



KINGDOM OF ESWATINI

MINISTRY OF
PUBLIC WORKS
& TRANSPORT

MINISTRY OF PUBLIC WORKS AND TRANSPORT

ANNUAL REPORT

2024/2025

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1. INTRODUCTION

This is the Annual Performance report covering the period from April 2024-January 2025 with a projected performance to the end of the Financial Year. The first section introduces the Ministry, presenting its vision, mission statements, policies, legislation pursued and key achievements. The second section provides progress in terms of the overall budget i.e. the resources used in delivering the services, covering both recurrent and capital expenditure, and highlighting revenue collections. The report ends with departmental reports in the following format: The Minister's Office, Administration, Roads, Buildings, Road Transportation, Central Transport Administration, Vehicle Anti-Abuse Unit, and summary highlighting key activities of the Ministry's Public Enterprises (Parastatals). The Parastatals submit comprehensive reports through the Public Enterprise Unit (PEU) monitoring mechanism; hence the intention in the Ministry report is to give major highlights. Progress is presented starting with the position of the recurrent budget, then physical progress including the status of capital projects.

i. VISION STATEMENT OF THE MINISTRY

"To be a world class provider of public infrastructure and transport systems by the year 2022 and beyond".

ii. MISSION STATEMENT OF THE MINISTRY

To contribute towards a sustainable economic development and attainment of the national vision through the provision and maintenance of quality environmentally friendly accessible public infrastructure and enabling atmosphere for a safe efficient and effective transportation system.

iii. ACHIEVEMENTS

Roads Department

- Nhlngano – Sicunusa road (MR13) 100% complete and open to traffic and officially opened by His Majesty King Mswati III.
- Construction of D12 (Ndlalane – Gobolodlwayini) at 100% complete and open to traffic.
- Rehabilitation of MR18 (Luyengo-Mhlabubovu) section completed.
- Completed low-level crossings at Zandondo, Mkhwakhweni (3), Mzinsangu, Mangcongco, Hhukwini, Mbabane Central, Ndabazezwe, Mtinzeko and Mampempeni; Sibovu-Mahlangatja, Sibovu Mlambo (2), Mafutha-Nkwene with many other crossings and bridges at different stages of completion.
- The approval of the Loan Bill for the construction of Siphofaneni-Sthobela-Maloma-Nsoko (MR14) and Maloma-Siphambanweni (MR21)
- The conversion of conventional street light to solar powered LED lights from Manzini-Matsapha, Mfabantfu-Elangeni and Mbabane river-Mangwaneni Footbridge is completed.

Buildings Department

- Rehabilitated fifty-two (52) pool and institutional houses across the country.
- Rehabilitated four institutional buildings (Shiselweni, Mtsambama and Lugongolweni Inkhundla, Ntfonjeni Inkhundla and RDA, Maphiveni Army Barracks, Manzini and Nhlngano Magistrate, as well as Siteki Library.

- Re-wiring of 15 Pool houses at Pigg's Peak, Vuvulane Schools and Ntfontjeni Clinic under Pigg's Peak Depot is 70% complete and anticipated to be complete by the end of March 2025.
- Wiring of Lanjani, Mdumezulu, Nyamane, Ngonini and Bambitje Primary; Bekezela High schools and veterinary staff houses at Sivunga, Gege, Nkwene, Hlathikhulu, Sidlandala, Nsongweni, Jabulani and Makhosini. Overall progress achieved is about 75%
- Completed electricity meter separation at two camps at Matsapha Buildings Camp, Mankayane Buildings Depot and Malkerns Research Station.
- Rewiring of Government buildings program
- **Central Transport Administration**

The procurement of new vehicles is ongoing and currently 577 vehicles out of 741 vehicles have been delivered and deployed to Ministries.

III. CHALLENGES

- Limited resources for the implementation of the Ministry's programmes and projects results in extended completion dates and high costs.
- The delay in payments by Government results in poor delivery on the part of contractors causing extended completion time, thus projects completed at high costs.
- High number of technician and artisans' vacancies (e.g. plumbers, carpenters and electricians) hinders service delivery.

2.0 OVERALL MINISTRY BUDGET PERFORMANCE

i. RECURRENT BUDGET EXPENDITURE

Item	Description	Annual Budget	Release	Actual Expenditure	Commitment	Projected Exp. To end FY	Projected Exp Rate to end FY
00	CTA Charges	56,077,002	55,976,994	39,987,092	24,701	48,014,152	86%
01	Personel costs	149,428,609	150,852,845	133,900,356	0	160,680,427	108%
02	Travel,Transport&com	4,133,194	7,267,494	3,201,380	711,460	4,695,408	114%
04	Professional services	170,760,394	169,912,882	133,524,615	1,685,862	162,252,572	95%
05	Rentals	20,332,135	66,050,484	63,387,349	244,613	76,358,354	376%
06	Consumable Material	214,216,070	270,883,260	240,920,347	21,842,976	315,315,988	147%
07	Durable material	263,881,841	263,113,309	207,266,656	2,140,374	250,641,778	95%
10	Grants and Subsidies	358,132,141	464,297,228	414,121,061	22,369,238	523,788,359	146%
	Totals	1,236,961,386	1,448,354,496	1,236,308,856	49,019,224	1,542,393,696	125%

The Ministry has been allocated an annual recurrent budget of E1, 161,441,910, however due to budget transfers through Journal Vouchers from Ministries and allocation from the Ministry of Finance for the Vehicle Replacement Program has pushed the budget to E1, 236,961,386 for the current financial year 2024/25. This budget includes transfers for the Ministry's parastatals. As at the end of the period under review actual expenditure stood at E1,236,308,856 with E49,019,224 as commitments. This is inclusive of the internal transfers to State Owned Enterprises (RENAC and ESWACAA). The over expenditure on Items 05 (Rentals) was a result of car rentals to augment the depleted fleet for all Government Ministries pending the procurement of new vehicles under the replacement program and budget transfers from Ministries for Central Transport Administration (CTA) consumables such as spares and repairs, respectively. Expenditure on car rentals is expected to be reduced as already more than half of the procured vehicles have been delivered and distributed to all Ministries. Projections indicate that by the end of the financial year, expenditure rate will be 125%.

ii. Capital Expenditure

Proj. Code	Project Name	Total Project Cost	Budget	Revised Budget	Released	Expenditure	Exp %
	Ministry Administration						
T505/99	Preliminary designs for Lothair Matsapha Railway Line	5,961,371,000	30,000,000	30,000,000	30,000,000	30,000,000	100%
T523/70	Expansion of Matsapha Inland Dry Port	14,535,000	2,000,000	2,000,000	2,000,000	2,000,000	100%
T527/70	Technical Support RENAC	8,392,000	8,392,000	8,392,000	8,392,000	8,392,000	100%
Total		6,295,906,000	40,392,000	40,392,000	40,392,000	40,392,000	100%
	Roads Department						
T363/99	Feeder Roads Maintenance	182,236,000	80,000,000	107,500,000	105,880,000	105,880,000	98%
T512/99	Chemical Soil Stabilizers Programme	41,975,000	0	1,500,000	1,500,000	1,500,000	100%
T500/95	Nhlangano-Sicunusa	151,402,000	0	0	0	0	0%
T500/99	Nhlangano-Sicunusa	301,975,000	0	80,000,000	80,000,000	80,000,000	100%
T515/56	Manzini- Mphandze (MR3 lot1)	9,000,000	9,000,000	9,000,000	0	0	0%
T515/55	Manzini- Mphandze (MR3 lot1)	719,600,000	62,100,000	62,100,000	0	0	0%
T515/99	Manzini- Mphandze (MR3 lot1)	308,400,000	0	12,000,000	5,725,000	5,725,000	48%
T497/63	Mphandze- Mbdlane(MR3Lot2)	1,319,394,000	0	0	0	0	0%
T497/99	Mphandze- Mbdlane(MR3Lot2)	265,606,000	130,000,000	0	0	0	0%
T520/70	Construction of Hangar and Workshop at KMIII airport	135,000,000	135,000,000	135,000,000	115,124,000	115,124,000	85%
T520/99	Construction of Hangar and Workshop at KMIII airport	230,000,000	0	0	0	0	0%
T521/55	Manzini Golfe Course Interchange	505,840,000	62,100,000	62,100,000	33,543,000	33,543,000	54%
T521/99	Manzini Golf Course Interchange	123,688,000	0	30,000,000	18,253,000	18,253,000	61%
T525/99	Emergency Maintenance Programme for Roads	750,000,000	160,000,000	175,000,000	157,485,000	157,485,000	90%
T528/99	Construction of Siphofaneni-Nsoko (MR14)& Maloma-Siphambanweni (MR 21)	50,000,000	50,000,000	14,000,000	10,509,000	10,509,000	75%
Total		5,094,116,000	688,200,000	688,200,000	528,019,000	528,019,000	77%
	Buildings Department						
G500/99	Rehabilitation of Government Buildings VI	649,352,000	10,000,000	11,400,000	9,695,000	9,695,000	85%
G533/99	Wiring of Government Buildings	38,431,000	5,000,000	3,900,000	2,557,000	2,557,000	66%
G570/99	Separation of meters	26,320,000	5,000,000	3,000,000	71,000	71,000	2%
G645/99	Construction of Arena and Grand Stand at Hlane	320,000,000	30,000,000	30,000,000	30,000,000	30,000,000	100%
Total		714,103,000	50,000,000	48,300,000	42,323,000	42,323,000	88%
	Road Transportation						
T354/99	Vehicle testing centres	54,203,000	0	1,700,000	0	0	0%
Total		54,203,000	0	1,700,000	0	0	0%
	GRAND TOTAL	5,862,422,000	778,592,000	778,592,000	610,734,000	610,734,000	78%

The Ministry was allocated E778, 592,000 to implement its Capital Programme for the financial year 2024/25 with a current actual expenditure of E610, 734,000 reflecting a 78% expenditure rate. All the ongoing projects have committed their allocated funds which is an indication that they will exhaust them by the end of the financial year as per the details under the capital program within each department.

iii. REVENUE COLLECTION

	Item/activity	Annual Budget	Q1 Actual collection	Q2 Actual Collection	Q3 Actual Collection	Projected Collection-End FY	Collection Rate
codes							
20410	Certificate of Fitness	6,985,174	934,900	900,530	1,428,800	3,917,076	56%
20417	Personal no Plates(Application)	9,440	1,200	3,200	2,400	8,160	86%
20418	Personal no Plates(Allocation)	131,597	16,800	45,000	30,800	111,120	84%
20422	Transfer of Personalised no. pl	2,486	600	400	800	2,160	87%
20911	Misuse of Gov vehicle	187,313	7,170	13,140	28,930	59,088	32%
21132	Tenders	1,534,765	143,200	88,300	32,977	317,372	21%
21170	Road Signs	200	20	60	460	648	324%
21926	Test Form	74,140	23410	21,840	34,520	95,724	129%
21903	Public Transport Fees	331,233	24,270	19,530	38,430	98,676	30%
21906	Traffic Offences	126,753	72,160	48,770	88,760	251,628	199%
21908	Authority Permit	22,729	3,750	2,100	1,200	8,460	37%
21909	Exemption Permit	89,586	30,000	23,900	21,050	89,940	100%
21914	Renewal Appl.Form	856,102	155,150	182,800	214,900	663,420	77%
21915	Appl.Form Ammendment	36,416	10,350	6,900	9,300	31,860	87%
21916	Appl.Form New permits	959,445	226,360	299,090	426,280	1,142,076	119%
21917	Variation Permits	90,392	23,050	27,000	21,100	85,380	94%
21918	Cross border Permits	665,103	189,650	203,500	269,800	795,540	120%
21923	Appeals	200	200	200	200	720	360%
21924	Consignment note	120,437	32,000	18,000	19,200	83,040	69%
21925	Passenger list	74,762	17,200	15,300	40,150	87,180	117%
20406	Roadworthiness Certificate	3,091,683	485,350	418,850	672,250	1,891,740	61%
21004	Short Term Hire	673,917	921,775	0	314,355	1,483,356	220%
21931	Driving Lessons	23,680	1,465	14,400	6,705	27,084	114%
21151	Auction Sale	9,484,000	2,371,000	983,500	4,867,000	9,865,800	104%
	TOTAL	25,571,553	5,691,030	3,336,310	8,570,367	21,117,248	83%

The Ministry had projected to collect **E25, 571,553** in the current financial year from different sources of revenue as stated on the above table. Based on the actual collection to the end of month nine, projections indicate that revenue collection will be at 83% by the end of the financial year. The noticeable under-collections on key items particularly related to Vehicle Testing is a concern to the Ministry hence plans to automate the operations of the stations are underway.

iv. ADMINISTRATION

v. MINISTER'S OFFICE

RECURRENT EXPENDITURE FOR THE MINISTERS OFFICE - ACTIVITY 10							
Item	Description	Annual Budget	Release	Actual Expenditure	Commitment	Projected Exp. To end FY	Projected Exp Rate to end FY
00	CTA Charges	174,600	174,600	0	0	0	0%
01	Personel costs	1,740,415	1,785,572	1,796,114	0	2,155,337	124%
02	Travel,Transport&com	44,239	344,239	216,507	45,536	314,452	711%
04	Professional services	69,894	83,894	17,325	1,734	22,871	33%
06	Consumable Material	18,299	18,299	3,267	3,045	7,574	41%
07	Durable material	0	0	0	0	0	0%
	Totals	2,047,447	2,406,604	2,033,213	50,315	2,500,234	122%

The office of the Minister was allocated a budget of E2, 047,447 this financial year. As at the end of January when the report was compiled, actual expenditure stood at E2,033,213 and projections indicate that by the end of the financial year actual expenditure will stand at E2,500,234 which is an over expenditure attributed to Item 02 (travel, transport & communications) which is continuously under-allocated based on its key responsibilities.

vi. PRINCIPAL SECRETARY'S OFFICE

RECURRENT EXPENDITURE FOR THE PRINC. SECRETARY'S OFFICE - ACTIVITY 11							
Item	Description	Annual Budget	Release	Actual Expenditure	Commitment	Projected Exp. To end FY	Projected Exp Rate to end FY
00	CTA Charges	2,663,791	2,663,791	1,198,291	0	1,437,949	54%
01	Personel costs	13,508,527	13,585,028	16,749,213	0	20,099,056	149%
02	Travel,Transport&com	963,507	1,363,507	930,515	46,015	1,171,836	122%
04	Professional services	5,173,614	6,844,814	2,753,422	391,356	3,773,734	73%
05	Rentals	0	0	0	0	0	0%
06	Consumable Material	330,489	645,489	375,406	46,499	506,286	153%
07	Durable material	0	0	0	0	0	0%
	Totals	22,639,928	25,102,629	22,006,847	483,870	26,988,860	119%

The office of the Principal Secretary was allocated a total budget of E22, 639,928.00 for the financial year. As at the end of January when the report was compiled, actual expenditure stood at E22, 006,847. Projections indicate that by the end of the financial year there will be an over expenditure of about 19%. The notable over expenditure is on Item 01- Personnel Costs which has been continuously under allocated and it has been verified with the Ministry of Public Service that the budget allocation for this Item needs to be normalised.

HUMAN RESOURCE OFFICE

Staff Compliment

Currently the Ministry has a staff compliment of 2017 Officers, with 581 vacant positions. The continued shortage of human capital in critical and technical positions within the Ministry and its depots hinders efficiency in services delivery. The Ministry has filled the post of Road Safety Planner.

The Ministry is in the process of filling other vacant strategic positions in all Departments and the authority has been secured. In addition, the Human Resource unit requires the urgent filling of three vacant positions; Senior Human Resource Officer and two Human Resource Officers, emanating from transfers and promotions under the cadre. The acute shortage of staff in the Human Resource Unit affect the execution of duties and also causes strain on the available officers.

Promotions and Transfers

The Ministry has promoted three (3) officers to the posts of Roads Engineers and Clerk of Works in the Roads Department. On another note, fifteen (15) Assistant Accountants and five (5) Records Officer were transferred from the Ministry with replacements, however such a number of transfers is not encouraged as they are detrimental to continuity and service delivery. The Ministry continues to receive a large number of requests from officers who want to be transferred from the Roads Department to the Buildings Department for various reasons including the transformation of the Roads Department.

Retirement, Resignations and Deaths

There were nineteen (19) compulsory retirements, three (3) resignations from the Civil Service and three (3) deaths, during the financial year 2024/2025.

Officers on Sick Leave

	Male	Female	Total
Number of employees on sick leave in this quarter	7	4	11
Number of employees on sick leave for more than 3 months	3	3	6
Number of employees undergoing specialized treatment	15	7	22
Number of employees on sick leave for more than 6 months	1	1	2
NB: One officer who has been sick for 5years, her case has been referred to the Ministry of Public Service.			

Training and Development

The Ministry has reinstated one officer after completing training in Japan for a Master's Degree in Finance and Accounting. The Ministry has also successfully trained 18 Officers in the Road Inspectorate Unit and Anti Abuse Unit in Road Inspection and Safety. The training was conducted by The Centre of Excellence on Road Safety (UNESWA) endorsed and co-facilitated by the Road Traffic Management Corporation (RTMC) from the Republic of South Africa. The Ministry has sent one officer to study Honours in Commerce and Transport Economics at the University of Johannesburg from the 21st January 2025 to 31st December, 2025.

Industrial Relations and CMAC Issues

The Ministry successfully requested the stoppage of salary for five (5) officers who were reported absent from duty. One officer has appeared before the Ministries Internal Investigation committee and her salary has since been reinstated while the other 4 are yet to appear before the committee.

Salary Review

The Ministries employees has been interviewed by the salary review consultant and draft job profiles have been sent for their supervisor's approval. It is envisaged that this exercise will assist in minimizing the complaints the Ministry has been receiving from employees on job grading.

Challenges

The continued under-staffing across all departments remains a challenge and has adverse effects on service delivery. This will also increase disputes as many employees are performing duties that were not employed for due to the shortage of staff in all departments. The continued non filling of vacant positions has resulted in low morale and commitment which has an adverse effect on service delivery. In that regard the Ministry is committed to continuously engage the Ministry of Public Service to fill the critical vacant positions.

Wellness Program

The Wellness Unit has continued to attend to different wellness issues across the departments within the Ministry in the year 2024/2025. However, the program has prioritised disease management through different events which will have a pool force to bring together all the Ministry Departments, such as hiking and sports days. There were nine cases that required referrals for further health attention. The Wellness Unit in collaboration with Health Institutions is monitoring the conditions of the affected Officers.

The Unit had targeted 80% reach-out to all staff members with Health and Wellness Programmes (Prevention, Treatment, Care & Support, Coordination and Monitoring & Evaluation) by 31st March 2025

First Quarter Activities

SCREENING AND TESTING	Male	Female	Total
1.2.1 Number of employees tested for HIV	104	43	147
1.2.2 Hypertension	214	75	289
1.2.3 Diabetes	214	75	289

Second Quarter Activities

SPECIALIZED TREATMENTS	Male	Female	Total
1.2.1 Number of clients seeing specialist at Mbabane Government/TLC	5	2	7
1.2.2 Number of clients seeing specialist in South Africa	0	1	1
1.2.3 Number of clients undergoing counselling at Psychic	3	1	4

Third Quarter Activities

SPECIALIZED TREATMENTS	Male	Female	Total
1.2.1 Number of clients seeing specialist at Mbabane Government/TLC	9	2	11
1.2.2 Number of clients seeing specialist in South Africa	1	2	3
1.2.3 Number of clients undergoing counselling at Psychic	3	1	4
SCREENING AND TESTING	Male	Female	Total
1.2.1 BMI	263	85	348
1.2.2 Hypertension	263	85	348
1.2.3 Diabetes	263	85	348

Challenges

- There were transport challenges limits countrywide outreach services.
- Poor communication modalities for wellness interventions delays required support.

3. ROADS DEPARTMENT

i. MANDATE

The mandate for the department is to plan, design, construct and maintain the country's road network infrastructure

ii. MISSION STATEMENT

To provide, maintain and improve a safe reliable and environmentally sustainable road network that will stimulate socio-economic development, job creation, and reduce road user costs.

iii. VISION

To become the most essential government department, strategically responding to national challenges of the road network in the kingdom and be viewed as such by all stakeholders.

iv. RECURRENT BUDGET EXPENDITURE

RECURRENT EXPENDITURE FOR ROADS - ACTIVITY 21							
Item	Description	Annual Budget	Release	Actual Expenditure	Commitment	Projected Exp. To end FY	Projected Exp Rate to end FY
00	CTA Charges	26,331,445	26,331,440	22,408,453	0	26,890,144	102%
01	Personel costs	50,187,666	50,433,552	40,454,418	0	48,545,302	97%
02	Travel,Transport&com	273,664	559,264	218,490	23,165	289,986	106%
04	Professional services	139,219,383	127,098,238	98,152,897	320,101	118,167,598	85%
05	Rentals	10,000,000	20,000,000	19,740,353	241,250	23,977,924	240%
06	Consumable Material	10,630,483	11,369,948	8,005,928	622,655	10,354,300	97%
	Totals	236,642,641	235,792,442	188,980,539	1,207,171	228,225,252	96%

The Roads Department had a budget allocation of E236, 642,641 for the financial year 2024/25. As at the end of January actual expenditure stood at E188, 980,539 with a projection of E228, 225,252 at the end of the financial year. The noticeable over expenditure on Item 05- Rentals is a result of the outsourced Plant Hire Service which is to augment the obsolete yellow plant.

v. FEASIBILITY STUDIES AND DESIGNS

The Ministry through savings from Manzini Golf Course Interchange, a project funded by the African Development Bank (AfDB) and Government is to update feasibility studies and detailed designs for the following roads:

Lubombo-Shiselweni Roads

The project involves the upgrading of the underlisted Lubombo-Shiselweni roads:

- MR14: Siphofaneni – Sithobela - Maloma (80.2 km)
- MR 14 & MR 21: Nsoko- Maloma- Siphambanweni (25.6km)

The design review for this project has been completed. The Ministry is presently in the process to procure a consultant for construction supervision with negotiations having been completed on 20th September 2024 currently awaiting clearance from the funder for appointment.

The updating of the feasibility studies and detailed designs have been completed. Also, the preparation of bidding documents and loan negotiations have been completed. Owing to the successful loan negotiations the Board of Directors of the AfDB approved the loan on 9th December 2024. At present, the Ministry of Finance in collaboration with the office of the Attorney General is drafting a loan bill that will be submitted to Cabinet for consideration, followed by Parliament for the necessary deliberations. Parallel to this, the Ministry is in the process of procuring a consultant for the construction supervision services.

Bulembu-Pigg's Peak (MR20) & Pigg's Peak-Bulandzeni (MR2) Roads

The procurement of consultant for the update of feasibility studies & detailed design have been completed and actual services commenced on 24th December 2024.

vi. CONTRACT REPAIRS AND MAINTENANCE SERVICES (ITEM 042)

The Road Reserve Maintenance Programme targets about 480km of paved Main Roads (MR) per year and is outsourced to small contractors. Authority to Incur Expenditure was sought and acquired from the Ministry of Finance in the first Quarter of the FY2024/25 in order to implement this Financial Year's Programme. Upon receipt of the Authority to Commit Government Funds, the Ministry commenced procurement processes for the Ministry's programmes funded under the Recurrent Budget. The Contracts are programmed to run until 31st March 2025.

vii. ROAD RESERVE PROGRAMME

The procurement process for the outsourced road reserve maintenance program has been concluded, contracts have been awarded and works have commenced. This program focuses mainly on major roads across the country, however budget constraints limits coverage. The program is also implemented by in-house teams and this include Mhlosheni – Mbulungwane (MR12), Mhlaleni – Mahamba (MR9) and Nhlngano – Lavumisa (MR11) roads.

Labour Based Road Reserve Program

The project is implemented through collaboration between World Food Programme, Sincephetelo Motor Vehicle Accidents Fund, Ministry of Tinkhundla Administration and Development and the Ministry of Public Works and Transport being the implementing agent. A total of 340 people were engaged for a period of 2 months at a cost of USD78 000, which is approximately E1, 400,000.00. The following roads were covered:

- Mbhadlane – Lomahasha (MR3)
- Hhelehhele – Lavumisa (MR8)

The Ministry had envisaged to roll out the program using Government funds, however payment modalities engagements with Treasury are still under way.

viii. ROAD MARKING PROGRAMME

	Project Description	Project Status
1.	Road Marking to the MR 8 Road (Hhelehhele Junction to MR 16 Junction)	Complete
2.	Road Marking to the MR 103 Road (Mvutshini Junction to Matsapha Traffic Circle)	Complete
3.	Road Marking to the MR 3 Road (Matsapha Traffic Circle to KaKhoza Junction)	Complete
4.	Road Marking to the MR 18 Road (Phondo Junction to Bhunya Traffic Circle)	Complete
5.	Road Marking to the MR 3 Road (Ngwenya Border Gate to Matsapha Traffic Circle)	Contract being commissioned
6.	Road Marking to the MR 8 Road (Big Bend Junction to Lavumisa Border Gate)	Contract being commissioned
7.	Road Marking to the MR 9 Road (Mhlaleni Junction to the Mahamba Border Gate)	Tendering Stage
8.	Road Marking to the MR 1 Road (Motshane Junction to the Matsamo Border Gate)	Tendering Stage

ix. MAINTENANCE OF STREET LIGHTING

The Ministry has elected to convert the existing conventional streetlights to LED solar powered streetlights on the Ministry's roads. This decision has been necessitated by the fact that the Ministry's electricity bill is very high. As such, there was a need to find an innovative way of reducing the electricity, but still provide the requisite street lighting. It was then decided that the street lighting programme would mainly focus on the conversion of streetlights until such time that all streetlights have been converted to solar.

Given that the capital cost of installing the LED solar powered streetlights is high (initial costs), the Ministry could only award a few contracts with the available budgets, these include:

-Manzini-Matsapha, Mfabantfu-Elangeni and Mbabane river-Mangwaneni Footbridge which are completed and under maintenance.

The scope increase for supply and installation of solar powered streetlights along the MR 3 highway from Eswatini Electricity Company Head Quarters Interchange to Nkoyoyo Interchange, Mbabane River to Elangeni, Matsapha IDM to Mfabantfu Footbridge and completion of the on and off ramps from Manzini to Mbabane is ongoing after receiving approval from National Tender Board.

x. MAINTENANCE OF GUARDRAILS

The guardrail program has contracts in the under listed main roads:

- Nhlangano – Lavumisa (MR11)
- Ngwenya – KaKhoza (MR3)
- Mhlabubovu – Sicunusa (MR4)

The maintenance program is ongoing, presently at 80% complete, and is scheduled to be completed by the end of the financial year.

xi. IN-HOUSE RIVER CROSSINGS CONSTRUCTION

The Ministry is also implementing several Low-Level Crossings using in-house teams as depicted below:

MANZINI REGION

No.	Crossing Name	Road Location	Progress
1.	Mgubudla Low-Level Crossing	Ngwane Park- Sikhaleni road	98%

LUBOMBO REGION

No.	Crossing Name	Road Location	Progress
	Magojela Low-Level Crossing	Lavundlamanti	95%

xii. BLADING AND RE-GRAVELLING PROGRAM

The following work was covered under blading and re-gravelling as summarised below:

SHISELWENI REGION

A total of 250km has been bladed across the region as per the table below:

Nkoneni to Machobeni	Makhonza to Fosini	Davies to Mampondweni
D61 (Nedso – Ekuthuleni) road	D7 (Mooihoek – Mpompota) road	MR25 (Hlathikhulu – Sithobela) road.
D53 (Matsanjeni – A1) road	D47 (KaGamedze – Matsanjeni) road	D28 (Hluthi – Sindzandlala)
New Heaven – Dzakasini feeder road	MR10 (Hlathikhulu Maloma) road	MR12 (Mhlosheni – Mbulungwane) road

Re-gravelling Program (spot)

No.	Road	Distance
1.	Masiphula – Mantambe (D49)	13km
2.	Mashayekhatsi – New Heaven (D25)	3km
3.	Hlathikhulu – Maloma (MR10)	4km
4.	Mhlosheni – Mbulungwane (MR12)	6.5KM

HHOHHO

Blading and Re-Gravelling Program covered the following sites:

KaMamba-Nsomyama-Nhlambeni (8.4km)	Mavula – Lozumvu (5.2km)
D35 Buhleni - Tinyangeni (5.1km)	Talukatini- Ka Albert (4.5km)
Tinyangeni - Madzela (3.4km)	Ntfontjeni – Royal Duty (2km)
Madzela – Ntsinini Primary School (4.2km)	Talukatini – Geza (3.2km)
Ntsinini Primary School – Ndvwabangeni (2.9km)	Geza – Mzimnene (3.8km)
Ndvwabangeni - KaJoel (5.4km)	
KaJoel – Katidwaba (4.5km)	

LUBOMBO

Blading and Re-Gravelling Program covered the following sites:

Matsetsa – KaLanga (re-gravelling)	Lomahasha – Army barracks (12km)
KaShewula – Nduma (10km)	Mpaka – Sigcaweni (14km)
Siphofaneni – Sithobela (21km)	Sitofu – Lontweni (12km)
Nconcwane – Thumbela (7km)	Mathatha – Mhlathuvane (16km)

MANZINI

Blading Program covered the following sites:

MR17 Nhlambeni to National Chicks -15km	UP Sigombeni to Madzinane – 3km	F0175 Ticantwini to Mkhulamini – 6km
F1068 Gege to Lesibovu – 5km	F0183 Siphula to Mntjezi – 2.5km	D91 Tsawela to Sibovu – 15km
D45 Sigege to Joy Mission – 14km	UP Mhlahlo to New Mbuluzi – 3km	F0126 Ngwemphisi to Mbheka – 3km
F0031 Moyeni to Bhudla – 7km	UP New Mbuluzi to Ngcayini – 3km	D91 Tsawela to Mponono – 7km
D29 Lugaganeni Maliyaduma – 5km	UP Lobanda to Ngcayini – 3.5km	UP Rest Camp to Njojane – 9km

UP Mfabantfu Loop Road – 2.5km	F0038 Mliba to Khuphuka – 16km	UP Khuphuka Clinic to Mliba Clinic – 6km
D39 Lozitha to Ekudzeni – 15km	F0039 Luve to Mabhunwini – 13km	UP Ben Junction to Hhelemu – 4km
F0156 Soweto to Ekudzeni – 2km	D29 Luve to Kukhanyeni – 8km	UP Mawelela to Dvokolwako – 3km
UP Ntabamhloshana to Timbutini – 11km	UP Nkiliji to Ngcayini – 11km	F1018 Mliba to Dvokolwako – 6km
UP Timbutini Vulamehlo – 3km	D29 Lugaganeni to Kukhanyeni – 22km	UP Mliba Primary School to Mliba Police Station – 2.5km
D19 Moti to KaPhunga – 10km	UP Ngculwini to Mantshonga – 6km	UP Mantjonga to Sivalo – 12km
UP Croydon to Mnjoli – 4km	UP Mnjoli to Sidvokodvo Dipping Tank – 3km	UP Sidvokodvo Dipping Tank to Clinic - 4km
UP Mafutseni to Mafutseni Inkhundla – 4km	UP Mafutseni to Maphepheni – 5km	F0031 Mafutseni to Moyeni High School – 3km
F1018 Mliba to Dvokolwako – 4km	UP Mliba to Mnjoli – 2km	UP Mafutseni to Mafutseni Umphakatsi – 2.5km
UP Moyeni Primary School to Zibabalane – 2.5km	D91 Tsawela to Mponono – 8km	F0121 Wonkhewonkhe to Mponono – 17km
D87 Velezizweni to Mankayane – 15km	UP Malangeni to Cathula High School – 6km	Cathula High School to Mtfolweni Dip Tank – 3km
D121 St Christopher's High School to Ngwenyameni – 9km	UP Dip Tank to Kukhulumeni – 4.6km	UP Kukhulumeni to KaMrich – 2km
UP Ncabaneni Complex to Ncabaneni Royal Kraal – 3km	UP Mphakamela to Cubanga – 3km	UP Cubanga to Maphondo – 2.5km
MR17 Dwaleni to Dipping Tank (Farm Lodge) – 6km	MR18 Luyengo to Bhunya – desilting	

Re-gravelling Programme (spot)

ROAD ID	FROM	TO	DESCRIPTION	DISTANCE
D36	Sigombeni	Nsenga	Spot re-gravelling	0.62km
D36	Sigombeni	Bhareni	Spot re-gravelling	2.7km
D36	Sigombeni	Vusweni Royal Residence	Spot re-gravelling	0.5km
D36	Nsenga	Mbuluzana Primary School	Spot re-gravelling	0.4km

D83	Sikhaleni	Lwandle	Spot re-gravelling	2.3km
D8	Ndinda	Gebeni	Spot re-gravelling	0.7km
			TOTAL	7.2km

xiii. CAPITAL PROJECTS

T363 REHABILITATION AND MAINTANANCE OF THE FEEDER ROADS NETWORK AND REHABILITATION OF ARMCOS AND CULVERTS.

The Feeder Roads Programme is implemented through an in-house team in terms of the design and supervision. However, the construction is outsourced to private contractors. In the current financial year, the Ministry has been allocated a budget of about E80 million to continue with the implementation of the above-mentioned program, which is prioritizing the Construction of Double Seal Roads across three regions as follows:

Roads	Region	Distance	Progress
Construction of Ndlalane – Gobholodlwayini (D12) road	Lubombo	7.0km	100%
Construction of Mvambi – Sigangeni (D78) road	Hhohho	6.0km	80%
Construction of Motshane – Sigangeni (D78)	Hhohho	7.3km	30%
Construction of Thunzini – Zombodze – Hhotela road	Shiselweni	13.0km	90%
Total Distance		26km	

The above-mentioned roads are earmarked for completion in the fourth quarter of the FY2024/25, however due to limited budget some will reduce production proportionate to the available budget.

T525: THE EMERGENCY REHABILITATION PROGRAMME

The Ministry was allocated a budget of E160 million in the current financial year (FY2024/25) to carry out Emergency Rehabilitation Works. The above follows realisation that the country's road network had been negatively affected by the persistent rains since Tropical Cyclone Eloise which caused massive landfalls across the country. As such, the Ministry had observed that the road network was failing at an accelerated rate and some roads were at the risk of being completely cut off with some areas completely in-accessible. The programme commenced on the 24th December 2022 and has been on-going with the following sites still underway:

No.	Description	Contractor	Progress
1.	Construction of Mangcongco Low Level crossing	Ignite	100%
2.	Ngwenyeni Low-Level Crossing at Dwaleni Power Station	Mgcabho Construction	70%

3.	Construction of New Thulwane Low Level Crossing	Lomhlangano	100%
4.	Regravelling and Construction of concrete strips on steep inclines along the Sigcineni – Sibovu road	Roots	99%
5.	Construction of Makhalatsini Low Level Crossing	SLS Construction	95%
6.	Construction of Chibidze Low Level Crossing	Construction Associates	100%
7.	Construction of Ndabazwe Low Level Crossing	Plumbcare	100%
8.	Rehabilitation of Mhlaleni – Mahamba (MR9) road and Rehabilitation of Luyengo – Mhlabubovu (MR18)	AG Thomas	100%
9.	Construction of Mzinsangu Low Level crossing	Touch Hygen	90%
10.	Construction of Mkhwakhweni Low Level crossing	Mgcabho Construction	90%
11.	Construction of Mlambo Low Level crossing	Ignite	90%
12.	Construction of Maseyisini – Matimatima road	Construction Boyz	90%
13.	Construction of Mhlosheni Arrestor Bed and Compulsory Truck Stop	Roots Civils	90%
14.	Construction of Masibekela Low-Level crossing at Siphocosini	Mgcabho Construction	92%
15.	Construction of Mbabane Central High School Culvert Crossing (Variation Works)	Mat Man Construction	85%
16.	Construction of Hhukwini Culvert Crossing (Variation Works)	Roadcon	75%
17.	Construction of Mpolonjeni Low-Level Crossing (Variation Works)	Hydro-Spec	75%

T500: DESIGN REVIEW, SUPERVISION AND CONSTRUCTION OF HLANGANO – SICUNUSA (MR13) ROAD

Conclusion of the Previous Contract

The project continues to have outstanding commitments from the previous contract between Eswatini Government and the joint venture of Gabriel Couto/Kukhanya Civil Engineering. The process for concluding this contract has been completed. The Dispute and Arbitration Board (DAB) experts have concluded the process of reviewing claims from the Contractor. All claims submitted by the Contractor have been rejected. Therefore, concluding all outstanding matters between the Eswatini Government and the joint venture of Gabriel Couto/Kukhanya is underway. However, the contractor has decided to appeal the decision by the DAB, which further extends the finalization of the contract.

The Ministry with the assistance of the Attorney General have seen it appropriate to engage with the Contractor with the intention to settle the disputes amicably. Numerous meetings have been held to this effect, however, to date nothing concrete has been concluded, hence, the meetings are ongoing.

The current contract for the completion of the project

In an effort to complete the aborted works, the Ministry engaged the services of Inyatsi Construction who commenced and successfully completed the works on 7th January 2022 and 31st March 2024, respectively. As a result, the road is now open to traffic and presently in the Defects Liability Period.

Challenges

Project T500: Design Review, Supervision and Construction of Nhlangano – Sicunusa (MR13) Road Project was not allocated a budget in the current financial year (FY2024/25) under code 99 (Local Funds) of the **Book of Estimates**, yet the Works Contract between the Employer (**Ministry of Public Works and Transport**) and the Contractor (**Inyatsi Construction**) has a provision for adjustments in costs for two (2) specific commodities namely; **Bitumen** and **Fuel**. The contract states that should the cost of bitumen and fuel rise above 4,223/ton and E14.40/Litre respectively, the Contractor shall qualify to claim for compensation of the difference. Given that the war between Russia and Ukraine resulted in the cost of fuel products increasing exponentially from what they were at the time the contract was signed to now, the costs of the two (2) commodities have increased beyond the parameters that were set in the Particular Conditions of Contract between Government and the Contractor. As such, Government now needs to pay the claim of the difference in costs due to this effect.

The total cost of the rise and fall subsequent to determination by the supervising Team amounted to **E93 889 931.59**. Considering that the Rise and Fall Claim by the Contractor attracts interests with each day passing the debt/claim is not settled, the Ministry deemed that it more economical to settle the Rise and Fall debt at the earliest opportunity. The Ministry made **E80 000 000.00** budget available through re-allocation with a remaining balance of **E13 889 931.59**. The Ministry has since included the owed amount in its budget request for the next financial year.

T512- Upgrading of 200km of Unpaved Roads Utilizing Pro-Base Technology

The first phase of the Pro-Base project has been completed and is now at maintenance stage as contractually stated. The Ministry is in the final stages of monitoring and evaluating the performance of the work done with a view of rolling out a second phase.

T506/99 CONSTRUCTION OF BULEMBU – PIGG’S PEAK ROAD (MR20) AND PIGG’S PEAK – BULANDZENI (MR2)

Design Review and Construction Supervision

The Ministry is engaged in a program to update the feasibility studies and detailed engineering designs of the subject roads. The project is funded under Project T521: Development of the Manzini Golf Course Interchange Project. The procurement of consultant for the update of feasibility studies & detailed design has been completed and the consultant has since commenced the services (November 2024) and are scheduled to be completed at the end of April 2025. The actual construction of the roads is anticipated to be at the beginning of financial year 2026/2027.

T515 MANZINI – MPHANDZE (MR3 LOT 1)

Construction Supervision

The supervision of the construction works by an independent civil engineering consultant has been contractually revised to be completed at the end of March 2025.

Due to the premature pavement failures observed earlier in the project, the EA has extended the supervision period to March 2025 mainly to allow for the monitoring of the remedied pavement performance and implementation of the recommendations of the pavement specialist report.

Auditing

The auditing services for the project are being undertaken by the office of the Auditor General. The AG is presently working on the audit report for the Financial Year 2023/2024 after having successfully carried out all the previous audits that were subsequently endorsed by the Bank. However, the audit report that was due to the Bank on 30th September 2024 remains unsubmitted as the Auditor General is still working on it. The Ministry has engaged the relevant institutions including the Ministry of Finance to facilitate the completion of the report by the AG and have it submitted to the Bank urgently now.

Capacity Building

The Ministry is currently working on the implementation of the recommendations of the report that involves the training of the Roads Department personnel in the following fields:

- Motivation and Team Building
- Contract Management
- Procurement
- Estimating and Costing
- Design and Construction of Low Volume Sealed Roads
- Asset Management
- Pavement Management

The actual training of the personnel has already started (8th January 2025) and is scheduled to be completed by the end of the financial year.

Establishment of Roads Agency and Road Fund

Further to the enactment of the Roads Authority Bill in August 2023 by the responsible authorities the EA has commenced with the implementation of the Establishment Phase of the Roads Sector Reforms project. The focus of the Establishment Phase is to restructure and constitute the new legal entities in the roads sector to a state of readiness for operation. To achieve this, the Ministry is being advised by a private consultant, Cardno IT that is funded by the Bank through a grant. All the necessary approvals have been obtained from the Bank and the consultant has already commenced with the exercise.

The Establishment Phase is centred around the critical activities and their respective timelines as shown on the following table:

Inception Report	15th April 2024	Complete
Construction Enterprises Preparation/Model Report	28th June 2024	Complete
Organizational Design	28th June 2024	Complete
Human Resource Aspects	13th January 2025	+ 2 weeks
Private Sector Stakeholder Interaction	13th January 2025	+ 2 weeks
Unions/Staff Interaction	13th January 2025	+ 2 weeks

Asset Valuation and Transfer	13th January 2025	+ 2 weeks
Appointment of Service Providers	13th January 2025	+ 2 weeks
Define Financial Procedures	13th January 2025	+ 2 weeks
Road User Charging Roll-out	13th January 2025	+ 2 weeks
System Development and Implementation	13th January 2025	+ 2 weeks
System Development and Implementation	13th January 2025	+ 2 weeks
Capitalization and Shareholding	13th January 2025	+ 2 weeks
Office Logistics	3 rd February 2025	+ 2 weeks
Business Plan and Roads Budget	3 rd February 2025	+ 2 weeks
ROADS AUTHORITY TAKE-OVER	31st March 2025	

The transformation program requires close monitoring to ensure the set timelines are adhered as per the Act which states that The Road Authority should be in existence as of 1st April 2025.

Civil Works

The construction of Manzini-Mphandze (Lot 1) road was substantially completed at the end of February 2022 with an extended Defects Liability Period up to 28th February 2024. However, the duration of the project has been further extended to the end of March 2025 to allow for the application of the bitumen-rubber seal, as per the recommendations of the pavement specialist report.

The isolated failed pavement sections have been successfully attended to by the Contractor in line with the Specifications of the Contract. Also, 75% of the recommendations of the pavement specialist have been carried out save for the application of the bitumen-rubber seal that is scheduled to be completed by the end March 2025. The project team is presently working on the identification of a suitable product to be used for the sealing works. It is envisaged that the sealing works and overall project will be completed by the end of the financial year.

Additional Works

During the implementation of the civil works in the project, savings were realized. Accordingly, a request was made to the Bank (through the Ministry of Finance) to utilize these savings to construct works, which were not part of the original scope but are necessary for the project. These works involve:

- the construction of a retaining wall adjacent to Bridge No. 1 (Underpass to Elwandle);
- Pedestrian Overhead Bridge at kilometre 5.0 (at Gum Tree Shopping Complex);
- Pedestrian Overhead Bridge at kilometre 11.0 (just past St Josephs).

All the necessary approvals for these works have been obtained from both the government and Bank. The construction of these works has been completed and are now in use by the public.

T521/55/99 MANZINI GOLF COURSE INTERCHANGE

The Government of the Kingdom of Eswatini has received financing from the African Development Bank towards the cost of the development of the Manzini Golf Course Interchange and intends to apply part of the agreed amount for this loan to payments under the project.

The Scope of Work for The Project Involves:

Initial Works Contract: The initial scope of works is 100% complete with the Defects Liability Period (DLP) having ended on 23 September 2023.

Addition Works: The additional works for the Manzini Golf Course Interchange involved Road Safety Mitigation Measures, namely, the rehabilitation and widening of 0.6km dual carriageway and other road associated activities). The works are in progress and presently at 95% completion. The commencement was on 17 June 2024 and are scheduled to be completed on 30 January 2025. The remaining activities are streetlighting, guardrails, road safety fence on the median, road studs, permanent thermoplastic road markings, road signs and additional pavement failures mitigation on the central distributor road. The DLP is scheduled to end at the end of January 2025

Consultancy Services Components:

The remaining consultancy services for the project include:

- The implementation of **Supervision of Addition Works for Manzini Golf Course Interchange Road Safety Mitigation:** ongoing since 17 June 2024 ending 16 January 2025 with DLP ending 16 January.
- **Eswatini Rail Link Project (Sidvokodvo - Phuzumoya):** initial services completed in July 2021. Financial and Economic Cost Benefit Analysis, to fully complete the design review has commenced on 24 January 2024, inception report and draft final for the cost & economic analysis completed during the period under review.

- **Financial Audit:** two audit cycles completed and 3rd audit for F/Y 2023/24 will commence on July 2024 and 2024/25 audit (project closure) will follow in due time.
- **Update of Manzini Bypass Feasibility Studies & Detailed Designs:** Inception report completed, ESIA scoping completed, Feasibility Studies completed. Feasibility Study done. ESIA & ESMP done. Contract terminated due to none delivery by consultant. Out of seven deliverables for a 8 months project, after 16 months only three deliverables were completed. Preparation for relaunching processes are ongoing.
- **Environmental & Social Completion Audit:** initial audit completed, and project closer report completed for the Manzini Golf Course Interchange project and Manzini to Mbadlane MR3 Highway Project and project completion audit under procurement where shortlisting stage has been completed. Ongoing to be completed on 10th February 2025.
- **Update of Feasibility Studies & Detailed Design for Bulembu-Pigg's Peak (MR20) & Pigg's Peak-Bulandzeni (MR2) Roads:** The procurement of consultant for the update of feasibility studies & detailed design have been completed and services ongoing and to be completed on end of June 2025.
- **Procurement Specialist:** service ongoing since 10 December 2024 for the completion of Development of Manzini Golf Course Interchange and Manzini-Mbadlane MR3 High Project Lot 1 and for the preparation for implementation of construction stage of Siphofaneni-Maloma-Nsoko MR14 & Maloma-Siphambanweni MR 21 Roads.

Current Status of Project: During the reporting period physical progress for the initial project scope was 98% with the Financial Audit, Project Accountant and Environmental and Social Compliance services remaining. Also to note is that savings were realized on the project loan, savings are being utilize to fund Update of Studies and Detailed Designs for Siphofaneni-Sithobelweni-Maloma MR14 Road and Nsoko-Maloma-Siphambanweni MR14-MR21 Roads where request for financing construction stage have been approved awaiting the finalization of the update of the Feasibility studies and Detailed designs., Update of Feasibility Studies & Detailed Design for Bulembu-Pigg's Peak (MR20) & Pigg's Peak-Bulandzeni (MR2) Roads, Addition Works For Manzini Golf Course Interchange Road Safety Mitigation, Communication and Visibility of Manzini Golf Course Interchange and Manzini to Mbadlane MR3 Highway Project Lot 1 and Procurement Specialist services. Request for financing construction stage have been approved awaiting the finalization of the update of the feasibility studies and detailed designs.

T528/99/55: ESWATINI ROAD INFRASTRUCTURE IMPROVEMENT PROGRAM PHASE I: UPGRADING OF SIPHOFANENI-SITHOBELA-MALOMA-NSOKO (MR14) & MALOMA-SIPHAMBWANENI (MR 21) ROADS

The request for financing for this project has been submitted and approved by the African Development Bank. Project preparation and appraisal has been completed with all relevant stakeholders. Request for advance procurement for certain project components has been submitted to the funder and approved. Project has been disclosed to the website of the funder and the Government of Eswatini after the completion of the Project Appraisal Report and loan negotiations by AfDB Board on 09 December 2024. Project Affected Persons and Properties have been identified and valuations completed. It is on record that 95% of PAPs have accepted the offers and payment modalities are under way, the remaining 5% of PAPs are still under negotiations and envisaged to be concluded by the end of the financial year.

4.0 BUILDINGS DEPARTMENT

4.1 INTRODUCTION

The Buildings Department (BD) was established under legal notice No. 194 of 1996. It is responsible for the design, construction, and maintenance of all government institutional and residential buildings. It serves as an implementation agency to government ministries/departments' capital programme.

To carry out its obligations, the Department makes use of its own in-house professional staff for design, estimation and tendering or office to carry out the designs or commissions private consultants where necessary. The decision to implement the designs in-house or letting it out depends on the nature of the project and the department's workload at the time.

The construction and rehabilitation program is let out on contract to private firms and for maintenance, the department makes use of its maintenance units. The department's headquarters is made up of seven sections namely, Architectural, Structural and Civil, Quantity Surveying, Contracts, Maintenance and Electrical. In addition, the department has five (5) depots based in Mbabane, Manzini, Pigg's Peak, Nhlanguano and Siteki. There is also an Electrical depot in Mbabane and a sub depot at Mankayane.

i. MISSION STATEMENT

To ensure the implementation of capital construction projects, maintenance of Government housing stock in the most efficient manner.

ii. GOALS AND OBJECTIVES

The key objective of the department is to construct government buildings in an efficient and cost effective manner, maintain and enhance the value of government buildings.

iii. STAFF COMPLEMENT

Table 1 and table 2 show the core staff complement and vacancies at headquarters and depots:

	Position	Post	In Post	Position	Post	In Post
	Chief Buildings Engineer	1	-	Structural Engineer	1	-
	Principal Buildings Engineer	1	1	Senior Clerk of Works	1	1
	Senior Architect	1	1	Clerk of Works (Contracts)	1	1
	Senior Quantity Surveyor	1	1	Clerk of Works (Maintenance)	1	-
	Senior Electrical Engineer	1	1	Chief Architectural Technician	1	-
	Architect	5	3	Senior Architectural Assistant	4	3
	Quantity Surveyor	3	3	Architectural Assistant	5	5
	Electrical Engineer	2	1	Senior Assistant Quantity Surveyor	2	1
	Contracts Engineer	1	-	Assistant Quantity Surveyor	3	2
	Inspector of Works	7	3	Assistant Electrical Engineer	2	2

	Maintenance Engineer	1	1								
Station	HQ	Mbabane Depot		Manzini Depot		Nhlangano Depot		Siteki Depot		Pigg's Peak Depot	
Position		Post	In post	Post	In post	Post	In post	Post	In post	Post	In Post
Clerk of Works		2	1	1	1	1	-	1	0	1	1
Inspector		5	2	4	1	3	1	3	2	3	1
Foreman		4	-	3	1	2	-	2	1	2	1
Builder		8	7	7	3	6	4	7	2	5	7
Carpenter		7	4	6	2	5	2	1	1	5	1
Plumber		10	7	7	4	3	2	1	1	5	4
Painter		22	22	9	8	3	4	2	2	5	3
Electricians		13	12	7	4	4	4	4	4	4	1
Labourers		32	31	20	20	22	22	28	22	28	22

Challenges – Filling of management position tasked with leadership and control of government resources, such as posts for the Chief Buildings Engineer; Structural Engineer, Contracts Engineer, Clerk of Works; Building Foreman continues to hinder service delivery within the department.

4.2 RECURRENT BUDGET EXPENDITURE

RECURRENT EXPENDITURE FOR THE BUILDINGS DEPARTMENT - ACTIVITY 42							
Item	Description	Annual Budget	Release	Actual Expenditure	Commitment	Projected Exp. To end FY	Projected Exp Rate to end FY
00	CTA Charges	5,064,952	5,064,950	3,777,395	0	4,532,874	89%
01	Personel costs	47,299,215	48,139,781	40,511,152	0	48,613,382	103%
02	Travel, Transport & com	410,250	408,950	152,063	18,947	205,212	50%
04	Professional services	8,911,364	5,097,169	2,800,503	27,244	3,393,296	38%
05	Rentals	0	0	0	0	0	0%
06	Consumable Material	13,291,909	15,670,224	9,035,561	3,462,917	14,998,174	113%
07	Durable material	300,000	0	0	0	0	0%
	Totals	75,277,690	74,381,074	56,276,674	3,509,108	71,742,938	95%

E75, 277,690 has been allocated as recurrent budget to the Building's Department for the financial year 2024/25. As at the end of month ten the department had an actual expenditure of E56,276,674 and projections indicate that by the end of the financial year expenditure rate will be at 95% with an anticipated over expenditure on Item 01 and 06. In item 01 the over expenditure is a result of cost of living which came in during the financial year while on Item 06 this will be a result of the over growing demand for services under this item code.

i. CORRECTIVE MAINTENANCE

Table Showing Reactive Maintenance Undertaken

Requested	Reported	Attended	Outstanding
Plumbing	5272	3701	1631
Sewage	2765	2055	416
Carpentry	2229	1555	684
Joinery	1113	698	413
Welding	665	496	169
Masonry	1466	1189	377
Painting	1124	746	378
Glazing	865	542	320
Fencing	388	218	170
Tree Felling	78	13	65
Total	15965	11213	4623
Delivery Rate		70%	30%

The response rate under this category is attributed to the underfunding of the maintenance budget and the shortage of human capital on ground operations.

ii. IN-HOUSE MAINTENANCE OF GOVERNMENT HOUSES:

The Ministry was able to get an early release for the whole reactive and planned maintenance budget for all depots. This undertaking has enabled the department to cover pressing maintenance demands through the five depots as follows:

MBABANE DEPOT

This Financial Year, the Mbabane Depot has achieved the following:

Three houses have been re-roofed at Mbabane in following locations at: Mandanda and Mbovane Street junction, Prince Mbilini Street, Featherstone, Hlanganani Street. A two Bedroom house along Jekwa Street was also reroofed.

Painting has been done as per the following details: Four offices at Ministry of Public Services Building, Ezulwini Police Post, 3No x 3 Bedroom houses at Mphohlo Street, Sigetjja and Selection Park. Four two-bedroom staff houses have been painted, each at PPCU; Msunduza; Umphohlo Street at Queens's gate and at Malkerns Research Station. Floor tiling has been done to: three-bedroom Flat at Ntuthuko Block of Flats; three-bedroom house along: Siphefu Street; along Siphefu Street; along Nukwase Street; Three along Samora Machel Street. Fencing to three Pool House Residence at Bishop Watts Crescent, Maphevu lane and Jekwa Street at Sandla has been done. Two guard houses have been constructed.

MANZINI DEPOT

This Financial Year, the Manzini Depot has achieved the following:

The Manzini Depot was involved in National Duties such as preparation of Umsizi and Army Day opening, Police Pass Out Day, Correctional Services Day, Umhlanga Ceremony, Biggest Braai. Rehabilitation Works on twelve houses is still in progress at Lavundlamanti High School staff houses while a B3C house at Coates Valley is at 98% complete. Painting of a Three Bedroom staff house at Mdumezweni High School has been completed while fencing work is in progress at Esigodvweni Police Staff Houses; with three out of a total of eight premises are being attended.

The Manzini Depot is currently renovating 2No x 3 bedroom houses with servants' quarters and a garage next to Mavuso Exhibition Centre. The project is experiencing delays due to the inclement weather but is projected to be complete by the end of March 2025.

The Depot completed the re-roofing of 2No x B2A houses at Bethany Clinic. The depot is now busy with the construction of septic tanks at Sigcineni Clinic.

NHLANGANO DEPOT

This Financial Year, the Nhlango Depot has achieved the following:

The Nhlango Depot was also involved in the preparation of Umhlanga Ceremony whereby there was the painting of the podium. Rehabilitation work has proceeded at two Tinkhundla Centres namely: Shiselweni and Mtsambama. On institutional buildings, four x two-bedroom teacher houses at Ngwane Practising Primary Teachers College and one at Nkujini Primary School have been renovated to completion. External wall painting to 3No. x B2A houses and to 4No x two roomed houses at Methula Veterinary Services has been completed.

In addition, a sewer line installation, painting of the workshop, a guard house and pump house at Nhlango CTA Depot is in progress and project is projected to be complete by the end of March 2025.

SITEKI DEPOT

This Financial Year, the Siteki Depot has achieved the following:

The Siteki depot has just completed rehabilitation of 6No. Block of 6 rooms at Lubombo Malaria Camp and two semi-detached 2 Bedroom houses at Lubombo Central High School. Both the Siteki National Library and Lugongolweni Inkhundla Center have also been rehabilitated.

The Siteki depot has just completed re-roofing a 2 Bedroom house at Lubombo Central High School, a 2 Bedroom house at Malayinini and a 2 Bedroom house at Lomahasha High School. The depot also renovated Maphiveni Army Barracks with also an ongoing rehabilitation of Sivunga agricultural Codon Centre in Bigbend.

PIGGS PEAK DEPOT

This Financial Year, the Pigg's Peak Depot has achieved the following:

The depot has completed rehabilitation of 2No x B2A Staff houses at Ntfontjeni, one a semi –detached house and 5No.x B2A Houses at Herefords. A major rehabilitation has been completed at Ntfontjeni Inkhundla. The rehabilitation of two staff houses at the Ntfontjeni Regional Development Area (RDA) has been also completed.

The depot has completed rehabilitation of 5No x B2A Staff houses at Matsamo Border Gate, 2No x B2A at Ntfontjeni Clinic and 1Nox B2A at Vuvulane High School.

ADMINISTRATION OFFICE BUILDINGS

The Ministry rehabilitated ablutions at both Nhlanguano and Manzini Magistrate Courts. The scope includes main water supply pipe, water supply internal plumbings, replacing sanitary fittings, floor and wall tiling. Both projects have been completed.

4.3 CAPITAL PROJECTS PROGRESS REPORT

G500 REHABILITATION OF GOVERNMENT BUILDINGS VI

E 10, 000, 000.00 has been allocated for completion of the rehabilitation of the Ministry of Home Affairs, Health and Justice building. The project contract sum has been increased from E66, 706, 906.93 to E84, 241,756.30. The increase catered for the completion of the ground floor. The status of the project is at 96%. The contractor is working on the ground floor which is near completion with an exception to installation of air conditioning systems, which is pending as a result of delays in honoring sub-contractors' payments. The sub-contractor has since been paid and we anticipate completion of the air conditioning system and ultimately fitting in of ceiling slabs. The contractor is to hand over the site by the first week of February 2025.

T520/99 - CONSTRUCTION OF A HANGAR AND WORKSHOP AT KMIII INTERNATIONAL AIRPORT -

The project was allocated E135 million for the design and construction of a hanger to accommodate an A340-300 and an MD 87 Aircrafts at KMIII Airport. This is a donor funded project that received technical and financial support from the Republic of China (Taiwan). This is a Turnkey contract to facilitate the completion of the storage bays for the aircrafts. The full scope of work included the construction of maintenance workshops and associated spaces that must comply with the applicable construction regulations and International Civil Aviation Organisation (**ICAO**) regulations.

Overall Progress is at 93% complete. The structural envelope is complete and finishes are in progress. The access roads are complete and the landscape is ongoing.

This construction project was awarded in September 2023. The project was anticipated to be completed by September 2024 but due to inclement weather and other unforeseen variations derailed the completion of the project timeously. The new anticipated completion date is February 2025.

The project needs funding for the default interest on late payments and also budget for construction of security gate house, army tower and holding rooms for flight crew.

G645 - CONSTRUCTION OF THE NEW EVENTS ARENA AT HLANE ROYAL RESIDENCE.

The estimated cost of project is E300 million, however due to budgetary limitations the project is implemented in line with the annual allocated budget. In the current financial year 2024/25 the project has a provision of E30 million which revises the contract to E 67 million. This is a design and build contract and the project scope entails construction of a grassed platform dancing arena, 2000-seater Grand stand comprising VIIP and VIP stands including public stand. The project as a whole also incorporates holding rooms, exhibition hall, ablutions and paved parking area for vehicles. The facility is demarcated by security fence for security control. Project commenced in February 2023 and was earmarked for completion in February 2024, but due to financial constraints the completion shall be extended but the project site shall be accessible for holding upcoming Hlane National Event.

The arena platform has been completed and grassed. Construction of concrete seating stands is near completion. Ablutions blocks are completed and plumbing first fix to ablutions is completed.

Underground services (drainage and electrical) has been completed. High mast lighting concrete bases are complete and ready for erecting high mast lights.

Overall progress summary for the work is at 55% complete. There is very minimal progress on the site as a result of delayed payments. The contractor is on site but has drastically reduced production rate due to delayed payments. The low budget allocations for the project adversely affects the project implementation schedule.

G533 WIRING OF GOVERNMENT BUILDINGS V

The project was allocated a budget of E3, 900, 000.00 for wiring and rewiring of government buildings across the 3country by in-house teams and contracted services.

In-house On-going Wiring Projects

Re-wiring of 15 Pool houses at Pigg's Peak, Vuvulane Schools and Ntfontjeni Clinic under Piggs-Peak Depot is 70% complete and anticipated to be complete by the end of March 2025.

Contracted On-going Wiring Projects

Wiring of: Lanjani, Mdumezulu, Nyamane, Ngonini and Bambitje Primary; Bekezela High schools and veterinary staff houses at Sivunga, Gege, Nkwene, Hlathikhulu, Sidlandala, Nsongweni, Jabulani and Makhosini. Overall progress achieved is about 75% and has been affected by delayed payments to service providers. The procurement of material for the inhouse projects at Mangwaneni Primary and veterinary houses at Dvumbe, Mgotshane and Maphalaleni is in progress. The projects are anticipated to be completed by the end of March 2025.

G570 SEPARATION OF METERS IN GOVERNMENT HOUSES

The project was allocated a budget of E5 million, however E2 million was relocated to other Ministry's commitments leaving a balance of E3 million which will install 109 individual electrical meters.

Electrical Separation Projects - Outsourced (On-going)

The Electricity Meter Separation project sites – Tshaneni Roads Compound, Matsapha Buildings Compound, Malkerns Research Compound, William Pitcher College and SIMPA/IDM kitchens. The projects are to be completed by the end of the Financial Year.

The Electricity Meter Separation projects at Mankayane and Mdutjane Roads Depot have been awarded by the tender board, and both projects are expected to commence on site in January 2025.

Electrical Separation Projects - Inhouse (On-going)

The ongoing Electrical Meter Separation at Manzini Roads Depot which is currently undertaken by our in-house staff (Matsapha electrical depot) is still about 59%. The work is currently going slow due to the following reasons; shortage of staff, disturbance due to national duties, shortage of fuel and breakdown of vehicles. It is anticipated that the work will be finished by the end of March 2025.

4.4 PROJECTS EXECUTED ON BEHALF OF GOVERNMENT MINISTRIES/DEPARTMENTS

The Buildings Department also executes capital projects on behalf of other Ministries and Departments whose comprehensive reporting are to be referred to their line ministries. The projects are the Rehabilitation of the National Handicraft Training Centre, the Construction of Buhleni Police Station and Rehabilitation to the Malkerns Research Station.

Construction of Buhleni Police Station P336

There is no allocation on the project in the current financial year. The contract amount is E165, 924,044.11 and the project has been completed subject to outstanding snag list that include fitting in of soffits underneath main entrance canopies to shield roof sheets against wind including landscaping. The project will be completed by the end of January 2025.

Rehabilitation of Malkerns Research Station (Administration Block): There is no current funding on this donor funded project. This project was awarded at reduced scope at E5.3 million in line with the allocated budget. It entails the rehabilitation of the Malkerns Research Station, encompassing the administration block only. This includes a new roof structure, roof covering, ceilings and associated electrical works, data networking and associated decorations. Overall progress currently stands at 83%.

Outstanding works in this contract include, second fix to plumbing works to toilets near the conference room and connection of one manhole to existing sewer, installation of aluminium doors, completion of ceiling installation, external paint with finishing coats. The remaining electrical works will be executed by a domestic subcontractor.

The National Handicraft Training Centre Rehabilitation

Phase I - Entails rehabilitation of Exhibition Hall, Administration Block, Leather Craft, Woodwork Workshop and Visual Arts Workshop. The project was completed and handed over to client, however, we are in the process to conclude the final account.

Phase II - Entails the rehabilitation of the Metal work; Pottery Workshop, Electrical and Computer workshops including Head Master House project was completed and handed over to client, however there is a snag list to rectify certain components of the project. Then a final account will be finalised after the snag list is attended.

Phase III - Encompasses the rehabilitation to Metalwork Workshop and Storeroom, Electrical and Plumbing Workshops, Sewing Classroom, Walkways to Administration Block and External Works. External Works include the removal of dilapidated carports (4No.) and replacement with new carports (8No.), Landscaping Walls and Tree Felling and uprooting, removal of pavers and replacement with new pavers. Project cost is E4.3 million and was due for completion in November 2023. The project team is working on the final account of the project that shall direct completion of the project.

Progress: Overall: 90%

- Metalwork Workshop -95%.
- Electrical and Plumbing Workshop - 95%.
- Sewing Classroom - 100%.
- Walkways to Administration Block - 95%.
- External Works - 85%.

Problems encountered

- Delayed payment of certificates for projects is also delaying progress. Most service providers engaged by government are not receiving their payments timeously, hence works are progressing at a very low pace.
- Government funding model and lengthy procurement controls, prolongs construction period and attracts unnecessary extension of time claims, escalations and interest on late payments versus diminishing site progress return.

5. ROAD TRANSPORTATION DEPARTMENT (RTD)

5.1 BACKGROUND

i. MISSION STATEMENT:

The Department's mission is to provide safe, efficient, reliable and market driven road passenger and freight operations that best meet the needs of the customers and are in support of Government strategies for economic and social development.

ii. OBJECTIVES:

The key objectives of the Department include, but are not limited to

- Regulating and enforcing the road transport sector to ease of movement of passengers (people) and goods thereby facilitating trade (economy) and social development.
- Playing a role in development of transport policies for the country and regional and continental platforms.
- Liaising with domestic, regional, continental and international structures aimed at improving the regulation and safety of the road transport sector;
- Improving the management of the Road Transport Permit System.
- Registering motor vehicles in the country and improving the systems by which vehicle are registered and licensed.
- Providing learner driver training and testing and improving systems and standards used in delivering this service.
- Improving vehicle safety by providing roadworthiness testing and fitness and improving such systems and standards used in delivering that service, and
- Improving road safety in the country through coordination of all road safety stakeholders with the ultimate goal of reducing road traffic deaths and serious injuries.

5.2 RECURRENT BUDGET PERFORMANCE:

RECURRENT EXPENDITURE FOR THE ROAD TRANS DEPARTMENT - ACTIVITY 44							
Item	Description	Annual Budget	Release	Actual Expenditure	Commitment	Projected Exp. To end FY	Projected Exp Rate to end FY
00	CTA Charges	2,653,819	2,553,818	584,926	0	2,653,819	100%
01	Personel costs	8,030,989	8,053,500	6,953,141	0	8,343,769	104%
02	Travel,Transport&com	555,261	505,261	273,150		327,780	59%
04	Professional services	1,604,559	2,802,479	1,814,180	882,570	3,236,100	202%
06	Consumable Material	3,813,836	2,885,916	497,460	318	3,813,836	100%
07	Durable material	5,000,000	4,880,000	2,896,758	0	5,000,000	100%
	Totals	21,658,464	21,680,974	13,019,615	882,888	23,375,304	108%

The Road Transport Department was allocated a budget of E21, 658,464 for the financial year 2024-25. During the reporting period expenditure stood at E13, 019,615 and by the end of the financial year will be at 108%. The over-expenditure on Item 04 is a result of outstanding payments for the boards' sittings.

5.3 DOMESTIC, REGIONAL AND INTERNATIONAL COORDINATION ON ROAD TRANSPORT:

As part of the Department's mandate of liaising with domestic, regional, continental and international structures, there is participation in various engagements that are organised by our partners and some initiated by the Department. In the period under review, the Department embarked on the following:

Road Incident Management System (RIMS) Inception Workshop (Eswatini Chapter)

The department hosted this workshop assisted by the Mpumalanga Provincial Coordinating Advisory Committee under the South African National Roads Agency Limited (SANRAL) on the 24th April 2024. The intention of the event was to assess the country's readiness to adopt RIMS and identify gaps with a view to providing capacity building for selected stakeholders. The RIMS concept is provided for in the SADC Protocol on Transport, Meteorology and Communication under Article 6.14. It is aimed at reducing safety hazards and restore road capacity as soon as possible after an incident occurred as a means to address road traffic crashes.

Domestic coordination is also continuing with various stakeholders. In the period under review, notable regular engagements have been made with Municipalities of Mbabane and Manzini on issues of road transportation and mutual interests. Both these municipalities are seeking to establish improved bus terminals and this shall affect road transportation in some way.

Another notable engagement is between the Ministries of Natural Resources and Energy as well as Commerce Industry and Trade on issues of New Energy Vehicles and classification and transportation of dangerous goods respectively.

Continental Trade and Transport Conference (30 July – 02 August 2024): This conference was organised and hosted by the Cross Border Road Transport Agency (C-BRTA) and held in Sandton, Johannesburg and the Department was represented. The conference aimed at providing a significant platform for transport regulators from the continent and international stakeholders to convene and discuss the developments in the continental transport and trade industries. The conference sought to bring together key regional, national, continental and international role players representing the private and public sectors to deliberate on key infrastructure challenges (hard and soft) that affect cross border trade and transport movements and to get an update the progress of flagship infrastructure projects and reforms. It also sought ways to support development programmes in the continent including the African Continental Free Trade Area (AfCFTA) agreement to improve trade among African countries which at the moment is around only 15%.

Joint Route Management Group and Joint Committee (28 – 29 August 2024): The Department through the Road Transportation Board (RTB) hosted these meetings at The George Hotel in Manzini, Eswatini as part

of the South African Customs Union (SACU) Agreement on movement of persons and goods among member states. The meetings were held between Eswatini and the Republic of South Africa. Eswatini was represented by the RTB and the Republic of South Africa by C-BRTA. The aim of the meetings were to make means to ease the flow of people and goods between the two countries. Cross border road transport associations from both countries gathered to present issues for considerations which the authorised bodies have to deal with. The meeting was held successfully.

Establishment of Road Incident Management Systems (RIMS) National Technical Committee (NTC) September – October 2024: The Department, with the help of the Ministry managed to establish a national structure to develop measures to deal with road traffic incidents with the aim of ensuring restoration of the road use to road users within a short period after salvaging victims of road traffic incidents. RIMS is a procedure enshrined in the SADC Protocol on Transport Communications and Meteorology in which member states agreed to develop compatible incident management systems. This is done to reduce safety hazards and restore road capacity as soon as possible after an incident occurs. The Eswatini RIMS NTC has been fully constituted by close road transport stakeholders and shall soon begin its work and reports of progress to be highlighted in the next reporting period.

Regional Road Incident Management Systems meeting (04 – 07 November 2024): This was organised and hosted by the South African Roads Agency Limited (SANRAL) held at the Emperors Palace Hotel, Kempton Park, Johannesburg, Republic of South Africa. The newly established National Technical Committee on RIMS for Eswatini got the opportunity to attend the meeting and get capacitated on what RIMS is and the structures associated with it. A total of nine out of twelve members attended the meeting and comprised of the Director Road Transportation, Chief Roads Engineer both from the Ministry of Public Works & Transport; Corporate Communications Manager from Sincephetelo Motor Vehicle Accidents Fund; Director Environmental Assessments and Compliance from Eswatini Environmental Authority; Accident Prevention Officer from Royal Eswatini Police Services; Transport and Security Manager from National Disaster Management Agency; Chairperson of the National Road Transport Council; Occupational Health & Environment Officer from Eswatini Railway (she represented the Safety Health Environment & Quality Manager).

Consultative Meeting with the South African Roads Agency Limited (SANRAL) on Weighbridge and Truck Stop Designs and Operations (27 – 29 November 2024): The Ministry of Public Works and Transport undertook consultative meetings to address the issue of weighbridge and truck stop operations. SANRAL operates a wide range of such facilities and as the Ministry prepares to operationalise the two weighbridges along MR 3 and MR 16, the visit was aimed at sharing best practises among the countries. The delegates were led by the Director Road Transportation and they are; Senior Roads Engineer, Planning Officer, and the Deputy Director Road Transportation.

5.4 PROGRESS ON CAPITAL PROJECTS

T354: Construction and Equipping of the Vehicle Testing and Learner Driver Testing Centres: The testing pit has been improved including the storm-water drainage system which had clogged. The roof has been repaired after it was damaged by storm early 2024, however, new corrugated sheets are required as the roof leaks. A new testing system is also required after the present was declared obsolete and with the remedial works almost complete, the system can now be procured and installed. The final account for the project has been signed off and a re-allocation to honour outstanding payments is underway and envisaged to be finalised by the end of the financial year.

T504: Central Motor Registry/Fleet Management System: This project was not allocated any budget in the reporting period to conduct the identified enhancements. Operations of this system shall now fall squarely under the Department as transformation is embarked on revenue collection where Eswatini Revenue Services is expanding on its revenue collection. The processes under Central Motor Registry shall now revert to the Ministry. All along, the Treasury Department had been an agent conducting the works on behalf of the Department.

T517: SADC Compliant Driver Licensing: The project is progressing slowly after some technical challenges that saw the planned Public Private Partnership tender declared failed. Processes are underway to proceed with the tender with limited method and has been approved by the Eswatini Tender Board. The project seeks to improve driver training, examining and licensing. This shall also improve greatly to the overall road safety goals of the country. It seeks to construct four Driver License Testing Centres (DLTC) of Grade A quality and complying with the Tripartite Transit Transport Facilitation Programme which has been adopted in the entire African continent.

5.5 SECTIONAL / DIVISIONAL REPORTS

i. Road Transportation Board Secretariat

The Road Transportation Board (RTB) is responsible for regulating transportation issues such as permit issuance, amendments, misuse of permits and settling transportation disputes. The function of the RTB is supported by a Secretariat Division which is tasked with operationalising the decisions of the Road Transportation Board (RTB) as well as the Management of the Permit System and keeping of records/files.

RTB ANNUAL PERFORMANCE REPORT FOR 2024/25 FY			
BOARD ACTIVITIES		ROAD TRANSPORTATION MODES	
Matters Heard/Considered	1 120	School Bus	1
Granted	1 000	Non Scheduled	135
Refused	6	Scheduled	16
Surrendered and Cancelled	43	Goods Vehicles/For Hires	932

Deferred postponements	36	Taxi	0
Invitations/ meetings/cases	35	Staff Bus/Courtesy service	1
		Invitations/ meetings/cases	35

Road Transportation Board has dealt with 1 120 matters in the period under review. One thousand (1 000) grants were approved by the RTD as permits for the various road transportation services with a majority of these being freight or goods operations.

Road Transport Permit Management System (RTPMS): This is an upgrade of the current system which is now not fit for the purpose anymore. This upgrade shall enhance its efficiency and is being developed by the Royal Science and Technology Park (RSTP). The delivery of the system is targeted at end of January 2025. The initial target was July 2024 but RSTP experienced some technical delays which necessitated the revision of dates. The newly developed system is set to be compliant with the regional provisions on Multilateral Cross Border Road Transport Agreement (MCBRTA) and will easily align with the Transport Registers and Information Platform System (TRIPS).

Suspension of All Fresh Applications for Road Transport Passenger Service: The Honourable Minister for Public Works and Transport pronounced the suspension of all fresh applications for passenger road transport service made to the RTB to enable the analysis of travel demand and determine which of the areas still require road transport services and in which mode. This is effective 01 July 2024 up to 31 March 2025. This was undertaken after consultations with the Road Transportation Board, Road Transport Council and other relevant structures in the road transport industry. The suspension was necessitated by the apparent oversupplied public transport vehicles on some routes which if unabated may lead to route wars and to the detriment of the commuters, society and the country as a whole. A travel demand survey shall be conducted in the interim to determine where such transport is still required and where to impose ceilings of permits in terms of the Road Transportation Act, 2007.

Current Human Resource Strength: The RTB Secretariat is headed by the Secretary to the RTB and the rest of the personnel are support staff derived from other functions which are not necessarily under road transportation. There is a need to have front line posts belonging to road transportation to ensure full comprehension of the service offered and the support posts be retained.

ii. Road Transport Inspectorate

The Mandate of the Unit is to enforce compliance of motorists and transport operators with the provision of the Road Traffic and Road Transportation Legislation as well as attending the complaints lodged by either public regarding poor transport service rendered by transport operators or lodged by transport operators regarding fellow operators that are engaged in malpractices that render unfair competition among themselves.

The Inspectorate division is currently composed of nine (9) Road Transport Inspectors including the Senior Road Transport Inspector. The Inspectors are deployed regionally and are capacitated to conduct their own operations in Traffic Law Enforcement.

The average prosecution or apprehension for the Road Transport Inspectorate stands at 53%. This shows an unacceptably high number of violations and requires the road transport operators to put more effort in complying with road transportation laws, regulations and policies. The low average for Lubombo region is due to lack of adequate personnel in charge of the region as only 1 inspector is dedicated to that region.

Current Human Resource Strength: The Road Transport Inspectorate has one vacancy that resulted from the passing away of one of the Inspectors who was about to retire in August 2023. No authority to fill up this vacancy has been granted despite requests for the same.

iii. Vehicle Testing Unit

The main function of the Unit is to examine and test vehicles for roadworthiness mainly for purposes of change of ownership as a requirement and also the Certificate of Fitness for public service vehicles. Services are offered in Matsapha Vehicle Testing Centre, Siteki Vehicle Testing Centre, Nhlngano CTA and Piggs Peak CTA. The Matsapha and Siteki Vehicle Testing Centres are already developed into permanent facilities while the Nhlngano and Piggs Peak have satellite testing stations which are based at CTA premises. The Permanent Testing Facilities operate on a full-time basis daily, while the satellite testing stations render services once a week.

Road worthy testing is normally done for new vehicles and those requiring change of ownership. The total figure of vehicle attended for this service, 6 554 represents largely new vehicles depicting increase in motorisation in the country over the period under review. Private vehicle are by far the most bought followed by LDVs then goods vehicles. LDVs and trucks are used largely for commercial purposes and this increase could mean increase in economic opportunities in the road transportation industry especially goods movement supporting business development.

Certificate of Fitness relate largely to safety testing for commercial vehicles which comprises goods and passenger carriers. The sedans included in the statistics relate to taxi cabs which are used to ferry passengers for reward and they form the least in the passenger movement sector. In the period under review, more than 8 700 commercial vehicles were attended to.

Current Human Resource Strength: The Vehicle Testing Station currently has two vacancies of Senior Motor Vehicle Examiner and Motor Vehicle Examiner. These vacancies need to be filled in order to ensure efficient service delivery.

iv. Driver License Examination Unit

The main function of the Unit is to examine applicants for learner's driver license on their understanding and knowledge of the rules of the road and road traffic signs through the theory test. The learner drivers are also tested for their practical driving competency before they are issued with Driver License. Driver who apply for professional driving permits (PDP) are also expected to the Theory Test.

Driver's License and Examination Unit: Annual Performance Report.

In the period under review, 1 238 heavy motor drivers were added in the driver database and 2 050 light duty drivers were added. The growing number of drivers require sensitisation for responsible driving to be increased to contribute towards lessening road traffic incidents caused by drivers. Improvement in this sector is key to ensure proper management of the licensed drivers' database and also enable integration with other road transport and traffic systems.

Learner Drivers and Professional Driving Permits

Learner Drivers and Professional Driving Permits				
Type of Service	1st Quarter	2nd Quarter	3rd Quarter	Annual
Learner Drivers	440	388	2 745	3 573
Professional Driving Permits	183	260	1 603	2 046
Combined Services Totals	623	648	4 348	5 619

The DLTC attended to a combined 5 619 clients in the services of learner driver testing and professional driving permits renewals or new issues. There was a high demand of these services in the third quarter compared to the rest. This could be caused by some free time people get during festive season among other reasons. New cars are also bought in this season and the rise could be first time drivers seeking to drive their newly purchased vehicles.

Current Human Resource Strength: The Driver License Testing Centre is severely depleted of personnel. There are currently only three Driver License Examiners with two vacancies which need to be urgently filled. Authority to fill them have not yet been granted but a request has been made to the relevant authorities.

v. Personalised Number Plate Programme

1 st Quarter	2 nd Quarter	3 rd Quarter	Total
6	19	11	36

During the period under review, 36 personalised registration plates were approved.

vi. Road Safety Division

The mandate of the Road Safety Division (RSD), (derived from the Road Safety Council Act of 1983) is to initiate road safety measures in collaboration with various stakeholders who share similar objectives to prevent or reduce road traffic deaths and injuries.

The activities are grouped into the functional areas as; road safety management issues, legislative and incidental issues, promotional events and campaigns, broadcasts and radio programme, road safety audits/assessments, policy issues and regional cooperation on road safety, and challenges.

Legislative and Incidental Issues

Review of the Road Safety Council Act of 1983: The United Nations Economic Commission for Africa (UNECA) has provided support to the Road Safety Council to review this Act. A legal drafting process has commenced and progress shall be reported periodically. A zero draft of the Road Safety Council Bill has been completed. Stakeholder consultations on the Bill are ongoing with a target to have it ready for Parliament debate in the next Parliament session.

Promotional Events and Campaigns

One of the strategies to change road user behaviour is to stage promotional events and campaigns that shall enable the dispersing of messages and teachings on road safety. This remains one of the most significant aspects in the new framework on road safety (Safer Road Users Pillar).

The campaigns that were conducted include the following:

Festive Season Road Safety Awareness Campaign: The division with road safety stakeholders conducted an awareness campaign to sensitise road users on safe road usage over the festive season. The main focus of the campaign was on education and enforcement. Prevalent offences were overloading, faulty handbrake and cracked windscreen.

Areas/Sites and dates where the campaigns were was held					
1	Nhlangano	12 December	5	Buhleni	21 December
2	Siphofaneni	14 December	6	Motshane	24 December
3	Lonhlupheko	17 December	7	Madlangempisi	30 December

4	Ntabamhloshana	19 December	8	Mhlabubovu	7 January 2025
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The campaign began with figures for December 2023 of 180 road deaths and 557 seriously injured road users. At the end of December 2024, the figures show a reduction of road deaths to 141 (still not acceptable though) and that of seriously injured road users dropped to 545. The Road Safety division aims to continue with sustained awareness and other effective interventions, to continuously make the road use experience safer.

Stray Animal Removal: Stray animals continued to pose danger to road users despite the frequent requests for cattle farmers, in particular to look after their livestock. The operation was severely affected by the rationing of fuel; the trucks cannot be sent to areas that are far on a regular basis.

A comparison of stray animals impounded last year 2023 and this year over a similar period is reflected in the table below:

Year	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Total
2023	51	47	144	33	71	59	17	53	63	538
2024	82	124	87	70	64	20	105	82	40	674

In 2023, a total of 538 stray animals were impounded from the country's road network and sent to various pounds whilst in 674 were impounded in 2024. Although the number of impounded stray animals slightly increased there is an outcry from road users (public) on the alarming number of stray animals found on the road.

Radio Programme: The Road Safety Division programme slot with the Eswatini Broadcasting and Information Services (EBIS 1) that is broadcast every Tuesdays from 1645-1700hrs continued to be one of the vehicles used to reach out to the public with road safety awareness messages.

Accidents Statistics and Analysis: Road Traffic crashes continue to be on the rise despite the country adopting the Decade of Action 2021 – 2030 and pledging to reduce fatal and serious injuries by 50%. A comparison of Road Traffic Accident Statistics for 2023 and this year over a similar period is reflected in the table below:

Year	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Total	
Fatal	2023	28	20	20	18	16	26	14	17	21	180
	2024	15	12	14	16	12	10	14	10	38	141
Seriously	2023	65	77	85	58	49	85	36	45	57	557
	2024	67	62	75	51	58	47	51	54	80	545

Injured											
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In the period under review, the situation in fatal road traffic crashes show that they are decreased by 39% (2024 vs 2023) by the end of December. The global target for reduction of road deaths is 50% by 2030. On serious injuries, the situation shows a decline of 12%. The figures for December 2024 on fatal road traffic crashes are preliminary since they can change due to the 30-day rule that every death occurring within 30 days of the crash is attributed to road deaths. However, the increase is not expected to be significant, if any. There is still more effort to be done by stakeholders to reduce these statistics further especially because road traffic crashes are totally preventable.

vii. Government Vehicle Inspectorate

The Government Vehicle Inspectorate Division (Anti-Abuse Unit) was established in 1991 to ensure appropriate use of government vehicles, plant and equipment by monitoring, investigating and prosecuting offenders. The misuse or abuse of government vehicles, plant and equipment leads to huge losses to Government and runs into millions of Emalangeni.

When government vehicles, plant and equipment are used for purposes other than achieving the mandate of that particular ministry; that is termed misuse. The use of Government vehicles, plant and equipment is regulated by the Road Traffic Act, 1983. Additional legislations and regulations are used to supplement the operation, for instance, Stores Regulations Part II (Vehicle and Mechanical Regulations) issued in terms of Section 26 of the Finance and Audit Law, 1967.

The Road Traffic Act demand that any driver of a government vehicle or plant must have in his/her possession a Travel Authority signed by a proper officer authorising him/her to use or drive that Government vehicle or plant on the route he/she is found. Carelessness and failure to take a government vehicle or plant to Central Transport Administration for service and reckless driving is also classified as the misuse of government property.

Operational Matters

Instances where Government vehicle users have been found to have misused or abused vehicles, plant and equipment are as reported in this section. Total drivers charged across Ministries are 312 in the period under review. Total amount collected in fines is E42, 080.00 (with E18, 920.00 collected in the first quarter, E12, 280.00 and E10, 880.00 collected in the second and third quarter respectively).

The top five most prevalent offenses include driving a Government vehicle without authorisation; carrying unauthorised passengers; driving a government vehicle without any authority (no Government authority card); using a Government vehicle before and after working hours without authorisation; and deviating from authorised route.

The trend reveals that the Government vehicle abuse is not declining. It is envisaged that with the newly introduced tracking system will be rolled out to all government fleet which shall lead to reduction to the abuse.

Furthermore, the Ministry is in the process of finalising the review of traffic fines inclusive of government vehicle abuse which shall serve as a deterrent to would-be abusers.

viii. CROSS CUTTING ISSUES

Capacity Building: The training of the Road Transport Inspectorate and the Government Vehicle Inspectorate commenced on 16 September 2024 after obtaining authority to undertake the exercise. A first group was trained for eleven days (11) up to 26 September 2024. The second group started on the 30 September and completed on 10th October 2024. The training covered Basic Accident Investigation, Vehicle Inspection, and Handling of Dangerous/Hazardous Goods transported by road.

The training was conducted by the Centre of Excellence on Road Safety (CERS) placed at the Faculty of Science and Engineering in the University of Eswatini. Certification was conducted on the 20th November 2024.

Uniform and or Personal Protective Clothing: the Department was able to obtain authority to procure uniform or personal protective clothing for the various sections or divisions which mostly operate in conditions requiring such items. A tender for the provision of the uniform was issued. It is going to be evaluated and the winning bidder supply the uniform as expected. The entire process shall be finalised before the end of the current financial year 2024/2025.

6.0 THE CENTRAL TRANSPORT ADMINISTRATION (CTA)

6.1 INTRODUCTION

The Central Transport Administration is department within the Ministry that is mandated to provide all Government Ministries with transport, mechanical services and fuel. This includes procurement of vehicles, plant and equipment; it also provides service, maintenance and fuel. The servicing and maintenance of vehicles is done through transfer of funds, through Journal Vouchers, to CTA to facilitate the processes. Fuel budget for all Government has been allocated to CTA for the procurement of fuel.

MISSION STATEMENT

“To provide cost - effective transport and mechanical services to the Government of the Kingdom of Eswatini through the acquisition, maintenance, disposal and refueling of Government vehicles at a pump price.”

CTA'S MANDATE AND STRATEGIC LOCATIONS

The Central Transport Administration continues to carry out its mandate of purchasing vehicles for government; provision of vehicles on short term hire; providing their maintenance; fuel supply as well as the disposal of vehicles that are uneconomical to run through auction. It also has a training centre to sharpen the skills of its technicians and end users of the vehicles.

CTA operations are carried out in strategic locations throughout the country. Each Region has at least one depot and they are located in the following places: Nhlanguano (Shiselweni Region); Matsapha (Manzini Region); Siteki (Lubombo Region); Mbabane (Southern Hhohho); and Pigg's Peak (Northern Hhohho)

6.2 RECURRENT BUDGET PERFORMANCE

RECURRENT EXPENDITURE FOR CTA DEPARTMENT - ACTIVITY 50							
Item	Description	Annual Budget	Release	Actual Expenditure	Commitment	Projected Exp. To end FY	Projected Exp Rate to end FY
00	CTA Charges	19,188,395	19,188,395	12,018,027	24,701	14,451,274	75%
01	Personel costs	28,661,797	28,855,412	27,436,318	0	32,923,582	115%
02	Travel,Transport&com	1,886,273	4,086,273	1,410,655	577,797	2,386,142	127%
04	Professional services	15,781,580	27,986,288	27,986,288	62,857	33,658,974	213%
05	Rentals	6,500,000	43,146,269	43,146,269	0	51,775,523	797%
06	Consumable Material	184,963,189	238,317,599	220,606,694	17,710,905	285,981,119	155%
07	Durable material	3,233,289	3,233,289	3,233,289	0	3,233,289	100%
	Totals	260,214,523	364,813,525	335,837,540	18,376,260	425,056,560	163%

The CTA department has been allocated a budget of E256, 981,234 this financial year. Expenditure as at end of month ten (10) stood at E335, 837,540 with a projected over-expenditure of 63% by the end of the financial year which is way above the allocated budget. The over expenditure is a result of CTA ongoing reforms where Ministries are required to transfer their budget to CTA through Journal Voucher (JV) for replacement, service, maintenance and repairs of vehicles, this applies to Item 04, 06 and 07. This continues to distort the Ministry's accounting systems and requires a permanent solution, hence the annual budget of the department has increased by the amount equal to the JVs.

6.3 REVENUE COLLECTION

REVENUE ITEM	TYPE OF REVENUE	AMOUNTS
21004	Short Term Hire	3,130,947.86
21132	Tender Fees	83,300
21151	Auction Sale	983,500
21931	Driving lessons	35,240
Total		4,232,987.86

6.5 PROCUREMENT OF VEHICLES.

The procurement of new vehicles is ongoing and currently 577 vehicles out of 741 vehicles have been delivered and deployed to Ministries. The vehicles will continue to be delivered in batches until they are all delivered during this financial year. Vehicles are installed with tracking devices to monitor vehicle utilization and driver behavior. Comprehensive Insurance Cover; In house Fuel and Vehicle Maintenance management forms part of the 'add value' services offered by Standard Bank. All these services are targeted at enhancing government transportation services at a reduced cost.

6.6 DEPARTMENTAL PERFORMANCE

i. MAINTENANCE DEPARTMENT

The Workshops in the five depots have a staff complement of 65 technicians with various technical skills and are responsible for service, maintenance and repairs of Government vehicle, plant and equipment as per the above schedule. The turnaround time on vehicles booked for maintenance has slightly improved and there is still room for improvement as we adopt new strategies on enhancing efficiencies. The consultant conducting fleet assessment and audit has concluded work and submitted reports on most of the facets. The Ministry will embark on the implementation of the recommendations on the reports.

ii. CENTRAL POOL

The Central Pool's core function is to lease out vehicles, plant and equipment to Ministries that have short term needs. Some vehicles have been procured for this division and some of the Ministries short term needs will be catered for in-house. This will reduce the expenditure relating to short term needs since the in-house rental fees are lower compared to those of the private companies.

iii. OPERATIONS DIVISION

This division is responsible for Government fleet management which includes registration of new vehicles and disposal of obsolete vehicles. There are 133 vehicles which have been boarded and auctioned.

iv. FUEL SUPPLY AND DISTRIBUTION SECTION

The fuel supply and distribution continues to be stable. Fuel rationing is applied as a control measure to minimize fuel wastage. Standard Bank has been engaged to provide an In-house fuel management

system that will monitor fuel stock levels and control fuel dispersed to vehicles according to mileage covered. The baseline assessment on the fuel stations' equipment has highlighted that very few fuel dispensers need to be upgraded from mechanical to digital units, otherwise the system will be easily installed. The benefits are still to be realized once the system is up and running and fuel theft will be curbed.

v. CAPACITY BUILDING/ TRAINING & DEVELOPMENT

In accordance with the Government Stores Regulations: Part II and the Road Traffic Act of 2007 which require that drivers of Government vehicle should possess a Government Driver Authority, a driving competence test and examination for drivers who applied for Government Driver Authority was conducted and the following types of Driver Authorities were issued:

Type of Driving Authority	No. of Authority per type	Rate per Unit (E)	Amount Collected (E)
Permanent Authorities	418	35	14,630
Temporal / Contract Authorities	168	35	5,880
Renewed Authorities	60	25	1,500
Duplicate Authority	32	35	1,120
Polish up	16 participants with a combined total of 79 hrs	20	1,580
Driving lessons	13	810	10,530
Total			35,240

Training offered for driving lessons is still limited to light motor vehicle for now. Currently there is no dedicated truck and yellow plant used for training. The Ministry has requested budget support to procure driving simulators to minimize fuel and other vehicle operating costs associated with driver training. Furthermore, it is envisaged that the introduction of the compulsory refresher courses for drivers will enhance their driving skills.

7.0 MINISTRY PARASTATALS

The Ministry has three Parastatals namely the Eswatini Railways, Eswatini Civil Aviation Authority and the Royal Eswatini National Airways Corporation. As highlighted earlier, the reporting mechanism for parastatals is through the Public Enterprise Monitoring Act and the intention here is only to provide a brief highlight.

7.1. ESWATINI RAILWAY

BACKGROUND

Eswatini Railways is in the business of transport and logistics. It operates import, export and transit trains, as well as has strategic partners in the entire transport supply chain. The import and export trains are destined to or from Matsapha and the transit trains originate from the SADC region especially South Africa, Zimbabwe and Zambia. ESR operates the transit trains from Komatiport (Mpumalanga) to Golela (Kwazulu Natal) or the other way. In this business, ESR provides train crews, rolling stock, infrastructure, signalling and other support as the trains traverse the ESR network.

The main revenue source for ESR remains transit traffic. Other income sources are import and export traffic. An extension of ESR is the dry port in Matsapha which handles all container business.

Eswatini Railways embarked on a three-year strategy ending 2022. The strategy identified three pillars of future direction which included business diversification with the aim of increasing import/export and diluting dependency on one line of business. One major project forming part of the deliverables to end July 2022 is the development of a new Inland Container Depot (ICD) at Mpaka. The positioning of the ICD appeals to the businesses in the lowveld, the, Matola Port, Maputo Port, Richards Bay and Durban Port and the North-South Corridor developments. The Mpaka Station is already listed as a bonded station by Eswatini Revenue Authority (SRA). To leverage on this geographical advantage, ESR has embarked on an ambitious mission of developing the Mpaka ICD.

In addition, the organisation has clients with one of them moving coal from South Africa through Eswatini to a power plant and cement factory in Salamanga, Mozambique while the other is moving coal to the ports of Matola and Richards Bay. This is an intermodal operation whereby the coal comes through Oshoek Border Post using trucks all the way to Matsapha and Sidvokodvo, and then from there, offloaded at the Railway Siding. Thereafter, it is on loaded to a train that will then move the commodities from Eswatini to Mozambique.

The project is at a stage where a trial run has to be undertaken to test whether there will be any operational challenges with regards the transportation of the coal.

Major Risks and Opportunities to ESR Operations

In the quarter under review a total of 1.81 million tonnes was railed bringing in E97.97 million with an additional E391 700 coming from tourist trains bringing the total revenue to E98.36 million. Compared to budget traffic volumes were at 86% with revenue at 74%. Of the total tonnages railed, transit traffic contributed 1.71 million tonnes or 94% with exports contributing 84 500 tons or 5% and imports contributing or 19 370 tons 1%.

Several factors contributed to the below budget performance, and these include amongst others the decline in intermodal coal volumes from ESR major client Grindrod with most volumes on road, the drop in coal prices in the global market, the cancellation of trains along the Goba Corridor due to the ongoing political unrest in Mozambique which affected traffic volumes for coal, bulk sugar, fuel imports and exports and containers. Another challenge facing the organisation is the shortage of adequate rollingstock (which includes locomotives and wagons) to meet customer expectations and lack of funding to upgrade the rail network which has too many speed restrictions due to the poor condition of the line. This results in longer train turnaround times which ultimately compromises service delivery and increases road haulers' competitive advantage.

Other threats to ESR's operations are the extreme weather conditions experienced in the country which include heavy rains and extreme heat. Heavy rains or flooding results in washaways and during the quarter these affected the completion of the concrete upgrade of the timber loading area in Matsapha. Extreme heat expands the rail line which may cause derailments.

Despite the challenges mentioned above, there are commodities that performed above budget during the quarter. These include bulk sugar which exceeded budget by 96% boosted by availability of sugar from all the three Sugar Mills (namely Simunye, Mhlume and Ubombo), timber which performed above budget by 139% with the addition of a new client in Peak Timbers and magnetite which exceeded budget by 3%.

Projected Traffic Volumes to 31 March 2025

A total of 5.72 million tons with a total revenue of E341.47 million have been projected up to the end of the financial year 2024/25. Compared to budget for the year, this represents a 66% and 82% performance against set budget tonnages and revenue respectively.

Commodities that are projected to exceed budget include bulk and bagged sugar and timber. The political unrest in neighbouring Mozambique forced ESR and CFM to halt the seamless service between the two railways and trains are interchanged at Mlawula. However, with the promise of a three-months' truce for Mozambique ruling party (FRELIMO) to fulfil some of the demands made the opposition, operations will revert to the seamless service sometime in January 2025. This will see an increase in train turnaround times which will translate to more volumes railed.

CAPITAL PROJECTS

Mpaka ICD Project

The Mpaka ICD is operational with ethanol railed to Maputo and bagged sugar to Durban. The loading of the bagged sugar commenced on the 23rd of July this year.

Main Storage Warehouse: Following the review of the designs of warehouse which was changed from the initial 1 008 sqm to 4 000 sqm to accommodate multiple user clients, the initial tender has been withdrawn and would re-advertised with the changes. Contractors that submitted tender bids were notified of these developments in a meeting with ESR Procurement Officials.

The main building designs and access road upgrade designs are under review.

Eswatini Rail Link Project

During the quarter under review, the Section participated in meetings within the borders of Eswatini. Some of the meetings outside Eswatini were virtual meetings. Locally, the meetings included ESRL updates on the resettlement implementation on the affected chiefdoms.

Green Field – Work Package 1

The Eswatini Rail Link (ESRL) Project, which is a joint development by Transnet Freight Rail (TFR) (South Africa) and Eswatini Railways (ESR) (Swaziland) is ongoing. A restart of the procurement process will restart soon. The ESRL team has engaged in the recalibration of the Business case through meetings held in Johannesburg and virtual. This has been necessitated by the period which has elapsed since the finalization of the existing business case and the changes in the freight business and customers. The recalibration has also resulted in a new estimate for the project costs.

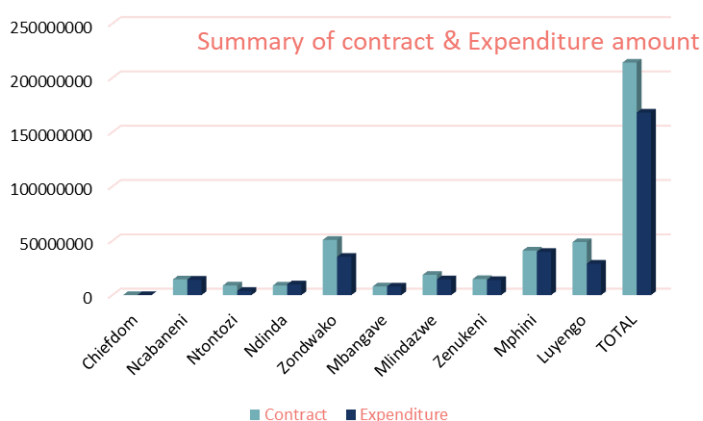
Resettlement implementation

In this quarter, the Resettlement team focused on supervision of the construction works as well as further engagements with project affected people, individually and in group meetings.

Construction of Resettlement Homesteads

The following summarizes the progress on the construction of the homesteads to be resettled. There is a total of 27 lots/contracts and 24 have reached the completion stage. The three contracts are under Luyengo. The following is the expenditure summary per chiefdom.

Chiefdom	Contract Amount	Expenditure Amount
Ncabaneni	14,448,279.45	14,149,626.45
Ntontozi	8,848,808.06	3,845,779.65
Ndinda	8,813,626.80	9,867,911.93
Zondwako	50,823,278.36	35,279,194.24
Mbangave	7,971,314.54	7,924,508.81
Mlindazwe	18,672,234.07	14,502,409.98
Zenukeni	14,716,284.36	13,860,101.46
Mphini	40,970,697.94	39,742,070.11
Luyengo	48,798,683.14	28,896,376.23
TOTAL	214,063,206.72	168,067,978.86



Project Affected People Engagement

There are continuous engagements with pending Project Affected Persons at Luyengo, Ncabaneni and Mlindazwe. There is need to visit other individual PAPs to manage negative publicity. There has been visits from EXCO and the Board Members to appreciate the extent of progress.

The signing of compensation certificates by PAPs has been suspended pending availability of required funds. The decision to suspend the signing was taken to manage expectations and anxiety on the part of the PAPs.

The signing of the compensation certificates is expected to begin in January 2025. Payment of cash compensations have been suspended pending the availability of the required funds.

Project Challenges

1. Funding for phase 2 of the resettlement continues to be a hurdle on this project.
2. Inconsistencies in bills of quantities from the different Quantity Surveyors resulting in non-uniform delivery of PAP entitlements, e.g., pit latrines, water tanks, electrical connection, and fencing.
3. There is need to do slope stabilization before the rainy season. This is both on cut and fill side of the platform.
4. Quality of workmanship was not acceptable for the two contracts in Luyengo. The contracts have been suspended. Processes to engage another contractor to correct and complete the remaining works are under way. There will be specific timelines outlined to this contractor.
5. Refusal by some PAPs to occupy completed houses before all of their entitlements have been delivered.
6. Vandalism and material theft in unoccupied houses.
7. Disgruntlements from some contractor employees and suppliers (most of whom are from the local communities) for non-payment of wages and materials supplied.
8. Garnishee against project fees for contractors who have debt somewhere else.

7.2 ESWATINI CIVIL AVIATION AUTHORITY (ESWACAA)

ESWACAA'S BACKGROUND

The Eswatini Civil Aviation Authority (ESWACAA) is a category A parastatal that was established by the Government of the Kingdom of Eswatini through an Act of Parliament; the Civil Aviation Authority Act No.10 of 2009. The Civil Aviation Authority is an administrative and commercial body mandated to provide in an economically viable manner; air transport services and regulation of civil aviation activities in Eswatini in accordance with international standards. The Authority executes its mandate through the Board of Directors and Management headed by the Director General.

The Authority regulates the Eswatini Civil Aviation Industry, provides air navigation services as well as operating the country's airports (King Mswati III International Airport (KMIII IA) and Matsapha Airport) with a view to make air transport a catalyst for economic growth.

The Civil Aviation Act assigns ESWACAA a threefold mandate:

- Aviation Industry Regulator
- Airports Operator
- Air Navigation Services Provider

Aviation Safety Oversight System

The Eswatini Civil Aviation Authority continues to enhance aviation safety and security oversight systems, prioritizing activities under ICAO's Effective Implementation (EI) framework and the Universal Security Audit Programme Continuous Monitoring Approach (USAP-CMA).

Safety Self-Assessed EI Score: Stands at 71.25%, a 2.59% improvement from the previous quarter. However, the official validated EI score remains 35.01%, pending ICAO validation. The self-assessment remains 3.75% below the regional average of 75%, highlighting the urgency of ongoing corrective actions. During the reporting period, the Air Traffic Services (ATS), Aeronautical Information Services (AIS), and Aviation Meteorology (MET) regulations were finalized with Technical Guidance Materials published as interim support.

Aviation Security Audit Progress

The last state audit conducted in 2015 achieved 76.41% which is slightly below the global average of 80%. During the reporting period, technical support from AFCAC enhanced document preparation, and stakeholders participated in training and workshops on updated security regulations. Of the 498 audit protocol questions, 472 were satisfactorily self-assessed as compliant, pending verification by ICAO. To ensure adequate preparation for the audit, stakeholder engagement is ongoing, human resources requirements have been addressed and key documents have been uploaded to the ICAO online platform.

Air Transportation

Passenger traffic increased by 1.71% compared to the previous quarter, with a total number of 25 321 passengers travelling on scheduled flights and 432 passengers on non-scheduled flights. Cargo volumes increased to 35 967kgs in the reporting period which is a growth of 7.3% from the previous quarter, demonstrating a steady upward trend. However, aircraft movements have decreased by 53.8% in the same period, reflecting seasonal variations in flight schedules. Jet A1 fuel uploads have seen a 5.2% decline, attributed to reduced scheduled operations.

Airport Safety Management System (SMS)

The airport continues to enhance its SMS program by focusing on personnel training, infrastructure maintenance, and operational compliance. Key achievements include the appointment of critical personnel, infrastructure upgrades, and preparations for regulatory compliance with the Civil Aviation (Aerodrome) Regulations 2023. The airport is currently in the re-certification phase to ensure continued compliance with international safety standards.

Air Navigation Services (ANS)

CNS/ATM systems have maintained high performance, with communications and data services achieving 99.95% availability, surpassing the target. However, radio navigational aids fell slightly below target at 96.70%. Efforts are underway to upgrade and modernize air traffic service infrastructure, including ADS-B surveillance and Performance-Based Navigation (PBN) implementation. Wildlife-related incidents, particularly bird strikes, increased in December, prompting additional risk mitigation measures.

Key Performance Targets

The Authority continues to make concentrated efforts in improving safety oversight, security compliance, and operational efficiencies. Various projects are underway to address the safety and security risk

exposure on the airport systems, equipment and infrastructure. These projects that are in the pipeline to ensure compliance include:

- ✈ Implementation of high-quality security screening equipment including 3D imaging X-Ray machines
 - ✈ Resurfacing of the 3.67kilometres Runway
 - ✈ Implementation of an Instrument Runway Visual Range
 - ✈ Improvement of the runway visual aids and apron lighting system
 - ✈ Replacement of the 15-kilometre concrete Aerodrome Perimeter Fencing ✈
- Acquisition of a new firefighting truck

The development of a Special Economic Zone (SEZ) at King Mswati III International Airport is aimed at attracting industrial investment and create jobs in order to develop KMIII into an economic hub. Various projects in the pipeline include:

- ✈ **The development of an Aircraft Maintenance Organization (AMO) at an estimated cost of E1.4 billion (one billion, four hundred million Emalangeni.** This project also includes the establishment of local aviation training academy.
- ✈ **KMIII Cargo export facility aimed at facilitating logistics and freight forwarding Gold refinery and Merchant Bank to** provide financial services, hedge funding, private equity, wealth management and investment banking
- ✈ **Cold storage warehouse to improve** agricultural & export-oriented economy and enhance agro-processing and export to regional and international markets.

7.3 ROYAL ESWATINI NATIONAL AIRWAYS COPORATION (RENAC)

INTRODUCTION

RENAC is category A Public Enterprise for which 77.6% of its survival is from government subvention, 8.1% is from Eswatini Air, 0.3% from the sale of Jet1 Fuel to other airlines and 14% from RETA ticket sales.

Business Landscape

During the year under review, economic activities and demand for air travel recovered and reached about 80% of pre-COVID-19 levels.

RETA (Royal Eswatini Travel Agency) which is a subsidiary of RENAC continued to grow gradually penetrating the private sector although Government account continues to be dominant.

The Corporation continues to be the sole supplier of Ground Handling services in the country and generates revenue from same.

Eswatini Air continues to consolidate its position as a credible scheduled air service provider. Its schedule completion of 98% and 95% on-time-performance (OTP) rates attest to its reliability. The affordability of its pricing continues to create value in society. By breaking the monopoly and introducing choice, Eswatini Air has already allowed air travellers to make significant savings of over E88 million over the past year.

Activities Highlights

Eswatini Air

During the period, the airline maintained its scheduled operations to all the four destinations it is serving from its base at King Mswati III International Airport. These being Johannesburg, Harare, Durban, and Cape Town. The airline completed 98% of its planned schedule and disruptions were kept to a minimum through advance planning. When cancellations were unavoidable, passengers were given advance notice and assisted to make alternative arrangements unless last minute disruptions occurred. The cancellations that amounted to 2% of the planned operation were due to operational reasons (weather, technical, reduced demand, etc.). The airline operated a total of 1 655 flights out of the planned 1 682 flights transporting a total of 28 146 paying passengers (this count excludes infants). The passenger uplift to date points to a 30% growth compared to the same period last year.

The load factor, which is a measurement of the extent of seats occupied by paying passengers out of the seats made available for sale, has shown consistent growth when compared to the same period in the previous financial year. The average year-to-date load factor stood at 37% showing a significant improvement of over the 32% achieved compared to last year. The airline is working on options that will enable it to achieve a deeper integration within the airline industry and is currently pursuing various interline arrangements with operators to the region and within the region. While the airline is growing and multiplying societal benefits through affordable air tariffs, expansion of options, employment creation, aviation skills development as well as tourism and business facilitation, there continues to be a need for support during the incubation stage of the airline's growth. This becomes even more important if the airline is to fulfil the deeper integration desired within SADC as envisaged by Government.

Royal Eswatini Travel Agency

Approximately 90% of the Agency's revenue is derived from Government ticket sales. This increases operational and financial risk. The Agency has developed a strategy to expand the business and improve on cash flow management, maintain its competitive edge and align its actions with its mission and vision

The travel agency business is operating well, and its sales turnover is steadily growing the overall year-to-date turnover presently at SZL 85.7 million. Comparing these results to the year-to-date budget of SZL 75 million, the agency performed above budget by SZL10.7 million.

Aircraft Maintenance

During the reporting period the Corporation successfully performed the required scheduled and non-scheduled maintenance for the Corporation's aircraft. It is common cause that the maintenance of the aircraft takes a huge portion of the budget and to reduce the costs, the airline has insourced some of the maintenance.

The Corporation continues to utilise Matsapha Airport for the utilisation of the hangar for maintenance events of the ERJs, as per the ESWACAA approval.

VVIP Terminal

RENAC is entrusted with the management of the VVIP terminal at KM III International Airport. The Corporation continues to provide essential maintenance and repairs at the VVIP terminal. However, there is a need for the shareholder to allocate adequate funding for the maintenance of the facility as the Corporation has had difficulty in sourcing the required funding for this mandate.

FINANCIAL PERFORMANCE

DESCRIPTIVE	BUDGET REVISED	2024	YEAR TO DATE	FORECAST TO
			DECEMBER ACTUAL	2023
REVENUE		E320 987 391	E528 492 952	E542 425 166
EXPENSES		E343 701 036	E439 692 898	E636 744 340

INCOME

The table below depicts the breakdown of income by business unit:

REVENUE SOURCE	YTD BUDGET	YTD ACTUAL	%	VARIANCE
Ground Handling	21 276 248	1 657 013	-92%	-19 619 235
Eswatini Air	54 111 320	49 748 163	-8%	-4 363 157
Subvention	251 250 000	471 000 000	+87.47%	+219 750 000

- The total approved subvention of E335 million for the year was received in full, and an additional E126 million has been received to date in respect of a supplementary budget.
- Eswatini Air year to date revenue stood at E50 million at the end of the third quarter compared to a budget of E54 million. The main reason for the lower revenue is because of the lower load factor.
- In terms of year to date total costs of Eswatini Air, for the quarter they were E183.4 million compared to a budget of E152 million. These costs include costs for fuel, maintenance, salaries and wages for the crew, landing and navigation costs as well as other administrative costs.

OPERATING COSTS

Expenses

During the period under review, a total expenditure of E439 692 898 was recorded as compared to a budget of E343 701 036, an increase of 28%.

Insurance – E7.2 million (Q2: E8.8 million) was incurred in respect of the payments for all risks including aircrafts in the third quarter. The year-to-date expenditure in respect of insurance was E22.1 million.

Repairs & Maintenance – E70.7 million (Q2: E38.4 million) was incurred in the quarter towards mandatory aircraft maintenance. The year-to-date expenditure for repairs and maintenance was E114.8 million.

Salaries and wages – E30 million (Q2: E29.3 million) were incurred in the quarter towards salaries and wages. The year-to-date expenditure for salaries and wages was E86 million.

Flight operations – E42 million (Q2: E28.3 million) was incurred in the quarter towards catering, fuel, landing and parking fees. The year to date expenditure for flight operations costs was E124.3 million. Year to date expenditure of E76.8 million (Q2:E52 million) relates to fuel for both the commercial and state aircraft. About 55% of this amount relates to fuel for Eswatini Air, 45% relates to charter operations. The other amount relates to ground handling.

PROJECTIONS TO MARCH 2025

The projection to the end of March 2024 are driven mainly by the following expenditure lines expected to be incurred during the last three months of the year:

- Repairs & maintenance of aircraft amounting to E75 million. This amount includes general maintenance, replacement of aircraft seats as well as an A check for one of the state aircraft,
- Flight operation costs, an expenditure of E23 million is expected to be incurred towards ground handling and fuel costs,
- Insurance cost of the aircraft amounting to E6.1 million is expected to be incurred in the last quarter of the financial year,
- Salaries related costs are anticipated to be E21 million from Jan 2025 to March 2025,
- An amount of E32 million is expected to be used to support the scheduled operation in January to March 2025,
- Financing costs amounting to E4.7 million.

CHALLENGES

- Constrained financial resources – need for financial support from shareholder and external funding to finance operations.
- Huge Government Debt for air tickets
- Scarce aviation personnel and expensive mandatory training,

7.4 CONSTRUCTION INDUSTRY COUNCIL (CIC)

BACKGROUND

The Construction Industry Council (herein referred to as CIC) was established through the Construction Industry Act No. 14 of 2013, by the Government of the Kingdom of Eswatini, to regulate, promote and develop the construction industry towards meeting national construction demands while providing strategic leadership to industry stakeholders for the stimulation of sustainable growth, reform, and improvement in the country's construction sector.

STRATEGY IMPLEMENTATION

The Council continued to implement its three-year strategic plan that commenced on the 1st of April 2024 and shall come to an end on the 31st of March 2027.

The CIC strategy has three pillars or strategic focus areas namely:

- Relationship Transformation;
- Efficiency Optimization;
- Effectiveness & Impact.

The Council's strategy will be operationalised through a 5V Model, which shall be broken down into 1 year,

Statement	Timespan	Competitiveness	Excellence
V1	Ultimate non-quantifiable dream	To transform the construction industry to enhance competitiveness and	excellence.
V2	2032/33 Vision (9 years)	90 % of all construction work done by Swati registered and compliant companies.	Increase project owner satisfaction to 90 %
V3	2029/30 (6 years)	85 % of all construction work done by Swati registered compliant companies.	Increase project owner satisfaction to 85%
V4	2026/27	80 % of all construction work should be done by Swati registered and compliant companies.	Increase in the project owner satisfaction rate to 80 %
V5	2024/25	Created a culture of strategy execution by delivering services on time, on budget, and at the highest quality level.	

The Council's strategy has three (3) strategic programs focus areas, which includes, Relationship Transformation, Efficiency Optimization and Effectiveness & Impact and the strategy implementation for the period under review was satisfactory.

STAKEHOLDER ENGAGEMENT

The Council continued to operationalize its strategy by ensuring that the relationship with industry stakeholders is transformed. The Council engaged its stakeholders which includes industry associations, government, public enterprises and the various consultants and other industry players.

During the period under review, the Council engaged all the four industry associations, which includes, BMSA, EAEES, EAICC and ECA. The above was aimed at ensuring an active and regular engagements with industry Associations. The above meeting was held on the 28th of November 2024.

The Council in collaboration with the Ministry of Public Works & Transport started an exercise of engaging with industry players to ensure relevancy and to strengthen the relationships between the parties. The Council together with the Ministry met consultants to discuss issues centred on road projects, budget issues, participation of locals in internationally funded projects, etc. the above exercise is on-going and will also continue in the next reporting period. Further to the above the Ministry and the Council met constructors and suppliers of building materials on the 11th of October 2024, to discuss construction industry issues.

CONSTRUCTION INDUSTRY LEGISLATION REVIEW

The draft National Construction Industry Policy and the Implementation plan were developed and will be presented to stakeholders for validation of the on or before the close of the 2024/2025 financial year.

During the period under review, the draft CIC Bill and AESAP Bill, were issued by ESEPARC, for stakeholder input and comments. The stakeholder engagement exercise on the Bills continued and the exercise is proposed for completion during the 2024/2025 financial year. The amendment and development of the CIC and AESAP Regulations shall commence after the validation exercise of the CIC & AESAP Bills.

GOVERNANCE

The Board and its committees held the 2nd quarter meeting(s) on the 4th of December 2024. Committees presented their 2nd quarter reports for review and adoption by the main board. The Council during the 2nd quarter meeting received progress reports on the implementation of the 2024/2027 strategic plan.

Subsequent to the Council commissioning an audit for its books of account in terms of section 25(2) of the CIC Act, the Board of the Council adopted and approved the 2023/2024 audited financial statements. The Council continues to adopt a clean audit. Following the lapse of the contract with Kobla Quashie & Associates the Council issued a request for proposals to Audit Firms, for the provision of external audit services, for the next three (3) years.

The Council in compliance with section 33 of the CIC Act, published a notice regarding the list of registered contractors and consultants for the period 2024/2025.

FINANCIAL PERFORMANCE

The Council received E14.6 million YTD budget of 19.7 million resulting to an adverse variance of -25.78%. Expenditure incurred stood at E12.1 million resulting in a surplus of E2.4 million.

The Council's revenue collection dropped by 5% when compared with last financial year's collection whilst the annual expenditure incurred increased by 9% and this was attributed to the thin human resource in the levy collection section.

The Council's year to date expenditure is 33% under spent when compared with year-to-date budget. The Council's year-to-date levy collection stood at 59% in comparison with the projected, with the actual being E7.9M of 2nd quarter budget of E13.5M. The Council's projected annual income for FY 2024/25 currently stood at 85% of the annual budget.



KINGDOM OF ESWATINI



**MINISTRY OF
PUBLIC WORKS
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