



ROADS AGENCY LIMPOPO
Together for better roads

FIRST QUARTER
EDITION 2019

MMILENG

WELCOME TO OUR ROAD NETWORK

FIFA WOMEN'S WORLD CUP

RHODA MULAUDZI

on road to France 2019

CYRIL RAMAPHOSA MINING AND COMMUNITIES CAN WORK TOGETHER

#RALatWork

- Ga-Ntata Feel Service Delivery
- RAL Boosts Small Businesses in Ga-Ntata



END OF TERM

STATE OF THE PROVINCE
ADDRESS 2019/20

'LIMPOPO A MUCH BETTER PLACE'

BIG INTERVIEW

WITH ROADS AGENCY LIMPOPO
CHIEF EXECUTIVE OFFICER



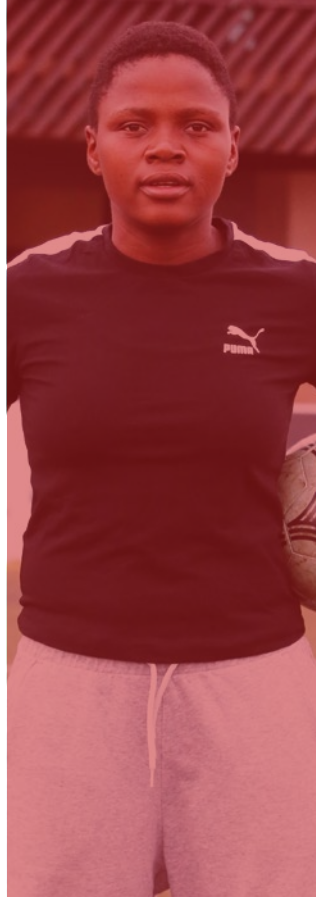
ROADS AGENCY LIMPOPO

Together for better roads



Contributing to socio economic development by connecting the people of Limpopo Province.

Providing quality and sustainable provincial road infrastructure network for the economic development of Limpopo Province.



1st Quarter Edition 2019

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COVER STORY

Mmileng First Quarter 2019 Cover Star is His Excellency Cyril Ramaphosa, the President of the Republic of South Africa. Story on Page 18.

NOTE FROM THE EDITOR



**MR MAROPENG
MANYATHELA,**
RAL's Head of Communications

Welcome to yet another edition of *Mmileng*, the official quarterly publication of the Roads Agency Limpopo (RAL), containing informative and insightful up-to-date news on the road infrastructure work of the Agency.

This edition covers work done in the first quarter of 2019, and we lead with the coverage of the end of term Limpopo State of the Province Address (SOPA).

This piece has a quick-fire 'in Numbers' roundup, which has proved an easy and quick reference for those on the go.

We also report back on RAL's continued productive participation at this year's Mining Indaba that took place in Cape Town.

Our 'Big Interview' is RAL Chief Executive Officer Gabriel Maluleke who touches on his plans for the Agency while holding the forte.

Because of the in-depth nature of the introductory 'Big Interview' with Mr Maluleke, particularly when it relates to his vision for the Agency, we have decided to defer his debut in the 'From the CEO's Desk' Insight column to the next edition.

Our 'RAL at Work' project profile for this edition is the double-joy of the two reconstructed bridges in the village of Ga-Ntata in the Mopani District Municipality of Limpopo Province that will enable villagers to cross the two rivers surrounding their village and access the much needed services.

We'd also like to take this opportunity to wish Nyeleti Consulting Engineers, who worked on the Ga-Ntata project as Consulting Civil Engineers, the best of luck at the Built Environment's 2019 Consulting Engineers South Africa (CESA) Aon Engineering Excellence Awards scheduled to take place in August 2019. The two bridges have been entered in the mid-level category of projects

ranging in value of R50 million to R250 million.

The bridges were completed and opened for traffic in the first quarter of 2018.

And that is where we trekked back for our popular 'Mintirho ya Vulavula' vox pop, to get firsthand feedback on how this service delivery has improved the lives of community members.

We also engage with communities, our key stakeholders, via new media platforms. We feature highlights from our popular social media pages for the quarter.

Please continue using the #RALatWork when posting and searching @roadsagencylimpopo on Facebook and @RoadsAgency on Twitter.

Our 'Personalities' feature is South African Women's senior national team forward Rhoda "Mambush" Mulaudzi, who returns to the Banyana Banyana just in time to hopefully make the squad for their debut FIFA Women's World Cup France 2019.

We hope this edition will bring you a step closer to understanding RAL's thankless work of delivering and improving road infrastructure in Limpopo Province.

Some key public and national events taking place during the life of this edition will be the Easter period and South Africa's sixth national and provincial elections taking place in May 2019.

In this regard, we extend our good wishes to those commemorating Good Friday and Passover, and encourage every eligible citizen to participate in the important renewal of our democratic being as a nation, the general elections.

Please continue to exercise utmost patience and behave responsibly on the roads.

Let's meet on the other side.



We Connect LIMPOPO...

Today Limpopo boasts a modern road infrastructure because we are creating and designing modern bridges and roads, making transportation of people and goods reliable and opening access to the rest of Africa. Making it all happen...



ROADS AGENCY LIMPOPO
Together for better roads



ROADS AGENCY LIMPOPO

‘Together for better roads’

REGISTER YOUR BILLBOARD



All current and future owners of advertising signs that are on or visible from provincial and district roads are required to register their advertising signs with immediate effect. As provided for in the Provincial Roads Act No 7 of 1998, all advertising signs owners are required to apply to the Roads Agency Limpopo (RAL) for approval before erecting such signs.

In August 2004, the MEC for Public Works promulgated regulations governing billboard advertising. The regulations affect all commercial advertisers and individuals, who depend on the proximity to or existence of provincial roads to advertise. The implementation of these regulations has been in effect since the 1st of November 2004.

What are the fees?

The following fees are applicable:

- A R2000 application fee (Once off)
- An approval fee depending on the size and location of the sign (Once off)
- A monthly rental fee (Only applicable if on our road reserves)

How do I go about registering my advertising sign?

An application can be obtained from our offices or downloaded from our website at www.ral.co.za. Additionally, an online application facility is also currently available.

What are the penalties if I fail to register my advertising sign?

All un-registered signs will be removed by an appointed contractor and all costs for storage, removal and any additional charges incurred by the agency will be carried by the owner of the advertising sign.

Do I have to register my sign if it is located on private property?

If the billboard is visible from Provincial or District roads then you will still have to submit an application for approval. However, since it is located on private property you will not be liable for rental charges.

For more information, please contact the Land Use Management Unit at the under mentioned numbers or log onto www.ral.co.za

Roads Agency Limpopo

“Together for better roads”

Contacts:

Tel: 015 284 4600/02

Website address: www.ral.co.za

**“We urge you to register
your illegal billboard or
remove it”**

THE BOARD'S VIEW

The Value of Road Infrastructure to the Service Delivery Ecosystem

The war against the triple crisis of poverty, inequality and unemployment can only be fully won when Roads Agency Limpopo (RAL) effectively delivers a world class road infrastructure to previously marginalised communities.

No community or nation can flourish or realise its nation-building goals without a modern road network system. Less-modernised roads can plunge a community into isolation in both development and social terms.

Roads set the foundational tone of a community's development agenda. One cannot radically transform a community's socio-economic discourse without the backing of a vibrant road network.

A well-maintained road network is a treasured gift to any community or nation.

Giving a community a good road system is equal to giving such a community a free ticket to long-term prosperity. A sound road network is an investment in the next generation. A community without a good road network is a community that is eternally condemned to poverty and all manner of social deprivations.

Bad roads are synonymous with social ills such as early deaths, high school drop-out rates and under-development. In other words, a poor road network system leads to dysfunctional communities.

A community is rendered dysfunctional when its kids cannot go to school during the rainy season because a road that links that community to the school does not have a bridge.

A dysfunctional when a pregnant woman cannot access health care in real-time because the road that links that community to the clinic is in a bad shape.

Dysfunctionality manifests itself when the elderly cannot access vital social care services because of inaccessible roads. Another example is when workers or job seekers walk several kilometres to access the nearest bus station.

A dysfunctional community is a community whose poor road assets makes it costly for local investors to transport their goods or products to

the marketplace.

A 21st Century investor prefers to invest in provinces or communities that are well-connected with a modern road network.

Many of the fatal road accidents experienced in the province over the years are linked to a poor road network.

Poorly maintained roads expose the lives of commuters, motorists and the public to danger. Good roads are equal to less accidents and ultimately relatively low road fatalities.

With the high rate of road fatalities recorded every year, a strong business case for delivering a modern road network for the province exists.

Meaningful socio-economic transformation can only take place in an environment of efficient people-to-people connectivity.

Studies have shown that a modern road governance system is the precursor of intense economic activity. Leveraging the local road governance system is therefore a vital prerequisite for the province's road modernisation discourse.

When provincial road assets are prudently and efficiently governed, communities enjoy a sustained access to pothole free roads. The elimination of gravel roads throughout the province becomes possible.

RAL is declaring war against gravel roads. Ensuring that all gravel roads are tarred is a fight to improve the human dignity of our people.

The time has fully come for the democratic project adopted in 1994 to deliver real socioeconomic change to all South Africans.

Building world class road infrastructure is the only practical way to give the 1994 democratic project its true meaning.

Democracy is meaningless when our people are still driving on dust roads that are full of potholes. The democratic project becomes a derailed project when the large portion of our people cannot access health care facilities due to inaccessible roads.

This project becomes under real threat when the large portion of our people are still cut off from the rest of the world due to inaccessible roads.



MR MATOME
RALEBIPI,
RAL Board Chairperson

The Premier of Limpopo Province Chupu Stanley Mathabatha and Polly Boshielo, Speaker of the Limpopo Provincial Legislature, acknowledging the crowd as they arrive at the Jack Botes Hall in Polokwane for the 2019/20 Limpopo State of the Province Address (SOPA).



PREMIER CALLS FOR PATIENCE

IN LIGHT OF IMPROVED
ROAD INFRASTRUCTURE
SERVICE DELIVERY



Roads Agency Limpopo CEO Gabriel Maluleke, RAL Board Chairperson Matome Ralebipi and the former RAL CEO Maselaganye Matji, in his last outing for the Agency, were also in attendance at the 2019 Limpopo State of the Province Address.

The 2019 end of term State of the Province Addresses (SOPAs) naturally focused on the overarching ‘reporting on the work done in the last five years’ of the fifth provincial legislatures rather than ordinarily only reporting back on the commitments, plans and challenges made at the beginning of the year under review, the 2018/19 financial year.

More so with another set of SOPAs in the offing in a couple of months after the sixth national and provincial elections of 8 May 2019, where a detailed programme of action on service delivery for the 2019/2020 financial year shall also be unveiled in detail.

In Limpopo, Honourable Premier Chupu Stanley Mathabatha proclaimed his province ‘a much better place than it was (before 2014)’, when his (current) administration assumed office.

“In many parts of our Province, especially the most rural and far-flung villages, our people drive on tarred roads,” said Hon Mathabatha, in his address to the people of Limpopo province through the platform of the fifth Limpopo Provincial Legislature at the Jack Botes Hall in Polokwane.

He said road infrastructure development is high on the agenda of his government.

Roads Agency Limpopo (RAL) is the road infrastructure implementing agent for the Limpopo Provincial Government under the auspices of the

Department of Public Works, Roads and Infrastructure.

Reporting on progress, particularly on Bermuda roads, the Premier said three of the 14 identified Bermuda roads that had been earmarked for completion in the previous SOPA (2018), have already been completed.

Bermuda road is a colloquial term for an incomplete tarred road, one part tarred and most of it, particularly towards a relatively poor economic area, being gravel road.

“IN MANY PARTS OF OUR PROVINCE, ESPECIALLY THE MOST RURAL AND FAR-FLUNG VILLAGES, OUR PEOPLE DRIVE ON TARRED ROADS”

THESE ARE:

- D3423 from Moletjie (Road to D3332) to Makgodu to Ga-Komape to Ga-Legodi to Ga-Ramphela (all in Moletjie) in the Capricorn District Municipality.
- D1392 from Ga-Malekane to Ga-Mampuru to Ga-Phasha to Tukagomo to Ga-Mahlakwena in the Sekhukhune District Municipality.
- **Road D4 and D6745 from Mmatsho to Alcoa in the Vhembe District Municipality.**



The theme of the end of term 2019 Limpopo SOPA was on the achievements by the provincial government over the past five years. Premier Mathabatha called for patience from communities in light of improved road infrastructure service delivery in the province.

A further three roads are under construction and are due for completion in the current 2019/20 financial year, namely:

- D1468 from Senwabarwana to Mareis to Ga-Machaba to Marobjane to Indermark in the Capricorn District Municipality.
- D4200 from Jane Furse to Madibong to Marulaneng to Ga-Maila to Mphanama in the Sekhukhune District Municipality.
- P277/1 from Vhurivhuri to Makuya to Mbuyuni to Guyuni to Maludzhawela to Sanari to Mutele to Masisi in the Vhembe District Municipality.

“GOVERNMENT WANT TO APPEAL TO OUR PEOPLE OUT THERE THAT PATIENCE IS A VIRTUE. A TARRERED ROAD IS COMING TO YOU AS WELL.”

The rest of the other multi-year Bermuda road projects, eight, will be constructed or completed in the 2020/21 financial year. R2.1 billion has already been set aside to complete these 14 Bermuda roads.

Notwithstanding this progress, said the premier, “a lot more still needs to be done to expand our tarred provincial road network.”

On the matter of building a capable and accountable government, Premier Mathabatha said over the last five years his government has worked hard to restore the credibility of the provincial government through

fighting corruption, minimising wastage of public resources and promoting efficiency and good governance.

“When we took over in 2014, corporate governance in the province had virtually collapsed. The province was bankrupt and had no money for service delivery,” he said.

At the time, the Roads Agency Limpopo then parent department, the Department of Roads and Transport, was one of the five Limpopo provincial government departments put under administration in terms of section 100 of the constitution between 2011 and 2014 by national government.

“We have taken decisive steps against those who were involved in wastage and maladministration.”

He said they have also restored the credibility of the public tender system.

“The other tendency we must equally discourage is people masquerading as local business to intimidate lawfully appointed contractors and disrupt projects purely for personal gain.”

“No single individual is entitled to be sub-contracted against the specific conditions of an existing contract,” warned Premier Mathabatha.

“What is even worrisome is when such people go as far as mobilising community members to disrupt the good work of government.”

“This must come to an end,” said the Premier, putting his foot down.

The Premier concluded his SOPA’s focus on road infrastructure development by appealing to communities to exercise patience around road infrastructure service delivery.

He said the issue of roads in Limpopo must be put in the right context.

“Remember when this democratic government came in it inherited a huge backlog of road infrastructure, unlike any other province.”

He said it is against that background that “government want to appeal to our people out there that patience is a virtue.”

“A tarred road is coming to you as well,” promised Premier Mathabatha.

“But we are unable to completely tar the entire road network at the same time as per demands. We just don’t have the resources. We would need the entire budget of national government to upgrade, from gravel to tar, the total road network in Limpopo.” ^m

SOPA IN NUMBERS

In February 2019, Limpopo Premier Chupu Stanley Mathabatha delivered his end of term State of the Province Address (SOPA) at the Jack Botes Hall in Polokwane.

Below are the highlights from the SOPA, in numbers, over the past five years:

317 000

jobs created in Limpopo since 2014.



16.5 Limpopo Province's unemployment rate (in percentage) against the national average of **27.1%**. This is the lowest unemployment rate in the country.



150

investments in billions of rands raised through the Musina-Makhado Special Economic Zone (SEZ) to the provincial economy.

Zone (SEZ) to the provincial economy.

380

lane kilometres of the provincial road network rehabilitated since 2014.



27.5 domestic travellers in millions received by Limpopo Province since 2014. During the same period, Limpopo attracted **7.8 million** international travellers.

1200

number of cooperatives provided with financial support of over **R51 million** by the provincial government since 2014.



260

the road network in kilometres upgraded from gravel to tar since 2014.

148 number of students from Limpopo Province who have graduated as doctors from



Cuba and are already deployed across the province. A further **328** students from the province are currently undergoing medical training in this programme.

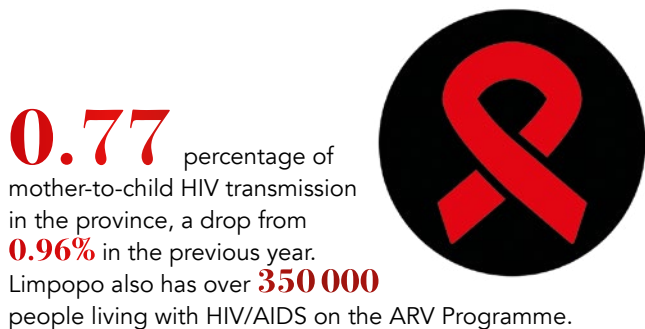
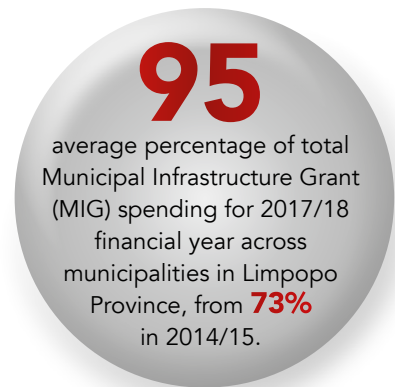
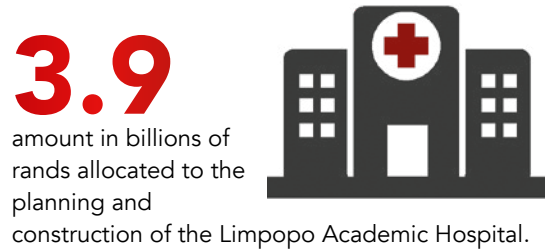
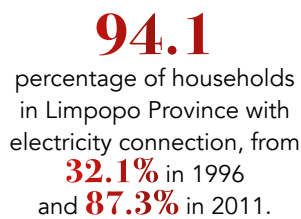
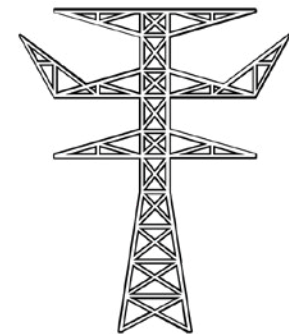
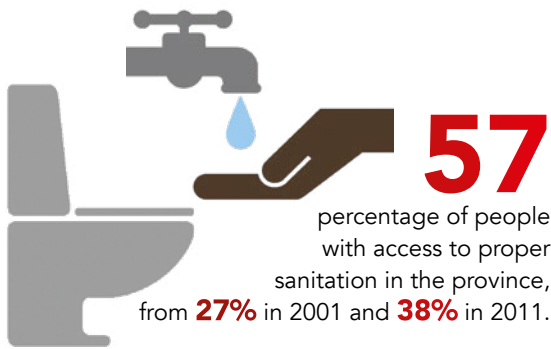
193

amount in millions of rands provided by the provincial government (in financial support) to Small Medium and Micro Enterprises since 2014.



2.6

in billions of rands spent to upgrade the provincial road network from gravel to tar since 2014.



#RALatWork

Complaints and Compliments

 roadsagencylimpopo
 RoadsAgency



Ntsieni Patrice Lumumba Mudziel...
@NtsieniUnaado


Replying to @NtsieniUnaado @RoadsAgency

THanks on D3685 i saw it is going to be regravelled and have its drainages fixed. DM me for how we can lend a funding hand to tarred it from Matavhela to Tshixwadza with Humanitarian aid funding which is non refundable, zero interests, zero repayment

10:04 AM - 23 Feb 2019

Roads Agency Limpopo @RoadsAgency - Feb 13

Progress update on the upgrading, from gravel to tar, of roads D4311, D4310 and D4328 between Legatloeng and Monsterus in the Sekhukhune District Municipality of Limpopo Province. #RALatWork



Kwena Matshele
@kwena519


Replying to @RoadsAgency

Please update on road D3377 Matlala road. How many years now to go till tar??? Your people are re-graveling our gravel road there

10:04 AM - 13 Feb 2019

Roads Agency Limpopo @RoadsAgency - Mar 4

Update on the upgrading from gravel to tar of roads D4311 and D4310 between Legatloeng and Monsterus in the Sekhukhune District of Limpopo Province. #RALatWork



Phosa Mthombeni
@phosa1

Replying to @RoadsAgency @MphoTau

Mageva Makhuvu road in talled, please be seen do too!

10:24 PM - 4 Mar 2019

Roads Agency Limpopo @RoadsAgency - Feb 17


2. #RALatWork - This is Phafun Bridge that RAL completed last year (2018) - The bridge before this one was washed away by floods.



5 6 26

Roads Agency Limpopo @RoadsAgency - Jan 18

2. #RAL@WORK - Progress update on the upgrading of the road from Babangu to Maphale in the Mopani DM



Sonia
@Sonia_zwa


Replying to @RoadsAgency

To be honest, Limpopo is by far doing a good job in roads compared to provinces such a Noth West. We have to acknowledge that not all roads will be tarred all at once, it is just impossible but the work you do is really impressive. Keep it up

11:21 PM - 19 Jan 2019

Roads Agency Limpopo @RoadsAgency - Feb 23

#StrategicPartnership@WORK | @dibeengroup, Venetia Mine & RAL - Progress update on the rehabilitation of road D2692 from Musina to Venetia Mine, Vhembe DM



Ntsieni Patrice Lumumba Mudziel...
@NtsieniUnaado


Replying to @RoadsAgency @dibeengroup

We hope the mining giant contributed c of this construction budget as they are ones using it mostly.

1:00 AM - 23 Feb 2019

Mpho Tau
@MphoTau

Good job,now when can the road from Magatle through to GaPhaswana (Makgophong) at Zebediela be upgraded?



Roads Agency Limpopo @RoadsAgency

#RAL@WORK - Rehabilitated section of the road #D1675 from Mookop Power Station to Steenbopan area in the Lepellele Local Municipality.

6:21 AM - 13 Jan 2019

4 Retweets, 5 Likes

Ntsieni Patrice Lumumba Mudziel...
@NtsieniUnaado

Replying to @RoadsAgency

While on it have you thought of the damage at Matshela to Tshixwadza road in vhembe? Or we should take it upon ourselves to look for funds, design and construct ourselves, and maintain it as we re long lost communities.

Makopa Thobajane @Gondroaspis_1 - Jan 13

Replying to @RoadsAgency

I was really like to hear that amover Mpho. Unless if road closure and burning of trucks should happen first between Matshela and Zebediela



Chief Ngoako Malebogo of Bahananwa chieftom addressing his people during a community engagement event with the leadership from the Limpopo Provincial Government.

PREMIER REASSURES GA-MALEBOGO RESIDENTS

Residents of Ga-Malebogo had their plea for the D3278 road to be tarred answered by the Honourable Premier Chupu Stanley Mathabatha when he visited the area on Tuesday 19 March 2019.

The Premier's visit in Ga-Malebogo outside Senwabarwana, Limpopo follows the protests where all local roads leading to Bochum were barricaded with burning tyres and rocks in the previous weeks.

Without any waste of time when Premier Mathabatha took the stand on the podium, he told the local residents that he has decided to come to them by himself to make the announcement that the process of the construction

on the said road will commence in October this year.

The road was supposed to have been tarred in 2005 but due to unforeseen incidents, only 30 of 60 kilometres were tarred.

The road also passes by the Bahananwa Tribal offices going down to Buffelshoek clinic.

The good news by honourable Premier was received warmly by the residents who were led by Blouberg Development Forum.

The Premier and his entourage including Roads Agency Limpopo CEO Gabriel Maluleke and Honourable MEC Nandi Ndalane together with the Executive Mayor of Capricorn District Municipality Councillor John Mpe and Councillor Solly Pheedi, the Mayor of Blouberg Local Municipality, were given a warm welcome on their arrival by hundreds of villagers.



Speaker of Blouberg Local Municipality Cllr Maria Thamaga, RAL CEO Gabriel Maluleke and MEC for Limpopo Department of Public Works, Roads and Infrastructure Nandi Ndalane listening to road infrastructure concerns raised by Ga-Malebogo Residents at a community engagement event.

The Premier started his speech by restoring calm from those who attempted to make noise when he was about to address the mass meeting.

Mr Mathabatha was straight to the point during his address when making his announcement about the tarring of the road.

“We drove on this road when coming over here but I can assure you that we still have many roads that still need to be tarred across the Limpopo Province. I met with your Development Forum and local taxi associations who expressed the importance for all local roads to be tarred because their vehicles get damaged so easily.”

“I CAME HERE WITH MY TEAM AFTER RECEIVING YOUR COMPLAINT ON MANY OCCASIONS. IT WAS NOT POSSIBLE BUT WE HAVE PRIORITISED TO COME OVER AND MEET WITH YOU TODAY.”

“We went back to the drawing board to see what could be possible for this road to be tarred. During the State of the Province Address we mentioned the issues revolving around local roads and I’m not going back to that presentation. What is possible is that the tender process will start by October this year. We understand the importance of this road and we are committing ourselves as you know that the construction of a road is a long process,” said Premier Mathabatha.

Premier Mathabatha added that he has instructed Roads Agency Limpopo to recondition the bumpy gravel road while the tender process will be starting later this year in October.

Chief Ngoako Malebogo told the Premier that they experience difficulties driving on this road especially when it is raining.

“Indeed we have struggled in the past years and now that our Premier Mathabatha is here, our road will be tarred and we are glad that he told us the good news by himself. We know that it’s a process to

make a tar road. I’m happy that while we are still waiting for the contractor to start with the construction work in October, Premier promised

that this bumpy road will be looked after by RAL until the main work starts.” Chief Malebogo said.

Chief Malebogo added that they still need other services such as electrification in some village and permanent water supply. He further quipped that by this time everyone should be having those services.

He pleaded with the residents not to burn schools and destroy public properties when engaging in protests because the same property is a need to the people in future.


Thabang Moremi, the chairperson for Blouberg Development Forum said they have met with the Premier on many occasions discussing plans to tar their road.

“We are pleased that Mr Mathabatha came in person to have a taste of what we have been feeling all along and today is here for a better solution. We are aware that there’s a new CEO Mr Gabriel Maluleke and he didn’t put our complaints aside when

he entered the office.”

“Today the Premier drove on our bumpy road and I believe that he has seen and tasted our pain. We have been putting pressure on our councillors and traditional leaders about the tarring of the road. We wish that this road can be tarred before the elections because this road was supposed to have been completed years ago,” Mr Moremi said.

Mr Moremi thanked local residents for their support during their journey going to the Limpopo Provincial Government offices to submit their plea.

Giving a vote of thanks the Executive Mayor of Capricorn District Municipality thanked Premier Mathabatha for the announcement he made of the quality road that is coming. 



Roads Agency Limpopo newly appointed Chief Executive Officer Gabriel Maluleke has been engaging various stakeholders since he assumed office, including the five district municipalities of Limpopo Province.

NEW CHIEF EXECUTIVE HITS GROUND RUNNING ENGAGES KEY STAKEHOLDERS

Following the protests in different parts of Limpopo Province about the tarring of local roads, the newly appointed Chief Executive Officer (CEO) Gabriel Maluleke of Roads Agency Limpopo (RAL) made it his mission to resolve the issues of the communities.

He had an urgent meeting with the management of all five district municipalities in Limpopo on Monday, 18th March 2019.

“WE HAVE IDENTIFIED THE POSSIBLE BARRIERS AND AGREED WITH THE MUNICIPALITIES ON ACTIONS NEEDED TO IMPROVE.”

The main purpose of the meeting was to discuss the Municipal plans on improving the local roads in this coming financial year. The three hours meeting which commenced at 9am was held at the headquarters of RAL in Polokwane.

Mr Maluleke said, “Our aim was basically to engage with various district and local municipalities regarding the issues of road infrastructure within the province. As you


know that for the past weeks and months there have been protests for roads and that’s where our main focus is. Since I started in March as the CEO, we have been flooded with requests for meetings from various communities; some of the complaints came through MEC Nandi Ndalane’s office and some via Premier Stan Mathabatha’s Office. Now the guidance from the Premier was that we should, between RAL and the Department of Public Works, Roads and Infrastructure, engage various district municipalities to assess the extent of the backlog and the cost thereof.”

“We are not saying there is money to do the upgrades on the roads immediately, but it helps to do a complete assessment. If there are any potential plans that need to be done, it will be informed by a process between us and other stakeholders which are the various district municipalities,” Maluleke said.

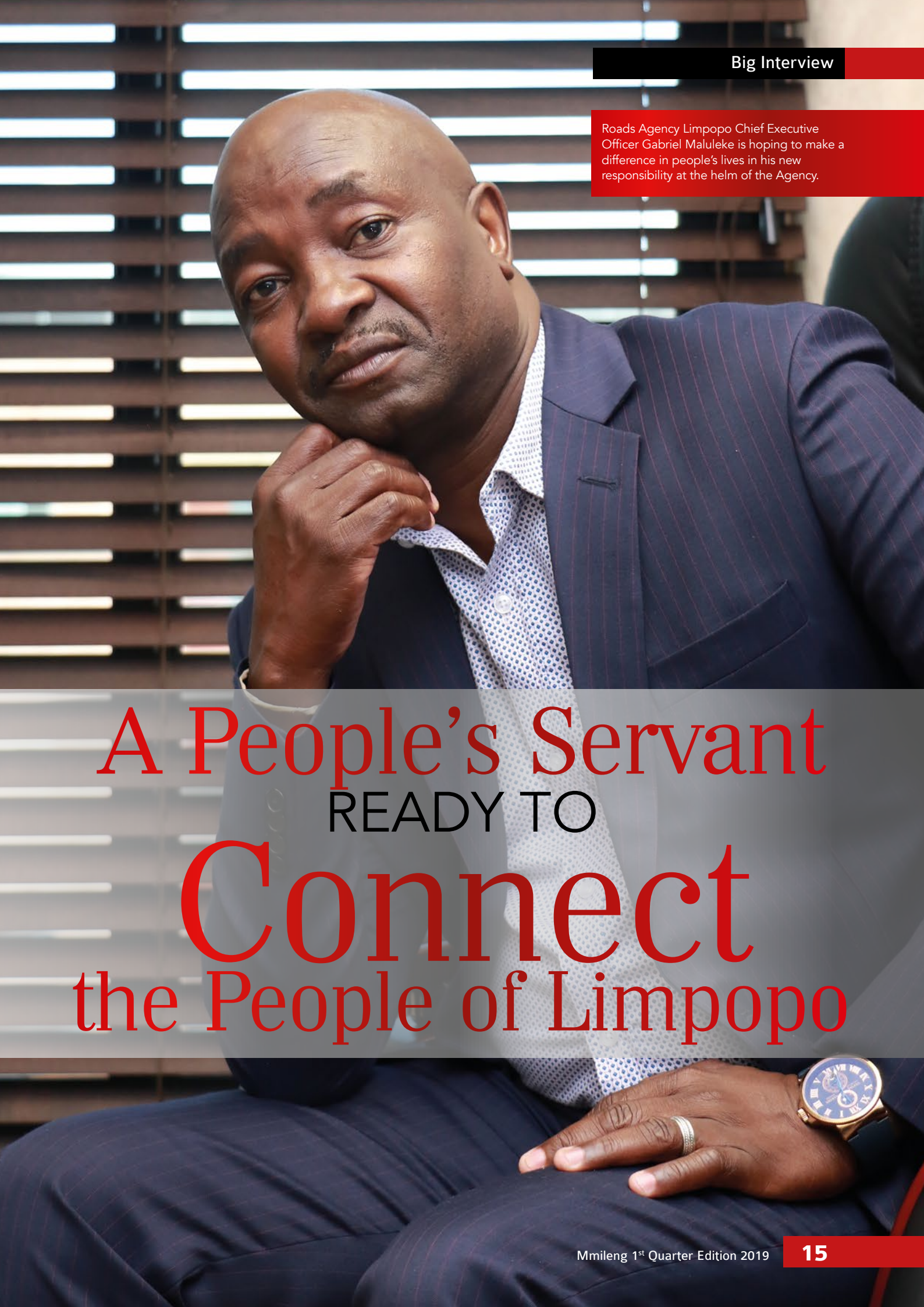
Mr Maluleke added that he was happy with proceedings of the meeting he had with the district municipalities.

During the presentations they cited the lack of information from other district municipalities as a challenge. They discussed interventions and cooperative relations going forward.

“It was our first engagement for this year. We have identified the possible barriers and agreed with the municipalities on actions needed to improve. Going forward we will be looking at those improvements.”

All five district municipalities being Capricorn District Municipality, Mopani District Municipality, Sekhukhune District Municipality, Vhembe District Municipality and Waterberg District Municipality presented their plans about roads that must be tarred in their jurisdictions. 

Roads Agency Limpopo Chief Executive Officer Gabriel Maluleke is hoping to make a difference in people's lives in his new responsibility at the helm of the Agency.

A portrait of Gabriel Maluleke, a middle-aged Black man with a shaved head, wearing a dark blue pinstriped suit jacket over a light blue patterned shirt. He is sitting and resting his chin on his right hand, looking thoughtfully towards the camera. The background consists of horizontal window blinds.

A People's Servant READY TO Connect the People of Limpopo



Maluleke sat down with *Mmileng*, the official quarterly publication of Roads Agency Limpopo, to share his passion and vision for the Agency.

Roads have become one of the most important catalysts for economic development in South Africa and most of the developing countries.

Roads Agency Limpopo's (RAL) Chief Executive Officer (CEO) Gabriel Maluleke sees the building and maintenance of roads in the province as one of the most crucial factors that have the potential to change the lives of the people and the economy of Limpopo Province.

Mr Maluleke gave *Mmileng* an insight into his vision for RAL and his passion about the organization contributing in improving the lives of the people of Limpopo.

"Various industries that exist within the province rely heavily on a good road infrastructure. You need a good road network for tourists to access the various attractions that this province is known for. The agricultural industry in this province needs a good road infrastructure to ensure that the goods are delivered to the markets in the most cost effective manner. The mining industry that exists in the province is dependent on well maintained roads to thrive. More importantly the building of roads in the province has created an industry where previously disadvantaged members of our communities have participated in the delivery of the road infrastructure."

"The mandate of RAL is not just about the physical structures it builds, but also about connecting the people of Limpopo. Our province is mostly rural but our people need to know that when an ambulance is called to attend to a sick person in the most remote village in our province, there will be a proper road to such a place. Our children in our villages should not be prevented from accessing their schools during rainy seasons due to lack of roads or bridges to their institutions of learning. Access to our clinics and hospitals should be made easier through the existence of a good road infrastructure."

"There are various economic initiatives happening in the province, such as the Special Economic Zones (SEZ's). The success of such initiatives is dependent on a good road infrastructure to facilitate easy access of people, goods and services in and out of such SEZ's. It therefore becomes imperative that the planning of the road infrastructure is not done in isolation but in consultation and engagement with various stakeholders within the province. In our planning, we therefore need to take into account the Limpopo Spatial Development Framework (LSDF) as well as the Limpopo Integrated Infrastructure Master Plan (LIIMP) which are designed to enhance integrated infrastructure planning and directing investment towards Growth Point municipalities as a mechanism to accelerate economic development. We have identified the need within RAL to engage much broader when planning for the road infrastructure especially with the district and local municipalities as these roads are meant to be used by the people who reside within these municipalities."

But Mr Maluleke is not just a technocrat and a Chartered Accountant

Roads Agency Limpopo Board Member Gabriel Maluleke, who was appointed as RAL Chief Executive Officer recently, hit the ground running meeting with local government stakeholders starting with the executive mayors of all the five district municipalities of Limpopo Province.



but a compassionate person who wants to add value to the lives of ordinary people of Limpopo.

RAL also plays an integral part in empowering the Small, Medium and Micro-sized Enterprises (SMMEs) and supporting local labour empowerment when embarking on projects. In every advertised upgrading road infrastructure project, RAL sets aside a compulsory 30% of the total contract value to be spent on SMME empowerment and a further 10% for the empowerment of local labourers. The Agency has, for many years made a difference in the lives of many people through this empowerment approach.

At the core of Mr Maluleke's vision in executing RAL's mandate and changing the people's lives in the province, is to find a "cost effective way of building roads".

Mr Maluleke has served on RAL's Audit and Risk Committee of the Board since 2015. He is aware of the competent and technically talented people who work within the Agency and believes these are the individuals who will ensure that the Agency performs at a higher level. He expressed his confidence in the potential of RAL as a performing organisation.

"My role as the CEO is, firstly to ensure that the environment is conducive to enable each and every member of the RAL team to perform to the best of his or her ability. This will entail a concerted effort on internal communications and making staff understand the significance of teamwork. More importantly we need to ensure that we have people with the correct skills and capacity to deliver on the RAL mandate. Secondly, our

stakeholders need to be continuously being informed about our plans and activities so as to better manage their expectations. We will focus on improving communication with our key stakeholders. The consultation processes on the prioritisation of the roads at various local and district municipalities has already begun. Thirdly, we need to improve our internal processes to ensure that through better planning and execution, we keep the costs of delivering the infrastructure as low as possible, given the financial constraints our province and country are faced with," Mr Maluleke said.

"The mandate of RAL is not just about the physical structures it builds, but also about connecting the people of Limpopo."

In Mr Maluleke's view, communications and stakeholder relations should be an integral part of RAL's business strategy. "Our most valued stakeholders are the people of Limpopo, so we should keep in touch with them all the time and take into account their needs as we develop our strategies and plans," he said.

At the centre of his plans, providing the Agency's existing private partners with a refreshed value proposition that will attract them to continue to invest in RAL is quite important. These initiatives which began within RAL a few years ago have seen the private sector complementing the government's efforts in delivering much needed road infrastructure in our province.

"The Accountant in me cannot escape the importance of maintaining good governance as a critical element of organizational performance, integrity and stability," he concluded. **m**



The Minister for Mineral Resources Gwede Mantashe, with former RAL CEO Maselaganye Matji, was impressed with RAL's involvement with the mining industry through the successful Strategic Partnership Approach when he visited the RAL stand at the 2019 Mining Indaba.

MINING READY TO COEXIST

WITH COMMUNITIES IN UPSELL FOR ROADS AGENCY LIMPOPO

Renewed optimism and thawing of relations between the mining sector and government is expected to speed up Roads Agency Limpopo's (RAL) goal to reach its next milestone of R1 billion in funds raised from the private sector for the construction of roads in Limpopo Province.

Through this approach, RAL is targeting to create partnerships with the private sector relevant to or benefiting from the Limpopo Provincial road infrastructure network to help augment its constrained

budgetary and financial resources for the construction and maintenance of economically strategic road infrastructure projects in the Limpopo Province.

This is if the 2019 Investing in African Mining Indaba interactions between mining industry stakeholders and both His Excellency President Cyril Ramaphosa and Minister for the Department of Mineral Resources (DMR) Honourable Gwede Mantashe, particularly around the previously contentious Mining Charter, are anything to go by.

To put it in context, President Ramaphosa's address at the 2019 Mining Indaba was the first ever by a sitting South African president in the event's quarter century of existence.

Roads Agency Limpopo contractor Mulalo Colin Tshivhase (4Arrows) was lit-up to come across the RAL stand on Day 2 of the 2019 Mining Indaba held at the Cape Town International Convention Centre in February 2019. In the background is the stand of Stibium Mopani Mine, another potential RAL partner, which mines just outside Phalaborwa.



Mining Indaba is “the world’s largest mining investment conference and the largest mining event in Africa”.

The ‘improved’ 2018 Mining Charter is the latest and third in line of versions following the initial 2004 and the 2010 update.

Roads Agency Limpopo’s proximity to mining industry dealmakers, investors and other stakeholders through participation in platforms such as exhibiting at the Mining Indaba has given the Agency’s Strategic Partnership Approach some drive. This was RAL’s third straight involvement with the event that was also celebrating its 25th anniversary.

“THE NEW MINING CHARTER ENJOINS MINING COMPANIES TO WORK WITH COMMUNITIES WHERE THEY OPERATE.”

The Premier of Limpopo Province Honourable Chupu Stanely Mathabatha also underlined the contribution of the mining sector to the provincial economy in his 2019 State of the Province Address (SOPA). See story on page 6.

“Mining is the biggest contributor towards the provincial economy at 24.5% to the Provincial Gross Domestic Product (GDP),” said Premier Mathabatha.

This is despite the scourge of illegal mining that according to Premier Mathabatha continues to impact negatively on “our economy

and investor confidence.”

“Jobs in this sector have increased from 71 000 in 2013 to 103 000 in 2017/18.”

“With new mining projects in the pipeline, these figures are expected to increase a further 3 000 and attract investments worth R2.5 billion,” anticipates Premier Mathabatha.

Limpopo has 147 mining projects that are currently operational, and the Premier said he “envisage a further eight new projects in the Capricorn and Sekhukhune District Municipalities”.

These mines are potential partners to RAL in this Strategic Partnership Approach.

Since 2014, the Agency has partnered with seven mines, namely, Exxaro Resources, Anglo American Platinum Mine, Marula Platinum Mine, Ledjadja Coal Mine, De Beers Venetia Diamond Mine, Tubatse Chrome Mine (A division of Samancor Group) and Rakhoma Mining Resources, and this number is expected to increase after ironed out policy certainty around the Mining Charter III.

At national level, Minister Mantashe for DMR said they hope mining’s contribution to the national GDP will increase from 7% to 10%, more so by attracting foreign players with the investor friendly charter.

Analysts estimated that in 2018, the mining industry’s contribution grew by 1.2%, adding a total of R356 billion to the economy.

According to President Ramaphosa, a plea from the 2018 South African Investment Conference to



Roads Agency Limpopo Board Chairperson Matome Ralebipi, pictured with Miyelani Mkhabelani (in blue) at the Limpopo Economic Development Agency stand, also formed part of the RAL delegation at the 2019 Investing in African Mining Indaba.

invest in South African mining industry has resulted US\$20 million in foreign investment pledges from three companies so far.

“The new Mining Charter enjoins mining companies to work with communities where they operate to address the social and environmental challenges facing communities,” said President Ramaphosa.

The president, in his historic address to the Mining Indaba, further outlined ‘ten principles’ to cultivate this coexistence and all-inclusive growth, including

“MINING COMPANIES SHOULD SHARE THEIR KNOWLEDGE AND EXPERTISE ... WHEN IT COMES TO INFRASTRUCTURE DEVELOPMENT.”

fostering growth in areas where they operate and partnerships with local governments.

Mining companies have Social and Labour Plans (SLP) set as part of their licensing conditions, but the road to a win-win has faced a pushback. SLP is a mandatory requirement and ultimately a binding document required by the Department of Mineral Resources from mines on how they will benefit

communities and employees from their massive profits.

The rest of President Ramaphosa’s 10 Principles for inclusivity between the mines and communities that are can also be linked to SLPs are “investing in education and training, health and safety, and improving the lives of employees, providing internship and job opportunities, including employees in company shareholding, development

of women, making SMMEs a priority in supply chain, and beneficiation.”

“Mining companies should share their knowledge and expertise with municipalities, particularly when it comes to infrastructure development,” said President Ramaphosa.

RAL has been able to bid for this slice successfully since 2014, particularly in the mining districts of Sekhukhune and Waterberg, to build economically strategic roads.

And according to Premier Mathabatha estimates in his 2019 SOPA, two new projects in the Province, namely, the R1.57 billion Polokwane Anglo Platinum Smelter’s Sulphur Dioxide Abatement plant, for example, is expected to reduce pollution and improve air quality by reducing carbon emissions by up to 96%, while the R4.5 billion Ivanhoe Mine in Mokopane is expected to create well over 25 000 jobs, mostly local.

“(The) Project at the Polokwane smelter...has created no less than 500 construction jobs. It will also give contract work to between 12 and 14 local companies and award full-time jobs to 30 people,” said the Premier.

These two companies’ projects, among potential partners of RAL to co-fund the construction of roads in Polokwane and Mokopane, are expected to be in full operation by the year 2020 and 2024 respectively.

By participating at the Mining Indaba, RAL is also looking at opportunities that technology solution-oriented companies can offer in building roads cheaper. Currently the Agency is building roads, from gravel to tar, at a unit cost of between R10 million and R18m per kilometre. **m**

A NEW ROAD MODERNISATION DISCOURSE FOR LIMPOPO IS CRUCIAL

Modernising Limpopo road network should be a new developmental agenda for Roads Agency Limpopo, argues *Mmileng* editor **Maropeng Manyathela**.



Maropeng Manyathela

The sight of gravel roads in Limpopo is a permanent reminder of South Africa's dark past. Historically, the challenge of gravel roads has its origin in the pre-1994 era. During that era, a large proportion of Limpopo roads were not tarred.

Even today, although great strides have been made, the challenge of gravel roads in rural areas still persists. Most rural areas in the province are still outposts of apartheid induced inequality, poverty and under-development. Unfortunately, during rainy seasons, some areas in Limpopo are cut off and difficult to access due to bad roads.

This presents a strong case to accelerate the modernisation of the province's rural road network.

Regarding the modernisation of road assets, Limpopo still lags behind other provinces like Gauteng, KwaZulu-Natal and Western Cape.

In contrast, Gauteng is way ahead all nine (9) provinces.

Compared to Gauteng and Western Cape, Limpopo's road network is relatively less-modernised.

A significant proportion of its population

live in rural areas. At least 90% of gravel roads in the province are found in rural areas. Gravel roads make rural areas virtually inaccessible and therefore unattractive to any form of investment. The idea of ushering a modern road network discourse in every village is a laudable one. It is a discourse whose time for implementation has finally come.

In Limpopo, a fast-track initiative to modernise existing road network is long overdue. A modern economy often rides on the back of a modern road network.

“THE COMMON MISTAKE MADE BY MANY DEVELOPMENT AGENCIES IS THAT THEY PROMISE TOO MUCH AND DELIVER LESS.”

In China, a modern road system played a pivotal role in reviving the fortunes of its once-ailing economy.

No economy can realise its fullest potential in the absence of a sound road network. A sound road network is a pre-condition for people-to-people connectivity.

A tarred road network is emerging as the new engine for provincial competitiveness and attractiveness.

In a post modernity era like ours, the task of attracting meaningful FDI into the province requires that we drastically upgrade our modern road network.

In investment circles, a modern road network is regarded by investors as a durable source of comparative advantage.

Sick people need a modern road network to access health centres in real-time,

students need a sound road network to go to school. Workers need a functional road system to go to work. Farmers need a good road system to ferry their fresh produce to the market.

Taxi and bus owners derive their income from fares. Truck owners derive their livelihoods from a well-maintained road system.

A good road system is the bedrock of the transport sector.

Businesses need it to move goods from point A to point B.

In developed economies, tarred roads are catalysts for modern trade and people-to-people connectivity.

In summary, a modern road network is a potent instrument for socio-economic transformation. The need to scale-up RAL's road modernisation discourse cannot be over-emphasised.

To many communities, the slow pace of the province's road modernisation agenda is a frustrating experience. Communities become increasingly impatient when a poor road network impedes their ability to transact efficiently.

The common mistake made by many development agencies is that they promise too much and deliver less.

Feeding communities with false hopes is dangerous in that it creates a crisis of expectation.

A mismatch between what we promise and what we actually deliver creates a toxic atmosphere of distrust and impatience.

Past experience has shown that it creates an army of disgruntled communities who often resort to violent service delivery protests.

A new road modernisation discourse for Limpopo is therefore crucial.

Whilst in the past decade, the focus was to leverage village-to-village and people-to-people connectivity, the new discourse seeks to turn every gravel road into a tarred road. **m**



Komane Maphutha (seated, blue suit), a Chief Risk Officer at Roads Agency Limpopo, was recently elected the first-ever Chairperson of Institute of Risk Management South Africa (IRMSA) Limpopo. He is pictured with IRMSA Limpopo Regional Committee members.

DRIVING PROFESSIONALISATION OF RISK MANAGEMENT IN LIMPOPO PROVINCE

The Limpopo province hosted the first ever Institute of Risk Management South Africa (IRMSA) Breakfast and 2019 IRMSA Risk Report launch on 12 March 2019 at the Garden Court, Polokwane. The event was graced by over seventy (70) delegates comprising of chief executive officers, chief risk officers and risk practitioners from both public and private sectors, some having travelled from as far as Johannesburg, Pretoria and Nelspruit.

Komane Maphutha, the RAL's Chief Risk Officer who was nominated by his peers to be the first-ever

chairperson for the IRMSA Limpopo strongly echoed a huge amount of hard work, sacrifices and dedication that went in planning and organising for the event of this magnitude.

He also fully owes his gratitude to the support and creativity of all the IRMSA Limpopo Regional Committee members made up of Ngwanamohuba Molepo (Deputy Director: COGSTA), Gilbert Mamoshidi (Chief Risk Officer: University of Limpopo), Millicent Mathabatha (Chief Risk Officer: Lepelle Northern Waters), Azwifaneli Mudau (Risk & Compliance Manager: Limpopo Legislature), Kgalalelo Shai (Chief Executive Officer: Eco-Troopers), Percy Masakona (Chief Risk Officer: Limpopo Office of the Premier), Funani Khosa (Assistant Director: COGSTA) and lastly, Hlengani Bila (Chief Risk Officer:

Limpopo Department of Health).

He is fully in agreement with the late Steve Jobs that “great things in business are never done by one person” and success is all about team work.

Mr Maphutha mentioned his sense of appreciation and humility in leading such as dynamic and talented of risk management practitioners to work towards the common objective of promoting and maturing the risk management profession within the Limpopo Province

Above all Mr Maphutha confidently echoed that it will be a huge mistake not to acknowledge the man upstairs (God), who had made all things possible for having had granted him with the wisdom, courage, strength and tenacity to push for the birth of this new vision for the Limpopo Province.

Further to that, Mr Maphutha is extremely positive that the Limpopo Province as a whole is on an upward trajectory for the development and growth of the risk management profession.

He further emphasised the importance of affiliation and association with the institution of IRMSA’s calibre either as individuals or corporates, as it set a great path for upskilling and development of the Risk Champions, Risk Owners, Chief Executive Officers, Director Generals, and all other risk management role players.

He will further request for permission from the Chief Executive Officer for all the RAL’s Risk Champions to be members of IRMSA for their own personal development.

He had mentioned that it was never a sweet sail in reaching thus far, the Limpopo Regional Committee had to navigate through a plethora of challenges to finally reach a successful launch.

Joining the Province during the beginning of 2017, he had immediately identified the gap in the risk management profession within our beloved Limpopo Province.

He had then shared this burden and new vision with some fellow practitioners across the province; we were indeed in agreement that change was really needed in taking the risk management profession at Limpopo to new heights.

After having had put the interim committee together, we then shared this idea with IRMSA head office.

The first official meeting was held at RAL on Tuesday: 11th September 2018, between the Interim Limpopo Regional Committee together with a delegation from IRMSA Head Office led by Gillian le Candour (IRMSA’s CEO) and Bheki Gutshwa (IRMSA’s member of the Executive Management Committee).

A delegation from IRMSA Head Office was in full support of the idea and they had since supported us through this venturesome journey.

Mr Maphutha, on behalf of the Limpopo Regional Committee, expressed special thanks to former RAL Chief Executive Officer for having had allowed the committee to utilise the RAL’s facilities for holding its meetings and planning for the launch.

In a nutshell, this idea was basically birthed and cultivated within the RAL’s Boardrooms.

According to Mr Maphutha, the Limpopo IRMSA Committee in consultation with IRMSA Head Office took a decision to officially launch the committee together with 2019 Risk Report on Tuesday, 12 March 2019 at the Garden Court Polokwane. The launch was a huge

success in terms of the feedback obtained from the delegates present.

Despite the successful launch the Limpopo Regional Committee is still been faced with enormous challenges for instance to increase the membership by the Risk Practitioners within the Province, secure buy in from the Risk Practitioners in the Private Sector, marketing the risk management profession at the universities and colleges, building and maintaining ties with our counterparts such as the Institute of Internal Auditors, the Compliance Institute, the Association of Certified Fraud Examiners, just to mention a few.

Mr Maphutha expressed his sincere words of appreciation to Ngubane & Co. for their sponsorship towards the Limpopo breakfast launch as well as SAI Global for their contribution towards the 2019 IRMSA Risk Report E-book.

Not forgetting the presence and participation of Gregory Makoko, Chief Executive Officer of the Limpopo Gambling Board, who had agreed in being the guest speaker for the event.


“THE BREAKFAST LAUNCH SIGNIFIED A NEW DAWN OF PROFESSIONALISING AND DEVELOPING A RISK MANAGEMENT PROFESSION IN OUR BELOVED LIMPOPO PROVINCE.”

In his opening address to delegates, Mr. Makoko said the breakfast launch signified a new dawn of professionalising and developing a risk management profession in our beloved Limpopo Province.

And it was crucial that risk management should seriously be considered in our respective organisations across the province and that risk management remained a very critical enabler in the achievement of the Limpopo development plan, objectives and other key goals.

Gillian le Cordeur, IRMSA’s Chief Executive Officer, informed attendees that IRMSA hosts regular breakfast presentations and events throughout the year which attract over 600 delegates nationally.

She further encouraged risk management practitioners to become registered members of IRMSA and to enrol for the IRMSA Board Exams, which are recognised by the South African Qualifications Authority (SAQA).

Further to that, IRMSA will be hosting another Public Sector Breakfast event during the month of August 2019 in the Limpopo Province. 

HOW Rhoda 'Rose' from Malonga to World Cup Stage

Just five years ago, footballer Rhoda Mulaudzi was hopeless and feared she may never play her favourite sport again after sustaining a gruesome 'career-ending' injury that would have prevented her from performing a simple kicking motion, which is fundamental to the sport of football.

But after landing her first foreign club contract in between, she is now the hope of the South Africa Women's National Football Team going to their first ever FIFA Women's World Cup appearance this June, in a year that has been dubbed a 'turning point' for women football.

Incidentally, and perhaps even nostalgically, like the Men's National Football Team (Bafana Bafana), the women will make their respective debut at football's biggest stage in France.

Ms Mulaudzi, who goes by the ribbing of Mambush on the pitch and pet name of Thabelo amongst family, was at the top of her game at club level and had also just broken into Banyana Banyana squad, as the country's senior women's national football team is affectionately nicknamed, when she sustained an ill-timed injury while playing for her former club, Mamelodi Sundowns Ladies Team, in 2015.



South Africa's forward Rhoda Mulaudzi during Banyana Banyana's send-off match against Jamaica's Reggae Girlz in Durban ahead of both teams' 2019 FIFA Women's World Cup debut in France.



The pint-sized forward reveals that her football career would have been cut short had it not been for the support and financial muscle of her then club in this perennially and financially under-resourced women's sport of football.

“I grew up basically playing football with boys. That’s how I fell in love with football.”

“I had a quad rupture which means that my muscles did no longer function at all. They were ruptured and cut in between and left a gap,” says Ms Mulaudzi.

The average healing prognoses for quadriceps tendon rupture is six months (partial tear) and eight months (severe tear) with proper surgical procedure, in footballers, particularly male, in their mid-20s.

“The operation cost R80 000 and everything included, the medical bill came to about R100 000, which Sundowns was able to cover.”

“I was fortunate that I was playing for a team that has money in Sundowns. If I was just playing for any other team maybe even today I would be just an ordinary person and not playing football at all,” she added.

Ms Mulaudzi, now a seasoned 29-year-old, was born in Malonga Ha-Muligidi but cut her teeth on the dusty football grounds of Malonga Ha-Makhuvha. Both villages are in the Tshimbupfe area in the Vhembe District Municipality of Limpopo Province.

It was there that a young Ms Mulaudzi used to idolise great female football players such as retired Banyana Banyana players in former captain and current head coach Desiree Ellis (SA Women 1993 – 2003) and forward Portia Modise (SA Women 2000 – 2015).

It was during her Malindini Primary School days in Malonga, which falls under the Makhado Local Municipality, where Mulaudzi first had dreams of one day walking in the footsteps of her idols, Mses Ellis and Modise.

“I would hear people talk about Banyana Banyana and I’d often watch them on TV while back home in Venda and I’d always

go like ‘maybe I too can one day get there’,” recalls Ms Mulaudzi after her training session at Nike Football Centre in Klipspruit, Soweto, where *Mmileng* caught up with her for this profile interview.

Today, Ms Mulaudzi is a star in the Banyana Banyana squad and is flying the South African flag high in the Australian capital where she is a fan favourite for Canberra United in the W-League, Australia’s top tier women’s football league.

She keeps fit at the state-of-the-art football training centre when she is not at her Australian club, whose season is from September to February.

“I grew up basically playing football with boys,” says Ms Mulaudzi.

While her girl peers were washing dishes at home or locked in other household chores Ms Mulaudzi took an opposite direction towards the football grounds where she believed from a young age she belonged.

“It all started in 2002. There was a women’s football club, called Musukume FC, established and owned by our family in the village. That’s how I fell in love with football.”

“After playing for Musukume FC I went on to play for a club in Vuwani, before I moved on and joined Nkuri XI Experience, which was based in the nearby village of Ha-Nkuri,” Ms Mulaudzi added.

After completing her primary schooling at Malindini, Ms Mulaudzi spent a year at Matodzi Secondary School, also in Malonga, before she moved to the sprawling townships of Soweto on the outskirts of Johannesburg in 2004 to live with her parents.

“I was staying with my maternal grandparents before I relocated to Soweto. I loved my village so much but I had to join my mom in Gauteng,” says



Ms Mulaudzi, a firstborn child with a middle sister and a lastborn brother.

“In Gauteng I went to Sekano-Ntoane Secondary School in Senaoane in 2004 and immediately got involved in sports once again. I was also good in athletics.”

“Then in late 2004, thereabout, I joined a club called Colechester Ladies in Eldorado Park and became their top goalscorer in my first year with them. In fact, come to think of it, I have always been a top goalscorer wherever I have played.”

She played for Colechester FC in the Vodacom and Sasol Leagues, together with her Banyana Banyana and Canberra United friend and teammate Refiloe Jane until 2010.

2019 World Cup bound Rhoda Mulaudzi juggling a soccer ball at the Nike Football Training Centre in Soweto during her *Mmileng* personality profile interview. She trains at the state-of-the-art facility during the off season to keep fit.



Rhoda Mulaudzi was named Canberra United Supporters' Player of the Season. One of her many fans, a young Freya Hawkins (white top), made a drawing (bottom) of her favourite player as shared by her father Denis Hawkins, in appreciation of an autograph on her replica jersey.



She then joined Mamelodi Sundowns Ladies Team in 2010 after impressing while on trial.

“I became a top goalscorer again at Sundowns, in 2011 and 2012. After that I moved to the Vaal because I wanted to study and I enrolled at the Vaal University of Technology (VUT).”

“I joined the VUT ladies team and topped the goal scoring charts for two consecutive years before going back to Sundowns in 2014 after finishing my studies at VUT,” she narrated further.

It was in her second stint at Sundowns, after obtaining a National Diploma in Sports Management and a B Tech in Business Administration from VUT, where Ms Mulaudzi’s goal scoring exploits caught the eye of top Dutch development coach and then national team head coach Vera Pauw.

“I played for Sundowns until 2015 and I became top goalscorer again. In the same year I got my first Banyana Banyana call up from Coach Vera Pauw.”

Then that terrible injury derailed her progress during an important period in which the national team was preparing for second appearance at the Olympics at the 2016 Rio de Janeiro Olympic Games in Brazil.

“I underwent a rehab programme when we went into camp for the 2016 Rio Olympics hoping that I would recover in time and make the final squad, but unfortunately it didn’t happen.”

Even a couple of years after full recovery from that

serious injury and return to form, she couldn’t make the SA squad that booked their ticket to the Women’s World Cup after finishing as runners-up and as one of the best three qualifying nations from Africa at the CAF Women’s Cup of Nations, Ghana 2018.

However, there is light at the end of the tunnel for Ms Mulaudzi after that 18-months hiatus from the national team. She has been a fixture in the pre-World Cup friendly games since the beginning of the year and is one of the shoe-in favourites to make Coach Ellis final 23-player squad for the 2019 FIFA Women’s World Cup in June 2019.

As we go into the Easter period, Ms Mulaudzi pleads with road users to obey the rules of the road at all times.

“What I can say is that those people who will be driving to their various destinations, especially those driving to Limpopo during the Easter holidays, should not force themselves to drive on if they feel tired.”

“Get to a nearest filling station or a resting place and take a rest or sleep. Don’t allow anyone to pressurise you to drive on when you feel you can no longer drive on,” advises Ms Mulaudzi, as told to *Mmileng*, the official quarterly newsletter of Roads Agency Limpopo.

“If we all respect the rules of the road we will all reach our destinations safely.”

Ms Mulaudzi nomadic career, as with migrant workers, means she visits her home province once a year when she is in the country and not at her second home in Protea Glen, Soweto.

“If we all respect the rules of the road we will all reach our destinations safely.”

On her plans for the future, Ms Mulaudzi revealed to *Mmileng* that she is in the process of registering her eponymous Rhoda Mulaudzi Foundation, and she also plans to open a football academy in her home province of Limpopo, with the intention of helping young boys and girls realise their dreams.

The 49th ranked Banyana Banyana has their work cut out in their maiden World Cup participation as they have been drawn alongside second-ranked Germany, China (16) and Spain (13) in Group B, and will be hoping for a ‘Mambush’ inspiration to make the cut for the round of 16.

The eighth edition of the FIFA Women’s World Cup is on from 7 June to 7 July 2019 where 24 nations will battle it out across nine host cities in France. [m](#)



The bridge on Road D3212 in Ga-Ntata has made it easy for local communities to cross Motlatswi River to access government services such as healthcare and education. The bridge has also created conducive environment for local small businesses to flourish, amongst its many benefits. This Ga-Ntata project has been entered into the 2019 Consulting Engineers South Africa Engineering Excellence Awards.

ACCESS TO SERVICES NO LONGER A BRIDGE 'TWO' FAR FOR THE COMMUNITY OF GA-NTATA

The community of Ga-Ntata, approximately 60 kilometers north east of the town of Tzaneen in the Bolobedu, Modjadji area and a further 130km northeastward of Polokwane, the capital city of Limpopo Province, is surrounded by two rivers and without bridges the village is practically on lockdown during heavy rain falls.

The return to this bane existence was mostly felt during a nine-year period, including almost two years of construction works, when the two main bridges in the area were damaged by the heavy floods of 2010 and earlier.

This reconstruction of flood damaged bridges on Road D3212 and D3213 in the Mopani District Municipality of Limpopo Province is part of the fourteen bridge projects completed by Roads Agency

Limpopo (RAL) since the 2014/15 financial year. The Ga-Ntata bridges are vital in facilitating for the community to safely cross the two rivers, namely Molototsi and Motlatswi, during rainy seasons to access services, and for pupils who previously had to deal with these impassable hurdles to access education.



The reconstructed bridge at Molototsi River on Road 3213 in Ga-Ntata is now high enough to facilitate for easy flow of water during heavy rainfall and flooding, and has saved lives previously lost due to flash floods at powerful currents.

According to RAL Project Manager Elvis Kgomeswana, the project composition included the demolition of two low level bridge structures and construction of two high level bridges across the two rivers.

“The project also involved the upgrading, from gravel to double-seal paved standard, of 3.2 kilometres of road D3212 and D3213 and installation of stormwater culvert structures,” says Mr Kgomeswana.

“A TOTAL OF 100 LOCAL LABOURERS WERE HIRED DURING PROJECT, AND EQUITABLY 53 WERE MALE, 47 FEMALE AND 48 OF THEM YOUTH.”

The scope of work started with impact rolling of road foundation and road realignment.

The total amount spent on these two bridges is R141 025 821.06.

As with all RAL projects, the project made provision for the employment of local labourers and Small Medium and Micro Enterprises (SMMEs) ringfencing

10% and 30% of contract value for this purpose respectively.

The main contractor, Axton Matrix, overachieved on the provision of a minimum of 10% of contract value earmarked for job creation.

“A total of 100 local labourers were hired during the 18 month long project, and equitably 53 were male, 47 female and 48 of them youth.”

“The contract also required from the contractor to make use of the available services of SMMEs as sub-contractors and suppliers on this project. The amount for the employment of SMMEs was R19 406 79.13 (17.43% of the contract value, excluding VAT & contingencies) and the project achieved R20 249 530.17 (104.3%),” says Mr Kgomeswana.

To put this policy in context, the procurement of ‘local’ SMMEs and employment of labourers is limited to the locality of Limpopo Province with preference given in the priority order of, first to the SMMEs from affected villages, then to those within the (Greater Letaba) local municipality before exploring the (Mopani) district municipality labour catchment area for skills, experience and training opportunities.

However, in cases where absent skills are not specialised, the locally based workers are still absorbed into projects and provided with on-the-job and, at best, Construction Education and Training Authority (CETA) accredited training, while local small businesses are assisted with enterprise support by the Agency, main contractors and other strategic partners.

Phetole Mphaphudi from Ga-Femane, impressed with the high quality of the reconstructed bridges in Ga-Ntata, desires same for his village. Naturally, this successful service delivery has generated a fresh wish list from other neighbouring communities, including for Bermuda road D3212 to be connected with Bellevue, another nearby village. More feedback from other community members is in Mintirho Ya Vulavula on the next page, page 31.




This is to ensure that local SMMEs understand business principles to better run their businesses and local labourers acquire accredited skills to be well equipped to participate in future projects as main contractors, including within the private sector, once the project is completed and has left their respective villages.

RAL will set aside maintenance budget for the newly constructed road section.

Other benefits of these bridges to road users and the community of Ga-Ntata include improved mobility and a corridor between D3180 and R81 routes.

“THE AMOUNT FOR THE EMPLOYMENT OF SMMES WAS R19.4 MILLION AND THE PROJECT ACHIEVED R20.2M.”

The project was not immune to delays, caused by natural factors such as heavy rain falls and common human factors such as interference due to community protests and court interdicts resulting in a 40 day extension, which was granted without penalties for late completion.

The practical completion date of the bridge over Motlatswi River was October 2017 while for the slightly longer three pillar bridge on road D3213 it was November 2017. The final completion certificate of the whole project was issued on 17 May 2018. 

BRIDGES IN NUMBERS



R141 025 821.06
contract amount for the project

R20 249 530.17

spent on employment of SMMEs



R7 698 450.97

spent on employment of local labourers

100

local labourers were employed on the project



75 community members

given on-the-job training on the project

21 local SMMEs

have been engaged on this project



MINTIRHO YA VULAVULA

Mmileng recently visited the village of Ga-Ntata in the Mopani District Municipality of Limpopo Province to hear what road users and community members had to say about Roads Agency Limpopo's two reconstructed bridges on roads D3212 and D3213.

Story on page 28.

The two bridges in our village helped a lot, previously in rainy seasons we had to take the long road of Mpharahleng, and the transport was not accessible but now that we have the bridge and tar road things are very simple for us, we also appreciate the tar road, and we wish that it could be extended to reach Bellevue village.



Thomas Baloyi, Educator (at Ga-Kibi), from Ga-Ntata.

The reconstruction of two bridges has helped us in a number of ways. We are now able access a clinic in Block 18. Previously we could not access it, and now scholar transport and school kids can cross these two rivers even when it rains. Even businesses that we have here at Ga-Ntata are able to transport their goods to their customers in neighbouring villages.



Juries Machabaphala, Student, from Ga-Ntata.

We were struggling without proper bridges, and many people drowned in the two rivers before, so the two bridges are very helpful because when we have funerals the hearses are able to pass and bring our corpse to the village. But we wish that they could extend this tar road to Bellevue so that they can also construct another bridge at Mamokgadi village because we struggle when we go to town.



Sarah Raboroko, Community Member, from Ga-Ntata

The bridges that were here before were not of good quality, we really appreciate that RAL constructed high-quality bridges. These bridges help us a lot because it was just a deep hole here full of water when it rained, and we were unable to pass there, we had to use the Mpherehlang and Mokwakwaila road which is the long route to access the clinic and schools.



Matome David Tshwale, Community Member, from Mpepule.

From 2010 the flood damaged bridge was an inconvenience because I could not pass on this road in rainy season to go to Ga-Ntata from Bellevue to run my business, but since 2018 I am able to pass here, and the business is running because I am able to transport the boilers, burglar doors and windows to my customers on time. The replacement of the bridge really benefitted us.



Blessing Machiwana, Small Business Owner (Ga-Ntata), from Zimbabwe.



Mbanga Trading Enterprise, which was subcontracted to provide road earthworks, was one on the top performing SMMEs on the Ga-Ntata project for the reconstruction of two flood damaged bridges.

BRIDGING THE ECONOMIC DIVIDE IN GA-NTATA

Roads Agency Limpopo (RAL) project for the reconstruction of two flood damaged bridges on road D3212 and D3213 in the village of Ga-Ntata in the Mopani District Municipality of Limpopo Province (Story on page 28), not only left tangible road infrastructure in the village but also empowered Small Medium and Micro Enterprises (SMMEs).

As with all RAL projects, the project made provision for the employment of SMMEs, ringfencing 30% of contract value for this purpose.

According to the Agency's SMME Unit, when a tender document is put together, areas in the project that can be used to empower small businesses from different levels as per Construction Industry Development Board (CIDB) grading are identified.

It is then the mandate of an established contractor that will be appointed to ensure that they meet those targets. To address concerns and perceptions regarding quality of output, the main contractor is responsible for building heavy road infrastructure and small businesses are only brought in at different levels as per their skills with activities ranging from stone pitching, culverts, and so on.

However, the Agency through its respective project managers and the SMME Unit oversee and monitor that process on the day to day basis.

Other targets are to ensure that invoices for small businesses are paid within 30 days. All these outcomes and figures are audited, for example to verify that the SMMEs are indeed from those affected villages or catchment areas.

To put this policy in context, the procurement of SMMEs is limited to the locality of Limpopo Province with preference given in the priority order of, first to the SMMEs from affected villages, then to those within the local municipality before exploring the district municipality labour

catchment area and the province for skills, experience and training opportunities.

Penalties on contractors who do not meet their SMME development targets are calculated at 300% of the difference between the set target values and the actual values achieved by the contractor at the completion of the project.

However, in cases where absent skills are not specialised, local small businesses are assisted with technical training and enterprise business support by the Agency, main contractors and other strategic partners.

RAL recently started an accredited training programme for SMMEs, which will skill them in business and financial management, and will also afford them the opportunity to attend skills training programmes to further develop their capacity.

Last year, as part of its successful Strategic Partnership Approach, the Agency signed a Memorandum of Understanding (MoU) with Barloworld Equipment (BWE) for a non-financial contribution to boost emerging contractors in RAL projects (*Mmileng* Q3 2018).

As part of that MoU, BWE will make its construction equipments accessible to emerging main contractors and small subcontractors on

RAL projects at competitive rates.

RAL successful SMME Empowerment programme has been using roads as vehicles for driving village economy in the affected villages. The Agency's local SMME empowerment spent on its road infrastructure projects has been in the upwards of R458 million in the five years since 2014.

"THE TRAINING OFFERED SKILLED ME A LOT. IT WAS GREAT AND I AM A BETTER BUSINESSPERSON BECAUSE OF IT."

The total amount spent on the two recently completed bridges in Ga-Ntata was R141 025 821.06. And the amount for the employment of SMMEs was set at R19 406 79.13 (17.43% of the contract value, excluding VAT & contingencies) and the project achieved R20 249 530.17 (104.3%).

Twenty-one SMMEs were engaged on this project for the procurement of goods and services, including several local small businesses from the immediate locality of Ga-Ntata and neighbouring villages.

Some of the activities and services subcontracted to local SMMEs by the main contractor, Axton Matrix, included the pitching of stonework, bricks, paving, laying of gabion mattresses and installation of culverts and stormwater drains, and security services, accommodation, electrical supply, and plant hire.


Fortune Dinala of Polokwane-based Trio Phadima, which was subcontracted to do culverts on the project, says he appreciated the support from the main contractor, Axton Matrix, who were helpful especially when he faced financial challenges.

"I could say the problem was on our side in terms of cashflow because we were handling R3.6 million worth of works," says Mr Dinala.

Aubrey Mabunda of Mbanga Trading Enterprise who did road earthworks says because his 'slice' was worth R9 million, he is still processing some invoices from the project. However, he says he got support from the main contractor when it came to paying local labourers despite these challenges.

And Moses Mohale of Moses M Mohale Trading Enterprise who was subcontracted to provide about 5.4 kilometres of fencing next to the road and around adjacent farms says he was happy with the technical training given to him.

"The training offered skilled me a lot. It was great and I am a better businessperson because of it," says Mr Mohale from nearby Bellevue.

"Even when it came to payments, all my three invoices were paid on time within 30 days by the main contractor." 



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Our Services

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2018/19 COMPLETED PROJECTS



RAL Project Manager:

Elvis Kgomeswana

Project Number T646
District Mopani
Contractor Axton Matrix Construction
Consultant Nyeleti
Activity Flood Damage
Amount Spent R122 656 664.23
Road/s D3212, D3213
Description Reconstruction of Two Bridges at Ga-Ntata
Date Completed 17 May 2018



RAL Project Manager:

Nick Muthivheli

Project Number T653
District Capricorn
Contractor Unity Construction
Consultant Murango
Activity Upgrading of Road (Gravel to Tar)
Amount Spent R71 886 809.07
Road/s D3423
Description Moletji Road D3423 to Ga-Komape to Ga-Legodi to Makgodu P94/1
Date Completed 25 July 2018



RAL Project Manager:

Musa Ndlovu

Project Number T725
District Vhembe
Contractor Lilithalethu Trading 41
Consultant SFC
Activity Flood Damage
Amount Spent R18 931 539.92
Road/s D1483
Description Musina to Mapungubwe to Pontdrift
Date Completed 03 May 2018



RAL Project Manager:

Evans Mashilo

Project Number T764
District Waterberg
Contractor Mmaeshibe General Trade
Consultant Aphane Consulting CC
Activity Flood Damage
Amount Spent R13 276 869.03
Road/s D171
Description Installation of Drainage Structures and Regravelling
Date Completed 06 April 2018



RAL Project Manager:

Mathabo Masegela

Project Number T758
District Capricorn
Contractor King Civil Engineering Contractors
Consultant Mereng Consultants
Activity Upgrading of Road (Gravel to Tar)
Amount Spent R218 033 190.44
Road/s D3602
Description From Mamogashwa to Sekgophongkgophong to Gedroogte to
Date Completed 31 May 2018



RAL Project Manager:

Evans Mashilo

Project Number T763
District Waterberg
Contractor PGN Civils
Consultant Isiphethu Water Services
Activity Flood Damage
Amount Spent R11 095 988.22
Road/s D1371
Description Installation of Drainage Structures and Regravelling
Date Completed 02 October 2018



RAL Project Manager:

Nick Muthivheli

Project Number T535C
District Sekhukhune
Contractor Lonerock
Consultant SFC
Activity Upgrading of Road (Gravel to Tar)
Amount Spent R354 655 102.19
Road/s D1392
Description From Ga-Malekane to Ga-Mampuru to Ga-Phasha to Tukagomo to Ga-Mahlakwena
Date Completed 28 September 2018



RAL Project Manager:

Nick Muthivheli

Project Number T873
District Mopani
Contractor Batlagae Consultants
Consultant RAL
Activity Flood Damage)
Amount Spent R18 655 065.12
Road/s D548
Description Emergency Repairs of George's Valley
Date Completed 18 June 2018



RAL Project Manager:

Shadrack Mukhuba

Project Number T834
District Mopani
Contractor Isiphethu Water Services
Consultant Isiphethu Engineering
Activity Preventative Maintenance
Amount Spent R19 941 071.47
Road/s D673, D1350
Description NkowaNkowa to Deerpark
Date Completed 14 November 2018



RAL Project Manager:

Mamosadi Mankga

Project Number: T909A
District: Capricorn
Contractor: PJMJ Engineering
Consultant: Tshashu Consulting
Activity: Preventative Maintenance
Amount Spent: R6 941 232.00
Road/s: P94/2, D887
Description: Rehabilitation of road P94 between Alldays and Pondrift
Date Completed: 13 December 2018



RAL Project Manager:

Shadrack Mukhuba

Project Number: T774
District: Mopani
Contractor: TN Molefe Construction JV
Consultant: Tihopang Consultant
Activity: Flood Damage
Amount Spent: R10 121 129.20
Road/s: D4424
Description: Rehabilitation of road D4424
Date Completed: 13 September 2018



RAL Project Manager:

Musa Ndlovu

Project Number: T861
District: Waterberg
Contractor: Gombameni Risk & Events Management
Consultant: Mgiba Consulting
Activity: Preventative Maintenance
Amount Spent: R17 056 541.45
Road/s: D1675
Description: Lephalale to Steenbokpan
Date Completed: 18 January 2019



RAL'S VALUES

The way we conduct ourselves and our business in pursuit of our vision and mission is underpinned and guided by the following corporate values:

COMMITMENT

We are committed to delivering quality road infrastructure in the province with pride

RELIABILITY

We offer reliable, safe and economic road infrastructure

EFFICIENCY

We will go the extra mile in serving our communities

ACCOUNTABILITY

We remain accountable to all our stakeholders and the environment

TRANSPARENCY

We are transparent in both our internal and external business processes

EXCELLENCE

We strive to exceed expectations

DIVERSITY

We value and embrace diversity within the work context

TEAMWORK

We work together for better roads



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Together for better roads

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