



Western Cape  
Government

Department of the Premier

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# PROVINCIAL EVALUATION PLAN

## 2013/14–2015/16

Updated: January 2014

# FOREWORD

This updated Provincial Evaluation Plan constitutes part of the rolling three (3) year Provincial Evaluation Plan for 2013/14 -2015/16 that was approved by Provincial Cabinet during March 2013.

This plan is compiled within the context of the National Evaluation Policy Framework. It takes into account the existing Provincial-wide Monitoring and Evaluation System and the related Results-based Monitoring and Evaluation approach.

This updated Plan focuses on the implementation of six (6) evaluations that focuses on key government interventions with an emphasis on our provincial priorities. The recommendations emanating from these evaluations will be used to improve evidence based decision making towards achieving outcomes and impact.



A handwritten signature in black ink, appearing to read 'Brent Gerber', with a long, sweeping flourish extending to the right.

Advocate Brent Gerber  
Director General: Department of the Premier

March 2014

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# ABBREVIATIONS

CPF Community Police Forum

CSIR Council for Scientific and Industrial Research

EPP Expanded Partnership Programme

FPS Forensic Pathology Services

HAS Hygiene Assessment System

MRC Medical Research Council

NDP National Development Plan

NIMS National Incident Management System

PSO Provincial Strategic Objective

RTMC Road Traffic Management Corporation

UCT University of Cape Town

UN United Nations

WC Western Cape

# 1. Summary of Evaluations

Title of evaluation	PSO	Implementing Department	Type of Monitoring data	Implementation Years	
				2014/15	2015/16
Evaluating the impact of the Safely Home Campaign on road crash fatalities in the Western Cape	<b>PSO 3:</b> Increasing access to safe and efficient transport	Department of Transport and Public Works	<ul style="list-style-type: none"> <li>• WC FPS Fatality database</li> <li>• Integrated Provincial Accident Data system (at Dept. of Transport and Public Works)</li> <li>• CSIR</li> <li>• UCT Research unit</li> <li>• University of Stellenbosch</li> </ul>	Y	
Evaluating the impact of Fatigue Management	<b>PSO 5:</b> Increasing safety	Department of Community Safety	<ul style="list-style-type: none"> <li>• Departmental data</li> </ul>	Y	
Evaluating the Expanded Partnership Programme	<b>PSO 5:</b> Increasing safety	Department of Community Safety	<ul style="list-style-type: none"> <li>• Departmental data</li> </ul>	Y	
Evaluating the impact of crop rotation trials	<b>PSO 11:</b> Increasing opportunities for growth and development in rural areas	Department of Agriculture	<ul style="list-style-type: none"> <li>• Business plans of the funded project</li> </ul>	Y	
Evaluating the impact of abattoir inspections conducted	<b>PSO 11:</b> Increasing opportunities for growth and development in rural areas	Department of Agriculture	<ul style="list-style-type: none"> <li>• Business plans of the funded project</li> </ul>	Y	
Impact evaluation of the annual Western Cape Farm Worker of the Year Competition	<b>PSO 11:</b> Increasing opportunities for growth and development in rural areas	Department of Agriculture	<ul style="list-style-type: none"> <li>• Business plans of the funded project</li> </ul>	Y	

# 2. Concepts for Evaluation

This section outlines the concept for evaluations as it relates to PSOs 3, 5 and 11.

## 2.1 Evaluating the Impact of the Safely Home Campaign on road crash fatalities in the Western Cape

### Implementing department: Department of Transport and Public Works

#### Background and context of the intervention

Public and private transportation shapes and connects the built environment of the Western Cape Province. In this regard, transportation should be functionally integrated with the built environment and it must be able to move people and goods safely. The Western Cape Government has identified Provincial Strategic Objective (PSO) 3: Increasing access to safe and efficient integrated transport as a strategic priority in order to achieve the goal of creating an open opportunity society for all. A focal point relating to public and private transportation in the period 2010 to 2014 is improving transport safety. One of the strategic policy frameworks used to manage this PSO include the institutionalisation of the Safely Home Programme. Departments mandated in this intervention include the Department of Transport and Public Works (custodian), the Department of Community Safety (custodian of PSO 5: Increasing Safety), and the Department of Health. In terms of PSO 5, the issue of Optimising Road Safety is addressed as it is imperative that road safety be incorporated within the Safely Home Programme.

The intervention, Safely Home, is a road safety programme and focuses on improving road safety with the goal of halving road crash fatalities on the Western Cape roads by the end of 2014. The intervention benefits all road and public transport users in the Western Cape Province by saving lives and reducing the burden of disease. Road related trauma costs the economy billions annually and has a significant impact on the funds available for other priority development needs.

A major challenge of road crash fatality statistics in South Africa is the variance that exists between various responsible organisations, such as the Road Accident Fund, the Road Traffic Management Corporation (RTMC), the Medical Research Council (MRC) and the National Incident Management System (NIMS). As of December 2012, road crash fatalities on Western Cape roads have dropped by more than 27% since 2009. Pedestrian fatalities currently constitute 46, 5% of these road crash fatalities.<sup>1</sup> A further iteration related to the Safely Home Programme is the four (4) E's (enforcement, education, engineering and evaluation) on which the Safely Home Programme is based.

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<sup>1</sup>Source: Road Traffic Management Corporation Report: 2012

The outcomes of the intervention are:

- Exercising enforcement and promote education primarily aimed at males between the ages of 16 and 49 years or those who could influence their behaviour;
- Creating a safe environment for pedestrians by lowering and enforcing speed limits where pedestrian hazardous locations have been identified as a result of pedestrian fatality reports;
- Promoting safety belt compliance in vehicles, i.e. seat-belt wearing, drunk driving (and walking) and speed enforcement that are considered to be priorities;
- Focusing on pedestrians and public transport vehicle drivers, while work continues on the roll out of Average Speed over Distance technology.

The 'Safely Home' Programme has been institutionalised since 2009 and is scheduled to run until the end of 2014.

## **Importance of the Intervention for evaluation**

At the provincial level, this intervention is primarily influenced by PSO 3: Increasing access to safe and efficient transport, and directly linked to the outcome 'reducing road crash fatalities by 50% by 2014'. This is in line with the ACCRA agreement, several National Strategies and the United Nations Decade of Action for Road Safety 2011 - 2020 international strategy. The intervention is also linked to PSO 5: Increasing safety, through the need to optimise road safety that must consider how best to integrate the Western Cape road safety resources into a broad Province-wide road safety strategy. This is aligned with the One Cape 2040, Chapter 5, in the fact that Traffic Law Enforcement, in collaboration with related stakeholders, is used to control the flow of traffic in and out of the Province.

At the national level this intervention responds to NO 2 [Create decent employment through inclusive economic growth], NO 5 [Build a safer country] and NO 6 [Support an efficient, competitive and responsive economic infrastructure network]. The intervention is also linked to the National Development Plan's Chapter 4: Economy Infrastructure (Transport) and Chapter 12: Building safer communities.

In terms of how innovative this intervention is, it seeks to reduce road crash fatalities by 50% by 2014 through the use of the four E's of road safety recognised as international best practice by the United Nations. These are Enforcement, Education, Engineering and Evaluation. The Education aspect of Safely Home innovates as follows:

- A Safely Home Web Portal inclusive of a Customer Relationship Management toolset,
- A social media campaign on Facebook and Twitter,
- The Safely Home reporter tool which enables members of the public to log reports of reckless and inconsiderate drivers, public transport operators and speedsters,
- The recruitment of Safely Home Ambassadors to facilitate communication and education initiatives,
- A Government Fleet Drivers' Pledge and
- A heightened media and education focus on pedestrians and the Safe Schools Programme by the Department of Community Safety.

The estimated budget for the intervention is R17 million over the medium term period (2013 – 2015) and the number of people directly affected is all road users of the Western Cape Province roads.

In term of the public interest, the Safely Home programme is endorsed by faith communities who encourage traffic authorities to react as vigorously as possible, and call upon all people to co-operate when encountering road blocks, to adhere to traffic regulations and to drive with courtesy and consideration at all times.

The intervention is now at a critical stage as it seeks to reduce road crash fatalities by 50% by 2014 and the latest figures show a reduction of 29% (April 2013).

## **Purpose of the Evaluation**

The proposal is to evaluate the impact of the Safely Home campaign on road crash fatalities in the Western Cape. The key focus of the evaluation is to evaluate the implementation of the education and communication interventions of Safely Home and its effectiveness in reducing the road crash fatalities in the Western Cape.

## **Unit of Analysis for the Evaluation**

Programme Level: Safely Home Programme (consisting of a group of interrelated projects).

## **Key questions to be addressed for the evaluation**

- Has the Education and Communication drive led to the identification of the major problems in road safety?
- Which education and communication drives for road safety has been successful in reducing road crash fatalities, and which have not?
- To what extent has the education and communication drives led to a reduction in the annual road related trauma costs to the economy?
- Has the education and communication drives been sufficient in effecting a change in the behaviour of all road users?
- What was the impact of the education and communication drive to date in getting the public to understand the importance of road safety?

## **Principle Audience**

Policy makers, Politicians, government officials, related stakeholders, civil society

## **Type of Evaluation**

Implementation



## **Cost Estimate**

R500 000

## **Timing and Duration**

Three-year multi-evaluation programme

## 2.2 Evaluating the impact of the Fatigue Management programme

### Implementing department: Department of Community Safety

#### Background and context of the intervention

The N1 highway between Laingsburg and Beaufort West, with an extension of the R62 towards Aberdeen, has notoriously been named 'the road of death'. This is due to the high number of serious and fatal crashes experienced on that road. Research conducted by the Department of Community Safety has indicated that most of these vehicle crashes occur after sunset, particularly after drivers have covered enormous distances. The department has thus embarked on a Fatigue Management programme, where all public transport vehicles, particularly mini bus taxis, are stopped between 20:00 and 08:00 to check driver and vehicle compliance and assess the physical fitness of the driver. From the middle of December 2011 till the end of July 2013, almost 30 000 vehicles were checked, of which almost 10% were stopped as the drivers were deemed to be fatigued. Since the inception of the project, no public transport vehicles were involved in any serious accidents on this stretch of road.

The intervention, 'Fatigue Management' sets out to reduce the high number of fatalities that results from fatigue driving between the hours of 20:00 and 08:00. The intervention focuses on measuring the implementation and outcome of the Fatigue Management Programme that contributes to the decrease of fatalities in the Province. This is in line with the UN Decade of Action target to decrease fatalities by 50% by 2014.

The outcomes of the intervention relates to reducing fatalities as well as to raise awareness amongst public transport vehicle operators.

This intervention commenced on 22 December 2011 and is still on going.

#### Importance of the Intervention for evaluation

At the provincial level, this intervention is directly linked to PSO 5 (Increasing safety). The alignment with the One Cape 2040 is in the fact that Traffic Law Enforcement is used to control the flow of crime/drugs in and out of the Province.

At the National level, this intervention responds to NO 3 (Safety and Security). The intervention also finds its link with the National Development Plan (NDP) in Chapter 12: 'Builds community participation in community safety' and 'Build safety using an integrated approach'.

In terms of how innovative this intervention is, provincial traffic has been successful in sustaining this initiative. It is noted that this practise is not done elsewhere, and there is co-operation from road users and traffic law enforcement. Drivers, after a visual observation and verbal interaction,

are complying with the instruction to park the vehicle and rest for at least four (4) hours. This is achieved even though there is no current legislation or technical measuring instrument to support the parking of vehicles viz the temporary confiscation of car keys due to driver fatigue.

The estimated budget for the intervention is R500 000. The beneficiaries of this intervention include all road users of the N1 highway in the Western Cape Province.

In terms of the public interest, the media has over the years, named this road, 'the road of death' due to its high fatality rate, which has raised the awareness around the potential danger on this road with motorists travelling specifically on the N1, into and out of the Western Cape Province, between Aberdeen, Beaufort West and Laingsburg. Several engineering improvements were made to this road e.g. improved road markings, signage, and rest-stop areas. However, the fatality figures have remained unacceptably high. Since the commencement of the Fatigue Management project, a noticeable decrease in fatalities during the hours when the project is in operation is evident.

The intervention is now at a critical stage as there needs to be a decision to sustain or scale down as the initiative demands, deployment of dedicated staff on a daily basis between 20:00 and 08:00 at the two (2) traffic centres. There is also the need for expansion of the intervention to other critical areas.

## **Purpose of the Evaluation**

The proposal is to evaluate the impact of the Fatigue Management programme. The intervention has not yet been evaluated.

The key focus of the evaluation is to measure the implementation and the outcomes of the Fatigue Management Project as it contributes to the decrease in fatalities in the province and this intervention also contributes to the Decade of Action target which is to decrease fatalities by 50% by 2014.

## **Unit of Analysis for the Evaluation**

Programme level: The stopping and parking of vehicles are monitored at the programme level.

## **Key questions to be addressed for the evaluation**

- What is the response of the target group to the intervention being evaluated?
- What in this intervention is working and what is not working?
- How sustainable is the project?
- What is the impact of this project and is there a change in driver behaviour?
- What is the public perception of this intervention?
- What is the commuter's perception of this intervention?
- How can this project be strengthened?
- What is the possibility of expansion of this intervention to heavy duty trucks and the general motorist within the Western Cape?

## **Principle Audience**

Policy makers, government officials, motorists, civil society, business researchers, media

## **Type of Evaluation**

Impact Evaluation

## **Cost Estimate**

R500 000

## **Timing and Duration**

Six (6) months

## 2.3 Evaluating the Expanded Partnership Programme

### Implementing department: Department of Community Safety

#### Background and context of the intervention

The Constitution of the Republic of South Africa, Act 108 of 1996, Section 206 (3) (c) stipulates that each province is entitled to promote good relations between the Police and the community. In this regard, the Department of Community Safety works with Community Police Forums (CPFs) who, in turn, serves as the community safety structures. Jointly, these two structures are responsible for promoting good community police relations and the monitoring of police functions. The CPFs participation in the Expanded Partnership Programme (EPP) contributes to improved community relations, transparency, police accountability as well as increased safety in local communities.

The intervention, 'Expanded Partnership Programme' sets out to focus on civilian oversight through the independent collection of safety information. This is done by monitoring local policing and thereby influencing the allocation of policing and safety resources for the increase of safety in local communities. The key focus of the intervention is to measure the implementation of the Expanded Partnership Programme through the following outcomes:

- Increasing the sustainability and functionality of CPFs through the implementation of a structured monitoring role, with a funding model for CPFs to utilise for funding safety projects within communities
- Increasing the efficiency of CPFs by ensuring structured monitoring/oversight of policing
- Increasing active citizenship by increased community participation
- Improving police accountability to local communities and to implement a structured safety partnership between the Department of Community Safety and CPFs as per the whole society approach.

This intervention that is a pilot project commenced in November 2011 and is still on-going. It was rolled out to all 150 CPFs in the Province.

#### Importance of the Intervention for evaluation

At the provincial level, this intervention is in line with Provincial Strategic Objective (PSO) 5 (increasing safety) with the focus on making every community in the Province a safe place in which to live, work, learn, relax and move about. This intervention is also linked to the One Cape 2040 vision which fosters an improved quality of life.

At the national level this intervention is linked to National Outcome (NO) 3 (all people in South Africa feel safe). The intervention is also linked to the National Development Plan (NDP) and propagates for 'a police service that is a well-resourced professional institution staffed by highly

skilled officers who value their work, serve their community, safeguard lives and property without discrimination, protect against violence and respect the rights of all to equality and justice. In addition, it also links to the NDP objective 'community participation in community safety' as the NDP seeks to achieve the mobilisation of communities through Community Police Forums (CPFs) with dedicated budgets and cost-benefit analysis improving on their effectiveness. The Expanded Partnership Programme (EPP) provides for the statutory functions of CPFs to be captured as service delivery standards linked to a financing model and measurable outcomes.

In terms of how innovative this intervention is, the Expanded Partnership Programme translates legislative requirements into minimum service standards by means of a structured, easy to use tool to increase the efficiency, functionality and sustainability of CPFs. This is essential for the promotion of good community police relations and the increase of safety in local communities.

The estimated budget for the intervention is R3.83 million for 2013/2014 and R18 million for 2014/2015 – 2017/2018. The number of beneficiaries of this intervention is 150 CPFs across the Western Cape Province.

In term of the public interest, there is a significant attempt to increase safety by holding local police accountable and influencing the allocation of local safety resources. There are also continuous efforts to strengthen the relationship between the police and the community. The Khayelitsha Commission brought the oversight into policing issue to the fore in a much publicised manner. The EPP serves as an early warning system to address police apathy and inefficiencies and the CPFs have been mainly positive towards the EPP.

The intervention is now at a critical stage as decisions have already been taken in terms of the model to be followed.

## **Purpose of the Evaluation**

The proposal is to evaluate the implementation of the EPP. The key focus of the evaluation is to dissect the civilian oversight function through the independent collection of safety information. This is done through monitoring local policing and influencing the allocation of policing and safety resources for the increase of safety in local communities.

## **Unit of Analysis for the Evaluation**

Programme level

## **Key questions to be addressed for the evaluation**

- How did the level of participation between the Department and the CPF increase since its inception in the Western Cape Province?
- To what degree does the combination of the inputs and activities being tested contribute to the respective outputs of the programme?
- What methods are used to achieve the efficiency and effectiveness of the objectives of the

intervention?

- How do these methods if any, link to ensuring that the outcome of the EPP programme is achieved?
- To what degree and how has the functionality of the CPFs improved?
- To what extent did the EPP influence the civilian oversight function performed by the CPFs in comparison to a period prior to the intervention?

## **Principle Audience**

Policy makers, government officials, SAPS officials, CPFs and civil society

## **Type of Evaluation**

Implementation Evaluation

## **Cost Estimate**

R500 000

## **Timing and Duration**

3 Six (6) months

## 2.4 Evaluating the Impact of crop rotation trails

### Implementing department: Department of Agriculture

#### Background and context of the intervention

The economy of the Swartland has for long been based on wheat production. Crop rotation is a key component in reduced and integrated systems of production, with maximum use made of crops which contribute positively to soil fertility. Crops such as canola and lupins are ideally suited to rotation with wheat as it is important (from a disease prevention point of view) that neither canola nor lupins are planted on the same land more frequently than every third or fourth year. Not only do they provide suitable broad-leaf 'break' crops in which grass weeds may be effectively controlled in wheat production systems, but they also have the potential to improve soil structure and, in the case of lupins, provide nitrogen to the following wheat crop.

The intervention, 'Crop rotation trials' sets out to serve as a model for crop rotation. This is done to show farmers that not all crop rotation systems can be sustainable over time when compared to the unsustainable practice of conventional farming and monoculture production. The intervention focuses on determining the short and long term effects of eight (8) of the most feasible crop and crop/pasture rotation systems identified for the Swartland on: crop yields, weed control, disease suppression, soil production potential, sheep production, and economically sustainable land-use in the Swartland.

The planned outcomes of this intervention are as follows:

- Reduce the input costs for wheat production
- Increase protein and oil seed production
- Increase diversification of the farming system for greater financial stability
- Reduce costs to livestock farmers
- Increase the production potential of soils due to increased organic matter content and micro and macro organism activity.

The crop rotation trials started in 1996 and will continue until 2016, with the possibility of continuing into the future.

#### Importance of the Intervention for evaluation

At the provincial level, this intervention is directly linked to PSO 11 (Increasing opportunities for growth and development in rural areas) and PSO 7 [Mainstreaming sustainability and optimising resource-use efficiency] as sustainability in agriculture under climate change conditions is very important since our province produces about 77% of the national wheat production. If the Western Cape Province can manage the same and higher yields through conservation agriculture, it can create rural communities that thrive within this industry. There is alignment with the One Cape 2040 in the fact that agriculture, agro-processing and agri-technical services are promoted in the Western Cape Province through generating work, leveraging innovation and selling solutions.



At the National level, this intervention is linked to NO 7 [Vibrant, equitable and sustainable rural communities contributing towards food security] and NO 10 [Protect and enhance our environment assets and natural resources]. Through conservation agriculture, the Western Cape Province farms and natural resources can be protected and will be sustainable for the future, which in turn leads to sustainable rural communities.

This intervention also speaks to the National Development Plan (NDP) as it is directly linked to conservation agriculture and water use efficiency which are two (2) of the top focal points of the NDP.

In terms of how innovative this intervention is, implementing crop rotation practices can be profitable and sustainable over a period and can also increase the overall wheat yield of the area contributing to food security and increased production.

The estimated budget for the intervention is R5 978 613 until the end of the 2013 financial year, keeping in mind that the intervention has been operative since 1996. The projected budget for 2014/15 is R265 000 and this only refers to running costs.

The people directly affected is the farming community of the Swartland specifically and the entire Western Cape grain producing areas as reference.

Sustainable crop production and food security is of immense public interest to the citizens of the Western Cape Province. The effect that this intervention has had over the course of the project can be seen in the adoption of crop rotation practices in the Swartland that is in contrast with the history of monoculture cropping in the region.

The intervention is now at a critical stage as the project, in its current form, is nearing completion and decisions need to be taken as to the future of the project. There also needs to be a focus as to how to enhance the already known results to take sustainable crop production and food security forward in a sustainable way.

## **Purpose of the Evaluation**

The purpose of the evaluation is to determine the impact of long-term crop rotation trial on the shift from monoculture cropping to rotation in the Swartland.

## **Unit of Analysis for the Evaluation**

Programme level

## **Key questions to be addressed for the evaluation**

- What is the impact of the rotation systems on the sustainability of farming in the Swartland with specific reference to crop yield and quality, weed control and weed seed banks, carbon content of soils and the diversification of farming (e.g. canola and lupins)?

- What is the long-term effect of crop and crop/pasture rotations on the financial and economic viability of farming in the Swartland?
- What are the adoption rates of crop rotation research results amongst farmers in the Swartland and what factors influence these rates?
- What design changes could be made to this research programme to enhance its impact per research expenditure?

## **Principle Audience**

Policy makers, government officials, Farmers and Farmer Associations, civil society, business and media

## **Type of Evaluation**

Impact Evaluation

## **Cost Estimate**

R500 000

## **Timing and Duration**

Three (3) months

## 2.5 Evaluating the Impact of abattoir inspections conducted

### Implementing department: Department of Agriculture

#### Background and context of the intervention

The slaughter of animals is regulated by the Meat Safety Act, which implies that all meat produced for consumption must be derived from animals slaughtered at an abattoir. The Meat Safety Act (Act 40 of 2000) and the associated regulations published there-under provides the legislative framework within which abattoirs must operate. The Department of Agriculture is responsible to inspect abattoirs' compliance with this Act.

The slaughter of animals at an abattoir serves as a precaution to prevent the spread of foodborne zoonotic diseases. Factors playing a vital role towards ensuring that the consumer receives safe meat include the structural design, operational procedures, hygiene management systems and meat inspection, both ante-mortem, primary and secondary.

The intervention, 'Abattoir inspections' sets out to ensure that regulatory requirements are met towards providing safe meat to the consumer. This, in turn, prevents the transfer of zoonotic diseases to humans.

The main outcomes of the intervention are:

- Ensure the meat supply chain consists of only hygienically slaughtered and safe meat
- Check that safe meat offered to the consumer is free from zoonotic disease conditions that could lead to food poisoning or related conditions in humans
- Ensure exported meat produced is done under safe and hygienic conditions
- Ensure that animal welfare principles are taken into account when slaughtering healthy animals under humane conditions
- Ensure that proper ante-mortem inspection of all animals take place
- Perform trustworthy and reliable independent primary meat inspection on each carcass
- Observe that there is compliance with prescribed hygiene management systems at all times.

This intervention started in 2000 and will continue until there is overall compliance with meat safety regulations.

#### Importance of the Intervention for evaluation

At the provincial level, this intervention links to PSO 1 [Increasing opportunities for growth and jobs], PSO 11 [Creating opportunities for growth and development in rural areas] and PSO 4 [Increasing wellness]. The slaughtering and processing of all animals destined for human consumption must take place in registered and inspected abattoirs and hence the positive link with the respective Provincial Strategic Objectives. There is alignment with the One Cape 2040 through the building

of an integrated and inclusive vibrant rural economy with improved employment opportunities and food security.

At the national level, this intervention links to NO 4 [Decent employment through inclusive economic growth], NO 5 [A skilled and capable workforce to support an inclusive growth path] NO 6 [An efficient, competitive and responsive economic infrastructure network], NO 7 [Vibrant, equitable and sustainable rural communities with food security for all], NO 8 [Sustainable human settlements and improved quality of household life] and NO 11 [Create a better South Africa and contribute to a better and safer Africa and World]. This intervention also speaks to the National Development Plan (NDP) as it is directly linked to an inclusive rural economy.

In terms of how innovative this intervention is, Veterinary Public Health (VPH) plays a pivotal regulatory role towards ensuring safe meat for consumption. From a global perspective, about 75% of new diseases that have affected humans over the past 10 years have been caused by pathogens originating from an animal or from products of animal origin. Annually, millions of people get sick because of foodborne zoonosis such as Salmonellosis and Campylobacteriosis that causes fever, diarrhoea, abdominal pain, malaise and nausea.

The estimated budget for the intervention is R13.773 million that is the total budget allocation for 2010/2011, 2011/2012 and 2012/2013 financial years. The number of people directly affected or enrolled is the 5.8 million citizens of the Western Cape Province as well as those employed at the registered 75 abattoirs.

In terms of the public interest, many zoonotic diseases impact significantly on human health as well as livestock productivity, thus undermining livelihoods both causing illness in the household and threatening its livestock and their output. Besides providing safe meat to all consumers by means of regulatory control over the slaughter of animals at abattoirs, it also serves as a disease surveillance role by early detection of disease conditions in production animals. International trade in animal products also benefit due to improved control measures at abattoirs. Poor slaughtering techniques in abattoirs will lead to various forms of illness that could result in food poisoning or even death; such incidents resulting from zoonotic diseases are often reported in the media.

The intervention is at a critical stage as meat safety and regulatory control will significantly benefit when the proposed plan for Independent Meat Inspection is implemented. No prior evaluation has been done.

## **Purpose of the Evaluation**

The proposal is to evaluate whether regulatory requirements are met towards providing safe meat to the consumer and hence to prevent the transfer of zoonotic diseases to humans. The key focus of the evaluation is to determine the effectiveness as well as the social and economic impact of the intervention.

## **Unit of Analysis for the Evaluation**

Programme level

### **Key questions to be addressed for the evaluation**

- How effective were the compliance monitoring inspections in improving the level of meat safety and Hygiene Assessment System (HAS) ratings of individual abattoirs?
- What is the nature and extent of the quantifiable health benefits which individuals and society reaps from the meat safety inspection service?
- What quantifiable socio-economic benefits resulted from this service?
- Given the nature of the industry, how could safe and healthy game meat be ensured in the most cost efficient way?
- What changes, within the power of the Province, could be made to the current system (including independent meat inspection and ante-mortem inspections) to ensure safer meat in a more cost efficient way?

### **Principle Audience**

Policy makers, government officials (national and provincial), citizens of the Western Cape Province, civil society, business

### **Type of Evaluation**

Impact Evaluation

### **Cost Estimate**

R400 000

### **Timing and Duration**

Six (6) months

## 2.6 Evaluating the Impact of the annual Western Cape Farm Worker of the Year Competition

### Implementing department: Department of Agriculture

#### Background and context of the intervention

The Western Cape Farm Worker of the Year Competition is an intervention managed by the Department of Agriculture. This competition is open to all farm workers across the Province. During the 2012/2013 financial year, a total of 15 regions participated in nine (9) different categories within the competition. These nine (9) categories include: administration, animal production, general worker, social development, irrigation, specialist, tractor driver, technical operator, junior manager, middle manager and senior manager. Regional awards are allocated to the listed category winners. The prizes awarded consist of certificates, trophies, monetary rewards, training and travel opportunities. All regional category winners go through to the Provincial completion which culminates in a provincial adjudication process. Provincial award winners are announced at a formal award ceremony which has also become one of the biggest gala events hosted by the Province.

The intervention, 'Western Cape Farm Worker of the Year competition' sets out to give recognition to farm workers for the important and valuable role that they play in the sustainability and growth of the agricultural sector in the Western Cape Province. The intervention focuses on rewarding farm workers for their contribution towards strengthening the agricultural sector according to nine (9) specific criteria.

The outcomes of the intervention are:

- Improved self-realisation of farm workers
- Better employment and socio-economic conditions on farms.

This intervention commenced in 2002 in the Hex River Valley and started with 36 entrants. During 2012/2013, a total of 887 farm workers participated in the competition.

#### Importance of the Intervention for evaluation

At the provincial level, this intervention is directly linked to PSO 8 [Promoting social cohesion and reducing poverty] and to PSO 11 [Increasing opportunities for growth and development in rural areas] in that it forms an important building block for growth and development in rural areas. The Department of Agriculture was requested to take the lead in Work Group 4 [Food Security]. This Work Group is directly responsible for the enhancement of household and food security in the Province. This intervention is also linked to the One Cape 2040 vision which fosters that promotes the Enterprising Cape in terms of agriculture, agro-processing and agri-technical services.

At the national level, this intervention is directly linked to NO 5 [A skilled and capable workforce to support an inclusive growth path], NO 7 [Vibrant, equitable and sustainable rural communities and food security for all] and NO 14 [Creating unity in South Africa].

In addition, this intervention also links to Chapter 6 of the NDP objective 'inclusive rural community' as the NDP seeks to achieve inclusive rural development by 2030.

In terms of the innovation of this intervention, this remains the only competition of this nature in the country. The value of this competition is demonstrated by the fact that the number of farm workers and regions participating in the event increases annually.

The estimated budget for the intervention is R1 682 298.00 and the number of people directly affected to date is 4 807 farm workers.

In terms of the public interest, the image of farm workers with the general public is poor. In the light of the recent farm worker strikes this image has been further negatively influenced. Exposure of the public to these farm workers, who have proven themselves, and without whose contribution producers would not be able to ensure production and food security, is crucial in order to rectify this image and ultimately gain the trust and confidence of the public.

The intervention is now at a critical stage as the competition commenced in 2002 and has grown over the years in number and stature. Although not everyone is positive about the competition, it has developed a 'recipe for success' that will be continued for the benefit of the farm workers in the Province for as long as the necessary funding is available.

## **Purpose of the Evaluation**

The proposal is to evaluate the impact of the annual Western Cape Farm Worker of the Year Competition. The key focus of the evaluation is to determine the extent that this competition has made a change to the socio-economic conditions of the participating farm workers.

## **Unit of Analysis for the Evaluation**

Programme level

## **Key questions to be addressed for the evaluation**

- To what extent did the award winning entrants make a difference in terms of employment, living and socio-economic conditions for other farm workers and their families?
- What is the impact of such an institutionalised competition on the self-realisation of farm workers?
- What are the factors that motivate farm owners to allow workers to participate in the competition?
- What are the resulting costs and benefits, if any, that accrues for the farm owners?
- To what extent does the annual Western Cape Farm Worker of the Year Competition influence

the perception of farm workers and other farm workers, farmers, as well as the general public and their respective organisations?

- What design improvements, if any, can be made to the competition and its promotion?

## **Principle Audience**

Policy makers, government officials, sponsors, Farmer Associations and the Prestige Farm Workers Forum (previous winners)

## **Type of Evaluation**

Impact Evaluation

## **Cost Estimate**

R600 000

## **Timing and Duration**

Three (3) to six (6) months





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