FREE STATE LEGISLATURE

REPORT OF THE JOINT PORTFOLIO COMMITTEE ON PUBLIC WORKS, INFRASTRUCTURE, ROADS, TRANSPORT AND HUMAN SETTLEMENTS AND PUBLIC ACCOUNTS AND FINANCE REGARDING THE OVERSIGHT VISITS TO DINANE CLINIC IN THABANCHU, LENGAU TESTING STATION IN MANGAUNG, AND CUT (ROAD PATCHING) CONDUCTED IN MANGAUNG METRO

22 SEPTEMBER 2026

REPORT PROFILE

Report of the Joint Portfolio Committee on Public Works, Infrastructure, Roads, Transport and Human Settlements and Public Accounts and Finance regarding the oversight visits to Dinane Clinic in Thabanchu, Mangaung Metro, Lengau Testing Station and CUT (Road Patching) conducted in Bloemfontein, Mangaung Metro.

The Joint Portfolio Committee would like to extend its appreciation to the HOD of Human Settlements, HOD and Deputy Director General of Community Safety, Roads and Transport, and Senior Officials of the Department of Community Safety, Roads and Transport and Human Settlements for their presence, presentations, and for responding to questions raised by Members during the oversight visit conducted on 28 May 2026.

Chairperson and Members of the Joint Portfolio Committee:

KHOABANE, MD
CHAIRPERSON

VAN VUUREN, D
CHAIRPERSON

CLOETE, A

FOKO, MJ

GAREKOE, NJ

LEECH, D

Mc KAY, D

MKHABELA, S.L

MEEKO, TP

MOKOENA, J

MSIMANGA, MJ

NDUNGANE, N

SIGWEBELA, Z

PRETORIUS, W

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Report for tabling in the House on: 22 September 2026

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1. INTRODUCTION

The Joint Portfolio Committees on Public Works, Infrastructure, Roads, Transport and Human Settlements and Public Accounts and Finance conducted oversight visits to Dinane Clinic, Lengau Testing Station and CUT (Road Patching) in Mangaung Metro.

2. MEMBERS OF THE JOINT PORTFOLIO COMMITTEE

The Portfolio Committee comprises the following Honourable Members:

Van Vuuren, D	(Chairperson)
Khoabane, MD	(Chairperson)
Cloete, A	(Member)
Foko, MJ	(Member)
Gaorekoe, NJ	(Member)
Leech, D	(Member)
Mc Kay, D	(Member)
Meeko, T.P.	(Member)
Mokoena, J	(Member)
Mkhabela, S	(Member)
Msimanga, MJ	(Member)
Ndungane, N.	(Member)
Pretorius, W	(Member)
Sigwebela, Z.	(Member)
Tshabalala, AM	(Member)

3. PROCEDURE OF THE JOINT PORTFOLIO COMMITTEES

The Joint Portfolio Committees on Public Works, Infrastructure, Roads, Transport and Human Settlements and Public Accounts and Finance conducted oversight visits to Dinane Clinic, Lengau Testing Station and CUT (Road Patching) in Lejweleputswa District, Fezile Dabi District and Mangaung Metro on 28 and 29 May 2026 in line with Section 114 (2) (a)(b),115 (a)(b), and 116 (6) of the Constitution.

Programme of Oversight Visits:

Joint Oversight Visits by Committee on Public Accounts and Finance and Public Works, Infrastructure, Roads, Transport and Human Settlements			
Date	**Time**	**Activity**	**Venue**
29 May 2026	10h00 – 11h00	**Dinane Clinic project**	Thabanchu
29 May 2026	12h00 – 13h00	**Lengau Testing Station**	Bloemfontein
29 May 2026	13h30 – 14h00	**CUT (Road Patching)**	Bloemfontein

4. OVERSIGHT VISIT TO ROAD INFRASTRUCTURE PROJECTS CONDUCTED IN MANGAUNG METRO: -

The oversight visits focused on, amongst others, the following: -

- Progress of the projects,
- Budget of the projects,
- Job creation, especially for designated groups such as youth, women and people living with disabilities,
- Contractor, BEE status/ sub – contractors,
- Skills transfer

4.1 OVERSIGHT VISIT TO DINANE CLINIC IN THABANCHU, MANGAUNG METRO

4.3.1 Executive Summary

The project, a small clinic catering to chronic and acute diseases, maternal health, and HIV services, has experienced a protracted history, originating in 2011 but only commencing construction in July 2024. While the quality of workmanship is reported as good,

historical land disputes, weather-related delays, and critical cash flow problems affecting the contractor.

4.3.2. Project Background and History

- Origin: The project was initiated in 2011 by the Free State Development Company as a feasibility study to upgrade an existing small clinic across the road.
- Land Tenure Issues: The site is owned by the government but located within Tribal Authority land. Disputes over land usage caused a delay of over a decade, stalling the project from 2011 until 2024.
- Relocation of Soccer Field: A significant hurdle was the need to relocate a soccer field located on the proposed construction site. A committee including the local soccer league council and tribal authority was established to resolve this, successfully identifying an alternative location.
- Site Challenges: The site is on a low-lying area near a stream, requiring substantial ground-raising works, including the construction of a platform supported by concrete retaining walls.

4.3.3. Current Project Status

Key Project Details

Item	Detail
Contractor	Motlalepula Infotech and Projects CC
Consultants	In-house professionals
Contract Period	24 Months
Project Value	R 67,249,866.00

Expenditure to Date	R 19,942,386.23 (approx. 30%)
Site Handover Date	26 July 2024
Original Completion	25 July 2026
Adjusted Completion	28 January 2027

4.3.4 Progress Analysis

- Site Progress: 38% complete.
- Time Elapsed: 75.6% of the contract period has lapsed. This indicates a severe schedule overrun, with the project far behind its planned timeline.
- Quality: Workmanship is reported as good.

1.3.5 OBSERVATIONS / CHALLENGES

1. The Committee was concerned that the Department sent a Junior Official who disrespected the Joint Chairperson, and there was no one to present during the oversight visit.
2. The Committee had to rely on the pre-visit report.

1.3.6 RECOMMENDATIONS

1. The department must urgently investigate and resolve the contractor's cash flow challenges.
2. The department must ensure that payment mechanisms are streamlined to ensure invoices are processed within the prescribed 30-day period to prevent further delays.
3. The department must submit a detailed time-bound recovery plan to the committee outlining how they intend to accelerate progress to meet the January 2027 deadline.
4. The department must submit the report about the action taken on the official who disrespected the Chairperson.

1.4 OVERSIGHT VISIT TO LENGAU TESTING STATION IN BLOEMFONTEIN, MANGAUNG METRO

4.4.1 Background summary

Significant technological innovations (Smart Enrolment Units, online bookings) have improved service delivery and reduced waiting times, the RA is severely hamstrung by dilapidated infrastructure, security vulnerabilities, staff shortages, and expired maintenance contracts. The temporary closure of the station was directly attributed to structural deficiencies identified by the Department of Labour. A key corrective action involved relocating Smart Enrolment Unit (SEU) machines from damaged areas to functional spaces.

4.4.2 Services Rendered & Revenue Performance

The Registration Authority provides a range of statutory services, including:

- Motor Vehicle: Registration, annual license renewals, personalized/number plates, title changes.
- Driver & Learner Licensing: New applications, testing, card issuance, renewals, and Professional Driving Permits (PrDP).
- Technical Compliance: Roadworthy and fitness testing, manufacturer/builder registrations.
- Law Enforcement: Collection of traffic fines, vehicle impoundment.

Total Annual Revenue (2025/26 Financial Year): R995 million (currently under audit).

1.4.5 OBSERVATIONS / CHALLENGES

1. The meeting also noted with concern a critical loss of revenue to private testing stations due to calibration issues and a lack of oversight capacity.
2. The Department of Labour identified severe structural deficiencies, including a leaking roof in the Eye Test Office, which led to the closure of the building in December 2025. Water leakage damaged six SEU machines, rendering them inoperable.
3. Strong rooms (where face-value documents are stored) have been structurally compromised by burglars. These documents are highly lucrative on the black market.
4. Only 26 of 65 provincial Remote Area Surcharges have functional alarm systems. The remaining rely on understaffed 24/7 security (1-2 guards per site), leading to armed robberies and theft.
5. A provincial moratorium on hiring (due to fiscal constraints) prevents backfilling resignations and retirements. Additionally, 33-36 official's province-wide are suspended from system access pending disciplinary inquiries into fraudulent vehicle registration certificates, leaving them present but unable to work.
6. The contract for the upgrade, maintenance, and calibration of Vehicle Testing Station (VTS) equipment expired in February 2026.
7. The department has no budget for major maintenance (roof repairs, vault doors, security systems). Public Works can provide artisans, but the RA cannot afford materials.

1.4.6 RECOMMENDATIONS

1. The department must submit a report on the private companies that are testing cars and the directors thereof.
2. The department must submit the revenue that the testing station receives when machines are in operation.
3. The department must submit a detailed report on the cases of Lengau testing stations, how many have been concluded, and the outstanding cases.
4. The department must submit a detailed report on how they intend to resolve the major maintenance challenges.
5. The department must consider appointing private security in the facility.
6. The department must consider using private labour relations to conduct disciplinary hearings to be able to conclude the cases that the station is currently facing.

1.5 OVERSIGHT VISIT TO CUT (ROAD PATCHING) IN BLOEMFONTEIN, MANGAUNG METRO

4.5.1 SUMMARY REPORT

The Pothole Eradication Programme (PEP) is a partnership between the Free State Department of Community Safety, Roads and Transport (DCSRT) and Central University of Technology (CUT), implemented under CivilLab@CUT. The programme combines road infrastructure repair with accredited skills development, research innovation, and socio-economic upliftment. Over the 18-month reporting period, the programme exceeded its training target (650 learners), repaired thousands of square meters of potholes, created over 620 jobs, and received national recognition (SANRAL SAICE Award). However, significant challenges emerged, particularly the inadequacy of cold-mix asphalt for structurally failed roads (R59, R103), requiring more intensive interventions.

Programme Objectives

Objective	Status
Provide CETA-accredited training to 650 EPWP learners	Achieved
Repair ±100,000 m² of roads annually	On track
Promote sustainable road maintenance research	Ongoing
Improve mobility, road safety, and community access	Partial
Support socio-economic development	Achieved

Key Achievements (April 2024 – September 2025)

Training & Development Skills

- 650 learners selected across 5 districts, representing 61 towns.
- Training aligned to SAQA unit standards at NQF Levels 2 & 3:
  - Surface repairs, pothole patching, crack sealing
  - General and advanced roadworks construction
  - Pothole and edge break rehabilitation
- Assessments: practical, oral, observational.

4.5.2 CHALLENGES

1. The accruals for CUT for both the 2024/25 and 2025/26 financial year respectively is approximately R 141 million.

2. Some of the roads allocated to CUT for maintenance purposes are not suitable for maintenance; they require rehabilitation or reconstruction thereof.
3. The programme is currently suspended as from 1 October 2025 due to lack of financial sustainability for the current financial year.

4.5.2 OBSERVATIONS / CHALLENGES

1. 650 learners have received their formal certificates to date from CUT.
2. Learner transport logistics were identified as a challenge.
3. Cold-mix asphalt is insufficient for structurally failed roads like the R59 and R103.
4. The R59 road hot-mix asphalt and drainage rehabilitation were recommended.
5. The R103 road complete reconstruction is recommended.
6. Severe weather caused emergency failures.
7. The Department requires climate-resilient design standards for all maintenance contracts.
8. The report states no profit or overhead margin exists, only 7% operational integrity.
9. The Service Level Agreement with CUT currently governs this programme.

4.5.3 RECOMMENDATIONS

1. The department should submit a detailed report on the money that was paid to CUT and the outstanding amount.
2. The department should submit a report on its intentions with the students that were trained by CUT.
3. For the R59, hot-mix asphalt and drainage rehabilitation are recommended. For the R103, complete reconstruction is recommended. The department must submit a detailed report on how they intend to rectify the situation.
4. The department must submit a report 30 days after the tabling of the report on how they intend to continue with pothole eradication after the end of the Service Level Agreement with CUT.

5. The department must form a partnership with other countries to learn best practices on concrete technologies, materials, or methods to try to eradicate potholes.
6. The department must submit a detailed report of how many women, youth, and people living with disabilities were employed out of the 620 jobs that were created by CUT.
7. The department should submit a report of any plan in place for the transition of these learners into permanent employment, further education, or EPWP follow-on roles.
8. The department should submit a detailed report on how many of the 650 learners have received their formal certificates to date, and if there were delays, what was done to resolve them.
9. The department must submit a report from the Auditor-General verifying that the report states that no profit or overhead margin exists, only 7% operational integrity.
10. The department must submit a defects liability period for pothole repairs to be completed under PEP.

5. RECOMMENDATIONS

1. The Departments must address all the challenges, findings, and observations of the Committee.
2. A progress report on implementation thereof must be submitted within 30 days of the tabling of the report.
3. That the House adopt the report.