

**GAUTENG PROVINCIAL LEGISLATURE**

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**ANNOUNCEMENTS,  
TABLINGS AND  
COMMITTEE REPORTS**

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Tuesday, 15 June 2021

**ANNOUNCEMENTS**

none

**TABLINGS**

none

***COMMITTEE REPORTS***

1. The Chairperson of the Economic Development, Environment, Agriculture and Rural Development Portfolio Committee, Hon. L J Lasindwa, tabled the Committee's Focused Intervention Study (FIS) Report on the 'Reindustrialization, Transformation and Modernization of the Gauteng Economy: The Tshwane Automotive Special Economic Zone as an Instrument for growth and Development', as follows:



# GAUTENG

## LEGISLATURE

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**Adopted Committee Oversight Focused Intervention Study (FIS) Report on 'Reindustrialization, Transformation and Modernization of the Gauteng Economy: The Tshwane Automotive Special Economic Zone as an Instrument for growth and Development'.**

Committee Details		Department Details	
Name of Committee	Economic Development, Environment, Agriculture and Rural Development	Name of Department	Department of Economic Development
Which Financial Year	2020/21FY	Dept. Budget Vote Nr.	03
Which Quarter	4 <sup>th</sup> Quarter	Hon. MEC	P Tau
Committee Approvals			
	Name	Signed	Date
Hon. Chairperson	Lindi Lasindwa		
Adoption and Tabling			
Date of Final Adoption by Committee		Scheduled date of House Tabling	
11 <sup>th</sup> June 2021		18 June 2021	

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## 1. ABBREVIATIONS

Abbreviation	Full Wording
DED	Department of Economic Development
FY	Financial Year
FIS	Focus Intervention Study
GEP	Gauteng Enterprise Propeller
GPL	Gauteng Provincial Legislature
GTA	Gauteng Tourism Agency
HOD	Head of Department
MEC	Member of the Executive Council
NDP	National Development Plan
PFMA	Public Finance Management Act
SDG	Sustainable Development Goal
SOM	Sector Oversight Model
SMME	Small Medium Micro Enterprises
TER	Township Economy Revitalisation
TASEZ	Tshwane Automotive Special Economic Zone

## 2. EXECUTIVE SUMMARY

The Committee conducts oversight over the Department of Economic Development herein referred to as the Department and its entities. In conducting oversight, the Committee utilizes a myriad of tools to achieve its objectives in ensuring that service delivery is rendered. In this instance, the Committee undertook a Focus Intervention Study (FIS) to assess the performance of the Tshwane Automotive Special Economic Zone (TASEZ) albeit the fact that the SEZ is still in its development state.

TASEZ was officially launched by the President of the Republic of South Africa in November 2019 with the view that the establishment the SEZ is critical for the support of reindustrialization and SMME development. In May 2020 TASEZ company was formally created in May 2020 and is currently operational with Board Members appointed and supported by Board Committees. In the 2021 State of the Nation Address President Cyril Ramaphosa indicated that Ford Motor Company had announced a R16 000 000 000 (R16b) investment to expand the manufacturing facility in Tshwane.

The Committee noted that the project is a partnership between the Gauteng Provincial Government, with the Department of Economic Development playing a significant role. Other partners on the project include the Department of Trade, Industry and Competition (DTIC) and the City of Tshwane. To ensure that the project is implemented, Coega Development Corporation (CDC) was appointed as an implementing agent to drive the infrastructure development of TASEZ. This whilst TASEZ Company manages the project and all operations on the site.

The Committee noted that the Department of Trade, Industry and Competition approved the top structure funding to the value of R3 150 000 000 (R3.15b). whilst the City of Tshwane and the Gauteng Department of Economic Development have committed R 288 000 000 (R288m) and R200 000 000 (R200m) respectively for bulk infrastructure

The partnership with Ford Motor Company on the development of the SEZ is crucial as it allows two new models by Ford to be produced in our country and more so in the Province of Gauteng. In light of this, the Committee further impresses that the Department and all stakeholders involved in the development of the SEZ should ensure that all challenges related to the development be resolved adequately. Payment of contractors should be undertaken, as the promotion of SMME's is crucial to creating sustainable employment. The project aims to create a total number of permanent jobs estimated at 2 088 and 8647 jobs created during construction.

The inability by the City of Tshwane to fulfil its obligation and commitment related to the funding of the SEZ remains a concern for the Committee. In this regard inter-governmental relations should be strengthened and should be spearheaded by the Gauteng Provincial Government and including the MEC for Economic Development. This should allow the City of Tshwane to participate fully in the project and ensure that payments are released to TASEZ management, in addition to this, the City of Tshwane should look at means to work around the Municipal Finance Management Act (MFMA) and create a framework to channel funds to the project in order avert current the current administrative red tape.

The Committee is impressed on the progress made on the SEZ noting that actual construction on the SEZ and implores that all stakeholders should ensure that timeframes set are adhered to for the completion of the project.

### 3. INTRODUCTION

This report aims to outline the purpose of a Focus Intervention Study (FIS) as one of the imperatives of the Sector Oversight Model (SOM). Furthermore, also outlining the strategic direction for the Committee's oversight role wherein oversight is conducted in a proactive manner. The FIS conducted by the Committee is significant in that it makes provision for the information provided by the Department of Economic Development to be verified. This will allow the Portfolio Committee to verify whether service delivery has taken place. It is imperative that the FIS should be indicative of interventions that need to be made by the Committee to proactively address issues of Departmental effectiveness and efficiency in relation to service delivery.

In noting that the Department focuses amongst others on the re-industrialisation of the economy; new and smart knowledge-based economy and modernization of the township economy. In response to these priorities, small business support and job creation remain at the centre of the Department's initiatives as supported by the National Development Plan (NDP). The priorities are linked through the Radical Transformation, Modernisation and Re-industrialization (TMR) programme. In implementing the TMR programme, the Department supports projects related to the set priorities.

Considering this, the Committee undertook a Focus Intervention Study themed **'Reindustrialization, Transformation and Modernization of the Gauteng Economy: The Tshwane Automotive Special Economic Zone as an Instrument for growth and Development'**.

The aim of the proposed FIS is to examine the progress made in the development of the Tshwane Automotive Special Economic Zone to foster re-industrialisation, transformation and modernisation of the Economy to drive growth and development. This will be attained through the following objectives, which are to:

- examine the nature and extent of the support provided to by the three shareholders (GDED, DTI and City of Tshwane) in the development of TASEZ;
- assess the progress made in the development since its launch in November 2019;
- assess the challenges faced by the project and in turn, explore amicable solutions; and
- determine the extent of the socio-economic benefits derived from the development.

#### **Background on the Focus Intervention Study visits**

The Tshwane Automotive Special Economic Zone (TASEZ) is aimed at accelerating industrialization and ensuring that the automotive industry's competitive and comparative advantages are optimised. It is further expected to deliver critical infrastructure, drive transformation, attract investment and enhance job creation. Consequently, the huge allocation during the 2020/21 FY budget of R200 million seemed acceptable, particularly recognizing the potential economic benefits that can be derived from the project.

The significance of the TASEZ was also highlighted during the 2020 State of the Province Address wherein Premier David Makhura indicating the Province's priority to establish Special Economic Zone's across the 5 regional corridors in the next 5 years. The budget allocation for the Tshwane Automotive Special Economic Zone was emphasized in both the 1<sup>st</sup> and 2<sup>nd</sup> budget adjustments for the 2020/21 FY. During the 1<sup>st</sup> budget adjustment, the Economic Planning Programme received an additional provincial funding to the tune of R14 000 000 (R14m) mainly directed at the operational costs for TASEZ and the 2<sup>nd</sup> budget adjustment reported a total amount of R214 627 000 (R214.6m) being shifted from the GGDA to programme 5 to implement the TASEZ bulk infrastructure projects. The Department clarified that the amount is a special additional budget allocation specifically earmarked and ring fenced by Gauteng Provincial Treasury towards TASEZ. Therefore, the project is allocated a total amount of (R214.6m). Therefore, this meant that R200 000 000 (R200m) is for bulk infrastructure and the R14 000 000 (R14m) for operational costs.

In addition, the importance of the TASEZ was emphasized during the 2021 State of the Nation Address wherein President Cyril Ramaphosa indicated that the Ford Motor Company has announced a R16 000 000 000 (R16b) investment to expand the manufacturing facility in Tshwane. The benefit for SMME's is expected to be huge since half of the procurement spend on the construction of the bulk earthworks and top structure at the Tshwane Special Economic Zone during the 1<sup>st</sup> phase is expected to be allocated to SMMEs. Furthermore, the remodelled Growing Gauteng Together (GGT2030) plan further highlights the need to support and grow SMMEs and the utilization of Special Economic Zones to foster industrialization, transformation and modernization the Gauteng economy.

#### **4. PROCESS FOLLOWED**

In considering the FIS, the Committee undertook the following process:

- The Researchers identified topics emanating from the pertinent issues raised during the Annual Report for Vote 3 for the 2019/20 FY process and presented to the Committee for adoption.
- the Committee Researchers presented a detailed analysis of the research findings to the Committee on the adopted topic.
- Fieldwork research/pre-oversight was conducted, and clarity seeking questions emanating from the visit were sent to the Department and its Agencies.
- The Department made virtual presentations related to the overall project on the progress made and challenges, and further responded to the questions raised by the Committee.
- A site visit was arranged for the Committee and the Committee engaged with the Community Project Committee (CPC), which includes shareholder's representatives, community leaders, implementing agent (Coega), contractors and TASEZ management.
- A Committee report was drafted for presentation to the Committee for adoption and ensuring that all recommendations are adhered to by the Department.

## 5. COMPLIANCE AND QUALITY

The Department ensured that it responded to the Committee's request wherein presentations were submitted responding to questions posed by the Committee on the adopted topic. Responsible officials attended a virtual meeting with the Committee to further clarify any additional questions or issues that the Committee posed. In addition to this, the Department ensured that further questions were responded to upon the Committee undertaking a site visit to TASEZ.

## 6. OVERSIGHT ON STRATEGIC PRIORITIES

### a. Priorities

According to the 2021/22 Medium Term Expenditure Framework (MTEF) Budget Statement, the mission of the Department is to ensure radical transformation, modernisation and re-industrialization of the Gauteng economy; provide an enabling policy and legislative environment policy and legislative environment for equitable economic growth and development; development of programmes that will revitalise township economies; build a new , smart, green, knowledge based economy and industries; ensure decent employment and inclusion in economic sectors; facilitate radical transformation, modernisation and re-industrialization and establish appropriate partnerships for delivery.

In addition to this, the Gauteng Provincial Government has adopted the 10-pillar programme of Transformation, Modernization and Re-industrialization in order to ensure radical socio-economic transformation in the Province. The 10 pillars are as follows:

Radical economic transformation; Decisive spatial transformation; Accelerated social transformation; Transformation of the state and governance; Modernisation of the public service; Modernisation of the economy; Modernisation of human settlements and urban development; Modernisation of public transport infrastructure; Re-industrialisation of Gauteng province and taking the lead in Africa's new industrial revolution.

In order to ensure that the 10-pillar programme is achieved, the Department will ensure that the following outcomes are achieved.

- Outcome 4: Decent employment and inclusive economic growth;
- Outcome 5: An efficient, competitive and responsive economic infrastructure network; and
- Outcome 6 Skilled and capable workforce to support an inclusive growth path.

The Gauteng Department of Economic Development's contribution to the Sustainable Development Goals is as follows:

- SDG 8 on promoting inclusive and sustainable economic growth, employment and decent work for all and
- SDG 9 on Industry, Innovation and Infrastructure

In addition to this, the Committee noted that the National Development Plan (NDP) advocates for the creation of 11 million jobs through SMME development by 2030 and resonates with the Transformation Modernisation and Re-Industrialisation (TMR) Framework. The Department through TASEZ will focus on creating decent work, economic growth and sustainable communities through SMME and cooperative development in the automotive industry.

The Medium-Term Strategy Framework (MTSF) relates to an efficient, competitive and responsive economic infrastructure network. Through the Gauteng Growth and Development Agency (GGDA), efforts will continue to drive economic growth by promoting exports, making the economy more labour absorbing through business enablement, regulatory reform; capital projects; land; trade and investment promotion; and taking the lead in Africa's industrial revolution through South Africa's participation in the BRICS group of countries (Brazil, Russia, India, China and South Africa)

The Department will continue with efforts to regulate the gambling and liquor industry through compliance, enforcement and the creation of awareness programmes. Review, development of policies and strategies will continue to ensure alignment of the Gauteng City-Region Economic Development Plan (GCR EDP), TMR and the NDP. Through sector development, the Department will facilitate large-scale skills development in industrial production centres to promote the development of small-scale industries.

Upon doing its oversight and scrutiny over the Department, the Committee will hold the Department including the entities accountable on the basis that their plans align with that of the TMR and the NDP.

## 7. OVERSIGHT ON PUBLIC INVOLVEMENT

On the day of the site visit, the Committee was approached by contractors who were unpaid.

The meeting and site visit convened by the Committee was attended by the Community Project Committee (CPC) and they reported that they are a fully functional Committee and convene meetings twice a month. The CPC also reported before the Committee that they have appointed 9 Community Liaison Officers. The CPC is the go-between the community around the SEZ and the project shareholders.

## 8. OVERSIGHT ON RESOLUTION MANAGEMENT

House resolutions emanating from the previous Committee's Focused Intervention Study report themed "**Assessing the impact of Government Support to vulnerable sectors of the economy during the Covid-19 pandemic: A Case of Township Small businesses**" have not been responded to by the Department. The Committee will follow up on the reasons and delays on the submission by the Department.

## 9. FINDINGS, RECOMMENDATIONS, AND IMPLICATIONS ON LAW MAKING

Prior the Committee interacting with the Department, research and background work was undertaken by the Committee. The outcomes of the research study conducted was as follows:

The development of the Tshwane Automotive Special Economic Zone (TASEZ) was approved in principle by the three shareholders, the Department Trade, Industry and Competition (DTIC), the Gauteng Provincial Government (GPG) and City of Tshwane Metropolitan Municipality in October 2018. Thereafter it was launched by President Cyril Ramaphosa in November 2019 after the completion of the business case and application of the SEZ.

Coega Development Corporation (CDC) was appointed as an implementation agent for the SEZ, wherein its main responsibilities are for the construction and controlling inter alia appointment of contractors, sub-contractors, SMME development and employment. These are however done in consultation with the Community Project Committee (CPC) made of 6 community leaders and other representatives, such as the shareholders the DTIC, GDED and City of Tshwane Metropolitan Municipality, TASEZ management and there are also 9 Community Liaison Officers as well as a public engagement specialist.

TASEZ was registered as a company with the Companies and Intellectual Property Commission (CIPC) in May 2020 to administer and oversee the implementation of the SEZ as Coega will only be responsible for implementation but not operation as it already operates a SEZ. TASEZ has a staff complement of 30, and in turn, the approved structure is for 90 staff members. **Considering this, the Committee should be appraised as to why the staff complement of TASEZ has been filled as this should optimise the effective running and management of the SEZ.** In addition, the SEZ has a 12 member board from each of the shareholders (3 each), including the management of TASEZ. The purpose of TASEZ include but not limited to facilitate the creation of industrial complex; develop infrastructure; attract domestic and foreign investments as well as creating decent work and other socio-economic benefits.

### **Financial Commitments made to the Development.**

The three shareholders have committed to contribute financially towards the development of the SEZ. The DTI contributed R2 200 000 000 (R2.2b) for the top structure, R200 000 000 (R200m) by the Department for internal bulk services such as roads and drainage and City of Tshwane contributed R288 000 000 (R288m) for external bulk services such as roads and drainage. Despite the commitments made the City of Tshwane refused to make the funds available upfront, instead the City of Tshwane opted to be invoiced and to date no funding has been received by the SEZ from the City of Tshwane. This remained a grave concern for the Committee and the view of the Committee will be expressed further in the report on the matter.

In addition to this, the DTIC and the Department contributed for the operational funding, while the Department budgeted R 49 000 000 million in the 2021/22 FY, the DTIC has not committed to fund the operational costs going forward. Considering this, the view of the Committee is that TASEZ should source additional funding for operational costs from the Department. In response to this, the Committee was informed that TASEZ anticipates that it will generate its own revenue from the 2022/2023 financial year. This revenue will be generated from rental income and the dependence on the government grants will

decrease substantially from the 2022/23 financial year. This would then imply that all stakeholders should ensure that the project timelines are adhered to for the purposes of completion to generate the necessary rental income for sustainability and operations within the SEZ.

### **Progress made in the construction.**

Construction work started in August 2020, progress on phase 1 and 1A was noticeable from March 2021. The buildings observed during the visit are related to the construction of phase 1 which include Sodecia (FDI for metal pressing), Ford Frame (Frame), Thai Summit (FDI for pressed part assembly), Hesto (Harnesses), Aeroklas Duys (Rubber and Plastic) and Automould (Plastic injection moulding). In addition, phase 1A consists of Feltex Trim, Also, Faurecia, DSV, Valworx and Supavut focusing on parts. For the phase 1 construction taking place, 5 main contractors were appointed by Coega including inter alia WBHO, Base Construction and Power construction. The deadline is to build and operationalize 12 complex buildings in 12 months and that being November 2021.

### **Socio-economic benefits to be derived**

There are 12 investors secured and 10 pre-lease agreements signed for phase 1 and 1A within the SEZ. The total investment is R4 330 000 000 (R4.33b) with an estimated 2 088 jobs upon completion and 8 647 during construction. The Committee should be furnished with the exact and current numbers of SMME's benefitting and job creation initiatives on the project. The Committee was informed that a commitment is made to attain 45% SMMEs and 70% local labour targets. These targets were attained during the construction of bulk earthworks, however it is difficult to attain the targets during construction of the top structure. Although consultations are done regularly with the Community Project Committee in order to attain the SMMEs and labour targets.

### **Challenges encountered in the development of the project.**

The Committee was informed that the challenges experienced related to finding water as they dug deep in the construction of Ford Frame and Sodecia, however they are currently manageable. Electricity remains a challenge and the Committee is concerned about the implications of these challenges, noting that generators are not a sustainable for the heavy machinery that is utilized in the SEZ. The view of the Committee is that the City of Tshwane should ensure that the site is able to generate the required 26 MVA as currently the City is only providing 16 MVA for the development. This is a concern for the Committee as the City is a major stakeholder on the project however it views its participation as minor. As part of the engagements between the Premier of Gauteng, MEC, Mayor of Tshwane and Deputy Minister of the Department of Trade, Industry and Competition this is one of the issues that should be outlined and resolved.

Upon interacting with the Department on the day of the site visit, the Committee was informed of challenges that were raised by some of the stakeholders, in the main sub-contractors. These sub-contractors indicated to the Committee that they have not been paid by the main contractor Mapitsi Civil on the work undertaken to remove the soil spoils. On their presentation, the Committee understood that Coega Development Corporation had not paid Mapitsi Civils and therefore the sub-contractors which are truck drivers under Mapitsi were not paid. **The Portfolio Committee impressed that such issues on the non-payment of sub-contractors were unacceptable and that the Community Project**

**Committee (CPC) should be at the forefront of ensuring that such is averted going forward.** This is despite the fact that the CPC was not aware of the issue and that as soon as it was brought to their attention, the CPC ensured that the matter was addressed and attend to. In trying to address these issues, **the Committee further request a list of the 13 companies that payment has not been made to and this should be accompanied by a detailed report on the amounts owed and the expected dates of payments, this information should be made available monthly until finalization of the project. This is albeit the fact that some of the companies were paid 40% of money owed to them on the 3<sup>rd</sup> of June 2021.**

The Committee was of the view that since the CDC is the implementing agent it should be in position to pay all contractors and subcontractors directly to avert any 3<sup>rd</sup> party involvements noting that the funds utilized for the project are public funds. Therefore, the principle of paying any suppliers or contractors within the 30 days prescript should apply in this regard. The Committee is of the view that the project is critical to the creation of employment and therefore, **the Department and all other stakeholders, including the CDC should strive to ensure that contractors adhere to all their contractual obligations to the implementing agent and sub-contractors. Failure to do so, penalties should apply for any breach of contract those that will affect SMME's.**

The Committee engaged on one of the challenges that relate to the City of Tshwane Metropolitan Municipality not adhering to its commitment in making available the R 288 000 000 (R288m) as agreed in the conception of the project. The Committee was advised by the City of Tshwane that payments will be made per invoice however TASEZ management deemed this as unsustainable and impractical. This is because the City of Tshwane should have transferred those funds to the TASEZ for better management instead of relying on the Tshwane Economic Development Agency (TEDA) to make such payment, notwithstanding that the agency is no longer in existence. **The Committee encourages the Department to ensure that the City of Tshwane works or creates a framework around the Municipal Finance Management Act to make sure that payments are made to TASEZ. In addition to that, the Committee expects a report on the engagements that occurred between the Premier of Gauteng, MEC for the Gauteng Department of Economic Development, Deputy Minister of the Department of Trade, Industry and Competition and the Mayor of Tshwane to resolve the impasse. The lack of inter-government co-operation from the City of Tshwane is deemed unacceptable by the Committee.**

On job creation, the Committee was informed that GEP has been brought on board for SMME's development to assist all SMME's that will be on site to grow and develop sustainable business models to operate in the Hub. The Committee will closely monitor this and thus a request for the submission of comprehensive report and plan in this regard is important. To add to that at construction phase, the Department reported to the Committee that through the appointed contractors, 995 jobs were created. 862 of those that were employed are men, with 143 being women and of the total amount of jobs created 453 were for the youth and 8 focused on People with Disabilities.

## Committee Concerns

The Committee is concern about the:

1. 60 Vacancies within the staff complement of TASEZ.
2. None-payment of subcontracted truck owners by Mapitsi Civil who are one of the main contractors in the SEZ.
3. Lack of punitive measures taken by the Coega Development Corporation on contractors who bridge contractual obligations.
4. Lack of commitment from one of the shareholders namely: the City of Tshwane to partake and adhere to agreement made as part of the partnership formed with the DTIC and the Gauteng Provincial Government. This also alludes to the lack of allocating the agreed funding for the SEZ.
5. The lack of collaboration between TASEZ, FORD Motor Company and institution of higher learning in and around Tshwane.

## Committee Recommendations

All responses to recommendations highlighted below should be submitted by the **31<sup>st</sup> August 2021** unless stated otherwise and in light of this, the Committee recommends that the Department should:

1. Appraise the Committee on the rational for not filling the 60 vacancies within TASEZ as this would optimize the effective running and management of the SEZ. In addition, all vacancies within TASEZ should be filled by the **31<sup>st</sup> August 2021** and a report on this should be submitted to the Committee.
2. Ensure that all contractors and subcontractors are paid in line with Government prescripts of paying service providers within 30 days. The Department should on a quarterly basis provide the Committee with a report on all payments made to contractors and sub-contractors.
  - 2.1 Furthermore, the Committee should be furnished with the list of the 13 subcontracted truck owners that full payment has not been made to and this should be accompanied by a detailed report on the amounts owed and the expected dates of payments. This is albeit the fact that some of the sub-contractors were paid 40% of money owed to them on the 3<sup>rd</sup> of June 2021.
  - 2.2 A report should be shared with the Committee stating rational on why sub-contracted truck drivers were paid only 40% as whilst they completed all the work on the site.
3. Strengthen guidelines in conjunction with all other stakeholders, including the Coega Development Corporation to hold contractors accountable and ensure that contractors adhere to all their contractual obligations.
4. Should ensure that the one of the shareholders namely the City of Tshwane works or creates a framework around the Municipal Finance Management Act to make sure that payments are made to TASEZ. The creation of the framework should be concluded by the **31<sup>st</sup> August 2021**.
  - 4.1 In addition to that, the Committee expects a report on the engagements that occurred between the Premier of Gauteng, MEC for the Gauteng Department of Economic Development, Deputy Minister of the Department of Trade, Industry and Competition and the Mayor of Tshwane to resolve the impasse related to the inability by the shareholder the

City of Tshwane to release funding amounting to R 288 000 000 (R288m) as well as the non-provision of sufficient supply of electricity to the SEZ. A report on this should also be submitted by the **31<sup>st</sup> August 2021**.

5. Should ensure that there is collaboration between TASEZ, FORD Motor Company and academic institutions of higher learning within the SEZ and Tshwane at large. This is with the aim of imparting skills, knowledge and possibly securing employment for students with the requisite skills to be employed at the SEZ. A report on the feasibility study related to this collaboration should be submitted by the **31<sup>st</sup> August 2021**.

## 10. ACKNOWLEDGEMENTS

Appreciation is expressed to all Members of the Committee for their commitment to the oversight process as well as MEC Tau and officials from the Department. I commend them for their diligence and commitment shown during deliberations on the FIS Report themed **'Reindustrialization, Transformation and Modernization of the Gauteng Economy: The Tshwane Automotive Special Economic Zone as an Instrument for growth and Development'**. Gratitude goes to Hon. Makhubela, Hon. Hassan, Hon. Mncube, Hon. Gana, Hon. Cilliers, Hon. Tshitangano, Hon. Alberts and Hon Adams. Further appreciate goes to the alternate Members of the Committee namely: Hon. Engelbrecht and Hon. Tong. It is an honour to lead such a hard-working team.

On behalf of the Committee, the Committee's appreciation and gratitude also goes to the following persons: Acting Group Committee Coordinator, Mr. T. Skosana; Researchers Mr. A. Malapane, Ms M. Makhubele and Mr B Mabuza; Senior Committee Coordinator Mr. T. Skosana and Committee Coordinator Ms. L. Mampe; Committee Administrators, Ms. V. Mokubetsi and Ms N. Mngadi; Hansard Recorder Mr. S. Minyuku; Public Participation Officer, Mr. B. Dhlomo; Service Officers, Ms. B. Nhlapho, Communications Officer Mr. T. Ndou, Information Officer Ms. A. Netshivhuyu for their devoted assistance.

## 11. ADOPTION

After due consideration the Economic Development, Environment, Agriculture and Rural Development Portfolio Committee unanimously adopted the FIS Report themed **'Reindustrialization, Transformation and Modernization of the Gauteng Economy: The Tshwane Automotive Special Economic Zone as an Instrument for growth and Development'**.

In terms of Rule 117(2)(c) read together with Rule 165 the Committee presents to this House and recommends the adoption of the Committee's Oversight FIS Report themed **'Reindustrialization, Transformation and Modernization of the Gauteng Economy: The Tshwane Automotive Special Economic Zone as an Instrument for growth and Development'**.

