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THE REPORT ON THE STUDY TOUR TO MANILA AND LONDON

The Portfolio Committee on Public Works (National Assembly) having undertaken a study tour to Manila in Philippines and London and Wales in Britain on 21-27 November 2005, reports as follows:

The structure of the Report

1. Glossary
2. Introduction
3. Background
4. Findings
5. Social responsibilities of M&J
6. Comparative analysis
7. Recommendations
8. Conclusions

1. Glossary

EPWP	Expanded Public Works Programme
M&J	Mabey and Johnson
BMSF	Bevil Mabey Study Foundation
UK	United Kindom
C100	Compact 100
C200	Compact 200
PBP	Presidential Bridging Programme

2. Introduction

The Portfolio Committee on Public Works (the Committee) embarked on the study tour to Manila in Philippines and, London and Wales to learn about the Rural Bridging Programme in Philippines and the construction of Mabey Bridges in the rural areas. The Committee further visited the manufacturing plants in London and Wales. The following four-member delegation went on the study tour; Mr. F Bhengu Chairperson of the Committee, Ms CMP Kotsi, Mr. L Maduma (all ANC) and Mr. JPI Blanche (DA) and the Committee Secretary. The report will provide analysis of each country and the lessons learned in the countries visited and make recommendations to Parliament.

3. Background

The Portfolio Committee on Public Works resolved to undertake a study tour to Philippines and London as a result of the briefing to the joint Portfolio Committees on Public Works, Environmental Affairs and Provincial and Local Government on 26 October 2005. The Mabey Group of Companies and its South African partners Eagles Ring and Mr. Buys from the Department of Provincial and Local Government briefed the Committees. The briefing encompassed the Rural Bridging Programme in Philippines and how the Mabey Bridging programme is assisting the Fillipino government with the installations of bridges. The briefing also included the benefits of the Mabey bridging to the developing countries and it was on the bases of this

briefing that the Committee resolved to visit Philippines, London and Wales from 19-27 November 2005, to have a first hand information and to present such information to Parliament.

4. Findings

4.1 Philippines, Manila on 21-22 November 2005

4.1.1 Briefing about the Presidential Bridging Programme in Philippines

The Committee met with Mr. D Mabey; Chairperson of the Mabey Group in UK, Mr. David Watson - the General Manager – of the Special Project Management of the Philippines President's Bridge Program and the Project Manager, Mr. Ben Power, an Engineer.

The briefing by the Chairperson of Mabey encompassed the Philippines Presidential Bridging Programme. The programme has been in progress for the past eight (8) years. The Tsunami disaster occurred while the programme was in its implementation process and was therefore easy to rehabilitate its effect. The Presidential Bridging Programme (PBP) is meant to improve the infrastructure of the country and access of the rural communities to main countries economic activities.

The Mabey bridges have provided the following economic and social spin offs to the communities:

- It has considered lowering environmental impact when construction is taking place.
- It has introduced poverty alleviation programmes to countries benefited.
- It has increased access of rural communities to the country's economic hype through infrastructure development.
- It has improved access to health and educational facilities in the rural areas
- It has improved the livelihood of the community by increasing the creation of job opportunities on a short and long-term base.
- The Mabey bridges have transfer skills to the local community.

4.1.2 Briefing about the Mabey and Johnson Company in Philippines

The Mabey and Johnson Company designs and manufacture a range of pre-fabricated modular steel bridges. The steel manufactured by this company is used to build bridges in rural areas as well as in any other area that requires emergency bridges. The Mabey bridges have unique features unlike the usual steel bridges. The following are unique features of the Mabey Bridges:

- The bridges are easy to construct or install and this can be done within a week.
- The bridges can be used as permanent and versatile in most remote areas or for immediate provision of emergency bridges.
- Due to its galvanisation the bridges are sustainable and need less maintenance.
- The size of the bridge varies from one way to multiple ways include footbridges.
- The substructure of the bridge can be built quickly with less expense on consultation fees.

- The construction of the bridges is labour intensive.
- The special grade steel used for building the bridges is fully galvanised and designed to carry in excess of normal highway loading.
- The bridge can be constructed for up to 60 metres without a pier.

It is worth noting the evolution of the M&J Bridges from the Bailey bridges in 1942 to Mabey bridges Compact 200 (C200), which was introduced in 1986 and is being further, developed through intensive research. The M&J has continually put the C200 on an on-going test for fatigue, deck and anti-slid tests. ISO 9001 certifies the bridges for quality assurance. M&J is supplying the C200 bridges to both the developed and developing world. The bridges have been installed in areas that have been hit by the natural disasters.

4.2 Site visits

4.2.1 Visit to Coviten Province

- A 45,720-metre bridge has been constructed for the past 18 months in Magellan Municipality, which is a rural municipality.
- Adjacent to this bridge is another 30 metre bridge built four years ago
- There is also 30 metre bridge constructed within the same locality and has been there for the past five years.

4.2.2 *Visit to Queson Aliaga multi-span Delta Bridge on 22 November 2005*

- A 65-metre bridge was in a construction at Queson Aliaga using labour intensive methods.
- Women are involved in the construction of the bridge.
- A number of 12 people are employed to construct the bridge using a crane to lift the piers and the other work was manually done.
- The cranes that are used for the lifting piers belong to the Department of Public Works which is responsible for the implementation of the PBP.
- The bridge joins the two municipalities and serves as a shortcut to the urban centres.
- A community member has attested to the fact that the bridges have not only provided them with jobs but it has also shortened the distance and hours of travelling and access to main social services.

4.3 Visit to London and Wales 24-25 November 2005

4.3.1 London

a) Briefing at the Mabey and Johnson Head Office in Twyford

- Mabey group of Companies was established in 1923 and has built bridges in 80 countries.
- The company specialise in the design and manufacturing of steel panel bridges.
- The main state of the art factory is located in the United Kingdom, which produces up to 60,000 tones of steel per annum.
- The company let out bridges for temporary work.

- The company supply spares to support its building programme.
- The Mabey group keeps its close working relationship with its customers.
- The company observe the environmental impacts when doing feasibility study prior to the construction of the bridges.
- It specialises in shipping and transportation of galvanised steel.
- The company has 24 locations with over 1000 engineering personnel.
- The Mabey and Johnson have received six Queens' awards.

4.4 Site visit

4.4.1 Visit to Fairfield Factory

- The Fairfield Mabey plant was established in 1849 and is based in Chepstow in Wales.
- It produces high quality plated steelwork for highway bridges.
- It is plate girder specialist
- The Mabey and Johson shares the technological expertise at this plant
- The factory is fitted with advanced automated fabrication techniques, which includes robots operated machines.

4.4.2 Visit to Lydney Factory

- This factory is responsible for the manufacturing of C200 steel.
- The ISO 9001 quality assurance and testing is done at the factory.
- The quality system includes the welding, inspection and trace ability of personnel involved on the final inspection and date of production.

4.4.3 Galvanising factory

- Final steel work produced is galvanised at a factory that is separate from the M&J.
- The galvanising assists the steel to be rust resistive and result in low maintenance of the M&J bridges.

5 Social responsibilities of Mabey and Johnson

- As part of its social responsibility a Bevil Mabey Study Foundation (BMSF) was established in 2000.
- The foundation provides books to selected schools in the Philippines.
- The chosen schools are provided with the books depending on their needs and proximity to Mabey bridges.
- The BMSF has successfully implemented a book giving programme and provided some of the impoverished and neglected schools in Philippines with education materials

6 Comparative analysis

The table below shows a comparative study and benefits that could be reaped by South Africa as developing country and shares some characteristics with Philippines.

Current scenario	Spin-offs
1. Provinces such as Limpopo, Eastern Cape and Kwazulu-Natal are vastly rural and mountainous. 2. Communities around these areas are either separated by the rivers or mountain and makes it inaccessible to reach services on either side of the community. **3.** During rainy season children are unable to attend schools while adults unable to go to work. **4.** The 1999/2000 floods caused a considerable damage to the infrastructure of the country causing more hardship to rural communities.	1. The Mabey Bridges could be incorporated into the EPWP. 2. The intensive labour methods that are used by the Mabey are in line with the EPWP Guidelines. 3. The transfer of skills is highly rated within the bridging programme. 4. Separated communities can be brought closer to each other. 5. Travelling distance and hours could be shortened. 6. Due to durability, flexibility of installation and temporal nature of the bridges, the bridges could be easily dissembled and be used for emergencies in the country. 7. The bridges are highly rated for military use in emergency situation.

7 Recommendations

8 Conclusions

The Committee would like to thank the Eagles Ring, which is a South African partner of the Mabey Group for assisting with arranging the programme for the visit. Acknowledges the impact that the Mabey group has made in the alleviation of hardship caused by natural disasters in Africa and abroad.

Mr F Bhengu
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Chairperson

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