



NSDP ALIGNMENT STUDY

The NSDP Alignment Study, commissioned by the Presidency, the Department of the Premier and the Xhariep District Municipality in 2009, indicated the following empirical findings;

Social Capital

- Xhariep's population is declining, especially in the Western half
- Destitute families are migrating into Mookgongolo from the Eastern Cape and Lesotho
- Rural families are moving to the towns to access social services
- Skilled and semi-skilled workers are leaving the district
- Although welfare services have reduced deep poverty, half of households still earn less than R1,600 per month

Economy

- The economy remains dominated by the extractive sectors, namely mining and farming.
- Economic growth has historically been highly volatile, but has moderated in recent years.
- Xhariep's public sector is large but declining.
- Top performing sectors in recent years include construction, mining and transport and communication.
- Xhariep's skills pool is significantly shallower than to the rest of the province or the country.
- Out of every four employment opportunities in the district, one would be in community or government services, one in agriculture and one informal.
- The number of persons employed in mining or manufacturing is negligible.
- Most new jobs since 1996 has been in the services sector.
- Although the number of employed persons is stable, the proportion of private sector workers has declined below 70%.

Natural Capital

- Xhariep's climate is prone to severe drought, and long drought conditions have led to large-scale layoffs of labour, which has pushed up unemployment.
- Xhariep's climate is expected to remain cool and dry, but with 10% less mean annual precipitation by 2070.
- Summers will be wetter, but the remainder of the year drier, with evaporation increasing by 10-15%.
- Demand for irrigation water will rise by 20-30%.



- Dry land cereal production is expected to cease completely as moist pockets dry up in the eastern extreme

Infrastructure

- Xhariep is transected by three significant movement corridors,
- Freight movement along N1 corridor is projected to increase by between 200% to 250% by 2015
- Growth opportunity along PE-Gauteng movement corridor due to emergent industrial node at Coega
- Negligible integration between national rail system and local production. Rural branch lines are suspended or running limited service
- Internal connectors in very poor condition