

VOTE 3: DEPARTMENT OF FINANCE & ECONOMIC AFFAIRS

To be appropriated by Vote: R 1 190 698 000
 Responsible MEC: MEC for Finance and Economic Affairs
 Administering Department: Department of Finance and Economic Affairs
 Accounting Officer: Head of Department

1. SUMMARY OF CAPITAL BUDGET FOR 2004/05 – 2007/08

Table 1: SUMMARY OF CAPITAL BUDGET

| Category of Infrastructure | Adjusted Appropriation 2004/05 | Estimated Actual 2004/05 | 2005/06 VOTED | 2006/07 MTEF | 2007/08 MTEF |
|------------------------------------|--------------------------------------|--------------------------------|------------------|------------------|------------------|
| R thousand | | | | | |
| 1. New Construction | 655,043 | 287,008 | 1,190,698 | 1,582,045 | 2,072,071 |
| 2. Rehabilitation/Upgrading | | | | | |
| 3. Maintenance | | | | | |
| 4. Other – Machinery and Equipment | | | | | |
| Total Capital Works: Vote 3 | 655,043 | 287,008 | 1,190,698 | 1,582,045 | 2,072,071 |

2. REVIEW OF CAPITAL PROGRAMME FOR THE FINANCIAL YEAR 2004/05

Blue IQ's project portfolio is made up of two distinct types of projects; both in terms of time frames and substance. On the one hand Blue IQ is undertaking urban regeneration and tourism product development projects which impact strongly on communities and specific nodes and which are characterized by shorter delivery schedules and more immediate outcomes and deliverables. These projects include: the Wadeville Alrode Industrial Corridor, Kliptown, Newtown and the Constitution Hill. Subsequent to the restructuring of the Department of Finance and Economic Affairs the Gautrain Rapid Rail project as well as the two Department of Agriculture, Conservation and Environment (DACE) projects: Dinokeng and the Cradle of humankind World Heritage site no longer form part of the Blue IQ programme. These three projects have been reclassified as the departmental Special Projects. These initiatives have strong components of local government co-operation and strong involvement of local government development agencies and expertise with regard to the delivery vehicle which Blue IQ uses to implement these initiatives.

The 2004/5 financial year moved Blue IQ into Phase 2, which is the commercialization phase. Whereas to date, Blue IQ has been the master of its own destiny, the commercialization phase will be dependant in part on private sector participation and the broader business environment. The strategic focus for the remaining two years of Blue IQ will be on attracting private sector investment and involvement to the Blue IQ projects.

Construction of the Interpretation Centre, in conjunction with the Stakeholders, at the Cradle of Humankind is well underway and expected to be completed on schedule. The project is based on Government's Public Private Partnership approach which is aimed at crowding in private sector investment, through the provision of bulk infrastructure and opportunities for investment, while at the same time getting the private sector to share risk.

The Interpretation Centre complex will consist of two facilities, one at Mohale's gate and the other at Sterkfontein Caves. The impact of thousands of tourists, not only from South Africa, but from all around the world, on local business and the development of the area will be profound if the area is managed appropriately. Both facilities will rank among the best in any comparable project anywhere in the world.

Wadeville Alrode project is now complete. All Blue IQ's financial obligations and infrastructure have been met. Blue IQ has officially handed the project over to Ekurhuleni Metropolitan Council before the end of December 2004. A joint exit strategy is being formulated.

Kliptown is currently undergoing major infrastructural, environmental and economic redevelopment aimed at transforming it into a significant tourist destination and heritage site, as well as a prosperous residential and commercial area. One of the key developments in Kliptown is the construction of Walter Sisulu Square of Dedication as a monument site. This monument that celebrates the contribution of one of the struggle heroes, Walter Sisulu, is expected to be officially opened on 26 June 2005, to coincide with the 50th Anniversary of the adoption of the Freedom Charter by the Congress of the People in 1955. It is also important to mention that the Soweto Tourist Information Centre construction is in progress. All taxis have been relocated into the Rank. And the Wetlands clean up campaign is running smoothly and continues to employ local labour.

The face of Newtown is changing once again with the construction of new headquarters for Gauteng Tourism Authority. The Nelson Mandela Bridge has also become recognized locally and nationally with numerous advertisements and television series using visuals of the bridge. The Dance Factory, which has been in Newtown for 10 years, was launched in November 2004. It now boasts of theatre seating, new lighting equipment and a revamped foyer. This is a sign that the Newtown Cultural precinct continues to be flagship of our inner city.

The Construction work for the building of 1,400 units at Brickfields Residential development in Newtown in partnership with a number of Stakeholders including ABSA, Anglo American and the Johannesburg Housing Corporation, is in progress and due for completion early in 2005. The Sci-Bono Discovery Centre, which was launched in June 2003, is expected to be opened early next year.

Newtown also boasts about two major annual events; Blue IQ Smart Young Minds Challenge and the Johannesburg City Challenge. Blue IQ Smart Young Minds Challenge was launched in March 2003 and attracted 400 entries. This unique competition in support of the national and provincial maths, science and technology strategy, enabled contestants to fuse these learning areas in pursuit of an innovative idea that could be developed into a business. It was received with great enthusiasm by industry, Gauteng Department of Education and the media coverage was good.

The Blue IQ Johannesburg City Challenge encourages interest in road running at a grass roots level with the incorporation of a high school challenge into the 10km event. Learners aged 15 years and older participated to win prizes for their schools.

There is a need for investment in the cultural programme to boost the commercial activity in Newtown. Current budget is R11 million over the next 3 years but the resources needed are around R30 million. To meet the target figure Johannesburg Development Agency (JDA) will engage all levels of government for some support for the next three years and beyond. The Civic Theatre, State Theatre, Artscape and The Playhouse in Durban all receive some support from either the city or provincial arts & culture departments and national government. The City of Johannesburg has to play a major role in supporting the cultural programme, the maintenance of the Newtown development in general.

Construction at Constitution Hill continues with further developments including the 1,730 bay super basement which will provide sufficient parking for the proposed commercial and retail facilities planned in future phases. In addition there has been a dramatic increase in the number of local and international visitors to the site since the Inauguration of the Constitutional Court earlier this year (March 2004). Accommodation at the Women's Gaol reached a level of 80 per cent completion at the end of December 2004.

All land arrangements have been completed including the relocation of the mortuary which caused several months worth of delays. The provision of infrastructure for the site, Constitutional and Human Rights Campus, Commercialization, Heritage, Education and Tourism (HET) and the Institutional Arrangements and Facilities Management have proceeded according to plan.

Turning to the second category of Blue IQ projects, which includes City deep, JIA IDZ, the Innovation Hub, the Auto Cluster and the Rapid Rail Link, these projects which focus more directly on economic activity are far more complex and multi faceted and have a longer time frame with respect to tangible delivery.

The JIA IDZ project has two components. The first is the general area upgrade and tenders for the upgrading of Atlas road and K90 are on schedule. On the IDZ itself the site has been officially designated and an application for a provisional operator permit was submitted in March 2003. Blue IQ still awaits a response from the Department of Trade and Industry (DTI) on the approval of this POP application. Institutional relations between Blue IQ, Airport Company of South Africa (ACSA) and Denel are currently ongoing.

In June 2003 Blue IQ withdrew its IDZ application for City Deep. This was a strategic decision based on collected information from the skills consortium which showed that an IDZ would not solve the fundamental problems underlying City Deep which have been proved to be more operational than infrastructure based. Blue IQ is at present in negotiations with industry players in the transport and logistics sectors and we are aiming to have a revised project plan early in 2005. Area upgrades are continuing and the upgrade of Lower Germiston road was completed on schedule. Construction of the Cleveland Link Road commenced in January 2003 the schedule was shifted to end of November 2004 as a result of the bridge failure. Phase 2 of the roads programme is dependent on the progress of the logistics programme and will only be implemented once the increased freight volumes through the area justify this.

The logistics improvement programme is behind schedule however the response to the programme by the private sector has been very encouraging and City Deep is starting to see higher levels of investment by companies either expanding their existing operations or from new companies deciding to locate in the area on the basis of its inherent potential as a distribution hub. A concept for the logistics hub has been developed and initial investigations have revealed that a critical success factor for the hub is an improvement in the rail service between City Deep and the Port of Durban. Blue IQ is working with Transnet to effect this improvement and further development of the concept will only be considered once a plan to improve the rail has been finalised.

The Innovation Hub is making significant progress delivering a high-tech cluster in Gauteng. Construction at the Park started in October 2003 and the infrastructure development for the first phase initial buildings reached a level of 60 per cent completion at the end of December 2004. However, delays experienced with the approvals for the Innovation Hub Drive are threatening the success of the project. Contingency plans are however in place. The final forecast is R226,202,080 which is on budget. In August 2004, visible progress was celebrated through a roof wetting event to mark the near completion of the first 12,500m² main campus buildings at the Innovation Hub's premises in Tshwane. Sappi Limited shared the business vision and has already been secured as the Innovation Hub's first tenant and their new Technology Centre and Paper Academy is being constructed next to the Hub's core buildings.

The 4,500 m² Innovation Centre will house the Business Incubator and the CoachLab™, where leadership skills are fast-tracked for the high-tech industry. The 8,500 m² Enterprise Building will provide A-grade space at affordable rentals to a variety of tenants. A flexible power and data cabling network, together with world class shared facilities and a common basement with parking for 425 cars, ensures that the space available is very attractive. Significant growth has also taken place in the Innovation Hub's pilot activities. Membership of its INNOV8 community, a unique high-tech business forum in Gauteng, has doubled to over 2,000.

In the high-value added manufacturing, the two initiatives of the Gauteng Automotive Cluster (Automotive Supplier Park and the Automotive Industry Development Centre) continue to amaze industry enthusiasts with the progress they have made since inception.

The Automotive Industry Development Centre (AIDC) has achieved numerous successes, many of which lie in its role of being a collaboration partner. One of the AIDC's recent projects was to support SME and BEE companies in becoming part of the mainstream supply chain competing for local and export orders.

The AIDC launched the Market Access Coaching (MAC) programme which further demonstrates the AIDC's commitment in becoming a strategic partner for the automotive industry and government. The MAC Programme was launched to support government's objective of social economic development, and to give smaller entities within the automotive and other industries the opportunity to develop in order to become competent in becoming export-ready.

In October 2004, Blue IQ in consultation with its Partners announced its decision to remain as a Shareholder of the Automotive Supplier Park (ASP) in long term support of the automotive industry. ASP has been hugely successful,

attracting leading component manufacturers, supporting local automotive suppliers and creating close to 3,000 job opportunities during the financial year.

Finally the Rapid Rail project is progressing according to schedule. The project has completed the Best-and-Final Offer (BAFO) phase and the final draft RFP III (BAFO) documents were made available to the Bidders and submitted to the PPP Unit for authorisation. If authorisation is received in time, the Bidders will have been able to prepare their BAFOs and submit by 15 December 2004. The final analysis and evaluation of the BAFOs will then be done. It is trusted that the Political Committee will be in a position to select the preferred Bidder before the end of March 2005, and that Treasury Authorisation IIB will also be obtained during that time. The Province will then enter into detailed negotiations with the Preferred Bidder. It is expected that the financial closure could be reached by October 2005, after which construction will commence.

Despite several frustrations in the speed of planning processes and meeting of regulatory requirements, by and large this has been an exceptionally good year for Blue IQ and virtually all projects are on track. Internally the organisation has been strengthened and its systems upgraded so that efficiency and effectiveness of the organisation is growing on a monthly basis. As these internal systems start streamlining work so Blue IQ staff will have more scope to strategically add value to the projects it manages via its implementing agents.

3. OUTLOOK OF CAPITAL PROGRAMME FOR THE FINANCIAL YEAR 2005/06

While the previous four years of Blue IQ's life have been dominated by institutional arrangements, contractual negotiations and the planning for the physical construction of infrastructure; the year ahead will be characterized by completion of construction and the commercialization of the opportunities this infrastructure presents. Certain exit strategies will also come to fruition in 2005.

The purpose of Blue IQ has always been to grow the economy, create employment and change the sectoral make up of provincial GGP. Strategic infrastructure is a crucial pillar for such a new growth trajectory but the real challenge lies in creating new industries, attracting new factories and companies and negotiating local and foreign direct investment to populate this infrastructure. Such investment and attraction has a long lead time, with some industries, taking as long as 24 to 36 months to get from an expression of interest to a firm commitment. As such it is crucial that Blue IQ assist its implementing agents in their commercialization strategies and efforts to attract tenants and investors to their projects. This will thus be the main focus of Blue IQ in the year ahead.

The year ahead will thus entail the continued management and the last delivery of physical infrastructure and 2004 was a watershed for Blue IQ with most of the projects nearing completion and embarking on a commercialization phase. Initial focus was on educating potential investors and the media on these business objectives and research was conducted with analysts and economists to ascertain market acceptability of Blue IQ as a private sector transaction partner. Central to the public awareness drive of Blue IQ has been the high profile Johannesburg City Challenge and Smart Young Minds which absorbed a huge portion of the budget. This has included outreaches to local schools and shopping malls to take key messages, through The Blue Book, explaining how Blue IQ is laying the foundation for a better provincial economy. Blue IQ also participated in public events such as the Rand show and Youth Day celebrations to further expand on this objective.

4. PAYMENT SUMMARY

| Project Description | 2000/01 | 2001/02 | 2002/03 | 2003/04 | 2004/05 | 2005/06 | 2006/07 | 2007/08 |
|--------------------------------------|---------|---------|---------|---------|-----------------|-----------------------|---------|---------|
| R thousand | Actual | Actual | Actual | Actual | Adjusted Budget | Medium-term estimates | | |
| BLUE IQ PROJECTS: | | | | | | | | |
| JIA economic zone & IDZ | 53 | 10,257 | 47,579 | 106,141 | 116,535 | 10,578 | | |
| City Deep Transport Logistics Hub | 6,505 | 7,282 | 2,892 | 40,644 | 7,857 | | | |
| Gauteng Auto Cluster | 18,838 | 22,462 | 126,435 | 194,661 | 90,766 | 50,268 | 20,000 | |
| Innovation Hub | 16,862 | 901 | 61,423 | 195,532 | 107,735 | 36,436 | 26,059 | |
| Wadeville/Alrode Industrial Corridor | 32,030 | 18,406 | 8,828 | 24,008 | | | | |
| Newtown Precinct economic zone | 61,242 | 155,290 | 65,811 | 72,787 | 19,212 | 4,881 | | |
| Constitution Hill | | 51,224 | 60,471 | 172,533 | 129,396 | 14,977 | | |
| Kliptown | | 19,089 | 41,100 | 82,979 | 127,138 | 28,603 | | |
| Sub-total: Blue IQ Projects | 135,530 | 284,911 | 414,539 | 889,285 | 598,639 | 145,743 | 46,059 | |

| | | | | | | | | |
|-----------------------------------|----------------|----------------|----------------|------------------|----------------|------------------|------------------|------------------|
| SPECIAL PROJECTS: | | | | | | | | |
| Gautrain rapid rail link | 10,354 | 2,968 | 96,938 | 122,934 | 2,447 | 900,000 | 1,500,000 | 2,000,000 |
| Cradle of Humankind WHS | | 7,590 | 48,880 | 157,000 | 26,841 | 61,955 | 13,020 | 32,000 |
| Dinokeng | | 7,132 | 6,892 | 13,000 | 27,116 | 83,000 | 22,966 | 40,071 |
| Subtotal: Special Projects | 10,354 | 17,690 | 152,710 | 292,934 | 56,404 | 1,044,955 | 1,535,986 | 2,072,071 |
| Grand total: Projects | 145,884 | 302,601 | 567,249 | 1,182,219 | 655,043 | 1,190,698 | 1,582,045 | 2,072,071 |

5. PROJECT DESCRIPTION

PROJECT 1: GAUTENG AUTO CLUSTER (PTY) Ltd ('AIDC') & SUPPLIER PARK DEVELOPMENT COMPANY (PTY) LTD ('SPDC')

Project overview

The purpose of the Gauteng Auto Cluster project is to support and promote the automotive industry, as the leading manufacturing sector, in Gauteng.

The vision is "to contribute to the establishment of a viable South African automotive industry which is competitive locally and internationally, and is capable of achieving both continuous growth and sustainable job creation".

The mandate is to provide, on a sustainable basis, technical, development and human resource development services to the automotive industry in Gauteng.

The promotion of the Gauteng Auto Cluster will take place through Technology and Technical Support, Human Resource Development and Infrastructure Development initiatives.

Review of capital programme for the financial year 2004/05

Technology and Technical Support: The AIDC has been established as a private company and has been operating since April 2001. The AIDC has recently converted to a Section 21 company in order to position itself better to obtain Government Funding. The company has positioned itself as a service provider to the industry through a number of industry workshops, and has established an industry-led Advisory Board, in which Government, Unions and Industry participate. Core capacity has been developed in several technical areas and contracts with industry have already been secured. One such contract is with UNIDO who has, together with the AIDC, co-funded the improvement of SME and BEE companies. DTI has also committed a three-year contract which assistance is used to improve lower tier component manufacturing companies with regard to supplier development.

On Industry demand, the AIDC has also played a major role in establishing a sister company in the Eastern Cape the activities of which will be funded by the Eastern Cape Development Organisation. The same technical support will be provided to industry in that region in a similar manner as the AIDC in Gauteng is giving to the local industry.

Human Resource Development: Contracts for the development of industry-specific courses have been signed with all four TEI's and delivery of these courses started in 2001/2 and two contracts are still in progress. The TEI's have also been proactive in matching the funds allocated to them, by leveraging similar grants from other organizations. A contract with MERSETA was secured in order to assist them in addressing the Unemployment situation in South Africa by upskilling the people. This is done in collaboration with six Further Education Institutions in Gauteng. The AIDC is also in partnership with the Advanced Manufacturing and Tooling Strategy which is being run by the CSIR, developing learnership material for Merseta. Other projects that were rolled out are socio-economic programmes aimed at the issue of Aids/HIV information courses in the automotive industry, and the promotion of science and mathematics and design capabilities at schools. The AIDC has led the HIV/Workplace initiative which has been supported by the Original Equipment Manufacturers (OEM's), and the framework developed will be adopted by NAAMSA, as this was done on behalf of the association.

The same programmes will be rolled out in the Eastern Cape through the Eastern Cape Company, as the AIDC in Gauteng is giving to the local industry and TEI's.

Infrastructure Development: The SPDC was formed in April 2002 to be the implementing agent for the Supplier Park. Currently the first phase of developing the supplier park is in full swing and is nearing completion. Seventeen tenants have moved in, and buildings namely Lear, Faurecia, Central Hub, the Logistic Centre, the Mini – Factories and the common infrastructure development for phase 1 is already completed. Most of the land has already been transferred to the SPDC for the total development, and the rest is either in progress or already secured. Huge buy-in from all the Gauteng based Original Equipment Manufacturers and component suppliers for the park have been achieved, and several lease agreements with prospective tenants are being negotiated. Through the Supplier Park project, a working group has been established with Transnet to isolate and remedy problem areas in logistics that are hampering the automotive industry. A working group addressing the Rosslyn problem areas has also likewise been established.

Outlook of capital programme for the financial year 2005/06

Technology and Technical Support: The AIDC aims at increasing the scope of services offered to industry and to make significant progress in the establishment of a financially viable and self-sustaining business. The AIDC will continue in its drive to develop in house capacity and to form appropriate partnerships that will complement and add value to its range of offerings. Thus the market orientated offerings will be in the following areas:

- Production and process engineering
- Logistics
- Testing

The AIDC is also busy securing the next DTI Competitiveness Improvement contract, as the funding period is coming to an end in the financial year 2005/06. The AIDC is also mandated by the Board to pursue the establishment of an AIDC National, which should be funded by DTI.

Human Resource Development: The AIDC aims to continue the development and offering of industry-specific Human Resource Development (HRD) courses through the TEI's. Relationships with other HRD related organisations (see previous section) will continue to be developed with the objective of leveraging the investments made in the TEI's. Furthermore, the AIDC will aim to continue with the socio-economic programmes referred to in the previous section.

Infrastructure Development: The construction of the Supplier Park as funded by Blue IQ comes to an official end in the financial year 2005/06. Several funding scenarios are being investigated to keep development going, such as a Developer Model, Banking Institutions' finance, further Blue IQ investment etc. The aim is to commercialise the project and ultimately find an investor to fund the construction of further production buildings. Most of the necessary project and park management structures are already in place, and the Supplier Park will maintain a strong presence until an investor is on board to ensure that the development and logistic services are still in line with the initial objectives of the Supplier Park.

Key outputs and service delivery trends

Outcomes

- **Technology and Technical Support:** A financially viable and self-sustaining business offering technical services to the local automotive industry.
- **Human Resource Development:** Sustainable HRD programmes addressing the HRD needs of the automotive industry.
- **Infrastructure Development:** implementation of automotive supplier park in the Rosslyn area to provide logistical platform for component manufacturers and to shorten the supply chain for Original Equipment Manufacturers situated in the Greater Pretoria region.
- **Industry Growth and Promotion:** A coordinated and effective programme for investment and export promotion activities in the automotive industry.

OUTPUTS

| Description of Output | Unit of Measure | Output Targets | | | Source of Data |
|---|-------------------------|----------------|---------|---------|--------------------------------------|
| | | 2004/05 | 2005/06 | 2007/08 | |
| | Project Related Outputs | | | | Based on Budget and MTEF allocations |
| AIDC | % complete | 100% | 100% | | Auto Cluster |
| HRD | % complete | 100% | 100% | | |
| GAC | % complete | 100% | 100% | | |
| Supplier Park | % complete | 30% | 40% | 100% | |
| | Other Outputs | | | | |
| A financially viable company offering technical services to the automotive industry | Y/N | Y | Y | | |
| Financially viable HRD programmes in all the Partner TEI's | Y/N | N | Y | | |
| Supplier Park | Y/N | Y | Y | | |

PROJECT 2: NEWTOWN

Project overview

The development of Newtown has been around as a project since 1985, attracting a large amount of goodwill but limited private sector participation. As part of Gauteng Department of Finance and Economic Affairs' 1999 report, the project was thoroughly re-evaluated in terms of its operational and financial viability. Following this, Greater Newtown was designated as a Special Economic Zone based on a number of factors which pointed to its developmental potential.

These factors included the central location, sustained profile in the cultural sector, increasing profile in the creative industries, potential attractiveness for property development, substantial existing infrastructure, strategic location in the inner city, high proportion of land in public ownership, providing opportunities for public facilitation of private sector development.

Public sector investment R300 million in infrastructure is now nearing completion and the focus shifts to achieving the next stage of private and public investment. The public sector investment is attracted by a spatial framework that guides and supports development alongside the pre-assembly of development sites, the guaranteed delivery of a substantially expanded programme – day and night - bringing a dramatically increased number of audiences, participants and general visitors to the area as well as continuing high quality management of the area (together with the certainty that this management and active programming will continue in the future).

Review of capital programme for the financial year 2004/05

The face of Newtown is changing once again with the construction of new headquarters for Gauteng Tourism Authority. The Nelson Mandela Bridge has also become recognized locally and nationally with numerous advertisements and television series using visuals of the bridge. The Dance Factory, which has been in Newtown for 10 years, was launched in November 2004. It now boasts of theatre seating, new lighting equipment and a revamped foyer. This is a sign that the Newtown Cultural precinct continues to be flagship of our inner city.

The Construction work for the building of 1,400 units at Brickfields Residential development in Newtown in partnership with a number of Stakeholders including ABSA, Anglo American and the Johannesburg Housing Corporation, is in progress and due for completion early in 2005. The Sci-Bono Discovery Centre, which was launched in June 2003, is expected to be opened early next year.

Newtown also boasts about two major annual events; Blue IQ Smart Young Minds Challenge and the Johannesburg City Challenge. Blue IQ Smart Young Minds Challenge was launched in March 2003 and attracted 400 hundred entries. This unique competition in support of the national and provincial maths, science and technology strategy,

enabled contestants to fuse these learning areas in pursuit of an innovative idea that could be developed into a business. It was received with great enthusiasm by industry, Gauteng Department of Education and the media coverage was good.

The Blue IQ Johannesburg City Challenge encourages interest in road running at a grass roots level with the incorporation of a high school challenge into the 10km event. Learners aged 15 years and older participated to win prizes for their schools.

As it has been mentioned above, the idea of Newtown as a "Cultural Precinct" has been in development since 1985.

The huge strides to the realization of the idea that have been made in the last three years have been possible because of the sustained investment of Blue IQ in the physical infrastructure of the area. The sustained investment in the physical infrastructure includes the transformation of access to the area and pedestrian movement within it, upgrade of the public realm to international standards, attraction of new cultural and complementary businesses, refurbishment of existing facilities as well as events programme and much more

Despite the scale of these achievements, those charged within the JDA with attracting commercial investment (and their professional advisers) and those charged with attracting the general public to the programme agree that it is now vital to guarantee a sustained period of at least two years of substantially heightened programme activity in Newtown.

The nature of the product mix in Newtown means that such a programme has to address the needs of a very wide range of visitors who experience the area differently during the day, in the evenings, at night-time and during the focused periods of the weekends and National holidays.

The last three years of concerted exploration of other sources of funding to secure the needed levels of investment in programme in Newtown have demonstrated conclusively that if the JDA wishes to guarantee the availability of programme it will have to be prepared to invest seed funding itself for this time limited period. Experience has also shown that with such a guaranteed programme in place it will be possible to grow the additional funding needed to replace JDA funding over the period from three sources.

Outlook of capital programme for the financial year 2005/06

There is a need for investment in the cultural programme to boost the commercial activity in Newtown. Current budget is R11 million over the next 3 years but the resources needed are around R30 million. To meet the target figure JDA will engage all levels of government for some support for the next three years and beyond. The Civic Theatre, State Theatre, Artscape and The Playhouse in Durban all receive some support from either the city or provincial arts & culture departments and national government. The City of Johannesburg has to play a major role in supporting the cultural programme, the maintenance of the Newtown development in general.

Key outputs and service delivery trends

Outcomes

- Substantial complementary new developments on site or delivered in the core precinct area with reference to the spatial framework.
- Substantial overall growth in economic activity in the area.
- Increased quality and quantity and range of available cultural/entertainment programme as well as increased audiences/usage of such cultural programmes.
- New cultural facilities delivered or in development to address daytime, evening and night-time demand.
- Substantial growth in the use of Newtown facilities by Schools from Gauteng and beyond to support the delivery of the National Curriculum.
- The establishment of Newtown as a national base for professional development and work place based training and job creation in the creative sector
- Increased specialist retail and catering and growth of the Cultural Precinct as a prime tourism node
- Stable and sustainable cultural organizations
- Establishment of new businesses – principally but not exclusively with reference to the cultural programme and/or in the creative industries - (with particular reference to BEE)

- New housing and new conversions for residential use with associated local commercial services
- Improved public and private transport to and from the area

OUTPUTS

| Description of Output | Unit of Measure | Output Targets | | | Source of Data |
|--|--|--------------------------------------|---|--|---|
| | | 2004/05 | 2005/06 | 2007/08 | |
| Additional daytime & evening cultural facilities | Number of new facilities | 7 | 10 | 15 | JDA, Transnet Foundation, Turbine Square, Gauteng Education Trust |
| Audience attendance | Number of people | 145,000 (daytime & evening) | 375,000 (daytime) 305,000 evening + events | 431,000 (daytime) 350,000 evening + events | JDA, Sci-Bono to bring (300,000 school kids per annum) & Newtown stakeholders |
| Extension of CID | Number of tenants & other businesses contributing to the CID | 11 | 20 | 35 | JDA & CJP |
| New housing development | Number of units to be developed | 1,250 units | 200 units | 200 units plus private loft apartments | JHC, Cope & JDA |
| New social facilities | Number of facilities | Library & crèche | Community hall | | Social facilities report |
| Additional commercial development | Number of new developments | 3 including Gauteng Tourism building | 8 commercial developments | The development will be driven by the private sector | JDA & Finlay |
| Annual events & cultural programme calendar/s | New events and an annual programme | 7 | 10 | 20 | JDA |
| Training programmes and facilities | Number of graduates | 800 | 1,400 | 1,600 | Create SA |

JOB CREATION

| Category of Infrastructure | 2005/06 | 2006/07 | 2007/08 |
|-----------------------------|-----------|-----------|-----------|
| | Temporary | Temporary | Temporary |
| New capital | 4 | | |
| Rehabilitation | | | |
| Maintenance | | | |
| Total number of jobs | 4 | | |

Few permanent direct jobs have been created in Newtown as JDA runs the development on a very small permanent staff (3 people) and indirect temporal and permanent jobs will be created by private investors.

Indirect employment created by intervention from private developers in Newtown.

| Category of Infrastructure | 2005/06 | 2006/07 | 2007/08 |
|-----------------------------|--------------|-----------|------------|
| | Temporary | Temporary | Temporary |
| C-Maxx Development | 800 | | 809 |
| Brickfields | 117 | | |
| Public Artworks | 24 | | |
| Turbine Hall | 804 | | |
| Total number of jobs | 1,745 | | 809 |

PROJECT 3: THE INNOVATION HUB

Project overview

The business concept of The Innovation Hub (TIH) as a science park is to address the needs of a high-tech market through the development of a world-class real-estate precinct together with a range of business support value-added services packages that meet the needs of these companies of all sizes, as well as entrepreneurs, involved in the research and development, technology commercialization, testing and piloting activities. In essence TIH provides:

- Prime land for development as well as rental space for knowledge-intensive business.
- Business incubation for high-tech start-ups.
- Value-Added business support services and networks.
- Facilitation of the flow of knowledge and innovation from tertiary and knowledge institutions.
- Connection to a range of international science parks and related institutions.

While the 'real estate' component is fundamental, the site has selective entry criteria that differentiate it from other developments.

- The core business elements for which the goals are structured include:
- Property development and marketing;
- Value-added services; and
- Business Incubation.

Review of capital programme for the financial year 2004/05

(a) Precinct Development

- Approval of Environmental Impact Assessment (EIA) and Environmental Management Plan (EMP)
- Development of a precinct Master Plan and Urban Design Framework completed
- DFA Record of Decision granting a basket of 121,000 m² bulk
- Service Agreements signed with Tshwane Metro
- Tshwane Metro elevated the Hub to a 'Strategic Project' allowing expediting of planning and approvals
- Completion of the detailed design phase on all components of Phase 1
- All main contractors and majority of sub-contractors appointed via Tender Processes
- Construction on site (started October 2003 after finalisation of land sale)
 - Concrete work on Innovation Centre and Enterprise Building complete and internal construction in progress
- SAPPI Technology Centre and Paper Academy building under construction and on schedule (6,000 m² GFA)
- 23,500 m² of owner-to-build or lease-back property development under discussion
- 5,200 m² of Enterprise Building space planned for specific tenants. Negotiations to finalize leases in progress.
- Property Owners' Association created as Section 21 Company
- Agreement with Telkom on provision of unique ICT facilities and licensed operations in final stages of negotiations.

(b) "maxum" Pilot Business Incubator, Pre-incubation and Associate Companies, and CoachLab

- Growth of start-up companies 160 per cent since 2000 (now 13) with staff growth of 525 per cent (50 to date)
- Success rate of business to date 80 per cent
- Pre-incubator graduated first three BEE companies
- Incubator graduated 5 start-up companies to associate company status
- 18 Graduate students from UP involved since 2001 in the CoachLab

(c) Value-Added Services and Strategic Communications

- INNOV8 community now exceeds 2,000 members
- Regularly-held 'Pub@Hub' and 'POWER Breakfast' face-to-face business networking events oversubscribed
- Knowledge Partnerships" leveraged to benefit both high-tech community (potential tenants) and current tenants
- NewsBits e-zine published monthly and website updated to become a powerful marketing and information tool
- Regular conference and invited presentations

(d) Membership of

- International Association of Science Parks
- National Business Incubator Association
- SABTIA (South African Business & Technology Incubation Association)
- Technology Top 100 adjudication
- Collaboration with significant industry association, Export Councils, Governmental agencies, etc.

Outlook of capital programme for the financial year 2005/06

The outlook is divided between (a) property and marketing as well as (b) programme goals.

| Item A | Goal Property Development and Marketing | Short Term | | Long-Term | | |
|-----------|--|--|---------|-----------|---------|-------------------------|
| | | 2003/04 | 2004/05 | 2005/06 | 2006/07 | 2007/08 |
| A1 | Tenant occupancy rates | | | | | |
| A1.1 | Land sales (Bulk m2) | 6,000* | 7,500 | 10,000 | 10,000 | Subject to roads update |
| A1.2 | Accumulative land use (bulk m2) | 18,500+ | 26,000 | 36,000 | 46,000 | |
| A1.3 | Multi-tenant building (MTB) (Accumulative) | N/A | 2,500 | 6,400 | 8,000 | 8,000** |
| A1.4 | Incubator occupancy | | | | | |
| | No of Companies | 7 | 8 | 13 | 20 | 27 |
| A2 | Direct Investment (non Blue IQ) | | | | | |
| A2.1 | Land sales @ R1200/m2 bulk | R6,0 m | R9,0 m | R12,0 m | R12,0 m | |
| A2.2 | Buildings (Estimated at R5 000 per bulk m2) | R60 m | R48 m | R65 m | R65 m | |
| A2.3 | Facilities in buildings | R40 m | Unknown | Unknown | Unknown | |
| A2.4 | Sponsored investment | R0,3 m | R0,3 m | | | |
| A3 | High-tech Jobs | | | | | |
| A3.1 | Estimated on office space of 20 m2/person (excluding laboratory areas) | 85 (Pilot phase) | 315 | 930 | 1,450 | 1,600 |
| A4 | Construction Jobs++ Total | 320 | 2,328 | 440 | 440 | |
| A4.1 | Permanent sustained jobs | 310 | 2,050 | 388 | 388 | |
| A4.2 | New Temporary jobs | 40 | 278 | 53 | 53 | |
| A5 | Strategic Partnerships | | | | | |
| A5.1 | Tshwane Metro | Mayoral project status (2003) <ul style="list-style-type: none"> - Special priority for planning approvals - Application for rates rebates (2004) - Contribution to infrastructure development - Linkages with ICT strategy ('Digital City') - Potential equity partner as partial exit for Blue IQ | | | | |
| A5.2 | Property developers | Turn-key lease-hold proposals to tenants | | | | |

* Includes SAPPI, with Bulk Services Contribution Levy to be finalised

+ Includes Blue IQ funded buildings (12,500 m2)

** Full occupancy of Enterprise Building

++ Calculated on Blue IQ model in Medium-Term Expenditure Framework (MTEF) framework document of October 2001.

Key outputs and service delivery trends**Outcomes**

- Enhancement of Gauteng and SA as an internationally competitive investment destination for R&D and knowledge-intensive business through the establishment of the first recognized science park.
- Increased level of knowledge creation, intellectual property and commercialisation in Gauteng as the Hub becomes a contributor to the National R&D Strategy.
- Increased success rates for high-tech small, medium and micro-enterprises (SMME's).
- Increased participation by Black Economic Empowerment (BEE) enterprises and entrepreneurs in high-tech business, supported by pre-incubation and incubation.
- Private and public sector investment in owner-built infrastructure on the Hub.

- Associated construction job stimulation during development of the precinct.
- New high-tech jobs created by tenant companies.
- Environment of the Hub allowing development of a high-tech business cluster and lowering the barriers to entry through economies of scale.
- The Hub becoming the centre of a growing network and high-tech community in Gauteng.

OUTPUTS

| Description of Output | Unit of Measure | Output Targets | | | | Source of Data |
|------------------------------|---------------------------------|----------------|---------|-----------------------------------|---|----------------|
| | | 2004/05 | 2005/06 | 2006/07 | 2007/08 | |
| Bulk infrastructure | % complete | 100% | | | | TIH |
| Occupancy rates | | | | | | |
| Multi-tenant | m2 leased (capacity 8,000m2) | 2,500 | 6,400 | 8,000 | 8,000 | TIH |
| Incubator | Number of companies | 8 | 13 | 20 | | TIH |
| Land sales (annual) | Measured in m2 | 19,500 | 26,000 | 33,500 | 10,000 depending on additional bulk infrastructure | TIH |
| Future multi-tenant building | | | | 1 Dependant on additional funding | | TIH |

PROJECT 4: CITY DEEP TRANSPORT LOGISTICS HUB

Project overview

The City Deep logistics hub is aimed at improving the logistics environment in Gauteng through the establishment of a transport and logistics hub at City Deep. The hub will provide customers with an integrated and sophisticated set of transportation, warehousing and distribution facilities that will increase their logistics efficiencies and lower their overall logistics costs. This sophisticated logistics platform will act as both a catalyst and enabler of high value added manufacturing in Gauteng. The high technology embedded in the hub concept will reinforce Gauteng's vision of "the smart province."

The original project scope for City Deep was to create an industrial development zone in the City Deep area. This original scope was abandoned during the 2002/3 financial year because it was demonstrated that a transport and logistics hub would result in far greater economic benefit for Gauteng. That said, most of the work, completed and in progress, under the previous initiative remains in total alignment with the new project focus.

A concept for the logistics hub has been developed and initial investigations have revealed that a critical success factor for the hub is an improvement in the rail service between City Deep and the Port of Durban. Blue IQ is working with Transnet to effect this improvement and further development of the concept will only be considered once a plan to improve the rail service has been finalized.

The project has the following goals:

- To lower the costs of logistics as a percentage of total costs for companies operating in Gauteng
- To Deepen and expand trade with SADC countries
- To provide internationally competitive logistics products and service offerings
- To increase the sectors contribution to the GGP and employment

Review of capital programme for the financial year 2004/05

Following the finalization of the concept document, discussions were initiated with Transnet aimed at improving this service. In June 2003 Blue IQ withdrew its IDZ application for City Deep. This was a strategic decision based on collected information from the skills consortium which showed that an IDZ would not solve the fundamental problems underlying City Deep which have been proved to be more operational than infrastructure based. Blue IQ is at present in negotiations with industry players in the transport and logistics sectors and we are aiming to have a revised project plan early in 2005. Area upgrades are continuing and the upgrade of Lower Germiston road was

completed on schedule. Construction of the Cleveland Link Road commenced in January 2003 the schedule was shifted to end of November 2004 as a result of the bridge failure. Phase 2 of the roads programme is dependent on the progress of the logistics programme and will only be implemented once the increased freight volumes through the area justify this.

The logistics improvement programme is behind schedule however the response to the programme by the private sector has been very encouraging and City Deep is starting to see higher levels of investment by companies either expanding their existing operations or from new companies deciding to locate in the area on the basis of its inherent potential as a distribution hub. A concept for the logistics hub has been developed and initial investigations have revealed that a critical success factor for the hub is an improvement in the rail service between City Deep and the Port of Durban. Blue IQ is working with Transnet to effect this improvement and further development of the concept will only be considered once a plan to improve the rail has been finalised.

Outlook of capital programme for the financial year 2005/06

The key project activity will focus on planning for the improvement of the rail service between City Deep and the Port of Durban. Should adequate progress be realized with this activity then other aspects of the logistics hub as contemplated in the concept document will be addressed.

This will include the (a) establishment of a hub coordinating agency, (b) establishment of a business improvement district for City Deep, (c) additional value added services to be provided by the hub coordinating agency that emphasizes and promotes collaboration amongst the logistics service providers located within the hub and (d) the creation of a spatial development master plan for the area

The activities for the 2005/06 financial year revolve mainly around developing the detailed business model and planning for the implementation of the transport and logistics hub and on the ongoing construction of Cleveland Road. The following project milestones are scheduled for completion during the 2005/06 financial year:

- Approval of the business plan for the transport and logistics hub
- Establishment of the infrastructure partnership agreement
- Establishment of the operations partnership agreement
- Finalisation of the site development plan
- Ongoing construction of Cleveland Road

Key outputs and service delivery trends

Outcomes

- Increased competitiveness for Gauteng based companies resulting from an efficient and effective logistics environment in Gauteng.
- An increased contribution to GGP by the logistics sector
- An increase in sustainable jobs created by the logistics industry

OUTPUTS

| Description of Output | Unit of Measure | Output Targets | | | Source of Data |
|---|-----------------|----------------|---------|---------|-----------------|
| | | 2004/05 | 2005/06 | 2007/08 | |
| Construction of Cleveland Road | % Complete | 86% | 100% | | JRA |
| Develop the hub implementation plan | % Complete | 100% | | | Project Manager |
| Improve the rail service between City Deep and Durban | % Improvement | 10% | 25% | | Transnet |

PROJECT 5: GREATER KLIPTOWN

Project overview

Greater Kliptown area originally formed a primarily residential apartheid buffer between Soweto to the west and Johannesburg to the east. It is located between the residential areas of Eldorado Park, Pimville, Dlamini and Klipspruit West.

The Kliptown area has been characterised by systematic disinvestments in the area, resulting in increase unemployment and lower levels of disposable households' income. This resulted further that retail and other concerns, which formed the main economic activity in the area, relocated to the periphery of Kliptown, increasing the economic vulnerability of the area. Currently, Kliptown is undergoing major infrastructure, environmental and economic redevelopments to transform it into a significant destination and heritage site, as well a prosperous and desirous residential and commercial area.

At the heart of Greater Kliptown lies Walter Sisulu Square of Dedication (formerly Freedom Square) on which the historic Congress of the People was held on June 26th, 1955. Associated with Walter Sisulu Square of Dedication on its southern border is the Kliptown commercial centre primarily located on Union Street made up of medium and small commercial enterprises as well as a considerable amount of informal or semi-formal trading.

The area of Greater Kliptown is traversed by an important commuter rail-line connecting parts of Soweto to central Johannesburg, with the heavily utilized Kliptown Station close to the centre of the broader area. Southeast of the station is an informal taxi rank.

The area comprises a mix of formal and informal housing, with informal housing estimated to comprise 85% of all housing units in the area. While informal settlements vary in size, housing densities are high (though varied) and services are limited or non-existent. In addition, homes have been built in hazardous situations, for example, within the flood plane and title is insecure. In addition, the supply of developable, vacant land within Greater Kliptown is limited, although the bulk is publicly owned.

The Klipspruit River and its flood plan, which forms the western boundary of Greater Kliptown, is a key component of the area. It presents a hazard due to flooding and the high level of pollution of the river, but also opportunities as a significant and major recreational space for Kliptown and the City as a whole.

The purpose of the Kliptown project is to implement an Urban Renewal Programme that will:

- Contribute in the integration of the area's local economy with that of Greater Johannesburg and Gauteng;
- Upgrade existing business node into a sustainable entity that helps address the needs of the local residents as well as visiting tourists;
- Create business opportunities and employment in the retail, manufacturing, tourism, transport, services and construction industries;
- Through the creation of a distinctive cultural and heritage centre, grow tourism in Johannesburg and Gauteng;
- Increase commuter transport efficiencies within and to the Kliptown and the surrounding areas of Soweto and
- Improve the socio-economic conditions of the area and thereby contribute to the overall improvement of the Human Development Index in Johannesburg.

Specific sectors that will benefit from the project are trade, construction, housing, transport, business services, manufacturing, retail, tourism and education. In addition, during the construction phase significant benefits and economic impacts will accrue with benefits to the construction, government and social services, manufacturing, transport and communication sectors.

Review of capital programme for the financial year 2004/05

The following are in progress:

- Establishment of institutional and financial arrangement for ongoing management
- Development of new route network, and visitor parking
- Development of social housing rental stock
- Community environmental awareness programme

- Development of Incremental (RDP) housing units
- Development of public open spaces, parks, etc.
- Planning of phase 3 of the K43
- Social Development programmes
- Economic Development programmes
- Internal roads upgrade
- Development of the Walter Sisulu Square of Dedication
- Development of the Soweto Tourist Information Centre

Outlook of capital programme for the financial year 2005/06

| Project/Sub-project | Month/Year of Start | Month/Year of Completion | Current Status |
|--|---------------------|--------------------------|-------------------|
| 1. ENVIRONMENTAL UPGRADE | November 01 | December 05 | 40% |
| 1.1 Open Space | November 01 | December 05 | 20% |
| 1.2 Environmental Awareness | October 02 | December 05 | 30% |
| 2. ECONOMIC DEVELOPMENT | January 02 | December 05 | 20% |
| 2.1 Creative Industries | January 02 | December 05 | 50% |
| 2.2 Hospitality Industries | June 02 | December 05 | 20% |
| 2.3 Fresh produce | September 02 | June 05 | Project abandoned |
| 2.4 Construction | July 02 | December 05 | 40% |
| 2.5 Personal services | April 03 | December 05 | 5% |
| 2.6 Manufacturing | May 03 | January 05 | 40% |
| 2.7 Financial services | June 03 | December 05 | 5% |
| 2.8 Garments | June 03 | December 05 | 5% |
| 2.9 Sector growth & diversification | April 02 | December 05 | 60% |
| 2.10 Marketing & investment promotion | January 02 | December 05 | 30% |
| 2.11 New Nodes | January 04 | December 07 | 20% |
| 2.12 Small Scale chicken farming | January 03 | December 05 | 20% |
| 2.13 Business support centre | April 02 | December 05 | 30% |
| 3. WALTER SISULU SQUARE OF DEDICATION | November 01 | October 05 | 50% |
| 3.1 Heritage, Education & Tourism | November 01 | October 05 | 50% |
| 3.2 Other commercial space | January 03 | March 05 | 30% |
| 3.3 Auditorium | January 03 | March 05 | 40% |
| 3.4 Museum | January 03 | March 05 | 5% |
| 3.5 Market | January 03 | March 05 | 15% |
| 3.6 Roads | January 03 | March 05 | 70% |
| 4. TRANSPORT & INFRASTRUCTURE | January 02 | December 07 | 20% |
| 4.1 K43 | January 02 | December 06 | 60% |
| 4.2 Station Upgrade | September 02 | December 07 | 15% |
| 4.3 Internal roads | October 03 | December 05 | 20% |
| 4.4 Union road upgrade K43 to Golden Highway | May 03 | December 06 | 5% |
| 4.5 Interchange Golden Highway N1 | June 03 | December 07 | 5% |
| 4.6 Park road (golf course) | June 03 | October 07 | 5% |
| 4.8 Cross roads | June 03 | December 07 | 5% |
| 4.9 Relief road | June 03 | December 07 | 5% |
| 4.10 Bulk storm water infrastructure | January 02 | April 05 | 20% |
| 4.11 Bulk electricity | January 02 | April 05 | 15% |
| 4.12 Bulk water | January 02 | April 05 | 20% |
| 5. SUSTAINABLE NEIGHBOURHOODS | November 01 | December 06 | |
| 5.1 Institutional Housing | January 02 | October 05 | 20% |
| 5.2 Northern section | January 02 | December 04 | 30% |
| 5.3 Southern section | June 03 | October 05 | 10% |
| 5.4 Social Administration | June 03 | December 05 | 10% |
| 5.5 Social services | January 02 | December 07 | 5% |
| 6. SOCIAL DEVELOPMENT | March | December 07 | |
| 6.1 Community consultation & engagement | January 02 | December 07 | 70% |

| | | | |
|---|---------|------------|-----|
| 7. INSTITUTIONAL ARRANGEMENTS | | | |
| 7.1 Management Strategy | July 03 | October 05 | 90% |
| 7.2 Management of Square | July 03 | October 05 | 60% |
| 7.3 Urban management – commercial & residential | July 03 | October 05 | 50% |
| 7.4 Service Delivery | July 02 | October 05 | 10% |

Key outputs and service delivery trends

Outcomes

- Kliptown communities housed in decent affordable housing
- Well functioning retail and commercial area
- Environmentally healthy area
- Efficient and cost effective public transport system
- Increase in visitors to the area

JOB CREATION

| Output | Targets | Actuals | Comment |
|-----------------------------|-----------------------------|---------|---|
| Job Creation | | | |
| Construction/Temporary jobs | 1140 | 724 | The number of jobs created should increase dramatically once housing and on site manufacturing start. |
| Sustainable/Permanent jobs | 50 | 15 | To increase when the new business start operating by end of the year |
| EMPOWERMENT | 60% of total spending | | |
| Local resources | 20% of empowerment spending | 18 | Should increase with the manufacturing factory coming on stream |
| Black Economic Empowerment | 60% of total Spending | 58 | On target |
| TRAINING | | | |
| Artisanship Training | 500 | 102 | Training will increase dramatically due to the manufacturing that will be done in the area as well as for housing development |

PROJECT 6: JOHANNESBURG INTERNATIONAL AIRPORT (JIA) FREEZONE

Project overview

The project is intended to provide an efficient and effective transport and export duty-free zone for high value-added light manufactured goods which are exported via air freight. The envisaged impact of the project is to provide tenants with state-of-the-art logistics and transport advantages due to the proximity of the IDZ to the airport, good security, effective and efficient customs procedures, and supply chain clustering and bespoke facilities. The project will attract time-sensitive and high-value adding industries to locate in this area. Specific targets are to increase the contribution of the aerospace, electronics and communications industries to the GGP of Gauteng. Jewellery manufacturing is also a focus area at this IDZ.

The JIA project is an Effort by Blue IQ to implement strategic infrastructure around the JIA in order to form a ring road system that will make the airport accessible from any direction from the major routes that bypass (that is, R21 and N12) and by constructing a linkage between the R21 and N12 through the K157 (Atlas road) which will be upgraded to a dual carriageway. Further to this a new interchange system will be constructed. This is the K90 that will link the upgraded K157 and R21. These projects will open up areas for development that were previously not accessible. These projects were identified with a view to support the development of an IDZ, which will be a custom-built industrial estate that will serve targeted sectors in industry. These sectors are hi-tech manufacturing and assembly. In line with this would be the cultivation of the aerospace and avionics cluster in the region.

Review of capital programme for the financial year 2004/05

The JIA IDZ project has two components. The first is the general area upgrade and tenders for the upgrading of Atlas road and K90 are on schedule. On the IDZ itself the site has been officially designated and an application for

a provisional operator permit was submitted in March 2003. Blue IQ still awaits a response from DTI on the approval of this POP application. Institutional relations between Blue IQ, ACSA and Denel are currently ongoing.

Outlook of capital programme for the financial year 2005/06

Blue IQ awaits a response from DTI on the approval of this POP application submitted to them in March 2003. Institutional relations between Blue IQ, ACSA and Denel are currently ongoing. The delays by the DTI in designating JIA as an IDZ site slowed the establishment of a Joint Venture entity between Blue IQ and its partners at JIA.

Key outputs and service delivery trends

Outcomes

The projects will improve the prospects of economic development. The result will be multifaceted with the formation of a ring road system around JIA and vibrant hi-tech manufacturing cluster. These projects are important in that:

- Reliable and fully fledged ring road system around JIA that will ease congestion
- Accessible land will be earmarked for development
- Expansion of the industrial base around JIA with more export orientated hi-tech industries locating in the region entrenchment of JIA as a Global logistic hub and as the gateway to the African market
- Hi-tech/smart industry concentration with formation of clusters in the avionics and aerospace
- Development of Skills applicable to industries being clustered

OUTPUTS

| Description of Output | Unit of Measure | Output Targets | | | Source of Data |
|---------------------------------|-----------------|----------------|---------|---------|-------------------|
| | | 2004/05 | 2005/06 | 2007/08 | |
| K157 (Atlas Road) | % complete | 40% | 80% | 100% | Engineers report |
| K90 interchange | % complete | 30% | 70% | 100% | Engineers report |
| Elizabeth ramp | % complete | 40% | 100% | | Gautrans |
| Site infrastructure development | % complete | 10% | 20% | 30% | IDZ business plan |
| Aero – Cluster (Framework) | % complete | 100% | | | Specialists |

Job creation

| Category of Infrastructure | 2005/06 | | 2006/07 | | 2007/08 | |
|------------------------------|--------------|--------------|-----------|-----------|-----------|-----------|
| | Temporary | Permanent | Temporary | Permanent | Temporary | Permanent |
| Atlas Road (K157) | 8 192 (75) | 9 020 (82) | | | | |
| Road K157/P157-2 Interchange | 71 400 (649) | 25 665 (233) | | | | |
| Elizabeth road/N12 | | | | | | |
| Total number of jobs | | | | | | |

PROJECT 7: CONSTITUTION HILL

Project overview

Constitution Hill is located between Braamfontein and Hillbrow and is an assembly of 95 000m² of publicly owned land and properties. This precinct hosts important heritage buildings, including the Old Fort, Section 4 and 5 ('Native Gaol') and the Women's Prison. The area is bounded by Sam Hancock Street in the north, Kotze Street in the south, Hospital Street in the east (but including the Old Governor's House) and the Joubert Street Extension in the west.

The Constitution Hill Precinct has a complex history going back to 1892 when the old Fort was built under the Zuid Afrikaanse Republiek, functioning as a prison. New buildings were added to the site in the late 1900s and early 20th Century: the so-called Natives' section and isolation cells known as Sections 4 and 5 where black male prisoners were held, a Women's Prison (1907), and an Awaiting Trial building (1920s). The Fort was known as a place that was notorious for its harsh treatment of prisoners who ranged from common criminals to hundreds of thousands of ordinary men and women who contravened colonial and apartheid legislation. Prisoners included Boer military leaders, Indian passive resisters (including Mahatma Ghandi), white miners during the miners' strikes of 1907, 1913, and the so-called Rand Revolt of 1922, people involved in, amongst others, the 1952 Defiance campaign, the Treason Trialists of 1956 (including Nelson Mandela) and those imprisoned after various waves of resistance.

The late 19th Century old Fort was declared a National Monument in 1964 although it continued as a functioning prison until 1987, after which the buildings and the site as a whole suffered from neglect and vandalism. However, the selection of the site as the preferred location for the new national Constitutional Court and its supporting functions, creates a number of significant opportunities to establish a more viable and sustainable precinct that will contribute to the revitalisation on the site, and the area.

The project is conceptualized as a major national and international heritage site, comprising an integrated, multi-purpose and multi-dimensional space with a number of integrated and complimentary physical and institutional components.

Resulting from the above, the purpose of the Constitutional Hill Project is:

- The development of the Precinct around the concentration of the Constitutional Court, Constitutional Commissions and other related niche and supportive functions;
- The development of the precinct's heritage resources through a comprehensive program that promotes tourism and education;
- The integration of the area into the property system of the Johannesburg CBD and to achieve a significant increase in property values in the precinct, and in surrounding areas of Braamfontein, Hillbrow and Parktown, by addressing market failure through private sector investment;
- The creation of a more dynamic, vibrant and sustainable precinct, through the creation of distinctive destination retail, legislative, research and office facilities.

Specific economic activities that will benefit from the project include the constitutional and legislative activities, commission functions, the heritage, educational and tourism sectors and government activities. Additionally, during the construction phase of the project significant short-term benefits and economic impact will accrue to the construction, government, social services, and financial and business services sectors.

Goal

Constitution Hill will be a major national and international heritage site, comprising a sustainable, multi-purpose and multi-dimensional space with a number of integrated and complimentary physical and institutional components, and in turn forming an integrated part of the revitalized City Centre.

Vision Plan

This aspiration has given rise to a Vision Plan that was developed for the site in 2001 and that is graphically represented as attached. The plan is rolled out to give effect to:

- Making connections for both pedestrians and vehicles to and through the site, thereby ensuring access for all (peripheral street upgrades, precinct streets, pedestrian ways and routes, and bus drop-off/pick-up/holding);
- New streets and open spaces on the precinct structure the present loose assortment of buildings, thereby creating a series of interconnected spaces (constitution square, recreation grounds, ramparts, forecourts, great African steps and judges gardens);
- Different building types and uses within the precinct contribute to an environment of a good mixed use city (public buildings, heritage components, retail, hospitality, office development and residential upgrades);
- Providing a variety of parking options that can be optimally shared between various land uses.

Review of capital programme for the financial year 2004/05

Current development progress on Constitution Hill is highlighted as follows:

- A Development Delivery Framework document has been prepared to provide strategic policy and procedural guidelines for the implementation of the development. This document was submitted to the JDA Board for final approval in August 2003.
- The Constitutional Court is now complete, fit out and move was completed in February 2004, soon thereafter, the first court session took place, with the official opening on the 21 March 2004.
- The provision of infrastructure for the site has proceeded as follows:
 - All major demolitions have been completed with due approval by South African Heritage Resources Agency.
 - Kotze Street upgrade Phase 1 has been completed
 - Hospital street upgrade has been completed
 - The 1730 bay super basement bulk excavation and lateral support contract was completed in November 2004
 - The 1730 bay super basement construction contract is currently underway, with an expected completion in early January 2005.
 - The Phase 1 bulk services and paving contract has been completed
- Commercialization activities have progressed as follows:
 - Accommodation at the Women's Gaol reached a level of 80% completion at the end of December 2004
 - The CGE, Public Regional Protector and CRL (all Chapter Nine Commissions) will have signed their lease agreements for offices in the Women's Gaol precinct by end November 2004;
 - The Museum Shop was opened in June 2004;
 - The Fort Coffee Shop was opened in April 2004;
- Heritage, Education and Tourism activities have progressed as follows:
 - The HET business plan was completed by end August 2003, and approximately 45,000 members of the public have seen the first visitors experienced at the Fort and Number Four, since the opening of the court in March 2004. Activities include:
 - * Permanent exhibits at the Fort and Number Four;
 - * Changing exhibits at the Fort;
 - * Ongoing public programming and staging of various events and functions (both public and private);
 - The Public Artwork Programme is underway and National Lottery funding has been secured for this purpose as part of a Johannesburg Cultural Arc funding application;
- Facilities Management and Institutional arrangement activities have progressed as follows:
 - Ongoing facilities management commenced with respect to completed portion of the development;
 - The award of a CCTV contract for the development is imminent.
 - A draft institutional arrangement proposal was tabled in early November 2004 for approval and thereafter onward implementation;

Outlook of capital programme for the financial year 2005/06

| Constitutional and Human Rights Campus | Start Date | Completion Date |
|--|------------|-----------------|
| Luminaries Acquisition | 01/03/2004 | 01/03/2006 |
| Basement Construction | 01/09/2003 | 30/06/2005 |
| Super basement : Security, Access Control & Fire Detection Suppression | 10/01/2005 | 30/04/2005 |
| Super basement Waterproofing | 08/11/2004 | 29/02/2005 |
| Precinct CCTV | 01/04/2005 | 10/12/2005 |
| Recreation Grounds Infrastructure | 30/05/2005 | 30/09/2005 |
| Mortuary Phase 1A Parking | 01/10/2004 | 30/04/2005 |
| Electrical Connections: Entire Site | 15/01/2005 | 01/07/2005 |
| Barnato Park (Contribution) | 01/11/2004 | 30/01/2005 |
| Bulk Infrastructure, Services, Paving and Related Works Phase 2 | 30/01/2005 | 30/08/2005 |
| Kotze Street Upgrade Phase 2 | 10/03/2005 | 30/06/2005 |
| Landscaping and Irrigation Contract Phase 3 | 01/07/2005 | 30/09/2005 |
| Management Centre | 01/03/2005 | 30/07/2005 |
| Old Fort Parade Ground | 01/04/2005 | 30/06/2005 |
| Storm water Attenuation Ponds | 01/06/2005 | 30/07/2005 |
| Joubert Street Upgrade | 10/01/2005 | 30/07/2005 |

| | | |
|--|-------------------|------------------------|
| Sam Hancock Street Upgrade | 01/08/2005 | 10/12/2005 |
| Landscaping and Irrigation Contract Phase 4 | 10/01/2006 | 30/04/2006 |
| ICT Back-bone (Funded portion) | 01/07/2005 | 30/10/2005 |
| Rampart Rehabilitation Phase 3 | 01/09/2005 | 10/12/2005 |
| Recreation Grounds Children's Interactive Facility Infrastructure | 01/06/2005 | 30/08/2005 |
| Electronic Systems | 01/03/2005 | 30/03/2005 |
| Commercialization | Start Date | Completion Date |
| Women's Gaol Development Rollout | 22/01/2004 | 01/05/2005 |
| Development Block B1 Roll out | 01/01/2005 | 31/07/2006 |
| Development Block B2 Roll out | 01/01/2005 | 31/07/2006 |
| Development Block C1 Roll out | 01/02/2005 | 31/07/2006 |
| Development Block C2 Roll out | 01/03/2005 | 31/08/2006 |
| Development Block C3 Roll out | 01/03/2005 | 31/08/2006 |
| Development Block D Roll out | 01/04/2005 | 30/09/2006 |
| Queen Victoria Residential Development Roll out | 01/06/2005 | 30/11/2006 |
| Heritage, Education and Tourism (HET) | Start Date | Completion Date |
| Development Block A Roll-out: Visitors Centre, incorporating the Mandela Centre for Memory and Commemoration | 01/01/2005 | 30/06/2006 |
| Ongoing public programming, permanent/changing exhibit design, development & roll-out, and event/function management | 01/04/2005 | 31/03/2006 |
| Planning and design of long term restoration projects for the Fort and Number Four | 01/04/2005 | 31/03/2006 |
| Design and implementation of a coordinated HET fund-raising programme | 01/04/2005 | 31/03/2006 |
| Institutional Arrangements and Facilities Management | Start Date | Completion Date |
| Ongoing facility management of operational portion of the site | 01/04/2005 | 31/03/2006 |
| Township Proclamation of Constitution Hill | - | 30/09/2005 |
| Roll-out institutional arrangements as per approved framework | 01/04/2005 | 31/03/2006 |

6. SPECIAL PROJECT DESCRIPTION

SPECIAL PROJECT 1: GAUTRAIN RAPID RAIL LINK

Project overview

Approximately 80 km of modern state-of-the-art railway lines and ten stations will be constructed through a PPP arrangement, which may be extended in the future. General passenger train services, including commuter services, will be operated on both the Johannesburg-Tshwane spine and on the link between Sandton and Rhodesfield in Kempton Park. A separate, dedicated, purpose-designed train service suited for the specific needs of domestic and international air passengers will be operated between Sandton and Johannesburg International Airport (JIA). The trains should be able to travel at speeds of more than 160 km/h, to meet an estimated travel time between Johannesburg and Tshwane of not more than 38 minutes and not more than 15 minutes between Sandton and JIA. Trains will operate more than 15 hours a day, with reliability, punctuality and predictability being key features of the service.

Passenger safety and security will also be one of the key features of the system. Convenient door-to-door services by means of dedicated feeder and distribution bus services will be provided at each station as part of the service. For passengers that will travel with vehicles to the stations, safe parking and appropriate facilities to stop and drop off train passengers will be provided.

The Department of Public Transport, Roads and Works assisted by a project team are responsible for the planning, procurement and management of the project. The project team consists of technical consultants (Khuthele Projects, Arcus Gibb, Lebone Engineering and co-consultants APS Plan Africa (Town and Regional Planners) and Equinox (Communication Consultant)), independent environmental consultant (Bohlweki), legal consultants (Masons and

Ledwaba Mazwai), financial consultants (Kagiso Financial Services and Rothschilds) and an insurance consultant (Willis). Other subcontracting consultants are used from time to time, eg. for cost-benefit and economic studies.

Project tasks and activities, progress and programme

The procurement process for the Gautrain Rapid Rail Link will include the following major tasks and activities:

- Environmental Impact Assessment (EIA)
- Third Party Agreements
- The procurement process consists of three stages, namely
 - An initial Request for Pre-qualification (RFQ) stage,
 - A Request for Proposals (RFP) stage, and
 - A final negotiation stage with the Preferred Bidder to conclude an agreement.
- Gauteng Transport Infrastructure Act (Act 8 of 2001) requirements

The progress to date with the respective tasks and activities can be summarised as follows:

- The Environmental Impact Assessment (EIA) report and the draft Environmental Management Plan (EMP) were published for comments and submitted to the Gauteng Department of Agriculture, Conservation, Environment and Land Affairs (DACEL) on 21 October 2002. The cut-off date for the public to comment on the EIA report was postponed from 21 November 2002 to 21 December 2002. Subsequently an Environmental Resource Economic (ERE) study and a Heritage Impact Assessment (HIA) were completed and published for comments. The comments on the EIA, ERE and HIA reports, plus the reaction on them, were included in an Addendum to the EIA report, which were submitted to DACEL on 17 April 2003 for consideration and approval. Various clarification questions from DACEL were answered and certain additional investigations were undertaken. DACEL granted a Record of Decision (ROD) to proceed with construction on 27 September 2003. A number of appeals on the ROD were received by DACEL, in terms of the relevant legislation, and on 25 April 2004 a revised ROD was issued in response to the appeals, also allowing construction to proceed under certain conditions.
- Third Party Agreements have been developed with the three affected Metropolitan Municipalities, ACSA and the SARCC. Freedom Park approved a Memorandum of Understanding with the Province, Transnet and the Tshwane Metro. Many meetings were held with these institutions.
- In response to the Request for Pre-qualification (RFQ), the Bombela Consortium and the Gauliwe Consortium have been selected and were announced as Pre-qualified Bidders on 2 May 2002.
- Initially it was expected that a two-phased approach should be followed with the Request for Proposals (RFP). The RFP Phase I documentation were made available to the two Bidders on 20 May 2002. They were able to study the documents and were requested to submit mandatory comments and responses by September 2002. These inputs were discussed with the Bidders and were carefully considered for inclusion in the RFP Phase II ("RFP II") documents.
- The required authorisation from the National Treasury was obtained and the Gautrain Political Committee approved the issuing of the RFP II documents to the Bidders on 29 November 2002.

Review of capital programme for the financial year 2004/05

The following major activities were undertaken and will be undertaken in the 2004/05 financial year:

Task 1: Various discussions were held with the officials of the PPP-Unit and the National Treasury and their advisors in the UK, P-UK. Discussions were also held with the National Minister of Finance.

Task 2: Finalisation of the initial evaluation of the RFP II Proposals, which includes:

- Review of the standards, output specifications and scope of the project with a specific focus on cost reduction, and ensuring a more consistent outcome between the interpretation of the Province and that of the Bidders.
- Identification of non-negotiable aspects within the proposals of the Bidders. Each Bidder was informed separately of such aspects during discussions and formally as part of the BAFO documentation.
- Re-consideration of the proposed allocation of risks.
- Preparation of a report on the initial evaluation of the RFP II proposals.

This task and activities are undertaken in parallel with the constructive engagement with the Bidders described in Task 4. The focus of the project during the initial part of the financial year was on the completion of the Tasks 1, 3 and 4. During this process significant progress was made with this task.

Task 3: Revision of the Public Sector Comparator (PSC), which includes:

- Comparison of the estimates in the current revised Treasury Authorisation I (TA I) with the revised estimates.
- Obtaining input on funding from the Provincial budget and obtain the necessary documentation from the Provincial Treasury.
- Preparation and submission of a second revision of the application for TA I.
- Obtaining a second revision of TA I from National Treasury.

A new independent economic benefit-cost appraisal was conducted. In addition to the above and in line with the best practice at Partnerships UK, international consultants performed a Multi-criteria Analysis. Both studies reconfirm that even with increased costs, the Gautrain Rapid Rail Link is justifiable in economic terms.

The funding of the project was determined with the revision of the PSC. This included the estimated distribution of the costs between the Province and the private sector and the ability of the Province to finance the project within its Medium-term Expenditure Framework. It is evident that additional funds would be required to finance the contribution by the Province. The financing of such additional funds would be subject to the guidance of the National Minister of Finance (Task 1). Various financing options were therefore developed and included in an initial revised application that was submitted to the National Treasury.

Task 4: Introduction of a constructive engagement process with the Bidders that would comprise a combination of the clarification of the RFP II Proposals and further discussions with the Bidders, which includes:

- Discussions with the Bidders with regards to possible cost reductions, bridging and financing structures and the improved allocation of risks.
- Preparation of a draft BAFO documentation, which would be made available to the Bidders for comments.
- Finalisation of the BAFO documentation.

The constructive engagement with the Bidders is largely completed and a final draft set of the RFP III (BAFO) documentation was issued to the Bidders.

Task 5: Detailed analysis of the BAFOs by the Gautrain Project Team. Provided that the BAFOs are substantially responsive to the RFP and acceptable to the Province, a Preferred Bidder and a Reserve Bidder will be selected. After obtaining Treasury Authorisation IIB (Announcement of Preferred Bidder) and evaluation of the BAFOs by the Gautrain Political Committee, it is expected that the Preferred and Reserve Bidders would be announced by March 2005 by the Premier.

Outlook of capital programme for the financial year 2005/06

The following major activities will be undertaken in the 2005/06 financial year:

- The Province will enter into detailed negotiations with the Preferred Bidder or the Reserve Bidder to conclude a Concession Agreement. It is expected that financial closure could be reached by October 2005 after which construction will commence.
- The proclamation of the route and stations will commence in April 2005 after the Preferred Bidder has been announced. Thereafter the expropriation will commence, which must be largely completed by the time construction starts.
- After the commencement of construction, the Province, its representative and other independent certifiers and observers will undertake the monitoring of construction in terms of the requirements defined in the Concession Agreement. It will also include, amongst others, the acceptance of the construction milestones and the approval of the related financial contributions from the Province.

Key outputs and service delivery trends

Outcomes

- Stimulate economic growth, development and job creation. It is estimated that the development of the Gautrain Rapid Rail Link would create/sustain about 93,000 job opportunities. The operation and maintenance of the service would create/sustain about 2,200 job opportunities per annum, whilst the impact of the service on the economy has the potential to create/ sustain a further 35,900 job opportunities per annum. The additional GGP that would be created during the construction phase is estimated to be in the order of R5,000 million, where after the operation and maintenance of the service has the potential to contribute about R165 million per annum. Detailed job creation and investment projections are provided in the tables below. (Source: Economic Impact Analysis, October 2002 updated to 10 March 2004)
- Reduce severe traffic congestion in the Tshwane – Johannesburg corridor. It is expected that about 20 per cent of the road-based traffic in the project corridor would transfer to the Gautrain Rapid Rail Link. Currently, the

traffic in this corridor grows at about 7 per cent per year (doubles every 7 years) and most of the roads in the corridor are congested

- Achieve the Province's goals with SME's, tourism and BEE. It is expected that Black Empowerment entities or Black Persons would hold about 25 per cent of the shares, more than 25 per cent would be procured from, or sub-contracted to Black Empowerment entities or Black Persons, more than 15 per cent would be procured or sub-contracted to SMEs, more than 35 per cent of the staff would be Black Empowerment entities or Black Persons and more than 80 per cent of the staff would be local people.
- The delivery of the project would achieve a number of other outcomes such as:
 - Promote the use of public transport
 - Improve the image of public transport and attract more car users to public transport
 - Promote business tourism through the link between Sandton and JIA
 - Significantly contribute towards urban restructuring, shortening of travel distances and improving city sustainability
 - Provide links to the Tshwane ring rail project – linking also Mamelodi, Atteridgeville, Soshanguve and Mabopane
 - Stimulate the renovation and upliftment of the Johannesburg and Tshwane Central Business Districts
 - Link the main economic nodes in Gauteng
 - Comprise a significant part of a holistic transport plan and network for Gauteng

OUTPUTS

Detailed milestones will be negotiated with the Preferred Bidder and finalised at financial close (expected date: October 2005). The output parameters in the table below could then be improved.

| Description of Output | Unit of Measure | Output Targets | | | Source of Data |
|---|---|----------------|------------------------|---------|----------------|
| | | 2005/06 | 2006/07 | 2007/08 | |
| Successful conclusion of the tender process | Signed Concession Agreement | Oct 05 | | | |
| Land proclamation | Proclamation of railway reserve and stations | March 05 | | | |
| Land acquisition | Acquire required land prior to construction | X | | | |
| Construction of infrastructure | Infrastructure delivery according to designs and specifications | X | X | X | |
| Construction of stations | Station delivery according to designs and specifications | X | X | X | |
| Delivery of System | Commissioning tests complete. | | Scheduled for 2010/11_ | | |
| Operation of the System | Successful implementation and achieving patronage and revenue targets | | Scheduled for 2010/11_ | | |

The project will be undertaken in two phases. The final delivery of the System is scheduled for 2009/2010, although the first phase will be commissioned earlier.

JOB CREATION AND INVESTMENT PROJECTIONS

| Financial year | New Temporary Jobs 1 | New Permanent Jobs 2 | Permanent sustained Jobs 3 | Indirect Jobs 4 | Investment (R m) 5 |
|----------------|-------------------------|-------------------------|-------------------------------|--------------------|--------------------|
| 2005/06 | 5,800 | | 5,600 | 2,100 | 1,629 |
| 2006/07 | 8,200 | | 8,000 | 3,000 | 2,308 |
| 2007/08 | 10,500 | | 10,200 | 3,900 | 2,957 |

Notes:

1. It is estimated that about 43% of the project's capital cost will be invested in construction (building) activities, which would create new temporary jobs.
2. It is assumed that not any new permanent jobs will be created during the Development (construction and commissioning) period.
3. About 42% of the total investment over 5 years is expected to be allocated to activities where permanent sustained jobs are involved, i.e. professional services, manufacturing of rolling stock, technology and equipment.
4. According to the Input/Output model, about 16% of the job creation will be as a result of indirect effects of the construction phase.
5. All amounts are in 2002 Rand values.

SPECIAL PROJECT 2: CRADLE OF HUMANKIND WORLD HERITAGE SITE

Project overview

The mission of the Cradle of Humankind World Heritage Site project is to manage and facilitate the development of the Cradle of Humankind World Heritage Site known as the Fossil Hominid sites of Sterkfontein, Swartkrans, Kromdraai and Environs, in the Gauteng and North West Province, in order to preserve cultural and natural resources and generate appropriate economic growth.

The vision of the Cradle of Humankind World Heritage Site project is to achieve an acceptable balance in the WHS between the conservation of cultural and natural resources, access, education and scientific research, the interests of those living and working in the area, and its use for the economic and social benefit of the population at large, within the framework of the World Heritage Convention

The legislative mandate in respect of this project emanates from the World Heritage Convention Act, No 49 of 1999 and the Convention Concerning the Protection of the World Cultural and Natural Heritage (adopted by the General Conference UNESCO on 16 November 1972 and by the RSA on 10 July 1997).

Review of capital programme for the financial year 2004/05

- Investment in bulk infrastructure, roads and public utilities in the Cradle of Humankind World Heritage Site.
- Investment in provision of bulk infrastructure for the Sterkfontein and Mohale's Gate sites.
- Policy formulation.
- Public briefing sessions and media events.
- Unit establishment planning, advertising and staff appointments.
- Fossil Site management plans negotiated and signed.
- Concession signature event.
- Sod turning event.
- MEC Site Inspection.
- Appointment as Management Authority.
- Disaster management during aftermath of fire.
- Heritage Agreements

Outlook of capital programme for the financial year 2005/06

Master plan implementation for the development of the Cradle of Humankind World Heritage Site, including the following:

- Investment in bulk infrastructure, roads and public utilities.
- Infrastructure development for fossil sites.
- Development of programme for on-site housing.
- Tourism development framework in place.
- Tourism Authority established.
- Monitoring of management plans for 13 fossil sites.
- Monitoring & research.
- Public Private Partnerships regarding orientation centres
- Heritage Agreements.
- Fundraising.
- Finalizing Management Authority institutional arrangements.
- Public Benefit Organization set up, with associated Trusts.

Key outputs and service delivery trends

Outcomes

| Outcome | Indicator |
|----------------------------|---|
| Job creation | Number of direct and indirect jobs created as a result of the development of WHS as a tourist destination |
| Black economic empowerment | % of infrastructure investment spent on BEE companies |
| SME development | % of infrastructure investment spent on SMEs |

Outputs

Programme Management

| Programme Management | | Targets | | |
|--|---------------------------|---------|---------|---------|
| Description of Output | Unit of Measure | 2004/05 | 2005/06 | 2007/08 |
| | | | | |
| Management Authority | | | | |
| • Promulgate World Heritage Act regulations and authority that incorporates the WHC principles | % Complete | 80% | | |
| • Set up and run Management authority for the COH | Number | 1 | 1 | 1 |
| • Strategic Planning | Number | 2 | 2 | 2 |
| • National & International liaison | Number | 3 | 3 | 3 |
| • Annual reporting – Stakeholder liaison and reporting | Number | 1 | 1 | 1 |
| • Stakeholder liaison and information | Number | 28 | 28 | 28 |
| • Stakeholder agreements | Number | 4 | 4 | 4 |
| • 6 yearly report to World Heritage Convention | Number | 1 | 2 | 2 |
| • Advisory body functioning according to plan | Number | | | |
| • Support regarding possible litigation | Number of hrs per quarter | 4 | 4 | 4 |
| • Corporate Database development & maintenance | Number of hrs per quarter | 8 | 8 | 8 |
| Fundraising | | | | |
| • Development & implementation of an investment fundraising strategy | Number | 1 | | |
| • Interaction with key targeted funders and partners | Number | 6 | 6 | 6 |
| • Updating, reproduction and distribution of fundraising folder | Number | 1 | 1 | 1 |
| M&E Program | | | | |
| • Design & implementation of an environmental and socio-economic monitoring and evaluation program for COH | Number | 1 | | |
| • Implementation of the M & E program | % Complete | 50% | 50% | 100% |
| Provincial Cross border issues | | | | |
| • Signed agreement with the North West | Agreements | 1 | | |

Public Private Partnership Management (PPPM)

The objectives for the PPPM are as follows:

- Management and coordination of the PPP sub programme including the formulation, Implementation and monitoring of business plans; budget, costing and financial monitoring; and providing strategic direction and planning to the unit and COH WHS Program as a whole;
- To provide regular reporting to the department, Blue IQ, Treasury, DEAT, local authorities and UNESCO;
- Establishment and management of the PBO Community Benefit and Scientific Trust;
- Oversight of overall implementation of Interpretation Centre Complex concession;
- Management of the contract with the University of the Witwatersrand contract;
- Conceptualisation and development of the COH WHS PPP strategy;
- Project management of new PPPs including negotiation, adjudication and appointment of contract partners;
- Management of all stages of the constitution and contract management of a PPP in terms of treasury regulations;
- Development of COH WHS PPP policy; and
- Liaison and negotiation with all relevant stakeholders.

| Description of Output | Unit of Measure | Targets | | |
|--|---------------------|---------|---------|---------|
| | | 2004/05 | 2005/06 | 2007/08 |
| Management of the ICC Concession Contract | | | | |
| • Contract with the concessionaire managed per annual schedule | Percentage | 100% | 100% | 100% |
| • Construction of the ICC at Mohale’s Gate continues per schedule | Building (ICC) | 1 | | |
| • Concession fee received from FSG for the year | Percentage | 100% | 100% | 100% |
| • Public information events and briefings | Number | 4 | 2 | 2 |
| PBO and Trusts | | | | |
| • Trusts established | Number | 2 | | |
| • Trust funds disbursed | Percentage | 100% | 100% | 100% |
| • Fundraising strategy | Report | 1 | 1 | 1 |
| • Funds raised for the Trusts as per strategy | FR proposals | 8 | 8 | 8 |
| PPP stimulation and establishment | | | | |
| • PPP strategy for orientation centres & other facilities | Report | 1 | 1 | 1 |
| • Technical & feasibility reports for PPPs | Report | 1 | 1 | 1 |
| • Strategy for other visitor facilities / offerings which may or may not be PPPs | Report | 1 | 1 | 1 |
| • PPP strategy implemented | Percentage complete | 20% | 40% | 60% |
| • Tender process for identified PPPs | Number | 1 | 1 | 1 |
| • Public/business sector informed (events / briefings) | Number | 2 | 2 | 2 |

Physical Infrastructure Management

- Design, build, exhibition design, installation and operation of the Interpretation Centre Complex (ICC) at Mohale's Gate and Sterkfontein
- Provision of required services to the ICC
- Construction and/or grading of planned roads
- Infrastructure to fossil sites
- View point construction
- Signage designed and installed according to plan
- Identification of beneficiaries and donors resulting in the upgrading of on site housing and tenure security

| Description of Output | Unit of Measure | Targets | | |
|---|-------------------|---------|---------|---------|
| | | 2004/05 | 2005/06 | 2007/08 |
| Infrastructure Planning | | | | |
| • Construction of Road D400 (W) P74-1 to P16-1 | % Complete | 100% | | |
| • Blacktopping of Road D540 from 374 to P103-2 | % Complete | 100% | | |
| • Construction of Road D374 from 39-1 to D540 | Km of Road | 3 | 4 | |
| • Construction of Road D101 from D374 to D540 | % Complete | 100% | | |
| • Pinehaven Intersection | % Complete | 10% | 50% | 30% |
| • P103-2 (K29) Lanseria Road | % Complete | 10% | 50% | 30% |
| • Appropriate fossil site infrastructure planned for, permitted and constructed at 13 sites | Number of Reports | 4 | | |
| • View Site construction | % Complete | 50% | 50% | |
| • Annual update of aerial images | Reports | 1 | 1 | 1 |
| • Signage implementation | % Complete | 50% | 50% | |
| • Municipal Demarcation Review | Number | 1 | | |
| • Contracts Management ICC | % Complete | 100% | | |

Integrated Environment and Conservation Management (IECM)

The objectives of the IECM sub-program are to ensure that:

- The authenticity of the COH WHS is maintained — i.e. the caves, fossil sites, and the wider landscape area
- The integrity of the COH WHS is controlled, maintained or mitigated, in particular that Bankenveld Grassland must be safeguarded
- Natural and cultural heritage resource management is integrated in all plans, projects and practice
- All COH projects, sub-programs and activities comply with the IECM Management Plan and Master Plan and that environmental best practice is realized
- The cultural resources within the COH are managed so that a) high standards of research (scientific & historical etc) and best practice are established and upheld and b) high standards for managing cultural resources and guidelines for best practice and making them accessible are established and upheld
- A GIS and database system for the IECM program in conjunction with the DACEL GIS programs (e.g. GOSP) are developed and maintained to ensure a digital Monitoring and Evaluation system.
- Appropriate liaison takes place with all relevant stakeholders and that Agreements that are required to implement the IECM Management and Land Use Plans are reached
- Relations with other WHS are fostered and that we share information and experiences, and
- Implementing the World Heritage Convention Act in terms of national policy

| Description of Output | Unit of Measure | Targets | | |
|--|----------------------|---------|---------|---------|
| | | 2004/05 | 2005/06 | 2007/08 |
| Compliance with the IECM management plan and master plan | | | | |
| • All line-function plans and projects reflect an integrated natural & cultural heritage approach | Number | 2 | 2 | 2 |
| • Best environmental practice is reflected in all COH programs (energy, waste, visitor facilities, tourism, housing) | Reports & agreements | 2 | 2 | 2 |
| • Monitoring & Evaluation system for IECM is functioning | Reports | 1 | 1 | 1 |
| • Refined Land Use Plan | Number | 1 | 1 | 1 |
| • Infrastructure at fossil sites complies with the fossil site management plans | % Complete | 30% | 30% | 40% |
| • Town planning schemes of WRDM amended to reflect the Management Plan | Report | 1 | 1 | 1 |
| • Marketing interventions (one event per annum, two public articles per annum) | Event/articles | 3 | 3 | 3 |

| Description of Output | Unit of Measure | Targets | | |
|--|-----------------|---------|---------|---------|
| | | 2004/05 | 2005/06 | 2007/08 |
| Cultural resources management | | | | |
| • Implement management plans for the fossil sites and relevant cultural heritage sites | Number | 13 | 14 | 14 |
| • Ensure Heritage Agreements are reached and implemented with all key role players | Number | 13 | 14 | 14 |
| • Implement a monitoring system for cultural heritage resources | Reports | 1 | 1 | 1 |
| Management of Environmental and Cultural stakeholder liaison and agreements | | | | |
| • Agreements with key stakeholders (scientific community, SARHA, fossil site landowners, government) | Number | 2 | 2 | 2 |
| • Engagement with other IECM stakeholder bodies (NGOs) | Number | 4 | 4 | 4 |

Community Benefits

- Public Participation Briefing meetings held and attended by relevant stakeholders
- Public Information Documents Produced
- All Stakeholders in the Cradle of Humankind World Heritage Site attend briefing meetings
- Positive attitude towards the development of the Cradle of Humankind World Heritage Site by the local community. This includes active participation during PP meetings
- Initiatives from communities about projects that will sustain their livelihood like job creation, housing and skills development

- Implementation of the community benefits and SMME strategy
- The ICC project creates opportunities for SMME participation.
- Availability of SMME'S in communities living in COH and surrounding.
- DoL and Tourism Sita support the development of strategy and implementation of Skills development

Tourism & Marketing Management

- This unit's role is to maximise the tourism potential of the COH WHS using marketing tools as a means.
- Therefore the implementation of a marketing strategy will ensure that COH WHS becomes an international brand and complies with best international practice standards
- Formation of a Tourism Authority to be self-sustaining. The TA will handle specific marketing issues, tourism framework planning and implementation, and monitoring of tourism related experiences in the area.
- The management of Muldersdrift office for the sale of merchandise
- The management of the logo use.
- Throughout the course of the year specific targeted events around official visits, media tours, public meetings, launches will take place.

| Description of Output | Unit of Measure | Targets | | |
|---|-------------------------|---------|---------|---------|
| | | 2004/05 | 2005/06 | 2007/08 |
| Stakeholder Engagement | | | | |
| • Identification of stakeholders and segmentation | Report | 1 | | |
| • Maintenance of stakeholders database | % | 100% | 100% | 100% |
| • General Public Meetings to brief and inform the public and solicit inputs | Number of Meetings | 4 | 4 | 4 |
| • Quarterly intergovernmental co-ordination meetings with the responsible authorities | Number of Meetings | 4 | 4 | 4 |
| Tenure Security | | | | |
| • Implementation of security of tenure agreements with land owners | Number of households | 70 | 210 | 470 |
| Community Benefits | | | | |
| • Involvement of local SMME labour absorption in PPP, Public works transactions, Tourism business operations and public works based IECM work | Number | 15 | 15 | 15 |
| Capacity Building | | | | |
| • Agreement reached with DoL | Number of MOU's | 1 | | |
| • Agreement reached with Hospitality Sita with regard to a training strategy. | Number of MOU's | 1 | | |
| • Implementation plan developed. | % Complete | 100% | | |
| • Implementation of the plan. | No of trained people | 50 | 150 | 200 |
| Co-operation with GTA | | | | |
| • Implementation of the Tourism Institutional Framework | % Complete | 60% | 40% | |
| • Specific destination marketing | Number of interventions | 4 | 4 | 4 |
| • Monitoring and evaluation of tourism facilities to maintain international best practice standards | % Completed over 3yrs | 60% | 40% | |
| Implementation of the Tourism Development Framework in co-operation with the Regional Tourism Authority | | | | |
| • Co-operation with tourism business operators to increase tourism offerings in the area | No of interactions | 4 | 4 | 4 |
| • Facilitation of "Pro-poor" tourism develop | % SMME/ BEE involvement | 20% | 30% | 50% |

| | | | | |
|---|------------------------------------|------|------|------|
| Marketing Strategy: | | | | |
| • Facilitation of alignment of marketing strategy and plan of the ICC Operator and the RTA | MOU | 1 | | |
| • Involvement in implementation of the marketing strategy and plans of the ICC operator and the RTA | Number of interaction | 1 | 1 | 1 |
| • Implementation of an investment promotion plan | % Increase in new investments | 10% | 20% | 70% |
| • Implementation of a destination marketing | % Increase in visitors to the area | 25% | 50% | 25% |
| Management of events: | | | | |
| • Number of Events | Numbers | 4 | 4 | 4 |
| PR and Media: | | | | |
| • Official visits | Numbers | 5 | 5 | 5 |
| • Heads of states visits | Numbers | 5 | 5 | 5 |
| • Website updating and management | % Complete yearly | 100% | 100% | 100% |
| • Marapo Speak | Numbers | 4 | 4 | 4 |
| • Print advertising | Numbers | 6 | 6 | 6 |
| • Electronic (TV/ Radio) | Numbers | 2 | 2 | 2 |
| • Billboards | Numbers | 2 | 2 | 2 |
| • Exhibitions | Numbers | 3 | 3 | 3 |
| • Photographic archiving | % Complete yearly | 100% | 100% | 100% |
| • Database updating and management | % Complete yearly | 100% | 100% | 100% |
| • Media liaison – press briefings, packs | Numbers | 10 | 10 | 10 |
| Logo use: | | | | |
| • Policy finalization | Report | 10 | 10 | 10 |
| • Implementation of policy | Agreements Reached | | | |
| Printing: | | | | |
| • Information brochures | Numbers | 1 | 1 | 1 |
| • Leaflets | Numbers | 2 | 2 | 2 |
| • Investor packs | Numbers | 1 | 1 | 1 |
| • CD's | Numbers | 2 | 2 | 2 |
| Education: | | | | |
| • Curriculum development policy implemented | % Completed | 50% | 50% | 100% |
| • Community outreach and awareness | Report | 1 | 1 | 1 |
| • Guide Training Program | Number trained | 30 | 10 | 10 |
| • Website Servicing | Report | 12 | 12 | 12 |
| • Photo Archiving | Numbers | 600 | 200 | 200 |

SPECIAL PROJECT 3: DINOKENG (North Eastern Gauteng Initiative - NEGI)

Project overview

The mission of the Dinokeng project is the establishment, management and facilitation of conservation based tourism development in the north eastern quadrant of Gauteng that will result in the creation of jobs and increased appropriate economic growth in the area.

The key strategic priorities of the Dinokeng project are to:

- Promote economic growth and socio-economic development through tourism and conservation, as well as the related commercial use of the natural, historical and cultural resources to be found in the area
- Make strategic investments in infrastructure such as roads, tourism routes and signage
- Promote the upgrading of existing levels of electricity supply and communications services
- Establish Public Private Partnership transactions for the development of significant tourism offerings in the project area
- Facilitate the development of necessary institutional arrangements needed for the sustainable growth of tourism in the area
- Facilitate the delivery of socio-economic benefits to residents of the area
- Stimulate small business and links between small enterprises and major companies
- Facilitate skills development and training programmes

Review of capital programme for the financial year 2004/05

Dinokeng has achieved the following during 2004/05:

- Implementation of destination and marketing strategy
- Maintenance of roads 734 and 1333 completed with Department of Public Transport, Roads and Works (Gautrans)
 - Destination Signage plan completed with Gautrans
 - One hundred people trained in hospitality skills with THETA SA Host
 - Initial work on establishing tourism institutions completed with GTA
 - Interim land owner negotiation structures established and conceptual framework for development of game reserve completed
 - Progress with implementation of tourism destination marketing and an investment promotion strategy and plan
 - Consolidation of 24 000 hectares of land for the formation of the Dinokeng Game Reserve
 - Commencement with a bidding process for the establishment of tourism hubs at Cullinan and Roodeplaat
- Maintenance and upgrading of roads 734 and 1333

Outlook of capital programme for the financial year 2005/06

Dinokeng plans to achieve the following during 2005/06:

- Opening of the Game Reserve (December 2005)
- Upgrading of tourist routes R513/K14 with Department of Public Transport, Roads and Works (Gautrans)
- Completion of fence construction and upgrading of internal road in the game reserve using labour intensive methods
- Local Tourism organisations established with GTA and Local municipalities
- Completion of social impact assessment work and implementation of skills development and training programme (based on extensive skills audit) to support the establishment of the game reserve and local tourism product development
- Completion of the PPP bid process for Roodeplaat and Cullinan
- Eskom / Telkom and other bulk services upgraded
- Further development of the Dinokeng Integrated Tourism Development Framework

Key outputs and service delivery trends

Outcomes

| Outcome | Indicator |
|----------------------------|--|
| Job creation | Number of direct and indirect jobs created as a result of the development of Dinokeng as a tourist destination |
| Economic growth | % contribution of project to GDP |
| Black economic empowerment | % of infrastructure investment spent on BEE companies, increase in black land ownership, increase in blacks in management positions in tourism businesses, and black participation in investment initiatives in project area |
| SME development | % of infrastructure investment spend on SMEs, growth of black owned tourism enterprises, number of persons trained |
| Ownership or Equity (BEE) | % participation by ownership or control in tourism businesses |
| Skills Development | Number of people trained as per NQF standards |
| Outputs | |

OUTPUTS

Infrastructure

To manage tourism infrastructure development in the Dinokeng area

| Description of Output | Unit of Measure | Targets | | |
|--|--|---------|---------|---------|
| | | 2004/05 | 2005/06 | 2007/08 |
| Infrastructure management | | | | |
| <ul style="list-style-type: none"> Upgrading of tourist routes with Department of Public Transport, Roads and Works (Gautrans) (DTI) Provision of electricity and telecommunications (Telkom / Eskom) Set up of road side information kiosks (DAC / SRAC) | R513/ K14, kilometres, Gautrans specifications | 24 | | |

Integrated conservation and environmental management: Dinokeng Game Reserve Development

To develop the Dinokeng Game Reserve (DGR)

| Description of Output | Unit of Measure | Targets | | |
|---|--|-------------------------------|---------------------|---------|
| | | 2004/05 | 2005/06 | 2007/08 |
| Dinokeng Game Reserve Development | | | | |
| <ul style="list-style-type: none"> Dinokeng Game Reserve land owners associations established for Phase B and C Dinokeng Game Reserve loan funding agreements finalised for Phase B and C (land, game, infrastructure, operational costs) DGR infrastructure: Fencing Upgrading of internal roads Limpopo MOU DGR road access control for Phase A and Phase C Land purchase (DLA) NRM project based work – Working for Water, Land care, Mine rehab (NDA, DWAF, DME) Establishment of a gateway to the DGR | Number Agreements Kilometres Kilometres Agreement Agreement | 1 1 150 50 1 1 | 1 1 1 | 150 |

Marketing and Communications Management

To promote Dinokeng as a unique tourism destination

| Description of Output | Unit of Measure | Targets | | |
|---|--|------------------------|---------|---------|
| | | 2004/05 | 2005/06 | 2007/08 |
| Marketing management | | | | |
| <ul style="list-style-type: none"> Tourism destination and investment promotion marketing (consider Ave ratio) Manage promotional events Joint tourism marketing with Limpopo and Mpumalanga | % completed % completed Number of exhibitions % completed | 100 100 3 100 | 3 | 3 |

Tourism Development Management (need to clarify budget)

To develop tourism institutions, products and services

| Description of Output | Unit of Measure | Targets | | |
|--|------------------|---------|---------|---------|
| | | 2004/05 | 2005/06 | 2007/08 |
| Tourism Development Management (DOL) | | | | |
| • Community tourism institutions established and supported with Gauteng Tourism Authority (GTA) and Metsweding District Municipality | Number | 1 | | |
| • Tourism hospitality support programme implemented with Gauteng Tourism Authority (GTA), Tourism Hospitality and Sport Education Training Authority (THETA) | People trained | 200 | 200 | 200 |
| • Tourism SMME's trained and established with Gauteng Tourism Authority (GTA) and Department of Trade and Industries (DTI) | People trained | 200 | 200 | 200 |
| • Tourism routes implemented with Department of Public Transport, Roads and Works (Gautrans) | Number of SMME's | | | |
| • Tourism research | Number | 2 | 2 | 2 |

Private Public Partnerships Management

To initiate, facilitate and conclude appropriate private public partnerships

| Description of Output | Unit of Measure | Targets | | |
|---|-----------------|---------|---------|---------|
| | | 2004/05 | 2005/06 | 2007/08 |
| Public Private Partnerships Management | | | | |
| • Bidding process and implementation of Rodeplaat and Cullinan hubs | Number | 2 | | |
| • Bidding process and implementation of 5 nodes | Number | 2 | | |
| • Investor events | Number | 2 | | |

Public participation and community benefits

To ensure the full and meaningful participation of all sectors of the community in the development of Dinokeng

| Description of Output | Unit of Measure | Targets | | |
|---|-------------------|---------|---------|---------|
| | | 2004/05 | 2005/06 | 2007/08 |
| • Skills development and training programmes implemented with Department of Labour | People trained | 50 | 50 | 50 |
| • Facilitate access to skills and training programmes for new construction activities and operation of tourism facilities | Reports | 1 | 1 | 1 |
| • Social impact assessments completed | Public meetings | 2 | 2 | 2 |
| • Stakeholder relations | Other engagements | 36 | 36 | 36 |
| • Annual Monitoring & Evaluation analysis and report | Report | 1 | 1 | 1 |
| • Facilitate land and tenure reform with neighbouring provinces with Department of Land Affairs and Provincial Departments of Housing | | | | |

7. ABBREVIATIONS

| Abbreviation | Full name | Abbreviation | Full name |
|--------------|---|--------------|--|
| ACSA | Airports Company South Africa | HR | Human Resources |
| AIDC | Automotive Industry Development Centre | IT | Information Technology |
| ASB | Accounting Standards Board | JIA IDZ | Johannesburg International Airport Industrial Development Zone |
| ASP | Automotive Supplier Park | LAN | Local Area Network |
| BAS | Basic Accounting System | LED | Local Economic Development |
| BBBEE | Broad Based Black Economic Empowerment | MEC | Member of Executive Council |
| CH | Constitution Hill | MMFB | Municipal Management Finance Bill |
| CIO | Chief Information Officer | MERSETA | SETA for Manufacturing, Engineering and Related services |
| COH | Cradle of Humankind | MICE | Meetings, Incentives, Conferences and Exhibitions |
| CPIX | Consumer Price Index | MTEF | Medium Term Expenditure Framework |
| CSIR | Council for Scientific and Industrial Research | OEM | Original Equipment Manufacturer |
| DACEL | Department of Agriculture, Conservation, Environment and Land Affairs | PAG | Provincial Accountant General |
| DFEA | Department of Finance and Economic Affairs | PAS | Public Service Act |
| EIA | Environmental Impact Assessment | PDI | Previously Disadvantaged Individual |
| EMP | Environment Management Plan | PFMA | Public Finance Management Act |
| EPPR | Economic Policy, Planning and Research | PFMR | Provincial Financial Management Reforms |
| FET | Further Education and Training | PGDS | Provincial Growth and Development Strategy |
| GAUMAC | Gauteng Manufacturing Advisory Centre | PPP | Public Private Partnership |
| GDP | Gross Domestic Product Per Region | PPPFA | Preferential Procurement Policy Framework |
| GEDA | Gauteng Economic Development Agency | PSETA | Public Service Sector Education and Training Authority |
| GFO | Gauteng Film Office | SAHRA | South African Heritage Reservation Agency |
| GGB | Gauteng Gambling Board | SARCC | South African Rail Commuter Corporation |
| GGDS | Gauteng Growth and Development Strategy | SED | Social-economic Development |
| GGP | Gross Geographical Product | SETA | Sector Education and Training Authority |
| GPG | Gauteng Provincial Government | SITA | State Information Technology Agency |
| GPDA | Gauteng Planning and Development Act | SLA | Service Level Agreement |
| GRAP | Generally Recognised Accounting Practices | SME | Small Medium Enterprise |
| GSSC | Gauteng Shared Services Centre | SPDC | Supplier Park Development Company |
| GTA | Gauteng Tourism Agency | SPV | Special Purpose Vehicle |
| HDI | Historically Disadvantaged Individual | | |

