



Mogale City

Local Municipality

**MOGALE CITY LOCAL MUNICIPALITY
MECHNISATION SUPPORT POLICY
DRAFT**

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(DEPARTMENT OF ECONOMIC DEVELOPMENT SERVICES)

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1.ACRONYMS

- 1.1 E& RD - Enterprise and Rural Development Unit
- 1.2 B.E.R - Beyond economical Repair
- 1.3 GDARD - Gauteng Department Of Agriculture and Rural Development
- 1.4 GDP - Gross Domestic Product
- 1.5 GEGDS - Gauteng Employment, Growth and Development and Strategy
- 1.6 WRDM - West Rand District Municipality
- 1.7 ARC - IAE - Agricultural Research Council - Institute of Agricultural Engineering

2. DEFINITIONS

2.1 Municipality

Established in terms of Section 12 of the Municipal Structures Act, 117 of 1998, and includes any political structure, political office bearer, councilor, duly authorised agent or any employee acting in connection with this policy by virtue of a power vested in the municipality and delegated or sub-delegated to such political structure, political office bearer, councillor, agent or employee

2.2 Agriculture Mechanization

Embraces the use of tools, implements and machines for agricultural land development, crop production, harvesting, preparation for storage, storage, and on-farm processing. It includes three main power sources: human, animal, and mechanical. The manufacture, distribution, repair, maintenance, management and utilization of agricultural tools, implements and machines is covered under this discipline with regard as to how to supply mechanization inputs to the farmer in an efficient and effective manner.

2.3 Diesel

A type of heavy fuel used by vehicles.

2.4 Tractor operator

A person employed specifically to operate agricultural mechanization

2.5 Head of Department

Any director, manager/division head of the relevant user department responsible for, amongst other duties, are responsible for the management of vehicles, plant and equipment allocated to his or her department and a department for purposes of this policy is used interchangeably to also mean a section.

2.6 Municipality's Executive

The mayor, city manager, or other chief executive officer of the municipal corporation in which a special improvement district is located.

2.7 Agriculture officer

Government professional who oversees all the activities regarding agriculture to provide technical assistance to the farmers and ensure everything is done as per the local regulations.

2.8 Memorandum of Understanding

Is an agreement between two or more parties outlined in a formal document. It is not necessarily legally binding, which depends on the signatories' intent and the language in the agreement, but signals the willingness of the parties to move forward with a contract.

3. INTRODUCTION

Mogale City has initiated the mechanization support program, designed specifically to assist disadvantaged farmers by providing them with access to dependable and cost-effective machinery for their agricultural endeavors. This program aims to enhance the productivity and efficiency of these farmers, enabling them to improve their farming activities and contribute more effectively to the agricultural sector. Through this initiative, Mogale City is committed to empowering farmers who may have been facing challenges due to a lack of resources, thus promoting sustainable farming practices and fostering economic growth within the community. The aim of this policy is to describe the mechanisation program for the Mogale City Local Municipality, designed to support the farming sector within the city in order to enhance food security and create job opportunities. The policy will serve as a vital instrument designed to oversee and administer the mechanization program in a manner that

is both efficient and effective. It will also establish various control measures to ensure that the program operates smoothly and meets its intended objectives. The Mogale City Mechanisation policy will define support mechanisms, clarify asset ownership and management, and highlight partnerships focused on improving food security in the community.

4. THE NEED FOR MECHANIZATION

The need for Mechanization / Productivity Enhancing Technology, consisting of agricultural tools, tractors, implements, equipment, and machinery, is an essential farm input. In almost any agricultural production system the annual expenditure on Mechanization, whether on labor, fuel and depreciation of machines, largely exceeds the costs of other inputs such as agro-chemicals and seeds. In Mogale City, agricultural production and food security are adversely affected because of small holder farmers unable to afford mechanization. The need to improve agricultural labour productivity is increasingly recognized. Finding solutions to environmental problems in agriculture requires (improved) agricultural tools and machinery, for example for soil tillage and pesticide application, the latter also addressing health concerns. Similarly, machines are required to assist with post-harvest loss reduction.

In order to avoid recurrence of the past mistakes formulation of efficient mechanization strategies are required. The term mechanization is unfortunately often very narrowly perceived while its real purpose, namely, enhancing productivity of land and labor is often not well understood. In this context, three principal purposes of mechanization may be summarized as follows:

3.1 Increase in labor productivity: The introduction of machinery to substitute for labour (“laborsaving”) is a common phenomenon associated with the release of labor for employment in other sectors of the economy or to facilitate cultivation of a larger area with the same labor force.

3.2 Increase in land productivity: The purpose of mechanization is here to produce more from the existing land. Machinery is a complementary input, required to achieve higher land productivity.

3.3 Decrease in cost of Production: Introduction of a mechanization may lower production costs.

5. MOGALE CITY ENTERPRISE AND RURAL DEVELOPMENT UNIT ROLES AND RESPONSIBILITIES

- 5.1 Develop policies and procedures for the economic acquisition, operation, disposal and administration of the mechanization programme;
- 5.2. Review the cost of operation of the mechanization programme and enable Unit Managers to address excess cost variances as identified;
- 5.3. Periodically review the use of authorized mechanization assets;
- 5.4. Assess the area to be ploughed;
- 5.5. Prepare budgets that surround the mechanization programme;
- 5.6. Enter into a Memorandum of understanding (MOU) with stakeholders for collaboration
- 5.7. Ensure compliance of mechanization in terms of Road Traffic Act, Road Transport Quality System
- 5.8. Strategic planning: continuous evaluation of mechanization support within the Municipality as well as external organizations in order to formulate plans to improve the efficiency, effectiveness and economy of mechanization assets available to the Municipality in the short, medium and long term;
- 5.9. Mechanization Support Policy: the design, documentation, administration of policies, including standing instructions and procedures in respect of mechanization management and the regular review thereof;
- 5.10. Ensuring mechanization custodians adhere to the policy instructions detailed in this policy and future/additional instructions issued by the Manager: Mogale City E&RD Unit;
- 5.11. Promptly addressing any cost variances regarding the operational and maintenance budgets;
- 5.12. Issuing mechanization assets to properly authorized persons and maintain appropriate usage records;
- 5.13. Ensuring that the mechanization assets are properly registered and insured at all times;
- 5.14 Providing budget estimates for mechanization replacements and monitor maintenance costs.
- 5.15 Acquisition: Recommendation to the Municipality's Executive Committee regarding the acquisition of Mechanization assets after evaluating the requirements of the Municipality, based on the motivations and feasibility studies prepared by Mogale City E&RD unit. This includes the replacement of uneconomical mechanization assets, the purchase of additional assets;
- 5.16 The Manager of Fleet Unit shall be the vehicle licensing proxy for Mogale City Local Municipality and shall also be responsible for the appointment of vehicle licensing representatives as well as the servicing of the tractors;

5.17 Disposal of Mechanization and implements: The E & RD Unit in conjunction with the Fleet Unit undertakes to withdraw mechanization assets from service when they approach the end of their functional life to transfer / replace and/ or scrap the mechanization asset concerned to the best advantage to the user and the Municipality.

6. AGRICULTURE SUB UNIT RESPONSIBILITY

6.1 The Assistant Manager: Sector Development support shall ensure that the vehicles are available for servicing by due date.

6.2 The Assistant Manager must provide the Manager from E & RD with the following:

6.2.1 A list of names of the tractor drivers and the codes for which they are eligible to drive including any Professional Driving Permits and Operator Permits.

6.2.2 Any changes, additions or deletions to this list shall be provided to Manager of E & RD as when they are updated. The tractor drivers shall belong to the Agric Sub Unit. In this regard, the Assistant Manager of the user department shall be responsible for any disciplinary matters that are attributed to the driver.

6.3 The Assistant Manager shall ensure that the drivers of the sub unit are fully trained and licensed to operate/ drive mechanization items to which he or she is allocated. No employee shall be permitted to operate mechanization unless that employee is in a possession of a valid South African driver's licence with relevant code. Such licence must be kept on the employee's possession at all times when he or she is in charge of mechanization.

6.4 If an employee is required to perform a particular driving-related task or role which requires a particular licence or permit, such employee shall not be permitted to perform such task or role unless he or she is in possession of such other licence or permit, which must be kept on his or her possession at all times whilst he or she is performing such task or role.

6.5 The load on any mechanization must not exceed the load recommended by the manufacturers of mechanization. Apart from excessive strain imposed on the mechanization itself, with resultant accident risk and high wear, overloading has an adverse effect on the tyre life and may induce failures that endanger the lives of the operators of the mechanization, and also of other road users. In the case of commercial vehicles, the vehicle's maximum load capacity and gross vehicle mass are clearly displayed on the Manufacturers Plate.

6.6 The Assistant Manager will be responsible for action on mechanization infringements arising from the misuse by the employees as well as disciplinary action.

6.7 The Assistant Manager shall notify the Manager E&RD of any accidents and the Manager E & RD shall report all accidents within 24 hours to the Manager: Fleet with the accident report form.

7. RESPONSIBILITY OF TRACTOR DRIVERS

7.1 Drivers Shall:

- 7.1.1 Make sure that they have a valid unendorsed driver's licence and required Professional drivers permit.
- 7.1.2 Ensure that they have Authority to drive a Municipal Vehicle;
- 7.1.3 Have a written Authorisation (Completed Trip Authority).
- 7.1.4 Adhere to the Road Traffic Act, and not exceed the speed limit;
- 7.1.5 Not carry unauthorised passengers and goods in Municipal Vehicles;
- 7.1.6 Not deviate from the trip authority
- 7.1.7 Not drive the Municipal Vehicle under the influence of drugs/Alcohol or any intoxicating substance
- 7.1.8 Not exchange or transfer responsibility for the vehicle they signed for.
- 7.1.9 Refrain from theft of vehicle equipment. E.g. spare wheel, spanner and other tools.
- 7.1.10 Inspect vehicle prior departure and on completion of the trip.
- 7.1.11 Make sure they have the authority to park the vehicle overnight signed by delegated authority.
- 7.1.12 Maintain the vehicle in good condition.
- 7.1.13 Maintain and keep the trip sheet updated.
- 7.1.14 Keep the vehicle filled with fuel before parking it at the workshop.
- 7.1.15 Report all incidents/accidents to their supervisor.
- 7.1.17 Be responsible for their driving licence, if lost they will be responsible to replace them.
- 7.1.18 Be held responsible for traffic transgression committed.
- 7.1.19 Not smoke in a tractor.

7.13. ISSUING OF MECHANIZATION/ALLOCATION

- a) Mechanization are to be booked in advance with the Fleet Office.
- b) It is the responsibility of the Fleet office to issue mechanization to the E& RD Unit

8. TRIP AUTHORITY

Each trip with mechanization must be authorised beforehand by means of a properly completed and approved trip-sheet.

Post Trip sheet will be only accepted in cases of extreme emergency, and should reach the Fleet Office within 12 hours after undertaking the trip (Traffic Services).

8.1 A register must be maintained by the Transport Office in which full particulars of all functionaries who are authorised in writing by the Municipal Manager to authorise trip

sheets, together with their specimen signatures are reflected. This register must be utilised to compare signatures on trip sheets in order to identify forgery/ fraud.

8.2 The register must be kept under the following headings:

- a) Name Date of Authorisation Directorate Specimen Signature
- b) The official who authorises the trip-sheet must ascertain that the Trip-sheet is completed correctly e.g. the purpose of the trip must be clearly specified.
- c) A trip-sheet must always be completed in the original trip-sheet is handed to the tractor driver, whilst the copy should be filed in the office of the Transport Officer
- d) The official authorizing the trip may not be of a lower rank to that of the tractor driver.
- e) Trips in the same direction and/or to the same destination must be coordinated by the Transport Office.

9. LIFESPAN OF MECHANIZATION

9.1 As per Mogale city Fleet Management Policy, Vehicles GVM over 3501 kg vehicles should not exceed between 10 – 12 years.

9.2 When maintenance costs exceeds the original purchase price B.E.R – Mechanization that is “Beyond Economical Repair” should be replaced.

9.3 The Fleet Manager should determine which mechanization is B.E.R (Vehicles beyond economical repair. Determine which mechanization is currently standing BER and whether they should be repaired or disposed. Only when the economic value of any repairs has been verified can vehicles be replaced

9.4 To declare mechanization beyond economical repairs, there has to be a history /record of repair cost to date.

9.5 The present value of the mechanization should be taken in to consideration

9.6 Calculate the worthiness of maintaining the mechanization that is costing more on repairs, rather Than spending on purchasing new mechanization.

10. DISPOSAL OF MECHANIZATION

Disposal of vehicles is the responsibility of Asset Management. Vehicles will be disposed for the following reasons:

- 10.1 Reached a lifespan of 10yrs - 12yrs whichever comes first.
- 10.2 Mechanization is declared beyond economic repairs
- 10.3 Tractors are written-off
- 10.4 Disposal of Mechanization is the responsibility of Asset Management

11. ACQUISITION/ PROCUREMENT OF MECHANIZATION AND RECEIVING

The Assistant Manager shall forward their needs with regards to their Mechanization requirements with a proper motivation in writing. Mechanization will be acquired through proper Supply Chain Processes. On delivery Mechanization will be awarded and allocated accordingly.

11.1 On receipt of new mechanization all the tools, equipment and general condition must be checked carefully and any damage, loss and/or shortage must be brought to the attention of the supplier via the Fleet Office in writing.

11.2 The transport office and Asset Department should have an Asset Register containing the Following: (a) Brief description of mechanization (b) Fleet Number (c) Registration Number of the mechanization (d) Colour of the mechanization (e) Purchase Price (f) Date received (g) Date Replaced/ Disposed (h) Model (h) Vin Number

11.3 The Transport Officer or his/her delegates must update the register when there is a change in the status of the mechanization.

11.4 All Mechanization must be fitted with an identification sticker. The sticker must contain the Mogale City Local Municipality emblem with Fleet Numbers and Mogale city Municipality Toll free telephone number. The mechanization must be clearly marked with big letters which have reflectors for when it is dark.

11.5 All mechanization should be fitted with a power Tracker within a month of receipt.

12. FUEL AND TYRES

11.1 Fuel for tractors shall be at the cost of the User Department from the municipal offices to the farm. In this regard the User Department must ensure that the correct fuel grade is used for the vehicle. The farmer is then responsible for fuel to operate the mechanization at the farm

12.2 Tyre replacement and management shall be at the cost of the User Department. In this regard the Driver of the tractor shall be responsible for checking the tyre inflation following:

12.2.1 Inflation of tyres to the pressures recommended by the manufacturer of the vehicle is of prime importance. Incorrect inflation is probably the main factor contributing to undue wear and premature failure of tyres. To ensure the correct air pressure at all times it is important that the tyres of vehicles be checked at least once a week. In addition, a visual inspection of the tyres should be made daily. The provincial and national laws applicable to minimum tyre tread depths must be adhered to at all times. Inspection and rotation of wheels, except as indicated below, the rotation of wheels is not considered absolutely necessary.

12.2.2 Care must be taken that the wheel nuts are properly tightened immediately after a wheel has been rotated or replaced for whatever reason.

12.2.3 Precautionary measures – The following points should not be overlooked: The replacement of dust caps on tyre valves.

12.2.4 The regular inspection of tyres for cuts and bruises and for stone wedged between dual rear wheels. 9 The immediate removal of oil or grease on a tyre.

12.2.4 The proper mounting and removal of tyres.

12.2.5 The rectification of damage to rims, especially those of tubeless tyres.

12.2.6 The immediate rectifications of mechanical defects, which cause unequal tyre wear. The use of the correct type of tyres in relation to the terrain at which the vehicle operates.

12.3 Avoiding as far as possible any scuffing against or running or backing into a curb and running over projections.

12.4 Avoiding sudden braking and unnecessary acceleration. These factors play an important part in causing excessive tyre wear.

12.5 It is essential that a spare wheel is readily accessible at all times whenever mechanization is being employed. This ensures that any unforeseen issues with the primary wheel can be addressed immediately, maintaining the efficiency and functionality of the mechanized equipment. Having a spare wheel on hand is a crucial safety measure that prevents operational delays and enhances overall reliability.

13. MECHANIZATION INSPECTION

13.1 Mechanization must be inspected once a week by the Transport Office or delegated office. For this purpose an inspection register, must be implemented. The register must be checked by the Assistant Manager on a monthly basis and by Fleet Manager on a quarterly basis and report be made to Executive Manager on a quarterly basis.

13.2 Any defects/ damages found during the inspection must immediately be noted by the inspecting official on the inspection register.

13.3 When mechanization is returned, the Transport Office must inspect the vehicle thoroughly to determine whether there are no defects, if so they should be documented, reported and investigated.

13.4 Mechanization should be inspected on a daily basis by driver and Transport officer/Assistant Manager Fleet or his/her delegate.

14. COMPLETION AND HANDLING OF LOGBOOKS

It is the responsibility of the tractor driver to make sure the Log book is completed. Logbooks must at all times be issued to tractor drivers before commencing a trip.

On receipt of the mechanization the Logbook must be completed and checked by the Transport Office or his or her delegates.

All applicable fields on the log sheet must be filled in and the instructions (details of trip). All unused lines must be crossed out with an oblique line.

If mechanization was not used during a month, a nil statement with regard to a log sheet must be completed.

15. TRANSGRESSIONS (MANAGEMENT OF TRAFFIC FINES)

When a traffic fine is received under the name of the proxy or representative, the Transport Office or the Assistant Manager should submit it to the tractor driver who should acknowledge receipt by signing in a register.

If the tractor driver fails to pay the fine within the stipulated time, the traffic fine must be forwarded to the relevant Traffic Authority who should be requested to re-issue the fine on the relevant tractor driver's name.

The tractor driver should pay the fine within 30 days. Proof of payment must be submitted to the Transport Officer.

In a nutshell the traffic fine should be re-directed to the driver, to allow shifting liability from the Municipality.

16. REPAIR, MAINTENANCE AND SERVICING SERVICES

In the case where a Mechanization breaks down or is involved in an accident and need to be towed during office hours as well as after hours, the Assistant Manager must be contacted in order to arrange for the vehicle to be towed in.

When notice is received that the repairs have been completed, the Assistant Manager or his/her delegate must see to it that the mechanization is collected within two (2) hours.

All Mechanization must be serviced according to the specifications laid down by the manufacturer.

17. INDEMNITY FORMS:

An indemnity forms must be filled in, stipulating that the Municipality will not be held liable for any incidents/accidents/death, when occurring.

18. SAFE KEEPING AND PARKING OF MECHANIZATION

Officials in charge of Mechanization must ensure that mechanization are safely garaged or parked and must at all times take all reasonable steps to safeguard, including accessories and tools, against theft, irregular use, damage and fire. Fuel cards and logbooks may under no circumstances be left in the mechanization when parked.

The Municipality will not be held liable, for private goods stolen from Mechanization, in fact **No! PRIVATE GOODS WILL BE STORED IN MECHANIZATION.**

19. ACCIDENTS

Accidents must be handled as follows and also adhering to Sections 61 and 62 of the National Road Traffic Act No 93 of 1996: Reporting to SAPS: All accidents and losses involving Municipal vehicles, must where possible, be reported within twenty four (24) hours to the SA Police Service by the official who was involved in an accident or was in control of the vehicle when damaged. An accident report should be used when reporting to the South African Police Services, and a copy can be left with them. When an accident is reported to the South African Police Service telephonically, it must immediately be followed up per letter/fax transmission and a visit in person to confirm the details recorded by SAPS. In this letter/fax transmission reference must at all times be made to the case/incident number and the personal details of the police official to whom the accident was reported initially. A copy of accident report form must be handed over to a driver when he/she collects a Municipal vehicle. Particulars regarding time, date and name of the police official to whom the incident was reported, as well as the case/incident number must be furnished in the accident report and other documents. All cases that cannot personally be reported by the driver to the South African Police Services, must be reported by the Transport Official in writing e.g. If the driver of a Municipal vehicle involved in an accident, from the nature of his/her injuries cannot report the incident personally to the South African Police Service. Non adherence to the above-mentioned shall lead to disciplinary steps being taken against the driver of the vehicle or the Transport Officer. Internally for cases of accidents and losses involving Municipal vehicles the following procedure must be followed:

- (a) (Accident Report) must be completed by the driver of the vehicle immediately.
- (b) Written reports must be obtained by the Assistant Manager Fleet from the driver/passengers and other witnesses (if applicable).
- (c) (Accident Report), written reports, trip sheet, copy of driver's licence and parking authority (if applicable) must be submitted to the Transport Office.

All thefts of vehicles must, above the fact that they are reported according as prescribed, also be reported to the Fleet Manager Office in the following format.

- (1) Date of theft
- (2) Location
- (3) Make and Registration Number
- (4) Registration number of vehicle
- (5) Purpose/ reason for which the vehicle was used at the time of the theft
- (6) Is negligence relevant/have prescriptions been carried out.
- (7) Has action been taken against staff - announce action
- (8) Case number
- (9) Replacement value of vehicle
- (10) Date on which vehicle was recovered
- (11) Condition All accidents with/ damage to/ losses of Municipal vehicles must be thoroughly investigated. Claims that arise from the use of Council vehicles must be reported immediately to the Fleet Section.

20. PROCUREMENT PROCESS

All procurement activities related to mechanization will adhere strictly to the guidelines and regulations outlined in the supply chain management policy. This ensures that every step of the procurement process is consistent with the established standards and practices aimed at optimizing efficiency and effectiveness in the management of resources and services.

21. PROBLEM STATEMENT

A detailed and extensive Rural Development Strategy for the Mogale City Local Municipality has highlighted that the majority of regions within the city are characterized by the presence of dolomite rock. This geological feature not only underscores the area's unique landscape but also signifies that these locations are particularly well-suited for engaging in vegetable cultivation as well as other agricultural and economic enterprises. The rich soil and favorable conditions fostered by the dolomite contribute to the potential for successful farming ventures, making it an ideal environment for various types of agricultural production.

Mogale City acknowledges the challenges encountered by the rural farming communities in their efforts to enhance their socio-economic circumstances, especially as a result of insufficient operational farming resources, such as access to mechanization and other essential tools. To address this pressing issue, the municipality is committed to formulating and implementing a Mechanization Support Policy that aims to provide valuable assistance to those who lack resources and support, including the underprivileged members of these communities. This initiative is designed to help alleviate poverty levels, promote food

security, and cultivate lively agricultural communities. By doing so, the municipality hopes to create better opportunities for these individuals and families to actively engage in and benefit from the broader economy, ultimately leading to sustainable development and improved living standards.

The absence of adequate assistance for farmers following the elimination of subsidies by the Gauteng Department of Agriculture and Rural Development (GDARD) remains a significant obstacle to agricultural progress. This issue is not limited to Mogale City; it affects the entire Gauteng province and many developing nations worldwide. The challenges faced by the agricultural sector are compounded by this lack of support, hindering potential growth and sustainability.

Moreover, fostering entrepreneurship within the Agribusiness industry is not feasible without the provision of necessary resources. Essential elements such as robust infrastructure and sufficient capital investment are critical for nurturing entrepreneurial initiatives. In order for the city to thrive economically while simultaneously enhancing its agricultural capabilities, it is imperative that comprehensive support systems are put in place to empower farmers and conducive environments for agribusiness ventures to flourish.

Mogale City has been actively working on implementing the Mechanization Support Program; however, it has been doing so without a structured policy in place that would provide adequate guidance and support for all involved parties. The absence of such a policy has resulted in a variety of challenges that hinder the effective functioning of the program. A significant outcome of this lack of framework is the existing inconsistency and poor coordination among stakeholders, which ultimately leads to producers facing difficulties in accessing the mechanization support they need in a timely manner.

The challenges related to mechanization that are being experienced in Mogale City encompass a range of issues, including but not limited to:

- The Municipality is currently facing challenges in fulfilling the requests made by farmers regarding the Mechanization Support Programme. This inability to meet their needs is mainly due to the fact that the level of demand from farmers for tractors and agricultural implements far exceeds the limited number of machines that have been allocated to the municipality. As a result, farmers are experiencing difficulties in accessing the necessary equipment to enhance their farming practices.

- The lack of access to mechanization support for producers when they need it most can create significant challenges in their operations. This unavailability can hinder their productivity and efficiency, making it difficult for them to compete in the market and meet consumer demands. Without timely access to the necessary machinery and equipment, producers may struggle to maintain their production levels, leading to potential losses and setbacks in their agricultural or industrial processes.
- The financial limitations encountered by Mogale City in their efforts to provide support to farmers through implementation of the Mechanization Support Programme. These constraints may hinder the city's ability to effectively implement and sustain the initiative, potentially impacting the overall success and reach of the program designed to enhance mechanization.

22. OBJECTIVES OF THE MECHANIZATION SUPPORT POLICY

The present position is that rural communities with access to medium to high potential land experience local food insecurity and malnutrition due to the unavailability/affordability of mechanization services and other production inputs. Enabling production for communities with land access will reduce the dependency on social grants and improve the social well-being of those involved. The development of a guiding mechanization policy framework will therefore create an enabling environment for the agricultural sector to access mechanization solutions that are affordable, sustainable and contribute to an improved food security position in Mogale City at all levels. In this respect the following have been identified as objectives espoused by the policy framework:

22.1 To play a significant role in reaching the provincial objectives of fostering decent employment opportunities and establishing a thriving, inclusive economy. Additionally, to actively promote rural development initiatives and enhance food security measures within the region. This involves implementing strategies that not only focus on economic growth but also ensure that all segments of the population benefit from such advancements, while simultaneously addressing the specific needs of rural communities to improve their livelihoods and access to resources.

22.2 It is essential to guarantee that farmers are provided with access to modern agricultural machinery and technology, which would significantly improve their productivity levels in this increasingly competitive agricultural landscape. By incorporating contemporary mechanization, farmers can boost their efficiency,

optimize their resources, and ultimately achieve better yields, allowing them to thrive and remain viable in a market that demands high standards and output.

22.3 To guarantee that smallholder agricultural entrepreneurs receive the necessary support and resources they need to expand their operations and eventually transition into fully commercial farmers, it is essential to implement comprehensive programs that provide training, access to financing, and market opportunities. This assistance will facilitate their growth and enable them to compete effectively in the agricultural market.

22.4 The objective is to enhance the overall net worth of the agriculture sector located in Mogale City, while simultaneously boosting its overall contribution to the Gross Domestic Product (GDP) of the region. This involves implementing strategies and initiatives that will promote growth, efficiency, and sustainability within the agricultural practices of the area, ensuring that the sector not only thrives economically but also plays a significant role in the economic landscape of Mogale City.

22.5 The goal is to effectively connect and unite the various categories of farmers, which include commercial farmers, emerging farmers, and subsistence farmers. This can be achieved by offering appropriate mechanisation solutions that cater specifically to those at the lower end of the economic spectrum. By doing so, we can empower these farmers with the necessary tools and technology that enable them to improve their productivity and efficiency. Ultimately, this support will allow them to have a level footing in the marketplace, enabling them to compete successfully with larger commercial farmers.

23. POLICY GUIDING PRINCIPLES

The appropriate choice and subsequent proper use of mechanized inputs into agriculture have a significant effect on agricultural production and productivity, the profitability of farming, and on the environment. In most cases, the mere application of mechanization does not by itself lead to increased yields, but is usually applied to reduce cost of production and to counteract peak periods with labor shortage. However, the benefits achievable by using advanced and improved inputs such as irrigation, better seed, fertilizer and pesticides cannot be fully realized without an increased application of mechanization. In situations where land is not a constraint and area expansion is feasible, increases in mechanization input have lead to direct increase in production by simply increasing the land area.

Some basic principles must be kept in mind in the discussion on Mechanization Support:

- The reasons for mechanization are economic. The driving force behind mechanization is the farmer's effort to increase or maintain net income.
- Mechanization is demand-driven: ultimately it is the farmer who will decide when to use Mechanization.

The broader guiding principles for the formulation of the Mechanization Support policy may be summarized as follows:

- **Equity** - involves actively fostering the empowerment of groups in society that have historically faced disadvantages, ensuring they have the necessary resources and opportunities to thrive. This policy emphasizes the importance of achieving gender parity.
- **Efficiency** - The mechanization program is designed to aid farmers in enhancing their production efficiency. By integrating advanced machinery and technology into their farming practices, farmers will be able to streamline their processes and ultimately boost their crop yields and overall productivity. This initiative not only aims to optimize resource utilization but also seeks to promote sustainable agricultural practices that can lead to greater profitability for farmers.
- **Capacity building**- the programme will support and build capacity to develop black entrepreneurs within the agro-industry.
- **Cooperation and Intergovernmental Relations**- municipality will not run the programme alone, farmers and WRDM will be important role players.
- **Sustainability** - is a crucial aspect of agriculture that we are aiming to enhance through the implementation of a cost recovery plan. This plan is designed to reduce and eventually eliminate the dependency of farmers on state support, thereby promoting a stronger sense of self-sufficiency among them. Under this initiative, farmers will take on the responsibility for covering the costs associated with diesel, which is essential for their farming operations. By empowering farmers to manage their own expenses, we are encouraging them to adopt practices that will lead to greater financial independence and sustainability in the long term. This shift not only fosters resilience among farmers but also contributes to a more stable agricultural sector overall.
- **Duration** - refers to the amount of time that the tractor is required to remain on the site, which is a minimum of two weeks. Any time beyond this initial period will be open to discussion and must be agreed upon in collaboration with municipal officials, rather than being decided solely by the drivers. It is important to ensure that all necessary

agreements are reached with the appropriate authorities to avoid any misunderstandings regarding the extended use of the tractor.

24. CONSTITUTIONAL AND LEGAL IMPERATIVES OF THE POLICY

- The mechanisation programme is in line with the land and agrarian reform programme of collaboration and is aimed at increasing black agricultural entrepreneurs.
- Section 24 of the Constitution of the Republic of South Africa (Act 108 of 1996) establishes that “ everyone” has a right- (a) to an environment that is not harmful to their health and well-being; and (b) to have the environment protected, for the benefit of the present and future generations, through reasonable legislative and other measures, that-
- Secure ecologically sustainable development and the use of natural resources while promoting justifiable economic and social development.”
- Section 27 (1) (a) of the Constitution of the Republic of South Africa further states that everyone has a right to have access to sufficient food and water, an obligation that is extended in Section 27 (2), according to which the state must take reasonable legislative and other measures, within its available resources, to avail the progressive realisation of the rights.
- These constitutional imperatives are reflected in various sets of the national, provincial and municipal legislation, strategies and policies.
- The mechanisation programme is in line with the land and agrarian reform programme of collaboration and is aimed at increasing black agricultural entrepreneurs.

24.1 Policy Strategic Linkages

- The policy is in line with national and provincial strategies such as:
- Outcome 7 of ensuring Vibrant, equitable and sustainable rural communities ensuring food security for all;
- Comprehensive Rural Development Strategy or Programme.
- Gauteng Employment , Growth and Development and Strategy (GEGDS)
- Gauteng Maize Triangle Plan
- The 2009-2014 Programme of Action.

- Mogale City Fleet Management Policy
- National Mechanization Policy

24.2 Limitations

- The programme is limited to primary production and post-harvest logistics (e.g. Tractor drawn Trailers) and does not cover any other non-agricultural mechanized equipment.
- Lack of adequate budget for repairs and maintenance of tractors and implements.
- Lack of budget to purchase other relevant implements needed.
- Frequent breakdowns due to limited number of implements and they are being over-used and different topography and since one cannot know what is underneath therefore it can't be predicted or assumed as to how often will breakdown occur.

24.3 Estimated required budget

- For implements including ploughs and rotovators, an estimate amount of **R 1,500 000 Million** is required.
- For repairs and maintenance, an estimate amount of **R 500, 000** is required.

24.4 Scope of the Policy

24.4.1 The policy provisions will apply to tractors and equipment made available by the Municipality and other stakeholders in the mechanisation programme.

24.4.2 Key stakeholders include GDARD, DAFF, WRDM and farmer's forums, farmers Cooperatives and individual farmers with special reference to emerging farmers.

25. BREAKDOWN OF THE MECHANIZATION SUPPORT PROGRAM

25.1 Overview of Mechanisation support program

- Mechanisation support to farmers via capacitating municipalities as service points for farmers.
- In this instance, municipality is obliged to have agriculture as one of its programme.
- Municipality must also demonstrate that it has capacity to secure and render a tractor services to emerging farmers as well as operationalizing the tractors to community gardens and report accordingly.

- GDARD shall transfer ownership and full accountability of tractors to WRDM and the working arrangements shall be facilitated with locals.
- The municipality shall budget for the tractors and trailers registrations for subsequent years, insurance and maintenance of all equipment.
- The municipality may provide budget and subsidise all operational costs or it may choose to apply cost recovery , it will entail the following:
 - a. Farmers will be charged an amount per hectare which will be for a service package that includes ploughing, disking, planting and spraying where necessary.
 - b. Rates charged will be standardised and advised by the Agricultural Research Council- Institute of Agricultural Engineering (ARC-IAE). The rates determined shall be below normal charges per hectare by private contractors and are not aimed at profit making but minimal cost recovery. GDARD shall advise of the rates through its constant liaison with the ARC-IAE.
 - c. The municipality will manage the cost recovery account and ensure that services are rendered satisfactory to the farmers.
 - d. There will be no arrangement such as using current crop, livestock or any other means for paying.
 - e. The municipality will be responsible for the costs of transporting the tractors and equipment to the sites of operation and back.
 - f. The fuel and labour costs will be incurred by the relevant municipality.
 - g. The municipality will carry all the risks, maintenance and repairs of all tractors and equipment.
 - h. GDARD will subject to budget availability transfer to the municipality limited grant funding to contribute to the operational costs and maintenance of the tractors and associated equipment.
 - i. MCLM will on a monthly basis report to GDARD on usage of the tractors as per guidelines provided by DAFF.

25.2 OWNERSHIP AND MANAGEMENT OF ASSETS

25.2.1 All assets (tractors, trailers and related equipment) acquired shall be deemed and registered as the municipal assets.

25.2.1 Reporting to GDARD through WRDM shall remain with the recipients of the tractors, in this case local municipality.

26. PARTNERSHIP WITH OTHER STAKEHOLDERS

26.1 Municipality's primary stakeholders and intended core beneficiaries in agricultural mechanisation support programmes are the farmers.

26.2 Municipality shall work together with GDARD, WRDM and farmers commodity groups to ensure optimal operation of the mechanisation support program for the benefit of developing farmers.

27. REVIEW OF THE MECHANISATION POLICY

27.1 The rereview of the Mogale City Local Municipality Mechanisation Support Policy shall take place annually or as and when justifiably necessary.

25.2 The review and any amendments made to the Mogale City Local Municipality Mechanisation Support Policy are subject to ratification by the mandated Municipal Council Committees concerned.

28. REFERENCES

In the process of developing the policy, careful consideration was given to and reference was made to the following internal policies that are already in place. This ensures that the new policy is aligned with our existing frameworks and guidelines, promoting consistency and effectiveness in our organizational practices.

- Mogale City Fleet Management Policy
- Mogale City Supply Chain Management Policy