

THE PORTS AND HARBOURS WITHIN THE CONTEXT OF THE KWAZULU-NATAL GROWTH AND DEVELOPMENT STRATEGY AND PLAN

Provincial Vision

By 2035 KwaZulu-Natal will be a prosperous Province with a healthy, secure and skilled population, living in dignity and harmony, acting as a gateway to Africa and the World.

TOC
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PROVINCE OF KWAZULU-NATAL
ISIFUNDAZWE SAKWAZULU-NATALI



Presentation to the TOC AFRICA

06 December 2017

OUTLINE OF PRESENTATION

1. Timeline and Context;
2. The 2016 PGDS;
3. Finding ports and harbours within the 2017/18 PGDP;
4. Infrastructure Master Planning; and
5. Institutional framework for implementation and continued refinement.

One Province – One Plan – One Future

1. TIMELINE AND CONTEXT



provincial planning
commission
PROVINCE OF KWAZULU-NATAL

HIGH LEVEL TIMELINE SINCE 2011

2011

**2011 KZN Situational Overview Completed
(Strategic Analysis)**

**2012 PGDS with Vision 2030 Adopted
(Strategy)**

**2012 First PGDP Adopted with Targets for 2015/20/25/30
(Implementation Plan)**

**2012 PGDS Action Work Groups Established
(Institutional Arrangements)**

**Half Yearly Progress Reports submitted to Provincial Cabinet
(M&E Framework)**

2015

**2012 – 15 Annual Revised PGDPs adopted
(Annual Review of Implementation Plan)**

HIGH LEVEL TIMELINE SINCE 2011

Jan 2016

**Complete 2015 KZN Citizen Satisfaction Survey
(Perception Analysis)**

**Review and update the 2011 KZN Situational Overview
(KZN Diagnostic)**

**Release of 2016 Community Survey
(KZN Diagnostic)**

**Review KZN Vision, PDGS & Spatial Development Framework
(Strategy Review)**

**2016 PGDS adopted by Provincial Cabinet in November 2016
(Adopt Reviewed Strategy)**

**2017/18 PGDP adopted by Provincial Executive Council in November 2017
(Adopt Revised Implementation Plan)**

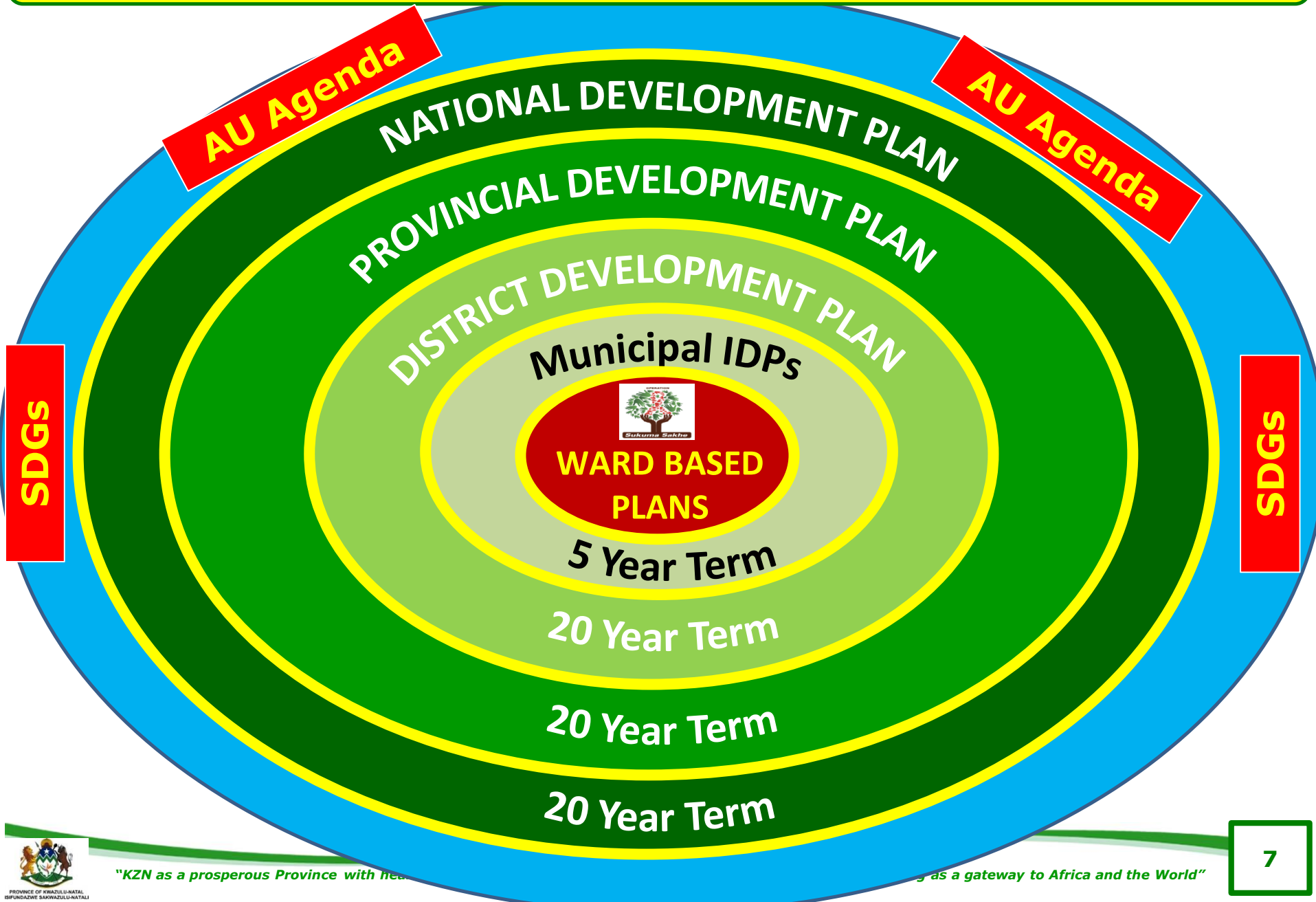
Nov 2017

2. THE 2016 PGDS



provincial planning
commission
PROVINCE OF KWAZULU-NATAL

REMAIN ALIGNED WITH CLEAR LINE OF SIGHT



KZN VISION 2035

“By 2035 KwaZulu-Natal will be a prosperous Province with a healthy, secure and skilled population, living in dignity and harmony, **acting as a gateway to Africa and the World**”

VISION
2035



7 STRATEGIC GOALS

-  **1** **INCLUSIVE ECONOMIC GROWTH**
- 2** **HUMAN RESOURCE DEVELOPMENT**
- 3** **HUMAN AND COMMUNITY DEVELOPMENT**
-  **4** **STRATEGIC INFRASTRUCTURE**
- 5** **ENVIRONMENTAL SUSTAINABILITY**
- 6** **GOVERNANCE AND POLICY**
- 7** **SPATIAL EQUITY**

VISION 2035

KwaZulu-Natal will be a prosperous Province with a healthy, secure and skilled population, living in dignity and harmony, acting as a gateway to Africa and the World



31

**STRATEGIC
OBJECTIVES**

2016 PGDS STRATEGIC GOALS and OBJECTIVES

STRATEGIC GOAL	No	STRATEGIC OBJECTIVE 2016
 1 INCLUSIVE ECONOMIC GROWTH	1.1	Develop and promote the agricultural potential of KZN
	1.2	Enhance sectoral development through trade investment and business retention
	1.3	Enhance spatial economic development
	1.4	Improve the efficiency, innovation and variety of government-led job creation programmes
	1.5	Promote SMME and entrepreneurial development
	1.6	Enhance the Knowledge Economy
2 HUMAN RESOURCE DEVELOPMENT	2.1	Improve early childhood development, primary and secondary education
	2.2	Support skills development to economic growth
	2.3	Enhance youth and adult skills development and life-long learning
3 HUMAN AND COMMUNITY DEVELOPMENT	3.1	Eradicate poverty and improve social welfare services
	3.2	Enhance health of communities and citizens
	3.3	Safeguard and enhance sustainable livelihoods and food security
	3.4	Promote sustainable human settlements
	3.5	Enhance safety and security
	3.6	Advance social cohesion and social capital
	3.7	Promote youth, gender and disability advocacy and the advancement of women

2016 PGDS STRATEGIC GOALS and OBJECTIVES

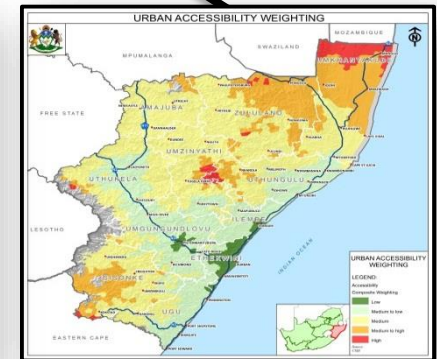
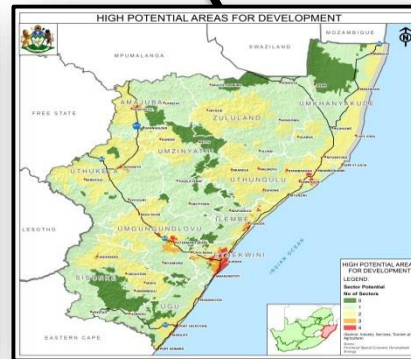
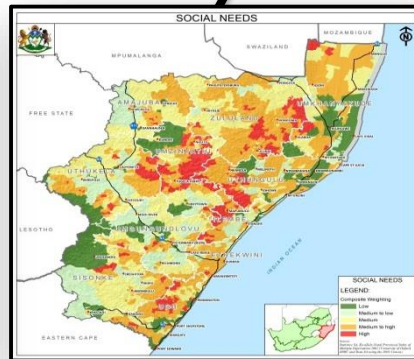
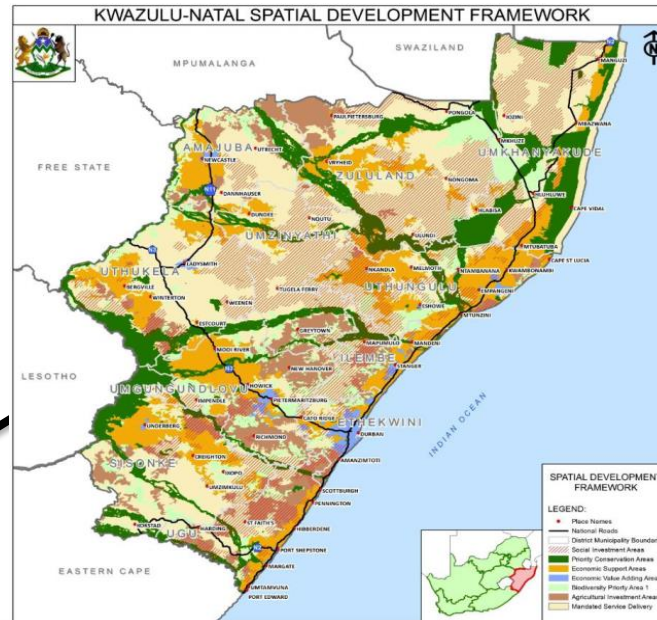
STRATEGIC GOAL	No	STRATEGIC OBJECTIVE 2016
 4 STRATEGIC INFRASTRUCTURE	4.1	Development of seaports and airports
	4.2	Develop road and rail networks
	4.3	Develop ICT infrastructure
	4.4	Ensure availability and sustainable management of water and sanitation for all
	4.5	Ensure access to affordable, reliable, sustainable and modern energy for all
	4.6	Enhance KZN waste management capacity
5 ENVIRONMENTAL SUSTAINABILITY	5.1	Enhance resilience of ecosystem services
	5.2	Expand the application of green technologies
	5.3	Adapt and respond climate change
6 GOVERNANCE AND POLICY	6.1	Strengthen policy, strategy coordination and IGR
	6.2	Build government capacity
	6.3	Eradicate fraud and corruption
	6.4	Promote participative, facilitative and accountable governance
7 SPATIAL EQUITY	7.1	Enhance the resilience of new and existing cities, towns and rural nodes, ensuring equitable access to resources, social and economic opportunities
	7.2	Ensure integrated land management use across the Province, ensuring equitable access to goods and services, attracting social and financial investment

PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK



IT IS NOT ONLY ABOUT WHAT, BUT ALSO ABOUT WHERE

GENERATING A SPATIAL INTERVENTION MAP



RANKING AND WEIGHTING TO INFORM INTERVENTION CATEGORIES

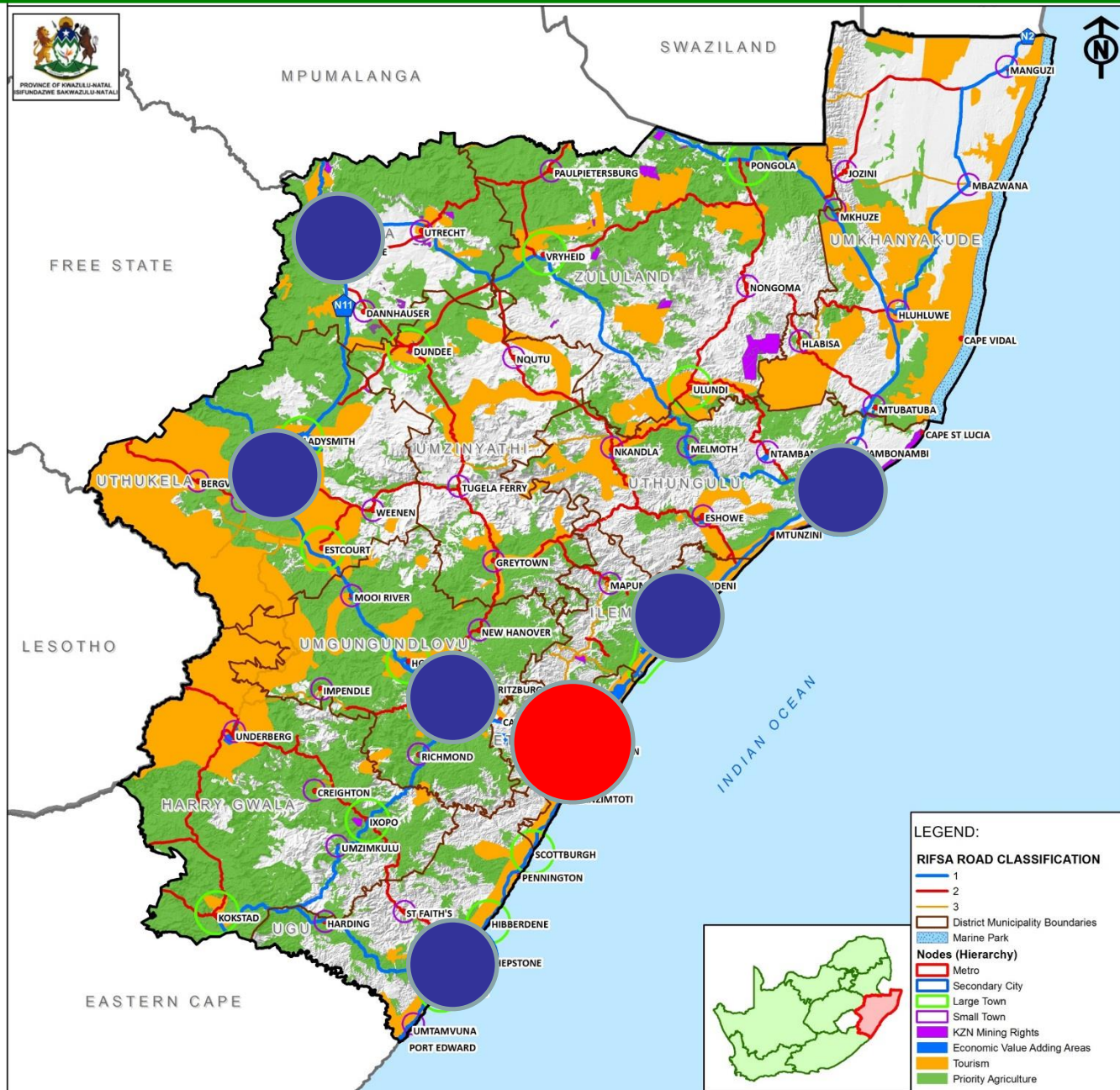
COMPOSITE
ENVIRONMENTAL
SENSITIVITY

COMPOSITE
SOCIAL NEEDS

COMPOSITE
ECONOMIC
POTENTIAL

COMPOSITE
ACCESSIBILITY

KZN NODES



3.

FINDING PORTS AND HARBOURS WITHIN THE 2017/18 PGDP



GOAL 1

Inclusive Economic Growth

No	STRATEGIC OBJECTIVES
1.1	Develop and promote the agricultural potential of KZN
1.2	Enhance sectoral development through trade investment and business retention
1.3	Enhance spatial economic development
1.4	Improve the efficiency, innovation and variety of government-led job creation programmes
1.5	Promote SMME and entrepreneurial development
1.6	Enhance the Knowledge Economy

Goal 1: Inclusive Economic Growth:

GOAL INDICATORS

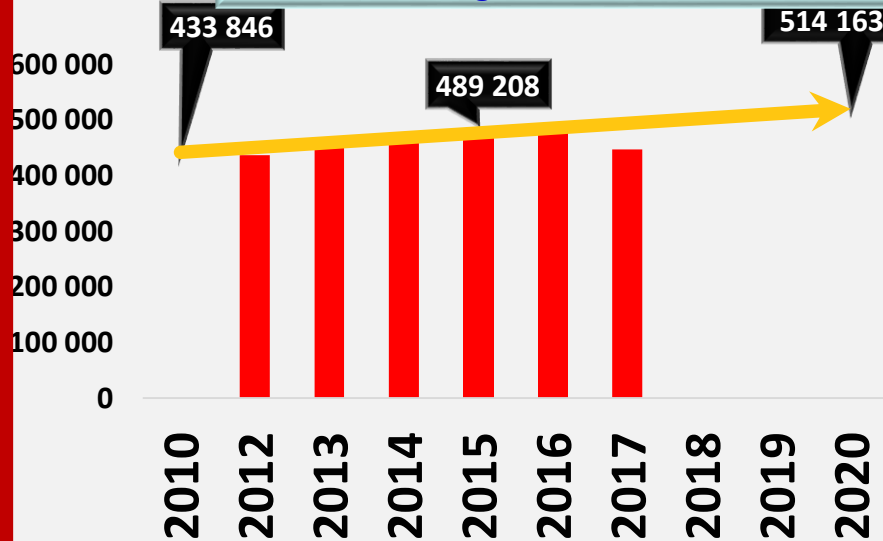
GOAL INDICATORS	REVISED BASELINE (2015)	TARGETS			
		2020	2025	2030	2035
Total value of output of all sectors within the provincial economy (Constant, 2010 R Value)	R489 208 m	1%: R 514 163m 3%: R567 126m 6%: R654 670 m	R 540 390m R657 455m R876 096 m	R 567 955m R762 170m R1 172 415 m	R 596 927m R883 564m R1 568 956 m
Total employment in all sectors within the provincial economy Growth Scenarios Low=1%; Medium=3%, High=6%	2 497 000	L: 2 640 000 M: 2 713 000 H: 2 810 000	L: 2 830 000 M: 3 011 000 H: 3 258 000	L: 3 034 000 M: 3 340 000 H :3 777 000	L: 3 252 000 M: 3 706 000 H: 4 379 000
Annual unemployment rate (narrow and broad) for KZN	Narrow = 21.47 Broad = 39.14	Narrow: 20 Broad: 38	Narrow: 19 Broad: 36.5	Narrow: 18 Broad: 34	Narrow: 17 Broad: 32.5
Percentage increase of youth (15-34) amongst economically active in employment.	New	7.23%	14.93%	23.17%	32.05%

Goal 1 : Economic Growth

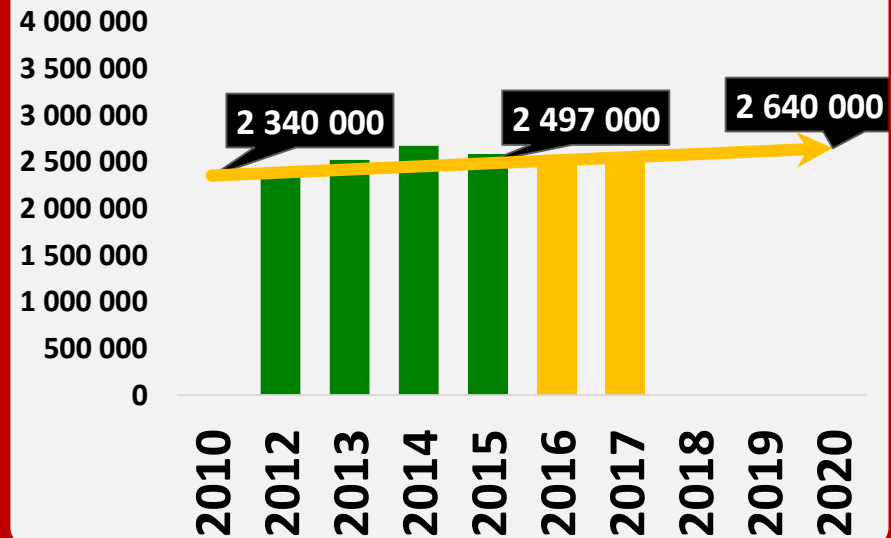
GOAL INDICATORS	Baseline 2010	Baseline 2015	Targets 2020	Current Status
Total output value of all sectors within the provincial economy (Constant, 2010 R Value)	R433 846m	R489 208m	1%: R 514 163m 3%: R567 126m 6%: R654 670 m	R446 675m
Total employment in all sectors within the provincial economy Growth Scenarios Low=1%, Medium=3%, High=6%	2 340 000	2 497 000	L: 2 640 000 M: 2 713 000 H: 2 810 000	2 555 000
Annual unemployment rate (narrow) for KZN	Narrow = 19.65	Narrow = 21.47	20% (Narrow)	25.8 %(Narrow)
Annual unemployment rate (broad) for KZN	Broad = 36.62	Broad = 39.14	38 %(Broad)	41.0 %(Broad)
Employed Youth (15-34) ('000)	NEW	1 092	1 171	996

Goal 1 : Inclusive Economic Growth

Total output value of all sectors within the provincial economy :
Target vs Actuals

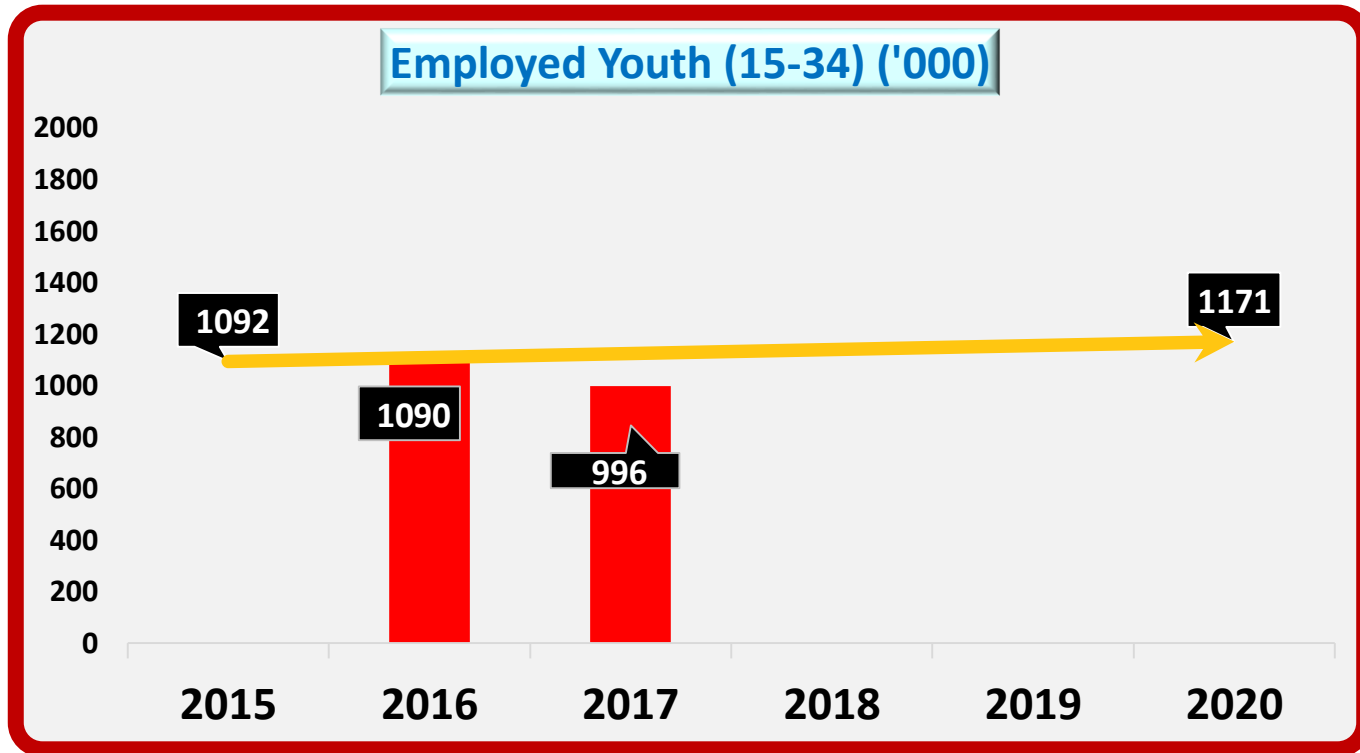


Total employment in all sectors within the provincial economy :
Target vs Actuals



Likely	■
Doubtful	■
Unlikely	■

Goal 1 : Inclusive Economic Growth



Likely	Blue
Doubtful	Yellow
Unlikely	Red

Goal 1: Inclusive Economic Growth

Some Interventions

- 1.2(b) Facilitate statutory development approval processes in support of new investments (Provincial One-Stop Shop).**
- 1.3(a) Expand SEZs and key spatial zones in KZN, through public-private sector partnerships options.**
- 1.3(b) Focus on rehabilitation, regeneration and expansion of existing industrial parks.**
- 1.3(c) Provide quality affordable zoned land with the appropriate level of infrastructure and maintain good service provision.**
- 1.5(c) Review business regulations to reduce bureaucratic processes and procedures for small businesses.**
- 1.6(c) Expedite establishment of technology hubs.**

GOAL 4

Strategic Infrastructure

No	STRATEGIC OBJECTIVES
4.1	Development of seaports and airports
4.2	Develop road and rail networks
4.3	Develop ICT infrastructure
4.4	Ensure availability and sustainable management of water and sanitation for all
4.5	Ensure access to affordable, reliable, sustainable and modern energy for all
4.6	Enhance KZN waste management capacity

Goal 4 : Strategic Infrastructure

GOAL INDICATORS	BASELINE 2010	BASELINE 2015	TARGETS 2020	CURRENT STATUS
Percentage of provincial budget allocated to new capital infrastructure.	17.2%	20%	22%	18%
Percentage of provincial budget allocated to new capital infrastructure spent .	98%	100%	100%	100%
Percentage of municipal budget allocated to new capital infrastructure	18.9%	20%	22%	21%
Percentage of municipal budget allocated to new capital infrastructure spent	86%	100%	100%	98%

Likely	Blue
Doubtful	Yellow
Unlikely	Red



Goal 4 : Strategic Infrastructure

4.1 Development of seaports and airports : AWG 12

Strategic Objective Indicators	Baseline 2015	Targets 2020	Current Status
Ports Throughput measured in million TEU's			
1. Durban Port	2.8m	6m	678 850 for Q1
2. Richards Bay Port	24 000	24 000	4 376 for Q1
Ports Throughput measured in Dry Bulk volumes (Million tons)			
1. Durban Port	9.6 Million Tons	9.6 Million Tons	2.2 Million Tons for Q1
2. Richards Bay Port	17.6 Million Tons	25.78 Million Tons	2.3 Million Tons for Q1

Likely	Blue
Doubtful	Yellow
Unlikely	Red

Goal 4 : Strategic Infrastructure

4.1 Development of seaports and airports : AWG 12

Strategic Objective Indicators	Baseline 2015	Targets 2020	Current Status
Port Capacity measured by Cruise Ship Operators	Currently 1 main cruise ship operator and other operators call in randomly	3	1
Port Capacity measured by number of Cruise Liner visits	66	66	9
Tonnage throughput from DTP cargo terminal (international)	7 150 tonnes	13 300 tonnes	2 480 for Q1
Tonnage throughput from DTP cargo terminal (domestic)	6 700 tonnes	8 000 tonnes	2 013 for Q1

Likely	
Doubtful	
Unlikely	

Goal 4 : Strategic Infrastructure

4.2 Development of road and rail networks : AWG 12

Strategic Objective Indicators	Baseline 2015	Targets 2020	Current Status
Percentage of container cargo destined for inland hubs leaving eThekwinini by rail.	25%	29%	32%
Volume (in tons) of coal being transported from inland areas to Richards Bay Port for export.	72 mtpa	90 mtpa	21.77mtpa (Q1)
Number of kilometers of declared rural roads that provide access to communities	32 800	33 890	32 620km
Road to rail ratio out of Durban	3.2:1	2.7:1	2.2:1
Percentage of provincial road network in poor to very poor condition	45%	35%	36%
Percentage of national road network in poor to very poor condition	10%	2%	2%
% Tonnage to Capacity Utilisation (Demand Installed)	50%	86%	58%

Likely	Blue
Doubtful	Yellow
Unlikely	Red

Goal 4: Strategic Infrastructure

Some Interventions

- 4.1(b) Explore options for the development of an inland inter-modal logistics hub to improve efficiency and cost competitiveness of Port of Durban for all main cargo types.**
- 4.1(c) Improve efficiency of cargo handling in Port of Durban.**
- 4.1(d) Increase Richards Bay Port's Multi-Purpose handling facility.**
- 4.2(e) Expand and maintain core rail network and the branch lines to increase road to rail ratio.**
- 4.2(f) Develop inter-modal facilities in identified secondary cities.**
- 4.3(a) Expedite the rollout of the national broadband backbone. (SA Connect)**

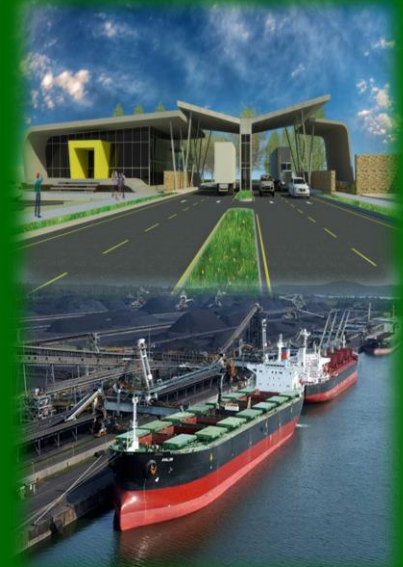
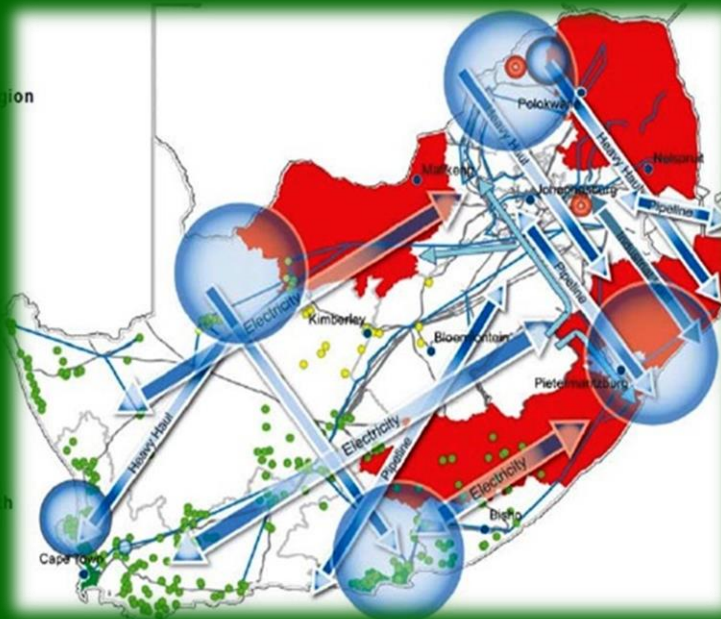
4. INFRASTRUCTURE MASTER PLANNING AND SIPs



THE KZN INFRASTRUCTURE MASTER PLAN

- Support the Provincial Growth and Development Strategy by ensuring that infrastructure demands are attended to in pursuing KZN Vision 2035
- Develop a full understanding of :
 - What do we have?
 - What is being planned or in construction;
 - What do we need?
 - What is the gap? and
 - How do we bridge the gap in a structured, viable and sustainable manner?

SIP 1: Unlocking the Northern Mineral Belt with Waterberg as the catalyst – export via Richards Bay



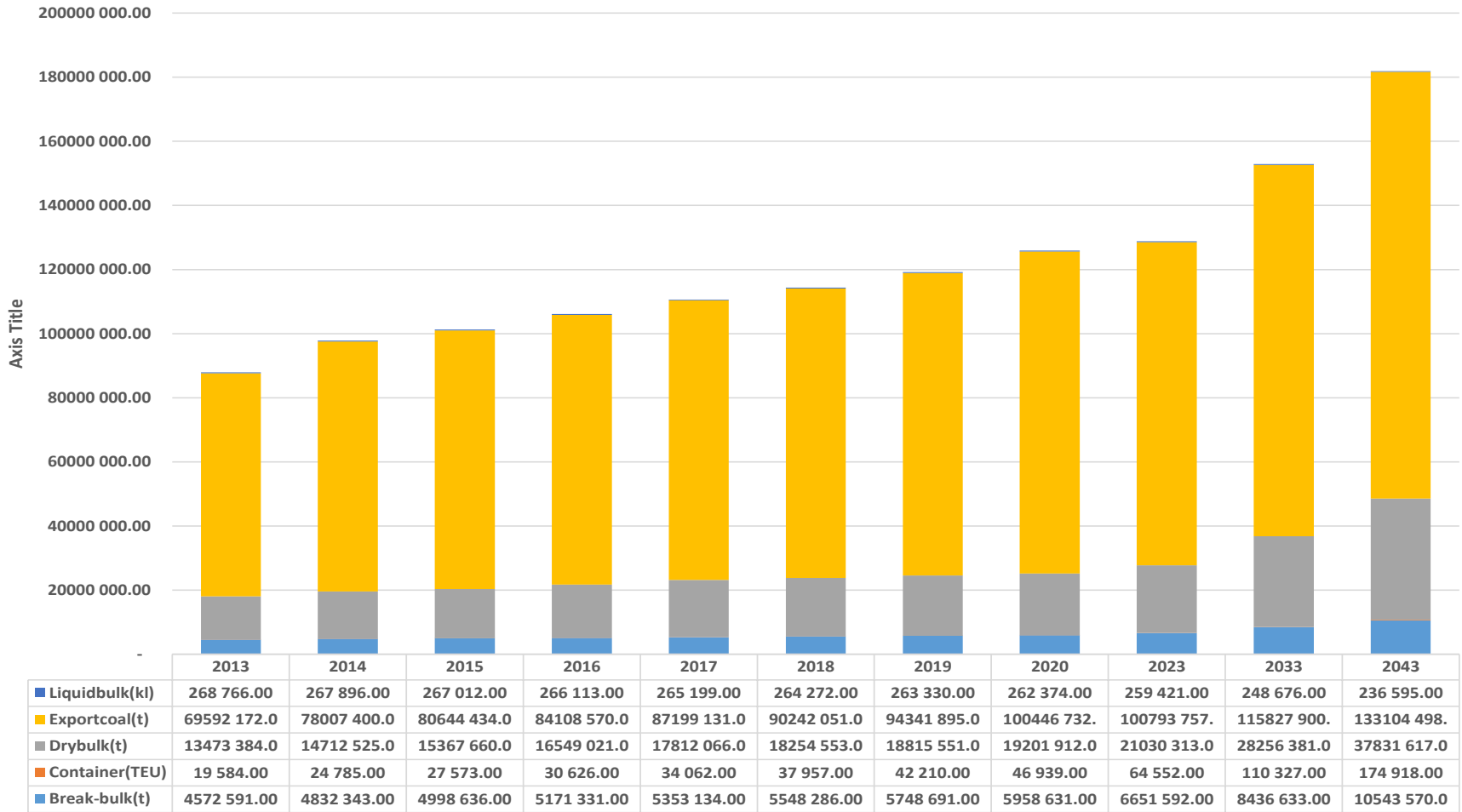
RICHARDS BAY HARBOUR



Container Handling

PORTS : RICHARDS BAY

PORT OF RICHARDS BAY 30 YEAR PROJECTIONS



SIP 2: Durban – Free State – Gauteng Logistics and Industrial Corridor

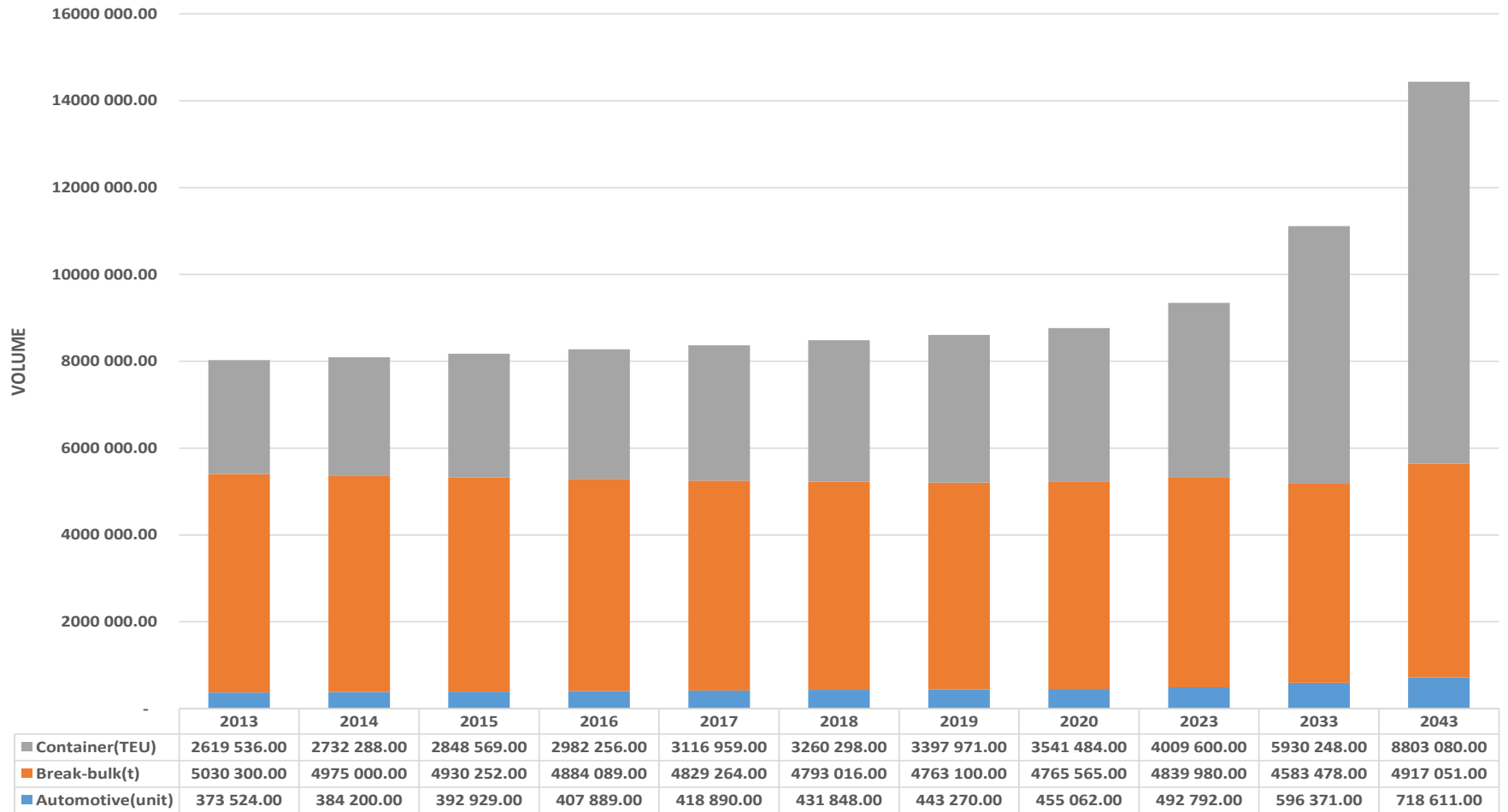


DURBAN HARBOUR DEVELOPMENT



PORTS : DURBAN CARGO

PORT OF DURBAN 30-YEAR CARGO FORECAST



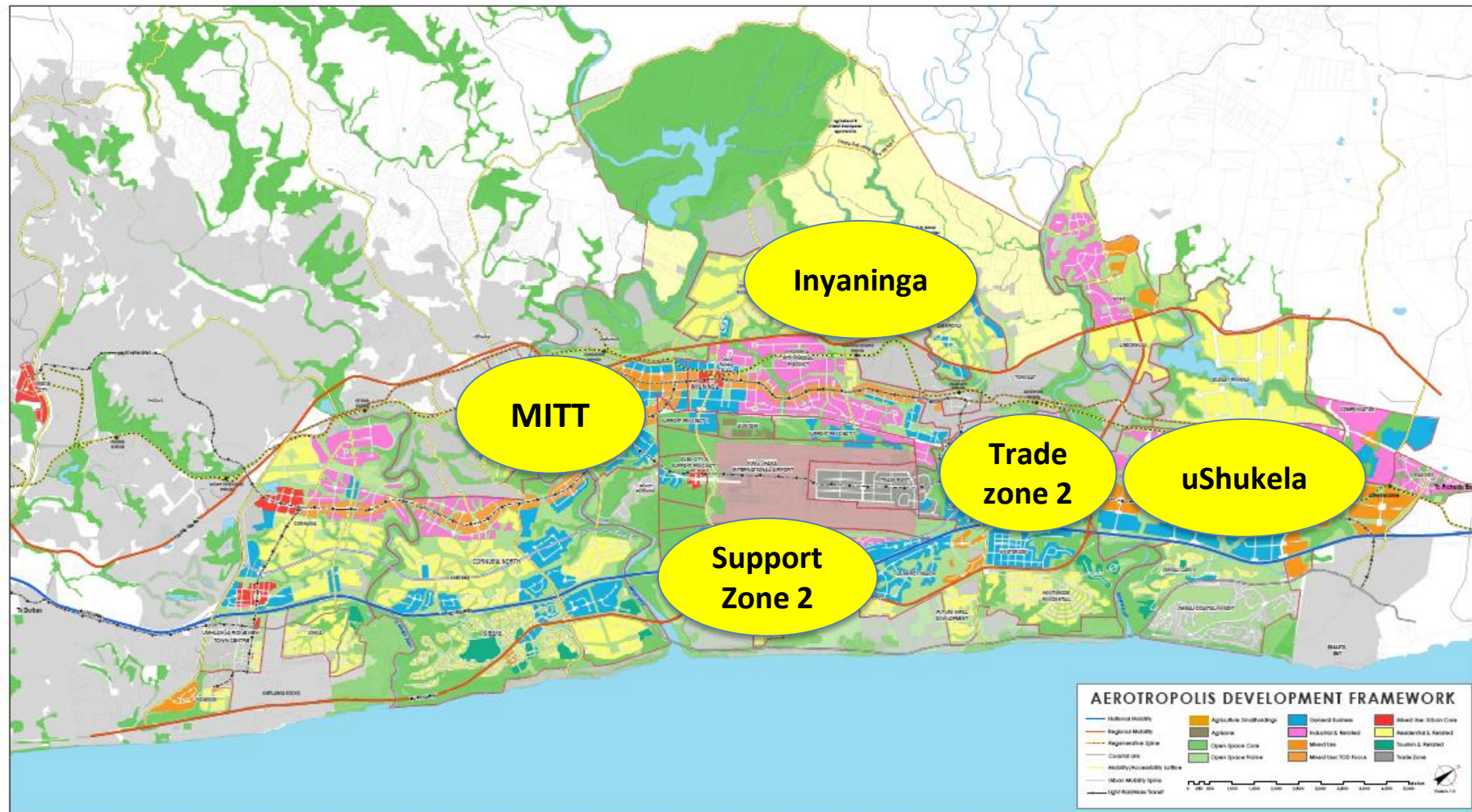
INTERVENTION / PROJECT	PROGRESS COMMENTS / RECOMMENDATIONS	EXTERNAL	FUNDING	PROJECT
Dig Out Port, Develop the old Durban International Airport to a deep-water Mega Container Port;	SIP2 Planning <ul style="list-style-type: none"> • Infrastructure planning and development within the existing Port of Durban will continue. • Phase 1a commissioning date differed to beyond 2031 based on economic demand projections. 			
Increased Containerisation Capacity at the Port of Durban: (TNPA): Pier 1 Improvements, Salisbury Island Infill and DCT Phase 2 (TNPA)	SIP 2 Planning <ul style="list-style-type: none"> • Salisbury Island infill for container expansion • Create additional 1.8mil TEU capacity • Transnet has signed the lease agreement. The Navy will table the lease agreement at DPW for signature • Lease agreement negotiations are ongoing with the Department of Public Works • Front End Loading 3 Engineering Studies to be completed in 2016/2017 financial year • EIA application targeted for completion in 2016/17 			
Increased Containerisation Capacity at the Port of Durban: (TNPA): Pier 2 Improvements, New STS Cranes and Berth Deepening (TNPA)	SIP2 Planning <ul style="list-style-type: none"> • Dept of Public Enterprise support on Transnet Business Case: TNPA to follow procurement policy to secure contractor in the 2016/2017 financial year. • TNPA anticipates to go out to tender by July 2016. 			

INTERVENTION / PROJECT	PROGRESS COMMENTS / RECOMMENDATIONS	EXTERNAL	FUNDING	PROJECT
New Cruise Ship Terminal near Point Road: (TNPA)	The tender has been advertised with closing date of 28th October 2016.			
Develop Small Craft Harbours	Small Craft Harbour proposal still to be solicited			
Richards Bay Port Expansion (TNPA) <ul style="list-style-type: none"> Establishment of a new and separate coal export terminal with an anticipated export capacity of 32 Million tons per annum Basin and berths dredged to a depth of -17.5m chart datum Quay construction for 2 berths for Cape size vessels The new coal export terminal will be a "greenfield" development which will require Basin and berths dredged to a depth of -17.5m 	<ul style="list-style-type: none"> The proposed expansion of the Richards Bay Port's Container Terminal can only commence once the container volumes reach the level of 100 000 TEU's. Cranes have been moved from Durban to Richards Bay for container handling 			

INTERVENTION / PROJECT	PROGRESS COMMENTS / RECOMMENDATIONS	EXTERNAL	FUNDING	PROJECT
Cato Ridge LAP (eThekweni)	<ul style="list-style-type: none"> • Cato Ridge LAP refinement to be expedited to provide sound planning basis for Inland Logistics Hub 			
Inland Logistics Hub at Cato Ridge or surrounding area:	<ul style="list-style-type: none"> • Unsolicited BID received. • Pending outcome of Cato Ridge LAP Review • SIP2 process and Transnet engagement on Appropriate location of IMH. 			

INTERVENTION / PROJECT	PROGRESS COMMENTS / RECOMMENDATIONS	EXTERNAL	FUNDING	PROJECT
Develop and Implement Aerotropolis Strategy / Initiative (DTP/EDTEA)	<p><u>Durban Aerotropolis Master Plan:</u></p> <ul style="list-style-type: none"> The Service Provider has been appointed and the Master Plan is being drafted for completion by August 2016, and will address the following key issues: <p><u>Challenges:</u></p> <ul style="list-style-type: none"> Absence of a Sewage Treatment Plant within the DTPC/KSIA precinct remains a threat to the implementation of the Durban Aerotropolis Lack of Public Transport at DTP/KSIA precinct 			
	<p><u>Aerotropolis Institute:</u></p> <ul style="list-style-type: none"> Bid adjudication is in progress – awaiting award. Anticipate completion of High Level Feasibility Study and completion of Aerotropolis Institute Business Plan by August 2016 			

DUBE TRADEPORT AS LAUNCH PAD OF KZN AEROTROPOLIS



<p>Develop and Implement Aerotropolis Strategy / Initiative (DTP/EDTEA)</p>	<p><u>Dube Trade Port SEZ:</u></p> <ul style="list-style-type: none"> • Initiation and strategic session held on 26/01/2016. • The first deliverable is being prepared by the service provider. • A final SEZ Implementation Plan report will be completed to guide the long term implementation and strategic direction of the SEZ by August 2016. <p><u>Challenges:</u></p> <ul style="list-style-type: none"> • Absence of a Sewage Treatment Plant within the DTPC/KSIA precinct remains a threat to the implementation of the Durban Aerotropoli • Lack of Public Transport at DTP/KSIA precinct 			
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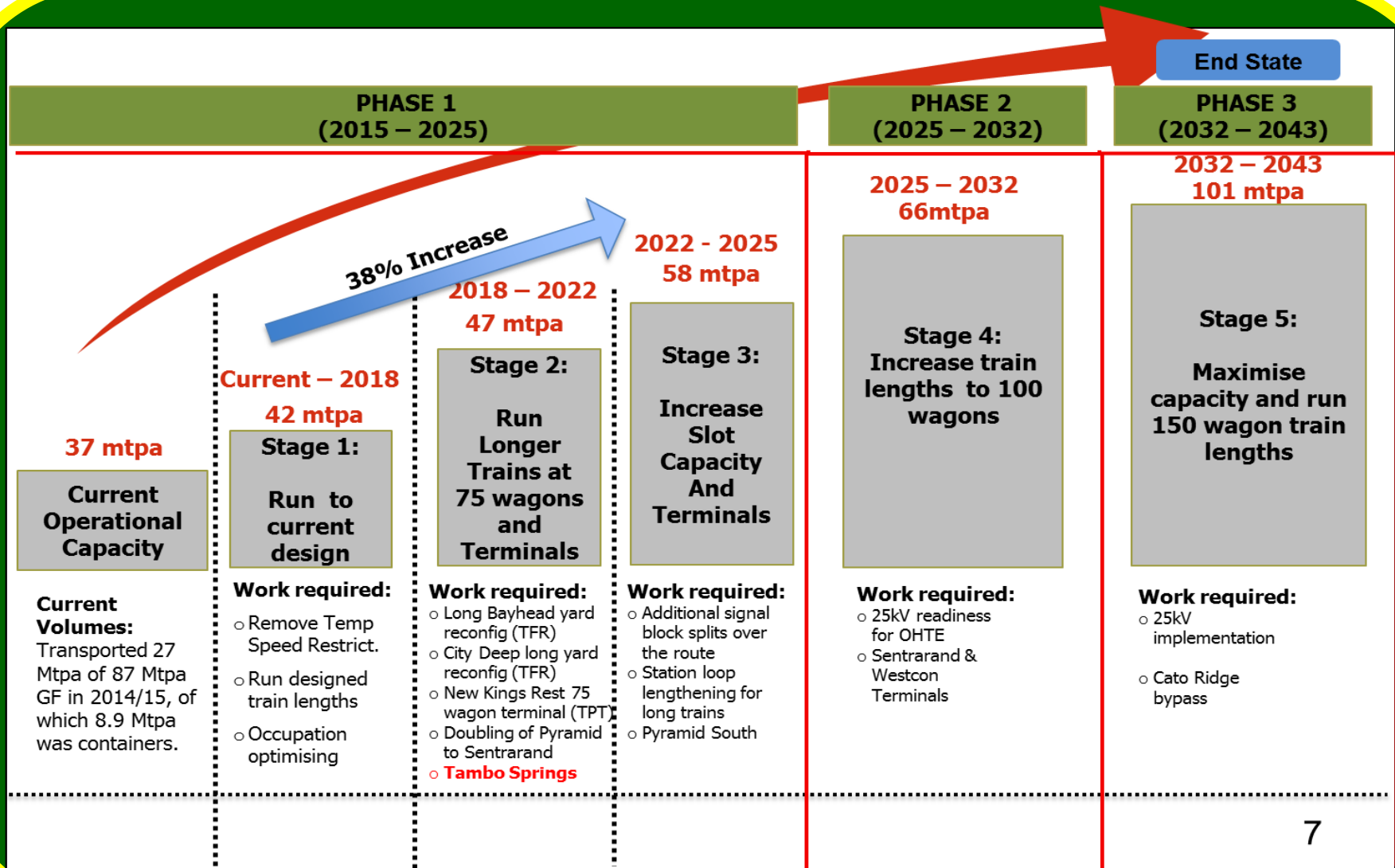
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NATCOR RAIL DEVELOPMENT PLAN (SIP 2)

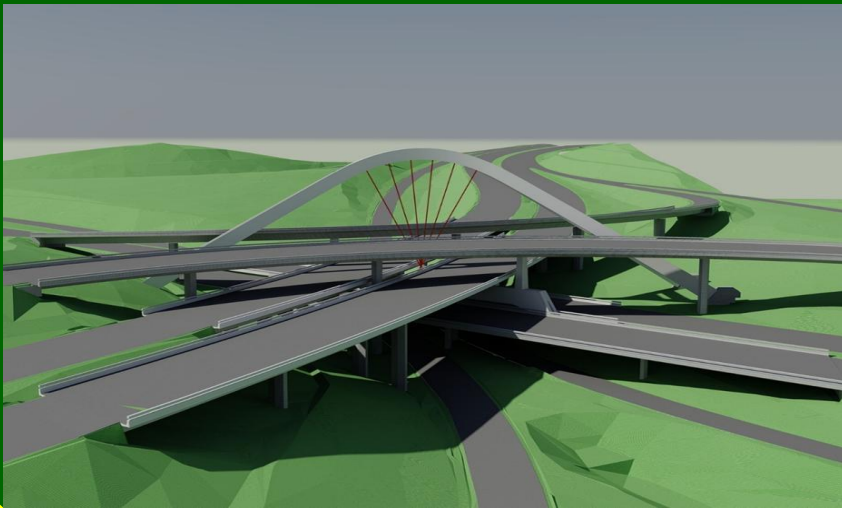


7



INTERVENTION / PROJECT	PROGRESS COMMENTS / RECOMMENDATIONS	EXTERNAL	FUNDING	PROJECT
Expand and maintain core rail freight network and branch lines (TFR)	<ul style="list-style-type: none"> • Transnet's 7 year capital investment program includes R31.6bn investment on upgrading the Coal Line, and R151bn on upgrading General Freight infrastructure and rolling stock nationally. • Rail network upgrading and expansion in accordance with the Transnet Long Term Planning Framework (LTPF) • Branch Line development in accordance with the Transnet Long Term Planning Framework (LTPF) 			
Revitalise Branch Rail Lines (TFR)	Transnet intends spending R200 million on refurbishment of branch lines during 2014 . Branch Line development in accordance with the Transnet Long Term Planning Framework (LTPF)			
Expand and Maintain Coal Line Expansion from 81 Mtpa to 97 Mtpa to Richards Bay	<ul style="list-style-type: none"> • Transnet's 7 year capital investment program includes R31.6bn investment on upgrading the Coal Line, and R151bn on upgrading General Freight infrastructure and rolling stock nationally. • Rail network upgrading and expansion in accordance with the Transnet Long Term Planning Framework (LTPF) 			

ROAD DEVELOPMENT

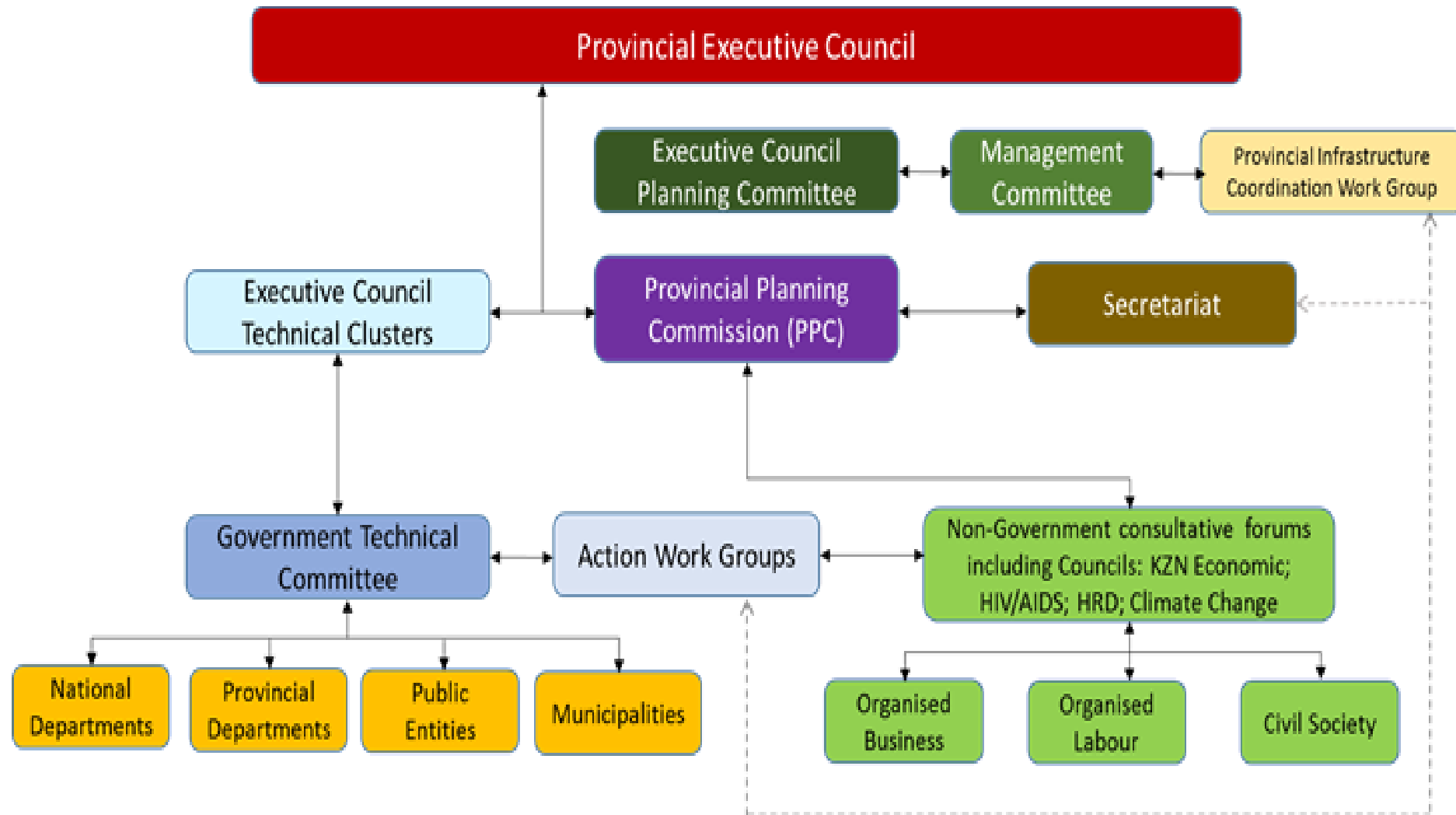


INTERVENTION / PROJECT	PROGRESS COMMENTS / RECOMMENDATIONS	EXTERNAL	FUNDING	PROJECT
<p>Create additional Capacity along Primary Movement Corridors (SANRAL)</p>	<ul style="list-style-type: none"> • Upgrading of the N2 & N3 Corridors: • Detailed design work is progressing for the upgrading of the N3 from E B Cloete I/C to PMB including the proposed PMB ring road. • Maintenance of N11: Kwaggasnek-Volksrust: Rehabilitation of N11: Ladysmith South-Nkunzi River • Upgrade of N3 to 4-5 lanes in each direction between Paradise Valley and Cedara. • A total of 14 detailed design projects are in progress on the N3. 			

6. INSTITUTIONAL FRAMEWORK FOR IMPLEMENTATION



INSTITUTIONAL FRAMEWORK FOR IMPLEMENTATION AND CONTINUED REFINEMENT



PGDP REPORTING FRAMEWORK

PROVINCIAL EXECUTIVE COUNCIL

ESID CLUSTER

A W G	A W G	A W G	A W G	A W G	A W G	A W G	A W G	A W G	A W G
1	2	3	4	5	1 2	1 3	1 4	1 5	1 6

SPCHD CLUSTER

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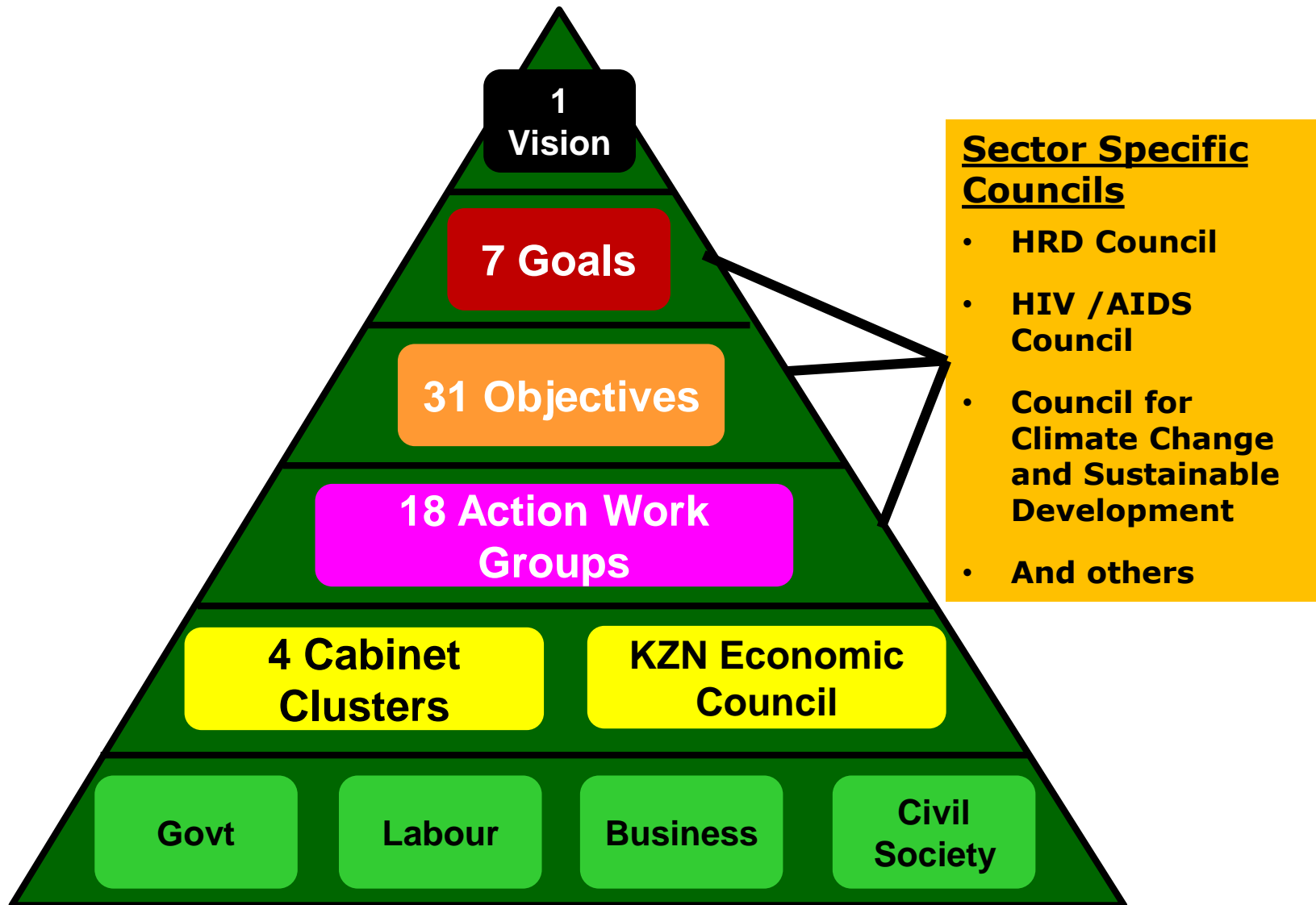
G&A CLUSTER

A W G	A W G
1 7	1 8

JCPS CLUSTER

A W G
9

UNITY IN ACTION



Siyabonga - Thank You

***PGDS 2016 and PGDP 2017/18
“Working Together to achieve
KZN Vision 2035”***

www.kznppc.gov.za