospital upgrade receives Sustainable Design Award

The addition of a new surgical, paediatric and services complex to the Vredenburg Hospital was one of two Western Cape Department of Transport and Public Works (DTPW) projects to receive a 2019/2020 AfriSam-South African Institute of Architects (SAIA) Sustainable Design Award at an online ceremony in June 2021. This award represents independent recognition of excellence in architectural or social design, and innovative thinking in the field of sustainability.

Vredenburg Hospital is situated on a hill overlooking the town and has beautiful views of the distant mountains. The original hospital was built in the early 1960s with piecemeal extensions added over the years. Since 2002, the Western Cape Government has undertaken several upgrades and extensions to the facility. Work on the new R124 million surgical, paediatric and services complex had to be implemented in such a way that the hospital's ongoing health service delivery remained uninterrupted.

The project focused on two primary objectives: a naturally lit interior, and the development of a super-form and a sub-form for the hospital. The super-form refers to a large-scale physical framework that sets up a building's relationship with a city, the outdoor spatial system, and large-scale circulation through the building. The sub-form of the new hospital extension consists of many rooms that do not have loadbearing walls. These spaces can be reorganised without affecting the super-form – thereby providing flexibility for future adaptions to the layout in response to the continuously growing healthcare needs of the people of the Vredenburg health district.

The new complex features an abundance of natural light, connections to outside green spaces, and views of the town. Carefully designed skylights in the roof, as well as north-facing windows establish a connection with the outside environment. The extensive landscape design

features many indigenous plants. These beautiful and comfortable spaces punctuate the clinical areas to help create a positive healing environment for patients and a good working environment for staff.

The roof lights include a custom-designed assembly which separates light and heat, in order to maximise daylight but reduce glare and heat gain specifically during the warmer months. Reflective baffles inside the assembly allow direct sunlight through in winter, and only allow reflected light in summer, whilst a polycarbonate diffuser panel distributes the light evenly across the space. This helps to keep the hospital warm in winter and cool in summer without compromising the ingress of light. The design of these roof lights permits enough daylight into the facility during the day for occupants to work comfortably without artificial illumination, 80% of the time.

The project made use of labour-intensive methods that provided a limited number of short-term work opportunities and skills training for locals. Locally sourced materials were used wherever possible whilst R8.6 million was spent on targeted enterprises and R4.5 million on local labour.

In respect of innovation, the award citation commends the way the architects relocated the services (for example, pipes and wiring) into a centralised, enclosed upper services storey above and alongside the main hospital corridor. These services are colour-coded for ease of identification and maintenance. The citation also commends the use of simple technology in light wells, and the design's commitment to the well-being of the hospital staff.

DTPW delivers construction, upgrading and maintenance of health facilities across the Western Cape. For the citizen, this means better opportunities to access high-quality public healthcare throughout the province.

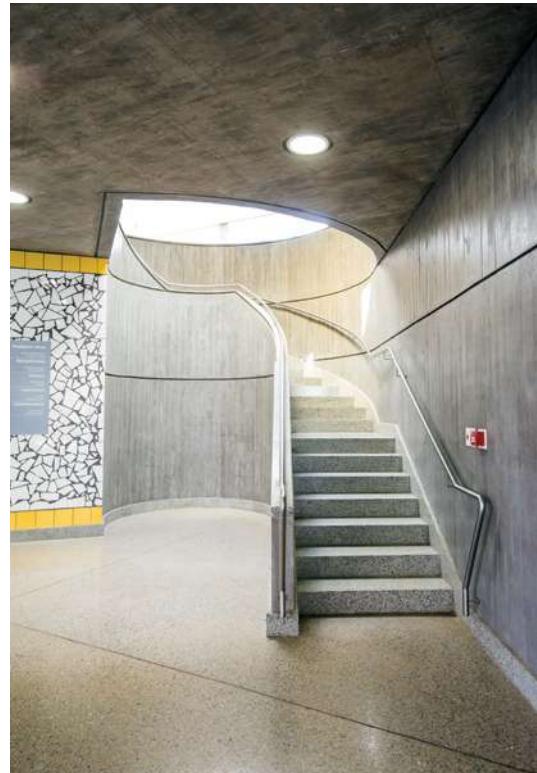
Vredenburg Hospital, 123 Voortrekker St, open 24 hours a day, tel. 022 709 7200



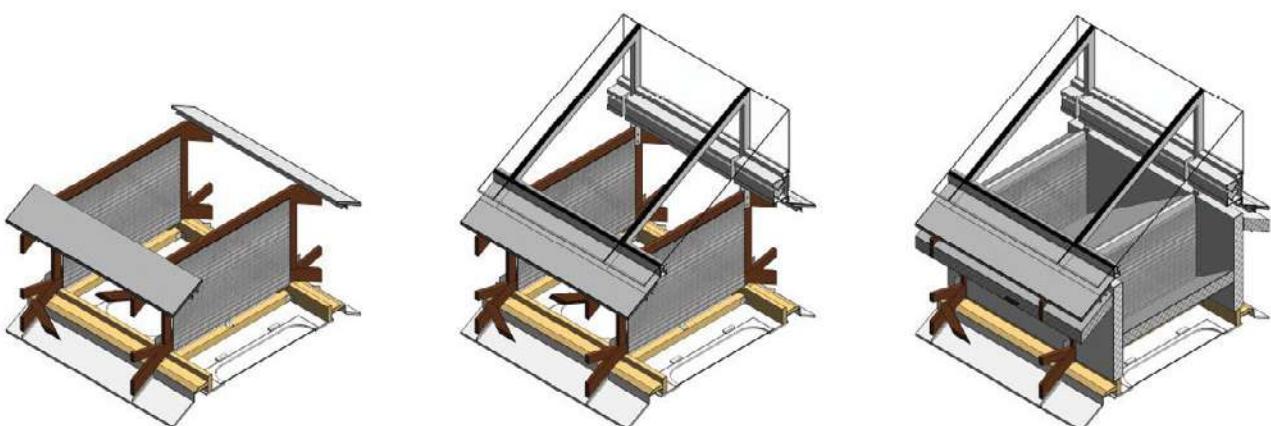
The new Vredenburg Hospital paediatric ward.



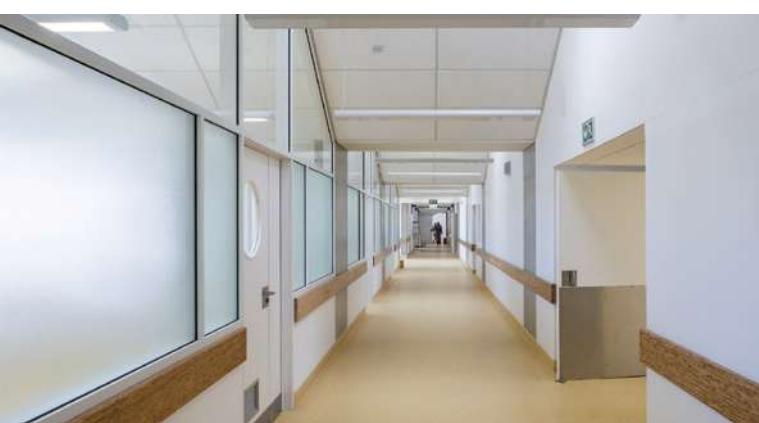
New parking facilities at Vredenburg Hospital.



The new wing of the Vredenburg is full of light and space.



Custom-designed roof lights help keep the hospital warm in winter and cool in summer without reducing the amount of light.





Hillside Clinic circulation.



Landscaping along the street.

DTPW clinic receives Sustainable Design Award

The Hillside Clinic in Beaufort West is one of two Western Cape Department of Transport and Public Works projects to receive a 2019/2020 AfriSam-South African Institute of Architects (SAIA) Sustainable Design Award at an online ceremony in June 2021. This award represents independent recognition of excellence in architectural or social design, and innovative thinking in the field of sustainability.

Completed in 2017 at a cost of R24.5 million, the Hillside Clinic is a small-scale experiment in making public healthcare facilities more environmentally friendly, and features a design that is sensitive to the local context and community. The facility provides the full range of primary health care services including infectious disease and support care, rehabilitation, oral health, chronic disease care, and woman and child health services.

The 1 050 m² single-storey building incorporates a host of sustainable design features. It has a low environmental impact, both when it was constructed, and in its ongoing operation. This saves money in the long term, which means that limited resources that would otherwise be used to meet operational costs can be used to benefit the public in other ways.

An innovative passive design approach was adopted to mitigate the extreme climatic conditions of the Karoo and reduce the need for heating and cooling. Thick rammed earth walls were chosen for their high thermal mass. They are slow to heat up, which keeps the interior cool during the intense heat of the day. Once they are warm, they are slow to cool down, which keeps the building warm at night. The soil for these walls was obtained from the nearby Beaufort West dam.

Underground thermal rock stores with ventilation chimneys are used to pre-heat and pre-cool the air from the outside before it is circulated into the facility.

Ventilation chimneys draw in air high above the ground where it is less dusty and take it down through rock stores underneath the building which temper the air before it goes to the air conditioning system. The soil for the rammed earth walls and the rock for the store were locally harvested.

The clinic was designed to optimise natural daylight. North-facing single-banked corridors and large overhangs limit the penetration of the sun in summer, but allow winter sunlight deep into the building. The corridors are wide enough to incorporate patient waiting areas, and are located around landscaped courtyards that draw on plants from the area traditionally used for medical remedies.

Other sustainable design features include energy-efficient light fittings, solar water heating, and a borehole for irrigation of the water-wise landscaping.

The award citation says, “the architecture relates to the urban-domestic context creating an inviting scaled building that welcomes the community whilst being a beacon of hope”. It recognises the innovative alternative approach to the building’s airflow management using the rock-store system. DTPW’s placemaking performance and leadership are praised in the following way: “From consulting with the community to employing local labour, the building acts as a centre for dignity and change on socio-economic levels... The Department ... is a champion due to [its] willingness to experiment with the use of rammed earth as a material”.

DTPW delivers construction, upgrading and maintenance of health facilities across the Western Cape. For the citizen, this means better opportunities to access high-quality public health care.



Passive design allows sunlight in the corridors in winter.



Parents can watch their children playing.



Entrance from the courtyard.



Hillside Clinic under construction.

Blue Dot Taxi Pilot

Project steams ahead



There are already over 700 minibus taxis participating in the nine-month long Blue Dot Taxi Pilot Project that went live on 15 May 2021. Participating taxis that meet the eligibility requirements receive incentive payments as a reward for improved driving behaviour and service quality.

As government, we determine these rewards by analysing the data from the onboard trackers fitted to each participating vehicle, physical monitoring of routes, and considering the feedback from passengers and other members of the public. Your feedback really does matter!

We use this information to identify areas where participating taxis are performing well and where there is room for improvement, such as speeding, dangerous driving practices, overloading, poor customer service and poor adherence to COVID safety requirements. We are also working hard to support participants to improve their driving behaviour through ongoing engagement and training.

Real change takes time, and the Blue Dot project is designed to gradually improve behaviour. We are receiving substantial amounts of invaluable data from the vehicle trackers and the public. This alone is a significant step forward for public transport management in the Western Cape. On a typical day in June, our tracking units detected 5 000 speeding incidents among participating taxis, about half of which were serious. An average of 12 000 harsh driving (braking, acceleration, cornering) incidents per day were detected in June. Approximately 26 daily speeding and harsh driving incidents were detected per taxi in the same month.

These figures provide a crucial baseline against which we can measure improvement over time. Through a combination of the pilot's financial incentives, regular communication with participants, and ongoing training and capacity building, we aim to improve performance over time as we work toward safer minibus taxi services for the citizens of the Western Cape.

A key feature of the Blue Dot project is its user

feedback system which provides passengers and other road users with a powerful tool to help improve taxi services. Real change doesn't happen overnight but with your help, we move one step closer, day by day. Every time you rate a Blue Dot Taxi, you assist us to identify and reward the taxis that are doing things right.

From 15 May 2021 (go-live) to 31 July 2021, we received almost 13 700 user ratings, 7 700 from passengers, and 6 000 from other road users. It was interesting to note that 39% rated the service as good to very good, 7% rated the service as average, and 54% rated the service as bad to very bad. The top three issues identified included dangerous driving, unsafe lane changes, and unsafe stopping.

We also received 2 642 written comments, with 118 comments relating to serious issues, including a lack of mask-wearing, smoking onboard, driving under the influence, harassment, assault and theft. These issues may not have come to light without the existence of a free-of-charge and easy-to-use user feedback system.

Of course, when we receive feedback on serious incidents such as these, we take immediate action and, if the allegations are found to have merit, the relevant taxi will be removed from the project. We have zero tolerance for such behaviour. In addition, members of the public are encouraged to report incidents of crime to the South African Police Service (SAPS).

In response to comments submitted on COVID-19 compliance, field monitors were deployed at public transport interchanges across the Cape Town Metro to monitor compliance with COVID-19 regulations. Since their deployment on 5 July, the monitors have reported 91% compliance in both driver and passenger mask-wearing.

To rate a Blue Dot Taxi dial *134*3047# for FREE or WhatsApp "Hi" to 073 249 2152 with the taxi's unique number, which can be found on the outside of the vehicle and on the posters inside the vehicle

TRUST THE BLUE DOT PROCESS

The Blue Dot Taxi Pilot Project went live on

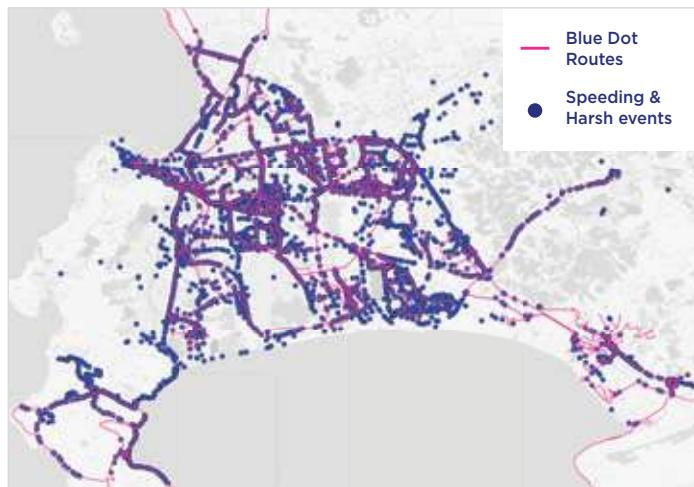


There are currently over

700
Blue Dot minibus taxis



Trackers are fitted to each vehicle and we use this information to identify areas where participating taxis are performing well and where there is room for improvement, such as speeding, dangerous driving practices, overloading, poor customer service and covid compliance. We are also working intensively to support the participants to improve behaviour through ongoing engagement and training.



In June, on a typical day

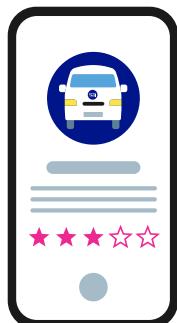
5000



speeding incidents were detected by the tracking units across the participating taxis. Approximately 26 daily speeding and harsh driving incidents were detected per taxi

These figures are not surprising given how pervasive poor driving behaviour is in the industry, and it provides a crucial baseline against which we can measure improvement over time. Through a combination of the pilot's financial incentives, regular communication with participants, and ongoing training and capacity building we aim to improve performance over time as we work toward safer minibus taxi services for the citizens of the Western Cape.

User feedback is a central part of the Blue Dot project. It provides passengers and other road users with a powerful tool to help improve taxi services



From 15 May 2021 to 31 July 2021, we've received almost

13,700

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7,700 - passengers
6,000 - road users

User ratings:

39% **7%** **54%**
 good average bad

The top three issues identified included **dangerous driving, unsafe lane change** and **unsafe stopping**

We also received

2,642

written comments, with 118 comments relating to serious issues



91%

Since deployment on the 5th July, the field monitors have reported a **91% compliance** in both driver and passenger mask wearing

In response to comments submitted on COVID-19 compliance, field monitors were deployed at public transport interchanges across the Metro to monitor compliance with COVID-19 Regulations.



How AARTO will affect you

The Administrative Adjudication of Road Traffic Offences Act (AARTO) came into effect across South Africa on 1 July 2021, but its implementation will take effect in stages, and the points demerit system is only scheduled to come into effect on 1 July 2022. The Act was piloted in Johannesburg and Tshwane in 2008. The Road Traffic Infringement Agency (RTIA) was established in 2007 to administer the AARTO system.

AARTO aims to make roads safer through: 1) decriminalising most traffic offences and making them administrative infringements; and 2) introducing a points demerit system for drivers, holders of professional driving permits (PDPs), fleet operators, and juristic entities* that own vehicles.

AARTO only applies to traffic offences where an alleged offender has the option of paying a fine (these are called “administrative infringements”). Drivers accused of serious road traffic offences like driving under the influence and reckless or negligent driving will still be prosecuted in terms of the Criminal Procedure Act.

Every driving licence, PDP, operator card or juristic entity’s vehicle licence disc will start with zero demerit points. When a traffic infringement or offence is alleged to have been committed, that driving licence, PDP, operator card or juristic entity’s vehicle licence stands to accumulate the applicable number of demerit points. Traffic infringements carry up to 5 demerit points, although some carry none. Serious traffic offences like driving under the influence carry 6 demerit points.

If a driver or PDP holder accumulates more than 15 demerit points, he or she will be disqualified from driving for a certain period of time (3 months for every point exceeding 15 points). Such drivers must hand in their driving licence cards and PDPs for the duration of the disqualification period and may not apply for new ones in that time. If a driver or PDP holder is disqualified for a third time, that person’s driving licence and PDP will be cancelled and he or she will have to go through the standard process of obtaining a new licence and PDP.

If a fleet operator’s vehicle accumulates more than 15 demerit points, the licence disc for that vehicle will be suspended for a certain period of time (3 months for every point exceeding 15 points). Such operators must hand in the operator card for that vehicle for the duration of the disqualification period.

If a juristic entity that owns a vehicle is notified of an alleged traffic infringement or offence committed in that vehicle, it must identify the person who was driving at the time. If it fails to do so, it stands to accumulate demerit points against its vehicle licence.

The AARTO Act provides for the issuing of documents in person, by post, or by electronic means such as email. If documents are not issued in person, they are presumed to have been received 10 days after they were sent. There are three escalating stages in the process: 1) an infringement notice; 2) a courtesy letter; and 3) an enforcement order.

Escalating stages in the AARTO infringement process

1. Infringement notice

Within 32 days of the actual or presumed service of an **infringement notice**:

- the fine may be paid with a 50% discount;
- an application can be made to pay the fine in instalments;
- written representation can be made to the RTIA as to why the person receiving the notice should not be held accountable for the infringement; or
- another driver can be nominated to be held accountable if the person receiving the notice was not driving the vehicle at the time.

Demerit points for traffic infringements are applied when the fines are paid.



2. Courtesy letter

If there is no response to an infringement notice within 32 days of its actual or presumed service, a **courtesy letter** will be sent. The courtesy letter:

- takes away the 50% discount on the fine;
- adds a R100 fee to the penalty;
- allows the payment of the full fine amount and R100 fee;
- takes away the option of nominating another driver as being responsible for the infringement; and
- allows written representation to the RTIA as to why the person receiving the notice should not be held accountable for the infringement.



3. Enforcement order

If there is no response to a courtesy notice within 32 days of its actual or presumed service, an **enforcement order** will be sent. The enforcement order adds a further R100 to the full fine amount plus the R100 fee referred to in the courtesy letter. Anyone who receives an enforcement order may pay the full amount applicable to the enforcement order, or apply to the RTIA to have it revoked.

When an enforcement order is issued, the applicable demerit points are applied to the person's driving licence (natural persons) or vehicle licence disc (juristic persons). Such an order also blocks all licensing transactions, for example, issuing or renewing driving licences, operator cards or PDPs, and issuing and renewing vehicle licence discs.



* Examples of juristic entities that can own vehicles include companies, government departments and trusts.

Professional development in DTPW

Through our Professional Development Programme and Graduate Development Programme, we enable newly appointed graduates and current employees of the Department to acquire the exposure, experience and training that are required for professional registration by the bodies that govern the built environment and engineering professions. This is a key component of our ongoing work to address the shortage of transport, built environment and engineering professionals in the Western Cape.

While the ongoing global pandemic has been devastating in many respects, it has not interrupted our professional registration support activities.

Our programmes are specifically structured to meet the training, competency and experience requirements of the various professional registration bodies. In addition, participants receive mentoring, are seconded to private sector entities through our partnerships with the sector, and benefit from continuing professional development and recognition of prior learning (RPL).

Some recently registered professionals who benefited from these professional development activities previously received bursaries from the Department's Masakh'iSizwe Bursary Fund. Some have also been employed by the Department. Through secondments, rotation and support

from mentors, a steady stream of successful participants have been enabled to become registered as professionals in their fields.

Pictured below are some of the participants who recently successfully registered as professionals. From left to right: Mthunzi Rubuluza (Civil Engineering Technician), Jurie Jackson (Civil Engineer), Jana van Dalen (Architect), Taariq Hartley (Senior Architectural Technologist), Fierdouz Hendricks (Architect), Zonke Mzi (Architect), and Ganief Conrad (Mechanical Engineering Technician). Susan Bothma (BEng & MEng) was not present when the photograph was taken.



Contractor development

- the future of construction

Contractors from across the Western Cape who successfully completed the Contractor Development Programme (CDP) ten-week structured training were proud to receive their CDP certificates in April 2021. They can look forward to a brighter future as contractors in the engineering and built environment sectors.

Participants told remarkable stories about how they started their own construction companies and some impressive projects they've worked on. Some have already worked with bigger construction companies, for example, on Western Cape Government roads network projects.

The Department's three-phase CDP, which is part of the Expanded Public Works Programme (EPWP), focuses on providing skills training and business development to emerging contractors active in the engineering and built environment sector in the Western Cape. The target group is contractors with a Construction Industry Development Board (CIBD) grading of 1 to 5 from all districts of the province, particularly youth and women.

The three phases of CDP training are: the foundation phase; advanced training and mentoring; and customised training. The aim is to assist participants to compete for contracting projects in the open market.

The foundation phase is offered to CIBD Grade 1 and 2 contractors. Construction information sessions aimed at this target group show participants how to comply with government regulations and procedures so that they are eligible to tender for sub-contracts on government projects. Municipality-based training gives



foundation phase participants further theoretical knowledge on how to tender for sub-contracts in the government sphere.

The second phase – advanced training – takes the form of contact training and mentoring sessions in one-week blocks, one week a month over ten months. This modular course design enables participants with a CIBD rating up to level 5 to continue to run their businesses while they are being trained, and to practise what they have learned in the course. Training themes include: enterprise development, labour-intensive construction and innovation, health and safety, practical construction, site administration, and registration with the National Home Builders Registration Council (NHBRC).

The final phase – customised training – provides in-depth support on specific topics when this is required.

With this level of training and mentoring, emerging contractors participating in the CDB can look forward to possibly qualifying for a higher CIBD rating. Having a higher CIBD rating means being able to tender for more complex and potentially more lucrative construction contracts.

Supporting emerging contractors also has a broader job creation benefit. People who live in areas where construction and maintenance projects underway receive preference for the short-term job opportunities that are created through departmental contracts.

Support to construction contractors to tender for government business

Government procurement is highly regulated. State officials may not do business with the state, and Supply Chain Management (SCM) staff and managers are required to complete declarations of interest to minimise the risk of conflicts of interest. Broad-based black economic empowerment (BBBEE) is a high priority in the procurement process. Prospective suppliers must be registered on the National Treasury's Central Supplier Database and the Western Cape Supplier Evidence Bank, and meet all the application requirements, including being registered with the South African Revenue Service (SARS).

To assist emerging construction contractors to tender for government business in the Western Cape, the Department of Transport and Public Works runs construction information sessions in partnership with its SCM component, the National Department of Public Works and Infrastructure, SARS, the Department of Economic Development and Tourism (DEDAT), the Construction Industry Development Board, the Building Industry Bargaining Council, and local municipalities. These two-day sessions provide participating contractors with the information they need to comply with applicable government regulations and policies.

The SCM component explains its procurement processes and facilitates the registration of suppliers on the Western Cape Supplier Evidence Bank as well as the National Treasury's Central Supplier Database. Mini workshops are conducted with suppliers where registration documents are scrutinised for completeness and follow-ups are done on the status of submitted registration documents.

The following key information of prospective suppliers is verified on the CSD:

- Business registration, including details of directorship and membership (information supplied is verified with the Companies and Intellectual Property Commission (CIPC));
- Bank account holder information;
- Whether the prospective supplier is in the service of the state (people working for the state are not allowed to do business with the state);
- Tax compliance status;
- Identity number;
- BBBEE status level (the BBBEE profile is compared with data in the Department of Trade, Industry and Competition (DTIC) database);
- Tender defaulting and restriction status; and
- Identification and verification of potential conflict of interest of employees through the Provincial Treasury's Compliance Report.



In accordance with requirements issued by the Minister for Public Service and Administration, all designated employees must complete a Declaration of Interest form from everyone involved in the consideration, recommendation and/or adjudication of bids. They are also required to comply with ethical standards, including the Code of Conduct for SCM practitioners, and the National Treasury's Code of Conduct for Bid Adjudication Committees. A process is in place for managing conflicts of interest and the risks that could arise by accepting gratifications, hospitality and gifts.

All prospective bidders must submit the Western Cape Bid Document 4 form (WCBD 4) (disclosure of interest/suppliers' performance/ declaration of employees and independent bid determination).

Supplier Information

SUPPLIER

“ We are transitioning from the old Integrated Procurement System (IPS) to the new Electronic Procurement Systems (ePS).

We are dedicated to providing you with only the best procurement solutions and advice. ”

New Electronic Procurement Solution (ePS)



Western Cape
Government
Provincial Treasury



Making it easier to do business in the Western Cape

The new ePS offer a number of benefits in terms of procurement processes which will benefit our suppliers

Simplified

Offering a more user-friendly experience

Business Opportunities

Bringing business opportunities within reach of a larger audience

Direct access

Government officials provide assistance and support to suppliers

Verified information

Assist with up to date verified supplier information

Transparency through reduced red tape

Ensure a fair and transparent procurement system that limits the possibility of irregularities/fraud and corruption

Value for money

Improved value for money through fair competition in an open market

Effective query resolution

Minimise supplier complaints and/or queries

DIY video tutorials

Training video's on how to register a supplier profile and how to quote on the new ePS

CALL US
021 833 5361

EMAIL US
wcseb@westerncape.gov.za

VISIT US
Provincial Treasury
Supplier Procurement Centre
4 Waterford Place
2nd Floor
Century City
Cape Town
8000

OPERATING HOURS
Monday - Friday

8:00 - 15:30

The safety and wellbeing of our teams and suppliers remains our greatest priority. We will continue to adhere to strict hygiene and social distancing measures, including the wearing of masks at all times for our people. Suppliers are also required to wear masks when entering our premises

VISIT OUR WEBSITE
www.westerncape.gov.za/provincial-treasury/tenders/eprocurement-solution

www.secure.csd.gov.za/

Road network connects citizens to opportunities

The Department builds, repairs and upgrades provincial and national roads in the Western Cape because well-maintained roads are important for economic growth and enabling the rapid movement of people and goods. Our work on roads is focused on preserving surfaced roads, gravel roads, and bridges.

Spending priorities are determined by, among other things, road condition, date of the last refurbishment, the nature and volume of traffic, safety considerations, the number of people a road serves, the economic importance of a road, and the availability of alternative routes. For the citizen, this means better access to work opportunities, economic opportunities, and social amenities.

Despite the challenges we faced in 2020 with the global pandemic, our Roads Branch continued to deliver outstanding performance in respect of maintaining and upgrading our roads.

Good progress on N1 maintenance project

Periodic maintenance is still underway on the N1 between the Black River Interchange and the Plattekloof Road Interchange in Cape Town. This R71 million project to remove asphalt surfaces, do necessary repairs and resurface the road was expected to be complete by July 2021. However, due to the current weather conditions and the identification of more necessary repairs, work is now only expected to be complete in October 2021. Because this part of the N1 carries about 140 000 vehicles a day, roadworks on this route can be severely disruptive. To minimise traffic disruption, engineers and roadworkers are working at night and over weekends.



The N1 is one of Cape Town's busiest roads.

Ashton bridge is open

Premier Alan Winde and Provincial Minister of Transport and Public Works Daylin Mitchell opened the Ashton Arch, South Africa's first concrete tied bridge on Sunday 15 August. After years of meticulous planning, design and construction, the R130 m, 8 000 ton bridge was transversally moved 24 m from where it was built to its final position in less than a day, a first in Africa. The bridge is part of a larger road construction and refurbishment project in the Ashton-Montagu area.

The new bridge is safer for vehicle and pedestrian traffic, and its design of the new bridge reduces flood risk to the road and properties lying adjacent to the bridge. There has been substantial flood damage to the Cogmanskloof River crossing in Ashton in the past.

Ashton Arch comprises a cable-supported concrete deck which spans 110 metres between supports with arched ribs rising 22 m above the road surface. The modern state-of-the-art structural components of the bridge included concrete arch ribs, post tensioned tie-beams, stay anchors and cables. The transverse launching equipment had to be specially imported.

Ashton Arch was built next to the old bridge so that there would be minimal disruption to traffic over the river. After the new bridge was completed, it was used as temporary river crossing so that the old bridge could be demolished and new abutments built. Once that was complete, the new bridge could be moved into place.



Progress on the link road between Stanford and Hermanus

Good progress is being made on the upgrade of trunk road TR28/2 which provides a direct link between Hermanus and Stanford. The asphalt surfacing on Section 1 is complete and the next phase will be on the completion of the base and subbase layers of the road from Main Street in Hermanus in the direction of Stanford. Section 2 of the road has had its first slurry and is now open for two-way traffic, with the construction of concrete-lined side drains being the next phase of work on this section. The asphalt and subbase have been completed on the R326 approach towards Stanford and the full width of the Klein River bridge has been opened to traffic. The contractor has been awarded an extension of time due to COVID-19 and severe weather delays. The revised due completion date is 7 December 2021.



Periodic maintenance on the R61 near Beaufort West.

Roadworks between Beaufort West and Aberdeen

A R48 million periodic maintenance project to repair, reseal and resurface a 55 km stretch of the R61 near Beaufort West in the Central Karoo District is well underway. The R61 is a link road between Beaufort West and Aberdeen that serves local farming communities and that provides a link between the N1 and the Southern Cape.

The scope of works includes repairing base failures on the road where necessary using emulsion-treated base patches, applying a slurry texture seal to the entire 55 km section, and applying a 14 mm bitumen rubber single seal. On contracts like this, where possible, labour-intensive methods supported by appropriate training must be used, and a proportion of the contract amount must be spent on targeted labour, targeted enterprises, local enterprises, and targeted labour. The contractor has made commitments in respect of targeted labour (79 labourers working a total of 5 200 labour-days), targeted enterprises (12.5% of the contract amount), and local enterprises (10% of the contract amount).

The work commenced in January 2021. If everything goes according to plan, this project is expected to be complete in December 2021.

Works on the R102 near George

The Department commissioned an 18-month road construction project on the R102 at the Maalgate River Bridge between the Glentana Intersection and the George Airport. The expected completion date is August 2022. Traffic will be accommodated on the existing road or on temporary deviations. Stop/ go traffic controls will be necessary to enable half-width construction (the closure of one lane) to take place.

The safety and convenience of the travelling public are of utmost importance and every effort will be made to ensure that all temporary road signs, delineators, flag operators and speed controls are maintained and are effective, and that courtesy is extended to the public at all times.

Well-maintained roads are important infrastructural goods that support the economic growth of the Western Cape by enabling the rapid movement of people and goods. They also provide access to opportunities for residents, for example, better access to work opportunities, economic opportunities, and social amenities. DTPW understands that roadworks are frustrating for motorists, but the result will be better and safer roads for the benefit of all residents of the province.



Moratorium on new metered taxi operating licence and e-hailing licence applications

The Provincial Regulatory Authority of the Department of Transport and Public Works will not accept any new applications for metered taxis (including rank, base and e-hailing) within the municipal boundaries of the City of Cape Town until 31 December 2023.

The City of Cape Town, as the Planning Authority for metered taxis (including rank, base and e-hailing), is imposing a moratorium on new applications because no current national and provincial legislation, City by-laws, statutory documents or policies adequately address the provision of e-hailing services and the consequences of operators operating illegally. These consequences include oversaturating the market and jeopardising the sustainability of the industry.



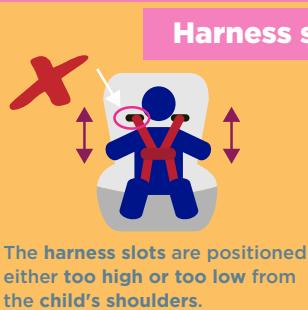
The moratorium will:

- Provide the City with an opportunity to review and update existing City by-laws, policies, statutory plans and strategies.
- Allow the City to proactively plan how to bring existing City by-laws, policies and strategies into alignment with proposed amendments to the National Land Transport Act (NLTA) currently before Parliament.
- Allow the City to develop a method for establishing the demand for new metered taxi operating services (including rank, base and e-hailing) based on an inventory of metered taxi/e-hailing operating licences in the system, recent survey information, e-hailing platform trip information, and any other information which may be relevant. This method will inform the consideration of applications for new metered taxi operating licences (including rank, base and e-hailing). The envisaged system is expected to be similar to the one that is currently used to determine demand for minibus taxi services.
- Provide the City with an opportunity to establish a Metered Taxi Inter Modal Planning (IPC) Sub-Committee to consolidate all the fragmented metered taxi operators under one umbrella. The aim of this forum will be to constructively deal with all metered taxi matters (including rank, base and e-hailing). This will assist industry consultation with government and advance the interests of the industry in light of the digitisation of the market, among others. Through establishing a working committee, this Sub-Committee is expected to play an integral role in developing the method for establishing the demand for the metered industry (which includes rank, base and e-hailing).

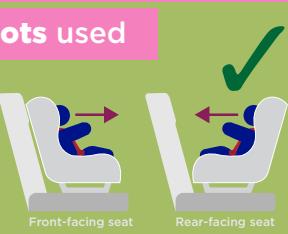
Until the moratorium has ended, existing and new e-hailing platform providers and any other business entities which wish to operate or wish to expand their business within the City boundaries are encouraged to approach existing metered taxi operating licence holders to sign up/ join their platforms should there be a need for more operators.



Child car seat safety



The harness slots are positioned either too high or too low from the child's shoulders.



For **front-facing seats**, harness slots need to be **at or above** the child's shoulders.
For **rear-facing seats**, use harness slots **positioned at or below** the child's shoulders.



Chest clips should never be positioned above the child's shoulders.



The correct position for the chest clip is at **armpit level**.



If the safety seat is **too loose** and **not securely fastened**, it will shift.



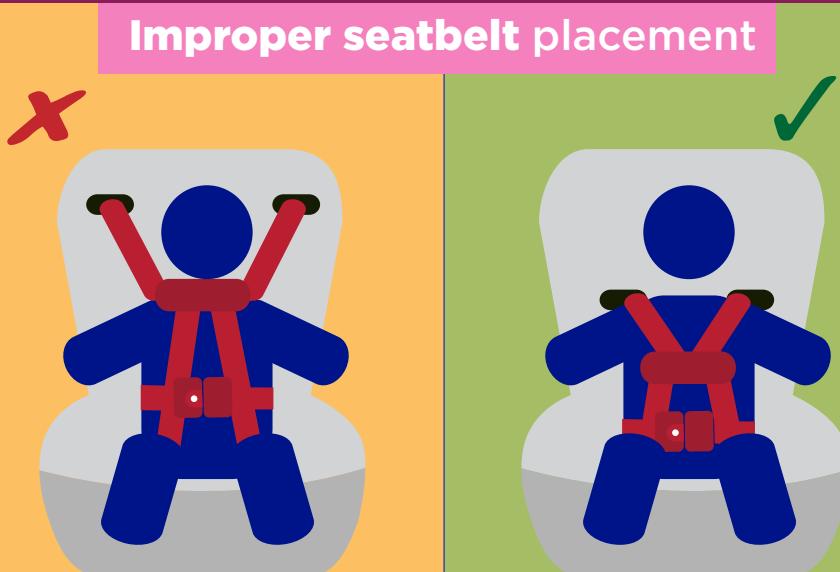
A securely **fastened car seat** will **not move around**.



If there is **slack** when you **pinch the harness strap at the child's shoulders**, the strap is **too loose**.



There should be **no slack** when you pinch the strap at the child's shoulders.



The lap belt should lie snugly across the upper thighs, and not the stomach. The shoulder belt should lie snugly across the shoulder and chest, and not the neck or face.





What you should know:

- 1 Vaccination is your personal choice.
- 2 Covid-19 vaccines are rigorously tested, internationally and locally, and are proven to be safe and effective.
- 3 Vaccines offer excellent protection against severe Covid-19. They give nearly 100% protection against Covid-19 related death.
- 4 The vaccine does not cause Covid-19.
- 5 It is normal to experience mild side effects, like fever, nausea and body aches. These pass quickly and are a good sign that your body is building protection.
- 6 The vaccine is provided at no cost at vaccination sites to those who register. To get it, you must register.



The USSD *134*832# is FREE on all South African Networks.

How to register to get vaccinated:

- 1 Visit westerncape.gov.za and click on the link to register.
- 2 Capture your basic details, including your ID or passport number.
- 3 Provide a cellphone number where confirmation of your registration and future booking details, will be SMSed.
- 4 Indicate where and when you would like to be vaccinated.
- 5 Enter your medical aid details if you have one – it doesn't matter if you don't.
- 6 Check that all your details are correct and press submit. The system will send you an SMS to verify your registration on the system. When it is your turn, you will receive a second SMS with your appointment time and place. You will need to show this at vaccination sites, with your identification document.
- 7 Should you receive a 2-dose vaccine, such as the Pfizer vaccine, you will be given a follow-up appointment date.



Western Cape
Government

Send the word '**REGISTER**' to **0600 123 456** on WhatsApp or dial ***134*832#**. For support to register, call **0860 142 142** or visit www.westerncape.gov.za