



VRYSTAAT LANDBOU
FREE STATE AGRICULTURE



VRYSTAAT LANDBOU
FREE STATE AGRICULTURE

MEMORANDUM ON ROADS in the Free State





State of FS Roads – Systemic issues

February 2025

Table Contents

Executive summary.....	3
Introduction	5
1 General state of paved (tar) roads.....	5
2 General state of gravel (unpaved) roads	7
3 Collapse of rural PAO / Public Works infrastructure	7
4 Rural roads testing stations closing down / delivering Substandard service	8
5 Blading schedules not carried out	9
6 Scale and scope for the Regravelling of FS unpaved roads.	10
7 Replacing broken water pipes, culverts and opening of waterways.....	11
8 CDP and EPWP contractors not getting the work done satisfactorily.....	13
9 Bridge repairs.....	13
9.1 Emergency flooding repairs:	15
10 State of the yellow-fleet, state-garage/workshop and central procurement system.....	15
11 HR: personnel restructuring and training of grader and other yellow fleet operators.....	16
12 Stats on Vehicle damage claims.....	16
13 Safety and security matters relating to roads:	16
13.1 Lesotho Border Road.....	16
13.2 Theft of fencing along roads bordering commonage land creates a safety risk to road users ...	17
13.3 SAPS training: Animal Identification Act and transportation of livestock	17
14 List of questions to be asked to the FS Legislature.....	18
List of demands:.....	19



Executive summary

The Infrastructure challenges in the Free State are summarized by the 2024 World Bank & DBSA report, [Beyond the Infrastructure Funding Gap - A South African Perspective](#), that states:

*“... A key finding of the study is that poor quality and management of infrastructure and services undermine the achievement of SDGs. Thus, **investing in infrastructure must be supported by proper management, maintenance, and good governance.**”*

Although **lack of funds** is what keeps getting cited as the problem by the Department of Community Safety, Roads and Transport (DCSRT), proper management of the funds and staff on which the funds are spent, is the problem pointed out by international literature above.

The **top-heavy bloated personnel structure** responsible for the application of the funds is a matter that Free State Agriculture (FSA) has raised repeatedly, but which in 7 years has not received any attention. The salary component of the budget continues to increase, and is being concentrated at top level salaries and none at the lower ranks. The work of the lower ranks is being substitute with EPWP workers, employed at the special EPWP rate that is almost half of Minimum wage! Unfortunately, there is no loyalty from EPWP workers and no accountability, hence poor work productivity. Unnecessary budget also gets spent in procuring PPE's for these temporary workers.

The reason for the **poor management** is **political interference** imposing socialist ideologies and race-based policies that aide in the appointment of select cadres to do the work. **Jobs created are reported as a target and not kilometres repaired!**

Propper oversight of the work of appointed contractors is not conducted by consulting engineers, instead inhouse appointees (also appointed according to cadre / race-based legislation) into engineering positions that oversee this work. This all has led to the emergence of the so-called construction-mafia also aided and abated by race-based policies such at compulsory 30% local procurement / employment.

A summary of all specific questions can be found at the end of this report under **section 14: List of questions to be asked to the FS Legislature**. With **DEMANDS** after some sections requiring urgent action, and a summary in the **LIST OF DEMANDS** the very end on page 19.

Key slides from the presentation made to MEC Mbalula's delegation that attended the 1st monthly meeting of 2025 between FSA and the DSCRT on 31 January highlights our successes achieved and our problems with gravel (unpaved) and tar (paved) roads in the Free State:



Successes:

- ▼ SANRAL takeover of critical routes
- ▼ Winburg private blading – Bell trial – Dept. providing the diesel, Farmers accom. etc.
 - *how can a farmer/FA tender to maintain a section of roads for the longer term?*
- ▼ Wesselsbron pothole filling – Dept. proving tar, farmers: workers, tractors and trailers, etc.
 - *CUT withdrawn & roads needs urgent rebuilding*
- ▼ Bloemhof PPP. Dept gave tar, farmer the rest
- ▼ ??

Unsustainable!!

Figure 1. Successes achieved in 2024 with regards to roads maintenance and repairs according to FSA

BIG CONCERNS:

▼ Gravel roads:

MANAGEMENT

- Regravelling contractor appointment **TENDER / LEGAL BUDGET** *delays & far too little* – need more spot regravelling, especially over culverts
- **Balding schedule** never kept to due to **YELLOW FLEET HR STATE GARAGE** *grader breakdowns / no drivers & long fix times*
- Water-ways not being maintained as graders can't keep up with schedules
- Pipe and culvert exposure & damage: survey done but no **HR** *manpower* to address
- Bush encroachment: fire risk, limit option of reclaiming gravel & hide signage = danger. **HR** *Need ground workers* – can use EPWP here or via Working for Water or Working on Fire
- Fencing: farmer taking 100% of the cost burden of maintaining- usually 50:50 **BUDGET**
- Bridge repairs: take far too long, no equipment, **TENDER / LEGAL / BEE** *tender process bungling*, etc.

Figure 2. The concerns of FSA with regards to gravel (unpaved) roads maintenance and repairs in the FS





BIG CONCERNS:

▼ Paved / Tar roads: **TENDER / LEGAL / BUDGET / BEE**

MANAGEMENT

- CDP (Contractor development programme) – quality of work & Cost!
- EPWP – effective use? Chasing number of job=**political points** vs. getting the job done!
- **BUDGET** - % admin. vs. legal fees vs. actually fixing roads?? *F. Wilkens's main concern*
- Vehicle Damage Claims – are these being processed **LEGAL / BUDGET**
- Vala Zonke App – Cooperation of all 3 spheres of Gov. with SANRAL?
- Bush encroachment: fire risk & hides signage = **danger. Needs ground workers to be employed** – can use EPWP here or via Working for Water or Working on Fire **orgive neighbouring farmers the contract?** **HR / TENDER / LEGAL / BEE**
- Fencing: farmer taking 100% of the cost burden of maintaining- usually 50:50

▼ Rural Traffic Testing Centers – **Batho Pele??**

Reitz,
Heilbron,
Hoopstad,
Petrusburg,
Etc.

Figure 3. The concerns of FSA with regards to tar (paved) roads maintenance and repairs in the FS

In conclusion, the state of rural roads not only hinders agriculture and economic progress, but also hampers disaster response, scholar transport and medical services, infringing on the basic human rights of rural dwellers.

Introduction

Most important unresolved matters arising from our 2024 monthly meetings with the Department of Community Safety, Roads and Transport (DCSRT) are listed in the various sections below. Using only some specific roads to illustrate the problems, the greater systemic issues within the department are concentrated on and pertinent questions are posed to the Free State Legislature, Economic Cluster that deals with Infrastructure, for answers by their next sitting on **18 March 2025**.

A summary of all specific questions can be found at the end of this report under **section 14: List of questions to be asked to the FS Legislature**. After some sections there are **DEMANDS** requiring urgent action, and a summary of the LIST OF DEMANDS the very end on page 19.

The main issues listed point for point below are also captured in the table of contents in the beginning for easy reference.

1 General state of paved (tar) roads

The FS has 6 700 km of paved roads. A budget of R1.3billion is set aside for Contractor Development Project work to maintain the paved roads. This is the biggest budget item under roads maintenance.

As indicated in Figure 1, the biggest success of 2024 according to FSA, has been paved roads that have been transferred from the DCSRT to SANRAL, as here contractors were speedily appointed to start road





VRYSTAAT LANDBOU FREE STATE AGRICULTURE

repairs. It is strange that SANRAL operates under the same set of PFMA and procurement legislation, yet seems to get things done much more effectively?

R709 The Tweespruit-Excelsior Road is a prime example of political meddling / appointing the wrong contractors (CDP programme?). Through a retired civil engineer living along the road, the local Excelsior Farmers Association was alerted as to the credibility of the appointed contractor, New Beginnings', which was just another name for a contractor that previously couldn't do the job properly and went bankrupt. The farmers association alerted FSA who wrote a letter to the MEC then, Ms Letsoha-Mathae. A few months into the project the Civil Engineer again sent FSA a letter via the local Farmers Association that the work on the road was not being conducted according to engineering norms and standards, to which was reported back to FSA that the retired engineers' methods were dated and that new modern methods of roadbuilding were being used. A few months later all work on the road was stopped and the current contract terminated.

R708 The Marquard-Clocolan road has been labelled the worst FS road since the R26 Ficksburg-Fouriesburg-Bethlehem road lost this title after being handed over and repaired by SANRAL. The R708 from Senekal to Marquard has been repaired very well a few years ago, but the section from Marquard to Clocolan remains shocking. Vehicles travelling between the Goldfields and Lesotho are forced to drive on the verges as the potholes are too bad! FSA has reported the state of this road for years now and very little progress is being made in fixing it.

The Koffiefontein-Jacobsdal road had a similar situation where a reputable contractor was appointed, but the budget cut and the specifications of the tender reduced. This road was later handed over to SANRAL and the contractor was not paid in full as they had terminated the contract themselves as were not prepared to be liable for a road carrying +-700 manganese trucks per day that already started destroying the road shortly after the contractors removed their armed guards that were keeping the manganese trucks off the road.

There have been a few successes where CDP contractors under the supervision of the CUT repaired potholes.

Furthermore, around Wesselsbron e.g. farmers were helped with hot tar from the Dept and the farmers provided the equipment and workers to temporarily fill potholes on otherwise undriveable roads.

Legal action against service providers like Sedtrade who provided substandard work on the many roads they were contracted to repair also took a burden on the department resources as well as left the roads incomplete of over a year.

The crux of the problem: Local road-repair crews are understaffed and under-equipped to be able to work properly. Often there isn't a driver to take the workers to site. Because of poor security at the local roads offices there often get vandalised / the vehicles parked there are often stripped of tyres/batteries/etc. leaving them stranded until a new battery/tyre/etc can be procured through a lengthy and expensive central fleet/state garage process. And the driver gets paid while not able to work. Overall, a **management and accountability problem.**





2 General state of gravel (unpaved) roads

The FS has 22 000km of gravel roads that need to be maintained. For the 2023/24 financial year the number of kilometres of gravel roads that were planned and budgeted to be bladed was 40 000km (+- 2x per year), yet only 24 542.13 km was achieved because of plant (yellow fleet) non-availability and breakages due age and condition of equipment's / fleet. For the 2024/25 financial year 40 000km has been budgeted for again. 6 new graders were purchased but personnel to operate the bladers is not sufficient.

Many **farmers are blading the roads themselves** under different PPP arrangements under supervision of the district engineer. In Winburg the Dept supplies the diesel and Bell Equipment has supplied as research trial grader and skilled operator to do the work.

With limited actual blading taking place, grader operators are pressured to meet their 12km per day target and hence do light blading and never get round to the heavy blading needed to open waterways and divert water from the road.

Bush encroachment also makes it impossible to reclaim old gravel form the verges to put back onto the surface.

Many **road-signs are or faded and unreadable** or covered by the bush encroachment.

Many **roads are only graded ½ way to the next town** where there is a district boundary and hence a frustration for a road user who drives a good road and suddenly it becomes very bad – this can be very unsafe.

Contractor re-appointment for regravelling has been problematic and had to be taken to court, preventing any regravelling from taking place in 2024! This is a huge setback for rural road users. FS has urged contractors to be appointed to do spot-regravelling to address the main parts of a road that make it impassable, instead of regravelling an entire short stretch of road. This can make the budget stretch further and get more gravel roads in a better state.

Currently most **blading is being done by retired blader operators** who are **being paid by the farmers** themselves. This is unsustainable and **farmers cannot keep paying the grader operators**. Many graders are old and break down regularly and take ages to fix, making it impossible to stick to a roads blading schedule.

The presentation ***FS Roads Systemic problems***, made to the **FS-EXCO on 18 May 2022** highlights the different categories of problems with gravel roads, as laid out by a roads engineer, which still remain a problem to date.

3 Collapse of rural PAO / Public Works infrastructure

This does not create a suitable working environment for employees of the department. Besides the once head-quarters of the Department, the Medfontein building that has been condemned, and hence all top



personnel are pushed into holes all over the place into other Public Works Buildings, the rural town service infrastructure is also in a shocking state of repair!



Figure 4. Fotos of the state of the Petrusburg Roads Offices (old PAO) where the roads Department Officials are supposed to work form, servicing the Lestemeng LM area of Xhariep DM.

4 Rural roads testing stations closing down / delivering Substandard service

The Licensing offices in Heilbron, Hoopstad, Reitz e.g. have been reported. These Licensing offices are being closed one after the other (e.g. Tweespruit has been closed for 5+ years) and hence rural communities are not being served. Already strained still functioning offices now need to take on more disgruntled clients.

Why is this a problem? Batho Pele? The cost of doing business in the rural areas is made worse as farmers need to drive heavy farm vehicles to the next big service centre wasting time and money and putting additional strain on the traffic volumes.

If workers cannot work in an environment that is conducive to working in, they are unproductive or worse, get sent home and get paid a salary for doing nothing!



Figure 5. Heilbron Licensing centre vandalised & computers stolen - Photo supplied by HOD Tshabalala

Figure 5 shows the Heilbron Licensing centre vandalised & computers stolen and hence not able to deliver service for months on end as procurement of new computers has to be done centrally. Staff still get paid while sitting at home. Officials say they get redeployed, but this is not when our members tell us, as the staff don't have transport to get them to the site they are redeployed too, hence bad personnel management again.

5 Blading schedules not carried out

According to the DCSRT unpaved roads are classed into 3 categories and depending on category need to be bladed 1 in 2 years, once every year and 2x every year. This is what is budgeted for, but in reality is not realised at even 20% conservatively. The main reason that the blading schedules don't get carried out are due to grader malfunction & no suitably qualified grader operators to drive the few remaining graders that are operational - some public roads haven't been bladed for 6 years!

Question to FS Legislature: 1. How many graders does the DCSRT own itself in 2024?

Question to FS Legislature: 2. How many of these graders are older than 10 years old?

Question to FS Legislature: 3. How many graders were leased from the private sector in 2023 and 2024? (i.e. not from the state garage)

Question to FS Legislature: 4. What is the productivity of the provinces' grader fleet? (i.e. average hours leased for vs. average hours worked over a year)

Question to FS Legislature: 5. What is the average cost of a grader to the state per km actually graded in 2023 & 2024? (Budget for graders / km graded / number of graders leased)

Question to FS Legislature: 6. Are the state graders equipped with GPS tracking devices? (i.e. to monitor their actual productivity and position at any time?)



VRYSTAAT LANDBOU FREE STATE AGRICULTURE

Question to FS Legislature: 7. How many qualified blader operators are currently in the employ of the DCSRT?
(and the average age of these operators)

Question to FS Legislature: 8. Is there a formal (and budgeted for) succession plan to get new grader operators trained and employed by the DCSRT? If so, please provide proof

DEMAND 1. that the gravel /unpaved roads of the Free State be bladed at least once a year and that the waterways and culverts be unblocked, repaired and maintained to divert water away from the roads surface to protect its integrity and lifespan.

6 Scale and scope for the Regravelling of FS unpaved roads.

The awarding of regravelling contracts to CDP contractors has resulted in the prolonged courtcases and a hold up in work that needs to be done.

Question to FS Legislature: 9. What has happened to the budget that was awarded to regravelling in 2024/2025? Has it been diverted to legal action or where?

The budget for regravelling is hopelessly inadequate with R20 to R25 million allocated per district. Paying R1million per km to do results in only 25km per district being retravelled per year!

DEMAND 2. demand that new competent and experienced contractors be appointed as soon as possible, and on the basis of ability, and not race based policies, to conduct urgent spot regravelling on low lying areas prone to becoming muddy, clay patched that become extremely dangerous when wet.



7 Replacing broken water pipes, culverts and opening of waterways



Figure 6. Culverts on S426 completely exposed after a rain storm because of being blocked & graded open by a lack of a gravel layer – photo supplied by Willie Hertzog, Geluksdam Farmers Association – 12-02-2025

FSA recently requested a progress report on a project it requested for replacing broken water pipes and culverts and the opening of waterways?

Question to FS Legislature: 10. Has a comprehensive survey been done of broken water pipes that need to be replaced on gravel roads in the FS?

Question to FS Legislature: 11. has there been a stocktake done on the inventory of pipes available in the department?

DEMAND 3. that an action plan be drafted, approved and brought into action to systematically record broken culvert pipes, reallocate existing stocks of pipes / budget for outstanding pipes, supply at least 1 fully functional/new TLB and trained driver in the employ of the Department, per district to action a drainage repair and replacement programme.



VRYSTAAT LANDBOU
FREE STATE AGRICULTURE



Figure 7. The road to Peka Bridge border gate - an International Border post! Once one gets through the border at Lesotho, you drive on a beautiful pave road



VRYSTAAT LANDBOU FREE STATE AGRICULTURE

8 CDP and EPWP contractors not getting the work done satisfactorily

R1.3billion (R1 300 000 000) is budgeted for CDP projects in the Free State for the current 5-year term, the single most expensive budgeted item for roads maintenance and repairs (in comparison with R150 000 000 for regravelling - R25 000 000 per district)

Race based legislation is used to entrench a system of political patronage in the Free State instead of a merit-based system. The legacy of the book ***Gangster State, Unravelling Magashules web of capture*** has a whole chapter, *Chapter 19: Paved with gold*, dedicated to the then Department of Police, Roads and Transport:

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

“[The Zondo Commission’s revelations](#) of state capture exposed how BBBEE was sometimes hijacked by a politically connected elite, diluting its intended purpose of empowering the majority. Instead of transforming South Africa’s economy, BBBEE, in some instances, became a tool for a few to accumulate wealth and power.”¹

DEMAND 4. the end of a laborious and protracted tender process, suspected of manipulation and capture and which opens the way for the construction mafia, to be replaced with an efficient, transparent, just and equitable system that makes use of experienced and properly equipped contractors and local contractors who can get the job done. CDP can be done naturally through these contractors through passing on of valuable skills to those who really want to learn and are prepared to work hard. Local labour is naturally the most affordable and with the concession of paying EPWP wage rates to the unemployed appointed contractors will naturally use more labour-intensive methods.

9 Bridge repairs

Safe bridges are critical for linking rural communities to the local town for schooling, emergency service and getting produce to markets. The Aberfeldy bridge as a case in point, has still not repaired after 2 years of tender bungling and contract re-awarding. Or is the real reason, shifting of budget?

¹ <https://fwdeklerk.org/elon-musk-bbbee-and-the-path-to-inclusive-digital-transformation-in-south-africa/>



Aberfeldy Bridge 15 S59

- 2+ years – still no progress? **3+ years now!!!**
- **Grains need to be transported across this bridge!**



Figure 8. that Aberfeldy bridge that had budget and a contractor appointed in 2023, but for some unknown reason had to be withdrawn and readvertised

Other bridges that we reported over a year ago:

- Collapsed bridge on the **S268 between Kroonstad and Vredefort**
- Collapsed bridge on the **S1445 over the Sand River between Paul Roux and Arlington**
- Collapsed bridge on the **S58 between Ascent silos and the R546 to Standerton/Vrede**
- Collapsed bridge on the **S183 Bridge over the Valsriver, between Bothaville and Kroonstad**
- Collapsed bridge on the **S722 bridge between Schuttendraai silos and the R30 10km south of Bothaville**

Question to FS Legislature: 12. A separate status report on bridge repairs of bridges reported is requested from the department.

DEMAND 5. that urgent attention be given to rural road bridges that have been washed away, or are in a poor state of repair. There is the National Infrastructure Agency and the National Disaster Management Centres that just need to be mobilised! Dept. Official need to do their work and if not will be held accountable.



VRYSTAAT LANDBOU FREE STATE AGRICULTURE

9.1 Emergency flooding repairs:

R59: Pressing concerns about the repair of the R59 (flooded since December 2022), Reitz Street, Fortuna Street, and municipal roads damaged by traffic detours - issues that have severely impacted our community for over two years. Below are extracts from a letter by the farmers of Viljoenskroon and Rammulotsi/Viljoenskroon Community Council (RavCom) addressed to GrainSA 10 February 2025:

RavCom have raised their concerns for over two years concerning the flooded section of the R59 passing by Viljoenskroon. Despite repeated efforts and engagements with the Free State Roads and Transport department, led by Mr. Ntaka and Mr Oplet, they continue to face significant challenges and delays in obtaining clear information about the plans to rectify the situation.

Despite tenders being issued, Mr. Oplet and his department have failed to communicate a coherent plan or provide transparency regarding the scope and timeline for repairs. This lack of clarity not only hampers private sector involvement but also jeopardizes public safety and infrastructure integrity, particularly with NAMPO approaching, where the risks of accidents and damage are heightened.

The current state of affairs reflects a concerning level of incompetence within the Free State Roads and Transport department. Had they acted earlier on the RavCom's advice to simply pump out the water, much of the damage could have been prevented, thereby saving costs and mitigating risks to the state.

Given these circumstances, we have written to SANRAL & InfrastructureSA to assume responsibility for maintaining the R59 in its entirety. This step is crucial to ensure consistent and effective management of this critical road artery. The provincial reluctance to cooperate with national oversight is unacceptable, echoing similar challenges faced with local municipalities. National government, elected by taxpayers, bears the responsibility to protect citizens and enforce legislation. It is imperative that provincial and local authorities collaborate transparently and effectively in this regard.

Question to FS Legislature: 13. what is the status, plan and budget allocated to repair the flooded section of the R59 outside Viljoenskroon?

DEMAND 6. the entire R59 be handed over to SANRAL to be repaired asap as FSA has been mandated by the Rammulotsi/Viljoenskroon Community Council (RavCom) to demand

10 State of the yellow-fleet, state-garage/workshop and central procurement system

The state of the yellow-fleet, state-workshop and central procurement system is unacceptable for delivering the results required.

Question to FS Legislature: 14. How many vehicles are there that are managed in the Free State yellow fleet. How many are operational and how many are broken?

Question to FS Legislature: 15. What is the average turnaround time for a vehicle that is returned to the state garage for repairs? List specifically battery replacements and average costs, tyre replacements and actual costs per tyre.



VRYSTAAT LANDBOU FREE STATE AGRICULTURE

Question to FS Legislature: 16. Is there a service schedule for the yellow fleet vehicles? And if so, what is the turn around time for vehicles booked in for routine services?

DEMAND 7. a thorough investigation into the functioning and efficiency of the state workshop

11 HR: personnel restructuring and training of grader and other yellow fleet operators.

Farmers are currently paying retired operators to blade roads using the few functional remaining graders. This is not sustainable and the department needs to train and employ its own grader operators.

The Departmental training centre at Kroonstad is the only centre able to approve drivers and yellow-fleet equipment operators. With out the Kroonstad training no individual may operate a state yellow fleet vehicle. The problem is that the centre is totally understaffed and as a result no longer functional.

DEMAND 8. FSA demands that attention be given to the Yellow Fleet training centre at Kroonstad that is be suitably staffed and operational as soon as possible.

12 Stats on Vehicle damage claims

Regarding forms submitted to the Dept. for vehicle damage form potholes and bad road, how many actually get addressed / captured on a database to inform where the state of roads is causing accidents and vehicle damage? What is the cost of legal action vs. doing the job right!

The forms are made publicly available on the department website & FSA was urged to inform our members to submit their claims via these forms:

Roads https://www.policeroadstransport.fs.gov.za/?page_id=1677

HOW TO CLAIM FOR POTHOLE DAMAGE TO VEHICLES:

[Process for Claiming against the DPRT](#)

FORM TO BE FILLED OUT: Claim form for damages caused by potholes

[Claim Form Potholes](#)

Was this really a concerted programme to assist the public, or mere appeasing the public and doing nothing about it?

Question to FS Legislature: 17. how many forms submitted to the Dept. for vehicle damage as a result of poor roads actually get addressed? Please supply a report

13 Safety and security matters relating to roads:

13.1 Lesotho Border Road

The border road is essential for the SAPS and SANDF to patrol and do their work to maintain law and order along the SA-Lesotho border, particularly the areas where the Caledon River does not provide a natural boundary. Cross-border livestock theft is a loss of agricultural productivity and hence a reduction in potential taxes, including import taxes if the animals were transported across the border according to



VRYSTAAT LANDBOU FREE STATE AGRICULTURE

the formal channels. The spread of disease by not controlling our borders also poses a huge financial risk to the industry

DEMAND 9. the urgent extending / awarding the contract for repairing and maintaining the border road to a condition that 4x4 patrol vehicles can use it, to experienced local contractors.

13.2 Theft of fencing along roads bordering commonage land creates a safety risk to road users

Regarding the theft of fencing along roads bordering commonage land, FSA has long proposed that the rolls of fencing be dipped in yellow road paint as also the dropper points, and that SAPS be ordered to charge people found with / using such marked fencing material.

SAPS should also be ordered to assist in removing stray animals to pounds that Local Municipalities should have erected in terms of their By-Laws when requested by the public to do so.

It is imperative that the local SAPS understand their role in creating public order on the municipal commonages. The problem however is that many SAPS offices (and Municipal official) have their own livestock grazing on the commonages and hence have no incentive to facilitate law and order there. Municipal commonages are supposed to be for indigents and small-scale farmers starting out to get a chance at farming, not for already paid state officials.

Where there is no control over commonage land, this land gets overstocked, overgrazed and eroded in contravention of the Conservation of Agricultural Land Act (CARA) and Municipal Managers should be held accountable. The equitable rights of indigent and new farmers to have access to land is also eroded where people in position of power and authority abuse their power. Furthermore, livestock theft and the spread of disease and poor productivity of communal herds occurs where there is no control of communal land.

Action: Problem of stray animals, accidents and human fatalities, spread of diseases, livestock theft.

DEMAND 10. functional local pounds at strategic border and other towns,

DEMAND 11. zero tolerance on **theft of state fencing** and dropper poles to be marked with yellow road marking paint.

13.3 SAPS training: Animal Identification Act and transportation of livestock

FSA is currently busy with and has offered to train more SAPS traffic & other officers in the Animal Identification Act and laws and arresting powers governing the transportation of livestock. The enforcing of necessary by-laws cannot be carried out if the associated fines lists have not been compiled / updated by criminal justice - e.g. fencing, keeping of animals, stray animals, pounds, etc. by-laws



VRYSTAAT LANDBOU FREE STATE AGRICULTURE

14 List of questions to be asked to the FS Legislature

How many graders does the DCSRT own itself in 2024?	9
How many of these graders are older than 10 years old?	9
How many graders were leased from the private sector in 2023 and 2024? (i.e. not from the state garage)	9
What is the productivity of the provinces' grader fleet? (i.e. average hours leased for vs. average hours worked over a year).....	9
What is the average cost of a grader to the state per km actually graded in 2023 & 2024? (Budget for graders / km graded / number of graders leased)	9
Are the state graders equipped with GPS tracking devices? (i.e. to monitor their actual productivity and position at any time?).....	9
How many qualified blader operators are currently in the employ of the DCSRT? (and the average age of these operators)	10
Is there a formal (and budgeted for) succession plan to get new grader operators trained and employed by the DCSRT? If so, please provide proof	10
What has happened to the budget that was awarded to regravelling in 2024/2025? Has it been diverted to legal action or where?.....	10
Has a comprehensive survey been done of broken water pipes that need to be replaced on gravel roads in the FS?	11
has there been a stocktake done om the inventory of pipes available in the department?	11
A separate status report on bridge repairs of bridges reported is requested from the department.	14
what is the status, plan and budget allocated to repair the flooded section of the R59 outside Viljoenskroon?	15
How many vehicles are there that are managed in the Free State yellow fleet. How many are operational and how many are broken?.....	15
What is the average turnaround time for a vehicle that is returned to the state garage for repairs? List specifically battery replacements and average costs, tyre replacements and actual costs per tyre.....	15
Is there a service schedule for the yellow fleet vehicles? And if so, what is the turn around time for vehicles booked in for routine services?	16
how many forms submitted to the Dept. for vehicle damage as a result of poor roads actually get addressed? Please supply a report.....	16





VRYSTAAT LANDBOU FREE STATE AGRICULTURE

List of demands:

The farmers, farm workers and other rural road users, including schools and emergency workers (fire fighters, ambulances and rural safety police) demand:

- DEMAND 1. that the gravel /unpaved roads of the Free State be bladed at least once a year and that the waterways and culverts be unblocked, repaired and maintained to divert water away from the roads surface to protect its integrity and lifespan. 10
- DEMAND 2. demand that new competent and experienced contractors be appointed as soon as possible, and on the basis of ability, and not race based policies, to conduct urgent spot regravelling on low lying areas prone to becoming muddy, clay patched that become extremely dangerous when wet. 10
- DEMAND 3. that an action plan be drafted, approved and brought into action to systematically record broken culvert pipes, reallocate existing stocks of pipes / budget for outstanding pipes, supply at least 1 fully functional/new TLB and trained driver in the employ of the Department, per district to action a drainage repair and replacement programme. 11
- DEMAND 4. the end of a laborious and protracted tender process, suspected of manipulation and capture and which opens the way for the construction mafia, to be replaced with an efficient, transparent, just and equitable system that makes use of experienced and properly equipped contractors and local contractors who can get the job done. CDP can be done naturally through these contractors through passing on of valuable skills to those who really want to learn and are prepared to work hard. Local labour is naturally the most affordable and with the concession of paying EPWP wage rates to the unemployed appointed contractors will naturally use more labour-intensive methods. 13
- DEMAND 5. that urgent attention be given to rural road bridges that have been washed away, or are in a poor state of repair. There is the National Infrastructure Agency and the National Disaster Management Centres that just need to be mobilised! Dept. Official need to do their work and if not will be held accountable. 14
- DEMAND 6. the entire R59 be handed over to SANRAL to be repaired asap as FSA has been mandated by the Rammulotsi/Viljoenskroon Community Council (RavCom) to demand 15
- DEMAND 7. a thorough investigation into the functioning and efficiency of the state workshop 16
- DEMAND 8. FSA demands that attention be given to the Yellow Fleet training centre at Kroonstad that is be suitably staffed and operational as soon as possible. 16
- DEMAND 9. the urgent extending / awarding the contract for repairing and maintaining the border road to a condition that 4x4 patrol vehicles can use it, to experienced local contractors. 17
- DEMAND 10. functional local pounds at strategic border and other towns, 17
- DEMAND 11. zero tolerance on theft of state fencing and dropper poles to be marked with yellow road marking paint 17





**VRYSTAAT LANDBOU
FREE STATE AGRICULTURE**

Table 1. A presentation by the FS Department responsible for roads as to the extent of the roads network under their management and control.

PROVINCIAL ROADS NETWORK PROFILE

Roads Per District Municipality	Surfaced Roads (km)			Gravel Roads (km)		Total (km)
	Access Roads	Primary Roads	Special Secondary	Secondary Gravel	Tertiary	
Xhariep (DC16)	27.72	797.87	56.25	4 842.87	4 144.81	9 869.52
Motheo (DC17)	124.77	529.66	174.05	2 777.90	1 724.46	5 330.84
Lejweleputswa (DC18)	53.50	1392.51	832.50	4 865.41	4 225.35	10 919.27
Thabo Mofutsanyana (DC19)	117.82	1135.38	344.16	5 412.65	3 681.61	10 691.62
Fezile Dabi (DC20)	49.65	1189.06	320.98	4 155.89	3 318.21	9 033.79
Total (km)	373.46	5 044.48	1 277.94	22 054.72	17 094.44	45 845.04

This slide indicates the kilometres per Region per type of road along with the total respectively



community safety, roads & transport

Department of
Community Safety, Roads & Transport
FREE STATE PROVINCE

www.fs.gov.za





VRYSTAAT LANDBOU FREE STATE AGRICULTURE

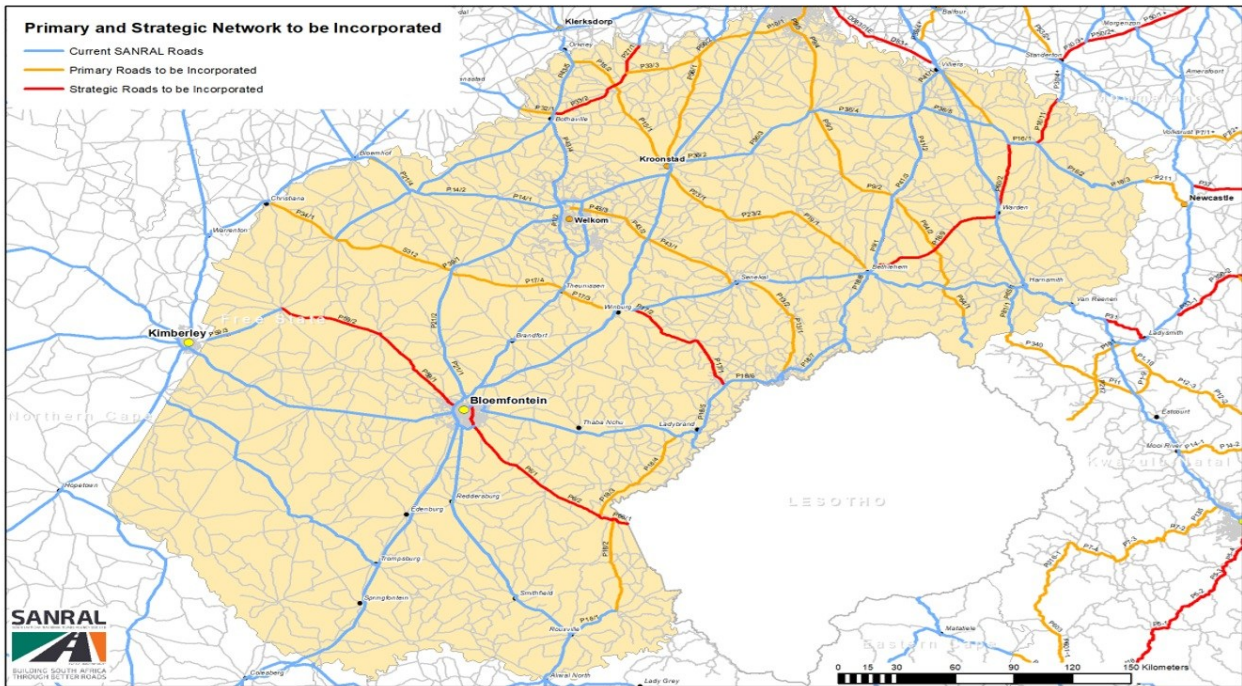


Figure 9. a map of roads that already have been and are in the process of being handed over to SANRAL – FSA demands that this process be completed without any further delays.

