• The entire border precinct was prioritised for reconstruction in 1998. There is an agreement to such between the RSA and Mozambique government.

• The agreement refers to the establishment of One Stop Border Post (OSBP). The envisaged OSBP will be jointly operated by the officials from both countries.

• All the structures that are currently at the border post would be demolished to make way for the new buildings according to building layout plans with the National Department of Public work (NDPW).
• The NDPW has made the point very clear in numerous meetings that any structure or building that has been earmarked for demolition cannot be refurbished and/or upgraded.

• With regard to Lebombo, an unprecedented decision was taken to upgrade a “Pedestrian” processing facility, specifically to ease up border congestion during 2010 Soccer World Cup.

• The upgraded structure was also meant to be utilised as an interim facility while the other existing structures were being demolished. The truck bypass road and facilities were meant to be interim structures as well.
OVERVIEW (cont)

- The years went by while negotiations were going on between South Africa and Mozambique regarding various matters ranging from project management to project funding models etc.
- By December 2009 the project cost estimate had already exceeded 1.5 Billion rands and the National Treasury was already pointing out the fiscal constraints as well as the over scoping of the project by Project Leaders.
- It was clear then that the Mozambique Government also did not have any funding but had relied on the RSA to fund the entire project.
- The resumption of the project was therefore suspended pending availability of funds.
• The lack of proper infrastructure for Departments to operate optimally was the root cause for the reconstruction of the border in accordance with the above mentioned Project.

• The SAPS had particular needs ranging from office space, vehicle search bays under shelter, ablution facilities etc. Some of the facilities that were not brick and mortar could be added, ie. car shades.

• The pedestrian and truck bypasses were constructed to ease traffic pressure, however there are a number of structural deficiencies that have since been identified in both these facilities.
OVERVIEW (cont)

• All State Agencies and Departments operational at the Lebombo Border post are having challenges with regard to office accommodation and other needs.

• These challenges are not unique to SAPS, but are experienced by all working at the border post.

• The newly built border was to cater for all needs in order to ensure optimal service delivery outputs.

• Cabinet has approved the establishment of a Border Management Agency (BMA) which will be responsible for the entire border environment which includes operations as well as infrastructure.
• Portfolio Committee concerns after visiting the Lebombo port of entry on the Mozambique/South Africa border line.

  – The status on the facilities to be handed over to the Department of Defence (DOD);

  – Office and residential accommodation;

  – Fixed establishment/personnel;

  – Shortage of vehicles.
The status on the facilities that were supposed to be handed over by SAPS to the Department of Defence (DOD).

- Cabinet decision in 2009 to transfer Borderline functions, including borderline bases and their resources to the SANDF.

- Phased approach agreed upon from 2011 to 2014 which would included joint audits at the borderline bases.

- Joint approach to ensure continuity of capacity, including a hybrid approach until SANDF budget approval.

- Environments already handed over:

  - Resources (vehicles and office furniture) were distributed to nearest Ports Of Entry and to SAPS Mobilisation Support Section.
BORDER POLICING

- The status on the facilities that were supposed to be handed over by SAPS to the Department of Defence (DOD).
  - Environments already handed over (cont):
    - Personnel were deployed on a detached duty arrangement and have been sent back to their normal points of origin.
    - Cleaners and labourers were employed from the environment and given the option to choose placements at SAPS stations or Ports of Entry.
  - The technicalities of the handing over processes were signed upon by the DIVCOM ORS and the Chief JOPS of the SANDF.
  - Bases still under SAPS control remain are Himeville and Upper Tugela.
• Office and residential accommodation.
  
  – The collective approach process:
    
    • Various departments accommodated at Border Post;
    
    • Unequal resourcing led to a Treasury Instruction that Departments must decide on priorities collectively and submit combined request;
    
    • Departments would thus share resources such as scanner devices etc;
    
    • NDPW would manage the budget and allocate funds for spending on resources;
    
    • Infrastructure Committee established under BCOCC to facilitate process;
    
    • Process included repair and maintenance program.
• Office and residential accommodation.

  – The collective approach process:

    • Infrastructure Budget from Treasury since 2008 –
      – Allocation for 2008/09: R498 Million
      – Allocation for 2009/10: R570 Million
      – Allocation for 2010/11: R251 Million
      – Allocation for 2011/12: R300 Million
      – R570 Million for the 2009/10 financial year included the following projects:
        » Lebombo: R166 Million
        » Skilpad Gate: R281 Million

    • RAMP projects such as Golela, Vioolsdrift received R123 Million.

    • The funding was for Housing Projects (Golela and Skilpad), state of the art office and residential accommodation were built and completed at Golela and Vioolsdrift, while the Skilpad is currently at an advanced stage of completion.
BORDER POLICING

• Office and residential accommodation.

  – The SAPS approach:

    • Lebombo Border Post had a specific police residential accommodation built with approximately 80 rooms.
    • Operational specific needs such as generators, specialised equipment etc, were accommodated in the SAPS Capital Budget.
    • Border Policing environments have due to split budgets fallen prey to the grey area with regard to who provides what, thus not receiving all the resources as required.
• Office and residential accommodation.
  
  – The One Stop Border Project (OSBP):
    
    • This is a concept to create a structure that would accommodate both countries in order to expedite the passenger and goods traffic between the two countries.
    
    • Lebombo Border Post was identified as a OSBP.
    
    • The scope of work was to construct a new border post and facilities that included office, residential accommodation and other resources such as truck and vehicular scanners.
• **Office and residential accommodation.**
  
  – The One Stop Border Project (OSBP) included the following:
    • The segmentation of goods and passengers;
    • Joint processing and joint controls;
    • Information sharing;
    • Self-assessment in green and red lanes;
    • Intervention by exception, that is intelligence driven interceptions.
  
  – During 2010 budget was allocated to address the following in anticipation of the FIFA World Cup traffic:
    • The construction of a temporary freight bypass and parking.
    • The construction of the pedestrian facility for travellers on foot.
    • Light vehicle facility for the processing of busses and taxis.
  
  – This project led to the demolition and reorganising of infrastructure which in turn led to the shortage of official toilets and office accommodation. Public toilets were however enhanced and are available to State Officials.
BORDER POLICING

- **Fixed establishment/personnel.**
  
  - In 2006 a work study was done with an objective related to the “Development of Organizational, Functional and Personnel Structures Supporting the Optimized Policing and Security Strategy for all ports of entry in South Africa”.
  
  - Ports of Entry were categorised according to functions and work load as either A, B, C or D. Lebombo was categorised as B, requiring a personnel of 489 to maintain functions.
  
  - In 2010, SAPS reorganised the border environment and placed all ports under the Provincial Commissioners, with the exception of Durban Harbour and ORTIA.
  
  - Personnel were thereafter transferred away from the border environments to meet shortfalls at police stations according to Provincial needs.
  
  - During 2010 a review regarding the organisational functioning was conducted by SAPS organisational Development to determine whether the findings of 2006 are still applicable. This resulted in the closing of the Border Line Component and the merger with the Ports of Entry to become the Border Policing Component.
Shortage of vehicles.

- Vehicle numbers are adequate but aged with high mileage.
- Types of vehicles acquired are not always optimal for utilisation on the border environment – specifically in the rural environments.
- In the more urbanised environments, high powered vehicles to pursue criminals are required. Current vehicles being utilised at the Ports of Entry are being outrun by the criminals high speed vehicles – primarily ORTIA and DBN Harbour.
Thank you...