



transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA

DEPARTMENT OF TRANSPORT

VOTE NO. 40

ANNUAL REPORT 2020/2021 FINANCIAL YEAR

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PART A: GENERAL INFORMATION

1. DEPARTMENT GENERAL INFORMATION

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2. LIST OF ABBREVIATIONS/ACRONYMS

A

AARTO	Administrative Adjudication of Road Traffic Offences Act
AASA	Airlines Association of South Africa
ABS	Anti-lock Braking System
AC	Audit Committee
ACSA	Airports Company of South Africa
AFCAC	African Civil Aviation Commission
AFI	African and Indian Ocean
AGSA	Auditor-General of South Africa
AGM	Annual General Meeting
AISC	International Air Services Council
AMO	Approved Maintenance Organisations
AO	Accounting Officer
AoPO	Audit of Predetermined Objectives
APP	Annual Performance Plan
ARDP	Access Road Development Plan
ASC	Audit Steering Committee
ASIB	Aviation Safety Investigation Board
ASLC	Air Services Licensing Council
ATM	Air Traffic Management
ATNS	Air Traffic and Navigation Services
AU	African Union
AVSEC	Aviation Security
AVT	Autonomous Vehicle Technology

B

BAC	Bid Adjudication Committee
BAS	Basic Accounting System
BARSA	Board of Airline Representatives of South Africa
B-BBEE	Broad-Based Black Economic Empowerment
BEC	Bid Evaluation Committee
BEE	Black Economic Empowerment
BRT	Bus Rapid Transit System

C

CAASA	Commercial Airlines Association of Southern Africa
CARCOM	Civil Aviation Regulations Committee
CAUAMC	Civil Aviation Upper Airspace Management Centre
C-BRTA	Cross-Border Road Transport Agency
CEO	Chief Executive Officer
CFO	Chief Financial Officer

CI	Corporate Identity
CIO	Chief Information Officer
CLC	Civil Liability Convention
COLTO	Committee of Land Transport Officials
COO	Chief Operations Officer
COP17	17th Conference of Parties to the United Nations Framework Convention on Climate Change (UNFCCC)
COTO	Committee of Transport Officials
COVID-19	Coronavirus Disease 2019
CSD	Central Supplier Database
CSIR	Council for Scientific and Industrial Research
CSSS	Comprehensive Social Security System
CNG	Compressed Natural Gas

D

DBSA	Development Bank of Southern Africa
DDM	District Development Model
DEA	Department of Environmental Affairs
DG	Director-General
DLCA	Driver's Licence Card Account
DLCPF	Driver's Licence Card Production Facility
DLTC	Driving Licence Testing Centre
DM	District Municipality
DPSA	Department of Public Service and Administration
DORA	Division of Revenue Act
DoT	Department of Transport
DPE	Department of Public Enterprises
DPME	Department of Monitoring and Evaluation
DPW&I	Department of Public Works and Infrastructure

E

EC	Eastern Cape
ENAC	Ecole Nationale de l'Aviation Civile
e-NATIS	Electronic National Administration Traffic Information System
EPM	Enterprise Portfolio Management
EPMS	Electronic Performance Management System
EPWP	Expanded Public Works Programme
ERT	Economic Regulation of Transport
ESB	Enterprise Service Bus
ESEID	Economic Sectors, Employment and Infrastructure Development Cluster
ETV	Emergency Towing Vehicle
EXCO	Executive Committee
EVs	Electric Vehicles

F

FIFA	Federation Internationale de Football Association
FS	Free State
FTE	Full-Time Equivalent

G

GBVF	Gender-Based Violence and Femicide
GDYC	Gender, Disability, Youth and Children
GFIP	Gauteng Freeway Improvement Project
GHG	Greenhouse Gases
GP	Gauteng Province
GTAC	Government Technical Advisory Centre
GTS	Greenhouse Transport Strategy

H

HDI	Historically-Disadvantaged Individual
HEI	Higher Education Institution
HOD	Head of Department
HRD	Human Resources Development
HR	Human Resources
HSR	High Speed Rail

I

IAAIB	Independent Aircraft Accident and Incident Investigation Body
ICAD	International Civil Aviation Day
ICAO	International Civil Aviation Organization
ICT	Information and Communication Technology
ICTS	International Cooperation, Trade and Security Cluster
IDP	Integrated Development Plan
IFMS	Integrated Financial Management System
ILO	International Labour Organisation
IMO	International Maritime Organisation
IOPCF	International Oil Pollution Compensation Fund
IPAP II	Industrial Policy Action Plan
IPTNs	Integrated Public Transport Networks
IR	International Relations
IRERC	Interim Economic Rail Economic Regulator Capacity
IRPTNs	Integrated Rapid Public Transport Networks
ISPS	International Ship and Port Security
IT HUB	Information Technology HUB
IT	Information Technology
ITP	Integrated Transport Planning

J

JCPS Justice, Crime Prevention and Security Cluster

K

KSD IRTP King Sabatha Dalindyebo Integrated Rural Transport Plan
KZN KwaZulu-Natal

L

LCU Live Capture Unit
LEU Live Enrolment Unit
LoS Level of Service
LP Limpopo Province
LPG Liquefied Petroleum Gas
LRIT Long Range Identification and Tracking

M

MCA Multi-Criteria Assessment
M&E Monitoring and Evaluation
MARETEC Maritime International Relations and Cooperation Committee
MARPOL International Convention for the Prevention of Pollution from Ships
MBMs Market Based Measures
MEC Member of the Executive Council
MEOSAR Medium Orbit Search and Rescue
MEPC Marine Environment Protection Committee
MINMEC Ministers and Members of Executive Council
MoA Memorandum of Agreement
MoU Memorandum of Understanding
MP Member of Parliament
MRCC Maritime Rescue Coordination Centre
MRO Maintenance, Repairs and Overhaul
MSAC Marine Safety Advisory Council
MTEF Medium-Term Expenditure Framework
MTM Marine Transport and Manufacturing
MTSF Medium-Term Strategic Framework

N

NADP National Airports Development Plan
NAFCS National Anti-Fraud and Corruption Strategy
NAMAs Nationally Appropriate Mitigation Actions
NSFAS National Student Financial Aid Scheme
NASP National Aviation Security Programme

NATFC	National Air Transport Facilitation Committee
NATMAP	National Transport Master Plan
NATS	National Aviation Transformation Strategy
NCCRS	National Climate Change Response Strategy
NDP	National Development Plan
NDoT	National Department of Transport
NC	Northern Cape
NEDLAC	National Economic Development Labour Council
NEPAD	New Partnership for African Development
NGP	New Growth Path Framework
NHTS	National Household Travel Survey
NLTA	National Land Transport Act
NLTIS	National Land Transport Information System
NLTIS	National Land Transport System
NMT	Non-motorised Transport
NPTR	National Public Transport Regulatory Entity
NREP	National Rolling Enforcement Plan
NRSS	National Road Safety Strategy
NSP	National Strategic Plan
NTIP	National Traffic Intervention Police Unit
NTVs	New Taxi Vehicles

O

ODG	Office of the Director-General
OHS	Occupational Health and Safety
OL	Operating Licence
OTV	Old Taxi Vehicle

P

PCCs	Ports Coordinating Committee
PCoT	Portfolio Committee on Transport
PDIs	Previously Disadvantaged Individuals
PDT	Provincial Department of Transport
PEPFRA	Ports Economic Participation Framework
PFMA	Public Finance Management Act (Act No. 01 of 1999)
PFU	Project Finance Unit
PIARC	Permanent International Association of Road Congresses
PIDA	Programme for Infrastructure Development
PLTF	Provincial Land Transport Framework
PMU	Project Management Unit
POA	Programme of Action
PPE	Personal Protective Equipment
PPP	Public-Private Partnership
PRASA	Passenger Rail Agency of South Africa

PRE	Provincial Regulatory Entity
PRMG	Provincial Road Maintenance Grant
PRSA	Ports Regulator of South Africa
PSETA	Public Service Education and Training Authority
PTIS	Public Transport Infrastructure and Systems
PTOG	Public Transport Operations Grant
PTS	Public Transport Strategy

R

RABS	Road Accident Benefit Scheme
RAF	Road Accident Fund
RAMP	Road Asset Management Plan
RAMS	Road Asset Management System
RER	Rail Economic Regulator
RFP	Request for Proposals
RISFSA	Road Infrastructure Strategic Framework for South Africa
RMC	Risk Management Committee
ROI	Return on Investment
RPAS	Remotely-Piloted Aircraft System
RSR	Railway Safety Regulator
RTIA	Road Traffic Infringement Agency
RTMC	Road Traffic Management Corporation
RTSSA	Rural Transport Strategy for South Africa

S

SABOA	Southern African Bus Operators Association
SA	South Africa
SABS	South African Bureau of Standards
SACAA	South African Civil Aviation Authority
SACU	South African Customs Union
SADC	Southern African Development Community
SAERRP	South African Economic Reconstruction and Recovery Plan
SAMSA	South African Maritime Safety Authority
SANRAL	South African National Roads Agency Limited
SANTACO	South African National Taxi Council
SAPS	South African Police Service
SAR	Search and Rescue
SARPs	Standards and Recommended Practices
SATS	South African Transport Services
SBO	Small Bus Operators
SCM	Supply Chain Management
SDIP	Service Delivery Improvement Plan
SEIAS	Socio-Economic Impact Assessment System
SG	Strategic Goal

SHERQ	Safety, Health, Environment Risk and Quality Policy
SITA	State Information Technology Agency
SIU	Special Investigations Unit
SLA	Service Level Agreement
SMS	Senior Management Services
SOEs	State Owned Entities
SO	Strategic Objective
SSP	S'hamba Sonke Programme
STER	Single Transport Economic Regulator
STWC	Standards of Training Certification and Watch Keeping

T

TAT	Transport Appeals Tribunal
TETA	Transport Education and Training Authority
TFR	Transnet Freight Rail
TIS	Transport Information Systems
TKC	Trans Kalahari Corridor
TNPA	Transnet National Ports Authority
TRP	Taxi Recapitalisation Programme

U

UN	United Nations
UNFCC	United Nations Framework Convention on Climate Change

V

VCI	Visual Condition Index
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W

WC	Western Cape
WHO	World Health Organisation

3. FOREWORD BY THE MINISTER

I hereby present the Annual Report of the Department of Transport (DoT) for the 2020/21 financial year to Parliament. In presenting this Report, we are not only complying and/or accounting as required by the Public Finance Management Act (PFMA), but we do so to ensure provision of quality information to serve government, the transport sector and its integral industries, and the public in a manner that promotes public understanding. We have also ensured that this report meets the quality, objectivity, usefulness, accuracy and integrity of information.

During the financial year, numerous milestones, both remarkable and distressing to the society, were recorded. At the fore, it is worth noting that for the year under review, the performance of the Department and the sector was heavily impacted by onerous settings given the uncertainty triggered by the Coronavirus Disease 2019 (COVID-19) pandemic and its inherent impediments. The pandemic dramatically altered the availability and utilisation of the transport system in the country and globe. Though we are already feeling the immediate impact of the pandemic, its medium to long-term costs will be felt in the coming months and years.

Given, the prevailing environment, we have moved sensibly to attain a delicate balance between chasing our predetermined targets and mitigating the spread of the virus, not only for our employees, but also for users of transport services. To optimise our performance, we had to adjust our working arrangements to ensure business continuity, while maintaining a clear focus on our deliverables. Our presence in the office was maintained at between 30% and 50%, particularly during Alert Levels 5 and 4 of the lockdown, with staff rotating to ensure that critical services are rendered without a hindrance. Though we remained resolute and steadfast in pursuit of our predetermined targets, there are a few areas where major challenges were reported. Notably, our entities, particularly those that rely on revenue collection, were the most affected. Revenue declined drastically due to travel restrictions imposed by the pandemic. However, cost containment measures have been put in place to reduce the impact of the pandemic. Affected entities were continually monitored to ensure that they were supported and stabilised.

In line with the Delivery Agreement that I signed with the President, we developed a number of strategic focus areas that guide our interventions for the performance year and for the medium term. This report will provide progress achieved in line with those focus areas. Where unsatisfactory progress was reported, stringent measures were put in place to ensure recovery and achievement over the remaining years of the MTSF.

Greater Efficiency, Effectiveness and Accountability

Once more, we are reporting an unqualified audit with findings for the financial year. Our pursuit of a clean audit remains on track not only for the Department, but the portfolio as a whole. We will intensify our corrective action plans to ensure that areas of deficiencies are adequately addressed. While we appreciate that no new cases of irregular expenditure were incurred in the financial year under review, the eight (8) cases of fruitless and wasteful expenditure pose a concern. We will improve internal controls where necessary, however where such cases could have been avoided, we will effect consequence management and ensure that we recover from officials concerned.

In terms of the audit of our predetermined objectives, it is worth noting that we have maintained our unqualified status with no findings. For the fourth consecutive financial year, our report on performance information has been deemed useful and reliable by the Office of the Auditor-General. We will use this as a base to pursue an overall clean audit for the DoT and all sector entities.

While we have made strides in appointing boards of directors and key management personnel at entities, in the DoT, filling of vacancies remains a concern. Over 28 posts were filled in the financial year under review. However, vacant Deputy-Directors General positions were not filled due to a number of queries that the Department is addressing. We will move at speed to ensure that capable personnel are appointed in line with requirements of employment equity in the Department.

Safety and Security

This area remains our biggest concern for the medium term. In the road transport environment, though the sector has reported a decrease of 20.27% (2020 calendar year) and 19.73% (2020/21 financial year) in fatalities, we are cognisant of the fact that there was less traffic on our roads for most parts of the performance period due to travel restrictions imposed by the COVID-19 pandemic. We will intensify our efforts to ensure that implementation of the National Road Safety Strategy yields desired outcomes for the MTSF. Coupled with the rollout of AARTO, promulgation of the National Road Traffic Amendment Act and the anticipated rationalisation of the traffic law enforcement environment, our target of reducing road fatalities by 25% should be realised within the medium term.

To address inefficiencies of the previous operating model of the Road Accident Fund (RAF), which was inequitable as the payment of damages, loss of earnings and general damages per individual were assessed in relation to the persons earning capacity and potential earning capabilities was disproportionate to those that were deemed to have or been able to reach that earning capacity, the most significant change going into the 2021/22 financial year was implementation of the new RAF Operating Model. The model represents a new approach to the investigation, settlement and litigation of claims. To date, savings to operational costs approximate R10 billion, mainly due to the new operating model, which is not litigious. The Road Accident Fund did not renew the contract of the panel of attorneys during the period under review.

In the aviation sector, though we have maintained a zero fatality rate in scheduled commercial aviation, the increase of fatal accidents and cumulative fatalities in general aviation is concerning. We need to ensure that compliance with safety and security measures by all operators is drastically improved and that these fatalities are reduced. With the Civil Aviation Amendment Bill nearing finalisation, we look forward to the establishment of an independent Aviation Safety Investigation Board that will ensure that these incidents and accidents are comprehensively investigated and that areas of non-compliance are addressed.

In the rail transport space, the Rail Safety Bill has now been introduced in Parliament. Once promulgated, the Bill will provide a much-needed framework to guide safety and security in rail. We also remain steadfast to ensure significant reduction of rail safety and security occurrences. Work has already advanced in the Mabopane-Pretoria line to wall off the corridor and ensure security of infrastructure against theft and vandalism.

Low safety incident and fatality rates have also been reported in the Maritime Transport environment.

Infrastructure

While the global world is still recovering from the economic meltdown of 2008, the onset of the Coronavirus Disease 2019 (COVID-19) pandemic posed an added challenge to our already constrained economy. While the use of our transport system had shown significant growth in the previous medium term strategic framework (MTSF), it is worth noting that key economic infrastructure that supports the transport system remained comparatively stagnant. The rate of investment for maintenance, rehabilitation and strategic expansion of our economic infrastructure remain below the rate of deterioration of such infrastructure.

In the road transport space, upgrading, refurbishment and maintenance of national and provincial roads were executed during the period under review. The national network under SANRAL has increased to 22 253 km, incorporating latest network proclamations and survey data. The update includes re-alignment of some road sections and the incorporation of the R573 Section 1 from Stormvoel Road to Moloto (GP/MP Border). For the period under review, the whole of SANRAL's network was exposed to routine maintenance, with some parts of the network also re-surfaced, strengthened, improved and/or newly laid. Jobs created through these projects (6 063) were lower than targeted due to the impact of the pandemic. In Provinces, thousands of kilometres of the road network across all nine provinces have undergone rehabilitation, resealing, re-gravelling, blading and blacktop patching, with over 200 000 jobs created. Some of these jobs were for women, youth and persons with disabilities.

One area that posed a challenge is compliance to the 'user-pay principle' mainly on the small part of the SANRAL network that is impacted by e-tolling. A decision on the Gauteng Freeway Improvement Project (GFIP) is still being sought, in consultation with the National Treasury, to ensure finality and certainty on this matter. The DoT is also developing an Infrastructure Funding Policy to assist in addressing funding gaps for the medium and longer-term.

In the rail transport space, though the rolling stock fleet renewal and modernisation programmes progressed slowly in the 2020/21 financial year, effort will be made to ramp up performance to ensure they achieve medium term targets for both infrastructure and job creation. Same can be said about infrastructure programmes in Civil Aviation (ACSA) and Maritime Transport (Operation Phakisa).

Public Transport

In pursuit of the sector's desired outcome of an affordable, safe, universally accessible and reliable public transport, to date, six (06) cities (Johannesburg, Tshwane, Ekurhuleni, Cape Town, George and Nelson Mandela Bay) are successfully operating integrated public transport networks (IPTNs) and carry a combined 143 000 average passenger trips. As part of value-add to the public transport value chain, a gap analysis on the regulatory framework for national automated fare collection was conducted, and a concept for an Integrated Public Transport Ticketing / Fare Collection System was developed.

A successful National Taxi Lekgotla, which emerged with progressive and ground-breaking resolutions, was hosted in 2020. The Lekgotla resolved to, amongst others, decisively address challenges relating to unity and leadership in the taxi industry, and to usher in a new subsidy regime that recognises the role of the taxi industry as the preferred mode of choice for the majority of public transport users in the country. The public transport subsidy policy will place the commuter at the centre, and its implementation will be underpinned by a core principle that those who benefit from public funds, must play their part and pay their dues as responsible citizens. At its core, the subsidy policy aims to contribute to the creation of a sustainable public transport system, by giving impetus to the formalisation of the taxi industry.

Maritime

One major milestone achieved in the Maritime Transport environment is the establishment of the National Ports Authority as an independent division of Transnet, in compliance with the National Ports Act (2005).

In line with the implementation of Maritime Transport initiatives that are aimed at raising the sector's GDP contribution and job creation, over 4 589 jobs were created and R9.2 billion investments were secured during the period under review.

Innovation

Though the current pandemic has suppressed the overall demand for transport, it has not stopped the development of new and innovative technologies and services to meet evolving demand, extending capacity and flexibility of the transport system. To ensure that our regulatory environment is ready for these emerging technologies, we have initiated review of a number of regulations in our space. Those that we are reporting significant progress on include regulations for autonomous vehicles, electric vehicles and remotely-piloted aircraft systems (RPAS), also known as drones. It is important that we keep track on these regulations to ensure that we are not caught napping as was the case with the introduction of e-hailing services in the country. This time around, we are proactively readying the environment for efficient regulation before these technologies proliferate in the country.

The others area of technological advancement is the introduction of an electronic fare collection system for our public transport. To this effect, we are on track to gazette final amendments to the Integrated Fare System Regulation that will enable the introduction of integrated single ticketing system for government-subsidised land-based public transport modes (buses, taxis and rail). This system is designed to operate on the Transaction Clearing House of SANRAL as a back-end platform for all transactions.

Environmental Protection

As part of implementation of the Green Transport Strategy, which was approved by Cabinet in 2018, a literature review was conducted on the Regulations for Electric Vehicle Technology and a framework for the alignment of those Regulations was developed. Furthermore, a situational

analysis was conducted on the national and regional government-owned vehicle fleet with regard to Green Procurement Guidelines for government fleet of land transportation.

A report on the Sector Job Resilient Plans (SJRP) has also been finalised and is awaiting consultations to decide on the implementation plan. These interventions form part of the sector's Greenhouse Gas (GHG) emission reduction transition plan. The target over the MTSF is to reduce the transport emission from 10.8% to 9.8% of total national emission.

To facilitate transition of freight transportation from road to rail, to date, around 10% of cargo has already been shifted from road to rail. A total of 6,7 million tons have been transferred to rail through the Transnet Road to Rail Migration Plan. DoT and DPE are continuously engaging to ensure implementation of the plan.

My sincere gratitude is extended to the former Deputy Minister of Transport, Hon Dikeledi Magadzi (MP), the Director-General, Mr. Alec Moemi, Chairpersons of Boards of Directors of our sector SOEs, their respective Boards and Chief Executive Officers. The task ahead is immense and mammoth, and requires us to continue working as a team towards the attainment of common sector goals and the broader transport mandate. I would also like to express my gratitude to the Chairpersons and Members of the Portfolio Committee on Transport (PCoT) and the National Council of Provinces (NCoP) Select Committee responsible for Transport for their continued support and oversight role. I would also like to express my gratitude to the entire transport industry and our business partners for their commitment.



Mr. Fikile A Mbalula, MP
Minister of Transport
Date: 30 September 2021

4. DEPUTY MINISTER STATEMENT

4.1 STATEMENT OF FORMER DEPUTY MINISTER

The first two quarters of 2020/21 financial year were characterized by the hard lockdown that the country experienced as a result of COVID-19 pandemic. The COVID-19 has adversely affected the Department in achieving some of its Annual Performance Plans. The pandemic has also necessitated the revision of the Annual Performance Plan and budget during the second quarter of 2020/21.

The Department has achieved its target with regard to skills development interventions primarily to respond to government skills development agenda. This relates to the National Skills Development Strategy III, National Development Plan, Vision 2030, National Skills Development Plan 2020- 2030 and beyond, and other related skills development legislative prescripts. Furthermore, more focus is placed on addressing the skills priorities as articulated in the Medium Term Strategic Framework (2019-2024) of the 6th Government Administration and the 7 Apex Priorities. During the period under review, the Department embarked on a process of reviewing the existing signed Memoranda of Agreement (MoAs) with thirteen (13) Universities currently offering transport qualifications for capacity building within the transport sector. The aim of the review was to align the skills provision with the priorities of the 6th Government Administration, as well as to address the current and emerging skills needs in the sector. The Departments further aims to influence the inclusion of scarce and critical skills provision such as Civil Aviation, Maritime, Rail, etc at Higher Education Institutions (HEI) level as part of achieving the transformation agenda in the transport sector.

This further promotes and builds research capacity in the field of transportation that will assist in proper and informed decision making by various authorities. However due to the Covid-19 pandemic, the MoU review was delayed until late in the year when the country was at lock down level 1. From the thirteen (13) universities six (6) MoA's were approved by the DG and the universities. Continuous consultations are currently held with the rest of HEI's in order to complete all MoAs during 2021-2022 financial year. The review of the MoA with the institution of higher learning is highly recommended because it will ensure that our MoA respond to Medium Term Strategic Framework for 2019-2024 period. Despite the effects of the pandemic, a total of 276 learners were financially supported by the DoT across the 13 universities during 2020/21 academic year.

It is critical to mention that the DoT's support to the universities covers funding for unemployed and disadvantaged youth, of which mostly are women who are pursuing transport qualifications but could not benefit from any other funding, including the National Student Financial Aid Scheme (NSFAS). Where necessary, the department assists universities with costs related to the curriculum development of specific qualifications required by the transport sector.

In line with our legislative work, the following Bills were coordinated and processed through different stakeholders during the financial year:

1. Railway Safety Bill

One of the priorities of Minister speaks to Security and Safety as an Enabler of Service Delivery. As part of pursuing this priority, the Railway Safety Bill was approved by Cabinet and subsequently introduced to Parliament during the year under review.

2. Merchant Shipping Bill, 2020.

The aim of this Bill will allow our country to align itself to the best international practices, development of the local economy; and the country to meet its international obligations under its bilateral and multilateral agreements as well as the duly adopted conventions with respect to navigation and shipping matters in general.

3. Transport Appeals Tribunal (TAT) Bill

This Bill will empower the Transport Appeal Tribunal to take appropriate steps in cases where its rulings are not implemented or effected timeously and empower it to investigate delays in completing its proceedings.

4. Economic Regulator of Transport (ERT) Bill

This Bill was presented to the Portfolio Committee on Transport (PCoT) in June 2020. The Bill was approved for public comments in pursuance of further processing by Parliament.

The Department has also managed to develop a draft Framework for Electric Vehicles Regulations for the year under review. This framework will contribute to the future reduction of gas emission in the country.

The Department has initiated a Civil Aviation Policy Review workshop. The objective of the workshop was to ensure that the policy remains robust to guide the country in achieving its stated objectives. The department recognises that the country requires a comprehensive aviation policy that will be all encompassing with a focus that is linked to the economy and the growth trajectory of South Africa.

The job creation target was not achieved due to budget cuts and reprioritisation that resulted from the revision of the fiscal framework. The department will increase its job creation target in the next financial year.

The delay with regard to the review of BBEE Charter Codes is hampering the empowerment of women, youth and people with disabilities to a larger extent and we hope the review of the Charter Codes will be given a priority in the next financial year.

There has been considerable under-spending for goods and services for most branches as a result of COVID-19 pandemic. The under-spending was largely on Employee Compensation due to non-filling of vacant positions in the 2020/21 financial year.

In general, the overall performance of the Department was encouraging given the disruptions of the COVID-19 pandemic. However, we look forward to further improvements in the new financial year.



Ms Dikeledi Magadzi, MP
Deputy Minister of Transport (Former)
Date: 30 September 2021

4.2 STATEMENT BY THE NEW DEPUTY MINISTER

I must firstly express my glee and spirited enthusiasm at my return to this very dynamic and innovative space, the Department of Transport, which in this sixth term finds itself at the core of a governmental cluster of economic and other institutions charged with ensuring we realise the important elements of a reconstruction and recovery plan that must bring urgent and drastic improvements to South Africa's people whose livelihoods and dreams are being derailed, even shattered by a relentlessly destructive pandemic and an economy that needs extensive stimulation and inclusive growth.

The growing rate of unemployment has hit women and young people worst in all sectors and our sector has not been spared as is evidenced in grounded airlines and thus grounded crew and other related civil aviation services, seafarer exchanges stifled and many cruise ships anchored, taxi ranks denuded of their hustle and bustle, with some long distance bus companies closing shop and the food vendor hit by the reduced commuter movements. Over the course of the pandemic the disruption of supply chains has had immense consequences in the construction industry and the freight and logistics industries have seen reduced business in the movement of cargo within or across our borders.

We have learned of the disruptions in our own programmes as a Department and how some targets have been revised downwards to accommodate flatter expenditure trends, which has affected many of our goals including those of industry development, recruitment, training, and affected social development programmes that form a necessary part of our core mandate, most important of which is to contribute meaningfully to the drastic reduction of inequality, poverty and unemployment by leveraging the means at our disposal. These are all elements of a sector hit hard by both the pandemic and a struggling global and domestic economy, which have continued to affect our work.

My colleague and predecessor, Deputy Minister Magadzi, has with the support of Minister Mbalula, laid a firm foundation and had already begun the arduous task of putting together a transport oriented programme geared towards the realisation of gender equity and women empowerment in the sector through which she officially contributed to the realisation of the broader objectives of government's reconstruction and recovery plan, the priorities before us as set out in the Medium Strategic Framework, Department of Transport priorities of this MTSF and commitments to which we have signed a performance agreement as the Ministry. It is certainly my wish to add value towards the realisation of these various commitments and the specific elements of our broader social contract as this Administration.

The confidence with which my office approaches the challenges set out is based most significantly in not only our familiarity with the faces we shall meet, or our familiarity with the architecture of the building we occupy, but based on the knowledge that we collectively possess within our fold as a Department. This is in addition to the commitment this Department has shown over the years to resolving the many challenges faced by South Africa's people in the area of transportation. I am aware, in this regard, of the great strides that have been taken to enable social emancipation and building an economy that works by fixing various challenges affecting mobility especially in public transport, such as the various upgrades implemented to modernise our rail sector, professionalising the taxi industry or improvements made to the security and safety of the rail system as whole. I

cannot be blind to efforts made to ensure more universally accessible, safe and secure public transport to cater for the needs of the most vulnerable, nor am I oblivious of the work underway to improve rural access roads as we drive towards a spatially more equal society and ensuring that communities especially women and youth participate in the infrastructure we lay out in our responsiveness to their various needs.

The need for technological innovation is well understood by the Department as a means towards gaining the necessary efficiencies in the management of transport as a whole and equally understood to be a basis for the development of cleaner transport in line with ours and the global objective to reduce transport's carbon footprint. Such innovation is apparent in the supply fuel efficient buses, the promotion of electric and hybrid vehicles and work being done to meet the different international conventions on climate change. Technological innovation is now characterising the vehicle and driver licensing space with the hope of bringing about efficiencies in the applications for and issuing of licenses in various subsectors of transport and technology is now most importantly providing additional edge in the area of road safety and traffic management.

It is no doubt clear that our roles and responsibilities individually and collectively are already clearly cut out and will need all hands on deck to produce an annual report that will ooze with successes we will have realised in this financial year as we continue to implement the programmes that must meet our priority focus areas. I can thus only look forward to an exciting and fulfilling stay at the Department of Transport as we all work towards this ideal.



Ms Sindisiwe Chikunga, MP
Deputy Minister of Transport
Date: 30 September 2021

5. REPORT OF THE ACCOUNTING OFFICER

5.1 Overview of the Operations of the Department

5.1.1 Overview of results of the Department and significant milestones achieved.

During the period under review, notable progress was reported on a number of deliverables for the 2020/21 financial year. Some of these reported milestones, reported per programme, include:

Programme 1: Administration

A total of twenty-eight (28) Cabinet Memoranda were facilitated to seek Cabinet indulgence and approval on a number of critical appointments and also to appraise Cabinet on key progress made on sector interventions. Notably, memoranda included, but not limited to,

- Appointment of the Board of Directors at the Passenger Rail Agency of South Africa (PRASA) and the Airports Company South Africa (ACSA);
- Appointment of the Chief Executive Officers (CEOs) at the Ports Regulators and PRASA;
- Hosting of the National Taxi Lekgotla and its outcomes;
- Allocation of relief funds to mitigate the impact of COVID-19 on the taxi industry;
- Progress made with considering options for the solution of the GFIP e-Toll Scheme challenge in Gauteng Province;
- Approval for unforeseeable and unavoidable expenditure for SANRAL's toll portfolio for the loss in toll revenue due to the lockdown restrictions brought about by the COVID-19 pandemic for the 2020/21 financial year;
- Approval for equity injection for the ACSA which was severely impacted by the travel restrictions imposed by governments around the world in response to the COVID-19 pandemic;
- Overview of funding constraints facing the Road Accident Fund (RAF), and approval for additional allocation to the RAF.

In line with requirements of the approved Medium Term Strategic Framework (MTSF), gender-responsive Strategic Plans (2020-2025) and Annual Performance Plans (2021/22) for the Department of Transport (DoT) and transport entities were approved by the Minister and tabled in Parliament in March 2021. Implementation of plans was monitored on a quarterly basis. The audited performance of the DoT for the period under review was 91%, with the Department achieving forty-three (43) of its planned forty-seven (47) targets. The annual performance report of the DoT was deemed useful and reliable by the Auditor-General of South Africa, with a clean report on the audit of predetermined objectives (AoPO).

To ensure uniformity of planning and implementation of sector concurrent functions, customised transversal indicators were developed and approved for all provinces. In accordance with the provincial budget programme structure, customised indicators were developed for four (4) programmes (Transport Infrastructure, Transport Operations, Transport Regulation and Community-Based Programme).

With regard to filling of vacancies in the establishment, a total of twenty-eight (28) vacant positions were filled, against a revised target of seventeen (17) for the period under review. The DoT has targeted to improve filling of vacancies in the new financial year.

In line with the Workplace Skills Plan (WSP), 25% of the DoT establishment were trained in various skills-based training programmes against the set target of 10% for the financial year. Due to the new normal, and as more employees warm up to online training programmes, this target has been increased to 50% for the new financial year. The number of bursaries managed by the Department has increased from 140 to 184 as at the end of the financial year.

In line with government objective of improving chances of youth employment through on-the-job training interventions, a total of fifty (50) interns were appointed and placed in various programmes across the department. All interns resumed duty in January 2021 and will be contracted to the department for a period not exceeding twenty-four (24) months.

To address audit findings raised by the AGSA in the 2019/20 financial year, action plans were implemented and monitored on a quarterly basis. To that effect, no new cases of unauthorised expenditure and irregular expenditure were recorded during the 2020/21 financial year. Out of a total of 48 cases of fruitless and wasteful expenditure reported in the previous financial year, nine (9) cases were either written off or transferred to debt. Eight (8) new cases, which resulted mainly from no shows, were recorded for the financial year under review. Total cases of fruitless and wasteful expenditure remaining on the roll as at the end of the financial year were 47.

With regard to the DoT's Information and Communication Technology (ICT) environment, governance controls were drastically improved. All governance structures were reconstituted and met regularly during the period under review. Audit findings raised by the AGSA on ICT governance were fully addressed. In terms of ICT service delivery matters, improvements are being effected and still work in progress.

Programme 2: Integrated Transport Planning

To address changes that emerged over the years in the road, rail, maritime and aviation spaces, the DoT initiated the revision of the White Paper on the National Transport Policy. The revision was mainly designed to broadly align the country to international, regional and continental transport trends. During the period under review, the revised policy underwent wide consultations and was subsequently approved by Cabinet.

To address regulatory and capacity gaps that relate to South Africa's need for an efficient and cost-effective transport system, in order to raise economic growth and meet its social goals, the DoT is in the process of finalising the Economic Regulation of Transport (ERT) Act, which will effect the establishment of a Single Transport Economic Regulator (STER). In the 2020/21 financial year, the ERT Bill was introduced in Parliament mainly to factor in comments of public commentary and public hearings. Once promulgated, a business case will be completed, and human resource migration and management plans will be developed towards establishment of the STER.

To minimise risks and unpremeditated consequences of autonomous vehicle technology (AVT),

Government is in the process of putting in place policy, legislation and strategies. This will also ensure that the country takes advantage of the AVT technology and its associated benefits. To that effect, during the period under review, guidelines for licencing and legislating autonomous vehicles were developed. Once finalised, these guidelines will ensure that mobility issues facing the country – road safety, social inclusion, emissions and congestion are solved through this intervention;

To address increasing environmental concerns in the country, motorists have been urged to consider going green on the road. As the vehicle and component manufacturing industry is switching to electric vehicles, it is highly critical for the country to ready the regulatory environment for this innovative move. To that regard, a draft framework for the alignment of Electric Vehicle Regulations was developed during the period under review. The desired outcome of this technology is in line with the sector's target to reduce greenhouse gas emission within the medium term;

In line with government's quest to understand transport needs and behaviours of households and individuals, to assess attitudes towards transport services and facilities, to ascertain the cost of transport, and accessibility to services, the 2020 National Household Travel Survey (NHTS) was conducted. During the 2020/21 financial year, an analytical report was finalised and disseminated to relevant stakeholders. Once finalised, the survey will guide government's decisions particularly with key interventions for the medium and long-term;

In a bid to ensure transport connectivity and regional integration, the DoT is developing a Regional Integration Strategy within the medium term. Once finalised, the strategy will guide interventions towards the desired lowering of transport costs, integration of rural economies and generation of savings in travel time and trade through cross-border road infrastructure development. In the 2020/21 financial year, a benchmarking exercise was conducted.

To address, amongst others, insufficient Transport Economists and Transport Planners in the Department, to enhance synergy between programmes where these skills are needed, and to ensure the spread of critical skills across the structure, the DoT has moved at pace to establish a Bureau for Transport Economists (BTE) within its organisational structure. The main function of the BTE will be facilitation of data gathering and collection particularly for economic modeling and data collection and forecasting purposes. During the period under review, job descriptions and evaluations were conducted, business case and work study report were finalised and consultations were initiated with the Department of Public Service and Administration (DPSA).

Programme 3: Rail Transport

To provide for the regulation of railway safety in the country, the DoT is in the process of developing a Railway Safety Act. Once promulgated, the Act will facilitate an improvement in general safety within the railway environment, and will ensure that rail becomes an attractive mode of transport and contributes towards economic growth. For the period under review, a Railway Safety Bill was approved for submission to Parliament. The Bill was subsequently introduced to Parliament in March 2021.

As part of ensuring a rail transport sector that is safe and secure, a concerted approach to address security and asset protection at PRASA has been adopted, leading to the development of an

Integrated Security Plan. The plan, which was informed by Intelligence-Driven Operations, Regulatory Environment and PRASA's security response, will see PRASA having a fully fledged in-house security within three MTEF periods, to be achieved through a phased-in approach. To date, a total of 3 072 appointments were realised against the targeted 3 100 in the initial phase of the plan.

Over the medium term, government will be promoting greater private sector participation in rail, mainly through granting of third-party access to the core rail network and also the revitalisation of branchlines. This move, which is expected to introduce competition into the market, will help address a number of challenges facing the sector. These include operational efficiency, uncompetitive positioning, ineffective equipment, etc. In the 2020/21 financial year, a draft Private Sector Participation Framework was developed.

With regard to the High Speed Rail (HSR) initiative, the DoT has concluded pre-feasibility studies undertaken by Mitsubishi (funded by the Japanese government) in 2010 and also by the China Railway and Engineering Corporation (CERC) in 2013. The Department has also initiated the process to secure grant funding provided by the People's Republic of China towards commissioning a full feasibility study on the HSR Link. It has been estimated that the feasibility study should be concluded over a period of between 24 to 36 months at a cost of RMB 1.2 billion (R 3.1 billion). The HSR Link feasibility is aligned with the African Union's (AU), African Integrated High-Speed Rail Network (AIHSRN) Master Plan, 2033. On 13 May 2020, the Department registered the HSR Link as a Public Private Partnership project with National Treasury in terms of Treasury Regulation 16 of the Public Finance Management Act, (Act 1 of 1999) (PFMA). An application for grant funding to conduct a full feasibility study was made to the Government of the People's Republic of China. A framework agreement was also signed with the China Communications Construction Company (CCCC) as a nominated Chinese company to conduct the feasibility study. The Department has put in a Cabinet Memorandum through the Cabinet system to appraise Cabinet on the progress thus far. In the 2020/21 financial year, the final draft of the High Speed Rail Corridor Framework was developed.

Programme 4: Road Transport

Implementation of the National Road Safety Strategy was monitored nationally and in nine provinces. Regulatory law enforcement interventions were commissioned to improve road safety and reduce road crashes and fatalities. Reduction of road crash fatalities amounted to 20.27% (2 534) for the 2020 calendar year and 19.73% (2 421) for the 2020/21 financial year. Though most of the reduction could be attributed to less traffic on our roads during Alert Levels 5 and 4 of the COVID-19 lockdown restrictions, this set the tone for increased interventions towards our pursuit of decreasing road crash fatalities by 25% within the medium term. Through the Department's 365-day Arrive Alive partnership programme with social and business partners, the campaign had an extensive reach and impact. There were 2 152 activations that reached 117 424 road users in the top 15 hot spots. These resulted in a 23% decline in the top 5 (five) traffic offences relative to law enforcement. The campaign also realised a 5% reduction in pedestrian fatalities and an overall 10.3% year-on-year reduction in overall fatalities.

As part of government strategy to enable safer road-user behaviour, the government approved the rollout of the Administrative Adjudication of Road Traffic Offences (AARTO) Amendment Act nationally. AARTO national roll-out was launched in July 2021.

With regard to the Road Accident Fund (RAF), over the last five years, the operating model of the RAF, which was anchored around litigation, saw the actuarial liability of the RAF increase exponentially to more than R320 billion. To address this unsustainable model, a new strategic plan for the RAF was introduced in the 2020/21 financial year. Through this plan, a new operating model, which was a move away from litigation to claims management, thus prioritising early investigation and settlement of claims within 12 days, was introduced. Through this new model, the RAF also terminated the mandate of its panel of attorneys in a bid to reduce legal costs and improve efficiencies. In addition, the RAF has put more efforts on the reduction of medical costs by, amongst others, developing RAF medical tariffs, implementing treatment protocols and introducing medical pre-authorisation. Other critical interventions during the period under review include review of the RAF organisational structure and revision of the current funding model to improve financial sustainability of the Fund.

During the period under review, the Road Accident Benefit Scheme (RABS) Bill, which intends to provide a social security scheme for victims of road accidents, was processed through Parliament. Though Parliament had reservations with the Bill, the Department has been provided with another opportunity to rethink its position.

National and provincial road networks were rehabilitated and maintained during the period under review. On the national front, the entire 22 253km of the SANRAL network was exposed to routine maintenance. To enhance transformation in the road construction and maintenance space, SANRAL ensured that eight (8) percent of contracts, which represented 77% of contract value, were awarded to companies in which majority of shares are owned by black people. Black women held 12% of all contracts among black-owned companies.

In line with the Provincial Road Maintenance Programme, about 5% of the provincial road network was exposed to rehabilitation, maintenance, re-surfacing, resealing, blacktop patching, blading and re-gravelling during the period under review. Over 200 000 job opportunities were reported, with some opportunities being for women, youth and persons with disabilities. The Department has, in the 2020/21 financial year, also initiated an exercise to review performance of the Provincial Road maintenance Grant (PRMG) since inception and shall effect necessary revisions in the Grant Framework during the next cycle, with a view to improve service delivery.

Programme 5: Civil Aviation

To fast-track transformation in the aviation sector, government has targeted to increase the number of previously disadvantaged categories (women, youth and persons with disabilities) gaining critical expertise in technical aviation disciplines over the medium term. Part of this intervention involves amending academic syllabi at tertiary level to introduce aeronautical engineering disciplines at undergraduate levels. During the period under review, consultative engagements were conducted with a number of institutions of higher learning - Universities of Fort Hare, Johannesburg, Nelson Mandela, Stellenbosch and KwaZulu Natal, mainly to review existing Memoranda of Agreements

(MoAs) to align same with the medium term transformation target.

To ensure compliance with international conventions, the DoT has, within the 2020/21 financial year, initiated a submission to Parliament for approval of protocols relating to the amendments of articles 50(A) and 56 of the Convention on International Civil Aviation.

Following identification of a number of legislative gaps, particularly to provide for the National Aviation Security Programme, and to provide for additional measures directed at more effective control of safety and security of aircraft, airports and the like, the DoT initiated amendments to the Civil Aviation Act, 2009. To that effect, the Civil Aviation Amendment Bill is currently before Parliament. Once promulgated, the Amendment Act will, amongst others:

- Make provision for the operational independence of aircraft accident and incident investigation;
- Rectify the provision regarding the establishment of the South African Civil Aviation Authority environmental protection oversight function; etc.

Since the approval of the Airlift Strategy and the National Civil Aviation Policy (NCAP), South Africa has gradually liberalised Bilateral Air Services Agreements (BASAs) arrangements with countries that are outside of Africa. This has led to South Africa exchanging traffic rights with these countries which could not be reciprocated by South African operators, even before the Covid-19 pandemic. This resulted in an influx of frequencies being operated by foreign airlines since 2008. The situation was exacerbated by the unbalanced awarding of traffic rights which contributed to the erosion of the South African air transport market. South Africa has to date concluded air services frameworks with one-hundred and thirty-two (132) States, fifty-two (52) of the agreements are with African States. Only Fifty-seven (57) of the agreements are active whilst the rest are dormant. The status renders the air services negotiation process a pointless exercise when South African carriers are not able to take advantage of created opportunities.

Due to the devastating aftermath of the pandemic, a number of South African airlines have been struggling financially, some have gone under business rescue and liquidation processes. The unintended consequences of liberalisation, combined with the negative impact of Covid-19 compels the Department to evaluate the existing bilateral air services frameworks and the impact thereof on air transport in the country. The Department is in the process of revising its economic regulatory framework to safeguard and promote the national interest. Thus, create an air transport environment that encourages the participation of South African airlines in regional and overseas international air transport markets and provide some level of reprieve from the aftermath of COVID-19.

Programme 6: Maritime Transport

Inefficiencies in container freight rail and port services raise the cost of South Africa's imports and make our exports less competitive. To address this, the DoT, in partnership with the Department of Public Enterprises (DPE) and Transnet, are implementing a number of structural reforms. Among notable achievements in this space, the following were recorded:

- The establishment of the National Ports Authority as an independent subsidiary of Transnet

provided a boost for investor confidence;

- Processes have been initiated to award more concessions in the ports, to partner with the private sector for massive investments in new container port terminals, and to partner with an international terminal operator to assist Transnet Port Terminals to improve its container freight operations;
- Plans are already afoot to introduce third party access on the freight rail network.

To address the country's maritime infrastructure deficit and promote inclusion of women and youth on the maritime economic mainstream, the DoT is developing a Maritime Development Fund. The Fund will, amongst others, assist government's response to identified weaknesses in the country's risk management capabilities, particularly in sea rescue and oil pollution control. In the 2020/21 financial year, the draft Maritime Development Fund Bill was developed.

South Africa's long coastline requires huge resources and capacity to service the country's obligations to the International Maritime Organisation (IMO). Previously, through SAF Marine, a state-owned entity in the previous regime, the country had tremendous capacity to meet SA's international obligations to the IMO on Maritime Safety and Rescue. SAF Marine had a number of tugboats, and capacity for salvage and refloating of ships. Its capacity around rescue operations was huge as evidenced by the sinking of the passenger cruise liner on the coast of South Africa when everyone was rescued and saved. SAF Marine also had trade ships for cargo. At the onset of the democratic dispensation, SAF Marine and all its assets were sold. This left the country with no capacity for rescue operations and assistance at sea. This scenario is quite untenable as South Africa is on one of the busiest shipping routes in the world.

An Internal study of the Department has indicated that at least nine (9) tugboats are required to service our coastline and our waters. However at a bare minimum 3 tugboats are required to service such a long coastline. During the period under review, the Department has planned to retain the current services of the only tugboat it has on contract and go out to tender for the staggered introduction of the three tug boats to replace the current one. The consideration is that a multiple award system be sped up to secure new contract tugboats. This is being done with the view on reprioritising the budget over three to five financial years to increase the necessary capacity on contract.

Implementation of Operation Phakisa 3-Foot Plan was also monitored during the period under review. The Marine Transport and Manufacturing (MTM) delivery unit has developed eighteen (18) initiatives to accelerate growth of the oceans economy. These initiatives are divided into three (3) categories - port infrastructure, skills development & capacity building, and economic growth;

A draft Operating Model for the establishment of a National Shipping Company was developed as targeted.

Programme 7: Public Transport

In line with implementation of the Integrated Public Transport Network (IPTN) Programme, construction and operations were monitored in ten (10) cities. During the 2020/21 financial year, a total of six (6) cities were operating, with combined average weekday passenger trips of 143 000.

The four remaining cities are expected to launch operations in the new financial year;

In the 2020/21 financial year, the Department hosted a National Taxi Lekgotla, of which the objective was to assess progress and related challenges in the implementation of the National Taxi Task Team (NTTT) Recommendations that were published in 1996 and to forge a new roadmap that would put the taxi industry on a sustainable path going forward. The Lekgotla presented an opportunity to develop a feasible programme of action to set the industry on a sustainable path and take the transformation of the taxi industry to its logical conclusion. The Lekgotla emerged with momentous commitments towards the realisation of a truly united and empowered taxi industry, and implementation of Lekgotla resolutions will contribute to a national programme to improve public transport focusing on two pillars of improving the safety of passengers using the taxi mode and the transformation and empowerment of the taxi industry. The following resolutions, under each of the four themes, were adopted as part of a commitment by the taxi industry towards a renewed blueprint for public transport:

- **Unity and Leadership of the Taxi Industry** - The industry remains committed to the ideal of bringing all other formations including metered taxis and e-hailing services under a single unified National Council for Taxis. This is premised on the principle that the Minister must be given legal powers to recognise a single industry representative body and prescribe certain functions to be performed by such body.
- **Professionalisation and Customer Care** - The industry made a commitment to paying serious attention to passenger issues and the introduction of standards on the treatment of commuters and other road users. This would be reinforced by a complaint mechanism that ensures consequences for negative conduct. Training programme must underpin skills development interventions aimed at upskilling operators. The abuse of women and people with disabilities as well as the LGBTQIA+ community must be reported and decisively acted upon.
- **Industry Empowerment** - A commitment was made to develop an empowerment model underpinned by the principle that economic benefits must cascade to all operators in the industry. Such empowerment model would be anchored on formalisation, which includes establishment of business entities, subsidisation of the industry and partnerships with government on the rollout of public transport infrastructure and integrated public transport networks.
- **Industry Regulation** - A commitment was made to a regulatory framework anchored on the principles of modernising processes characterised by reduced turn-around times in the operating licence process value chain. A moratorium on new operating licences should be implemented, until supply and demand can be reassessed. Such moratorium should be premised on the principle that once a Province completes the relevant processes to determine demand and supply and are able to determine the number of operating licences required, such moratorium may be lifted. Industry committed to the implementation of industry sectorial determination and compliance with labour laws. There was also a commitment to strengthen law enforcement in a consistent manner that affirms the supremacy of the rule of law and ensure respect for the rules of the road and eliminate the culture of lawlessness.

As part of implementation of the National Taxi Lekgotla resolutions, the Department has also initiated the establishment of a Panel of Eminent Persons to lead discussions regarding unity and leadership within the taxi industry with a view to finding a lasting solution to the ongoing leadership dispute and bring stability. The key deliverable of this Panel of Eminent Persons would be to find a lasting solution to the ongoing divide that plagues the industry and bring about unity and stability. Members of the Panel were appointed within the period under review.

According to the recent National Household Survey (NHTS) conducted by Statistics South Africa, taxis are still the preferred type of road transport. Taxis move sixty-eight percent (68%) of 5.4 million passengers and 15.6 million passenger journeys on a daily basis and contribute immensely to our economy. The taxi industry is an over R40 billion per annum industry, with about 200 000 taxis, that create approximately 250 000 direct and indirect job opportunities. These include drivers, taxi marshals and administrative support. The Department will be reviewing the Taxi Recapitalisation model to improve its effectiveness and affordability. Expenditure on the review was originally projected at R188.5 million over the medium term. In the 2020/21 financial year, the Department initiated a taxi relief scheme based on the principle of ex gratia payment. This initiative has a long-term view, not only address challenges caused by the COVID-19 pandemic, but also to achieve long-term sustainability of the industry through formalization and subsidization.

In line with the Revised Taxi Recapitalisation Programme (RTRP), a total of 1 679 old taxi vehicles (OTVs) were scrapped during the period under review. To ensure that uptake by the industry is improved, and that more OTVs are scrapped, the Department will develop a standard operating procedure and also conduct marketing drives in provinces in the new financial year.

In the Shova Kalula Programme, a total of 6 929 bicycles were distributed across provinces during the period under review. This programme is implemented primarily to maximise the use of non-motorised transport (NMT) to enable communities to access social and economic opportunities, while also seeking to promote cycling as a low cost mobility solution to low income households, targeting scholars, rural women and farm workers.

5.2 Overview of the Financial Results of the Department

5.2.1 Departmental Receipts

Departmental receipts	2020/2021			2019/2020		
	Estimate	Actual Amount Collected	(Over)/Under Collection	Estimate	Actual Amount Collected	(Over)/Under Collection
	R'000	R'000	R'000	R'000	R'000	R'000
Sale of goods and services other than capital assets	506	645	139	730	1 462	732
Fines, penalties and forfeits	0	0	0	82	0	(82)
Interest, dividends and rent on land	40 050	114	(39 936)	297 370	42 593	(254 777)
Financial transactions in assets and liabilities	600	866	266	28 604	278 786	250 182
Total	41 156	1 625	(39 531)	326 786	322 841	(3 945)

The department does not charge tariffs for goods sold and/or services rendered and does not render free services. Revenue collected decreased from R322.8 million in 2019/20 to R1.6 million in

2020/21 financial year, as no dividends were received in the 2020/21 financial year and less fund surrendered. Funds surrendered in 2019/20, under the financial assets and liabilities, were for the Driving License Card Account.

5.2.2 Programme Expenditure

Programme Name	2020/2021			2019/2020		
	Final Appropriation	Actual Expenditure	(Over)/ Under Expenditure	Final Appropriation	Actual Expenditure	(Over)/Under Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000
Administration	469 780	384 336	85 444	419 337	412 741	6 596
Integrated Transport Planning	90 071	57 614	32 457	152 936	139 950	12 986
Rail Transport	9 599 405	9 584 302	15 103	16 560 839	16 560 238	601
Road Transport	31 472 160	31 459 985	12 175	33 295 501	33 285 865	9 636
Civil Aviation	2 670 849	2 642 208	28 641	224 345	178 820	45 525
Maritime Transport	144 618	135 776	8 842	135 250	132 879	2 371
Public Transport	12 907 852	12 809 594	98 258	13 416 923	13 178 118	238 805
Direct charge	10 997	-	10 997	10 424	2 614	7 810
Total	57 365 732	57 073 815	291 917	64 215 555	63 891 225	324 330

Compensation of employees was under-spent in Administration, Integrated Transport Planning, Rail Transport, Road Transport, Civil Aviation and the Public Transport programmes due to posts that could not be filled.

Goods and services under spent in most programmes mainly due to the effects of the COVID-19 pandemic.

Administration under-spent by R85 million mainly on compensation of employees due to slow filling of vacant posts and on goods and services under travel and subsistence due to travel restrictions, venues and facilities, training and development as most courses were held virtually, advertising as well as other operational costs.

An amount of R1.7 million has been moved from compensation of employees to fund excess expenditure on households. An amount of R 2.452 million has been moved from savings on goods and services to fund excess expenditure on machinery and equipment by R1.819 million and R633 000.00 to fund payments for financial assets for debt written off within the programme.

Integrated Transport Planning under-spent by R32 million on compensation of employees due to slow filling of vacant posts and on goods and services for projects affected by the national lockdown due to the COVID-19 pandemic. As a result, internal capacity was utilised for the following projects: Regional Integration Strategy, Regional Transport Integration Market Strategy, as well as the District Development Model. The following projects will be deferred to the coming financial year: Transport Sector Perspective on COVID-19, Corridor Freight Development and the Regional Corridor Strategy.

An amount of R178 000.00 has been moved from compensation of employees to fund excess expenditure on households and R314 000.00 to fund excess expenditure under machinery and equipment within the programme.

Rail Transport under-spent by R15 million on compensation of employees due to delays in the filling of vacant posts and on goods and services due to delays in the procurement process for the Establishment of the Rail Economic Regulator that is dependent on the approval of the work plan which is anticipated to be completed by May 2021; delays in the White Paper on Rail Policy due to the COVID-19 outbreak and issues of contention that still needs to be resolved as well as other projects.

An amount of R20 000.00 has been shifted from compensation of employees to fund the employee social contribution and R88 000.00 shifted within the programme to fund excess expenditure on machinery and equipment.

Road Transport under-spent by R12 million mainly on compensation of employees due to delays in filling of vacant posts and overspent on goods and services, machinery and equipment and households.

An amount of R1.061 million has been shifted from Maritime programme to this programme to cover the excess expenditure on goods and services due to funds paid for the eNaTIS related special investigation. Funds have been shifted within the programme as follows: R137 000.00 from compensation of employees to fund excess expenditure on households and R87 000.00 from goods and services to fund excess expenditure on machinery and equipment.

Civil Aviation under-spent by R29 million mainly on compensation of employees as a result of delays in filling of vacant posts and on goods and services for the following: the correction factor for ACSA and ATNS, National Aviation Transformation Strategy which is awaiting approval of the business case and gap analysis to appoint a service provider to develop the practical's to complement the draft final aviation curriculum, as well as less spending on travelling due to travel restrictions.

The programme also underspent on transfers due to less fees paid for foreign memberships. An amount of R2.849 million has been shifted from savings on compensation of employees in this programme to fund the excess expenditure in the Maritime programme under compensation of employees.

Funds were also shifted within the programme as follows: R127 000.00 shifted from compensation of employees to fund excess expenditure on households and R59 000.00 shifted from savings on goods and services to fund excess expenditure on machinery and equipment.

Maritime Transport The programme underspent by R8.8 million mainly on goods and services projects such as the IMO World Maritime Day Par Event which could not take place due to the Covid-19 pandemic as well as the women and youth empowerment project, transfers and subsidies due to less foreign membership fees paid for the year, as well as machinery and equipment. However, the programme overspent on compensation of employees due to payment of delayed invoices relating to the official that is stationed abroad.

An amount of R2.849 million has been shifted to this programme to fund excess expenditure on compensation of employees from the Civil Aviation branch within the same item.

Public Transport underspent by R98 million on compensation of employees due to delays in filling of vacant post, on goods and services projects due to the following: Public Transport Grant monitoring which is still at procurement stages, implementation of Shova Kalula Bicycle programme which is on-

going, implementation of the IPTN in district municipalities, Public Transport Safety Plan and Empowerment of Small Business Operations, however the programme overspent on transfers and subsidies due to an increased demand for scrapping of old taxi vehicles on the taxi recapitalisation programme, machinery and equipment due to an earlier than anticipated expenditure on IT procurement as well as the reclassification for software and other intangible assets for the NLTIS system.

An amount of R1.061 million has been shifted on goods and services from this programme to Programme 4: Road Transport to fund excess expenditure within the same item.

Funds were also shifted from within the programme on compensation of employees to fund excess expenditure on households for employee social contribution by R410 000.00, and on goods and services as follows: R25.420 million shifted to fund excess expenditure on households for the taxi recapitalisation programme, R27 000.00 to fund excess expenditure for machinery and equipment and R3 361 million to fund software and other intangible assets.

Direct Charge against the National Revenue Fund: Savings realised on Direct Charge as the International Oil Pollution Compensation Fund (IOPC Fund) governing bodies have decided not to levy any contributions in 2020/21 financial year.

5.2.3 Virements / Roll Overs

Economic Classifications	Administration	Integrated Transport Planning	Rail Transport	Road Transport	Civil Aviation	Maritime Transport	Public Transport	Total
	'000	'000	'000	'000	'000	'000	'000	'000
Compensation of Employees	(1 796)	(178)	(20)	(137)	(2 976)	2 849	(410)	(2 668)
Goods and Services	(2 453)	(314)	(88)	974	(59)	-	(29 869)	(31 809)
Households (HH)	1 796	178	20	137	127	-	25 830	28 088
Machinery and Equipment	1 819	314	88	87	59	-	27	2 394
Software and Intangible Assets	-	-	-	-	-	-	3 361	3 361
Payments for Financial Asset	634	-	-	-	-	-	-	634
Total	0	0	0	1 061	(2 849)	2 849	(1 061)	0

Savings on compensation of employees were shifted from Civil Aviation to Maritime Transport programme to fund excess expenditure for the payment of delayed invoices relating to the official stationed abroad within the same item. Shifting of funds was also effected on goods and services from Public Transport to fund the excess expenditure within the same item for funds paid for eNaTIS related special investigation in the Road Transport programme.

5.2.4 Unauthorised, Fruitless and Wasteful Expenditure; Amounts Involved and Steps Taken to Address and Prevent a Recurrence

5.2.4.1 Unauthorised Expenditure

- The cost of Electronic National Traffic Information system (eNaTIS) maintenance and operations resulted in unauthorised expenditure of R1 338 165 000.00 which was incurred in 2013/14, 2014/15 and 2016/17.
- An amount totalling R980 375.00 was incurred not in accordance with the vote of the programme in 2018/19: Road Transport.

Steps Taken to Address and Prevent a Recurrence

- The Road Traffic Management Corporation (RTMC) took over the eNaTIS with effect from 5 April 2017.
- Disciplinary processes commenced related to the unauthorised expenditure that was not in accordance with the vote of the programme: Road Transport.

5.2.4.2 Fruitless and Wasteful Expenditure

- As at the end of 2019/20 financial year, there were 48 cases of fruitless and wasteful expenditure amounting to R114 624.27. Out of the 48 cases, the following actions were taken:
 - Five (5) cases amounting to R73 790.10 were written off; and
 - Four (4) cases amounting to R3 194.35 were transferred to debt.
- In the 2020/21 financial year, eight (8) new cases of no shows amounting to R30 921.52 were added;
- As at the end of the 2020/21 financial year, the balance of cases amounted to 47, with a total value of R68 561.34.

5.2.4.3 Irregular Expenditure

- No new irregular expenditure cases were reported in the 2020/2021 financial year and 23 cases amounting to R119 282 917.65 remain from the 2019/20 financial year of which:
 - Four (4) cases amounting to R1 912 303.24 were referred to National Treasury for condonation;
 - Seven (7) cases amounting to R11 355 035.07 awaits investigation report;
 - One (1) case amounting to R42 020 222.86 awaiting disciplinary hearing;
 - Two (2) cases amounting to R2 604 085.38 are being investigated by Internal Audit;
 - One (1) case amounting to R500 000.00 - Bid Adjudication Committee (BAC) supported a case to request National Treasury to condone and disciplinary steps taken;
 - Four (4) cases amounting to R57 072 440.24 await submissions to the Bid Adjudication Committee and confirmation of disciplinary steps; and

- Four (4) cases amounting to R3 818 830.86 - disciplinary and recovery processes to be started.

5.3 Strategic focus over the short to medium term period

The Department has, for the medium term, identified five (5) key focus areas that it will prioritize for critical attention and delivery. These include:

- Improving road safety and reducing the carnage on our roads;
- Improving efficiencies at the Road Accident Fund (RAF) and addressing its debt exposure;
- Formalisation and professionalisation of the taxi industry, including amongst others, the review of the public transport funding model, review of the public transport subsidy regime, and implementation of the revised taxi recapitalisation programme;
- Addressing SANRAL's liquidity and finality of the decision on the Gauteng Freeway Improvement Project (GFIP); and
- Improving efficiencies at the Passenger Rail Agency of South Africa (PRASA) and ensuring reliable rail operations.

5.4 Public Private Partnerships

- The Department registered a PPP with GTAC National Treasury (Ref TASN 142) for the procurement and building of a new Head Office for the Department of Transport for the long term (25+ years). The project is in the Feasibility stage (TA1), and the Department is working with Department of Public Works and Infrastructure and GTAC to secure a site for the project. Transaction Advisors will be appointed once the site has been secured.
- The Department is working on a Public Private Partnership arrangement for the possible acquisition of emergency towing vessels (Tugboats) with the National Treasury. Two companies responded positively to the Request for Quotation (RFQ) process and the Department went through the bids, analysed and did a comparison with the findings of the feasibility study. The two bids by the private sector concur with the feasibility study findings done by the Department. The Department will request the National Treasury to grant a full Treasury Approval 1 (TA1) and allow the Department to proceed with the next step of issuing a Request for Proposal.

5.5 Discontinued Key Activities / Activities to be Discontinued

Activity	Reasons for discontinuance	Effect on the operations of, and service delivery by the department	Financial implications of discontinuing the activity
<ul style="list-style-type: none"> • Programme involving three (3) mobile laboratories and funded through the University of Stellenbosch. • Programme, which aimed to improve science to the previously disadvantaged youths, serviced schools in KwaDukuza (KZN), Eerste Rivier (Western Cape) and Hellen Franz School for the Disabled (Limpopo). 	<ul style="list-style-type: none"> • MoU's of the programme ending in June 2021. • DoT exploring another line / core specific programme in collaboration with Department of Basic Education. 	<ul style="list-style-type: none"> • Discontinuation of the programme will allow the DoT to refocus its funding to scarce and critical skills in the transport sector. 	<ul style="list-style-type: none"> • Funds will be diverted to other educational programmes.

5.6 New Strategic Activities

New Activity	Reasons for new activity	Effect on the operations of the department	Financial implications of each new activity
National roll out of Administrative Adjudication of Road Traffic Offences (AARTO) Amendment Act by the Road Traffic Infringement Agency (RTIA)	To improve road safety and reduce road carnages	Oversight and monitoring of implementation	R215 million
Review of the public transport funding model and the subsidy regime to integrate the taxi industry	To usher in a new subsidy regime that recognises the role of the taxi industry as the preferred mode of choice for the majority of public transport users	Ensure optimal implementation of resolutions of the National Taxi Lekgotla (2020)	R3.956 million
Implement the taxi industry empowerment model	To fulfil the transformation and sustainability requirements of the Revised Taxi Recaitalisation Programme thus ensuring that 60% of commercial benefits generated by the Scrapping Entity flow to the taxi industry.		R464.619 million
Implementation of the new Road Accident Fund (RAF) Operating Model (new approach to investigations, settlement of claims within 120 days, minimise litigation, reduce administrative costs)	To improving efficiencies at the Road Accident Fund and address its debt exposure	Oversight and monitoring of implementation	R500 000

5.7 Supply Chain Management

- No unsolicited bid proposals were concluded for the year under review.
- Supply Chain Management processes and systems are in place to prevent irregular expenditure. Irregular actions by individuals can however not be controlled.
- Measures that were put in place, detected the incidents of irregular expenditure, and are aimed

at preventing irregular expenditure.

Measures that were put in place to prevent and/or detect irregular expenditure are as follows:

- Where appropriate, cases of irregular expenditure are referred to the department's legal services to determine whether any official can be held liable for the irregular expenditure.
- Cases of irregular expenditure are referred to the department's Directorate: Investigations and Forensics for investigation when an investigation is required.
- Relevant managers are requested to take disciplinary steps against officials who make or permits irregular expenditure.
- National Treasury is approached for condoning of irregular expenditure and is only approached once a legal opinion has been obtained where applicable, and disciplinary steps were considered.
- The Logis system monitors all payments against orders that are placed, and will detect payments that exceed the contract value.
- The Logis system will detect any payments that are approved for processing for which no order was placed.
- Payments for all procurements must be processed via Supply Chain Management so that any irregular procurement can be detected before payment.
- To prevent the occurrence of not completing the internal order and requisition forms, the Supply Chain Management component does not make any approval documents or letters of acceptance available until the internal order and requisition forms are completed.

5.8 Gifts and Donations Received in Kind from Non-Related Parties

- None

5.9 Exemptions and Deviations Received from the National Treasury

5.9.1 Deviations

Project	Value of Contract	Reason for Deviation
Public Transport Round 1: DOT assistance to the taxi industry and commuters	R12 142 082.38	Emergency procurement ito Instruction Note 5 of 2020/2021 and Instruction Note No 3 of 2016/2017. Competitive Quote Process
Public Transport: Round 2 - DOT assistance to the taxi industry and commuters (Multiple award)	R3 149 210.03	Emergency procurement ito Instruction Note 5 of 2020/2021 and Instruction Note No 3 of 2016/2017. Competitive Quote Process
Public Transport: Round 2 - DOT assistance to the taxi industry and commuters (Multiple award)	R8 072 000.00	Emergency procurement ito Instruction Note 5 of 2020/2021 and Instruction Note No 3 of 2016/2017. Competitive Quote Process
Public Transport: Round 2 - DOT assistance to the taxi industry and commuters (Multiple award)	R1 368 000.00	Emergency procurement ito Instruction Note 5 of 2020/2021 and Instruction Note No 3 of 2016/2017. Competitive Quote Process
Disinfectant refillable bottle, Disinfectant Refills, Gloves-Surgical	R4 287 550.00	Emergency procurement ito Instruction Note 5 of 2020/2021 and Instruction Note No 3 of 2016/2017. Competitive Quote Process
Sanitiser refillable bottle, Sanitiser Refills	R894 843.75	Emergency procurement ito Instruction Note 5 of 2020/2021 and Instruction Note No 3 of 2016/2017. Competitive Quote Process

5.9.2 Expansions

Project	Value of Contract	Reason for Deviation
Cleaning and hygiene services	R1 038 835.00	To include compliance with Covid-19 requirements
Security Services	R2 415 382.40	To ensure continuity whilst new bid was being finalised.
Re-design of NLTIS	N/A	Additional time required to finalise the project

5.10 Events After the Reporting Date

- None

5.11 Other

At this stage, the Department is unable to report on its compliance with B-BBEE as required by Section 13G(1) of the B-BBEE Act. Currently the Department uses procurement and skills programmes as a transformation tool and instrument.

5.12 Acknowledgement/s or Appreciation

I would like to express my sincere gratitude to the Minister of Transport, Mr. F. Mbalula, and the Deputy Minister, Ms D. Magadzi, for their political leadership and guidance. I also extend my appreciation to the Chairperson and members of the Parliamentary Committee on Transport for their expertise and oversight. Finally, I wish to thank Public Entities, Sector partners, the DoT management team and staff members for their hard work and dedication in ensuring that the Transport Sector delivers on its mandate.

5.13 Approval and Sign Off

The Annual Financial Statements set out on Pages 230 to 367 have been approved by the Accounting Officer.



Mr. Alec Moemi
Accounting Officer
Department of Transport
Date: 30 September 2021

6 STATEMENT OF RESPONSIBILITY AND CONFIRMATION OF ACCURACY FOR THE ANNUAL REPORT

To the best of my knowledge and belief, I confirm the following:

- All information and amounts disclosed throughout the annual report are consistent.
- The annual report is complete, accurate and is free from any omissions.
- The annual report has been prepared in accordance with the guidelines on the annual report as issued by National Treasury.
- The Annual Financial Statements (Part E) have been prepared in accordance with the modified cash standard and the relevant frameworks and guidelines issued by the National Treasury.
- The Accounting Officer is responsible for the preparation of the annual financial statements and for the judgements made in this information.
- The Accounting Officer is responsible for establishing and implementing a system of internal control that has been designed to provide reasonable assurance as to the integrity and reliability of the performance information, the human resources information and the annual financial statements.
- The external auditors were engaged to express an independent opinion on the annual financial statements.

In my opinion, the annual report fairly reflects the operations, the performance information, the human resources information and the financial affairs of the department for the financial year ended 31 March 2021.

Yours faithfully



Accounting Officer

Mr Alec Moemi

Date: 30 September 2021

7 STRATEGIC OVERVIEW

7.1 Vision

“Transport, the Heartbeat of South Africa’s Economic Growth and Social Development.”

7.2 Mission

The Department of Transport aims to lead the development of efficient integrated transport systems by creating a framework of sustainable policies and regulations; and implementable models to support government strategies for socio-economic development.

7.3 Values

As the central custodian of the nation’s transport resources, services and products, the Department of Transport acknowledges the obligation it has to the citizens of the Republic of South Africa; and will adopt the following core values to advance its commitment to achieve policy and legislative mandates as set out for the sector:

- Maintain **fairness** and **equity** in all our operations
- Strive for **quality** and **affordable** transport for all
- Stimulate **innovation** in the transport sector
- Ensure **transparency, accountability** and **monitoring** of all operations
- Ensure **sustainability, financial affordability, accessibility** as well as upholding of the Batho **Pele** principles

8 LEGISLATIVE AND OTHER MANDATES

A. Railways and Ports

- South African Transport Services Conditions and Service Act, 1988 (Act 41 of 1988)
- Legal Succession to the South African Transport Services Act, 1989 (Act 9 of 1989)
- National Railway Safety Regulator Act, 2002 (Act 16 of 2002)
- National Ports Act, 2005 (Act 12 of 2005)

B. Roads

- Advertising on Roads and Ribbon Development Act, 1940 (Act 21 of 1940)
- National Roads Act, 1972 (Act 54 of 1971)
- National Road Safety Act, 1972 (Act 9 of 1972)
- South African Roads Board Act, 1988 (Act 74 of 1988)
- Transport Deregulation Act, 1988 (Act 80 of 1988)
- South African National Roads Agency Limited and National Roads, 1998 (Act 07 of 1998)
- National Environmental Management Act, 1998 (Act 108 of 1998)
- Spatial Planning and Land Use Management Act
- Project and Construction Management Act, 2000 (Act 48 of 2000)

- Engineering Profession Act, 2000 (Act 46 of 2000)
- Construction Industry Development Board Act, 2000 (Act 38 of 2000)
- Government Immovable Asset Management Act, 2007 (Act 17 of 2007)
- National Standards Act, 2008 (Act 8 of 2008)

C. Motor Vehicles

- Road Transportation Act, 1977 (Act 74 of 1977)
- Urban Transport Act, 1977 (Act 78 of 1977)
- Road Traffic Act, 1989 (Act 29 of 1989)
- Financial Supervision of the Road Accident Fund Act, 1993 (Act 8 of 1993)
- Road Accident Fund Act, 1996 (Act 56 of 1996)
- National Road Traffic Act, 1996 (Act 93 of 1996)
- Cross Border Road Transport Act, 1998 (Act 4 of 1998)
- Transport Appeal Tribunal Act, 1998 (Act 39 of 1998)
- National Land Transport Interim Arrangements Act, 1998 (Act 45 of 1998)
- Administrative Adjudication of Road Traffic Offences Act, 1998 (Act 46 of 1998)
- Road Traffic Laws Rationalisation Act, 1998 (Act 47 of 1998)
- Road Accident Fund Commission Act, 1998 (Act 71 of 1998)
- Road Traffic Management Corporation Act, 1999 (Act 20 of 1999)
- National Land Transport Transition Act, 2000 (Act 22 of 2000)
- National Land Transport Act, 2009 (Act 05 of 2009)

D. Civil Aviation

- Airports Company Act, 1993 (Act 44 of 1993)
- Air Services Licensing Act, 1990 (Act 115 of 1990)
- Air Traffic and Navigation Services Company Act, 1993 (Act 45 of 1993)
- Carriage by Air Act, 1946 (Act 47 of 1946)
- Civil Aviation Act, 2009 (Act 13 of 2009)
- Convention on the International Recognition of Rights in Aircraft Act, 1993 (Act 53 of 1993)
- Convention on International Interests in Mobile Equipment Act, 2007 (Act 4 of 2007)
- International Air Services Act, 1993 (Act 60 of 1993)
- South African Civil Aviation Authority Levies Act, 1998 (Act 41 of 1998)
- South African Maritime and Aeronautical Search and Rescue Act, 2002 (Act 44 of 2002)
- Convention on International Interests in Mobile Equipment Act, 2007 (Act 4 of 2007)

E. Shipping

- Merchant Shipping Act, 1951 (Act 57 of 1951)
- Marine Traffic Act, 1981 (Act 2 of 1981)
- Carriage of Goods by Sea Act, 1986 (Act 1 of 1986)
- Marine Pollution (Prevention of Pollution from Ships), 1986 (Act 2 of 1986)
- Shipping and Civil Aviation Laws Rationalisation Act, 1994 (Act 28 of 1994)
- Wreck and Salvage Act, 1996 (Act 94 of 1996)

- South African Maritime Safety Act, 1998 (Act 5 of 1998)
- South African Maritime Safety Authority Levies Act, 1998 (Act 6 of 1998)
- Ship Registration Act, 1998 (Act 58 of 1998)
- Sea Transport Documents Act, 2000 (Act 65 of 2000)

F. Gender

- Beijing Declaration and Platform for Action, 1995
- Convention of the Elimination of all Discrimination against Women
- Employment Equity Act 1998 (No 55 of 1998)
- Framework on Gender Responsive Planning, Budgeting, Monitoring, Evaluation and Auditing, 2018
- Gender Equality Strategic Framework, 2015
- National Development Plan Vision 2030
- National Strategic Plan on Gender-Based Violence and Femicide, 2020
- Promotion of Equality and Prevention of Unfair Discrimination, 2000 (Act 04 of 2000)
- Sustainable Development Goals

G. Disability

- Handbook on Reasonable Accommodation of Employees with Disabilities in the Public Service, 2007
- Job Access Strategic Framework, 2006
- National Development Plan Vision 2030
- Promotion of Equality and Prevention of Unfair Discrimination 2000 (Act 04 of 2000)
- United Nations Convention on the Rights of Persons with Disabilities
- White Paper on the Rights of Persons with Disabilities

H. Youth

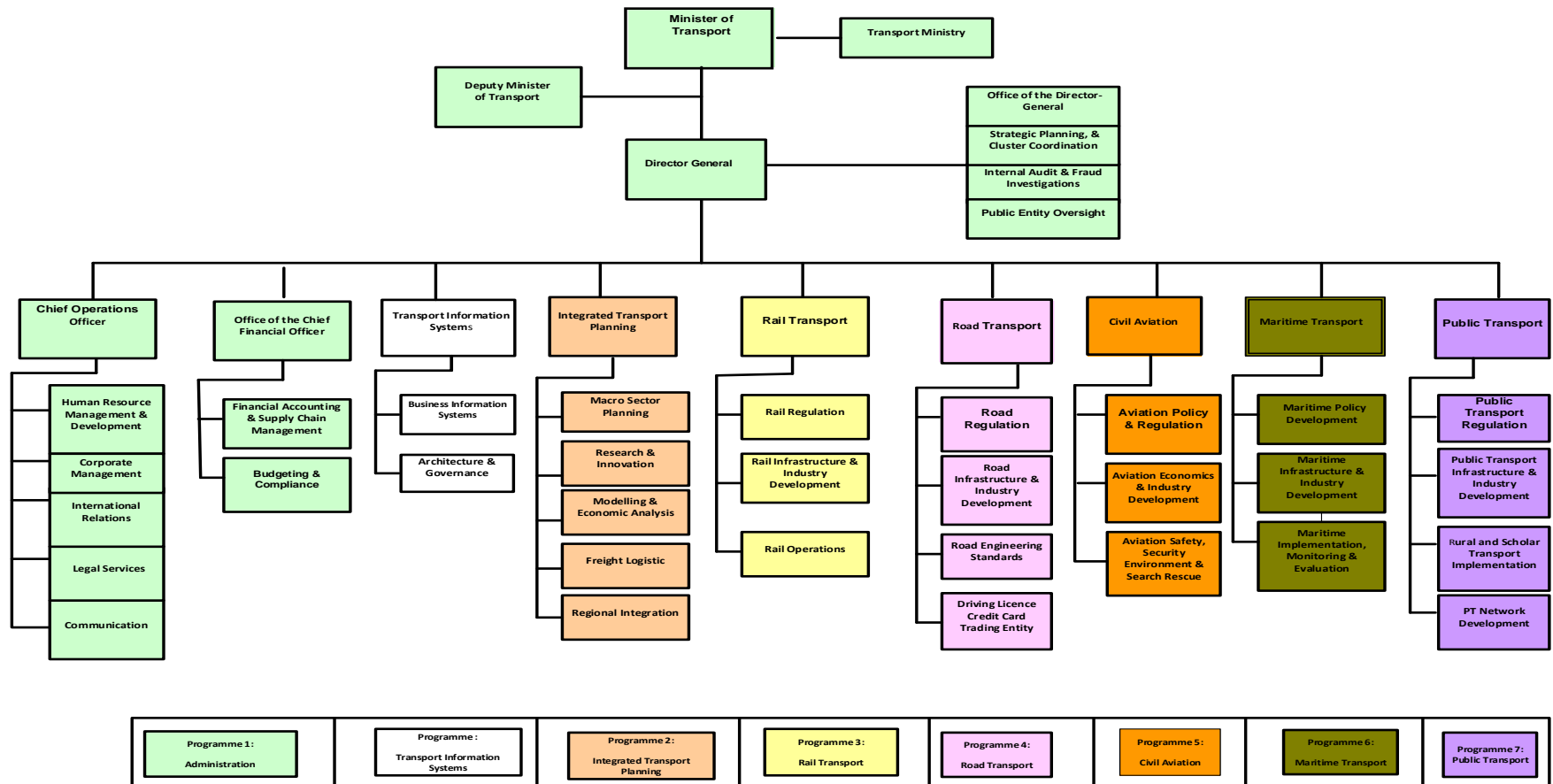
- Employment Equity Act, 1998 (Act 55 of 1998)
- National Development Plan Vision 2030
- National Youth Policy 2015 – 2020

I. Children

- National Child Care and Protection Policy, 2019

9 ORGANISATIONAL STRUCTURE

**Organisational Structure for the Department of Transport
February 2021**



10 ENTITIES REPORTING TO THE MINISTER

Name of Entity	Legislative Mandate	Financial Relationship	Nature of Operations
Airports Company South Africa SOC Limited (ACSA)	Airports Company Act, 1993 (Act No.44 of 1993)	No Transfer from the Department of Transport	To own and operate the republic's nine principal airports and provide airlines with world-class safe and secure airports infrastructure
Air Traffic and Navigation Services (ATNS)	Air Traffic and Navigation Services Company Act, 1993 (Act No.45 of 1993)	No Transfer from the Department of Transport	To provide for the establishment, development, provision, maintenance management and operation of air navigation infrastructure and air navigation services
Cross-Border Road Transport Agency (C-BRTA)	Cross-Border Road Transport Agency Act, 1998 (Act No. 4 of 1998)	No transfer from the Department of Transport	To provide for cooperative and coordinated provision of advice, regulation, facilitation and law enforcement in respect of cross-border road transport by the public and private sectors.
Passenger Rail Agency of South Africa (PRASA)	The primary focus of the Passenger Rail Agency of South Africa (PRASA), as an arm of the National Department of Transport (the Shareholder) is on the mandate as contained in the Legal Succession to the South African Transport Services ("SATS") Act, 1989 (Act No. 9 of 1989 as amended in November 2008, and listed as Schedule 3B of the PFMA.	Transfer Payments	To ensure that rail commuter services are provided in the public interest and to provide for the long-haul passenger rail and bus services within, to and from the Republic in terms of the principles set out in section 4 of the National Land Transport Act, 2000 (Act No. 22 of 2000)
Ports Regulator of South Africa (PRSA)	It's a schedule 3A public entity established in terms of the National Ports Act No;12 of 2005 which mandates the entity to function as an economic regulator of the ports system of South Africa	Transfer Payments	The entity performs functions that relate mainly to regulating pricing and other aspects of economic regulation, promoting equal access to ports facilities and services, monitoring the industry's compliance with the regulatory framework, and hearing any complaints and appeals lodged with it.
Railway Safety Regulator (RSR)	Established in terms of the National Railway Safety Regulator Act, 2002 (Act	Transfer Payments	Provide a conducive regulatory environment

Name of Entity	Legislative Mandate	Financial Relationship	Nature of Operations
	<p>No. 16 of 2002) (as amended), and listed as Schedule 3B of the PFMA.</p> <p>The mandate of the RSR is to oversee and promote safe railway operations through appropriate support, monitoring and enforcement, guided by an enabling regulatory framework, including regulations.</p>		<p>Improved levels of safety and security in the railway industry</p> <p>Sustainable institutional effectiveness</p>
Road Traffic Management Corporation (RTMC)	Road Traffic Management Corporation Act, 1999 (Act No. 20 of 1999)	Transfer payments	To enhance the overall quality of road traffic services provision, and in particular ensure safety, security, order, discipline and mobility on the roads
Road Traffic Infringement Agency (RTIA)	Administrative Adjudication of Road Traffic Offences (AARTO) Act, 1998 (Act No. 46 of 1998).	Transfer payments	To promote road traffic quality by providing for a scheme to discourage road traffic contraventions; facilitate adjudication of road infringements; and support the prosecution of the road traffic offences in terms of national and provincial laws relating to road traffic
Road Accident Fund (RAF)	Road Accident Fund Act, 1996 (Act No. 56 of 1996)	No transfer from the Department of Transport	To provide for the payment of compensation for loss or damages wrongfully caused by negligent driving of motor vehicles within the borders of the Republic
South African Civil Aviation Authority (SACAA)	South African Civil Aviation Authority Act, 1988 (Act No.4 of (1988)	Transfer Payments. The entity generates its revenue from levies and user charges. The transfer from the Department is for services rendered in aircraft accident and incident investigation.	To control and regulate civil aviation safety and security within the Republic
South African Maritime Safety Authority (SAMSA)	<p>It's responsible for executing the following legislative objectives as set out in the SAMSA Act No.05 of 1998:</p> <ul style="list-style-type: none"> • To ensure safety of life and property at sea • To prevent and combat pollution of the 	The entity generates most of its revenue from levies, which constitute more than 80.3 per cent of total revenue, charged to foreign ships calling on South African ports.	<p>Develop maritime –undertake activities to cause the maritime transport system to grow, transform and support sustainable development.</p> <p>Promote maritime- undertake activities to support and actively encourage the</p>

Name of Entity	Legislative Mandate	Financial Relationship	Nature of Operations
	<p>marine environment by ships; and</p> <ul style="list-style-type: none"> • To promote the Republic's maritime interests. 		<p>registration of ships onto SA ship registry.</p> <p>Authorise maritime- undertake activities to register and authorise people, vessels equipment, courses, agencies, recognised organizations, training institutions and shipping organizations.</p> <p>Monitor compliance – monitor the compliance of all the authorised maritime actors through audits surveillance, support survey and inspection activities ,</p> <p>Enforce compliance- compel observance of compliance through fines, detentions, warnings, administering of conventions and any other disincentives for non - compliance</p> <p>Manage compliance- undertake activities to manage maritime transport outcomes such as incident management, accident management and maritime interventions through among others the Emerging Towing Vessel</p>
South African National Roads Agency Limited (SANRAL)	South African National Roads Agency Limited and National Road Act, 1998 (Act No. 7 of 1998)	Transfer payments	To manage and control the Republic's national roads system and take charge amongst others of the development, maintenance and rehabilitation of national roads within the framework of government policy

PART B: PERFORMANCE INFORMATION

1. AUDITOR GENERAL'S REPORT: PREDETERMINED OBJECTIVES

The AGSA currently performs certain audit procedures on the performance information to provide reasonable assurance in the form of an audit conclusion. The audit conclusion on the performance against predetermined objectives is included in the report to management, with material findings being reported under the Predetermined Objectives heading in the Report on other legal and regulatory requirements section of the auditor's report.

Refer to Page 224 of the Report of the Auditor-General, published as Part E: Financial Information.

2. OVERVIEW OF DEPARTMENTAL PERFORMANCE

2.1 Service Delivery Environment

The area of Driving Licence Testing Centres (DLTCs) has been beset by a number of impeding factors for some time. These include infrastructure challenges, the need to integrate operating systems, introduction of online service innovation, need to decentralise the footprint of DLTC, improvement of access to services, and to eliminate corruption and inefficiencies in operations. Some of these challenges are historical and may need dedicated focus to unbundle and address. Numerous interventions have been commissioned, in partnership with the Road Traffic Management Corporation (RTMC) and DLTCs, to address these issues as a matter of urgency. These include, amongst others,

- Upgrade of obsolete Live Enrolments Units (LEUs) and other tools of trade that DLTCs need to deliver services;
- Standardisation of operating hours of DLTCs (08h00-16h00 and also opening of business on Saturdays);
- Optimal rollout of online booking platform to improve service delivery;
- Introduction of self-service kiosks in public spaces, managed by the RTMC;
- Operationalisation of licencing hubs and walk-in centres;
- SMS solution to alert motorists with expiring licences;
- Online payment system to reduce visits to DLTCs;
- Online interface with optometrists and medical practitioners to upload eye test results on eNaTIS; etc.

Over and above addressing these, regular assessment of the impact of these interventions will be conducted to ensure that the sector improves the services that they deliver to citizens in the areas of DLTCs, RAs and VTSSs.

The onset of the COVID-19 pandemic resulted in restrictions that led to the closure of Driving Licence Testing Centres (DLTCs), Registering Authorities (RAs) and Vehicle Testing Stations (VTSSs), particularly during Alert Levels 5 and 4, between 26 March 2020 and 31 May 2020. These institutions gradually opened from 1 June 2020 depending on their readiness in terms of COVID-19 regulations. Due to this impact of COVID-19 on service delivery, in terms of limited staff and demand for services, major backlogs were incurred, particularly with regard to the renewal of driving licences. This then necessitated extensions of validity period of driving licences, in a way to allow the backlog to be cleared.

2.2 Service Delivery Improvement Plan

The department has completed a service delivery improvement plan. The department has further published the Minimum Requirements for Service Delivery Standard For Driving Licence Testing Centres (DLTCs), Registering Authorities (RAs) and Vehicle Testing Stations (VTSs) for comment in November 2020. The tables below highlight the service delivery plan and the achievements to date.

Main Services and Standards

Main services	Beneficiaries	Current/Actual Standard of Service	Desired Standard of Service	Actual Achievement
<p>Enhance all services related to Registered Driving Licence Testing Centres in the country by providing:</p> <ul style="list-style-type: none"> • Conduct Inspections • Develop and review Operational Standards • Provide standard service level agreements • Effective Regulations and legislation for safety and standards 	<p>RSA citizens > 18 Learners > 16 Foreigners > 18 years of age and older</p>	<p>Daily: 5 days a week.</p> <p>Render driving licence related services at approximately 400 DLTC's</p> <p>Minimum Requirements for Service Delivery Standards for DLTC's, VTS's and RA's were published in the Government Gazette, on 20 November 2020 Nr 43913, for public comments</p> <p>Online pre-bookings for applications for learner and driver tests and renewal of licences are still only available in Gauteng (An average of 9 000 driving licence applications are received per day by the DLCA from approximately 400 DLTC'S in the RSA.</p>	<p>Online pre-bookings for applications for learner and driver tests and renewal of licences in the whole country at DLTC's.</p> <p>One set of operational standards for all DLTC's to conduct daily operations.</p> <p>Service level agreements to be implemented.</p> <p>Trained examiners to assist people with special needs.</p> <p>Online pre-bookings for applications for learner and driver tests, as well as renewal of driving licences and Professional Driver's Permit to reduce queues</p> <p>Computerised processes are under development e.g., online motor vehicle licence renewal</p>	<p>Online pre-bookings for applications for learner and driver tests and renewal of licences are available in Gauteng at most DLTC's.</p> <p>A summary of the following transactions were done during the year at 397 DLTC's:</p> <p>DL: 2 259 724 LL: 700 591 TDL: 1 304 205 PrDp: 464 086</p> <p>Actual cards produced by DLCA for 2020/21: 1 783 814</p> <p>Operational standards approved by the IPPP and was published in the Government Gazette for</p>

Main services	Beneficiaries	Current/Actual Standard of Service	Desired Standard of Service	Actual Achievement
		On average 8 919 licences are produced per day by the DLCA)	<p>Authorisation from titleholder to cross boarder</p> <p>Legislation and regulations to verify doctor registration, and use of eye test certificate received from licenced service provider.</p>	<p>public comment. Operational Standards are based on the Batho Pele Principles</p> <p>Online pre-bookings for applications for learner and driver tests and renewal of licences are still only available in Gauteng.</p>

Abbrev.: DL: Driving licences; LL: Learner Licences ;TDL Temporary Driving Licence: PrDp: Professional Drivers Permit

Batho Pele Arrangements with Beneficiaries (Consultation, Access, etc.)

Current/actual Arrangements	Desired Arrangements	Actual Achievements
Suggestion Boxes	Call centre (provincial and national). Electronic customer survey and complaint / compliment management system at all DLTC's	Some Suggestion Boxes
Complaints Register		Some Complaints Registers
Manual surveys		<p>Inspectors do inspections at DLTC's and issues are discussed with the station managers.</p> <p>Department receives calls directly from clients and deal with them individually and where necessary refers them to provinces. Manual customer surveys are conducted during unannounced visits by Provincial Departments</p> <p>Some members of the public use the Suggestion Boxes Some members of the public use the Complaints Register</p>

Service Delivery Information Tool

Current/actual Information Tools	Desired Information Tools	Actual Achievements
Provincial Websites	Information Signage / Posters	Provincial Websites
SA Learners Website	SA Learners Website	SA Learners Website
South African Government Services	Websites recognized by all citizens	South African Government Services website
Some Service Charters	Websites / Service Charters	Approval received to launch one Service Charter in all DLTCs Due to lockdown the Service Charters were not printed
	National Call Centre	Help Desk at the DLCA to manage queries on driver licences. Departmental Website email address info@dot.gov.za, where queries can be sent and responded to.

Complaints Mechanism

Current/actual Complaints Mechanism	Desired Complaints Mechanism	Actual Achievements
Complaints Register	Call centre (provincial and national)	Call centre (provincial and national)
HELP Desk at the DLCA manages queries on driver licences Departmental website provides email address info@dot.gov.za , where queries can be sent to and responded to.	Development of an application which can be downloaded by a user to a mobile device to enable the public to instantly complain about unsatisfactory services. Must still be developed by the RTMC	HELP Desk at the DLCA manages queries on driver licences Departmental website provides email address info@dot.gov.za , where queries can be sent to and responded to.

2.3 Organisational Environment

Following a sustained period of performance that saw major strides being made by the transport sector, the DoT aims to intensify its strategic interventions to address some of the major challenges facing the sector.

The internal challenge of alignment and optimal use of resources (human, financial, facilities and equipment) remains a prickly issue that the Department continues to deal with. The main intervention of modifying and purifying the organisational structure is on course and will be prioritised to ensure efficient and effective performance of the department and improve service delivery. With the inception of the COVID-19 pandemic and its inherent restrictions, further modifications to operations include working remotely, virtual meetings and management of leave. The Department has started equipping employees with necessary resources to optimise performance and mitigate the effects of the pandemic.

The department remains focused on addressing the vacancy rate through the filling critical positions; and also ensuring that its oversight role on sector public entities is strengthened and stabilised.

The simplified structure of the DoT puts extensive emphasis on modes of transport. Complementing this modal emphasis are two programmes that seek to provide strategic support to key programmes of the DoT, namely Administration and Integrated Transport Planning.

Programme 1: Administration – This programme comprises the Ministry, Office of the Director-General (ODG), Chief Operations Officer (COO), Chief Financial Officer (CFO) and Transport Information Systems (TIS)

Programme 2: Integrated Transport Planning

Programme 3: Rail Transport

Programme 4: Road Transport

Programme 5: Civil Aviation

Programme 6: Maritime Transport

Programme 7: Public Transport

It is still the belief of the DoT that these internal programmes not only set the agenda for the DoT but for a collective, integrated and harmonised approach to addressing sector challenges. Key players in this collective include the DoT, transport entities, provincial departments, municipalities and key private sector stakeholders. A convergence of all these stakeholders will assist in fast-tracking the responsiveness of the sector to the realities on the ground.

Impact of COVID-19 on internal Processes

COVID-19 presented both a global health crisis and an international economic threat. Due to regulatory restrictions and lockdowns that were implemented as a means to curb the spread of the virus, a wide array of unique and fundamental challenges were generated for employers and employees across the globe. The Department of Transport and sector entities were not an exception. The lockdown resulted in fundamental transformation of a number of business processes, and in some cases, impacted heavily on business continuity. Given the uncertainty and breadth of the COVID-19 shock, the Department had to act promptly to acknowledge and mitigate risks associated with business continuity, while developing and applying sustainable solutions.

During the COVID-19 pandemic lockdown, the DoT had to adapt its operations by managing employees working remotely and also created an environment for virtual engagements on online platforms. Some divisions of the establishment were not ready for this change and did not have contingency mechanisms with appropriate technical support. This posed a critical risk, particularly to achievement of predetermined performance targets. The sector is however rising to the challenge, navigating massive workforce shifts, such as the urgent need to shift to a remote workforce, to protect and empower vulnerable employees, to serve customers and to ensure business continuity.

The impact that COVID-19 has had on internal processes has also necessitated a need for fit-for-purpose plans that can evolve as the global health and economic environment changes. Responding to the pandemic has underscored the need to accelerate the adoption of agile ways of working and value chain transformation to help mitigate uncertainty. To this effect, dedicated recovery plans were developed and progress was monitored to ensure that deliverables were back on track to meet the annual targets and also achieve business continuity.

Key Policy Developments and Legislative Changes

- The Economic Regulation of Transport (ERT) Bill was introduced to Parliament and subsequently approved for public comments in pursuance of further processing.
- The National Rail Safety Bill was also approved by Cabinet and introduced in Parliament in March 2021.
- Planned consultations between DoT and DPE on the recommended corporatisation of the Transnet National Ports Authority (TNPA), in line with the requirement of the National Port Act (2005) were conducted during July and September 2020, bringing the need to comply with the Act nearer. TNPA was established as an independent subsidiary of Transnet in June 2021.
- Rollout of the Administrative Adjudication of the Road Traffic Offences (AARTO) Amendment Act was deferred to the 2021/22 financial year due to the onset of the COVID-19 pandemic.

3. ACHIEVEMENT OF INSTITUTIONAL IMPACTS AND OUTCOMES

3.1 Progress made on the Strategic Plan 2020 – 2025

3.1.1 DoT Priority Focus Area 1: SAFETY as an Enabler of Service Delivery

NDP Pillar 2: Capabilities of South Africans				
Priority 6: Social Cohesion and Safer Communities				
MTSF Programme: Safe Communities				
Sub-Programme: Safer Transport Systems				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE ¹	FIVE-YEAR TARGET ²	PROGRESS AS AT MARCH 2021
Road Transport Safety				
Improved transport safety and security	<ul style="list-style-type: none"> % reduction in road crash fatalities 	<ul style="list-style-type: none"> 12 921 road crash fatalities per annum 	<ul style="list-style-type: none"> 25% reduction <i>(Road crash fatalities reduced from 12 921 to 9 690)</i> 	<ul style="list-style-type: none"> Reductions of 20.27% (2 534) and 19.73% (2 421) were recorded for the 2020 calendar year and 2020/21 financial year respectively. Part of the reason for the decrease can be attributed to less traffic on the road, particularly during COVID-19 Alert Levels 5 and 3 between Quarter 1 and 3 of the financial year.
Rail Transport Safety				
Improved transport safety and security	<ul style="list-style-type: none"> % reduction in reported rail safety occurrences 	<ul style="list-style-type: none"> 1 400 rail safety occurrences 	<ul style="list-style-type: none"> 54% reduction <i>(Rail safety occurrences reduced from 1 400 to 640)</i> 	<ul style="list-style-type: none"> 89% reduction in rail safety occurrences achieved. A total of 147 occurrences were recorded, indicating a reduction of 1 253 for the period under review. The reduction was mainly due to low demand for transport

¹ Baseline for all Priority Focus Areas is as at March 2019 (unless otherwise specified)

² Target year for all Priority Focus Areas is March 2024 (unless otherwise specified)

NDP Pillar 2: Capabilities of South Africans				
Priority 6: Social Cohesion and Safer Communities				
MTSF Programme: Safe Communities				
Sub-Programme: Safer Transport Systems				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE ¹	FIVE-YEAR TARGET ²	PROGRESS AS AT MARCH 2021
				services due to COVID-19 lockdown.
	<ul style="list-style-type: none"> % reduction in reported rail security occurrences 	<ul style="list-style-type: none"> 4 676 rail security occurrences 	<ul style="list-style-type: none"> 78.6% reduction <i>(Rail security occurrences reduced from 4 676 to 1 000)</i> 	<ul style="list-style-type: none"> 27.5% reduction in rail security occurrences achieved. Occurrences were reduced by 1 289 to a total of 3 387 for the year under review. There was low demand for services due to COVID-19 lockdown. Security deployments did not yield optimal results to prevent vandalism and theft of infrastructure.
	<ul style="list-style-type: none"> % implementation of the national strategic plan to end Gender-Based Violence and Femicide (GBVF) in the rail transport sector 	<ul style="list-style-type: none"> New indicator 	<ul style="list-style-type: none"> 100% implementation 	<ul style="list-style-type: none"> A dedicated plan (with budget) was developed to ensure implementation of the national strategic plan to end Gender-Based Violence and Femicide (GBVF) in the rail transport sector (PRASA).
Civil Aviation Safety				
Improved transport safety and security	<ul style="list-style-type: none"> % reduction in fatal accidents in general aviation 	<ul style="list-style-type: none"> 20 fatal accidents 	<ul style="list-style-type: none"> 50% reduction <i>(Fatal accidents in general</i> 	<ul style="list-style-type: none"> Fatal accidents increased by 23% during the financial year, while cumulative fatalities also

NDP Pillar 2: Capabilities of South Africans				
Priority 6: Social Cohesion and Safer Communities				
MTSF Programme: Safe Communities				
Sub-Programme: Safer Transport Systems				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE ¹	FIVE-YEAR TARGET ²	PROGRESS AS AT MARCH 2021
			<i>aviation reduced from 20 to 10)</i>	increased by 21%. <ul style="list-style-type: none"> The increase is mainly attributed to non-adherence to aviation safety and security regulations by the general aviation sector.
	<ul style="list-style-type: none"> % reduction in fatal accidents in scheduled commercial aviation 	<ul style="list-style-type: none"> Zero (0) fatal accidents 	<ul style="list-style-type: none"> 0% <i>(Fatal accidents in scheduled commercial aviation maintained at zero (0))</i>	<ul style="list-style-type: none"> No fatal accidents recorded in scheduled commercial aviation as targeted.
Maritime Transport Safety				
Improved transport safety and security	<ul style="list-style-type: none"> % reduction in reportable maritime safety incidents rate 	<ul style="list-style-type: none"> Ten (10) reportable maritime safety incident rate 	<ul style="list-style-type: none"> 50% reduction <i>Reportable maritime safety incident rate reduced from 10 to 5 (and below)</i>	<ul style="list-style-type: none"> 4.74 reportable maritime safety rate achieved for the period under review.
	<ul style="list-style-type: none"> % reduction in maritime fatality rate 	<ul style="list-style-type: none"> Two (2) maritime fatality rate 	<ul style="list-style-type: none"> 50% reduction <i>Below one (1) maritime fatality rate reduced from 2 to 1 (and below)</i>	<ul style="list-style-type: none"> 0.63 reportable maritime fatality rate achieved for the period under review.
Public Transport Safety				
Improved transport safety and security	<ul style="list-style-type: none"> % implementation of the national strategic plan to end Gender-Based Violence and Femicide (GBVF) in 	<ul style="list-style-type: none"> New indicator 	<ul style="list-style-type: none"> 100% implementation 	<ul style="list-style-type: none"> Dedicated plan (with budget) developed to ensure implementation of the national strategic plan to end Gender-Based Violence and Femicide

NDP Pillar 2: Capabilities of South Africans				
Priority 6: Social Cohesion and Safer Communities				
MTSF Programme: Safe Communities				
Sub-Programme: Safer Transport Systems				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE¹	FIVE-YEAR TARGET²	PROGRESS AS AT MARCH 2021
	public transport (Taxi Industry)			(GBVF) in the taxi industry (SANTACO).

3.1.2 DoT Priority Focus Area 2: PUBLIC TRANSPORT that Enables Social Emancipation and an Economy that Works

NDP Pillar 2: Capabilities of South Africans				
Priority 5: Spatial Integration, Human Settlements and Local Government				
MTSF Programme: Basic Service Delivery				
Sub-Programme: Public Transport				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE	FIVE-YEAR TARGET	PROGRESS AS AT MARCH 2021
National Taxi Lekgotla Resolutions Implementation				
Improved accessibility, quality and reliability of public transport	<ul style="list-style-type: none"> Public transport funding scope expanded to incorporate the taxi industry 	<ul style="list-style-type: none"> No direct operational subsidy for minibus taxis Capital subsidy through the Taxi Recapitalisation Programme Fragmented funding sources for land-based public transport 	<ul style="list-style-type: none"> Revised Public Transport Funding Model approved and implemented 	<ul style="list-style-type: none"> Data collection on existing public transport funding streams across the three spheres of government commenced.
	<ul style="list-style-type: none"> % ownership of the Taxi Scrapping Entity by the Taxi Industry 	<ul style="list-style-type: none"> New Indicator 	<ul style="list-style-type: none"> 60% ownership <p><i>(Framework for the taxi industry ownership of the Taxi Scrapping Entity developed and implemented)</i></p>	<ul style="list-style-type: none"> Development of a framework for the Taxi Industry Ownership Model initiated.
	<ul style="list-style-type: none"> Number in old taxi vehicles scrapped 	<ul style="list-style-type: none"> 72 653 old taxi vehicles 	<ul style="list-style-type: none"> 135 894 old taxi vehicles 	<ul style="list-style-type: none"> A total of 1 679 old taxi vehicles were scrapped in the 2020/21 financial year. <p>Number of taxis scrapped is dependent on the uptake by the industry.</p>
Integrated Public Transport Networks (IPTNs)				
Improved accessibility, quality and reliability of	<ul style="list-style-type: none"> Number of cities operating integrated public transport networks 	<ul style="list-style-type: none"> 6 cities 	<ul style="list-style-type: none"> 10 cities 	<ul style="list-style-type: none"> Six (6) cities operating IPTNs as at March 2021.

NDP Pillar 2: Capabilities of South Africans				
Priority 5: Spatial Integration, Human Settlements and Local Government				
MTSF Programme: Basic Service Delivery				
Sub-Programme: Public Transport				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE	FIVE-YEAR TARGET	PROGRESS AS AT MARCH 2021
public transport				Four (4) cities expected to launch new operations in the 2021/22 financial year.
	<ul style="list-style-type: none"> Number of average weekday passenger trips across cities operating IPTNs 	<ul style="list-style-type: none"> 165 000 	<ul style="list-style-type: none"> 365 000 	<ul style="list-style-type: none"> Six operating cities carry a combined 143 000 weekday passenger trips
	<ul style="list-style-type: none"> Revised BRT specifications and technical norms and standards implemented 	<ul style="list-style-type: none"> New Indicator 	<ul style="list-style-type: none"> Revised BRT specifications and technical norms and standards implemented (by March 2022) 	<ul style="list-style-type: none"> Gap analysis on BRT specifications and technical norms and standards initiated. <p>Cities to scale down on specifications</p>
	<ul style="list-style-type: none"> % compliance with spatial referencing of IPTN Programme 	<ul style="list-style-type: none"> New indicator 	<ul style="list-style-type: none"> 100% compliance 	<ul style="list-style-type: none"> All ten (10) cities have incorporated IPTNs into their Spatial Development Frameworks and Built Environment Performance Plans. <p>Cities requested to provide details of mixed land use projects along IPTN corridors.</p>
	<ul style="list-style-type: none"> % compliance with universal design norms and standards 	<ul style="list-style-type: none"> New indicator 	<ul style="list-style-type: none"> 100% compliance 	<ul style="list-style-type: none"> Universal Access and Design Plans (UADP) developed for all ten cities. <p>Plans to be implemented in line</p>

NDP Pillar 2: Capabilities of South Africans				
Priority 5: Spatial Integration, Human Settlements and Local Government				
MTSF Programme: Basic Service Delivery				
Sub-Programme: Public Transport				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE	FIVE-YEAR TARGET	PROGRESS AS AT MARCH 2021
				with applicable norms and standards for operating cities.
	<ul style="list-style-type: none"> Number of BRT operating hours per day 	<ul style="list-style-type: none"> 16 hours 	<ul style="list-style-type: none"> 20 hours 	<ul style="list-style-type: none"> Average operating hours between 14-16 hours mainly due to COVID-19 restrictions (curfew and capacity restrictions for public transport) <p>Operating hours to be increased once lockdown is lifted and demand for public transport increases.</p>
Rural and Scholar Transport				
Improved accessibility, quality and reliability of public transport	<ul style="list-style-type: none"> Number of district municipalities assisted with IPTN plans 	<ul style="list-style-type: none"> 6 district municipalities 	<ul style="list-style-type: none"> 10 district municipalities 	<ul style="list-style-type: none"> Two district municipalities (Mopani and Gert Sibande) to be assisted in the 2021/22 financial year.
	<ul style="list-style-type: none"> Number of bicycles distributed (Shova Kalula Bicycle Programme) 	<ul style="list-style-type: none"> 90 000 bicycles 	<ul style="list-style-type: none"> 120 000 bicycles <p><i>(Bicycles distributed to youth increase from 90 000 to 120 000)</i></p>	<ul style="list-style-type: none"> A total of 6 929 bicycles were distributed across provinces in the 2020/21 financial year.
Rail Transport				
Improved accessibility, quality and reliability of public transport	<ul style="list-style-type: none"> Number of passenger rail trips 	<ul style="list-style-type: none"> 132 million 	<ul style="list-style-type: none"> 311 million 	<ul style="list-style-type: none"> Passenger rail trips recorded for the 2020/21 financial year amounted to 3 870 417. <p>Lower than targeted passenger</p>

NDP Pillar 2: Capabilities of South Africans				
Priority 5: Spatial Integration, Human Settlements and Local Government				
MTSF Programme: Basic Service Delivery				
Sub-Programme: Public Transport				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE	FIVE-YEAR TARGET	PROGRESS AS AT MARCH 2021
				<p>trips was mainly due to decreased demand for transport services as a result of COVID-19.</p> <p>Other reasons pertain to trip cancellations and/or delays due to challenges around rolling stock, security (theft and vandalism of infrastructure), signalling and electrical issues.</p>

3.1.3 DoT Priority Focus Area 3: INFRASTRUCTURE Build that Stimulates Economic Growth and Job Creation

NDP Pillar 1: A Strong and Inclusive Economy				
Priority 2: Economic Transformation and Job Creation				
MTSF Programme: Economy and Jobs				
Sub-Programme: Competitive and Accessible Markets				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE	FIVE-YEAR TARGET	PROGRESS AS AT MARCH 2021
Road Transport				
Increased access to affordable and reliable transport systems	<ul style="list-style-type: none"> % compliance with the user-pay principle 	<ul style="list-style-type: none"> Non-compliance currently limited to the SANRAL network under the Gauteng Freeway Improvement Project (GFIP) 	<ul style="list-style-type: none"> 100% compliance <i>(Road Maintenance Funding Policy developed and implemented)</i> 	<ul style="list-style-type: none"> Compliance with the user-pay principle remains optimal, except on the SANRAL network impacted by e-tolling. An option analysis exercise on GFIP has been conducted and a final decision is pending final consultations between the DoT, National Treasury and Cabinet.
	<ul style="list-style-type: none"> % of national road network exposed to maintenance work 	<ul style="list-style-type: none"> Total network – 25 253 km (100% surfaced) <ul style="list-style-type: none"> - Good Conditions – 60% - Fair Condition – 36% - Poor Condition – 4% 	<ul style="list-style-type: none"> 100% <i>Overall Condition Index (OCI) of the national road network maintained as per the baseline</i> 	<ul style="list-style-type: none"> Upgrading, refurbishment and maintenance of national roads done. Overall Condition Index (OCI) for national roads was 70.98 as at March 2021.
	<ul style="list-style-type: none"> % of provincial road network exposed to maintenance work 	<ul style="list-style-type: none"> Paved Roads – 46 548 km Gravel Roads - 226 273 km 	<ul style="list-style-type: none"> 5% <i>(Upgrading, rehabilitation, resealing, blacktop patching, blading and regravelling)</i> 	<ul style="list-style-type: none"> Over 5% of provincial road network exposed to routine maintenance in the 2020/21 financial year. Roads were rehabilitated, resealed, resurfaced, regravelled, bladed, and blacktop patching was

NDP Pillar 1: A Strong and Inclusive Economy				
Priority 2: Economic Transformation and Job Creation				
MTSF Programme: Economy and Jobs				
Sub-Programme: Competitive and Accessible Markets				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE	FIVE-YEAR TARGET	PROGRESS AS AT MARCH 2021
				done.
Decent Jobs sustained and created	<ul style="list-style-type: none"> Number of jobs created through SANRAL national road maintenance programme 	<ul style="list-style-type: none"> 12 000 jobs 	<ul style="list-style-type: none"> 33 500 jobs 	<ul style="list-style-type: none"> A total of 6 063 job opportunities were created during the 2020/21 financial year. 3 024 of beneficiaries were youths, and 1 652 were women.
	<ul style="list-style-type: none"> Number of jobs created through the provincial road maintenance programme 	<ul style="list-style-type: none"> 900 000 jobs 	<ul style="list-style-type: none"> 500 000 jobs 	<ul style="list-style-type: none"> 206 056 job opportunities (26 990 full-time equivalents) were created in the S'hamba Sonke programme in the 2020/21 financial year. 42 667 of beneficiaries were youths, 156 159 were women and 360 were persons with disabilities. 9 166 additional jobs were reported through the Deep Rural Roads Maintenance Programme in line with the Presidential Employment Stimulus Package.
Rail Transport				
Increased access to affordable and reliable transport systems	<ul style="list-style-type: none"> Number train sets deployed to priority corridors 	<ul style="list-style-type: none"> 23 train sets 	<ul style="list-style-type: none"> 271 train sets 	<ul style="list-style-type: none"> A total of 25 new trains were provisionally accepted for delivery during the 2020/21 financial year.
	<ul style="list-style-type: none"> Selected stations in priority corridors 	<ul style="list-style-type: none"> 28 stations modernised 	<ul style="list-style-type: none"> Central Line (Western Cape) 	<ul style="list-style-type: none"> No station was modernised during the 2020/21 financial year.

NDP Pillar 1: A Strong and Inclusive Economy				
Priority 2: Economic Transformation and Job Creation				
MTSF Programme: Economy and Jobs				
Sub-Programme: Competitive and Accessible Markets				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE	FIVE-YEAR TARGET	PROGRESS AS AT MARCH 2021
	modernised		<ul style="list-style-type: none"> Mabopane-Pretoria Line (Gauteng) 	Programme hampered by onset of COVID-19.
	<ul style="list-style-type: none"> Private Sector Participation (PSP) Framework implemented 	<ul style="list-style-type: none"> Zero base 	<ul style="list-style-type: none"> Private Sector Participation (PSP) Framework developed and implemented 	<ul style="list-style-type: none"> Discussion document for the PSP developed
	<ul style="list-style-type: none"> High Speed Rail (HSR) Framework implemented 	<ul style="list-style-type: none"> Zero base 	<ul style="list-style-type: none"> High Speed Rail (HSR) Framework developed and implemented 	<ul style="list-style-type: none"> Definition of multi-criteria corridor assessment areas for HSR developed.
Decent jobs sustained and created	<ul style="list-style-type: none"> Number of jobs created through PRASA Infrastructure Programmes 	<ul style="list-style-type: none"> Zero base 	<ul style="list-style-type: none"> 33 000 (Direct and Indirect) jobs 	<ul style="list-style-type: none"> 878 jobs created through the Rolling Stock Fleet Renewal Programme for the 2020/21 financial year. <p>Additional 1 691 jobs created through the Rail Modernisation Programme.</p>
Civil Aviation				
Decent jobs sustained and created	<ul style="list-style-type: none"> Number of jobs created through the ACSA Infrastructure Programme 	<ul style="list-style-type: none"> 30 684 (direct and indirect jobs) 	<ul style="list-style-type: none"> 69 103 jobs 	<ul style="list-style-type: none"> 18 902 job opportunities supported in the 2020/21 financial year. <p>Job creation in the sector slowed down by the onset of COVID-19.</p>

3.1.4 DoT Priority Focus Area 4: Building a MARITIME Nation, Elevating the Oceans Economy

NDP Pillar 1: A Strong and Inclusive Economy				
Priority 2: Economic Transformation and Job Creation				
MTSF Programme: Economy and Jobs				
Sub-Programme: Competitive and Accessible Markets				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE	FIVE-YEAR TARGET	PROGRESS AS AT MARCH 2021
Increased access to affordable and reliable transport systems	<ul style="list-style-type: none"> % compliance with the National Ports Act (2005) 	<ul style="list-style-type: none"> Non-compliance with the National Ports Act (2005) as a result of non-corporatisation of the National Ports Authority (TNPA) 	<ul style="list-style-type: none"> 100% <i>(Transnet National Ports Authority (TNPA) corporatized)</i> 	<ul style="list-style-type: none"> Stakeholder consultations conducted and establishment of TNPA as an independent division of Transnet pronounced by the President in June 2021.
	<ul style="list-style-type: none"> Ports infrastructure constructed, refurbished and maintained 	<ul style="list-style-type: none"> Operation Phakisa Oceans Economy 	<ul style="list-style-type: none"> Operation Phakisa Oceans Economy Three-Foot Plan implemented 	<ul style="list-style-type: none"> Over 4 589 jobs were created through implementation of the plan in the 2020/21 financial year. Over R9.2 billion investments were secured as part of the Maritime sector objective of raising the sector's GDP contribution and job creation.
	<ul style="list-style-type: none"> % compliance with adopted international maritime conventions 	<ul style="list-style-type: none"> Draft Merchant Shipping Bill 	<ul style="list-style-type: none"> 100% <i>(Merchant Shipping Bill promulgated and assented into law)</i> 	<ul style="list-style-type: none"> Draft Bill developed; Socio-economic impact assessment conducted; and Bill referred to State Law Advisor for certification.
	<ul style="list-style-type: none"> Sustainable funding model for the enhancement of maritime capacity and capability developed 	<ul style="list-style-type: none"> Draft Maritime Development Fund Bill 	<ul style="list-style-type: none"> Maritime Development Fund Bill promulgated 	<ul style="list-style-type: none"> Draft Maritime Development Bill developed.

NDP Pillar 1: A Strong and Inclusive Economy				
Priority 2: Economic Transformation and Job Creation				
MTSF Programme: Economy and Jobs				
Sub-Programme: Competitive and Accessible Markets				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE	FIVE-YEAR TARGET	PROGRESS AS AT MARCH 2021
	<ul style="list-style-type: none"> Strategic national shipping capacity and capability improved 	<ul style="list-style-type: none"> Draft Operating Model for a National Shipping Company 	<ul style="list-style-type: none"> National Shipping Company established 	<ul style="list-style-type: none"> Draft Operating Model for the National Shipping Company.

3.1.5 DoT Priority Focus Area 5: Accelerating TRANSFORMATION towards Greater Economic Participation

NDP Pillar 1: A Strong and Inclusive Economy				
Priority 2: Economic Transformation and Job Creation				
MTSF Programme: Economy and Jobs				
Sub-Programme: Competitive and Accessible Markets				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE	FIVE-YEAR TARGET	PROGRESS AS AT MARCH 2021
Increased access to affordable and reliable transport systems	<ul style="list-style-type: none"> Improved regulation and competitiveness 	<ul style="list-style-type: none"> ERT Bill approved for submission to Cabinet 	<ul style="list-style-type: none"> Single Transport Economic Regulator (STER) established and operationalized 	<ul style="list-style-type: none"> Establishment of the STER achieved a major milestone with the approval, by Cabinet, of the ERT Bill. <p>The Bill was introduced to Parliament and was subsequently approved for public comments in pursuance of further processing.</p> <p>The Bill was updated and presented to the PCoT after comments were incorporated.</p>
		<ul style="list-style-type: none"> Lack of an overarching rail legislative framework 	<ul style="list-style-type: none"> National Rail Act developed and implemented 	<ul style="list-style-type: none"> Draft National Rail Bill developed.
	<ul style="list-style-type: none"> % increase in previously disadvantaged individuals with critical and scarce skills in technical aviation occupations 	<ul style="list-style-type: none"> 1.9% Young Technical Talent, ATC, AME and aeronautical engineering disciplines introduced at undergraduate levels 	<ul style="list-style-type: none"> 1.5% 	<ul style="list-style-type: none"> Memoranda of agreements (MoAs) reviewed with six (6) academic institutions to, amongst others, review academic syllabi in line with introducing aeronautical engineering disciplines at undergraduate levels.
	<ul style="list-style-type: none"> Competitive ship registration system 	<ul style="list-style-type: none"> Five merchant vessels registered on the South African Ship Register 	<ul style="list-style-type: none"> Ten (10) merchant vessels registered on the South African Ship Register 	<ul style="list-style-type: none"> Draft Operating Model for the National Shipping Company.

3.1.6 DoT Priority Focus Area 6: INNOVATION that Advances Efficiencies and Supports a Continuous Improvement Model

NDP Pillar 1: A Strong and Inclusive Economy				
Priority 2: Economic Transformation and Job Creation				
MTSF Programme: Economy and Jobs				
Sub-Programme: Innovation				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE	FIVE-YEAR TARGET	PROGRESS AS AT MARCH 2021
Improved competitiveness through adoption of new technology	<ul style="list-style-type: none"> Integrated Automated Fare Collection Technology implemented 	<ul style="list-style-type: none"> 2011 Regulations on Integrated Fare System utilising inter-operatable bank cards operational in Johannesburg, Cape Town, Tshwane, George and eThekweni IPTNs and the Gautrain 	<ul style="list-style-type: none"> Single (Integrated) Electronic Ticketing System rolled out in selected government-subsidized public transport operators 	<ul style="list-style-type: none"> Gap analysis on national automated fare collection regulatory framework conducted; Amended regulations developed and gazetted for public comments
	<ul style="list-style-type: none"> Legislative framework for implementation of Autonomous Vehicle Technology 	<ul style="list-style-type: none"> Zero base 	<ul style="list-style-type: none"> Approved Regulations for implementation of Autonomous Vehicle Technology 	<ul style="list-style-type: none"> Guidelines for licencing and legislating autonomous vehicles developed.
	<ul style="list-style-type: none"> Improved regulatory environment for Remotely-Piloted Aircraft System (RPAS) 	<ul style="list-style-type: none"> Approved RPAS Regulations (2015) 	<ul style="list-style-type: none"> Amended RPAS Regulations approved and implemented 	<ul style="list-style-type: none"> Review of Regulations not finalised. Safety and security issues raised due to increase in RPAS applications.

3.1.7 DoT Priority Focus Area 7: ENVIRONMENTAL PROTECTION – Recovering and Maintaining a Healthy Natural Environment

NDP Pillar 2: Capabilities of South Africans				
Priority 5: Spatial Integration, Human Settlements and Local Government				
MTSF Programme: Environmental Management and Climate Change				
Sub-Programme: Reduction in Greenhouse Gas Emission and Pollution				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE	FIVE-YEAR TARGET	PROGRESS AS AT MARCH 2021
Emission of Greenhouse Gases reduced	<ul style="list-style-type: none"> % reduction in greenhouse gas (GHG) emission 	<ul style="list-style-type: none"> Approved Green Transport Strategy Transport sector accounts for 10.8% of the country's total emission 2000 – 2017 GHG Inventory 	<ul style="list-style-type: none"> 1% reduction <p><i>(Transport sector emissions reduced from 10.8% to 9.8% of the country's total emission)</i></p>	<ul style="list-style-type: none"> Framework for alignment of Electric Vehicles Regulations developed.
	<ul style="list-style-type: none"> % freight moved from road to rail 	<ul style="list-style-type: none"> 6.1 million tons 	<ul style="list-style-type: none"> 10% of road freight transferred to rail <p><i>(Freight Migration Plan developed and implemented)</i></p>	<ul style="list-style-type: none"> To date, around 10% of cargo has already been shifted from road to rail. A total of 6,7 million tons have been transferred to rail through the Transnet Road to Rail Migration Plan. DoT and DPE are continuously engaging to ensure implementation of the plan.
Pollution incidents reduced	<ul style="list-style-type: none"> % reduction in reportable maritime pollution incident rate 	<ul style="list-style-type: none"> Two (2) maritime pollution incident rate 	<ul style="list-style-type: none"> 50% reduction <p><i>(Maritime pollution incident rate reduced from 2 to 1)</i></p>	<ul style="list-style-type: none"> 0.37 maritime pollution incident rate reported for the period under review.

3.1.8 DoT Priority Focus Area 8: Governance – Greater Efficiency, Effectiveness and Accountability

NDP Pillar 2: Capabilities of South Africans				
Priority 3: Education, Skills and Health				
MTSF Programme: Education and Training				
Sub-Programme: Skills Development				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE	FIVE-YEAR TARGET	PROGRESS AS AT MARCH 2021
Improved sector skills and capacity	• % reduction in vacancy rate	• 14.7% (DoT)	• Vacancy rate decreased to 10% and below	• 28 vacant position filled
	• % of staff establishment trained as per the Department's Skills Plan	• 326 employees trained	• 60%	• 25% of employees trained
	• Number of bursaries managed	• Average 147 per annum	• 160	• A total of 184 bursaries managed by the Departments as at march 2021.
	• Number of interns employed	• Average 52 per annum	• 50 interns	• 50 interns appointed on 24-month contracts and placed in the Department. Interns resumed duty in January 2021.

NDP Pillar 3: A Capable State				
Priority 1: A Capable, Ethical and Developmental State				
MTSF Programme: A Capable and Honest Government				
Sub-Programme: Functional, efficient and integrated government				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE	FIVE-YEAR TARGET	PROGRESS AS AT MARCH 2021
Improved governance and strengthened control environment	• AGSA audit opinion as per the Public Audit Act (No. 25 of 2004)	• Unqualified Audit Report with findings	• Unqualified Audit Report with no significant findings (Clean Audit Report)	• Unqualified Audit Report with findings
	• Percentage elimination of fruitless and wasteful expenditure	• New Indicator	• 100% elimination	• Seven (7) new cases (no show) recorded; • Four (4) cases (R73 790) written off;

NDP Pillar 3: A Capable State				
Priority 1: A Capable, Ethical and Developmental State				
MTSF Programme: A Capable and Honest Government				
Sub-Programme: Functional, efficient and integrated government				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE	FIVE-YEAR TARGET	PROGRESS AS AT MARCH 2021
				<ul style="list-style-type: none"> Four (4) cases (R3 914) transferred to debt.
	<ul style="list-style-type: none"> Percentage reduction of irregular expenditure 	<ul style="list-style-type: none"> New Indicator 	<ul style="list-style-type: none"> 75% reduction 	<ul style="list-style-type: none"> No new cases recorded for the 2020/21 financial year.
	<ul style="list-style-type: none"> Percentage implementation of the public participation / stakeholder plan 	<ul style="list-style-type: none"> New Indicator 	<ul style="list-style-type: none"> 80% implementation 	<ul style="list-style-type: none"> <i>New indicator. Information to be reported in the 2021/22 financial year.</i>
	<ul style="list-style-type: none"> Percentage resolution of reported incidents of corruption 	<ul style="list-style-type: none"> New Indicator 	<ul style="list-style-type: none"> 95% resolution 	<ul style="list-style-type: none"> <i>New indicator. Information to be reported in the 2021/22 financial year</i>
	<ul style="list-style-type: none"> Functionality of ethics structures and adequate capacity ensured 	<ul style="list-style-type: none"> New Indicator 	<ul style="list-style-type: none"> Ethics committees established and operationalised 	<ul style="list-style-type: none"> <i>New indicator. Information to be reported in the 2021/22 financial year</i>
	<ul style="list-style-type: none"> Percentage compliance to 30-day payment requirement monitored 	<ul style="list-style-type: none"> New Indicator 	<ul style="list-style-type: none"> 100% compliance 	<ul style="list-style-type: none"> <i>New indicator. Information to be reported in the 2021/22 financial year</i>
	<ul style="list-style-type: none"> Percentage accountability to Parliament 	<ul style="list-style-type: none"> New Indicator 	<ul style="list-style-type: none"> 100% accountability by DoT and sector SoEs 	<ul style="list-style-type: none"> <i>New indicator. Information to be reported in the 2021/22 financial year</i>
	<ul style="list-style-type: none"> Percentage implementation of the stakeholder plan / public participation 	<ul style="list-style-type: none"> New indicator 	<ul style="list-style-type: none"> 100% implementation 	<ul style="list-style-type: none"> <i>New indicator. Information to be reported in the 2021/22 financial year</i>
	<ul style="list-style-type: none"> Percentage response to Parliament questions 	<ul style="list-style-type: none"> New Indicator 	<ul style="list-style-type: none"> 100% responses to Parliament questions within stipulated timelines 	<ul style="list-style-type: none"> <i>New indicator. Information to be reported in the 2021/22 financial year</i>

NDP Pillar 3: A Capable State				
Priority 1: A Capable, Ethical and Developmental State				
MTSF Programme: A Capable and Honest Government				
Sub-Programme: Functional, efficient and integrated government				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE	FIVE-YEAR TARGET	PROGRESS AS AT MARCH 2021
	<ul style="list-style-type: none"> Updated shareholder compacts 	<ul style="list-style-type: none"> New Indicator 	<ul style="list-style-type: none"> Shareholder compacts updated annually 	<ul style="list-style-type: none"> <i>New indicator. Information to be reported in the 2021/22 financial year</i>
	<ul style="list-style-type: none"> Gender-responsive strategic plans and annual performance plans developed 	<ul style="list-style-type: none"> New Indicator 	<ul style="list-style-type: none"> Approved gender-responsive strategic plans and annual performance plans 	<ul style="list-style-type: none"> Unqualified Report with no findings on the Audit of Predetermined Objectives (AoPO)
	<ul style="list-style-type: none"> Gender-responsive quarterly and annual performance information reports developed 	<ul style="list-style-type: none"> New Indicator 	<ul style="list-style-type: none"> Approved sector quarterly and annual performance reports 	<ul style="list-style-type: none"> Unqualified Report with no findings on the Audit of Predetermined Objectives (AoPO)

3.2 Noteworthy progress on Transport Sector contribution to the Medium Term Strategic Framework (MTSF 2019 – 2024)

- 3.2.1** The Economic Regulation of Transport (ERT) Bill is currently being processed in Parliament.
- 3.2.2** As part of implementation of the Green Transport Strategy, situational analysis was conducted on the Green Procurement Guidelines for land transport.
- 3.2.3** As part of the roll out of PRASA's Rolling Stock Fleet Renewal Programme, a total of twenty-five (25) new trains were provisionally accepted for delivery as at end of March 2021. The number of jobs created in the programme amounted to 866 jobs for South African citizens and additional twelve (12) for expatriates.
- 3.2.4** In other PRASA infrastructure programmes, 1 691 jobs were created in first three quarters of the financial year. In Quarter 4 of the 2020/21 financial year, jobs declined to 404 as a result of the signalling programme in Gauteng and the Western Cape nearing completion.
- 3.2.5** To facilitate transition of freight transportation from road to rail, and the participation of private sector in the rail sector, implementation of the PSP Framework has been continually monitored. The DoT has also initiated the development of a Freight Migration Plan to enhance movement of rail-friendly cargo from road to rail.
- 3.2.6** A report that defines the evaluation criteria to be used in a Multi-Criteria Assessment (MCA) model for prioritisation of potential High Speed Rail (HSR) corridors in South Africa has been concluded. The evaluation criteria is based on two main areas of consideration i.e. the HSR link should be successful and showcase a success story, therefore, the chosen rail link should be the one reflecting the highest chance of success and the HSR project has to advance the African Union's (AU) Integrated HSR Network and AU's Agenda/Vision for 2063. The evaluation criteria identified are quantifiable and the MCA criteria objective, concise with fact-based measurable indicators. The draft of the High Speed Rail Corridor Framework was developed in the previous quarter.
- 3.2.7** In our pursuit to discourage contravention of road traffic laws and also to improve road safety, the first phase of the roll-out of the Administrative Adjudication of Road Traffic Offences (AARTO) Amendment Act was initiated in July 2021. A total of R545 million has been allocated to fund the roll-out over the medium, with R215 million assigned for the current performance period (2021/22).
- 3.2.8** Upgrading, refurbishment and maintenance of national roads were executed during the period under review. The national network under SANRAL is 22 253 km, and the overall condition index (OCI) stood at 70.98 for the national road network, as at March 2021.
- 3.2.9** In Provinces, approximately 5% of the road network across all nine provinces underwent routine maintenance. This included resurfacing, rehabilitation, resealing, re-gravelling, blading and blacktop patching.

- 3.2.10** In line with the target to corporatise the Transnet National Ports Authority (TNPA), the President, in June 2021, announced the establishment of TNPA as an independent subsidiary of Transnet SOC Ltd.
- 3.2.11** In line with the implementation of Maritime Transport initiatives, monitoring was conducted on the 2020 fast-tracked infrastructure projects. Those entailed small harbours and Boegoebaai Port in the Northern Cape.
- 3.2.12** In pursuit of the sector's desired outcome of an affordable, safe, universally accessible and reliable public transport, to date, six (06) cities (Johannesburg, Tshwane, Ekurhuleni, Cape Town, George and Nelson Mandela Bay) are successfully operating integrated public transport networks (IPTNs) and carry a combined 143 000 average passenger trips.
- 3.2.13** As part of value-add to the public transport value chain, three (3) cities (Rustenburg, Polokwane and Mangaung) have been identified for the pilot phase of the roll-out of integrated single ticketing system. To date a memorandum of agreement (MoA) has been signed between SANRAL and Rustenburg Local Municipality, which is the most advanced municipality in terms of readiness. The other two MoAs were still to be finalised.
- 3.2.14** As part of the revision of BRT specifications and technical norms and standards, a gap analysis has been conducted.
- 3.2.15** In line with implementation of the Revised Taxi Recapitalisation Programme, since the last reported scrapping of 1 679 old taxi vehicles (OTVs) for the 2020/21 financial year, additional 453 were scrapped between April and June 2021.
- 3.2.16** To ensure sector compliance with the implementation of the National Strategic Plan (NSP) on Gender Based Violence and Femicide, a Transport Sector Transformation Forum (TSTF) was held in February 2020. A Webinar on Gender Based Violence and Femicide (GBVF) was conducted with the Department of Women, in collaboration, other relevant stakeholder e.g. Sonke Gender Justice, Love Life and People Against Women Abuse (POWA). Dedicated plans were designed and will be funded through SANTACO and PRASA respectively, to ensure that GBVF is addressed in the public transport space.

4. INSTITUTIONAL PROGRAMME PERFORMANCE INFORMATION

4.1 Programme 1: ADMINISTRATION

4.1.1 Purpose: The programme exists to provide leadership, strategic management and administrative support to the department. This is achieved through continuous refinement of organisational strategy and structure in line with appropriate legislation and best practice.

4.1.2 Sub-Programmes / Branches

4.1.2.1 Office of the Director-General (ODG)

4.1.2.2 Office of the Chief Operations Officer (COO)

4.1.2.3 Office of the Chief Financial Officer (CFO)

4.1.3 Outcomes, Outputs, Output Indicators, Targets and Actual Achievements

The outputs in Programme 1: Administration are aimed at ensuring support for technical units to achieve on the Department's core mandate. Key functions in this programme include managing and facilitating the provision of financial management services; managing and monitoring the provision of human resource management and development services; managing strategic executive support services to the Director-General and the Department; coordinating and facilitating international relations; managing the provision of communication, media liaison and events management services; and provision of legal services. These support services, performed optimally, provide for good governance and enhances the Department's integrity and credibility.

Due to the learnings of the past performance periods, where the Department received qualifications in some areas of their audit portfolios, it was important that the focus be on those areas that posed challenges. Controls in such spaces needed to be strengthened to ensure that repeat audit findings are avoided. During the period under review, the action plan to address audit findings raised by the Office of the Auditor-General of South Africa (AGSA) was developed and implemented. Optimal progress was recorded on majority of those findings.

Vacancy rate in the Department remains a challenge. The main contributors to the high vacancy rate are unfunded positions in the organisational structure of the department, high termination rate and administrative delays in completing recruitment processes. During the period under review, a total of 28 vacant positions were filled, against the predetermined target of 17. The medium term target is to ensure that vacancy rate is reduced to 10% or below. Furthermore, employment equity considerations are made when filling vacant posts. The target is to ensure that female representation in the Senior Management Services (SMS) is increased to 50%, and that the equity target of 2% for persons with disabilities is achieved and maintained.

It is also the DoT's priority to ensure that the right employees with the right set of competencies and skills are always available to enable the Department to discharge its mandate in the most economic, effective and efficient way. To achieve this, various skills development initiatives were implemented to address the departmental, sectorial and national imperatives in line with the government

outcomes. During the 2020/21 financial year, 25% of the staff establishment were trained in line with the Workplace Skills Plan.

To address the high youth unemployment rate in South Africa, while also enhancing on-the-job experience for unemployed graduates, a total of 50 interns were appointed and placed across Departmental programmes. The interns, who were appointed on 24-month contracts, resumed duty in January 2021. Among the interns employed, 25 are female and the entire contingent of interns are youth.

In line with the departmental bursary programme, approximately 184 employees have been provided with financial assistance in the period under review.

The outputs in the Annual Performance Plan and the outcomes in the Strategic Plan have a clear alignment to ensure achievement of the desired impact in the sector service delivery continuum. This clarity was important in ensuring that as the Department engaged on various day-to-day activities, long term objectives and priorities of the Medium Term Strategic Framework and the National Development Plan were achieved and that there was positive change in the lives of South Africans.

4.1.4 Report Against the Originally Tabled Annual Performance Plan Until Date of Re-Tabling

4.1.4.1 Sub-Programme: Office of the Director-General (Strategic Planning, Monitoring and Evaluation)

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021 until date of re-tabling	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations	Reasons for revisions to the Outputs / Output indicators / Annual Targets
Improved governance and strengthened control environment	DoT Annual Performance Plan	DoT Annual Performance Plan (2021/22) approved by Executive Authority	Approved DoT Annual Performance Plan (2019/20)	Approved DoT Annual Performance Plan (2020/21)	DoT Annual Performance Plan (2021/22) approved	No target was planned for Quarter 1 of the 2020/21 financial year	None	None	None
	DoT Annual Report	DoT Annual Report (2019/20) approved by Executive Authority	DoT Annual Report (2017/18) approved	DoT Annual Report (2018/19) approved	DoT Annual Report (2019/20) approved	Draft Annual Report (2019/20) was developed during the period under review.	Draft DoT Annual Report (2019/20) was not submitted to the Office of the Auditor-General of South Africa (AGSA) on the 31 st May 2020 as was targeted for Quarter 1 of the 2020/21 financial year.	To mitigate the impact of the onset of the COVID-19 pandemic, a government circular was issued amending the submission date to the AGSA to 31 July 2020.	Submission of Annual Reports to Parliament was amended to November 2020
	DoT 3-year Evaluation Plan	DoT Evaluation Plan (2020 – 2022) approved by Accounting Officer	-	-	DoT Evaluation Plan (2020 – 2022) approved	Schedule of meetings with internal branches was drawn and a formal engagement was initiated with branch coordinators to give notice of impending engagements	Planned internal consultations were not conducted as targeted.	Onset of COVID-19 pandemic and pronouncement of Alert Level 5 of the national lockdown. Tools of trade for remote-working and/or virtual engagements	The immediate output of planned internal consultations was the identification of implementation programmes / projects for evaluation. As a result, no implementation programmes were identified thus

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021 until date of re-tabling	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations	Reasons for revisions to the Outputs / Output indicators / Annual Targets
						with branches.		were not in place thus halting business continuity particularly during Alert Level 5 of the national lockdown.	resulting in the halting of the annual target of drafting the plan.

4.1.4.2 Sub-Programme: Office of the Chief Operations Officer (Human Resources Management and Development)

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021 until date of re-tabling	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations	Reasons for revisions to the Outputs / Output indicators / Annual Targets
Improved sector skills and capacity	Filling of vacant positions	Number of vacant positions filled	43 positions filled	80 positions filled	75	Three (3) vacant positions were filled in Quarter 1 of the 2020/21 financial year.	The target for the quarter was twenty (20), which indicates non-achievement of the target for the period under review.	Onset of the COVID-19 pandemic and the pronouncement of the national lockdown in March 2020.	Besides the recorded under-achievement on the number of positions filled, no revision was made to either the output or the output indicator. The revision to downscale the annual target from the initial target to fill 75 positions (as per the APP

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021 until date of re-tabling	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations	Reasons for revisions to the Outputs / Output indicators / Annual Targets
									<i>approved in March 2020) to 17 (as per the Revised APP), was due to the uncertainty presented by the onset of the COVID-19 pandemic.</i>
	Implementation of the Transport Skills Programme	% of employees trained in line with the Workplace Skills Plan	479 employees trained	326 employees trained	60%	No training was conducted in Quarter 1 of the 2020/21 financial year	The target for the quarter was 20%, which indicates non-achievement of the target for the period under review.	Onset of the COVID-19 pandemic and the pronouncement of the national lockdown in March 2020.	Besides the recorded under-achievement on the percentage of staff targeted for training, no revision was made to either the output or the output indicator. The revision to downscale the annual target from the initial target to train 60% of staff (as per the APP approved in March 2020) to 10% (as per the Revised APP), was due to the uncertainty presented by the

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021 until date of re-tabling	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations	Reasons for revisions to the Outputs / Output indicators / Annual Targets
									onset of the COVID-19 pandemic.
		Number of bursaries managed	156 bursaries managed	147 bursaries managed	140 bursaries managed	No new bursaries were advertised in Quarter 1 of the 2020/21 financial year as was targeted	The target for the quarter was to advertise and adjudicate new bursaries, which indicates non-achievement of the target for the quarter under review.	Onset of the COVID-19 pandemic and the pronouncement of the national lockdown in March 2020.	None
		Number of interns employed	52 interns appointed and placed (24-month contracts)	Management of the Internship Programme for contracted batch of interns	50 interns appointed	New interns were not appointed as was targeted in Quarter1 of the 2020/21 financial year.	The target for the quarter was to appoint and place interns, which indicates non-achievement of the target for the quarter under review.	Onset of the COVID-19 pandemic and the pronouncement of the national lockdown in March 2020.	None

4.1.4.3 Sub-Programme: Office of the Chief Financial Officer (Budgeting and Compliance)

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021 until date of re-tabling	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations	Reasons for revisions to the Outputs / Output indicators / Annual Targets
Improved governance and strengthened control environment	Implementation of action plan to address audit findings	Annual Progress Report on the implementation of action plan to address audit findings developed	Annual Progress Report on the implementation of action plan to address audit findings	Annual Progress Report on the implementation of action plan to address audit findings	Annual Progress Report on the implementation of action plans to address audit findings developed	No target was planned for Quarter 1 of the 2020/21 financial year	None	None	None

4.1.5 Report Against the Re-Tabled (Revised) Annual Performance Plan

4.1.5.1 Sub-Programme: Office of the Director-General (Strategic Planning, Monitoring and Evaluation)

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
Improved governance and strengthened control environment	DoT Annual Performance Plan	DoT Annual Performance Plan (2021/22) approved by Executive Authority	Approved DoT Annual Performance Plan (2019/20)	Approved DoT Annual Performance Plan (2020/21)	DoT Annual Performance Plan (2021/22) approved	Revised DoT Strategic Plan (2020 – 2025) and the Annual Performance Plan 2021/22 were approved by the Executive Authority and tabled in Parliament.	The DoT Strategic Plan (2020 – 2025) was also revised during the period under review	Revision of the Strategic Plan was compelled by the requirement to align with the Delivery Agreement signed between the President and the Minister of Transport
	DoT Annual Report	DoT Annual Report (2019/20) approved by Executive Authority	DoT Annual Report (2017/18) approved -	DoT Annual Report (2018/19) approved -	DoT Annual Report (2019/20) approved	The DoT Annual Report (2019/20) was approved by the Executive Authority as targeted and tabled in Parliament in November 2020.	The Annual Report was not submitted to the National Treasury in August as per the Treasury Regulations.	Extension to the due date for submission was permitted through a government circular to mitigate impact of COVID-19 on government processes.

4.1.5.2 Sub-Programme: Office of the Chief Operations Officer (Human Resources Management and Development)

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
Improved Sector Skills and Capacity	Filing of vacant positions	Number of vacant positions filled	43	80	17 posts filled	Twenty-eight (28) vacant positions were filled during the financial year	Additional eleven (11) positions were filled against the annual target of seventeen (17) during the period under	Fast-tracking of shortlisting, interview and competency assessment

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
							review.	processes in Quarters 3 and 4 of the financial year, mainly due to the easing of lockdown restrictions under Alert Levels 3 and 2.
	Implementation of the Transport Skills Programme	% of employees trained in line with the Workplace Skills Plan	479 employees trained	326 employees trained	10%	25% of employees were trained for the performance year	Marginal over-performance on training of employees.	Demand for training was more than the targeted 5% due to availability of online programmes.
		Number of bursaries managed	156 bursaries managed	147 bursaries managed	140 bursaries managed	A total of 184 bursaries were managed during the period under review.	Forty-four (44) additional bursaries were awarded	Awarding of bursaries was as a result of the increased number of application received and availability of funds.
		Number of interns employed	52 interns appointed and placed (24-month contracts)	Management of the Internship Programme for contracted batch of interns	50 interns appointed	Fifty (50) interns were appointed on 24-month contracts as targeted, and were placed across departmental branches.	Interns resumed duty in January 2021 instead of May 2020 as was planned.	Onset of the COVID-19 pandemic and the pronouncement of the national lockdown in March 2020.

4.1.5.3 Sub-Programme: Office of the Chief Financial Officer (Budgeting and Compliance)

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
Improved governance and strengthened control environment	Implementation of action plan to address audit findings	Progress Report on the implementation of action plan to address audit findings developed	Annual Progress Report on the implementation of action plan to address audit findings	Annual Progress Report on the implementation of action plan to address audit findings	Progress on the implementation of action plans to address audit findings reported	Annual Progress Report on the implementation of action plan to address audit findings was developed as targeted.	None	None

4.1.6 Strategy to overcome areas of under performance

Red flags were identified during the period under review. Deliverables that were lagging behind were identified and given stringent attention to ensure that they meet their targets as set out in the Annual Performance Plan. The deliverable in Programme 1 (Administration) that needed attention was:

4.1.6.1 Filling of Vacant Positions

A dedicated recovery plan was developed in the Third and Fourth Quarters and progress was monitored extensively to ensure that the deliverable is back on track to meet annual target. The revised target for filling of vacant positions has been exceeded for the financial year.

4.1.7 Reporting on the Institutional Response to the COVID-19 Pandemic

Budget Programme	Intervention	Geographic location	Number of beneficiaries	Disaggregation of Beneficiaries	Total budget allocation per intervention (R'000)	Budget spent per intervention	Contribution to the Outputs in the APP	Immediate outcomes
Programme 1: Administration (Office of the Chief Operations)	Procurement of Occupational Health Safety (OHS) Personal Protection Equipment (PPEs) for	Forum Building 159 Struben Street Pretoria, Gauteng	+/- 700 DoT employees	N/A	R4 647	R2 477	N/A	Mitigated risk of infection and spread of the COVID-19 virus for employees.

Budget Programme	Intervention	Geographic location	Number of beneficiaries	Disaggregation of Beneficiaries	Total budget allocation per intervention (R'000)	Budget spent per intervention	Contribution to the Outputs in the APP	Immediate outcomes
Officer) - Employee Health and Wellness (Financial)	the Department							
Programme 1: Administration (Office of the Chief Operations Officer) - Employee Health and Wellness (Non-Financial)	<ul style="list-style-type: none"> • Appointment of ASD: SHERQ • Establishment of IT COVID-19 Task Team • Coordinating of the DoT COVID-19 Steering Committee Meetings • COVID-19 Isolation / Quarantine Room in the Department • Managing the use of a dedicated COVID-19 e-mail for enquiries and concerns regarding the management and containment of COVID-19 in the Department, as well as reporting of all COVID-19 	Forum Building 159 Struben Street Pretoria, Gauteng	+/- 700 DoT employees	N/A	Operational Budget	Operational Budget	N/A	<ul style="list-style-type: none"> • Optimal monitoring of COVID-19 interventions • Mitigated risk of infection and spread of the COVID-19 virus • Promotion of Health and Safety awareness in the workplace • Enhanced contact tracing of suspected and/or confirmed COVID-19 cases

Budget Programme	Intervention	Geographic location	Number of beneficiaries	Disaggregation of Beneficiaries	Total budget allocation per intervention (R'000)	Budget spent per intervention	Contribution to the Outputs in the APP	Immediate outcomes
	<p>related cases</p> <ul style="list-style-type: none"> • Updating of the OHS Risk Assessment • Updating of the COVID-19 Screening Tool • Ensuring compliance to OHS protocols and measures in relation to COVID-19 and; 							

4.1.8 Linking Performance with Budgets

4.1.8.1 Sub-Programme Expenditure

Sub- Programme Name	2020/2021			2019/2020		
	Final Appropriation	Actual Expenditure	(Over)/Under Expenditure	Final Appropriation	Actual Expenditure	(Over)/Under Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000
1.1 Ministry	43 803	31 878	11 925	45 889	45 889	-
1.2 Management	76 039	49 865	26 174	53 052	52 443	609
1.3 Corporate Services	217 437	187 898	29 539	214 612	211 253	3 359
1.4 Communications	39 198	21 391	17 807	40 036	37 408	2 628
1.5 Office Accommodation	93 303	93 303	-	65 748	65 748	-
Total	469 780	384 335	85 445	419 337	412 741	6 596

4.2 Programme 2: INTEGRATED TRANSPORT PLANNING

4.2.1 Purpose: The programme exists to integrate and harmonise key transport sector strategic interventions through continuous development and refining of macro-transport sector policies, strategies and legislation; coordination of development of sector-related policies, coordination of sector research activities; coordination of regional and inter-sphere relations; facilitation of sector transformation; and provision of sector economic modelling and analysis.

4.2.2 Sub-Programmes

4.2.2.1 Macro Sector Planning

4.2.2.2 Freight Logistics

4.2.2.3 Modelling and Economic Analysis

4.2.2.4 Regional Integration

4.2.2.5 Research and Innovation

4.2.2.6 Transport Information Systems (TIS)

4.2.3 Outcomes, Outputs, Output Indicators, Targets and Actual Achievements

The rest of the world is confronted with the changing world towards the fourth industrial revolution. The transport sector is not immune from these technological advances. As a result, as the world migrates towards autonomous vehicle technology, our regulatory framework needs to be optimised to ensure our readiness to ensure that the country remains competitive towards what the world will be offering, and that it is in a position to trade and operate the vehicles with autonomous technology. During the period under review, guidelines for licensing and legislating autonomous vehicles were developed.

In line with protection of the environment and preservation of natural resources, the transport sector, as at March 2019, accounted for 10.8% of greenhouse gas (GHG) emissions and was regarded as the second biggest emitter after the energy sector. As a mechanism to address the effects of the transport sector on the environment, the Climate Change Policy of 2011 prescribed that the sector develop a sectoral response strategy, which culminated with the development of the Green Transport Strategy (GTS) 2018-2050. The main emphasis of the strategy was to lower the carbon footprint of the transport sector by implementing a basket of measures that would significantly alter the trajectory of the emission profile of the transport sector. In the 2020/21 financial year, in line with implementation of the GTS, a framework for the alignment of Electric Vehicles Regulations was developed.

The establishment of the Single Transport Economic Regulator (STER), as targeted over the medium term, is another intervention that will play a vital role in improving technical, operational and pricing efficiency in sectors characterised by monopolies and have substantial and positive economy-wide impacts by helping to reduce the cost of trade and improve the overall competitiveness of the country. To this end, the Economic Regulation of Transport (ERT) Bill is being processed through Parliament.

The National Household Travel Survey (NHTS) is one of the critical sources of information for transport planning and policy formulation. This being the case, the data collection instrument covers

aspects that measure the accessibility of public transport to South African households with a view of using the collected information to craft policies to improve it.

The Regional Transport Integration Strategy for South Africa (the Strategy) will help to clarify the goals of regional integration from the point of view of South Africa's transportation system. It will also help to identify instruments that must be mobilised in order to achieve the set goals. The Strategy will further pronounce on the institutional arrangements that should help various South African transport sector stakeholders to severally and jointly drive, support and implement the country's regional integration programme. To this end, the Strategy will help South Africa's transport sector to have a coherent and integrated approach towards regional engagements.

4.2.4 Report Against the Originally Tabled Annual Performance Plan Until Date of Re-Tabling

4.2.4.1 Sub-Programme: Research and Innovation

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021 until date of re-tabling	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations	Reasons for revisions to the Outputs / Output indicators / Annual Targets
Improved competitiveness through adoption of new technology	Regulations for Autonomous Vehicle Technology	Regulations for Autonomous Vehicle Technology approved	-	Literature review on Autonomous Vehicle Technology	Guidelines for testing, licencing and legislation of Autonomous vehicle technology developed	Situational analysis on the status quo of implementation of the Autonomous Vehicle Technology was not conducted in Quarter 1 of the 2020/21 financial year	Situational analysis on the status quo of implementation of the Autonomous Vehicle Technology was not conducted in Quarter 1 of the 2020/21 financial year as was targeted	Onset of the COVID-19 pandemic and the pronouncement of the national lockdown in March 2020.	None
Natural resources managed and impact of climate change minimised	Implementation of the Green Transport Strategy	Carbon Emission Transition Plan implemented	Awareness campaigns conducted on the Green Transport Strategy	-	Draft Framework for the alignment of Electric Vehicles Regulations developed	A literature review exercise was conducted on Electric Vehicle Regulations as was targeted for Quarter 1 of the 2020/21 financial year.	None	None	None

4.2.4.2 Sub-Programme: Modeling and Economic Analysis

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021 until date of re-tabling	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations	Reasons for revisions to the Outputs / Output indicators / Annual Targets
Increased access to affordable and reliable systems	Establishment of the Single Transport Economic Regulator (STER)	Economic Regulation of Transport (ERT) Bill approved by Parliament	Economic Regulation of Transport (ERT) Bill approved for submission to Cabinet	Economic Regulation of Transport (ERT) Bill approved by Cabinet (for introduction to Parliament)	Economic Regulation of Transport (ERT) Bill approved by Parliament	The ERT Bill was presented to the Portfolio Committee on Transport (PCoT) in June 2020. The Bill was approved for public comments in pursuance of further processing by Parliament.	None	None	None
Improved accessibility, quality and reliability of public transport	National Household Travel Survey (NHTS) Report	National Household Travel Survey (NHTS) conducted	NHTS questionnaire refined and finalised	NHTS Pilot Survey conducted and data collected	Statistical release of the NHTS Analytical Report	Completed questionnaires were captured and uploaded onto the server at Statistics South Africa during Quarter 1 of the 2020/21 financial year. Data validation and cleaning processes were also completed.	None	None	None

4.2.4.3 Sub-Programme: Regional Integration

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021 until date of re-tableting	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations	Reasons for revisions to the Outputs / Output indicators / Annual Targets
Increased regional integration and trade	Regional Integration Strategy (RIS)	Regional Integration Strategy approved by Cabinet	-	Regional Integration Strategy Framework developed	Draft Regional Integration Strategy developed	Environmental (SWOT) analysis on the development of the Regional Integration Strategy was conducted as targeted during the period under review.	None	None	No revisions were made to the output and the output indicator. Downscaling of the annual target was due onset of COVID-19 and its inherent lockdown restrictions.

4.2.5 Report Against the Re-Tabled (Revised) Annual Performance Plan

4.2.5.1 Sub-Programme: Research and Innovation

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
Improved competitiveness through adoption of new technology	Regulations for Autonomous Vehicle Technology	Regulations for Autonomous Vehicle Technology approved	-	Literature review on Autonomous Vehicle Technology	Guidelines for testing, licencing and legislation of autonomous vehicle technology developed	Guidelines for licensing and legislating autonomous vehicles were developed as targeted.	None	None
Natural resources managed and impact of climate change minimised	Implementation of the Green Transport Strategy	Carbon Emission Transition Plan implemented	Awareness campaigns conducted on the Green Transport Strategy	-	Draft Framework for the alignment of Electric Vehicles Regulations developed	Draft Framework for the alignment of Electric Vehicle Regulations was developed as targeted.	None	None

4.2.5.2 Sub-Programme: Modeling and Economic Analysis

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
Increased access to affordable and reliable systems	Establishment of the Single Transport Economic Regulator (STER)	Economic Regulation of Transport (ERT) Bill approved by Parliament	Economic Regulation of Transport (ERT) Bill approved for submission to Cabinet	Economic Regulation of Transport (ERT) Bill approved by Cabinet (for introduction to Parliament)	Economic Regulation of Transport (ERT) Bill approved by Parliament	The Portfolio Committee on Transport (PCOT) gazetted the ERT Bill for public comments. The Department analysed public comments and produced a comments	Parliamentary processes are not yet completed and Bill not yet approved by Parliament as was targeted.	Prolonged consultations on the Bill

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
						<p>matrix.</p> <p>Between October and December 2020, the PCOT undertook public hearings on the Bill.</p> <p>From February 2021 to date, the PCOT, supported by the DoT has been undertaking deliberations on ERT Bill. The last engagement was held on the 18th March 2021.</p>		
Improved accessibility, quality and reliability of public transport	National Household Travel Survey (NHTS) Report	National Household Travel Survey (NHTS) conducted	NHTS questionnaire refined and finalised	NHTS Pilot Survey conducted and data collected	Statistical release of the NHTS Analytical Report	The 2020 National Household Travel Survey (NHTS) Analytical Report (Technical Report and Statistical Release) was finalised and disseminated to relevant stakeholders.	None	None

4.2.5.3 Sub-Programme: Regional Integration

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
Increased regional integration and trade	Regional Integration Strategy (RIS)	Regional Integration Strategy approved by Cabinet	-	Regional Integration Strategy Framework developed	Benchmarking exercise conducted on the Regional Integration Strategy	Benchmarking exercise on the Regional Integration Strategy conducted as was targeted.	None	None

4.2.6 Strategy to overcome areas of under performance

Red flags were identified during the period under review. Deliverables that were lagging behind were identified and given stringent attention to ensure that they meet their targets as set out in the Annual Performance Plan. The deliverables in Programme 2 (Integrated Transport Planning) that needed attention were:

4.2.6.1 Development of the draft framework for alignment of electric vehicle regulations.

A dedicated recovery plan was developed in the Third and Fourth Quarters and progress was monitored extensively to ensure that the deliverable is back on track to meet annual target. Draft Framework for the alignment of Electric Vehicles Regulations was developed as targeted.

4.2.7 Linking Performance with Budgets

4.2.7.1 Sub-Programme Expenditure

Sub- Programme Name	2020/2021			2019/2020		
	Final Appropriation	Actual Expenditure	(Over)/Under Expenditure	Final Appropriation	Actual Expenditure	(Over)/Under Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000
2.1 Macro Sector Planning	16 188	9 886	6 302	11 405	10 342	1 063
2.2 Freight Logistics	16 860	10 721	6 139	13,393	12,088	1 305
2.3 Modelling and Economic Analysis	21 861	12 777	9 084	93 368	89 345	4 023
2.4 Regional Integration	15 299	7 175	8 124	10 892	10 698	194
2.5 Research and Innovation	13 546	12 096	1 450	16 894	13 074	3 820
2.6 Integrated Transport Planning Administration Support	6 317	4 959	1 358	6 984	4 403	2 581
Total	90 071	57 614	32 457	152 936	139 950	12 986

4.3 Programme 3: RAIL TRANSPORT

4.3.1 Purpose: The programme exists to facilitate and coordinate the development of sustainable rail transport policies, rail economic and safety regulation, infrastructure development strategies; and systems that reduce system costs and improve customer service; and to monitor and oversee the Railway Safety Regulator and the Passenger Rail Agency of South Africa; and the implementation of integrated rail services planned through the lowest competent sphere of government.

4.3.2 Sub-Programmes

4.3.2.1 Rail Regulation

4.3.2.2 Rail Infrastructure and Industry Development

4.3.2.3 Rail Operations

4.3.3 Outcomes, Outputs, Output Indicators, Targets and Actual Achievements

National Rail Policy

The National Rail Policy will be a major enabler to guide performance improvement in all aspects of rail service delivery for passengers and freight customers, particularly quality, efficiency, volume, price and inter-modalism. The implementation of the Policy will drive reduction in the cost of freight services at national level through the encouragement of modal shift from road to rail. It will also drive passenger mobility through higher levels of service and quality of service with increased intermodal connectivity. The approval of the National Rail Policy by Cabinet will make a significantly positive impact on South Africa's socio-economic development.

Railway Safety Bill

During the period under review, the Railway Safety Bill was processed through Cabinet and introduced to Parliament in March 2021.

Rail Infrastructure Programme

The principal outcome of capital investment in the modernisation programme is to improve and expand services, measured by its effects on paying passenger numbers. The fact that considerable spending on property, plant and equipment has been accompanied by a large decline in paying passenger numbers raises questions about the appropriateness of PRASA's project pipeline and alignment with current priorities, budget realities and the corridor approach. Priority will be given to programmes that will return paying passengers to rail high-density passenger corridors, with less emphasis on low-density corridors, even if projects in low-density corridors are easier to implement. During the 2020/21 financial year, in the Rolling Stock Fleet Renewal Programme, a total of twenty-five (25) new trains were provisionally accepted for delivery as at end of March 2021. The number of jobs created in the programme amounted to 878. And in the Modernisation Programme, 1 691 jobs were created in first three quarters of the financial year. In Quarter 4, jobs declined to 404 as a result of the signalling programme nearing completion in Gauteng and the Western Cape.

Development of a Private Sector Participation (PSP) Framework

South Africa finds itself in a situation where the country's State-Owned Companies (SOC's) are not able to drive the level of public sector infrastructure investment required due to high levels of borrowings and gearing facing these companies. The need for the development of a PSP Framework for the railway sector to create a conducive environment for private sector participation has been identified in the South African Reconstruction and Recovery Plan. A draft PSP Framework has been developed and consulted with key stakeholder in Government. It covers broad railways PSP issues, ranging from different forms of participation, the South African PSP context, as well as lessons learned from other countries. It also discusses basic principles that guide public authorities wanting to pursue public private sector participation.

Development of a Draft High-Speed Rail (HSR) Corridor Framework

South Africa, like many other developing countries has ambitions to develop excellent transport systems, including the HSR. The need for efficient public transport systems is central to thriving global economies, who have embraced environmentally friendly modes. The honourable President of the country, C.M Ramaphosa expressed such ambition during his State of the Nation Address of June 2019, in support of the mobility objectives of the National Development Plan. A draft HSR Corridor Framework has been developed, using existing literature on Multi Criteria Assessment (MCA) prioritisation methods in transportation, to develop a draft HSR Framework that determines the evaluation criteria to be used in a MCA prioritisation method in South Africa to prioritise potential HSR corridors.

4.3.3 Report Against the Originally Tabled Annual Performance Plan Until Date of Re-Tabling

4.3.3.1 Sub-Programme: Rail Regulation

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021 until date of re-tabling	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations	Reasons for revisions to the Outputs / Output indicators / Annual Targets
Increased access to affordable and reliable transport systems	National Rail Act	National Rail Bill approved by Parliament	-	-	Draft National Rail Bill approved for submission to Cabinet (for public consultations)	Draft National Rail Bill was developed as targeted	None	None	Following the onset of the COVID-19 pandemic, the socio-economic impact assessment (SEIAS) process that was scheduled for Quarter 2 and planned engagements with the State Law Advisor and Cabinet Clusters would have been impacted by the pronouncement of the lockdown and inherent restrictions. The target was then deferred to the following financial year.
Improved transport safety and security	Railway Safety Act	Railway Safety Bill approved by Parliament	Railway Safety Bill approved for submission to Cabinet	Railway Safety Bill approved by Cabinet for introduction to Parliament	Railway Safety Bill submitted to Parliament	Notice of intention to introduce the Bill to Parliament was	None	None	None

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021 until date of re-tableting	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations	Reasons for revisions to the Outputs / Output indicators / Annual Targets
						published in the Government Gazette as targeted.			

4.3.3.2 Sub-Programme: Rail Infrastructure and Industry Development

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021 until date of re-tableting	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations	Reasons for revisions to the Outputs / Output indicators / Annual Targets
Increased access to affordable and reliable transport systems	Private Sector Participation (PSP) Framework	Private Sector Participation (PSP) Framework approved by Cabinet	-	-	Draft Private Sector Participation (PSP) Framework developed	Discussion document for Rail Private Sector Participation was developed as targeted	None	None	None
	High-Speed Rail (HSR) Corridor Framework	High-Speed Rail (HSR) Corridor Framework approved by Cabinet	-	-	High-Speed Rail (HSR) Corridor Framework developed	Progress report on the definition of Multi Criteria Corridor Assessment areas for High-Speed Rail was developed	None	None	None
	Implementation of the Rolling Stock Fleet Renewal Programme	Number of train sets rolled-out in priority corridors	-	-	Annual Analysis Report on the Rolling Stock Fleet Renewal	- (No target was set for Quarter 1 of the 2020/21 financial year)	None	None	None

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021 until date of re-tabling	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations	Reasons for revisions to the Outputs / Output indicators / Annual Targets
					Programme				
	Implementation of the PRASA Modernisation Programme	Number of stations modernised	-	-	Annual Analysis Report on the PRASA Modernisation Programme	- (No target was set for Quarter 1 of the 2020/21 financial year)	None	None	None
Decent jobs sustained and created	Implementation of the PRASA Infrastructure Programme	Number of jobs created	-	-	Annual Analysis Report on jobs created through PRASA Infrastructure Programme	- (No target was set for Quarter 1 of the 2020/21 financial year)	None	None	None

4.3.3.3 Sub-Programme: Rail Operations

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021 until date of re-tabling	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations	Reasons for revisions to the Outputs / Output indicators / Annual Targets
Improved accessibility, quality and reliability of public transport	Rail passenger trips	Number of passenger rail trips	-	-	Annual Analysis Report on PRASA Rail Operations	- (No target was set for Quarter 1 of the 2020/21 financial year)	None	None	None
Improved transport safety and security	Reduction in rail safety occurrences	Number of rail safety occurrences reported	1 192	1 400	Annual Analysis Report on the State of Rail Safety in	- (No target was set for Quarter 1 of the 2020/21	None	None	None

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021 until date of re-tabling	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations	Reasons for revisions to the Outputs / Output indicators / Annual Targets
					South Africa	financial year)			
	Reduction in rail security occurrences	Number of rail security occurrences reported	5 515	4 676	Annual analysis of rail security occurrences	- (No target was set for Quarter 1 of the 2020/21 financial year)	None	None	None

4.3.4 Report Against the Re-Tabled (Revised) Annual Performance Plan

4.3.4.1 Sub-Programme: Rail Regulation

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
Increased access to affordable and reliable transport systems	National Rail Act	National Rail Bill approved by Parliament	-	-	- (No target planned for the financial year)	-	-	None
Improved transport safety and security	Railway Safety Act	Railway Safety Bill approved by Parliament	Railway Safety Bill approved for submission to Cabinet	Railway Safety Bill approved by Cabinet for introduction to Parliament	Railway Safety Bill submitted to Parliament	The Bill was approved for submission to Parliament and subsequently introduced to Parliament in March 2021 as targeted during the period under review.	None	None

4.3.4.2 Sub-Programme: Rail Infrastructure and Industry Development

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
Increased access to affordable and reliable transport systems	Private Sector Participation (PSP) Framework	Private Sector Participation (PSP) Framework approved by Cabinet	-	-	Draft Private Sector Participation (PSP) Framework developed	Draft Private Sector Participation (PSP) Framework was developed as targeted	None	None
	High-Speed Rail (HSR) Corridor	High-Speed Rail (HSR) Corridor	-	-	High-Speed Rail (HSR) Corridor Framework	The final draft of the High-Speed Rail (HSR) Corridor	None	None

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
	Framework	Framework approved by Cabinet			developed	Framework was developed as targeted.		
	Implementation of the Rolling Stock Fleet Renewal Programme	Number of train sets rolled-out in priority corridors	-	-	Annual Analysis Report on the Rolling Stock Fleet Renewal Programme	<p>The Analysis Report indicates that:</p> <ul style="list-style-type: none"> • Twenty-five (25) new trains were provisionally accepted for delivery during the period under review. 	<ul style="list-style-type: none"> • The reported actual performance of 25 train sets provisionally accepted for delivery is 17 trains lower than the set annual target of 42. 	<ul style="list-style-type: none"> • The local train manufacturing factory was shut down during Alert Level 5 of the lockdown. • Furthermore, the local factory operated with limited capacity during Alert Lockdown Levels 3 and 4. • Gibela's supply chain, both locally and internationally was also severely impacted by the COVID-19 pandemic and that resulted in delays in the delivery programme for the financial year.
	Implementation	Number of	-	-	Annual Analysis	The Analysis Report		

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
	of the PRASA Modernisation Programme	stations modernised			Report on the PRASA Modernisation Programme	<p>indicates that:</p> <ul style="list-style-type: none"> • There was an overall negative impact on planned project timelines and capital intervention programmes. • Priority corridors like the Central Line in Cape Town and Mabopane Corridor in Tshwane were impacted by vandalism and theft of infrastructure, during the lockdown period, particularly under Alert Levels 5 and 4. 	<ul style="list-style-type: none"> • Lack of advertisement of bids in Quarter 1 and 2 of the 2020/21 created delays in the implementation of the Modernisation Programme. 	<ul style="list-style-type: none"> • Onset of COVID-19 pandemic and the pronouncement of the national lockdown and its restrictions.

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
Decent jobs sustained and created	Implementation of the PRASA Infrastructure Programme	Number of jobs created	-	-	Annual Analysis Report on jobs created through PRASA Infrastructure Programme	<p>The Analysis Report indicates that:</p> <ul style="list-style-type: none"> As at end of February 2021, a total of 866 jobs were created for South African citizens in the Rolling Stock Fleet Renewal Programme. In addition to the reported number, approximately 12 expatriates were also employed during the period. A total of 1 691 jobs were created in other PRASA infrastructure programmes for the first three quarters of the financial year. 	<ul style="list-style-type: none"> Less than targeted jobs created for the period under review Job creation declined to 404 in Quarter 4. 	<ul style="list-style-type: none"> Impact of COVID-19 and closure of the local train manufacturing factory during Alert Level 5 of the lockdown. Decline in jobs is as a result of signaling programme in Gauteng and Western Cape nearing completion.

4.3.4.3 Sub-Programme: Rail Operations

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
Improved accessibility, quality and reliability of public transport	Rail passenger trips	Number of passenger rail trips	-	-	Annual Analysis Report on PRASA Rail Operations	<p>The Analysis Report indicates that:</p> <ul style="list-style-type: none"> • Total number of passenger rail trips recorded is 3 870 417 for the period under review. • A total of 49 858 train operations were scheduled, and 44 645 train operations were completed • 28 094 of the trips ran on time (62.93% on-time performance). 	<ul style="list-style-type: none"> • Lower than targeted passenger rail trips • 5 213 trips were cancelled (10.46%) and • 16 551 trains were not on time. 	<ul style="list-style-type: none"> • Number of passenger rail trips recorded was low mainly due to decreased demand of transport services under Alert Level 5 of the national lockdown. • Cancelled trips were mainly due to rolling stock and security challenges (theft and vandalism) • Delays in train operations were mainly due to signalling, rolling stock, security and electrical challenges.
Improved transport safety and security	Reduction in rail safety occurrences	Number of rail safety occurrences reported	1 192	1 400	Annual Analysis Report on the State of Rail Safety in South	<p>The Analysis Report indicates that:</p> <ul style="list-style-type: none"> • A total of 147 safety 	<ul style="list-style-type: none"> • Lower number of 	<ul style="list-style-type: none"> • Lower demand for

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
					Africa	occurrences were reported for the period under review. These included, amongst others: open line collisions in MLPS, open line derailments, yard derailments, level crossing incidents and SPADs.	safety occurrences reported (than the target) for the period under review.	transport services under COVID-19 national lockdown
	Reduction in rail security occurrences	Number of rail security occurrences reported	5 515	4 676	Annual analysis of rail security occurrences	<p>The Analysis Report indicates that:</p> <ul style="list-style-type: none"> A total of 3 387 occurrences were reported for the period under review. These included, amongst others, rolling stock vandalism, electrical cable theft and malicious damage to property. 	<ul style="list-style-type: none"> Lower number of security occurrences reported (than the target) for the period under review. 	<ul style="list-style-type: none"> Besides the low demand for transport services recorded during the period under review, security deployments are still not definitive and level of deployment is yet to yield optimal results in preventing vandalism and theft.

4.3.5 Strategy to overcome areas of under performance

Red flags were identified during the period under review. Deliverables that were lagging behind were identified and given stringent attention to ensure that they meet their targets as set out in the Annual Performance Plan.

All deliverables in Programme 3 (Rail Transport) were on track and did not need any excessive attention during the period under review.

4.3.6 Performance in relation to Standardised Outputs and Output Indicators

4.3.6.1 Rail Infrastructure and Job Creation

Institution	Output Indicator	Annual Target	Reported Actual Performance As At 31 March 2021	Source Of Data
Passenger Rail Agency of South Africa (PRASA)	• Number of new train sets rolled-out in priority corridors	• 42 new train sets	• 25 new trains provisionally accepted for delivery	PRASA Quarter 4 Preliminary Performance Information Report
	• Number of stations modernised	• 5 stations	• No station modernised during period under review	
	• Number of jobs created	• 166	<ul style="list-style-type: none"> • 866 jobs created for South African citizens in the Rolling Stock Fleet Renewal Programme • 1 691 jobs created in other PRASA infrastructure programmes in first three quarters of the financial year. 	

4.3.6.2 Rail Operations

Institution	Output Indicator	Annual Target	Reported Actual Performance As At 31 March 2021	Source Of Data
Passenger Rail Agency of South Africa (PRASA)	Number of passenger rail trips	• 240 million passenger rail trips	• 3 870 417 passenger trips	PRASA Quarter 4 Preliminary Performance Information Report
	Number of rail safety occurrences reported	• 1 333 rail safety occurrences	• 147 rail safety occurrences	
	Number of rail security occurrences reported	• 4 521 rail security occurrences	• 3 387 rail security occurrences	

4.3.7 Linking Performance with Budgets

4.3.7.1 Sub-Programme Expenditure

Sub- Programme Name	2020/2021			2019/2020		
	Final Appropriation	Actual Expenditure	(Over)/Under Expenditure	Final Appropriation	Actual Expenditure	(Over)/Under Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000
3.1 Rail Regulation	17 312	7 945	9 367	10 514	10 128	386
3.2 Rail Infrastructure and Industry Development	7 683	6 803	880	7 229	7 229	-
3.3 Rail Operations	13 847	10 131	3 716	13 471	13 471	-
3.4 Rail Oversight	9 556 560	9 556 560	-	16 525 743	16 525 743	-
3.5 Rail Administration Support	4 003	2 863	1 140	3 882	3 667	215
Total	9 599 405	9 584 302	15 103	16 560 839	16 560 238	601

4.4 Programme 4: ROAD TRANSPORT

4.4.1 Purpose: The programme exists to develop and manage an integrated road infrastructure network, regulate road transport, ensure safer roads, and oversee road agencies.

4.4.2 Sub-Programmes

4.4.2.1 Road Engineering Standards

4.4.2.2 Road Infrastructure and Industry Development

4.4.2.3 Road Regulation

4.4.3 Outcomes, Outputs, Output Indicators, Targets and Actual Achievements

The Department shall continue to ensure efficient and effective investment in the road network to implement the Road Infrastructure Strategic Framework for South Africa in line with the S'hamba Sonke road programme and other related road infrastructure asset management programmes. Besides the funds allocated to SANRAL for the maintenance of the National Road Network (non-toll portfolio), the department is providing implementation support to provinces (maintenance and upgrading projects) and municipalities (planning support). The plans going forward are to introduce more "labour intensive methodologies" for road projects through appropriate design and construction methods to increase job creation. These include partnerships with poor communities who can be employed for "routine road maintenance and construction activities" through the "householder contractors programme". In line with the programme, the road is divided up into various (small) work packages and then allocated to "household contractors". In this way, each community can take responsibility for its work package and persons can receive stipends for their services, while roads are kept at a good condition. Investing in road sub-sector will assist to make a significant contribution in reducing maintenance backlogs, creating jobs and to address transformation in the industry through the development of suppliers.

In our efforts to reduce road crashes on our roads, the Department will, amongst others, introduce the National Road Traffic Amendment Bill that will seek to reduce the blood alcohol limit to zero with the result that no one on the road should be operating a motor vehicle whilst under the influence of alcohol and drugs.

The Department of Transport developed the National Road Safety Strategy 2016-2030 (NRSS) in line with the United Nations Decade of Action (UNDoA) for Road Safety aimed at reducing road fatalities. According to the UNDoA Framework, the Safer Road Users pillar is largely geared towards developing comprehensive programmes to improve road user behaviour and attitudes. Sustained or increased enforcement of laws and standards combined with public awareness/education campaigns are developed to promote safer road users. The Department will through roadshows conduct road safety education targeting amongst others women and children in the remote areas of our country.

The Department will, for the first time within the 2021/2022 financial year, be tabling to Cabinet the National Anti-Fraud and Corruption Strategy (NAFCS), which will serve as a blue print and a standard for the road traffic environment in the fight against fraud and corruption. Loss of life due to

a crash will impact negatively on the survivors who might include dependants such as women and children because the motor vehicle involved might have obtained its roadworthy certificate in a fraudulent manner. The same would apply to the driver who might have obtained his or her driving license illegally. To that end, it is envisaged that the National Anti-Fraud and Corruption Strategy will address issues of this nature.

4.4.4 Report Against the Originally Tabled Annual Performance Plan Until Date of Re-Tabling

4.4.4.1 Sub-Programme: Road Transport Regulation

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021 until date of re-tabling	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations	Reasons for revisions to the Outputs / Output indicators / Annual Targets
Improved transport safety and security	Reduction of road crashes and fatalities	Implementation of the National Road Safety Strategy monitored	Monitoring of the National Road Safety Strategy	Monitoring of the National Road Safety Strategy	Annual Analysis Report on the implementation of the National Road Safety Strategy	Implementation of the National Road Safety Strategy was monitored as was targeted for Quarter 1 of the 2020/21 financial year. The Analysis Report indicates that road fatalities had decreased by 83% during the Easter period.	Higher than targeted reduction of fatalities was recorded for the period under review.	Significantly reduced movement of vehicles on the country's roads under Alert Level 5 of the national lockdown.	None
Improved governance and strengthened control environment	National Anti-Fraud and Corruption Strategy for the Road Traffic Environment	National Anti-Fraud and Corruption Strategy for the Road Traffic Environment approved by Cabinet	Comprehensive stakeholder consultations conducted on the draft National Anti-Fraud and Corruption Strategy for the Road Traffic Environment	Draft National Anti-Fraud and Corruption Strategy for the Road Traffic Environment	National Anti-Fraud and Corruption Strategy for the Road Traffic Environment approved for submission to Cabinet	The National Anti-Fraud and Corruption Strategy for the Road Traffic Environment was not gazetted	The National Anti-Fraud and Corruption Strategy for the Road Traffic Environment was not gazetted as targeted in Quarter 1 of the 2020/21 financial year	Onset of COVID-19 pandemic and pronouncement of the national lockdown.	None

4.4.4.2 Sub-Programme: Road Infrastructure and Industry Development

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021 until date of re-tabling	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations	Reasons for revisions to the Outputs / Output indicators / Annual Targets
Increased access to affordable and reliable transport systems	Expansion and maintenance of national roads	Surfaced roads maintained (National)	-	-	Annual Analysis Report on the SANRAL Road Maintenance Programme	- (No target was set for Quarter 1 of the 2020/21 financial year)	-	-	Downscaling of physical indicator targets was due to budget cuts and reprioritisation that resulted from the revision of the fiscal framework.
	Maintenance of provincial roads	Surfaced roads maintained (Provincial) Gravel roads maintained (Provincial)	Provincial Road Maintenance Programme monitored	Provincial Road Maintenance Programme monitored	Annual Analysis Report on the Provincial Road Maintenance Programme	The Analysis Report indicated that: <ul style="list-style-type: none"> • Average expenditure for Quarter 1 was recorded as 10%. • The highest expenditure was reported by Northern Cape (21%), Free State (16%) and Gauteng (16%). 	<ul style="list-style-type: none"> • Overall, five provinces reported below average spending. • The lowest expenditure was reported by Limpopo and North West Provinces at 3% and 2% respectively. 	Onset of COVID-19 pandemic and pronouncement of the national lockdown.	Downscaling of physical indicator targets was due to budget cuts and reprioritisation that resulted from the revision of the fiscal framework.

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021 until date of re-tabling	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations	Reasons for revisions to the Outputs / Output indicators / Annual Targets
						<ul style="list-style-type: none"> With regard to physical indicators, Northern Cape, Mpumalanga and Gauteng reported optimal performance. 	<ul style="list-style-type: none"> Provinces of Limpopo, North West and Eastern Cape recorded below average performance on physical indicators. 		
Decent jobs sustained and created	Jobs created through the SANRAL Road Maintenance Programme	Number of jobs created through the SANRAL Road Maintenance Programme	-	-	Annual Analysis Report on jobs created through the SANRAL Road Maintenance Programme	- (No target was set for Quarter 1 of the 2020/21 financial year)	-	-	Downscaling of physical indicator targets was due to budget cuts and reprioritisation that resulted from the revision of the fiscal framework.
	Jobs created through the Provincial Roads Maintenance Programme	Number of jobs created through the Provincial Roads Maintenance Programme	-	-	Annual Analysis Report on jobs created through the Provincial Road Maintenance Programme	<p>The Analytical Report indicates that overall minimal job opportunities were created during Quarter 1 of the 2020/21 financial year.</p> <p>Only two provinces, Gauteng (3 002 opportunities)</p>	Lower than targeted job opportunities were reported, with some provinces unable to provide job statistics for the quarter under review.	Onset of COVID-19 pandemic and pronouncement of the national lockdown.	Downscaling of job creation targets was due to budget cuts and reprioritisation that resulted from the revision of the fiscal framework.

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021 until date of re-tabling	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations	Reasons for revisions to the Outputs / Output indicators / Annual Targets
						and Free State (714 opportunities) were able to report on job opportunities for the quarter under review.			

4.4.5 Report Against the Re-Tabled (Revised) Annual Performance Plan

4.4.5.1 Sub-Programme: Road Transport Regulation

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
Improved transport safety and security	Reduction of road crashes and fatalities	Implementation of the National Road Safety Strategy monitored	Monitoring of the National Road Safety Strategy	Monitoring of the National Road Safety Strategy	Annual Analysis Report on the implementation of the National Road Safety Strategy	<p>Implementation of the National Road Safety Strategy was monitored as targeted. The Analysis Report captured regulatory law enforcement interventions commissioned nationally and provincially to improve road safety and reduce road crashes and fatalities.</p> <p>The reports indicates reductions amounting to 20.27% (2 534) and 19.73% (2 421) recorded for the 2020 calendar year and 2020/21 financial year respectively. The decrease was mainly due to reduced traffic during Alert Levels 5 and 4 of the pandemic.</p> <p>The Analysis Report for the 2020/21 financial</p>	None	None

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
						<p>year indicates the following:</p> <ul style="list-style-type: none"> • Over four (4) million vehicles were stopped and checked • Over 17 000 vehicles were impounded and some discontinued for being unroadworthy; • Approximately 18 000 drivers were arrested for various offences; • Main offences recorded include speeding, drunken driving, reckless driving, overloading, false driving documentation and operating on roads without permits. 		
Improved governance and strengthened control environment	National Anti-Fraud and Corruption Strategy for the Road Traffic	National Anti-Fraud and Corruption Strategy for the Road Traffic Environment	Comprehensive stakeholder consultations conducted on the draft National Anti-	Draft National Anti-Fraud and Corruption Strategy for the Road Traffic	National Anti-Fraud and Corruption Strategy for the Road Traffic Environment	During the financial year, a socio-economic impact assessment process was initiated, but not completed, on the draft	The draft strategy was not gazetted for public comments, nor was it submitted to NEDLAC as was planned.	Onset of COVID-19 pandemic and pronouncement of the national lockdown.

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
	Environment	approved by Cabinet	Fraud and Corruption Strategy for the Road Traffic Environment	Environment	Strategy approved for submission to Cabinet	strategy. Consultations with the National Anti-Fraud and Corruption (NAFC) Forum were also conducted on the draft strategy.	As a result of the above, the strategy could not be submitted to Cabinet clusters and no approval was granted for submission to Cabinet.	

4.4.5.2 Sub-Programme: Road Infrastructure and Industry Development

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
Increased access to affordable and reliable transport systems	Expansion and maintenance of national roads	Surfaced roads maintained	-	-	Annual Analysis Report on the SANRAL Road Maintenance Programme	The Analysis Report indicates, amongst others, the following: <ul style="list-style-type: none"> • 22 253 kilometres of the national road network were exposed to routine maintenance. • 125.378 kilometres were resurfaced. • 77.516 kilometres of the road network were either strengthened, improved and/or newly laid. 	<ul style="list-style-type: none"> • Besides routine maintenance, less than targeted kilometres were exposed to resurfacing, strengthening and improvement 	<ul style="list-style-type: none"> • Delays in award of new reseal contracts by SANRAL • Delays in award of new CAPEX contracts by SANRAL

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
	Maintenance of provincial roads	Surfaced roads maintained Gravel roads maintained	Provincial Road Maintenance Programme monitored	Provincial Road Maintenance Programme monitored	Annual Analysis Report on the Provincial Road Maintenance Programme	<p>The Analysis Report indicates that:</p> <ul style="list-style-type: none"> • 7 021 417 m² (2 006 effective km) of roads were re-sealed • 4 035 km of roads were re-gravelled • 1 158 365 m² (330 effective km) of roads were patched • 357 232 km of gravel roads were bladed • 4 800 946 m² (1 371 effective km) rehabilitated 	<ul style="list-style-type: none"> • Marginal variance reported in actual performance 	<ul style="list-style-type: none"> • Marginal under-achievement in performance of various physical indicators was due to project stoppages as a result of the Covid 19 Pandemic
Decent jobs sustained and created	Jobs created through the SANRAL Road Maintenance Programme	Number of jobs created through the SANRAL Road Maintenance Programme	-	-	Annual Analysis Report on jobs created through the SANRAL Road Maintenance Programme	<p>The Analysis Report indicates the following:</p> <ul style="list-style-type: none"> • A total of 6 063 jobs (full-time equivalents) were created for the period under review. • Of the jobs reported, 4 411 were males, 	<ul style="list-style-type: none"> • The annual target of 6 000 job opportunities was exceeded by 63. 	<ul style="list-style-type: none"> • Marginal over performance was due to the impact of remedial measures undertaken to mitigate the impact of COVID-19.

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
						<ul style="list-style-type: none"> While female beneficiaries were 1 652. The youth complement amounted to 3 024. 		
	Jobs created through the Provincial Roads Maintenance Programme	Number of jobs created through the Provincial Roads Maintenance Programme	-	-	Annual Analysis Report on jobs created through the Provincial Road Maintenance Programme	<p>The Analysis Report indicates that:</p> <ul style="list-style-type: none"> 206 056 jobs were created 26 990 full-time equivalents 42 667 youths (18 – 35) 156 159 women 360 persons with disabilities 	<ul style="list-style-type: none"> 67% achieved 	<ul style="list-style-type: none"> Marginal under-achievement in performance of various physical indicators was due to project stoppages as a result of the Covid 19 Pandemic
	Jobs created through the Deep Rural Roads Maintenance Programme	Number of jobs created through the Deep Rural Roads Maintenance Programme	-	-	Annual Analysis Report on jobs created through the Deep Rural Roads Maintenance Programme	<p>The Analysis Report indicates that:</p> <ul style="list-style-type: none"> 9 166 jobs were created 	<ul style="list-style-type: none"> 32% achievement 	<ul style="list-style-type: none"> 68% under-achievement due to a number of reasons - Final approved budget allocation was R630 million, which was lower than the earmarked allocation of R1.9 billion.

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
								<ul style="list-style-type: none"> - Allocated funds approved late in the financial year. - Delays experienced due to the COVID-19 pandemic.

4.4.5.3 Sub-Programme: Road Engineering Standards

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
Increased access to affordable and reliable transport systems	Optimally maintained Road Network	Road inventory data updated	<p>Updated road condition data</p> <p>Traffic and bridge condition data on municipal rural roads</p>	<p>Updated road condition data</p> <p>Traffic and bridge condition data on municipal rural roads</p>	Updated monitoring and analysis report on road inventory data	<p>Technical analysis was based on four areas (condition of asset; causes of maintenance; age and degradation of the asset; and use of the network).</p> <p>The Analysis Report indicates, amongst others, the following:</p> <ul style="list-style-type: none"> • Most rural roads have exceeded their 20-year design life; • Drainage remains 	None	None

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
						the biggest contributor of road asset maintenance. <ul style="list-style-type: none"> • Generally, there has been an overall improvement in the physical condition of rural road assets. 		

4.4.6 Strategy to overcome areas of under performance

Red flags were identified during the period under review. Deliverables that were lagging behind were identified and given stringent attention to ensure that they meet their targets as set out in the Annual Performance Plan. The only deliverable in Programme 4 (Road Transport) that needed attention was:

4.4.6.1 Submission of the National Anti-Fraud and Corruption Strategy for the Road Traffic Environment to Cabinet.

A dedicated recovery plan was developed in the Fourth Quarter and progress was monitored to ensure that the deliverable is back on track to meet the annual target. Progress on the quarterly milestones were not optimal during the financial year and the strategy will not be submitted to Cabinet as was targeted. More stringent focus will be put on ensuring that the strategy is gazetted for public comments, that the socio-economic impact assessment certificate is issued, that it is submitted to NEDLAC and Cabinet Clusters before submission to Cabinet in the new financial year.

4.4.7 Performance in relation to Standardised Outputs and Output Indicators

4.4.7.1 Road Regulations

Institution	Output Indicator	Annual Target	Reported Actual Performance As At 31 March 2021	Source Of Data	
Road Traffic Management Corporation (RTMC)	% reduction in road fatalities	<ul style="list-style-type: none"> 20% reduction 	<ul style="list-style-type: none"> Reductions of 20.27% (2 534) and 19.73% (2 421) were recorded for the 2020 calendar year and 2020/21 financial year respectively. 	RTMC Preliminary Annual Performance Report	
Provincial Departments of Transport	Transport Safety and Compliance			Provincial Annual Performance Reports	
	<ul style="list-style-type: none"> Number of road safety awareness programmes 	<ul style="list-style-type: none"> 4 608 	<ul style="list-style-type: none"> 3 477 		
	<ul style="list-style-type: none"> Number of schools involved in road safety education programme 	<ul style="list-style-type: none"> 2 564 	<ul style="list-style-type: none"> 822 		
	Transport Administration and Licensing				
	<ul style="list-style-type: none"> Number of compliance inspections conducted 	<ul style="list-style-type: none"> 66 Dangerous Goods operators 140 Driving Licence Testing Centres 160 Vehicle Testing Stations 	<ul style="list-style-type: none"> 2 858 		
	Law Enforcement				
	<ul style="list-style-type: none"> Number of speed operations conducted 	<ul style="list-style-type: none"> 80 580 	<ul style="list-style-type: none"> 132 341 		
<ul style="list-style-type: none"> Number of vehicles weighed 	<ul style="list-style-type: none"> 3 276 160 	<ul style="list-style-type: none"> 1 994 494 			
<ul style="list-style-type: none"> Number of drunken driving operations conducted 	<ul style="list-style-type: none"> 62 416 	<ul style="list-style-type: none"> 7 022 			
<ul style="list-style-type: none"> Number of vehicles 	<ul style="list-style-type: none"> 10 288 900 	<ul style="list-style-type: none"> 6 464 936 			

Institution	Output Indicator	Annual Target	Reported Actual Performance As At 31 March 2021	Source Of Data
	stopped and checked			

4.4.7.2 Road Infrastructure and Job Creation

Institution	Output Indicator	Annual Target	Reported Actual Performance As At 31 March 2021	Source Of Data
South African National Roads Agency Limited (SANRAL)	• Kilometres of surfaced roads maintained (National)	• 22 214 km	• 22 253 km	SANRAL Preliminary Annual Performance Report
	• Kilometres of road network resurfaced	• 800 km	• 125.378 km	
	• Kilometres of road network strengthened (new or improved)	• 400 km	• 77.516 km	
Provincial Departments of Transport (PDTs)	Planning			Provincial Annual Performance Reports
	• Number of kilometres of surfaced roads visually assessed as per the applicable TMH manual	• 10 000 km	• 5 090 km	
	• Number of kilometres of gravel roads visually assessed as per the applicable TMH Manual	• 15 000 km	• 8 526 km	
	Construction			
	• Number of kilometres of gravel roads upgraded to surfaced roads	• 200 km	• 100 km	
	Maintenance			
• Number of kilometres of surfaced roads rehabilitated	• 2 500 000 m ² (714 effective km)	• 4 800 946 m ² (1 371 effective km)		
• Number of square metres	• 5 000 000 m ² (1 428	• 7 021 417 m ² (2 006 effective km)		

Institution	Output Indicator	Annual Target	Reported Actual Performance As At 31 March 2021	Source Of Data
	of surfaced roads resealed	effective km)		
	• Number of kilometres of gravel roads re-gravelled	• 26 005 km	• 4 035 km	
	• Number of square metres of blacktop patching	• 1 500 000 m ² (428 effective km)	• 1 158 365 m ² (330 effective km)	
	• Number of kilometres of gravel roads bladed	• 230 086 km	• 357 232 km	
South African National Roads Agency Limited (SANRAL)	SANRAL Road Projects			SANRAL Preliminary Annual Performance Information Report
	• Number of full-time equivalents (FTEs) created	• 10 000	• 6 063	
	• Number of youths (18-35) employed	• 6 000	• 3 024	
	• Number of women employed	• 2 000	• 1 652	
	• Number of persons with disabilities employed	• 50	• 0	
Provincial Departments of Transport (PDTs)	Provincial Roads Maintenance Programme			Provincial Annual Performance Reports
	• Number of job opportunities created	• 130 000	• 206 056	
	• Number of full-time equivalents (FTEs) created	• 40 000	• 26 990	
	• Number of youths (18-35) employed	• 30 000	• 42 667	
	• Number of women employed	• 50 000	• 156 159	
	• Number of persons with disabilities employed	• 50	• 360	
	Deep Rural Roads Maintenance Programme			

Institution	Output Indicator	Annual Target	Reported Actual Performance As At 31 March 2021	Source Of Data
	<ul style="list-style-type: none">Number of job opportunities created	<ul style="list-style-type: none">50 000	<ul style="list-style-type: none">9 166	

4.4.7.3 Road Asset Management

Institution	Output Indicator	Annual Target	Reported Actual Performance As At 31 March 2021	Source Of Data
Provincial Road Authorities	Planning <ul style="list-style-type: none"> Road Inventory Data Spatial Data Road condition data Traffic data Bridge condition data 	<ul style="list-style-type: none"> Updated monitoring and analysis report on Road Inventory Data (<i>spatial data, road condition data, traffic data and bridge condition data</i>) on provincial roads 	<ul style="list-style-type: none"> Most rural roads have exceeded their 20-year design life; Drainage remains the biggest contributor of road asset maintenance. Generally, there has been an overall improvement in the physical condition of rural road assets. 	Preliminary Annual Analysis Reports of Provincial Road Authorities and District Municipalities
District Municipalities	Planning <ul style="list-style-type: none"> Road Inventory Data Spatial Data Road condition data Traffic data Bridge condition data 	<ul style="list-style-type: none"> Updated monitoring and analysis report on Road Inventory Data (<i>spatial data, road condition data, traffic data and bridge condition data</i>) on municipal rural roads 		

4.4.8 Linking Performance with Budgets

4.4.8.1 Sub-Programme Expenditure

Sub- Programme Name	2020/2021			2019/2020		
	Final Appropriation	Actual Expenditure	(Over)/Under Expenditure	Final Appropriation	Actual Expenditure	(Over)/Under Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000
4.1 Road Regulation	82 014	82 013	1	282 496	282 019	477
4.2 Road Infrastructure and Industry Development	18 187	14 161	4 026	22 716	17 067	5 649
4.3 Road Oversight	31 351 720	31 344	7 156	32 954 351	32 952 556	1 795
4.4 Road Administration Support	7 644	7 644	-	12 613	12 613	-
4.5 Road Engineering Standards	12 595	11 603	992	23 325	21 610	1 715
Total	31 472 160	31 459 985	12 175	33 295 501	33 285 865	9 636

4.5 Programme 5: CIVIL AVIATION

4.5.1 Purpose: The programme exists to facilitate the development of an economically viable air transport industry that is safe, secure, efficient, environmentally friendly and compliant with international standards through regulations and investigations, and to oversee aviation public entities.

4.5.2 Sub-Programmes

4.5.2.1 Aviation Policy and Legislation

4.5.2.2 Aviation Economic Analysis and Industry Development

4.5.2.3 Aviation Safety, Security Environment and Search & Rescue

4.5.3 Outcomes, Outputs, Output Indicators, Targets and Actual Achievements

To effect and accelerate transformation in the aviation sector, in line with Government's apex priority of economic transformation and job creation, the Department recognised the need to review existing Memoranda of Agreement (MoA's) signed with various institutions of higher learning, mainly to consider the development of aviation qualifications for introduction at under/postgraduate levels. This was one of the areas identified by the Department, that in South Africa, there were limited aviation strategic programmes similar to those offered at the French Civil Aviation University or Ecole Nationale de l'Aviation Civile (ENAC) in France. Therefore, aviation programmes tailor-made for the South African context needed to be developed in consultation with local universities. The benefits of this initiative include, amongst others, exposure of previously disadvantaged individuals (PDIs) to a range of aviation disciplines; ensure that the skills pipeline is developed to nurture and replenish much needed critical and scarce aviation skills in the country and that aviation qualifications find expression in the National Qualification Framework (NQF).

During the financial year under review, consultative engagements to review existing MoA's were successfully held with six universities - Wits, Fort Hare, Johannesburg, Nelson Mandela, Stellenbosch and KwaZulu-Natal. One of the findings contained in the Analysis Report highlighted that there was appetite amongst the consulted universities to take forward the concept of developing aviation qualifications.

Through the infrastructure build programme at the Airports Company South Africa (ACSA), a sizeable number of job opportunities has been targeted for the medium term. Already in the 2020/21 financial year, ACSA has reported actual performance of well over 18 000 job opportunities created. Over the medium term, ACSA will disaggregate beneficiaries of job opportunities into three categories (women, youth and persons with disabilities) to be in line with the requirements of the Medium Term Strategic Framework (MTSF) of Government.

To improve efficiency, competitiveness and future growth potential in the sector, a number of innovative advances have been adopted by the industry. One of those advances is the remotely-piloted aircraft systems (RPAS), also referred to as drones. The increased use of drones for civilian applications has presented many countries with regulatory challenges. These include the need to ensure that drones are operated safely and that they do not harm public and national security. In the 2020/21 financial year, the South African Civil Aviation Authority (SACAA) initiated the process to

review RPAS regulations. The target is to ensure that the review process is concluded within the medium term and that the regulatory framework for RPAS is optimised.

To enhance aviation safety and security, a functionally independent Aviation Safety Investigation Board (ASIB) should be established and housed within the DoT for investigation of aircraft accidents and incidents as provided in Annex 13 of the Chicago Convention and relevant Standards and Recommended Practices. South Africa, as an ICAO Member State, is required to comply with Part 5.4 of Annex 13 to the Convention on International Civil Aviation, which states that the “Accident Investigation Authority shall have independence in the conduct of the investigation and have unrestricted authority over its conduct”.

Section 10 of the Civil Aviation Act 13 of 2009, is being promulgated to enable the establishment of the Aviation Safety Investigation Board in this regard. The Chapter dealing with aircraft accident and incident investigation is part of the Civil Aviation Amendment Bill, which is currently before Parliament for promulgation. The establishment of the ASIB will ensure that aircraft accident and incident investigations are free from external influence and ensure South Africa’s compliance with the provisions of Annex 13 and ICAO Standards. It will also increase transparency and eliminate the potential for conflict of interest of SACAA in the investigation of aircraft accidents and incidents. This will also give credibility to aircraft accident and incident investigations and to the accident reports produced by the Aviation Safety Investigation Board, thus improving safety and security.

4.5.4 Report Against the Originally Tabled Annual Performance Plan Until Date of Re-Tabling

4.5.4.1 Sub-Programme: Aviation Policy and Regulation

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021 until date of re-tabling	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations	Reasons for revisions to the Outputs / Output indicators / Annual Targets
Increased access to affordable and reliable transport systems	Air Service Act	Air Service Bill approved by Parliament	Draft Air Service Bill	Socio-Economic Impact Assessment conducted on the Draft Air Services Bill	Draft Air Service Bill approved for submission to Cabinet	The draft Air Services Bills was not submitted to the State Law Advisor.	The draft Air Services Bills was not submitted to the State Law Advisor as was targeted in Quarter 1 of the 2020/21 financial year.	Onset of COVID-19 pandemic and pronouncement of the national lockdown.	Following the onset of the COVID-19 pandemic and the pronouncement of the national lockdown and its restrictions, it would not have been feasible to conclude the State Law Advisor process and still be able to submit the Bill to NEDLAC and Cabinet Clusters and Cabinet within the financial year.
Decent jobs sustained and created	Implementation of Aviation Infrastructure Programmes (ACSA and ATNS)	Number of jobs created through Aviation Infrastructure Programmes (ACSA and ATNS)	-	-	Annual Analysis Report on jobs created through Aviation Infrastructure Programmes	- (No target was set for Quarter 1 of the 2020/21 financial year)	-	-	Downscaling of job creation targets was due to budget cuts and reprioritisation that resulted from the revision of the fiscal framework.
Improved competitiveness through	Reviewed Regulations for Remotely-	Reviewed regulations for Remotely-	-	-	Review of Regulations for Remotely-	- (No target was set for Quarter 1 of the	-	-	None

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021 until date of re-tabling	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations	Reasons for revisions to the Outputs / Output indicators / Annual Targets
adoption of new technology	Piloted Aircraft System (RPAS)	Piloted Aircraft System (RPAS) approved			Piloted Aircraft System (RPAS) monitored	2020/21 financial year)			

4.5.4.2 Sub-Programme: Aviation Economics and Industry Development

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021 until date of re-tabling	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations	Reasons for revisions to the Outputs / Output indicators / Annual Targets
Increased access to affordable and reliable transport systems	Skills Training Programme in Technical Aviation Qualifications	Memoranda of Agreement between the DoT and relevant academic institutions implemented	-	-	Six (6) MoAs reviewed with relevant academic institutions	Information analysis on existing MoAs and related sponsorships was done as was targeted in Quarter 1 of the 2020/21 financial year.	None	None	None

4.5.4.3 Sub-Programme: Aviation Safety, Security Environment and Search & Rescue

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021 until date of re-tabling	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations	Reasons for revisions to the Outputs / Output indicators / Annual Targets
Improved transport safety and security	Reduction in fatal accidents in Aviation	Number of fatal accidents recorded in Aviation	-	-	Annual Analysis Report on the State of Aviation Safety in South Africa	- (No target was set for Quarter 1 of the 2020/21 financial year)	-	-	None
	South African Maritime and Aeronautical Search and Rescue Amendment Act	South African Maritime and Aeronautical Search and Rescue Amendment Bill approved by Parliament	-	Draft South African Maritime and Aeronautical Search and Rescue Amendment Bill endorsed by SASAR Executive Committee	Draft South African Maritime and Aeronautical Search and Rescue Amendment Bill approved for submission to Cabinet	Socio-economic impact assessment was conducted on the draft Bill as was targeted in Quarter 1 of the 2020/21 financial year. A report was compiled and submitted to the DPME for consideration and approval	None	None	Following the onset of the COVID-19 pandemic and the pronouncement of the national lockdown and its restrictions, it would not have been feasible to conclude the socio-economic impact assessment process and still be able to submit the Bill to the ICTS and ESEID Clusters within the financial year. The annual target was downscaled for the financial year.

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021 until date of re-tabling	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations	Reasons for revisions to the Outputs / Output indicators / Annual Targets
	A functional Aviation Safety Investigation Board	A functional Aviation Safety Investigation Board established	-	-	Implementation Framework for the establishment of the Aviation Safety Investigation Board approved	Implementation Framework for the establishment of the Aviation Safety Investigation Board was developed as targeted in Quarter 1 of the 2020/21 financial year.	None	None	<p>Following the onset of the COVID-19 pandemic and the pronouncement of the national lockdown and its restrictions, stakeholder consultations that were planned for the second and third quarters would not have been possible.</p> <p>The target was deferred to the following financial year.</p>

4.5.5 Report Against the Re-Tabled (Revised) Annual Performance Plan

4.5.5.1 Sub-Programme: Aviation Policy and Regulation

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
Decent jobs sustained and created	Implementation of Aviation Infrastructure Programmes (ACSA and ATNS)	Number of jobs created through Aviation Infrastructure Programmes (ACSA and ATNS)	-	-	Annual Analysis Report on jobs created through Aviation Infrastructure Programmes	The Analysis Report indicates that actual year-to-date job opportunities supported were 18 902. The economic model predicts that 3 758 job opportunities were supported from capital expenditure (against a target of 3 349).	Job opportunities reported were 1 319 lower than the cumulative target of 20 301 for the financial year	Job creation was slowed down by the onset of COVID-19 and the national lockdown, which impacted on infrastructure programmes during Alert Levels 5 and 4
Improved competitiveness through adoption of new technology	Reviewed Regulations for Remotely-Piloted Aircraft System (RPAS)	Reviewed regulations for Remotely-Piloted Aircraft System (RPAS) approved	-	-	Review of Regulations for Remotely-Piloted Aircraft System (RPAS) monitored	Review of the RPAS Regulations was initiated during the period under review.	The review process was provisionally withdrawn by the Civil Aviation Regulations Committee (CARCOM) in July 2020.	CARCOM raised safety and security concerns as a result of an increase in RPAS applications.

4.5.5.2 Sub-Programme: Aviation Economics and Industry Development

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
Increased access to affordable and reliable transport systems	Skills Training Programme in Technical Aviation Qualifications	Memoranda of Agreement between the DoT and relevant academic institutions implemented	-	-	Six (6) MoAs reviewed with relevant academic institutions	Consultative engagements to review existing MoAs were held with Universities of Fort Hare, Johannesburg, Nelson Mandela, Stellenbosch and KwaZulu Natal	The MoA with Wits University was not reviewed within the financial year under review.	There was no need to review the Wits University MoA as parties felt that it was still relevant as it was signed by both parties in 2018 and 2019 respectively.

4.5.5.3 Sub-Programme: Aviation Safety, Security Environment and Search & Rescue

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
Improved transport safety and security	Reduction in fatal accidents in Aviation	Number of fatal accidents recorded in Aviation	-	-	Annual Analysis Report on the State of Aviation Safety in South Africa	The Analysis Report indicates that: <ul style="list-style-type: none"> Ninety-four (94) accidents (decreased by 4) were reported between 01 April 2020 and 31 March 2021. Sixteen (16) fatal accidents (increased by 03) were reported from 01 April 2020 to 31 March 2021. 	<ul style="list-style-type: none"> Four percent (4%) decrease when compared to the same performance period in the previous financial year. 23% increase when compared to the same performance period in the previous financial 	<ul style="list-style-type: none"> Non-adherence to aviation safety and security regulations by the general aviation sector

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
						<ul style="list-style-type: none"> A total of twenty-three (23) cumulative fatalities (increased by 04) were reported from 01 April 2020 to 31 March 2021. 	<p>year.</p> <ul style="list-style-type: none"> 21% increase when compared with the same performance period in the previous financial year. 	
	South African Maritime and Aeronautical Search and Rescue Amendment Act	South African Maritime and Aeronautical Search and Rescue Amendment Bill approved by Parliament	-	Draft South African Maritime and Aeronautical Search and Rescue Amendment Bill endorsed by SASAR Executive Committee	Socio-economic impact assessment conducted on the South African Maritime and Aeronautical Search and Rescue Amendment Bill	Socio-economic impact assessment was conducted on the draft Bill as was targeted during the period under review.	None	None
	A functional Aviation Safety Investigation Board	A functional Aviation Safety Investigation Board established	-	-	- (No target for the financial year)	-	-	Deferred following revision of the originally tabled Annual Performance Plan

4.5.6 Strategy to overcome areas of under performance

Red flags were identified during the period under review. Deliverables that were lagging behind were identified and given stringent attention to ensure that they meet their targets as set out in the Annual Performance Plan. The only deliverable in Programme 5 (Civil Aviation) that needed attention was:

4.5.6.1 Review of RPAS Regulations

A dedicated recovery plan was developed in the Fourth Quarter and progress was monitored to ensure that the deliverable is back on track to meet the annual target. Reviewed Regulations have been provisionally withdrawn by the Civil Aviation Regulations Committee (CARCOM) due to safety and security concerns. Finalisation and approval of reviewed RPAS regulations will be prioritised in the new financial year pending resolution of concerns raised by CARCOM.

4.5.7 Performance in relation to Standardised Outputs and Output Indicators

4.5.7.1 Aviation Infrastructure, Job Creation and Innovation

Institution	Output Indicator	Annual Target	Reported Actual Performance As At 31 March 2021	Source Of Data
Airports Company South Africa (ACSA)	• Number of jobs created	• 1 269	• 18 902 jobs supported	ACSA Quarter 4 Preliminary Performance Information Report
South African Civil Aviation Authority (SACAA)	• Review Regulations for Remotely-Piloted Aircraft System (RPAS)	• Reviewed Regulations for Remotely-Piloted Aircraft System (RPAS)	• Review of RPAS Regulations still ongoing. Safety and security concerns raised by CARCOM	SACAA Quarter 4 Preliminary Performance Information Report

4.5.7.2 Aviation Safety

Institution	Output Indicator	Annual Target	Reported Actual Performance As At 31 March 2021	Source Of Data
South African Civil Aviation Authority	• Number of fatal accidents recorded in scheduled commercial aviation	• 0	• 0	SACAA Quarter 4 Preliminary Performance Information Report
	• % reduction in fatal accidents recorded in general aviation	• 10% reduction	• 94 accidents (4% increase) • 16 fatal accidents (23% increase) • 23 cumulative fatalities (21%)	

Institution	Output Indicator	Annual Target	Reported Actual Performance As At 31 March 2021	Source Of Data
			increase)	

4.5.8 Linking Performance with Budgets

4.5.8.1 Sub-Programme Expenditure

Sub- Programme Name	2020/2021			2019/2020		
	Final Appropriation	Actual Expenditure	(Over)/Under Expenditure	Final Appropriation	Actual Expenditure	(Over)/Under Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000
5.1 Aviation Policy and Regulations	27 619	25 427	2 192	26 330	25 313	1 017
5.2 Aviation Economic Analysis and Industry Development	15 242	6 811	8 431	8 400	6 811	1 589
5.3 Aviation Safety, Security Environment and Search and Rescue	65 485	55 750	9 735	102 598	61 049	41 549
5.4 Aviation Oversight	2 556 387	2 549 546	6 841	75 024	73 654	1 370
5.5 Aviation Administration Support	6 116	4 674	1 442	11 993	11 993	-
Total	2 670 849	2 642 208	28 641	224 345	178 820	45 525

4.6 Programme 6: MARITIME TRANSPORT

4.6.1 Purpose: The programme exists to implement the Comprehensive Maritime Transport Policy (CMTP) to ensure promotion and coordination; as well as Infrastructure and Industry development and achieve compliance through monitoring, evaluation and oversight and collaboration with maritime related public entities namely The Ports Regulator (PRSA), National Ports Authority; South African Maritime Safety Authority (SAMSA) industry and international bodies.

4.6.2 Sub-Programmes

1. Maritime Policy Development
2. Maritime Infrastructure and Industry Development
3. Maritime Safety, Security and Environment.

4.6.3 Outcomes, Outputs, Output Indicators, Targets and Actual Achievements

The accelerated implementation of the Comprehensive Maritime Transport Policy will continue in the MTSF and the identified outputs i.e.; corporatisation of National Ports Authority (TNPA); Introduction of Cost Insurance and Freight (CIF); Merchant Shipping Act; shipping greenhouse gas emission reduction; and the domestication of the MARPOL Annex VI in the Annual Performance Plan will each contribute in a particular way in achieving the outcomes and impact envisaged in the Strategic Plan.

The CMTP guides the maritime industry and its businesses to produce what the department wishes to achieve. The programme allocated an amount of R3.5 million for possible implementation and attainment of the priorities of women, children and people with disabilities. These resources are guaranteed for the MTEF period and increasing in years as per the projected inflation.

National maritime security strategy is required to provide guidance to the security implementing agents and other stakeholders as and when they operate in the territorial waters of RSA. Safety programmes together with pollution prevention initiatives will assist the maritime sector to provide safer transport.

The programme prioritized the outputs relatively with the available fiscus to ensure that the performance and the achievement of the desired outcome is not compromised. The apex priorities as well as the economic standing of the country were considered and therefore the achievement of what the Department intends to produce would improve the economic development, particularly the blue economy.

The success of the programme in attaining the output indicators contributes immensely to the achievement of the outcomes that aim to change the lives of millions of South Africans. Good environment like clean South African territorial waters would make maritime business conducive to the international community. The essence of the achievement is the proper alignment of the Annual Performance Plan with SMART (quarterly and annual) targets and the Strategic Plan.

4.6.4 Report Against the Originally Tabled Annual Performance Plan Until Date of Re-Tabling

4.6.4.1 Sub-Programme: Maritime Policy and Legislation

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021 until date of re-tabling	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations	Reasons for revisions to the Outputs / Output indicators / Annual Targets
Increased access to affordable and reliable transport systems	Corporatisation of Transnet National Ports Authority (TNPA)	Transnet National Ports Authority (TNPA) corporatised	-	-	Status Report produced on the corporatisation of the Transnet National Ports Authority (TNPA)	Consultations on the corporatisation of TNPA with the Department of Public Enterprises were not conducted as targeted	Consultations on the corporatisation of TNPA with the Department of Public Enterprises were not conducted as targeted	Following the onset of the COVID-19 pandemic and pronouncement of the national lockdown, consultations planned for the quarter under review could not continue.	With stakeholder consultations pre-empted to start in Quarter 3 of the financial year, a decision to downscale the annual target was taken to mitigate delays resulting from the national lockdown.
	Maritime Development Fund (MDF) Bill	Maritime Development Fund Bill approved by Parliament	-	-	Draft Maritime Development Fund Bill developed	The draft Maritime Development Fund Bill was not developed	The draft Maritime Development Fund Bill was not developed as was targeted in Quarter 1 of the 2020/21 financial year	Onset of the COVID-19 pandemic and pronouncement of the national lockdown,	None
Improved regulatory environment	Merchant Shipping Act	Merchant Shipping Bill approved by Parliament	Draft Merchant Shipping Bill approved for submission to Cabinet (gazetting for public consultations)	Draft Merchant Shipping Bill approved for submission to Cabinet	Merchant Shipping Bill approved by Cabinet	Public consultations on the Bill were initiated through online platforms	Consultations were not concluded within the quarter under review	Onset of the COVID-19 pandemic and pronouncement of the national lockdown.	None

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021 until date of re-tableling	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations	Reasons for revisions to the Outputs / Output indicators / Annual Targets
Natural resources managed and impact of climate change minimised	Domestication of the MARPOL Annex VI	Marine Pollution Prevention Amendment Bill approved by Parliament	- -	- -	Marine Pollution Prevention Amendment Bill (incorporating Annexes IV and VI) approved for submission to Cabinet	The draft Amendment Bill was processed through the ESEID Cluster during Quarter 1 of the 2020/21 financial year.	Public consultations were not consolidated as was targeted for the quarter	Onset of the COVID-19 pandemic and pronouncement of the national lockdown.	None

4.6.4.2 Sub-Programme: Maritime Infrastructure and Industry Development

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021 until date of re-tableling	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations	Reasons for revisions to the Outputs / Output indicators / Annual Targets
Increased access to affordable and reliable transport systems	Implementation of the Operation Phakisa Oceans Economy Three-Foot Plan	Operation Phakisa Oceans Economy Three-Foot Plan monitored	Progress assessments on Operation Phakisa infrastructure projects at seven (7) commercial ports	-	Consolidated Report on Operation Phakisa 3-Foot Plan developed	An audit plan was developed for all ports with Operation Phakisa projects as was targeted in Quarter 1 of the 2020/21 financial year.	None	None	None
	Operating Model for a National Shipping Company	Operating Model for a National Shipping	-	-	Operating Model for a National Shipping	A desktop assessment of options for the appropriate	None	None	None

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021 until date of re-tabling	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations	Reasons for revisions to the Outputs / Output indicators / Annual Targets
	approved by Cabinet	Company approved by Cabinet			Company developed	operating model for the establishment of a National Shipping Company was conducted as was targeted in Quarter 1 of the 2020/21 financial year.			

4.6.4.3 Sub-Programme: Maritime Implementation, Monitoring and Evaluation

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021 until date of re-tabling	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations	Reasons for revisions to the Outputs / Output indicators / Annual Targets
Improved transport safety and security	Reduction in Maritime Safety Incident Rate	Analysis Report on reportable maritime safety incident rate	-	-	Annual Analysis Report on maritime safety incident rate	- (No target was set for Quarter 1 of the 2020/21 financial year)	-	-	None
	Reduction in Maritime Fatality Rate	Analysis Report on reportable maritime fatality rate	-	-	Annual Analysis Report on maritime fatality rate	- (No target was set for Quarter 1 of the 2020/21 financial year)	-	-	None
Pollution incidents reduced	Reduction in Maritime Pollution	Pollution incidents reduced	-	-	Analysis Report on maritime	- (No target was set for Quarter 1 of the 2020/21	-	-	None

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021 until date of re-tabling	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations	Reasons for revisions to the Outputs / Output indicators / Annual Targets
	Incident Rate				pollution rate	financial year)			

4.6.5 Report Against the Re-Tabled (Revised) Annual Performance Plan

4.6.5.1 Sub-Programme: Maritime Policy and Legislation

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
Increased access to affordable and reliable transport systems	Corporatisation of Transnet National Ports Authority (TNPA)	Transnet National Ports Authority (TNPA) corporatised	-	-	Status Report produced on the corporatisation of the Transnet National Ports Authority (TNPA)	Status Report on the corporatisation of TNPA was produced as targeted. Consultations with the Department of Public Enterprise (DPE) and Transnet are still ongoing.	None	None
	Maritime Development Fund (MDF) Bill	Maritime Development Fund Bill approved by Parliament	-	-	Draft Maritime Development Fund Bill developed	Draft Maritime Development Fund Bill was developed as targeted during the period under review	None	None
Improved regulatory environment	Merchant Shipping Act	Merchant Shipping Bill approved by Parliament	Draft Merchant Shipping Bill approved for submission to Cabinet (gazetting for public consultations)	Draft Merchant Shipping Bill approved for submission to Cabinet	Merchant Shipping Bill approved by Cabinet	During the period under review, the following were done: <ul style="list-style-type: none"> Stakeholder consultations were initiated; The socio-economic impact assessment report was updated and; The Bill was referred to State Law Advisors for 	The Bill was not approved for submission to Cabinet as targeted.	Stakeholder consultations were extended to accommodate bilateral engagements with selected stakeholders.

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
						certification.		
Natural resources managed and impact of climate change minimised	Domestication of the MARPOL Annex VI	Marine Pollution Prevention Amendment Bill approved by Parliament	-	-	Marine Pollution Prevention Amendment Bill (incorporating Annexes IV and VI) approved for submission to Cabinet	The Amendment Bill was processed through the ESEID Cluster during the period under review.	Marine Pollution Prevention Amendment Bill (incorporating Annexes IV and VI) was not submitted to Cabinet as targeted.	Prolonged internal approval processes

4.6.5.2 Sub-Programme: Maritime Infrastructure and Industry Development

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
Increased access to affordable and reliable transport systems	Implementation of the Operation Phakisa Oceans Economy Three-Foot Plan	Operation Phakisa Oceans Economy Three-Foot Plan monitored	Progress assessments on Operation Phakisa infrastructure projects at seven (7) commercial ports	-	Consolidated Report on Operation Phakisa 3-Foot Plan developed	The consolidated status report on the implementation of Operation Phakisa 3-Foot Plan was developed as targeted. The Marine Transport and Manufacturing (MTM) delivery unit has developed 18 initiatives to accelerate growth of the oceans economy. These initiatives are divided into three (3) categories - port infrastructure, skills	None	None

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
						development & capacity building, and economic growth.		
	Operating Model for a National Shipping Company	Operating Model for a National Shipping Company approved by Cabinet	-	-	Operating Model for a National Shipping Company developed	The draft Operating Model for the establishment of a National Shipping Company was developed as targeted.	None	None

4.6.5.3 Sub-Programme: Maritime Implementation, Monitoring and Evaluation

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
Improved transport safety and security	Reduction in Maritime Safety Incident Rate	Analysis Report on reportable maritime safety incident rate	-	-	Annual Analysis Report on maritime safety incident rate	Analysis Report indicates that a safety incident rate of 4.74 was achieved	Marginal over-performance	Disruption to shipping and maritime activity due to COVID-19 pandemic and pronouncement of the national lockdown.
	Reduction in Maritime Fatality Rate	Analysis Report on reportable maritime fatality rate	-	-	Annual Analysis Report on maritime fatality rate	Analysis Report indicates that a fatality rate of 0.63 was achieved		
Pollution incidents reduced	Reduction in Maritime Pollution Incident Rate	Pollution incidents reduced	-	-	Annual Analysis Report on maritime pollution incidents	Analysis Report indicates that a pollution rate of 0.37 was achieved		

4.6.6 Strategy to overcome areas of under performance

Red flags were identified during the period under review. Deliverables that were lagging behind were identified and given stringent attention to ensure that they meet their targets as set out in the Annual Performance Plan. The only deliverable in Programme 6 (Maritime Transport) that needed attention was:

4.6.6.1 Development of the Maritime Development Fund Bill

4.6.6.2 Submission of the Merchant Shipping Bill to Cabinet

4.6.6.3 Submission of the Marine Pollution Prevention Amendment Bill to Cabinet

A dedicated recovery plan was developed in the Fourth Quarter and progress was monitored to ensure that the deliverable is back on track to meet the annual target. The draft Maritime Development Fund Bill was developed. However, the Merchant Shipping Bill and the Marine Pollution Prevention Amendment Bill will not be submitted to Cabinet as targeted. Submission of the two Bills to Cabinet will be prioritised in the new financial year.

4.6.7 Performance in relation to Standardised Outputs and Output Indicators

4.6.7.1 Maritime Transport Safety and Pollution

Institution	Output Indicator	Annual Target	Reported Actual Performance As At 31 March 2021	Source Of Data
South African Maritime Safety Authority (SAMSA)	• Reportable maritime safety incident rate recorded for all types of vessels	• Below ten (10) reportable maritime safety incident rate	• 4.74 reportable maritime safety incident rate	SAMSA Quarter 4 Preliminary Performance Information Report
	• Reportable maritime fatality rate recorded for all types of vessels	• Below two (2) reportable maritime fatality rate	• 0.63 reportable maritime fatality rate	
	• Maritime pollution incident rate for all types of vessels	• Below two (2) maritime pollution rate	• 0.37 maritime pollution rate	

4.6.8 Linking Performance with Budgets

4.6.8.1 Sub-Programme Expenditure

Sub- Programme Name	2020/2021			2019/2020		
	Final Appropriation	Actual Expenditure	(Over)/Under Expenditure	Final Appropriation	Actual Expenditure	(Over)/Under Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000
6.1 Maritime Policy Development	13 008	13 008	-	10 398	10 398	-
6.2 Maritime Infrastructure and Industry Development	14 123	7 196	6 927	10 607	10 040	567
6.3 Implementation, Monitoring and Evaluations	71 062	71 062	-	67 488	67 488	-
6.4 Maritime Oversight	43 124	42 007	1 117	41 355	39 676	1 679
6.5 Maritime Administration Support	3 301	2 503	798	5 402	5 277	125
Total	144 618	135 776	8 842	135 250	132 879	2 371

4.7 Programme 7: PUBLIC TRANSPORT

4.7.1 Purpose: The programme exists to ensure the provision and regulation of safe, secure, reliable, cost-effective and sustainable public transport services in South Africa through legislation, policies and strategies.

4.7.2 Sub-Programmes

4.7.2.1 Public Transport Network Development

4.7.2.2 Public Transport Regulation

4.7.2.3 Public Transport Industry Development

4.7.2.4 Rural and Scholar Transport

4.7.3 Outcomes, Outputs, Output Indicators, Targets and Actual Achievements

- Measures 1: Igniting economic activity in the township and rural towns by implementing the Rural Transport Strategy's high-impact projects and promotions of the IPTNs in the district municipalities;
- Measure 2: Restore investor confidence through the revitalisation of the mining town through improved public transport services, i.e. the implementation of the high impact rural transport strategy's projects;
- Measure 3: Create new jobs through the IPTN projects, [public transport facilities, upgrading of inter-modal facilities, bus shelters, provision of lay-buys] scheduled public transport services [direct and feeder operations], Shova Kalula Bicycle programme as well as the Non-Motorised Transport. This intervention also responds to boosting the township and rural economy and enterprise development. It further contributes to skills development.
- The current Shova Kalula project of 24 000 bicycles can generate 90 trained mechanics. A threshold of 300 bicycles per month is required to sustain 1 mechanic who can manage the maintenance in the local area, i.e. create a small entrepreneur.
- The District Municipalities Integrated Public Transport Network (IPTNs) seek to address the misalignments and shortcomings of the existing public transport system in rural district municipalities by taking a holistic and integrated network development approach to achieve amongst others;
 - Integrated land-use and public transport planning to improve integrated planning and access to essential social and economic services. This intervention will enhance coordination of human settlements and land use activities;
 - Public transport network design and service provision to facilitate movement and offering of public transport operations in the targeted rural municipalities by scheduling public transport operations;
 - Coordinated subsidy provision to maximise benefit to all public transport users in the network;

The National Learner Transport Programme (LTP) was developed by Government with an aim of addressing the challenge of learners who live relatively far from the nearest school and/or experience risks to personal safety to-and-from schools. The programme is implemented in line with the National Learner Transport Policy that was approved by Cabinet in 2015. The policy provides for a framework through which learner transport services are implemented in effective, safe and reliable manner. The programme is being implemented by both Departments of Transport and Education in provinces. In the recent years, the function has migrated from the Education to the Department of Transport in some provinces. The average coverage for the learner transport in the province is 71.6 % of the total learner population. There has been slight improvement in the learner transport coverage moving from 70% in 2017 to 72, 63% in 2018. A total of 80911 learners from 742 schools are currently benefitting from the service at a total cost of R3,2 billion nationally.

NMT integration to public transport system is also critical. It is important for the transport authorities to ensure that when constructing roads, they should include sidewalks, bicycles lanes and pedestrian bridges to enable passengers to access public transport facilities. The infrastructure should be universally accessible. To date 100 000 bicycles have been distributed through the Shova Kalula project with an additional 24 000 planned over the next three years.

Large scale public transport investment is required to upgrade and modernise existing infrastructure and operations. In this regard, the introduction of innovative public transport funding models is necessary, not only to maintain current service levels and quality but also to invest for the future. Innovative funding models can contribute to funding the capital and operations cost of new public transport infrastructure and this will provide vital economic and social sustainability benefits.

The aim of developing and implementing Integrated Public Transport Networks (IPTN) is to initiate and accelerate improvement of public and non-motorised transport services in communities with high level of transport needs. IPTN assists the municipalities in redesigning the land use patterns and re-organise transport routes with the purpose of connecting isolated communities to service centres and economic hubs. The Public transport networks in the district municipalities need to be designed to integrate rural public transport services.

Integrated Public Transport Network system promotes infrastructure and modal integration. The Department developed Integrated Public Transport Network Plans in Bojanala Platinum, O R Tambo, John Taolo Gaetsewe, Thabo Mofutsanyana, Vhembe and, Nkangala. The Department has also kick started the process of developing Integrated Public Transport Network Plans in and Capricorn and Amathole District Municipalities.

The roll-out of Shova Kalula is in line with the Rural Transport Strategy and its primary objective is to improve access to education resource centres. An additional focus will be on how to make the programme sustainable in terms of maintenance of bicycles, monitoring and training of mechanics.

The key barriers towards improving public transport infrastructure is the high upfront costs of construction with fare box revenue which does not cover operating cost. This result in enormous budgetary pressure on government when investment in public transport infrastructure is considered. This situation prompts a reflection on the modernisation of the funding model for public transport,

which should include, in addition to its reliance on public budgets the development of a revenue strategy.

4.7.4 Report Against the Originally Tabled Annual Performance Plan Until Date of Re-Tabling

4.7.4.1 Sub-Programme: Public Transport Network Development

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021 until date of re-tabling	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations	Reasons for revisions to the Outputs / Output indicators / Annual Targets
Improved competitiveness through adoption of new technology	Single Ticketing System for all government-subsidized public transport operators	Integrated Single Ticketing System approved and implemented	-	-	Reviewed Regulations for Integrated Single Ticketing System approved	A gap analysis on the national automated fare collection regulatory framework was conducted as targeted during Quarter 1 of the 2020/21 financial year.	None	None	None
Improved accessibility, quality and reliability of public transport	Implementation of the Integrated Public Transport Network (IPTN) Programme	Number of cities operating integrated public transport networks	Integrated Public Transport Network (IPTN) Programme monitored	Integrated Public Transport Network (IPTN) Programme monitored <ul style="list-style-type: none">• 6 cities operating IPTNs	Integrated Public Transport Network (IPTN) Programme monitored <ul style="list-style-type: none">• 7 cities operating IPTNs	Virtual bilateral progress engagements were conducted with George, Msunduzi, Polokwane, Nelson Mandela Bay, Rustenburg, Mbombela, eThekweni and Cape Town in Quarter 1 of the 2020/21 financial year.	No site visits were conducted	Onset of COVID-19 pandemic and pronouncement of national lockdown.	None

4.7.4.2 Sub-Programme: Public Transport Regulation

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021 until date of re-tabling	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations	Reasons for revisions to the Outputs / Output indicators / Annual Targets
Improved accessibility, quality and reliability of public transport	Transport Appeal Tribunal (TAT) Amendment Act	Transport Appeal Tribunal (TAT) Amendment Bill approved by Parliament	Transport Appeal Tribunal (TAT) Amendment Bill approved for submission to Cabinet	Draft Transport Appeal Tribunal (TAT) Amendment Bill tabled in Cabinet	Transport Appeal Tribunal (TAT) Amendment Bill processed through Parliament	Transport Appeal Tribunal (TAT) Amendment Bill was introduced in Parliament on the 29 th May 2020 as was targeted in Quarter 1 of the 2020/21 financial year.	None	None	None

4.7.4.3 Sub-Programme: Public Transport Industry Development

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021 until date of re-tabling	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations	Reasons for revisions to the Outputs / Output indicators / Annual Targets
Improved accessibility, quality and reliability of public transport	Public Transport Funding Model	Approved Public Transport Funding Model implemented	-	-	Public Transport Funding Model reviewed	A high level consideration of frameworks for different public transport funding streams was performed during the period under review.	A detailed gap analysis on Public Transport funding streams was not conducted as targeted in Quarter 1 of the 2020/21 financial year.	Onset of the COVID-19 pandemic and pronouncement of the national lockdown	The target of reviewing the funding model was deferred to the following year as a result of lockdown restrictions that were anticipated to delay stakeholder consultations

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021 until date of re-tabling	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations	Reasons for revisions to the Outputs / Output indicators / Annual Targets
									initially planned for Quarter 3.
	Public Transport Operations Grant Monitoring	Public Transport Operations monitored in provinces	Public Transport operations monitored in provinces	Public Transport operations monitored in provinces	Annual Monitoring Report on public transport operations in provinces	Annual Monitoring Report shows low numbers of routes, kilometres and trips that were subsidised.	Actual performance reported significantly lower than target	Significantly reduced demand for public transport services particularly under Alert Level 5 of the national lockdown	None
Improved transport safety and security	Implementation of the Revised Taxi Recapitalisation Programme	Number of old taxi vehicles scrapped	766	1 860	1 400 old taxi vehicles to be scrapped	200 old taxi vehicles were scrapped during Quarter 1 of the 2020/21 financial year.	The uptake of vehicles was slowed down by the Covid-19 National Disaster and Lockdown	Slow uptake by the industry as a result of COVID-19 and pronouncement of the national lockdown	Downscaling of the annual target mainly to mitigate impact of COVID-19

4.7.4.4 Sub-Programme: Rural and Scholar Transport Implementation

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021 until date of re-tabling	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations	Reasons for revisions to the Outputs / Output indicators / Annual Targets
Improved accessibility, quality and reliability of public transport	Integrated Public Transport Network (IPTN) plans in District municipalities	Number of District Municipalities assisted with IPTN plans	Two (2) • Vhembe District Municipality	Two (2) • Amathole District Municipality	Two (2) District Municipalities assisted with IPTN Plans	Stakeholder consultations on the development of IPTN plans were not	No consultations conducted.	Negative impact of the Covid-19 National Disaster and	Downscaling of the annual target mainly to mitigate impact of COVID-19

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021 until date of re-tabling	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations	Reasons for revisions to the Outputs / Output indicators / Annual Targets
			<ul style="list-style-type: none"> Nkangala District Municipality 	<ul style="list-style-type: none"> Capricorn District Municipality 	<ul style="list-style-type: none"> Mopani District Municipality Chris Hani District Municipality 	conducted as was targeted in Quarter 1 of the financial year.		Lockdown	
	Shova Kalula Bicycle Distribution Programme	Number of bicycles distributed in rural municipalities	300	8 000	8 000 bicycles distributed	No bicycles were distributed during the quarter under review	No bicycles distributed	Negative impact of the Covid-19 National Disaster and Lockdown	Downscaling of the annual target mainly to mitigate impact of COVID-19

4.7.5 Report Against the Re-Tabled (Revised) Annual Performance Plan

4.7.5.1 Sub-Programme: Public Transport Network Development

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
Improved competitiveness through adoption of new technology	Single Ticketing System for all government-subsidized public transport operators	Integrated Single Ticketing System approved and implemented	-	-	Reviewed Regulations for Integrated Single Ticketing System approved	<p>During the period under review, the following were done:</p> <ul style="list-style-type: none"> • A gap analysis on the national automated fare collection regulatory framework was conducted; • Draft amended regulations were developed; • Consultative engagements on the draft amended regulations were conducted with provinces, municipalities and public transport operators. • Draft amended regulations were gazetted for public comments. 	Ministerial approval for the amended regulations was not obtained as targeted.	Delays in finalising and gazetting amended regulations due to onset of COVID-19

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
Improved accessibility, quality and reliability of public transport	Implementation of the Integrated Public Transport Network (IPTN) Programme	Number of cities operating integrated public transport networks	Integrated Public Transport Network (IPTN) Programme monitored	Integrated Public Transport Network (IPTN) Programme monitored • 6 cities operating IPTNs	Integrated Public Transport Network (IPTN) Programme monitored • 7 cities operating IPTNs	The IPTN programme was monitored as targeted during the financial year.	Six (6) cities operating IPTNs	Delays in finalising critical projects' milestone due to the COVID-19 pandemic and its characteristic lockdown.

4.7.5.2 Sub-Programme: Public Transport Regulation

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
Improved accessibility, quality and reliability of public transport	Transport Appeal Tribunal (TAT) Amendment Act	Transport Appeal Tribunal (TAT) Amendment Bill approved by Parliament	Transport Appeal Tribunal (TAT) Amendment Bill approved for submission to Cabinet	Draft Transport Appeal Tribunal (TAT) Amendment Bill tabled in Cabinet	Transport Appeal Tribunal Amendment Bill processed through Parliament	Transport Appeal Tribunal (TAT) Amendment Bill was introduced in Parliament on the 29 th May 2020	TAT Amendment Bill not processed through Parliament as was projected	Awaiting invitation from Parliament for presentation of the Amendment Bill

4.7.5.3 Sub-Programme: Public Transport Industry Development

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
Improved accessibility, quality and reliability of public transport	Public Transport Funding Model	Approved Public Transport Funding Model implemented	-	-	- (No target planned for the financial year)	-	-	Deferred to the following financial year subsequent to the revision of the originally tabled Annual Performance Plan
	Public Transport Operations Grant Monitoring	Public Transport Operations monitored in provinces	Public Transport operations monitored in provinces	Public Transport operations monitored in provinces	Annual Monitoring Report on public transport operations in provinces	Annual Monitoring Report indicates the amounts of routes, kilometres and trips that were subsidised on public transport operations in Provinces.	Actual Performance reported is lower than the target	Significantly reduced demand for public transport services particularly under Alert Levels 5 and 4 of the national lockdown.
Improved transport safety and security	Implementation of the Revised Taxi Recapitalisation Programme	Number of old taxi vehicles scrapped	766	1 860	Annual progress Report on projected taxis scrapped (Projected scrapping of 1 400 old taxi vehicles)	A total of 1 679 old taxi vehicles that were submitted were duly scrapped during the period under review.	Marginal over-performance on the planned target	Projected target was based on the average uptake by the taxi industry in previous performance periods

4.7.5.4 Sub-Programme: Rural and Scholar Transport Implementation

Outcome	Output	Output Indicator	Audited Actual Performance 2018/2019	Audited Actual Performance 2019/2020	Planned Annual Target 2020/2021	Actual Achievement 2020/2021	Deviation from planned target to Actual Achievement 2020/2021	Reasons for deviations
Improved accessibility, quality and reliability of public transport	Integrated Public Transport Network (IPTN) plans in District municipalities	Number of District Municipalities assisted with IPTN plans	Two (2) <ul style="list-style-type: none"> • Vhembe District Municipality • Nkangala District Municipality 	Two (2) <ul style="list-style-type: none"> • Amathole District Municipality • Capricorn District Municipality 	- (No target planned for the financial year)	-	-	None
	Shova Kalula Bicycle Distribution Programme	Number of bicycles distributed in rural municipalities	300	8 000	6 000	A total of 6 929 bicycles were distributed in municipalities during the period under review. <ul style="list-style-type: none"> • Eastern Cape (1 380) • Limpopo (948) • Kwa-Zulu Natal (400) • Mpumalanga (525) • Free State (450) • Gauteng (225) • Western Cape (225) • North West (2 150) • Northern Cape (626) 	Actual performance higher than target for the financial year	Marginal over-performance mainly due to demand for bicycles and availability of budget.

4.7.6 Strategy to overcome areas of under performance

Red flags were identified during the period under review. Deliverables that were lagging behind were identified and given stringent attention to ensure that they meet their targets as set out in the Annual Performance Plan. The only deliverable in Programme 7 (Public Transport) that needed attention was:

4.7.6.1 Approval of Reviewed Regulations for Integrated Single Ticketing System approved

A dedicated recovery plan was developed in the Fourth Quarter and progress was monitored to ensure that the deliverable is back on track to meet the annual target. Reasonably, the deliverable made optimal progress during the financial year. Delays in finalising and gazetting the reviewed regulations due to COVID-19 meant that targeted approval could not be achieved in Quarter 4. Finalisation and submission for approval will be prioritised in the new financial year.

4.7.7 Performance in relation to Standardised Outputs and Output Indicators

Institution	Output Indicator	Annual Target	Reported Actual Performance As At 31 March 2021	Source Of Data
Provincial Departments of Transport (PDTs)	Transport Operations			Public Transport Operations Grant Report
	• Number of routes subsidised	• 184 616 routes	• 80 991 routes	
	• Number of kilometres subsidised	• 183 740 442 km	• 145 302 071 km	
	• Number of trips subsidised	• 4 632 739 trips	• 3 841 017 trips	

4.7.8 Reporting on the Institutional Response to the COVID-19 Pandemic

Budget Programme	Intervention	Geographic location	Number of beneficiaries	Disaggregation of Beneficiaries	Total budget allocation per intervention (R'000)	Budget spent per intervention	Contribution to the Outputs in the APP	Immediate outcomes
Programme 7: Public Transport	A portion of the Public Transport Operations Grant (PTOG) allocation reserved for the	Provinces and Municipalities	<ul style="list-style-type: none"> About 6 353 subsidised buses (PTOG) Over 271 million 	<ul style="list-style-type: none"> Contracted buses Minibus taxis 	4.5% of PTOG allocations to each province	Detail of expenditure per intervention is with Provinces (PTOG key performance	Public Transport Operations	Mitigate the spread of Covid-19 in the public transport industry

Budget Programme	Intervention	Geographic location	Number of beneficiaries	Disaggregation of Beneficiaries	Total budget allocation per intervention (R'000)	Budget spent per intervention	Contribution to the Outputs in the APP	Immediate outcomes
	purpose of procurement of PPEs and sanitizers for the public transport industry (buses and taxis)		subsidised bus passengers • Taxi operators and taxi commuters.			indicators do not cover expenditure on PPE)		

4.7.9 Linking Performance with Budgets

4.7.9.1 Sub-Programme Expenditure

Sub- Programme Name	2020/2021			2019/2020		
	Final Appropriation	Actual Expenditure	(Over)/Under Expenditure	Final Appropriation	Actual Expenditure	(Over)/Under Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000
7.1 Public Transport Regulation	49 760	28 437	21 323	40 944	40 903	41
7.2 Rural and Scholar Transport	43 228	17 926	25 302	24 800	24 335	465
7.3 Public Transport Industry Development	192 001	181 874	10 127	171 896	131 675	40 221
7.4 Public Transport Oversight	12 532 726	12 532 726	-	13 157 274	12 960 557	196,717
7.5 Public Transport Administration Support	75 611	40 490	35 121	10 844	10 135	709
7.6 Public Transport Network Development	14 526	8 141	6 385	11 165	10 513	652
Total	12 907 852	12 809 594	98 258	13 416 923	13 178 118	238 805

5. TRANSFER PAYMENTS

5.1. Transfer Payments to Public Entities

Name of Public Entity	Key Outputs of the Public Entity	Amount Transferred to the Public Entity	Amount Spent by the Public Entity	Achievements of the Public Entity
Airports Company South Africa (ACSA)	Maintenance and upgrading of airports infrastructure and related operations	Purchase of equity amounting to R2,325,383,000.00	R2,325,383,000.00	Refer to Annual Reports of Entities
Air Traffic Navigation Services (ATNS)	Provision of air traffic management solutions and related services	No Transfer from the Department of Transport	No Transfer from the Department of Transport	
Cross-Border Road Transport Agency	Regulation of cross border road transport freight and passenger industry	R38,500,000	R38,500,000	
Passenger Rail Agency of South Africa (PRASA)	To ensure that rail commuter services are provided in the public interest and to provide for the long haul passenger rail and bus services within, to and from the Republic in terms of the principles set out in section 4 of the National Land Transport Act, 2000(Act no 22 of 2000)	R9,474,515,000	R9,474,515,000	
Ports Regulator of South Africa (PR)	Regulate pricing and other aspects of economic regulations thus promoting equal access to ports facilities and services; monitor industry's compliance with regulatory framework	R38,822,000	R38,822,000	
Railway Safety Regulator (RSR)	To oversee and promote safe railway operations through appropriate support, monitoring and enforcement, guided by enabling regulatory framework and regulations.	R82,045,000	R82,045,000	
Road Traffic Management Corporation (RTMC)	Road traffic management through coordination of traffic law enforcement and road safety interventions.	R240,606,000	R240,606,000	
Road Traffic Infringement Agency (RTIA)	Facilitation of adjudication of traffic infringements	R88,214,000	R88,214,000	
Road Accident Fund (RAF)	Compensation of users of SA roads for loss of damage caused by negligent driving of motor vehicles within the borders of SA.	No Transfer from the Department of Transport	No Transfer from the Department of Transport	
South African Civil Aviation Authority (SACAA)	Control, promotion, regulation, support, development, enforcement and improvement of civil aviation safety and security.	R145,079,000	R145,079,000	
South African Maritime and Safety Authority (SAMSA)	Governing authority tasked to investigate maritime accidents/incidents and provide marine related services on behalf of government as well as to	No Transfer from the Department of Transport	No Transfer from the Department of Transport	

Name of Public Entity	Key Outputs of the Public Entity	Amount Transferred to the Public Entity	Amount Spent by the Public Entity	Achievements of the Public Entity
	Government.			
South African National Road Agency Limited (SANRAL)	Maintenance, upgrading and expansion on national road network.	R20,400,264,000	R20,400,264,000	
Transport Education and Training Authority (TETA)	Facilitate skills development and training in different economic sectors of South Africa.	R1,368,000	R1,368,000	

5.2. Transfer Payments to all Organisations other than Public Entities

The table below reflects the transfer payments made for the period 1 April 2020 to 31 March 2021.

Name of Transferee	Type of Organisation	Purpose for Which the Funds Were Used	Did the Department Comply with S38 (1)(j) of the PFMA	Amount Transferred (R'000)	Amount Spent by the Entity	Reasons for the Funds Unspent by the Entity
COSPAS/SARSAT	International Organisation	Membership Fees	N/A	880	880	N/A
International Civil Aviation Organisation	International Organisation	Membership Fees	N/A	3 653	3 653	N/A
Indian Ocean Memorandum of Understanding	International Organisation	Membership Fees	N/A	448	448	N/A
International Maritime Organisation	International Organisation	Membership Fees	N/A	729	729	N/A
African Civil Aviation Commission	International Organisation	Membership Fees	N/A	4 043	4 043	N/A
South African Development Community Aviation Safety Organisation	International Organisation	Membership Fees	N/A	4 492	4 492	N/A

Name of transferee	Type of organisation	Purpose for which the funds were used	Did the dept. comply with s 38(1) (j) of the PFMA	Amount transferred '000	Amount spent by the entity '000	Reasons for the funds unspent by entity
National Sea Rescue Institute	Search and Rescue	Search and Rescue	Yes	R2 731	R2 731	N/A
SANTACO	Taxi Cooperative	Taxi Industry	Yes	R25 093	R25 093	N/A
Off Road Rescue Unit	Search and Rescue	Search and Rescue	Yes	R103	R103	N/A
The Mountain Club of South	Search and Rescue	Search and Rescue	Yes	R103	R103	N/A

Name of transferee	Type of organisation	Purpose for which the funds were used	Did the dept. comply with s 38(1) (j) of the PFMA	Amount transferred '000	Amount spent by the entity '000	Reasons for the funds unspent by entity
Africa						
National Emergency Communications Division of the South African Radio League	Search and Rescue	Search and Rescue	Yes	R103	R103	N/A
K9 Search and Rescue Association	Search and Rescue	Search and Rescue	Yes	R103	R103	N/A

Name of transferee	Type of organisation	Purpose for which the funds were used	Did the dept. comply with s 38(1) (j) of the PFMA	Amount transferred '000	Amount spent '000	Reasons for the funds unspent
Taxi Recapitalisation	Taxi Operators	Taxi Recapitalisation	N/A	R233 979	R233 979	N/A
Leave Gratuity	Employees	Membership Fees	N/A	R2 889	R2 889	N/A
Bursaries (non-employees)	Non-employees	Educational and Career Support	N/A	R10 546	R10 546	N/A

The table below reflects the transfer payments that were budgeted for in the period 1 April 2020 to 31 March 2021, but no transfer payments were made.

Name of Transferee	Purpose for Which the Funds Were to be Used	Amount Budgeted for ('000)	Amount Transferred ('000)	Reasons Why Funds Were Not Transferred
International Oil Pollution Compensation Fund	Membership Fees	R10 997	R0	No fees charged for the year
Southern African Development Community: International Civil Aviation Organisation mission	Membership Fees	R68	R0	Delayed invoice

6. CONDITIONAL GRANTS

6.1. Conditional grants and earmarked funds paid

The table below describes each of the conditional grants and earmarked funds paid by the department.

6.1.1 Conditional Grant 1(a): Provincial Road Maintenance Grant (PRMG)

Department / Municipality to whom the Grant has been Transferred	Presidential Employment Stimulus Grant
Purpose of the Grant	To stimulate the economy and job creation through the maintenance of rural infrastructure project.
Expected Outputs of the Grant	Maximise job creation through the maintenance of rural access roads using labour intensive methods
Actual Outputs Achieved	<p>Most of the Provinces fail to comply with the requirements of the Presidential Employment Stimulus Package as follows:</p> <ul style="list-style-type: none"> • Western Cape province did not comply with the Presidency mandate of Job creation, job created were not labour intensive. • Northern Cape province utilizes other parts of Presidential Employment Stimulus budget for other things not intended for. • Limpopo province just started other Employment Stimulus projects this new financial year. This will pose a serious challenge in terms of reporting. • Kwa-Zulu Natal failed to advertise tenders within the required time frame for implementation of Phase One (1) • Some provinces did not report on SMMEs. Most provinces did not report on FTEs. • Only two provinces, Gauteng and North West provinces achieved their set targets, most of the provinces performed poorly.
Amount per Amended DORA	R630 Million
Amount Transferred (R'000)	R630 Million
Reasons if amount as per DORA Not Transferred	N/A
Amount spent by the Department/ Municipality (R'000)	R182 110,485
Reasons for the funds unspent by the Entity	Late tabling of the budget during the Mid Term Budget review in October 2020 and transfers only released on 2 February 2021

**Monitoring Mechanism by the
Transferring Department**

- The National Department of Transport (DOT) as a Transferring Officer for a schedule 4 conditional grant on the Provincial Road Maintenance Grant (Vote 35), and in terms of the Division of Revenue Act of 2020/21 has a responsibilities, to monitor the financial and non-financial performance of the programmes partially or fully funded by an allocation in Part A of Schedule 4, in accordance with subsection (2) and the applicable framework, comply with DoRA by monitoring compliance through bilaterals and project site inspection in the provinces. In addition, provinces are expected to meet the minimum requirements in order to continuously receive tranches on a quarterly basis.
- To address performance challenges by provinces, the Department hold the high-level engagements with affected provinces as required by Sec 9 (1) (b) to (e) of the 2020/21 of the Division of Revenue Act. Some of the common matters included in the discussions performance challenges on the Financial, Physical, Social, Contractor Development and KPI and Safety appraisal and how improvement to assist provinces on their financial and non-financial performance.
- Regarding tracking down actual progress on project implementation, the following methodology and approach re used to monitor and evaluate projects:
 - (a) Projects were selected from the IRM using the risk profile (based on high spending) from the previous month for inspection,
 - (b) Pre and post inspection meetings are held to discuss amongst other aspects of the project relating to budget allocated and expenditure,
 - (c) DoT staff, together with the Provincial project management team will convene a project briefing with the province and project consultants to obtain a broader perspective on the project before going on project site.
 - (d) The DoT team is afforded the opportunity to interview project contractors, beneficiaries and local communities to determine how they perceive the project. Information obtained was included in the site inspection report.
 - (e) The 2019/20 Provincial Roads Maintenance Grant Framework is then used as a tool for compliance by provinces as well as a tool to measure the socio-economic impact assessment of the project

6.1.2 Conditional Grant 1(b): Provincial Road Maintenance Grant (PRMG)

Department/ Municipality to whom the Grant has been Transferred	Provincial Roads Maintenance Grant (PRMG)	
Purpose of the Grant	<ul style="list-style-type: none"> • To supplement provincial investments for road infrastructure maintenance (routine, periodic and special maintenance) • To ensure that all roads are classified as per the Road Infrastructure Strategic Framework for South Africa and the technical recommendations for highways, and the Road Classification and Access Management guidelines • To implement and maintain Road Asset Management Systems (RAMS) • To supplement provincial projects for the repair of roads and bridges damaged by unforeseen incidents including natural disasters • To improve road safety with a special focus on pedestrian safety in rural areas 	
Expected Outputs of the Grant	<ul style="list-style-type: none"> • Final road asset management plan (RAMP) and tabled project list for the 2021 medium term expenditure framework (MTEF) in a Table B5 format finalised by 30 March 2021 • Network condition assessment and determination of priority projects list from the road asset management systems (RAMS) • The following actual delivery related measures against 2020/21 targets defined in the final RAMP and annual performance plan (APP) for each province: <ul style="list-style-type: none"> ○ number of m² of surfaced roads rehabilitated (quarterly) ○ number of m² of surfaced roads resurfaced (overlay or reseal) ○ number of m² of blacktop patching (including pothole repairs) ○ number of kilometres of gravel roads re-gravelled ○ number of kilometres of gravel roads bladed ○ number of kilometres of gravel roads upgraded (funded from provincial equitable share) • The following performance based on national job creation indicators: <ul style="list-style-type: none"> ○ number of jobs created ○ number of full time equivalents created ○ number of youths employed (18 – 35) ○ number of women employed ○ number of people living with disabilities employed • Number of small medium micro enterprises contracted on the provinces' contractor development programme • Updated road condition data (paved and unpaved) including instrumental/ automated road survey data, traffic data, safety audit report and bridge conditions 	
Actual Outputs Achieved	Physical Indicators	Social Indicators
	<ul style="list-style-type: none"> • Number of kilometers upgraded = 100 • 7 021 417 m² (2006 effective km) of roads were re-sealed • 4035 km of roads were re-gravelled • 1 158 365 m² (330 effective km) of roads were patched • 357 232 km of gravel roads were bladed 	<ul style="list-style-type: none"> • Work opportunities = 206 056 • Number of work opportunities created for Women = 156 159 • Number of work opportunities created for Youth = 42 667 • Number of work opportunities created for Persons with Disabilities = 360

<p>Amount per Amended DORA</p>	<ul style="list-style-type: none"> • The Adjusted Allocation for PRMG for 2020/21 amounts to R 10 467 334 000. This includes an amount of R630 000 000 for the Rural Roads allocation as per the Presidential Stimulus initiative. • PRMG payment tranches are released quarterly to the complying provinces at the beginning of the quarter, the conditions against which each is measured are outlined in the PRMG Framework with reference to the Division of Revenue Act (DoRA, no.4 of 2020). • These payments to Provinces are made in four (4) parts. The first tranche amount of R2 672 822 000.00 was released to all nine (9) provinces on the 4th May 2020, and the second tranche amount of R3 088 106 000.00 released on the 19th and 31st August 2020 after all provinces were fully compliant with the applicable conditions. The third and fourth tranche amounts of R2 785 162 000.00 and R 1 921 243 000.00 were released on the 2nd November 2020 1st February respectively, to all nine (9) provinces as they had achieved compliance with the prescribed requirements. • The Rural Roads allocation amount of R630 000 000.00, included in the fourth tranche amount stated above, was released in one installment together with the fourth tranche payment of the PRMG on the 1st February as per the approved payment schedule.
<p>Amount Transferred (R'000)</p>	<ul style="list-style-type: none"> • R10 467 333 000.00
<p>Reasons if amount as per DORA Not Transferred</p>	<ul style="list-style-type: none"> • N/A
<p>Amount spent by the Department/ Municipality (R'000)</p>	<ul style="list-style-type: none"> • R9 937 333 000.00
<p>Reasons for the funds unspent by the Entity</p>	<ul style="list-style-type: none"> • Reprioritisation and re-packaging of projects by the Limpopo Department of Public Works Roads and Infrastructure, resulting with the late advertisement of tenders

**Monitoring Mechanism by the
Transferring Department**

- The National Department of Transport (DOT) as a Transferring Officer for a schedule 4 conditional grant on the Provincial Road Maintenance Grant (Vote 35), and in terms of the Division of Revenue Act of 2020/21 has a responsibilities, to monitor the financial and non-financial performance of the programmes partially or fully funded by an allocation in Part A of Schedule 4, in accordance with subsection (2) and the applicable framework, comply with DoRA by monitoring compliance through bilaterals and project site inspection in the provinces. In addition, provinces are expected to meet the minimum requirements in order to continuously receive tranches on a quarterly basis.
- To address performance challenges by provinces, the Department hold the high-level engagements with affected provinces as required by Sec 9 (1) (b) to (e) of the 2020/21 of the Division of Revenue Act. Some of the common matters included in the discussions performance challenges on the Financial, Physical, Social, Contractor Development and KPI and Safety appraisal and how improvement to assist provinces on their financial and non-financial performance.
- Regarding tracking down actual progress on project implementation, the following methodology and approach re used to monitor and evaluate projects:
 - (a) Projects were selected from the IRM using the risk profile (based on high spending) from the previous month for inspection,
 - (b) Pre and post inspection meetings are held to discuss amongst other aspects of the project relating to budget allocated and expenditure,
 - (c) DoT staff, together with the Provincial project management team will convene a project briefing with the province and project consultants to obtain a broader perspective on the project before going on project site.
 - (d) The DoT team is afforded the opportunity to interview project contractors, beneficiaries and local communities to determine how they perceive the project. Information obtained was included in the site inspection report.
 - (e) The 2019/20 Provincial Roads Maintenance Grant Framework is then used as a tool for compliance by provinces as well as a tool to measure the socio-economic impact assessment of the project.

6.1.3 Conditional Grant 2: Rural Road Asset Management System Grant (RRAMS)

Transfers made to Local Municipalities

Name of Transferee	Type of Organisation	Purpose for Which the Funds Were Used	Did the Department Comply with S38 (1)(j) of the PFMA	Amount Transferred (R'000)	Amount Spent by the Entity	Reasons for the Funds Unspent by the Entity
Alfred Nzo	Municipality	Rural Road Asset Management Grant	N/A	2 309	0	The Municipalities spent an average of 38% of the funds that were transferred because of covid19 impact which delayed procurement as well as implementation. It must be noted that the municipal financial year ends in June.
Amajuba	Municipality		N/A	2 223	411	
Amatole	Municipality		N/A	2964	1 352	
Bojanala Platinum	Municipality		N/A	2 383	1 806	
Cape Winelands	Municipality		N/A	2 711	0	
Capricorn	Municipality		N/A	2 443	959	
Central Karoo	Municipality		N/A	1 948	1 177	
Chris Hani	Municipality		N/A	3 252	664	
Dr Kenneth Kaunda	Municipality		N/A	2 480	1 982	
Dr Ruth Segomotsi Mompati	Municipality		N/A	2 464	1 555	
Ehlanzeni	Municipality		N/A	2 371	1 191	
Fezile Dabi	Municipality		N/A	2 206	935	
Frances Baard	Municipality		N/A	2 543	1 282	
Garden Route	Municipality		N/A	2 445	382	
Gert Sibande	Municipality		N/A	2 334	755	
Sekhukhune	Municipality		N/A	2 310	1 116	
Harry Gwala	Municipality		N/A	2 245	607	
iLembe	Municipality		N/A	2 291	0	
Joe Gqabi	Municipality		N/A	2 203	0	
John Taolo Gaetwewe	Municipality		N/A	2 000	1 153	
Lejweleputswa	Municipality		N/A	2 300	1 408	
Mopani	Municipality		N/A	2 225	0	
Namakwa	Municipality		N/A	2 928	1 740	
Ngaka Modiri Molema	Municipality		N/A	2 561	0	
Nkangala	Municipality		N/A	2 198	2 198	
OR Tambo	Municipality		N/A	2 962	691	
Overberg	Municipality		N/A	2 670	0	
Pixley Ka Seme	Municipality		N/A	3 034	1 632	
Sarah Baartman	Municipality		N/A	2 258	1 064	
Sedibeng	Municipality		N/A	2 456	223	
Thabo Mofutsanyana	Municipality		N/A	2 426	0	
Ugu	Municipality		N/A	2 685	0	
uMgungundlovu	Municipality		N/A	2 552	1 661	
uMkhanyakude	Municipality		N/A	2 645	948	
Umzinyathi	Municipality		N/A	2 300	784	
Uthukela	Municipality		N/A	2 508	1 629	
Vhembe	Municipality		N/A	2 268	1 173	
Waterberg	Municipality		N/A	2 151	0	
West Coast	Municipality		N/A	2 259	0	
West Rand	Municipality		N/A	2 615	1 362	
Xhariep	Municipality	N/A	2 167	1 774		
ZF Mqawu	Municipality	N/A	2 890	1 400		

Name of Transferee	Type of Organisation	Purpose for Which the Funds Were Used	Did the Department Comply with S38 (1)(j) of the PFMA	Amount Transferred (R'000)	Amount Spent by the Entity	Reasons for the Funds Unspent by the Entity
Zululand	Municipality		N/A	2 383	1 647	

Department/ Municipality to whom the Grant has been Transferred	44 District Municipalities have benefited from the grant in 2020/21 Medium Term Expenditure Framework (MTEF).
Purpose of the Grant	To assist rural district municipalities set up rural RAMS, and collect road, bridges and traffic data on municipal road network in line with the Road Infrastructure Strategic Framework for South Africa (RISFSA).
Expected Outputs of the Grant	Improved road condition data, traffic data and bridge condition data on municipal rural roads to guide infrastructure maintenance and investments, resulting in reduced vehicle costs.
Actual Outputs Achieved	Road condition data and traffic data is available. The RAMS data is being cleaned and updated
Amount per Amended DORA	R108 436 000
Amount Transferred (R'000)	R108 436 000
Reasons if amount as per DORA Not Transferred	All funds were transferred as per DoRA
Amount spent by the Department/ Municipality (R'000)	R 40 814 000
Reasons for the funds unspent by the Entity	The Municipalities spent an average of 38% of the funds that were transferred because of covid19 impact which delayed procurement as well as implementation. It must be noted that the municipal financial year ends in June.
Monitoring Mechanism by the Transferring Department	<p>National Department of Transport monitors the implementation of RAMS through the following processes or measures:</p> <ul style="list-style-type: none"> • Various types of meeting are scheduled between NDoT, Provincial Road Authorities and DMs. For example, Quarterley Progress Meetings and Bi-lateral Meetings • Ensuring DMs complies with the conditions of the grant in terms of data submission and other reporting requirements. • Analysing data integrity, quality and checking compliance to standards. • Providing guidance on sustainable RAMS operations and standards <p>Facilitating training to LMs and assist them to acquire RAMS data from DMs or DoT.</p>

The following are some of the challenges encountered in the programme:

- COVID-19 Regulations has delayed the appointment of service providers in other districts and fieldwork was impacted due to regulations.
- The issue of ownership of the programme by the municipalities as most times data is hosted by service providers instead of districts
- Involvement of some local municipalities in the programme
- Delays by district municipalities to procure technical services on time, long before the expiry of the contracts
- Handing over of graduates by outgoing service provider when the contract comes to an end to the DM and/or the newly appointed service provider.

- Lack of support from the Provincial government in some of the provinces.

Furthermore, graduates are now becoming skilled in the work they are doing. The DM's need to reach agreement on how these graduates will be taken up after the training period, with clear guidelines on their salary expectations and contractual arrangements. We are facing a major risk of losing these graduates to higher-paying jobs.

6.1.4 Conditional Grant 3: Public Transport Network Grant (PTNG)

Municipality to whom the Grant has been Transferred	Nelson Mandela Bay, Mangaung, Tshwane, Ekurhuleni, Johannesburg, eThekweni, Msunduzi, Polokwane, Mbombela, Rustenburg, Cape Town, George.
Purpose of the Grant	To provide funding for accelerated construction and improvement of public and non-motorised transport infrastructure that form part of a municipal integrated public transport network and to support the planning, regulation, control, management and operations of fiscally and financially sustainable municipal public transport network services
Expected Outputs of the Grant	<ul style="list-style-type: none"> • Network Operations Component <ul style="list-style-type: none"> - Number of average weekday passenger trips carried on Public Transport Network Grant (PTNG) funded networks - Number and percentage of municipal households within a 500m walk to an Integrated Public Transport Network (IPTN) station or stop that has a minimum peak period frequency of 15 minutes or better - Percentage uptime for network operating systems as a proportion of the network's public operating hours - Passengers per network vehicle per average weekday • Network Infrastructure Component <ul style="list-style-type: none"> - Public transport network infrastructure including dedicated lanes, routes and stops/shelters, stations, depots, signage and information displays, control centres and related information technology, fare systems and vehicles (if the national Department of Transport (DoT) in consultation with National Treasury approves use of grant funds to purchase vehicles), non-motorised transport (NMT) infrastructure that supports network integration (e.g. sidewalks, cycleways, cycle storage at stations, etc.) - Plans and detailed design related to IPTN infrastructure and operations.

<p>Actual Outputs Achieved</p>	<ul style="list-style-type: none"> • Cape Town: A cumulative total of 33.9 km of bi-directional dedicated BRT busway has been constructed and 31.5km is fully operational; All 42 IRT stations are complete and upgrades at Mitchells Plain PTI are complete and fully operational; 4 of the stations have been rendered inoperable due to significant damage inflicted during protest action and subsequent theft, All Phase 1A &1B depots, i.e. Stables, Atlantis and the Inner City, are fully operational; A cumulative total of 778 bus stops are operational, 686 are complete and 82 temporary bus stops are planned for construction as part of future contracts of which 25 temporary bus stops in Mitchells Plain form part of the D04 Kapteinsklip extension (N2 Express). • Ekurhuleni: 80% of all ITS equipment procured i.e. validators & gates, Construction of the turn-around facilities at Winnie Mandela and Tembisa Hospital completed. Construction of feeder routes in Tembisa and Southern complimentary route to Vosloorus completed. Leralla interim depot construction (earthworks, layer works & surfacing, area lighting and fencing) completed. Construction of all pedestrian bridges completed, Construction of two of the five stream crossings completed. Business Value Surveys for Phase 1 A has been completed. • eThekweni: Corridor 2 – 7 of 27 kilometres roadway and 4 of 14 stations completed; Corridor 3 – 24 of 26 kilometres and 14 of 17 stations completed; Existing depots and temporary terminus completed; Conversion of Scania busses completed; IFMS system installation – completed in 10 stations. • George: Road rehabilitations on Caledon, Mission and Merriman streets completed, Installation of 14 new bus shelters together with 56 LED shelter lights on existing permanent shelters, Sidewalk improvements as part of road rehabilitations completed, Traffic signals upgrade system on main corridors completed, New radio repeater, Hand held radio equipment procured for field monitors and Phase 4B route boundary fencing erected. • Johannesburg: Road rehabilitation for critical section concluded, BRT road rehabilitation completed, BRT stations rehabilitation completed, Phase 1C (a) network installation completed. • Mangaung: Fort Hare Trunk Route Section 1: Construction progress 43%; Fort Hare Trunk Route Section 2: Construction Progress 27%; Chief Moroka Link - Construction Progress 19%; Moshoeshoe Trunk Route - Part A: Construction Progress 29%; Moshoeshoe Trunk Route - Part B: Construction Progress 19%; Bus Depot Phase 1 Civil Works Construction Progress 30%; Phase 1c Bus shelters and Stops -Detail Designs 100% complete. • Nelson Mandela Bay: Upgrade of N2/Stanford road bridge and pedestrian bridge – practical completion in March 2020; Depot and Terminal – concept design 80% complete; Resurfacing of IPTN routes – 90% complete • Polokwane: Construction of trunk transitions – 95% complete, Installation of UTC on Nelson Mandela trunk – 99% complete, Renovation of the Daytime lay-over facility building – 70% complete, Main bus depot construction – 70% complete. • Rustenburg: ITS Equipment on stations and buses – 10% completed; Interim Service Agreement, negotiations in progress – 50% completed; Conclusion of funding model for Buses Phase 1A – 100% complete. • Tshwane: Belle-Ombre Phase 2 (overflow car park, electric fencing etc.) – 8% complete; Capital Park Bridges – 50% complete, Wonderboom Intermodal Facility Building Works – 55% complete, Completion of Wonderboom Temp Turn Around and Taxi Holding Area – 100% complete, Menlyn Taxi Interchange 50% complete, Atteridgeville taxi interchange – 42% complete 	
	<p>Amount per Amended DORA</p>	<p>R 4,389,070 billion.</p>
<p>Amount Transferred (R'000)</p>	<p>Nelson Mandela Bay</p>	<p>R 349 386</p>

	Mangaung	R 192 433
	Ekurhuleni	R 569 224
	City of Johannesburg	R 655 416
	City of Tshwane	R 631 571
	eThekwini	R 622 595
	Polokwane	R 147 323
	Rustenburg	R 164 282
	City of Cape Town	R 750 771
	George	R 152 069
	Mbombela	R 20 000
	Msunduzi	R 134 000
	Total R'000	R 4,389,070
Reasons if amount as per DORA Not Transferred	N/A	
Amount spent by the Department/ Municipality (R'000)	Nelson Mandela Bay	59 213
	Mangaung	118 836
	Ekurhuleni	395 442
	City of Johannesburg	640 459
	City of Tshwane	695 497
	eThekwini	491 255
	Polokwane	54 299
	Rustenburg	98 355
	City of Cape Town	438 415
	George	76 616
	Mbombela	-
	Msunduzi	-
	Totals R'000	R 3 068 386
Reasons for the funds unspent by the Entity	The municipal sphere's financial year annually runs for 3 more months after the end of the national financial year therefore, the unspent funds are likely to be spent thus increasing the expended amount to date.	
Monitoring Mechanism by the Transferring Department	<ul style="list-style-type: none"> • Monthly or bimonthly progress meetings with IPTN implementing municipalities, • Funded municipalities submit to the transferring officer, monthly expenditure, quarterly performance and annual programme evaluation reports. • Dedicated portfolio managers that oversee IPTN implementing municipalities. • Monitoring IRPTN/IPTN implementation progress in line with the National Land Transport Act (NLTA) and the Public Transport Strategy (PTS). • Verification of financial and performance reports from municipalities by conducting at least one site visit per annum. • Allocation of grant funds based on stated priorities through an allocation mechanism (criteria) agreed to by the NDoT and National Treasury. 	

6.1.5 Conditional Grant 4: Public Transport Operations Grant (PTOG)

Department/ Municipality to whom the Grant has been Transferred	Provincial Departments of Transport	
Purpose of the Grant	To provide supplementary funding towards public transport services provided by provincial departments of transport.	
Expected Outputs of the Grant	Number of vehicle subsidised Number of vehicles subsidised (cumulative annual number) Number of scheduled trips Number of trips operated Number of passengers Number of kilometres Number of employees	
Actual Outputs Achieved	Indicator	Actual Performance
	Number of vehicle subsidised	6 170
	Number of vehicles subsidised (cumulative annual number)	74 039
	Number of scheduled trips	4 585 420
	Number of trips operated	4 585 420
	Number of passengers	162 263 214
	Number of kilometres	175 297 039
Number of employees	154 638	
Amount per Amended DORA	R6,749,581	
Amount Transferred (R'000)	R6,749,581	
Reasons if amount as per DORA Not Transferred	N/A	
Amount spent by the Department/ Municipality (R'000)	R5,960,374	
Reasons for the funds unspent by the Entity	Due to COVID-19, Lockdown restrictions were imposed, and this affected operations. Almost 50% of buses were not operating. As a result some funds were not spent. In Gauteng, the Meyerton and three Ekurhuleni contracts were not operating due to operators withdrawing services.	
Monitoring Mechanism by the Transferring Department	Bus Committee Meetings (Provincial Grant Managers) Monthly, Quarterly and Annual Performance Evaluation Reports.	

7. DONOR FUNDS

7.1. Donor Funds Received

- None

8. CAPITAL INVESTMENT

8.1. Capital investment, maintenance and asset management plan

Assets of the Department comprise of furniture and fittings, office equipment and computer equipment. Assets are replaced when they are no longer useful or when they become technologically obsolescent.

All assets have been captured in the Departmental Asset Register. A proper Fixed Asset Register was established during 2004/05 financial year, and an Asset Management Unit was established within the Supply Chain Management component of the Department. The Department complied with minimum requirements of Asset Management reforms since 2004/05.

Assets are physically verified at least once per financial year.

PART C: GOVERNANCE

1. INTRODUCTION

The Department commits to maintain the highest standards of governance fundamental to the management of public finances and resources. The Department will further endeavour to ensure that governance structures and controls, where lacking, are put in place to effectively, efficiently and economically utilise the state resources.

2. RISK MANAGEMENT

Risk Management is an integral part of the department's business model that is embedded throughout the department's operations. Managing risk became central to the Department's business operations. Our Risk Management function ensured an integrated approach in managing current and emerging weaknesses and threats during the course of the pandemic. Risk Management played an integral role in strategy and planning discussions. The Department's Risk Management Policy Framework sets out how the Department organises and applies its risk management practices to ensure that all activities are conducted in line with the principles and limits mandated by the Departmental Risk Policy.

The Department Risk Policy describes Department's risk mandate and articulates the Department's four fundamental risk management principles. We strive to apply these four principles consistently across all risk categories at Departmental and Branch level, the Department thus operates within a clearly defined risk policy and risk control framework, hence the Department has an approved Risk Management Policy Framework and Implementation Plan that sets out the following:

Clear accountability: The Department's operations are based on the principle of delegated and clearly defined authority. Individuals are accountable for the risks they take on, and their incentives are aligned with Department's overall strategic objectives.

Independent risk controlling: Dedicated units within Risk Management control all risk-taking activities. They are supported by independent Department Internal Audit function.

Transparency: risk transparency, knowledge sharing and responsiveness to change are integral to the risk control process. The central goal of risk transparency is to create a culture of mutual trust, and reduce the likelihood of surprises in the source and potential magnitude of losses.

Despite the challenging conditions posed by the current pandemic (COVID-19), the department has continuously conducted Risk Assessments to identify new and emerging risks in order to ensure the up-keep of an up-to-date risk profile of the Department and also managing all the risks that have the potential to impact (positively or negatively) on the achievement of the intended priorities and Outcomes of the Department.

The Department has a Risk Management Committee (RMC) that was formally appointed by the Accounting Officer. The Committee has formal Terms of Reference that regulate its affairs; and is chaired by a non-executive person (external chairperson).

This Committee has assisted the Accounting Officer to discharge his legislative risk management responsibilities by reviewing the system of risk management such as Risk Management Policy, Implementation Plans and the development of Strategic Risk Register and monitoring of the risk management process at strategic, management and operational levels during the reporting period under review.

The Committee held its meetings as follows:

- 06 November 2020
- 26 February 2021
- 12 March 2021
- 16 April 2021

The Department's Risk Management Committee had produced four reports that were shared with the Departmental Audit Committee and submitted to the Accounting Officer.

Over and above the Risk Management Committee, there is also a Risk Management Forum for all the risk champions.

The Department has established the Audit Committee (AC), which advises the Accounting Officer in fulfilling his mandate as required by the Public Finance Management Act. The Audit Committee discharges its responsibilities and consists of Nine (9) independent members including the chairperson. This Committee exercises its oversight by ensuring that the Department appropriately addresses all the key risk areas including;

- Financial reporting including fraud and corruption
- IT risks as they relate to financial reporting.

All the risk governance structures held their meetings quarterly.

During the reporting period under review, Risk Management remained a constant discussion point of its forum(s) to ensure that management engage on risk issues. The Department took steps to measure the value of risk management in the Department's performance through robust risk reporting on risks identified and analysed at all levels of the department during branch and EXCO meetings.

The process to monitor implementation of risk mitigation plans on the strategic risks was on-going throughout the reporting period under review to ensure that visible and quantifiable improvements on the department's performance are realised.

The Department is committed to ensuring that risk management is continuously embedded within its planning processes, decision making structures and is included in all operational procedures of the department amid the current crisis of the COVID-19.

3. FRAUD AND CORRUPTION

The Fraud Prevention Plan of the Department has four components, namely fraud prevention, detection, investigations, and resolutions

3.1 Fraud Prevention

Fraud prevention plans consists of fraud risk assessment, and fraud awareness workshops and campaigns.

3.1.1 Fraud Risk Assessment

Fraud risk assessments are conducted through the following processes, review of business processes, analyses of financial statements, interviews, media reports reviews, analyses of allegations reported, analyses of audit reports, analysis of Auditor-General reports, analysis of performance information reports and irregular expenditure reports. Twelve fraud risk assessments were conducted during the period under review.

3.1.2 Fraud Awareness

Fraud awareness workshops were conducted to educate employees about fraud and corruption activities within the department and about reporting procedures in cases where employees become aware of fraud and corruption. During the period under review, a total of seventeen (17) awareness workshops were conducted and fourteen (14) affidavits in respect of fraudulent order scams were filed with the South African Police Services (SAPS).

3.1.3 Fraud Detection and Advisory Reports

Fraud detections reviews were conducted to identify anomalies or irregularities within the business process or any red flags that might assist in identification of fraudulent activities within the Department, and six advisory reports were issued to management. The mechanism to report fraud and corruption includes reporting fraudulent activities to the Public Service Commission (PSC), Public Protector (PP), and to Internal Audit. During the period under review, ten (10) cases were reported directly to the Chief Directorate: Internal Audit and Fraud Investigation through whistle blowing.

3.2 Forensic Investigations

Forensic investigations are conducted in respect of allegations reported through different sources.

3.2.1 The following procedures are conducted before allegation reported are investigated and registered in the allegation register.

- The Chief Audit Executive (CAE) request for an approval from the Head of Department (HoD) to conduct forensic investigation for the whole financial year;

- Once the approval is granted, all investigations are conducted in accordance with the applicable law and regulations in the Public Service;
- Allegation reported are then assessed to determine the merit of allegation;
- Once assessment processes are finalized, preliminary investigation reports are signed-off by the Director Forensic investigation to commence investigation;
- Once investigations are finalised, reports, with findings, are signed-off by the Chief Audit Executive;
- The Accounting Officer would then approve the recommendations.

3.2.2 Number of investigations conducted

- Number of allegation reported and assessed were eight (8) during the financial year, and
- Number of investigations finalised were eight (8).

3.3 Resolutions

Resolutions are part of the post investigation process for the purposes of implementing investigation reports with its findings and recommendations. After investigation processes are complete, the following process follows: disciplinary hearing, criminal case and/or civil case.

3.3.1 Numbers of disciplinary hearings attended to support forensic investigations findings

- Four (4) meetings were held with the Labour Relations Unit to facilitate implementation of post-investigations processes.

3.3.2 Number of criminal cases

- No criminal case was opened during the period under review.

3.4 Civil case to recover

- One (1) case of civil recovery was attended, to recover monies in respect of cases emanating from forensic investigations.

4. MINIMISING CONFLICT OF INTEREST

The Department has implemented a number of measures to minimise conflict of interest. In supply chain management (SCM) specifically:

- The implementation of Standard Bidding Documents, including the SBD 4 Form – Declaration of interest for all procurement as a measure to minimise conflict of interest in SCM; and the SBD 9 Form – Suppliers' previous performance with government. SBD Forms are required for all procurements above R500 000.00. Prospective suppliers or service providers are required to declare any interest and previous performance and this considered in evaluation and adjudication processes.

- Members of Bid Evaluation and Adjudication Committees are also required to sign necessary declaration of interest forms prior to participating in evaluation and adjudication processes. Where interest is declared, respective members are requested to recuse themselves from participating in SCM processes.
- The Financial Disclosure Framework is guided by key principles in the Code of Conduct, Chapter 2 of the Public Service Regulations, 2001. In accordance with Chapter 3 of the Public Service Regulations, 2001, all members of the SMS were sensitised to disclose their financial interests. The objective was to identify any conflict of interest in order to promote just and fair administrative actions of officials in senior positions and thereby to protect the public service from actions that may be detrimental to its functioning and that may constitute unlawful administrative actions as a result of ulterior motives. Any SMS member who fails to disclose a financial interest or who wilfully provides incorrect or misleading details will be found guilty of misconduct.

5. CODE OF CONDUCT

The Code of Conduct serves as a guideline to employees as to what is expected of them from an ethical point of view, both in their individual conduct and in their relations with others. Compliance with the Code is expected to enhance professionalism and to help ensure confidence in the public service.

New appointees are inducted on the Code of Conduct and SMS members are also trained on disciplinary matters related to violation of the Code of Conduct.

6. HEALTH SAFETY AND ENVIRONMENTAL ISSUES

Environmental Health and Safety Issues	Brief Descriptions	Effect it has on the Department	Current Compliant Status
Approved SHERQ Policy	The Occupational Health and Safety Act 85 Of 1993 requires an employer to have such a policy in the workplace.	<p>The SHERQ Policy enables the Department to:</p> <ul style="list-style-type: none"> • Keep into account the health of its employees • Create reliability among the Employee base • A written approved policy promotes an effective OHS program. 	<p>The policy has been reviewed.</p> <p>A draft SHERQ Policy is in the process of approval.</p>
Appointment of all statutory OHS appointees.	<p>Employers are charged with certain functions and responsibilities in terms of the Occupational Health and Safety Act</p> <p>The person who bears the responsibility must take reasonable measures to ensure that the appointee complies with his or her obligation, as far as is reasonably practicable since the person making the appointment still fulfils a supervisory function.</p>	The employer must make certain legal appointments in accordance with the sections and regulations of the OHSA in order to ensure legal compliance.	<p>Appointment of designated person in terms of section 16(2) of the OHS ACT 85 of 1993 not yet completed due to instability i.e. acting positions.</p> <p>Appointments of the Health and safety Representatives, Committee members, First Aiders, Fire Marshall are in progress.</p>
OHS Committee meetings	Section 19 of the OHSA states that Health and Committee must meet regularly at least once every three months, but also at any other time if a need arises.	Quarterly OHS Committee meetings serves as a platform for OHS matters of non-compliance and enforcement of Health and safety legislation are discussed and recommendations made to the management for implementation.	Quarterly OHS Committee Meetings successfully held and minutes are available.
Risk assessments	Risk assessments are conducted to identify, eliminate or reduce hazards at the work place. A risk assessment tool and checklist are usually used when conducting risk assessment with recommendation and severity of the risk and hazards identified.	Risk assessment helps the Department to have an understanding of the types of risks employees are exposed to and implement control or corrective measures to deal with them.	Risk assessment tool developed and the findings are discussed with stakeholders and forwarded to the Landlord (DELTA) for interventions.
Evacuation Drills	Drills are generally unannounced so they are realistic and educational. The department will schedule a drill in advance by coordinating with all key role players so that date and time may be known for the drill to avoid unnecessary disruptions to operations.	Evacuation drills help the building occupants to prepare to respond to a variety of building emergencies. Occupants should be prepared for a number of anticipated building emergencies some of which will require immediate or delayed evacuation.	An evacuation drill planned to be conducted in March 2021, in conjunction with the landlord, could not be conducted due to COVID-19. Reviewed emergency plan submitted to the Fire brigade department for approval.
Reporting of Injury on Duties and Occupational diseases.	Accidents in the workplace can cause a lot of stress and anxiety.	No matter how small the injury is, it must be reported at least within 7 days of occurrence.	The reporting system of the Department is functional. Currently there are no reported

Environmental Health and Safety Issues	Brief Descriptions	Effect it has on the Department	Current Compliant Status
	Immediate reporting of any accidents or injuries on duty is essential, to also curtail such accidents in future by adopting proper safety precautions.		incidents requiring investigation.
Effectiveness of First Aid programme	First aiders require consistent training.	First aid training teaches employees how to properly use first aid kits and to stay calm during an emergency.	The Department currently has trained 26 employees as competent First Aiders. Each floor is allocated with sufficient reliable first aid boxes.

7. PORTFOLIO COMMITTEES

Refer to the Budget Review and Recommendation Report (BRRR) of the Portfolio Committee on Transport (PCoT) - 25 November 2020.

8. SCOPA RESOLUTIONS

None.

9. PRIOR MODIFICATIONS TO AUDIT REPORTS

Nature of Qualification, Disclaimer, Adverse Opinion and Matters of Non-Compliance	Financial year in which it first arose	Progress made in clearing / resolving the matter
Prior period error disclosure for principal-agent arrangements	2019/2020	The prior period error was disclosed. This was due to inadequate review of the financial statements after they have been prepared. A team has been established within finance section to ensure that there is proper review of the interim and annual financial statements. The financial statements are further reviewed by the Internal Audit prior to submission.
Non-compliance with Local Content regulations	2019/2020	A tender was issued for a panel of service providers to supply furniture as and when required. Local content requirements were addressed during the accreditation process. Awards will be reported to the Department of Trade, Industry and Competition (the dtic) after each transaction.

10. INTERNAL CONTROL UNIT

During the 2020/21 financial year, the Internal Control Unit developed action plans to address deficiencies identified during the regularity audit conducted by the Auditor-General of South Africa (AGSA) and followed-up with management on progress regarding the implementation of such plans. Progress reports on implementation of action plans were presented to both EXCO and the Audit Committee.

Internal Control Unit also conducted compliance reviews focusing on PFMA and Treasury Regulations. Any non-compliance identified during the review was reported to the affected Directorates and Chief Directorates. The unit further performed a review of Supply Chain Management processes and procedures together with Financial Administration processes to ensure that adequate controls are put in place to address any gaps or risks identified and to ensure that inefficiencies are reduced to the acceptable level.

The Internal Control Unit was also tasked with the responsibility of maintaining and safekeeping of financial documents and ensured that all requested financial documents by the AGSA are provided. During the financial year, all payment documents requested by the AGSA were provided timeously and no issues relating to limitation of scope were raised.

11. INTERNAL AUDIT AND AUDIT COMMITTEES

Key Activities and Objectives of Internal Audit

Strategic Objective of Internal Audit: To provide an independent and objective assurance and consulting services designed to add value and improve DOT's operations through evaluation of risk management, internal control and governance processes.

The following core Internal Audit Function activities were undertaken in order to achieve the above strategic objective:

- The review of compliance with laws, regulations, institutional instructions and standard operational procedures;
- The review of effectiveness of operations,
- The review of reliability and integrity of financial and operational information;
- The review of safeguarding of assets;
- Risk review and assessments;
- Performance reviews (economical, efficient and effective use of resources);
- Review of Information systems environment;
- Special assignments (management requests); and
- Forensic Investigations.

Summary of Audit Work Done

The internal audit function has undertaken reviews in the following areas, which fall under Assurance, Performance or IT Audits:

- Emergency Procurement Review
- Change Management (Consulting Engagement)
- Occupational Health & Safety Review
- IT Systems Relevance & Readiness for Disaster (Consulting Engagement)
- Public Entity Oversight Review
- Contract Management Review
- Strategic Planning and APP Development Review
- IT Governance review
- Annual Performance Information Review 2019/20
- Quarterly Performance Information Reviews (4 Quarters of 2020/21)
- Annual Financial Statements Review 2019/20
- Interim Financial Statements Reviews (3 Quarters of 2020/21)
- Payroll Management Follow-Up
- User Account Management Follow-Up
- AGSA 2019/20 Audit Report Follow-Up

Key Activities and Objectives of the Audit Committee

The audit committee operates in terms of its approved written terms of reference and reviews the following:

- The effectiveness of the internal control systems;
- The effectiveness of the internal audit function;
- The risk areas of the department to be covered in the scope of internal and external audits;
- The adequacy, reliability and accuracy of the financial information provided by management;
- Any accounting and auditing concerns identified as a result of internal and external audits;
- The department's compliance with laws, regulations, institutional instructions and standard operational procedures; and
- The activities of the internal audit function, including its annual work programme, co-ordination with external auditors, the reports of significant investigations and the responses of management to specific recommendations.

The table below discloses relevant information on the audit committee members:

Name	Qualifications	Internal or External	Date Appointed	Date Resigned	No. of Meetings Attended
Dr. Charles Motau	Doctor Technologiae: Computer Sc & Data Processing, MBL, MIT, BCom Higher Diploma in Computer Auditing, Certificate in Digital Transformation Strategy	External	01 February 2020	Active	7
Ms Shaila Hari	BCompt Hons, Public Sector Governance & M.Inst.D	External	01 February 2020	Active	6
Mr. Luyanda Mansfield Mangquku	CA(SA), MBL, BCompt Hons	External	01 February 2020	Active	7
Mr. Nades Kandan	Masters (Ins Dire) Higher Diploma IT Audit MDP Management CRISC IEDP (Finance)	External	01 February 2020	Active	7
Mr. Victor Nondabula	MBA Finance & International Business MA Political Science BA (Hons) Political Science Diploma Financial Management	External	01 February 2020	Active	7
Adv. Lufuno Tokyo Nevondwe	LLM, LLB	External	01 February 2020	Active	6
Ms. Veronica Elizabeth Du Preez	B.A, BCom, MBL, CIA	External	01 February 2020	Active	7
Ms. Miseria Nyathi	MBA, BCom Hons (Finance)	External	01 February 2020	Active	7
Ms Fikile Judith Mudau	BCom, Certificate, Management Development (Municipal Finance)	External	01 February 2020	Active	7

12. AUDIT COMMITTEE REPORT

We are pleased to present our report for the financial year ended 31 March 2021.

Audit Committee Responsibility

The Audit Committee reports that it has complied with its responsibilities arising from Section 38 (1) (a) (ii) of the Public Finance Management Act and Treasury Regulation 3.1.13. The Audit Committee also reports that it has adopted appropriate formal terms of reference as its Audit Committee Charter, which is reviewed annually, has regulated its affairs in compliance with this charter and has discharged all its responsibilities as contained therein.

The Effectiveness of Internal Control

The systems of internal control are designed to provide cost effective assurance in achieving the Department objectives through ensuring that assets are safeguarded, operations are effective and efficient, financial and performance information is reliable and there is compliance with the laws and regulations.

The Audit Committee provided oversight on the operations and business activities of the Department through the quarterly reporting processes by Management as well as the internal audit reviews as prioritised in the approved risk-based Annual Audit Operational Plan. The systems of internal control within the Department have improved substantially from the previous financial year and all AGSA prior year findings were addressed and confirmed by the AGSA.

Internal Audit

The Audit Committee is satisfied with the activities of the internal audit function including its annual work programme, coordination with the external auditors and the reports of significant investigations and follow-up on management corrective action plans. Based on the Internal Audit reports, there are indications that systems of internal control were adequate in most areas including improved reporting by the ICT function. However, there is still room for improvement in areas where control deficiencies and deviations from prescripts and policies were highlighted.

The Audit Committee is concerned with current vacancies in senior management and has however noted corrective measures instituted by the Accounting Officer to address this concern.

Main activities undertaken by the Audit Committee during the financial year under review, include:

The ARC reviewed and/or performed oversight over:

- i. All Quarterly Interim Financial Statements and unaudited Annual Financial Statements (AFS) before submission to the AGSA on 31 May 2021;
- ii. Monitoring and implementation of corrective action plans to address AGSA and Internal audit findings;

- iii. The appropriateness of the accounting policies, practices and the potential changes thereon tabled at the ARC meetings;
- iv. The effectiveness of the system of risk management including fraud prevention and anti-corruption strategies;
- v. The process to ensure compliance with relevant laws and regulations.
- vi. In-year monitoring reports on the Department operations including Information and Communication Technology (ICT) and Human Resources Management (HRM) governance;
- vii. The Quarterly Performance Information Reports and the Annual Report prior to submission to the AGSA and final publication; and
- viii. The plans, work and reports of the Internal Audit and the AGSA.

In-Year Management and Monthly/Quarterly Report

We reviewed the in-year quarterly reports submitted together with the internal audit comments thereon. The Audit Committee is satisfied with the content and quality of the quarterly reports prepared and issued by the Accounting Officer and Management during the year under review. In some instances, the committee made recommendations for improvement and the committee noted management committed to improve in these areas in particular Risk Management, ICT and HRM. The department has been reporting monthly and quarterly to the National Treasury as is required by the PFMA. There continues to be notable improvement in the quality of the financial management and performance information reports as well as management's commitment to implementing corrective action plans to address the previous AGSA and internal audit findings.

Evaluation of Financial Statements

The Committee has:

- i. Reviewed the Final AFS and Performance Information Report to be included in the Annual Report;
- ii. Reviewed the AGSA's Management Reports and the Management responses thereto;
- iii. Reviewed significant adjustment resulting from the audit;
- iv. Reviewed any changes in accounting policies and practices; and
- v. Reviewed departmental compliance with applicable regulatory provisions.

Compliance with laws and regulations

During the 2020/21 financial year, the committee:

- Considered the system and processes the Department use to ensure compliance to regulations.
- Monitored compliance with laws and regulations.
- Reviewed both internal and external audits report to identify any compliance issues.

Auditor General's Report

The Audit Committee concurs and accepts the conclusions of the Auditor General South Africa on the Annual Financial Statements and is of the opinion that the audited annual financial statements be accepted and read together with the report of the Auditor General South Africa.

Appreciation

The Committee expresses its appreciation to the Director-General, Senior Management team, Internal Audit and the Auditor-General South Africa for their continued support and dedication during the year under review.



Dr. Charles Motau (AMBCI)
Chairperson of the Audit Committee
Department of Transport
Date: 27 August 2021

13. B-BBEE COMPLIANCE PERFORMANCE INFORMATION

The following table has been completed in accordance with the compliance to the BBEE requirements of the BBEE Act of 2013 and as determined by the Department of Trade and Industry.

Has the Department / Public Entity applied any relevant Code of Good Practice (B-BBEE Certificate Levels 1 – 8) with regards to the following:		
Criteria	Response Yes / No	Discussion (include a discussion on your response and indicate what measures have been taken to comply)
Determining qualification criteria for the issuing of licences, concessions or other authorisations in respect of economic activity in terms of any law?	YES	Air Services licencing Council and International Service licencing Council secretariat assisted by BEE unit within the department developed an internal criteria to ensure implementation and monitoring of the B-BBEE Act of 2013 through licencing and permits. Criteria : Domestic Airlines and Foreign Airlines Additional to the regulation Air Services licencing Council secretariat is using criteria whereby; (a) all applications for licencing and permits must be accompanied by a B-BBEE certificate; and (b) In a situation where the Airline did not attach the B-BBEE certificate, they should attach a plan of action towards B-BBEE compliance.
Developing and implementing a preferential procurement policy?	NO	The Department does not have a Preferential Procurement Policy that was specially developed internally. However, the Department is using the National Treasury Preferential Procurement Policy Framework (PPPF) Act of 2000 and the Preferential Procurement Regulations of 2001.
Determining qualification criteria for the sale of state-owned enterprises?	NO	Assets disposal are routinely computers, which are either actioned or donated to schools via the Department of Basic education.
Developing criteria for entering into partnerships with the private sector?	NO	The Department has not developed criteria for entering into partnership with private sector
Determining criteria for the awarding of incentives, grants and investment schemes in support of Broad Based Black Economic Empowerment?	NO	The Department has not developed criteria for awarding of incentives, grants and investment schemes in support of Broad Based Black Economic Empowerment

PART D: HUMAN RESOURCE MANAGEMENT

1. INTRODUCTION

The information contained in this part of the annual report has been prescribed by the Minister for the Public Service and Administration for all departments in the public service.

2. OVERVIEW OF HUMAN RESOURCES

2.1 The status of human resources in the department

In terms of skills development, most employees had competencies and qualifications required to perform their jobs. During the reporting period under review, more than 10% of employees were trained as per the revised Annual Performance Plans.

2.2 Human resource priorities for the year under review and the impact of these.

The Department human resource development priorities for the reporting period include the following:

- Development and submission of the 2020/21 Workplace Skills Plan and the 2019/20 Annual Training Report to Public Service Education Authority (PSETA). The two documents were approved and submitted and 24% of employees were trained accordingly. The initial target of 50% training was revised to 10% due to the impact of Covid-19 and the subsequent lock down.
- The 2019/20 Monitoring and Evaluation Report for the Human Resource Development Strategic Plan was duly developed, approved and submitted to the Department of Public Service and Administration (DPSA) during May 2020.
- Review of Memorandum of Agreements with Universities that are in partnership with the Department of Transport. The review aims to align the skills provision with the priorities of the 2019/2024 Medium Term Strategic Framework as well as to address the current and emerging skills needs in the sector. The departments further aim to influence the inclusion of scarce and critical skills provision such as Civil Aviation, Maritime, Rail, etc. at Higher Education Institutions (HEI) level as part of achieving the transformation agenda in the transport sector.
- Six (6) Memoranda of Agreements were concluded and approved by the Director –General with Durban University of Technology, Tshwane University of Technology, University of Fort Hare, Nelson Mandela University, University of Johannesburg and North West University. Department is currently managing 13 MOA's with Universities were 279 students were enrolled during the reporting year.

2.3 Workforce planning and key strategies to attract and recruit a skilled and capable workforce.

- **Bursary Scheme:** 184 bursaries were managed, of which 45 were newly awarded during the financial year. The increased bursary uptake exceeded the APP target of 140 which shows a positive move towards ensuring a skilled and capable workforce.

- **Internship Programme:** Fifty (50) interns were appointed and placed across various branches in the department during the fourth quarter of the financial year instead of the scheduled 1 April 2020. The delay emanated from the impact of Covid-19 and the subsequent lock down. The initiative aim to provide unemployed graduates with the required workplace experience to enhance their employability in the labour market.
- **Scholarship Programme:** Two employees participated in the international scholarships during the financial year. One employee was and is currently pursuing his studies in Master's Degree in Information and Communication Engineering at the Dalian Maritime University (Information Science and Technology College), through the China Ministry of Transport's Scholarship Council Initiative. The second employee attending Master of Science in Maritime Affairs – Maritime Safety and Environmental Administration at Institute of Maritime Organisation (IMO) in Malta, Sweden.

2.4 Employee performance management.

- **Compliance with submission of Performance Agreements:**
 - For employees on Salary Level 12 and below, a total of 571 of 579 employees (98%) submitted their Performance Agreements during the reporting period.
 - 90 of the 95 SMS members (95%) also complied by submitting Performance Agreements accordingly.
- **Payment of performance incentives for 2019/20:**
 - Performance incentives for all the qualifying employees (Salary Levels 1 – 14) were successfully paid before the 31 December 2020 despite the extension to 31 March 2021 provided by the Department of Public Service and Administration (DPSA) as a response to the impact of Covid-19.
 - Moderation processes for the 2018/19 delayed by Covid-19 lock down and the 2019/20 performance cycles for the Deputy-Directors General were successfully completed and performance incentives were completed accordingly.

3. HUMAN RESOURCES OVERSIGHT STATISTICS

3.1 Personnel related expenditure

The following tables summarises the final audited personnel related expenditure by programme and by salary bands. In particular, it provides an indication of the following:

- amount spent on personnel
- amount spent on salaries, overtime, homeowner's allowances and medical aid.

Table 3.1.1 Personnel expenditure by programme for the period 1 April 2020 and 31 March 2021

Programme	Total Expenditure (R'000)	Personnel Expenditure (R'000)	Training Expenditure (R'000)	Professional and Special Services Expenditure (R'000)	Personnel Expenditure as a % of Total Expenditure	Average Personnel Cost per Employee (R'000)
Assets and Liabilities	0.00	0.00	0.00	0.00	0.00%	0.00
Dtr: Administration	383 828.00	206 893.00	0.00	0.00	53.90%	526.00
Dtr: Civil Aviation	2 642 204.00	38 536.00	0.00	0.00	1.50%	612.00
Dtr: Direct Charge Against The Nrt	0.00	0.00	0.00	0.00	0.00%	0.00
Dtr: Integrated Transport Planning	57 650.00	51 733.00	0.00	0.00	89.70	761.00
Dtr: Maritime Transport	135 212.00	27 274.00	0.00	0.00	20.20%	880.00
Dtr: Public Transport	12 809 516.00	56 603.00	0.00	0.00	0.40%	609.00
Dtr: Rail Transport	9 584 274.00	26 886.00	0.00	0.00	0.30%	747.00
Dtr: Road Transport	31 459 990.00	63 378.00	0.00	0.00	0.20%	704.00
Total	57 072 675.00	471 304.00	0.00	0.00	0.80%	609.00

Table 3.1.2 Personnel costs by salary band for the period 1 April 2020 and 31 March 2021

Salary band	Personnel Expenditure (R'000)	% of Total Personnel Cost	Number of Employees	Average Personnel Cost per Employee (R'000)
Lower skilled (Levels 1-2)	0.00	0%	0	0.00
Skilled (level 3-5)	14 021.00	2.90%	51	274 922.00
Highly skilled production (levels 6-8)	98 160.00	20.30%	248	395 806.00
Highly skilled supervision (levels 9-12)	209 588.00	43.40%	265	790 898.00
Senior and Top management (levels 13-16)	125 137.00	25.90%	92	1 360 185.00
Contract (Levels 3-5)	1 221.00	0.30%	7	174 429.00
Contract (Levels 6-8)	3 356.00	0.70%	54	62 148.00

Salary band	Personnel Expenditure (R'000)	% of Total Personnel Cost	Number of Employees	Average Personnel Cost per Employee (R'000)
Contract (Levels 9-12)	4 103.00	0.80%	5	820 600.00
Contract (Levels 13-16)	16 879.00	3.50%	12	1 406 583.00
Periodical Remuneration	5 935.00	1.20%	40	148 375.00
Total	478 801.00	99.00%	774	618 089.00

Table 3.1.3 Salaries, Overtime, Home Owners Allowance and Medical Aid by programme for the period 1 April 2020 and 31 March 2021

Programme	Salaries		Overtime		Home Owners Allowance		Medical Aid	
	Amount (R'000)	Salaries as a % of Personnel Costs	Amount (R'000)	Overtime as a % of Personnel Costs	Amount (R'000)	HOA as a % of Personnel Costs	Amount (R'000)	Medical aid as a % of Personnel Costs
Dtr: Administration	181 882.00	84.10%	1 877.00	0.90%	4 950.00	2.30%	6 346.00	2.90%
Dtr: Civil Aviation	30 126.00	75.70%	318.00	0.80%	727.00	1.80%	1 278.00	3.20%
Dtr: Integrated Transport Planning	44 794.00	86.40%	0.00	0.00%	919.00	1.80%	1 470.00	2.80%
Dtr: Maritime Transport	19 431.00	84.90%	248.00	1.10%	503.00	2.20%	641.00	2.80%
Dtr: Public Transport	48 253.00	83.60%	0.00	0.00%	1 072.00	1.90%	1 560.00	2.70%
Dtr: Rail Transport	23 008.00	85.40%	129.00	0.50%	466.00	1.70%	909.00	3.40%
Dtr: Road Transport	56 177.00	82.90%	0.00	0.00%	1 202.00	1.80%	1 914.00	2.80%
Total	403 671.00	83.50%	2 573.00	0.50%	9 838.00	2.00%	14 117.00	2.90%

Table 3.1.4 Salaries, Overtime, Home Owners Allowance and Medical Aid by Salary Band for the period 1 April 2020 and 31 March 2021

Salary Band	Salaries		Overtime		Home Owners Allowance		Medical Aid	
	Amount (R'000)	Salaries as a % of Personnel Costs	Amount (R'000)	Overtime as a % of Personnel Costs	Amount (R'000)	HOA as a % of Personnel Costs	Amount (R'000)	Medical aid as a % of Personnel Costs
Skilled (level 1-2)	0.00	0.00	0.00	0.00%	0.00	0.00%	0.00	0.00%
Skilled (level 3-5)	10 043.00	71.50%	398.00	2.80%	789.00	5.60%	1 620.00	11.50%
Highly skilled production (levels 6-8)	77 236.00	78.40%	586.00	0.60%	3 655.00	3.70%	6 960.00	7.10%
Highly skilled supervision	180 620.00	84.80%	1 589.00	0.70%	2 764.00	1.30%	4 572.00	2.10%

Salary Band	Salaries		Overtime		Home Owners Allowance		Medical Aid	
	Amount (R'000)	Salaries as a % of Personnel Costs	Amount (R'000)	Overtime as a % of Personnel Costs	Amount (R'000)	HOA as a % of Personnel Costs	Amount (R'000)	Medical aid as a % of Personnel Costs
(levels 9-12)								
Senior management (level 13-16)	110 789.00	87.80%	0.00	0.00%	2 387.00	1.90%	964.00	0.80%
Contract (Levels 3-5)	1 164.00	95.30%	0.00	0.00%	28.00	2.30%	0.00	0.00%
Contract (Levels 6-8)	3 109.00	92.50%	0.00	0.00%	35.00	1.00%	0.00	0.00%
Contract (Levels 9-12)	3 764.00	91.50%	0.00	0.00%	0.00	0.00%	0.00	0.00%
Contract (Levels 13-16)	15 706.00	92.80%	0.00	0.00%	180.00	1.10%	0.00	0.00%
Periodical Remuneration	1 239.00	20.70%	0.00	0.00%	0.00	0.00%	0.00	0.00%
Total	403 671.00	83.50%	2 573.00	0.50%	9 838.00	2.00%	14 117.00	2.90%

3.2 Employment and Vacancies

The tables in this section summarise the position with regard to employment and vacancies. The following tables summarise the number of posts on the establishment, the number of employees, the vacancy rate, and whether there are any staff that are additional to the establishment.

This information is presented in terms of three key variables:

- programme
- salary band
- critical occupations (see definition in notes below).

Departments have identified critical occupations that need to be monitored. In terms of current regulations, it is possible to create a post on the establishment that can be occupied by more than one employee. Therefore, the vacancy rate reflects the percentage of posts that are not filled.

Table 3.2.1 Employment and vacancies by programme as on 31 March 2021

Programme	Number of Posts on Approved Establishment	Number of Posts Filled	Vacancy Rate	Number of Employees Additional to the Establishment
Programme 1 (Transport Ministry, Office of the Deputy Minister, Office of the Director-General, Office of the Chief Operations Officer,	486	385	20.80%	69

Programme	Number of Posts on Approved Establishment	Number of Posts Filled	Vacancy Rate	Number of Employees Additional to the Establishment
Office of the Chief Financial Officer and Transport Information Systems)				
Programme 2 (Integrated Transport Planning)	80	68	15%	0
Programme 3 (Rail Transport)	41	36	12%	0
Programme 4 (Road Transport)	128	90	29.70%	0
Programme 5 (Civil Aviation)	74	49	33.80%	0
Programme 6 (Maritime Transport)	45	31	31.10%	0
Programme 7 (Public Transport)	97	75	22.70%	1
Total	951	734	22.80%	70

Table 3.2.2 Employment and vacancies by salary band as on 31 March 2021

Salary Band	Number of Posts on Approved Establishment	Number of Posts Filled	Vacancy Rate	Number of Employees Additional to the Establishment
Lower skilled (1-2)	0	0	0%	0
Skilled (3-5)	68	51	25 %	0
Highly skilled production (6-8)	308	248	19,50 %	0
Highly skilled supervision (9-12)	347	265	23,60 %	0
Senior Management (13-16)	150	92	38,70 %	0
Contract (Levels 3-5)	7	7	0	6
Contract (Levels 6-8)	54	54	0%	53
Contract (Levels 9-12)	5	5	0%	4
Contract (Levels 13-16)	12	12	0%	7
Total	951	734	22,80 %	70

Table 3.2.3 Employment and vacancies by critical occupations as on 31 March 2021

None.

3.3 Filling of SMS Posts

The tables in this section provide information on employment and vacancies as it relates to members of the Senior Management Service by salary level. It also provides information on advertising and filling of SMS posts, reasons for not complying with prescribed timeframes and disciplinary steps taken.

Table 3.3.1 SMS post information as on 31 March 2021

SMS Level	Total Number of Funded SMS Posts	Total number of SMS Posts Filled	% of SMS Posts Filled	Total Number of SMS Posts Vacant	% of SMS Posts Vacant
Director-General/ Head of Department (Salary Level 16)	1	1	100%	0	0%
Salary Level 15	10	4	40%	6	60%
Salary Level 14	36	24	66.67%	12	33.34%
Salary Level 13	104	65	62.50%	39	37.50%
Total	151	94	62.25%	57	37.75%

Table 3.3.2 SMS post information as on 30 September 2020

SMS Level	Total Number of Funded SMS Posts	Total number of SMS Posts Filled	% of SMS Posts Filled	Total Number of SMS Posts Vacant	% of SMS Posts Vacant
Director-General/ Head of Department (Salary Level 16)	0	0	0%	0	0%
Salary Level 15	10	3	30%	7	70%
Salary Level 14	36	24	66.67%	12	33.34%
Salary Level 13	104	67	64.42%	37	35.58%
Total	151	95	62.91%	56	37.08%

Table 3.3.3 Advertising and filling of SMS posts for the period 1 April 2020 and 31 March 2021

SMS Level	Advertising	Filling of Posts	
	Number of Vacancies per Level Advertised in 6 Months of Becoming Vacant	Number of Vacancies per Level Filled in 6 Months of Becoming Vacant	Number of Vacancies per Level Not Filled in 6 Months But Filled in 12 Months
Director-General/ Head of Department	0	0	0
Salary Level 16	0	0	0
Salary Level 15	0	0	0
Salary Level 14	0	0	0
Salary Level 13	0	0	0
Total	0	0	0

Table 3.3.4 Reasons for not having complied with the filling of funded vacant SMS - Advertised within 6 months and filled within 12 months after becoming vacant for the period 1 April 2020 and 31 March 2021

Reasons for vacancies not advertised within six months
Change of Leadership

Reasons for vacancies not filled within twelve months
Change of Leadership

Table 3.3.5 Disciplinary steps taken for not complying with the prescribed timeframes for filling SMS posts within 12 months for the period 1 April 2020 and 31 March 2021

Reasons for vacancies not advertised within six months
No disciplinary steps taken.

Reasons for vacancies not filled within six months
No disciplinary steps taken.

3.4 Job Evaluation

Within a nationally determined framework, executing authorities may evaluate or re-evaluate any job in his or her organisation. In terms of the Regulations all vacancies on salary levels 9 and higher must be evaluated before they are filled. The following table summarises the number of jobs that were evaluated during the year under review. The table also provides statistics on the number of posts that were upgraded or downgraded.

Table 3.4.1 Job Evaluation by Salary Band for the period 1 April 2020 and 31 March 2021

Salary band	Number of Posts on Approved Establishment	Number of Jobs Evaluated	% of Posts Evaluated by Salary Bands	Posts Upgraded		Posts downgraded	
				Number	% of Posts Evaluated	Number	% of Posts Evaluated
Lower Skilled (Levels 1-2)	0	0	0	0	0	0	0
Skilled (Levels 3-5)	0	0	0	0	0	0	0
Highly skilled production (Levels 6-8)	0	0	0	0	0	0	0
Highly skilled supervision (Levels 9-12)	0	0	0	0	0	0	0
Senior Management Service Band A	0	0	0	0	0	0	0
Senior Management Service Band B	0	0	0	0	0	0	0
Senior Management Service Band C	0	0	0	0	0	0	0
Senior Management Service Band D	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0

The following table provides a summary of the number of employees whose positions were upgraded due to their post being upgraded. The number of employees might differ from the number of posts upgraded since not all employees are automatically absorbed into the new posts and some of the posts upgraded could also be vacant.

Table 3.4.2 Profile of employees whose positions were upgraded due to their posts being upgraded for the period 1 April 2020 and 31 March 2021

Gender	African	Asian	Coloured	White	Total
Female	0	0	0	0	0
Male	0	0	0	0	0
Total	0	0	0	0	0

Employees with a disability	0
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The following table summarises the number of cases where remuneration bands exceeded the grade determined by job evaluation. Reasons for the deviation are provided in each case.

Table 3.4.3 Employees with salary levels higher than those determined by job evaluation by occupation for the period 1 April 2020 and 31 March 2021

Occupation	Number of Employees	Job Evaluation Level	Remuneration Level	Reason for Deviation
-	0	0	0	0
Total number of employees whose salaries exceeded the level determined by job evaluation				0
Percentage of total employed				0

Table 3.4.4 Profile of employees who have salary levels higher than those determined by job evaluation for the period 1 April 2020 and 31 March 2021

Total number of Employees whose salaries exceeded the grades determine by job evaluation	None
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3.5 Employment Changes

This section provides information on changes in employment over the financial year. Turnover rates provide an indication of trends in the employment profile of the department. The following tables provide a summary of turnover rates by salary band and critical occupations (see definition in notes below).

Table 3.5.1 Annual turnover rates by salary band for the period 1 April 2020 and 31 March 2021

Salary Band	Number of Employees at Beginning of Period-1 April 2020	Appointments and Transfers into the Department	Terminations and Transfers out of the Department	Turnover Rate
Lower skilled (Levels 1-2)	0	0	0	0%
Skilled (Levels 3-5)	52	3	1	1,90 %
Highly skilled production (Levels 6-8)	249	4	5	2,00%
Highly skilled supervision (Levels 9-12)	261	9	11	4,20%
Senior Management Service Bands A	63	0	2	3,20%
Senior Management Service Bands B	28	0	3	10,70%
Senior Management Service Bands C	3	0	1	33,30%

Salary Band	Number of Employees at Beginning of Period-1 April 2020	Appointments and Transfers into the Department	Terminations and Transfers out of the Department	Turnover Rate
Senior Management Service Bands D	3	0	0	0%
Contract (Levels 3-5) Permanent	6	2	1	16,70%
Contract (Levels 6-8) Permanent	31	51	28	90,30%
Contract (Levels 9-12) Permanent	6	1	2	33,30%
Contract Band A Permanent	7	0	0	0%
Contract Band B Permanent	1	1	1	100%
Contract Band C Permanent	4	0	1	25%
Contract Band D Permanent	1	0	0	0%
Total	715	71	56	7,80%

Table 3.5.2 Annual turnover rates by critical occupation for the period 1 April 2020 and 31 March 2021

- N/A

The table below identifies the major reasons why staff left the department.

Table 3.5.3 Reasons why staff left the department for the period 1 April 2020 and 31 March 2021

Termination Type	Number	% of Total Resignations
Death	9	16.08%
Resignation	10	16.39%
Expiry of contract	30	49.18%
Dismissal – operational changes	0	0%
Dismissal – misconduct	0	0%
Dismissal – inefficiency	0	0%
Discharged due to ill-health	0	0%
Retirement	7	11.47%
Transfer to other Public Service Departments	5	8.20%
Other	0	0%
Total	61	8.31%
Total number of employees who left as a % of total employment	61	8.31%

Table 3.5.4 Promotions by critical occupation for the period 1 April 2020 and 31 March 2021

- N/A

Table 3.5.5 Promotions by salary band for the period 1 April 2020 and 31 March 2021

Salary Band	Employees 1 April 2020	Promotions to Another Salary Level	Salary Bands Promotions as a % of Employees by Salary Level	Progressions to Another Notch Within a Salary Level	Notch Progression as a % of Employees by Salary Bands
Lower skilled (Levels 1-2)	0	0	0%	0	0%
Skilled (Levels 3-5)	52	0	0%	24	46.20%
Highly skilled production (Levels 6-8)	249	10	4%	172	69.10%

Salary Band	Employees 1 April 2020	Promotions to Another Salary Level	Salary Bands Promotions as a % of Employees by Salary Level	Progressions to Another Notch Within a Salary Level	Notch Progression as a % of Employees by Salary Bands
Highly skilled supervision (Levels 9-12)	261	9	3.40%	216	82.80%
Senior Management (Level 13-16)	97	1	1%	70	72.20%
Contract (Levels 3-5)	6	0	0%	0	0%
Contract (Levels 6-8)	31	0	0%	1	3.20%
Contract (Levels 9-12)	6	0	0%	0	0%
Contract (Levels 13-16)	13	0	0%	1	7.70%
Total	715	20	2.80%	484	67.70%

3.6 Employment Equity

Table 3.6.1 Total number of employees (including employees with disabilities) in each of the following occupational categories as on 31 March 2021

Occupational Category	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Legislators, senior officials and managers	44	0	2	2	26	0	2	3	79
Professionals	25	0	0	0	23	1	0	2	51
Technicians and associate professionals	117	2	1	3	154	1	5	5	288
Clerks	82	3	0	1	169	1	0	8	264
Service and sales workers	0	0	0	0	0	0	0	0	0
Skilled agriculture and fishery workers	0	0	0	0	0	0	0	0	0
Craft and related trades workers	0	0	0	0	0	0	0	0	0
Plant and machine operators and assemblers	11	0	0	0	19	0	0	0	30
Elementary occupations	16	0	0	0	5	0	0	0	21
Total	295	5	3	6	397	3	7	18	733
Employees with Disabilities	6	0	0	0	5	0	0	1	12

Table 3.6.2 Total number of employees (including employees with disabilities) in each of the following occupational bands as on 31 March 2021

Occupational Band	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Top Management	8	0	0	0	0	0	0	0	8
Senior Management	47	0	3	2	34	0	3	4	93
Professionally qualified and experienced specialists and mid-management	111	0	0	4	143	2	4	6	270
Skilled technical and academically qualified workers, junior management, supervisors, foreman and superintendents	96	5	0	0	194	1	0	7	303
Semi-skilled and discretionary decision making	32	0	0	0	27	0	0	0	59
Unskilled and defined decision making	0	0	0	0	0	0	0	0	0
Total	294	5	3	6	398	3	7	17	733

Table 3.6.3 Recruitment for the period 1 April 2020 to 31 March 2021

Occupational Band	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Top Management	0	0	0	0	0	0	0	0	0
Senior Management	1	0	0	0	0	0	0	0	1
Professionally qualified and experienced specialists and mid-management	5	0	0	0	5	0	0	0	10
Skilled technical and academically qualified workers, junior management, supervisors, foreman and superintendents	22	0	0	0	33	0	0	0	55
Semi-skilled and discretionary decision making	2	0	0	0	3	0	0	0	5
Unskilled and defined decision making	0	0	0	0	0	0	0	0	0
Total	30	0	0	0	41	0	0	0	71
Employees with	0	0	0	0	0	0	0	0	0

Occupational Band	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Disabilities									

Table 3.6.4 Promotions for the period 1 April 2020 to 31 March 2021

Occupational band	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Top Management	0	0	0	0	0	0	0	0	0
Senior Management	0	0	0	0	1	0	0	0	1
Professionally qualified and experienced specialists and mid-management	2	0	0	0	8	0	0	0	10
Skilled technical and academically qualified workers, junior management, supervisors, foreman and superintendents	2	0	0	0	7	0	0	0	9
Semi-skilled and discretionary decision making	0	0	0	0	0	0	0	0	0
Unskilled and defined decision making	0	0	0	0	0	0	0	0	0
Total	4	0	0	0	16	0	0	0	20
Employees with disabilities	0	0	0	0	0	0	0	0	0

Table 3.6.5 Terminations for the period 1 April 2020 to 31 March 2021

Occupational Band	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Top Management	2	0	0	0	0	0	0	0	2
Senior Management	2	0	1	1	1	0	0	1	6
Professionally qualified and experienced specialists and mid-management	9	0	0	0	4	0	1	0	14
Skilled technical and academically qualified workers, junior management, supervisors, foreman and superintendents	12	0	0	1	19	0	0	1	33
Semi-skilled and discretionary decision making	1	0	0	0	0	0	0	0	1
Unskilled and defined decision making	0	0	0	0	0	0	0	0	0
Total	26	0	1	2	24	0	1	2	56
Employees with Disabilities	0	0	0	0	0	0	0	0	0

Table 3.6.6 Disciplinary action for the period 1 April 2020 to 31 March 2021

Disciplinary Action	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Irregular expenditure	1	-	-	1	-	-	-	-	2
Non-financial discloser	-	-	-	-	1	-	-	-	1
Negligence	1	-	-	-	-	-	-	-	1
Total	2	0	0	1	1	0	0	0	4

Table 3.6.7 Skills development for the period 1 April 2020 to 31 March 2021

Occupational Category	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Legislators, senior officials and managers	15	0	1	0	10	0	1	4	31
Professionals	28	0	0	1	56	1	3	1	90
Technicians and associate professionals	18	0	0	0	39	0	0	0	57
Clerks	38	1	0	0	75	0	0	0	114
Service and sales workers	1	0	0	0	2	0	0	0	3
Skilled agriculture and fishery workers	0	0	0	0	0	0	0	0	0
Craft and related trades workers	0	0	0	0	0	0	0	0	0
Plant and machine operators and assemblers	0	0	0	0	0	0	0	0	0
Elementary occupations	24	0	0	0	25	0	0	0	49
Total	124	1	1	1	207	1	4	5	344
Employees with disabilities	1	0	0	0	1	0	0	0	2

3.7 Signing of Performance Agreements by SMS Members

Table 3.7.1 Signing of Performance Agreements by SMS members as on 31 May 2020

SMS Level	Total Number of Funded SMS Posts	Total Number of SMS Members	Total Number of Signed Performance Agreements	Signed Performance Agreements as % of Total Number of SMS Members
Director-General/ Head of Department	1	1	1	100%
Salary Level 16	1	1	1	100%
Salary Level 15	3	3	3	100%
Salary Level 14	29	29	28	97%
Salary Level 13	61	61	57	87%
Total	95	95	90	95%

Table 3.7.2 Reasons for not having concluded Performance agreements for all SMS members as on 31 May 2020

Reasons
<ul style="list-style-type: none"> • Non-compliance / adherence to the PMDS prescripts; and • Non-compliance to timelines for submission of Performance Agreements without providing reasons for variance.

Table 3.7.3 Disciplinary steps taken against SMS members for not having concluded Performance agreements as on 31 March 2021

Reasons
- Several and constant reminder communication from Directorate: HRD & PMDS were sent to all the non-compliant SMS members.
- In line with Chapter 4 of the SMS Handbook, SMS members who do not comply with the submission of Performance Agreements shall not qualify for performance incentives, being it cash bonus or pay progression for the relevant performance cycle (i.e. 2020/21 performance cycle). Therefore, subsequent to the upcoming moderation processes, non-compliant SMS members will be disqualified from receiving related incentives as recourse for non-compliance, while disciplinary measures remain the responsibility of respective Managers/Supervisors. To-date, no records of disciplinary steps taken/reported to HR.

3.8 Performance Rewards

To encourage good performance, the department has granted the following performance rewards during the year under review. The information is presented in terms of race, gender, disability, salary bands and critical occupations (see definition in notes below).

Table 3.8.1 Performance Rewards by race, gender and disability for the period 1 April 2020 to 31 March 2021

Race and Gender	Beneficiary Profile			Cost	
	Number of Beneficiaries	Number of Employees	% of Total Within Group	Cost (R'000)	Average Cost per Employee
African					
Male	166	289	57.80	1 877.81	11 245.00
Female	228	393	58	1 866.47	8 186.00
Asian					
Male	2	3	66.70	55.00	27 499.00
Female	6	7	85.70	106.44	17 741.00
Coloured					
Male	3	5	60	14.24	4 747.00
Female	2	2	100	18.48	9 242.00
White					
Male	6	6	100	129.19	21 531.00
Female	13	17	76,50	120.23	9 249.00
Employees with Disability	6	12	50	64.84	10 806.00
Total	432.00	734.00	59.00	4 252.70	9 822.00

Table 3.8.2 Performance Rewards by salary band for personnel below Senior Management Service for the period 1 April 2020 to 31 March 2021

Salary Band	Beneficiary Profile			Cost		Total cost as a % of the Total Personnel Expenditure
	Number of Beneficiaries	Number of Employees	% of Total Within Salary Bands	Total Cost (R'000)	Average Cost per Employee	
Lower Skilled (Levels 1-2)	-	-	-	-	-	-
Skilled (level 3-5)	35	51	68,60	87,41	2 497,00	0.02
Highly skilled production (level 6-8)	174	248	70,20	729,68	4 194,00	0.15
Highly skilled	171	265	64,90	1 936,22	11 258,00	0.41

Salary Band	Beneficiary Profile			Cost		Total cost as a % of the Total Personnel Expenditure
	Number of Beneficiaries	Number of Employees	% of Total Within Salary Bands	Total Cost (R'000)	Average Cost per Employee	
supervision (level 9-12)						
Total	380	564	60,50	2 753,31	7 227,00	0.58

Source: Vhulindlela Statistics

Table 3.8.3 Performance Rewards by critical occupation for the period 1 April 2020 to 31 March 2021

Critical Occupation	Beneficiary Profile			Cost	
	Number of Beneficiaries	Number of Employees	% of Total Within Occupation	Total Cost (R'000)	Average Cost per Employee
Financial Clerks And Credit Controllers	15	29	51,7	90,73	6 049,00
Human Resources Clerks	6	10	60,0	26,76	4 461,00
Messengers Porters And Deliverers	7	11	63,6	18,32	2 617,00
Human Resources & Organisat Developm & Relate Prof	2	2	100	20,36	10 179,00
Risk Management And Security Services	0	2	0	0,00	0,00
Aviation Related	3	6	50	58,79	19 595,00
Logistical Support Personnel	2	3	66,7	4,70	2 348,00
Finance And Economics Related	2	3	66,7	35,91	17 956,00
Natural Sciences Related	1	2	50	14,72	14 724,00
Other Administrat & Related Clerks And Organisers	44	106	41,5	270,83	6 155,00
Other Occupations	1	3	33,3	14,72	14 724,00
Legal Related	3	3	100	34,78	11 594,00
Financial And Related Professionals	1	3	33,3	61,41	61 406,00
Diplomats	1	1	100	6,97	6 965,00
Administrative Related	26	44	59,1	413,17	15 891,00
Biologists Botanists Zoologists & Rel Professional	1	2	50	14,08	14 081,00
Communication And Information Related	5	6	83,3	47,56	9 513,00
Secretaries & Other Keyboard Operating Clerks	81	108	75	302,55	3 735,00
Library Mail And Related Clerks	2	2	100	6,17	3 086,00
Cleaners In Offices Workshops Hospitals Etc.	0,00	3,00	0,00	0,00	0,00
Human Resources	5	8	62,5	71,05	14 209,00

Critical Occupation	Beneficiary Profile			Cost	
	Number of Beneficiaries	Number of Employees	% of Total Within Occupation	Total Cost (R'000)	Average Cost per Employee
Related					
Trade/Industry Advisers & Other Related Profession	1	1	100	31,68	31 684,00
Head Of Department/Chief Executive Officer	1	3	33,3	76,36	76 358,00
Language Practitioners Interpreters & Other Commun	0	1	0	0,00	0,00
Regulatory Inspectors	1	2	50	12,88	12 878,00
Material-Recording and Transport Clerks	2	1	200	5,58	2 791,00
Other Administrative Policy and Related Officers	140	233	60,5	1 330,63	9 438,00
Senior Managers	40	75	53,3	1 082,18	27 055,00
Client Inform Clerks(Switchb Recept Inform Clerks)	3	9	33,3	9,18	3 059,00
Computer System Designers and Analysts.	4	5	80	37,79	9 447,00
Engineers and Related Professionals	1	1	100	14,72	14 724,00
Other Information Technology Personnel.	9	13	69,2	61,54	6 838,00
Light Vehicle Drivers	1	1	100	2,39	2 389,00
Motor Vehicle Drivers	0	1	0	0,00	0,00
Security Guards	12	17	70,6	33,95	2 829,00
Food Services Aids and Waiters	8	13	61,5	15,53	1 942,00
Agriculture Related	1	1	100	24,72	24 718,00
Total	432	734	59	4 252,70	9 822,00

Source: Vhulindlela Statistics

Table 3.8.4 Performance related rewards (cash bonus), by Salary Band for Senior Management Service for the period 1 April 2020 to 31 March 2021

Salary Band	Beneficiary Profile			Cost		Total Cost as a % of the Total Personnel Expenditure
	Number of Beneficiaries	Number of Employees	% of Total Within Salary Bands	Total Cost (R'000)	Average Cost per Employee	
Band A	36	67	53,7	909,20	25 255,40	1,1
Band B	13	27	48,1	386,28	29 714,00	1
Band C	2	6	33,3	127,56	63 778,60	1,1
Band D	1	4	25	76,36	76 357,90	0,8
Total	52	104	50	1 499,39	28 834,50	1

Source: Vhulindlela Statistics

3.9 Foreign Workers

The tables below summarise the employment of foreign nationals in the department in terms of salary band and major occupation.

Table 3.9.1 Foreign workers by salary band for the period 1 April 2020 and 31 March 2021

Salary Band	01 April 2020		31 March 2021		Change	
	Number	% of Total	Number	% of Total	Number	% Change
Lower skilled	0	0%	0	0%	0	0%
Highly skilled production (Lev. 6-8)	0	0%	0	0%	0	0%
Highly skilled supervision (Lev. 9-12)	1	50%	1	50%	0	0%
Senior Management (Lev. 13-16)	1	50%	1	50%	0	0%
Contract (level 9-12)	0	0%	0	0%	0	0%
Contract (level 13-16)	0	0%	0	0%	0	0%
Total	2	100%	2	100%	0	0%

Table 3.9.2 Foreign workers by major occupation for the period 1 April 2020 and 31 March 2021

Major Occupation	01 April 2020		31 March 2021		Change	
	Number	% of Total	Number	Number	% of Total	Number
Administrative Office Workers	1	50%	1	50%	0	0%
Professionals and Managers	1	50%	1	50%	0	0%
Total	2	100%	2	100%	0	0%

3.10 Leave utilisation

The Public Service Commission identified the need for careful monitoring of sick leave within the public service. The following tables provide an indication of the use of sick leave and disability leave. In both cases, the estimated cost of the leave is also provided.

Table 3.10.1 Sick leave for the period 1 January 2020 to 31 December 2020

Salary Band	Total Days	% Days with Medical Certification	Number of Employees Using Sick Leave	% of Total Employees Using Sick Leave	Average Days per Employee	Estimated Cost (R'000)
Lower Skills (Level 1-2)	0	0%	0	0	0	0
Skilled (Levels 3-5)	316	77.80%	45	10.80%	7	287.00
Highly skilled production (Levels 6-8)	823	71.20%	167	40.10%	5	1 194.00
Highly skilled supervision (Levels 9 -12)	762	73.00%	157	37.70%	5	2 268.00
Top and Senior Management (Levels 13-16)	206	81.60%	39	9.40%	5	986.00

Salary Band	Total Days	% Days with Medical Certification	Number of Employees Using Sick Leave	% of Total Employees Using Sick Leave	Average Days per Employee	Estimated Cost (R'000)
Contract (Levels 6-8)	16	56.30%	5	1.20%	3	15.00
Contract (Levels 9-12)	24	91.70%	2	0.50		68.00
Contract (Levels 13-16)	9	77.80%	1	0.20%	9	39.00
Total	2 156	73.90%	416	100%	5	4 857.00

Table 3.10.2 Disability leave (temporary and permanent) for the period 1 January 2020 to 31 December 2020

Salary Band	Total Days	% Days with Medical Certification	Number of Employees Using Sick Leave	% of Total Employees Using Sick Leave	Average Days per Employee	Estimated Cost (R'000)
Lower skilled (Levels 1-2)	0	0%	0	0%	0	0
Skilled (Levels 3-5)	22	100%	1	20%	22	20.00
Highly skilled production (Levels 6-8)	240	100%	3	60%	80	295.00
Highly skilled supervision (Levels 9-12)	23	100%	1	20%	23	89.00
Senior management (Levels 13-16)	0	0%	0	0%	0	0
Total	285	100%	5	100%	57	404.00

The table below summarises the utilisation of annual leave. The wage agreement concluded with trade unions in the PSCBC in 2000 requires management of annual leave to prevent high levels of accrued leave being paid at the time of termination of service.

Table 3.10.3 Annual Leave for the period 1 January 2020 to 31 December 2020

Salary Band	Total Days Taken	Number of Employees Using Annual Leave	Average per Employee
Lower skilled (Levels 1-2)	0	0	0
Skilled Levels 3-5)	994	58	17
Highly skilled production (Levels 6-8)	4 676	255	18
Highly skilled supervision (Levels 9-12)	5 293	274	19
Senior management (Levels 13-16)	1 853	97	19
Contract (Levels 3-5)	53	7	8
Contract (Levels 6-8)	264	35	8
Contract (Levels 9-12)	37	5	7
Contract (Levels 13-16)	58	10	6
Total	13 228	741	18

Table 3.10.4 Capped leave for the period 1 January 2020 to 31 December 2020

Salary Band	Total Days of Capped Leave Taken	Number of Employees Using Capped Leave	Average Number of Days Taken per Employee	Average Capped Leave per Employee as on 31 March 2021
Lower skilled (Levels 1-2)	0	0	0	0
Skilled (Levels 3-5)	0	0	27	0
Highly skilled production (Levels 6-8)	0	0	35	0
Highly skilled supervision	1	1	38	1

Salary Band	Total Days of Capped Leave Taken	Number of Employees Using Capped Leave	Average Number of Days Taken per Employee	Average Capped Leave per Employee as on 31 March 2021
(Levels 9-12)				
Senior management (Levels 13-16)	0	0	46	0
Contracts (Levels 3-5)	0	0	0	0
Contracts (Levels 6-8)	0	0	0	0
Contracts (Levels 9-12)	0	0	0	0
Contracts (Levels 13-16)	0	0	0	0
Total	1	1	39	1

The following table summarise payments made to employees as a result of leave that was not taken.

Table 3.10.5 Leave payouts for the period 1 April 2020 and 31 March 2021

Reason	Total Amount (R'000)	Number of Employees	Average per Employee (R'000)
Leave pay-out for 2020-21 due to non-utilisation of leave for the previous cycle	587	11	53 364
Capped leave pay-outs on termination of service for 2020/21	459	4	114 750
Current leave pay-outs on termination of service for 2020/21	696	44	15 818
Annual Gratuity payment on Death/Retirement and Medical Retirement	430	5	86 000
Total	2 172	64	269 932

3.11 HIV/AIDS & Health Promotion Programmes

Table 3.11.1 Steps taken to reduce the risk of occupational exposure

Units/Categories of Employees identified to be at High Risk of contracting HIV & Related Diseases (if any)	Key Steps Taken to Reduce the Risk
All employees are classified as being at high risk of contracting HIV and related diseases. All staff irrespective of their employment level are therefore provided with Employee Health and Wellness cards to access counselling services.	The HIV/AIDS and TB Policy and operational plan is being implemented in the Transport sector. Employees and Peer Counsellors have been trained on the HIV/AIDS and TB Management Programme. Confidentiality underpins the HIV/AIDS and TB programme through policy and its implementation.
Information dissemination and awareness arranged for all categories of employees indiscriminately. HCT, TB and other Health Risk Assessments are conducted on site. Participants are then advised on their health and referred for further intervention as per need.	Information is circulated via e-mail; lift news, e-care website and posters and education sessions to dispel myths and misconceptions about HIV/AIDS and TB.

Table 3.11.2 Details of Health Promotion and HIV/AIDS Programmes (tick the applicable boxes and provide the required information)

Question	Yes	No	Details, if yes
1. Has the department designated a member of the SMS to implement the provisions contained in Part VI E of Chapter 1 of the	✓		Ms Vivian Sibeko Acting Director: Organisational Development and Change Management.

Question	Yes	No	Details, if yes
Public Service Regulations, 2001? If so, provide her/his name and position.			
2. Does the department have a dedicated unit or has it designated specific staff members to promote the health and well-being of your employees? If so, indicate the number of employees who are involved in this task and the annual budget that is available for this purpose.	✓		<p>There is a Sub-directorate: Employee Health and Wellness, which is designated for health and well-being of employees. There are four employees dedicated to this task:</p> <ul style="list-style-type: none"> • Deputy Director: Employee Health and Wellness; • Assistant Director: SHERQ; • Wellness Officer; • Wellness Assistant.
3. Has the department introduced an Employee Assistance or Health Promotion Programme for your employees? If so, indicate the key elements/services of this Programme.	✓		<p>Yes, the Department has introduced a Wellness Programme with the following elements:</p> <ul style="list-style-type: none"> • Provide an effective framework for health promotion and preventative mechanism amongst employees; • Provide a confidential and professional counselling service to all employees and members of their immediate families through a 24/7 telephone call centre and face-to-face psycho-social counselling
			<ul style="list-style-type: none"> • Promote improvements in the workplace that increase the opportunity for enhanced performance and service delivery • Enhance the general wellbeing of employees through the implementation of a range of health and wellness interventions such as, Health Risk Assessments, Disease Management, Stress Management, Financial Management, family care matters such as bereavement support etc • HIV/AIDS & TB Management Programme • Prevent unnecessary absenteeism and lowered productivity caused by social, physical and psychological factors; and Provide orientation with regard to the functioning of the EHW. • Trauma Debriefing Sessions arranged for traumatized employees as per need. • Bereavement support offered to employees and their families.
4. Has the department established (a) committee(s) as contemplated in Part VI E.5 (e) of Chapter 1 of the Public Service Regulations, 2001? If so, please provide the names of the members of the committee and the stakeholder(s) that they represent.	✓		<p>Transport Sector HIV/AIDS Committee has been established</p> <ul style="list-style-type: none"> • Ms V. Sibeko, Ms D. Bohlolo, and Ms N. Mofokeng - Department of Transport • Mr J. Phiri- SAMSA • Ms M. Van Biljong- WrHI • Mr L. Malaka- SANAC • Mr T. Mthombeni- Trucking Wellness /Corridor Empower • Ms L. Kwini - PRASA • Ms L. Pillay- North Star Alliance • Mr B. Sibiya- RSR

Question	Yes	No	Details, if yes
			<ul style="list-style-type: none"> • Ms R. Shuping- DOH • Ms L. Peter - RAF • Mr S. Mabele -ILO • Ms L. Pillay - North Star Alliance • Mr K.Ngubane - TETA • Ms M. Chonco - UNTU • Ms P. Nxumalo - Mpumalanga Provincial Department of Transport • Ms T. Odiyame-Tyake Gauteng Provincial Department of Transport • Ms L. Lebone - URC SA
<p>5. Has the department reviewed its employment policies and practices to ensure that these do not unfairly discriminate against employees on the basis of their HIV status? If so, list the employment policies/practices so reviewed.</p>	✓		<p>SHERQ Policy Bereavement Policy Wellness Policies HIV/AIDS and TB Management</p>
<p>6. Has the department introduced measures to protect HIV-positive employees or those perceived to be HIV-positive from discrimination? If so, list the key elements of these measures.</p>	✓		<p>HIV/AIDS & TB Management Policies, that describes the Department's commitment to address the epidemic, are reviewed in light of latest developments, to ensure compliance with relevant Laws.</p> <p>HIV/ AIDS & TB Management Programme is popularized and promoted to staff and they are being taught about their rights through the Peer Education /Wellness Promotion Programme.</p> <p>Peer Educators/ Wellness Promoters are appointed from across the spectrum of employees, they receive on-going training.</p> <p>Disclosure Management and Confidentiality Training promotes non-discrimination, openness and trust for safe HIV disclosure.</p> <p>No cases of discrimination on the basis of being HIV positive have been reported.</p> <p>All employment policies do not discriminate against people with HIV/Status</p>
<p>7. Does the department encourage its employees to undergo Voluntary Counselling and Testing? If so, list the results that you have achieved.</p>	✓		<p>DoT Employees are encouraged to undergo HIV Counselling and Testing (HCT) at all levels. Due to the onset of COVID-19 in 2020 only 20% of DoT employees were reached during the 2019/20 financial year. Only 35% employees were screened for Health Risk Assessment.</p>

3.12 Labour Relations

Table 3.12.1 Collective agreements for the period 1 April 2020 and 31 March 2021

Total Number of Collective Agreements	None
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The following table summarises the outcome of disciplinary hearings conducted within the department for the year under review.

Table 3.12.2 Misconduct and disciplinary hearings finalised for the period 1 April 2020 and 31 March 2021

Outcomes of Disciplinary Hearings	Number	% of Total
Correctional counselling	0	0
Verbal warning	1	0,1
Written warning	0	0
Final written warning	1	0,1
Suspended without pay	0	0
Fine	0	0
Demotion	0	0
Dismissal	0	0
Not guilty	0	0
Case withdrawn	0	0
Total	2	100%

Table 3.12.3 Types of misconduct addressed at disciplinary hearings for the period 1 April 2020 and 31 March 2021

Type of Misconduct	Number	% of total
Irregular expenditure	2	0,2
Total	2	0.2%

Table 3.12.4 Grievances logged for the period 1 April 2020 and 31 March 2021

Grievances	Number	% of Total
Number of grievances resolved	7	0,02
Number of grievances not resolved	12	0,03
Total number of grievances lodged	19	0,04%

Table 3.12.5 Disputes logged with Councils for the period 1 April 2020 and 31 March 2021

Disputes	Number	% of Total
Number of disputes upheld	0	0
Number of disputes dismissed	1	0,01
Total number of disputes lodged	1	0,01

Table 3.12.6 Strike actions for the period 1 April 2020 and 31 March 2021

Total number of persons working days lost	0
Total costs working days lost	0
Amount recovered as a result of no work no pay (R'000)	0

Table 3.12.7 Precautionary suspensions for the period 1 April 2020 and 31 March 2021

Number of people suspended	0
Number of people whose suspension exceeded 30 days	0
Average number of days suspended	0

Cost of suspension(R'000)	0
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3.13 Skills development

This section highlights the efforts of the department with regard to skills development.

Table 3.13.1 Training needs identified for the period 1 April 2020 and 31 March 2021

Occupational Category	Gender	Number of Employees as at 1 April 2020	Training Needs Identified at Start of the Reporting Period			
			Learnerships	Skills Programmes & Other Short Courses	Other Forms of Training	Total
Legislators, senior officials and managers	Female	31	0	10	8	18
	Male	48	0	10	9	19
Professionals	Female	26	0	50	24	74
	Male	25	0	25	15	40
Technicians and associate professionals	Female	165	0	71	39	110
	Male	123	0	53	18	71
Clerks	Female	179	0	109	40	149
	Male	86	0	92	24	116
Service and sales workers	Female	5	0	3	2	5
	Male	16	0	15	1	16
Skilled agriculture and fishery workers	Female	0	0	0	0	0
	Male	0	0	0	0	0
Craft and related trades workers	Female	0	0	0	0	0
	Male	0	0	0	0	0
Plant and machine operators and assemblers	Female	0	0	1	0	1
	Male	2	0	4	0	4
Elementary occupations	Female	19	0	23	2	25
	Male	9	0	22	2	24
Sub Total	Female	425	0	267	115	382
	Male	309	0	221	69	290
Total		734	0	488	184	672

Table 3.13.2 Training provided for the period 1 April 2020 and 31 March 2021

Occupational Category	Gender	Number of Employees as at 1 April 2020	Training Needs Identified at Start of the Reporting Period			
			Learnerships	Skills Programmes & Other Short Courses	Other Forms of Training	Total
Legislators, senior officials and managers	Female	31	0	7	8	15
	Male	48	0	7	9	16
Professionals	Female	26	0	37	24	61
	Male	25	0	14	15	29
Technicians and associate professionals	Female	165	0	0	39	39
	Male	123	0	0	18	18
Clerks	Female	179	0	34	40	74
	Male	86	0	15	24	39
Service and sales workers	Female	5	0	0	2	2
	Male	16	0	0	1	1
Skilled agriculture and fishery workers	Female	0	0	0	0	0
	Male	0	0	0	0	0
Craft and related trades	Female	0	0	0	0	0

Occupational Category	Gender	Number of Employees as at 1 April 2020	Training Needs Identified at Start of the Reporting Period			
			Learnerships	Skills Programmes & Other Short Courses	Other Forms of Training	Total
workers	Male	0	0	0	0	0
Plant and machine operators and assemblers	Female	0	0	0	0	0
	Male	2	0	1	0	1
Elementary occupations	Female	19	0	23	2	25
	Male	9	0	22	2	24
Sub Total	Female	425	0	101	115	216
	Male	309	0	59	69	128
Total		734	0	160	184	344

3.14 Injury on duty

The following tables provide basic information on injury on duty.

Table 3.14.1 Injury on duty for the period 1 April 2020 and 31 March 2021

Nature of Injury on Duty	Number	% of Total
Required Basic Medical Attention Only	0	0%
Temporary Total Disablement	0	0%
Permanent Disablement	0	0%
Fatal	0	0%
Total	0	0%

3.15 Utilisation of Consultants

The following tables relate information on the utilisation of consultants in the department. In terms of the Public Service Regulations "consultant" means a natural or juristic person or a partnership who or which provides in terms of a specific contract on an ad hoc basis any of the following professional services to a department against remuneration received from any source:

- The rendering of expert advice;
- The drafting of proposals for the execution of specific tasks; and
- The execution of a specific task which is of a technical or intellectual nature, but excludes an employee of a department.

Table 3.15.1 Report on consultant appointments using appropriated funds for the period 1 April 2020 and 31 March 2021

Project Title	Total Number of Consultants That Worked on Project	Duration (work days)	Contract Value in Rand
Road Freight Strategy	1	109	R 693 450,00
Implementation of the IPTN's in 2 District Municipalities (Nkangala)	1	396	R 2 242 500,00
Implementation of the IPTN's in 2 District Municipalities (Vhembe)	1	396	R 2 242 500,00
Finalisation of the Draft Ballast Water Management Bill	1	107	R452 000,00

Project Title	Total Number of Consultants That Worked on Project	Duration (work days)	Contract Value in Rand
Public Transport Subsidy Policy	1	355	R 3 597 154,00
Develop the White Paper on National Rail Policy and the National Rail Bill	3	1 110	R10 600 000,00
Implementation of the IPTN's in 2 District Municipalities(Capricorn District Municipality)	3	397	R1 349 939,00
National Freight Transport Databank	3	750	R 8 613 531,05
National Land Transport Act Amendment	3	1 020	R 3 999 600,00

Total Number of Projects	Total Individual Consultants	Total Duration Work Days	Total Contract Value in Rand
9	17	4 640	R 33 790 674,05

Table 3.15.2 Analysis of consultant appointments using appropriated funds, in terms of Historically Disadvantaged Individuals (HDIs) for the period 1 April 2020 and 31 March 2021

Project Title	Percentage Ownership by HDI Groups	Percentage Management by HDI Groups	Number of Consultants from HDI Groups that Work on the Project
Road Freight Strategy	25	Not indicated	1
Implementation of the IPTN's in 2 District Municipalities (Nkangala)	66.94	92.05	1
Implementation of the IPTN's in 2 District Municipalities (Vhembe)	66.94	92.05	1
Finalisation of the Draft Ballast Water Management Bill	25.10	58.34	1
Public Transport Subsidy Policy	70	Not indicated	1
Develop the White Paper on National Rail Policy and the National Rail Bill	3 Consultants: <ul style="list-style-type: none"> • Consultant 1 - Not indicated • Consultant 2 - 90.50 • Consultant 3 - 100 	3 Consultants: <ul style="list-style-type: none"> • Consultant 1 - Not indicated • Consultant 2 - 80.89 • Consultant 3 - 81.32 	2
Implementation of the IPTN's in 2 District Municipalities(Capricorn District Municipality)	40	88.05	1
National Freight Transport Databank	40	88.05	1
National Land Transport Act Amendment	100	Not indicated	1

Notes to table 3.15.2: The Department of Transport does not analyse the Percentage Management by HDI Groups, however information from CSD is utilised to report comprehensively. Currently, the management control element of B-BBEE allows a maximum of 19 points on the scorecard, distributed over the management indicators. Scores reported on CSD out of 19 have been converted to percentages.

Table 3.15.3 Report on consultant appointments using Donor funds for the period 1 April 2020 and 31 March 2021

- None

Table 3.15.4 Analysis of consultant appointments using Donor funds, in terms of Historically Disadvantaged Individuals (HDIs) for the period 1 April 2020 and 31 March 2021

- None

3.16 Severance Packages

Table 3.16.1 Granting of employee initiated severance packages for the period 1 April 2020 and 31 March 2021

Salary Band	Number of Applications Received	Number of Applications Referred to the MPSA	Number of Applications Supported by MPSA	Number of Packages Approved by Department
Lower skilled (Levels 1-2)	0	0	0	0
Skilled Levels 3-5)	0	0	0	0
Highly skilled production (Levels 6-8)	0	0	0	0
Highly skilled supervision(Levels 9-12)	0	0	0	0
Senior management (Levels 13-16)	0	0	0	0
Total	0	0	0	0

PART E: FINANCIAL INFORMATION

1. REPORT OF THE AUDITOR-GENERAL OF SOUTH AFRICA (AGSA)

Report of the auditor-general to Parliament on Vote No.40: Department of Transport

Report on the audit of the financial statements
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Opinion

1. I have audited the financial statements of the Department of Transport set out on pages 230 to 367, which comprise the appropriation statement, statement of financial position as at 31 March 2021, the statement of financial performance, statement of changes in net assets and cash flow statement for the year then ended, as well as notes to the financial statements, including a summary of significant accounting policies.
2. In my opinion, the financial statements present fairly, in all material respects, the financial position of the Department of Transport as at 31 March 2021, and its financial performance and cash flows for the year then ended in accordance with the Modified Cash Standard (MCS) and the requirements of the Public Finance Management Act, 1999 (Act No. 1 of 1999) (PFMA) and the Division of Revenue Second Amendment Act, 2020 (Act No.10 of 2020) (Dora).

Basis for opinion

3. I conducted my audit in accordance with the International Standards on Auditing (ISAs). My responsibilities under those standards are further described in the auditor-general's responsibilities for the audit of the financial statements section of my report.
4. I am independent of the department in accordance with the International Ethics Standards Board for Accountants' *International code of ethics for professional accountants (including International Independence Standards)* (IESBA code) as well as other ethical requirements that are relevant to my audit in South Africa. I have fulfilled my other ethical responsibilities in accordance with these requirements and the IESBA code.
5. I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

Emphasis of matter

6. I draw attention to the matter below. My opinion is not modified in respect of this matter.

Restatement of corresponding figures

7. As disclosed in Note 36 to the financial statements, the corresponding figures for 31 March 2020 were restated as a result of errors in the financial statements of the department at, and for the year ended, 31 March 2021.

Responsibilities of the accounting officer for the financial statements

8. The accounting officer is responsible for the preparation and fair presentation of the financial statements in accordance with the MCS and the requirements of the PFMA and Dora, and for such internal control as the accounting officer determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.
9. In preparing the financial statements, the accounting officer is responsible for assessing the department's ability to continue as a going concern, disclosing, as applicable, matters relating to going concern and using the going concern basis of accounting unless the appropriate governance structure either intends to liquidate the department or to cease operations, or has no realistic alternative but to do so.

Auditor-general's responsibilities for the audit of the financial statements

10. My objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes my opinion. Reasonable assurance is a high level of assurance but is not a guarantee that an audit conducted in accordance with the ISAs will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.
11. A further description of my responsibilities for the audit of the financial statements is included in the annexure to this auditor's report.

Report on the audit of the annual performance report

Introduction and scope

12. In accordance with the Public Audit Act, 2004 (Act No. 25 of 2004) (PAA) and the general notice issued in terms thereof, I have a responsibility to report on the usefulness and reliability of the reported performance information against predetermined objectives for the selected programme presented in the annual performance report. I performed procedures to identify material findings but not to gather evidence to express assurance.
13. My procedures address the usefulness and reliability of the reported performance information, which must be based on the department's approved performance planning documents. I have not evaluated the completeness and appropriateness of the performance indicators included in the planning documents. My procedures do not examine whether the actions taken by the department enabled service delivery. My procedures do not extend to any disclosures or assertions relating to the extent of achievements in the current year or planned performance strategies and information in respect of future periods that may be included as part of the reported performance information. Accordingly, my findings do not extend to these matters.

14. I evaluated the usefulness and reliability of the reported performance information in accordance with the criteria developed from the performance management and reporting framework, as defined in the general notice, for the following selected programme presented in the department's annual performance report for the year ended 31 March 2021:

Programme	Pages in the annual performance report
Programme 4 - Road Transport	113 – 129

15. I performed procedures to determine whether the reported performance information was properly presented and whether performance was consistent with the approved performance planning documents. I performed further procedures to determine whether the indicators and related targets were measurable and relevant, and assessed the reliability of the reported performance information to determine whether it was valid, accurate and complete.

16. I did not identify any material findings on the usefulness and reliability of the reported performance information for the programme.

- Programme 4 – road transport.

Other matter

17. I draw attention to the matter below.

Achievement of planned targets

18. Refer to the annual performance report on pages 77 to 164 for information on the achievement of planned targets for the year and management's explanations provided for the under/over achievement of targets.

Report on the audit of compliance with legislation

Introduction and scope

19. In accordance with the PAA and the general notice issued in terms thereof, I have a responsibility to report material findings on the department's compliance with specific matters in key legislation. I performed procedures to identify findings but not to gather evidence to express assurance.

20. The material findings on compliance with specific matters in key legislation are as follows:

Annual financial statements and annual performance report

21. The financial statements submitted for auditing were not prepared in accordance with the prescribed financial reporting framework as required by section 40(1) (a) of the PFMA. Material misstatements relating to recognition of investments and contingent liabilities, identified by the

auditors in the submitted financial statements, were corrected, resulting in the financial statements receiving an unqualified opinion.

Procurement and contract management

22. A contract was awarded to a panel of bidders based on evaluation criteria that differed from those stipulated in the original invitation for bidding as required by treasury regulations 16A6.3(a) and (b).

Other information

23. The accounting officer is responsible for the other information. The other information comprises the information included in the annual report. The other information does not include the financial statements, the auditor's report and those selected programmes presented in the annual performance report that have been specifically reported in this auditor's report.
24. My opinion on the financial statements and findings on the reported performance information and compliance with legislation do not cover the other information and I do not express an audit opinion or any form of assurance conclusion on it.
25. In connection with my audit, my responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements and the selected programmes presented in the annual performance report, or my knowledge obtained in the audit, or otherwise appears to be materially misstated.
26. If based on the work I performed, I conclude that there is a material misstatement in this other information, I am required to report that fact. However, I have nothing to report in this regard.

Internal control deficiencies

27. I considered internal control relevant to my audit of the financial statements, reported performance information and compliance with applicable legislation; however, my objective was not to express any form of assurance on it. The matters reported below are limited to the significant internal control deficiencies that resulted in the basis for the opinion, the findings on compliance with legislation included in this report.
28. Management did not perform adequate reviews to ensure that the submitted financial statements are accurate and adhere to the applicable financial reporting framework resulting in material amendments to the annual financial statements relating to recognition of investments and contingent liabilities.
29. Management did not adequately review the application of the bid evaluation criteria to ensure that non-compliance therein are promptly identified and addressed.

Other reports

30. I draw attention to the following engagements conducted by various parties which had, or could have, an impact on the matters reported in the department's financial statements, reported performance information, compliance with applicable legislation and other related matters. These reports did not form part of my opinion on the financial statements or my findings on the reported performance information or compliance with legislation.
31. As at the date of the report, three investigations by the Public Protector were brought to my attention. The Public Protector finalised the investigation into procurement of personal protective equipment and concluded that the allegations of impropriety and/or maladministration were unsubstantiated. Furthermore, the investigation into the appointment of two ministerial advisors was also finalised and the department has agreed with the findings to take remedial action. Remedial action has commenced by the department with one of the officials and the other official has indicated his intention to challenge the remedial action. The investigation into procurement conducted during the national state of disaster is still underway and not concluded.

Pretoria
31 August 2021

Auditor General



AUDITOR - GENERAL
SOUTH AFRICA

Auditing to build public confidence

Annexure – Auditor-general’s responsibility for the audit

1. As part of an audit in accordance with the ISAs, I exercise professional judgement and maintain professional scepticism throughout my audit of the financial statements and the procedures performed on reported performance information for selected programme and on the department’s compliance with respect to the selected subject matters.

Financial statements

2. In addition to my responsibility for the audit of the financial statements as described in this auditor’s report, I also:
 - identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error; design and perform audit procedures responsive to those risks; and obtain audit evidence that is sufficient and appropriate to provide a basis for my opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations or the override of internal control.
 - obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the department’s internal control;
 - evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the accounting officer.
 - conclude on the appropriateness of the accounting officer’s use of the going concern basis of accounting in the preparation of the financial statements. I also conclude, based on the audit evidence obtained, whether a material uncertainty exists relating to events or conditions that may cast significant doubt on the ability of the Department of transport to continue as a going concern. If I conclude that a material uncertainty exists, I am required to draw attention in my auditor’s report to the related disclosures in the financial statements about the material uncertainty or, if such disclosures are inadequate, to modify my opinion on the financial statements. My conclusions are based on the information available to me at the date of this auditor’s report. However, future events or conditions may cause the department to cease operating as a going concern.
 - evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and determine whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

Communication with those charged with governance

3. I communicate with the accounting officer regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that I identify during my audit.
4. I also provide the accounting officer with a statement that I have complied with relevant ethical requirements regarding independence, and to communicate with them all relationships and other matters that may reasonably be thought to bear on my independence and, where applicable, actions taken to eliminate threats or safeguards applied.

2. ANNUAL FINANCIAL STATEMENTS

**Department of Transport
Vote 40**

Annual Financial Statements

for the year ended 31 March 2021

DEPARTMENT OF TRANSPORT
VOTE 40
ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2021

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DEPARTMENT OF TRANSPORT
VOTE 40
APPROPRIATION STATEMENT
for the year ended 31 March 2021

Appropriation per Programme										
Voted Funds and Direct Charges		2020/21						2019/20		
		Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
		R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Programme										
1.	Administration	469,780	-	-	469,780	384,336	85,444	81.8%	419,337	412,741
2.	Integrated Transport Planning	90,071	-	-	90,071	57,614	32,457	64.0%	152,936	139,950
3.	Rail Transport	9,599,405	-	-	9,599,405	9,584,302	15,103	99.8%	16,560,839	16,560,238
4.	Road Transport	31,471,099	-	1,061	31,472,160	31,459,985	12,175	100.0%	33,295,501	33,285,865
5.	Civil Aviation	2,673,698	-	(2,849)	2,670,849	2,642,208	28,641	98.9%	224,345	178,820
6.	Maritime Transport	141,769	-	2,849	144,618	135,776	8,842	93.9%	135,250	132,879
7.	Public Transport	12,908,913	-	(1,061)	12,907,852	12,809,594	98,258	99.2%	13,416,923	13,178,118
8.	Direct Charge against the National Revenue Fund	10,997	-	-	10,997	-	10,997	0.0%	10,424	2,614
	TOTAL	57,365,732	-	-	57,365,732	57,073,815	291,917	99.5%	64,215,555	63,891,225
Reconciliation with Statement of Financial Performance										
Add:										
	Departmental receipts				1,625				322,841	
Actual amounts per Statement of Financial Performance (Total Revenue)					57,367,357				64,538,396	
Actual amounts per Statement of Financial Performance Expenditure						57,073,815				63,891,225

DEPARTMENT OF TRANSPORT
VOTE 40
APPROPRIATION STATEMENT
for the year ended 31 March 2021

Appropriation per Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current Payments	1,386,016	(34,477)	-	1,351,539	1,078,290	273,249	79.8%	1,477,649	1,348,297
Compensation of employees	536,829	(2,668)	-	534,161	471,527	62,634	88.3%	504,930	477,639
Salaries and wages	490,860	(14,573)	-	476,287	416,530	59,757	87.5%	448,975	424,097
Social contributions	45,969	11,905	-	57,874	54,997	2,877	95.0%	55,955	53,542
Goods and services	849,187	(31,809)	-	817,378	606,763	210,615	74.2%	972,719	870,658
Administrative fees	3,207	38,914	-	42,121	41,920	201	99.5%	2,806	2,805
Advertising	24,916	(3,571)	-	21,345	9,631	11,714	45.1%	24,784	24,644
Minor assets	2,089	(1,183)	-	906	188	718	20.8%	472	472
Audit costs: External	12,147	(6,166)	-	5,981	5,941	40	99.3%	6,805	6,805
Bursaries: Employees	2,931	-	-	2,931	1,730	1,201	59.0%	2,830	2,830
Catering: Departmental activities	3,959	(1,464)	-	2,495	1,125	1,370	45.1%	4,220	4,022
Communication (G&S)	62,184	(1,125)	-	61,059	54,581	6,478	89.4%	95,397	58,601
Computer services	14,570	1,825	-	16,395	15,827	568	96.5%	10,660	10,660
Consultants: Business and advisory services	382,788	(60,706)	-	322,082	233,255	88,827	72.4%	568,841	508,115
Infrastructure and planning services	57,857	4,787	-	62,644	62,644	-	100.0%	56,127	56,127
Legal services	11,392	(8,321)	-	3,071	3,071	-	100.0%	7,175	7,175
Contractors	3,575	705	-	4,280	3,483	797	81.4%	3,718	3,718
Agency and support / outsourced services	212	-	-	212	203	9	95.8%	-	-
Entertainment	904	-	-	904	90	814	10.0%	250	250
Fleet services (including government motor transport)	-	313	-	313	312	1	99.7%	580	580
Inventory: Clothing material and accessories	-	277	-	277	277	-	100.0%	70	70

DEPARTMENT OF TRANSPORT
VOTE 40
APPROPRIATION STATEMENT
for the year ended 31 March 2021

Appropriation per Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Inventory: Other supplies	22,671	-	-	22,671	10,115	12,556	44.6%	12,548	12,548
Consumable supplies	67,218	(1,862)	-	65,356	32,921	32,435	50.4%	1,917	1,917
Consumable: Stationery, printing and office supplies	6,192	(815)	-	5,377	2,882	2,495	53.6%	5,967	5,683
Operating leases	62,784	28,785	-	91,569	91,563	6	100.0%	63,097	63,097
Property payments	8,405	4,715	-	13,120	9,868	3,252	75.2%	13,341	13,341
Travel and subsistence	76,180	(22,383)	-	53,797	18,530	35,267	34.4%	72,789	70,657
Training and development	8,200	(5,587)	-	2,613	1,524	1,089	58.3%	4,561	4,115
Operating payments	4,228	(191)	-	4,037	1,496	2,541	37.1%	2,105	2,054
Venues and facilities	10,578	1,231	-	11,809	3,573	8,236	30.3%	11,659	10,372
Rental and hiring	-	13	-	13	13	-	100.0%	-	-
Transfers and Subsidies	53,649,689	28,088	-	53,677,777	53,659,110	18,667	100.0%	62,720,739	62,515,214
Provinces and municipalities	21,714,421	-	-	21,714,421	21,714,421	-	100.0%	24,350,303	24,252,140
Provinces	17,216,915	-	-	17,216,915	17,216,915	-	100.0%	17,768,153	17,768,153
Provincial Revenue Funds	17,216,915	-	-	17,216,915	17,216,915	-	100.0%	17,768,153	17,768,153
Municipalities	4,497,506	-	-	4,497,506	4,497,506	-	100.0%	6,582,150	6,483,987
Municipal bank accounts	4,497,506	-	-	4,497,506	4,497,506	-	100.0%	6,582,150	6,483,987
Departmental agencies and accounts	21,045,298	-	-	21,045,298	21,045,298	-	100.0%	21,496,815	21,496,815
Departmental agencies	21,045,298	-	-	21,045,298	21,045,298	-	100.0%	21,496,815	21,496,815
Foreign governments and international organisations	31,138	-	-	31,138	14,245	16,893	45.7%	31,933	23,125
Public corporations and private enterprises	10,609,515	-	-	10,609,515	10,609,515	-	100.0%	16,462,213	16,462,213
Public corporations	9,474,515	-	-	9,474,515	9,474,515	-	100.0%	16,462,213	16,462,213
Subsidies on products and production (pc)	9,474,515	-	-	9,474,515	9,474,515	-	100.0%	-	-
Other transfers to public corporations	-	-	-	-	-	-	0.0%	16,462,213	16,462,213
Private enterprises	1,135,000	-	-	1,135,000	1,135,000	-	100.0%	-	-

DEPARTMENT OF TRANSPORT
VOTE 40
APPROPRIATION STATEMENT
for the year ended 31 March 2021

Appropriation per Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Other transfers to private enterprises	1,135,000	-	-	1,135,000	1,135,000	-	100.0%	-	-
Non-profit institutions	28,236	-	-	28,236	28,236	-	100.0%	26,766	26,766
Households	221,081	28,088	-	249,169	247,395	1,774	99.3%	352,709	254,155
Social benefits	222	2,668	-	2,890	2,890	-	100.0%	3,023	3,023
Other transfers to households	220,859	25,420	-	246,279	244,505	1,774	99.3%	349,686	251,132
Payments for Capital Assets	5,277	5,755	-	11,032	11,032	-	100.0%	10,820	21,367
Machinery and equipment	5,277	2,394	-	7,671	7,671	-	100.0%	10,820	10,162
Other machinery and equipment	5,277	2,394	-	7,671	7,671	-	100.0%	10,820	10,162
Software and other intangible assets	-	3,361	-	3,361	3,361	-	100.0%	-	11,205
Payment for Financial Assets	2,324,750	634	-	2,325,384	2,325,383	1	100.0%	6,347	6,347
Total	57,365,732	-	-	57,365,732	57,073,815	291,917	99.5%	64,215,555	63,891,225

Programme 1: ADMINISTRATION									
	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Sub programme									
1. Ministry	38,608	5,195	-	43,803	31,879	11,924	72.8%	45,889	45,889
2. Management	82,035	(5,996)	-	76,039	49,865	26,174	65.6%	53,052	52,443
3. Corporate Services	247,651	(30,214)	-	217,437	187,898	29,539	86.4%	214,612	211,253
4. Communications	39,219	(21)	-	39,198	21,391	17,807	54.6%	40,036	37,408
5. Office Accommodation	62,267	31,036	-	93,303	93,303	-	100.0%	65,748	65,748
	469,780	-	-	469,780	384,336	85,444	81.8%	419,337	412,741

DEPARTMENT OF TRANSPORT
VOTE 40
APPROPRIATION STATEMENT
for the year ended 31 March 2021

Programme 1: ADMINISTRATION									
	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Economic Classification									
Current Payments	452,922	(4,249)	-	448,673	365,004	83,669	81.4%	399,850	393,254
Compensation of employees	239,357	(1,796)	-	237,561	206,891	30,670	87.1%	218,357	211,761
Salaries and wages	219,856	(6,657)	-	213,199	182,546	30,653	85.6%	194,523	187,927
Social contributions	19,501	4,861	-	24,362	24,345	17	99.9%	23,834	23,834
Goods and services	213,565	(2,453)	-	211,112	158,113	52,999	74.9%	181,493	181,493
Administrative fees	2,887	(881)	-	2,006	1,903	103	94.9%	2,713	2,713
Advertising	21,704	(2,268)	-	19,436	8,541	10,895	43.9%	21,462	21,462
Minor assets	1,446	(1,054)	-	392	148	244	37.8%	238	238
Audit costs: External	12,146	(6,166)	-	5,980	5,941	39	99.3%	6,805	6,805
Bursaries: Employees	2,931	-	-	2,931	1,730	1,201	59.0%	2,830	2,830
Catering: Departmental activities	808	305	-	1,113	398	715	35.8%	2,532	2,532
Communication (G&S)	6,329	(515)	-	5,814	5,215	599	89.7%	4,691	4,691
Computer services	13,304	1,524	-	14,828	14,260	568	96.2%	8,940	8,940
Consultants: Business and advisory services	6,138	63	-	6,201	1,426	4,775	23.0%	1,223	1,223
Legal services	11,392	(8,574)	-	2,818	2,818	-	100.0%	7,175	7,175
Contractors	2,251	478	-	2,729	2,687	42	98.5%	2,784	2,784
Agency and support / outsourced services	212	-	-	212	203	9	95.8%	-	-
Entertainment	904	-	-	904	90	814	10.0%	250	250
Fleet services (including government motor transport)	-	313	-	313	312	1	99.7%	580	580
Inventory: Clothing material and accessories	-	277	-	277	277	-	100.0%	-	-
Consumable supplies	5,028	(1,753)	-	3,275	3,061	214	93.5%	844	844

DEPARTMENT OF TRANSPORT
VOTE 40
APPROPRIATION STATEMENT
for the year ended 31 March 2021

Programme 1: ADMINISTRATION										
		2020/21						2019/20		
		Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
		R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
	Consumable: Stationery, printing and office supplies	4,122	(1,192)	-	2,930	1,382	1,548	47.2%	1,610	1,610
	Operating leases	62,267	26,101	-	88,368	88,368	-	100.0%	61,309	61,309
	Property payments	8,279	4,799	-	13,078	9,827	3,251	75.1%	13,283	13,283
	Transport provided: Departmental activity	-	-	-	-	-	-	0.0%	-	-
	Travel and subsistence	37,492	(8,306)	-	29,186	8,005	21,181	27.4%	36,099	36,099
	Training and development	6,568	(5,615)	-	953	731	222	76.7%	3,058	3,058
	Operating payments	2,827	(2)	-	2,825	646	2,179	22.9%	850	850
	Venues and facilities	4,530	-	-	4,530	131	4,399	2.9%	2,217	2,217
	Rental and hiring	-	13	-	13	13	-	100.0%	-	-
	Transfers and Subsidies	13,890	1,796	-	15,686	13,912	1,774	88.7%	13,753	13,753
	Provinces and municipalities	-	-	-	-	-	-	0.0%	11	11
	Municipalities	-	-	-	-	-	-	0.0%	11	11
	Municipal bank accounts	-	-	-	-	-	-	0.0%	11	11
	Departmental agencies and accounts	1,368	-	-	1,368	1,368	-	100.0%	1,297	1,297
	Departmental agencies	1,368	-	-	1,368	1,368	-	100.0%	1,297	1,297
	Households	12,522	1,796	-	14,318	12,544	1,774	87.6%	12,445	12,445
	Social benefits	222	1,796	-	2,018	2,018	-	100.0%	2,245	2,245
	Other transfers to households	12,300	-	-	12,300	10,526	1,774	85.6%	10,200	10,200
	Payments for Capital Assets	2,968	1,819	-	4,787	4,787	-	100.0%	5,517	5,517
	Machinery and equipment	2,968	1,819	-	4,787	4,787	-	100.0%	5,517	5,517
	Other machinery and	2,968	1,819	-	4,787	4,787	-	100.0%	5,517	5,517

DEPARTMENT OF TRANSPORT
VOTE 40
APPROPRIATION STATEMENT
for the year ended 31 March 2021

Programme 1: ADMINISTRATION									
	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
equipment									
Payment for Financial Assets	-	634	-	634	633	1	99.8%	217	217
Total	469,780	-	-	469,780	384,336	85,444	81.8%	419,337	412,741

Subprogramme: 1.1: MINISTRY									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current Payments	38,095	5,274	-	43,369	31,445	11,924	72.5%	44,011	44,011
Compensation of employees	18,861	5,274	-	24,135	24,135	-	100.0%	22,683	22,683
Salaries and wages	17,358	5,098	-	22,456	22,456	-	100.0%	21,106	21,106
Social contributions	1,503	176	-	1,679	1,679	-	100.0%	1,577	1,577
Goods and services	19,234	-	-	19,234	7,310	11,924	38.0%	21,328	21,328
Administrative fees	1	8	-	9	9	-	100.0%	141	141
Advertising	2	-	-	2	-	2	0.0%	-	-
Minor assets	142	-	-	142	5	137	3.5%	44	44
Catering: Departmental activities	364	-	-	364	13	351	3.6%	61	61
Communication (G&S)	1,600	-	-	1,600	1,443	157	90.2%	836	836
Computer services	20	20	-	40	40	-	100.0%	9	9
Contractors	45	-	-	45	43	2	95.6%	225	225

DEPARTMENT OF TRANSPORT
VOTE 40
APPROPRIATION STATEMENT
for the year ended 31 March 2021

Subprogramme: 1.1: MINISTRY									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Fleet services (including government motor transport)	-	311	-	311	310	1	99.7%	440	440
Consumable supplies	110	207	-	317	317	-	100.0%	96	96
Consumable: Stationery, printing and office supplies	320	-	-	320	231	89	72.2%	189	189
Property payments	250	-	-	250	-	250	0.0%	725	725
Travel and subsistence	15,270	(546)	-	14,724	4,742	9,982	32.2%	17,952	17,952
Training and development	30	-	-	30	-	30	0.0%	-	-
Operating payments	220	-	-	220	37	183	16.8%	100	100
Venues and facilities	860	-	-	860	120	740	14.0%	510	510
Transfers and Subsidies	-	197	-	197	197	-	100.0%	560	560
Provinces and municipalities	-	-	-	-	-	-	0.0%	11	11
Municipalities	-	-	-	-	-	-	0.0%	11	11
Municipal bank accounts	-	-	-	-	-	-	0.0%	11	11
Households	-	197	-	197	197	-	100.0%	549	549
Social benefits	-	197	-	197	197	-	100.0%	549	549
Payments for Capital Assets	513	(276)	-	237	237	-	100.0%	1,190	1,190
Machinery and equipment	513	(276)	-	237	237	-	100.0%	1,190	1,190
Other machinery and equipment	513	(276)	-	237	237	-	100.0%	1,190	1,190
Payment for Financial Assets	-	-	-	-	-	-	0.0%	128	128
Total	38,608	5,195	-	43,803	31,879	11,924	72.8%	45,889	45,889

DEPARTMENT OF TRANSPORT
VOTE 40
APPROPRIATION STATEMENT
for the year ended 31 March 2021

Subprogramme: 1.2: MANAGEMENT									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current Payments	81,267	(7,061)	-	74,206	48,032	26,174	64.7%	51,191	50,582
Compensation of employees	57,925	(6,629)	-	51,296	44,148	7,148	86.1%	44,104	43,495
Salaries and wages	53,251	(7,214)	-	46,037	38,889	7,148	84.5%	39,058	38,449
Social contributions	4,674	585	-	5,259	5,259	-	100.0%	5,046	5,046
Goods and services	23,342	(432)	-	22,910	3,884	19,026	17.0%	7,087	7,087
Administrative fees	88	-	-	88	1	87	1.1%	17	17
Advertising	863	-	-	863	109	754	12.6%	310	310
Minor assets	129	-	-	129	45	84	34.9%	22	22
Audit costs: External	39	-	-	39	-	39	0.0%	-	-
Catering: Departmental	318	-	-	318	4	314	1.3%	235	235
Communication (G&S)	1,058	-	-	1,058	728	330	68.8%	562	562
Computer services	775	-	-	775	300	475	38.7%	102	102
Consultants: Business and advisory services	5,503	-	-	5,503	974	4,529	17.7%	915	915
Legal services	-	191	-	191	191	-	100.0%	600	600
Contractors	40	-	-	40	-	40	0.0%	30	30
Consumable supplies	231	-	-	231	17	214	7.4%	47	47
Consumable: Stationery, printing and office supplies	1,331	-	-	1,331	208	1,123	15.6%	122	122
Property payments	-	68	-	68	68	-	100.0%	9	9
Travel and subsistence	9,667	(704)	-	8,963	973	7,990	10.9%	3,056	3,056
Training and development	290	-	-	290	118	172	40.7%	143	143
Operating payments	1,170	-	-	1,170	124	1,046	10.6%	194	194

DEPARTMENT OF TRANSPORT
VOTE 40
APPROPRIATION STATEMENT
for the year ended 31 March 2021

Subprogramme: 1.2: MANAGEMENT									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Venues and facilities	1,840	-	-	1,840	11	1,829	0.6%	723	723
Rental and hiring	-	13	-	13	13	-	100.0%	-	-
Transfers and Subsidies	-	336	-	336	336	-	100.0%	432	432
Households	-	336	-	336	336	-	100.0%	432	432
Social benefits	-	336	-	336	336	-	100.0%	332	332
Other transfers to households	-	-	-	-	-	-	0.0%	100	100
Payments for Capital Assets	768	727	-	1,495	1,495	-	100.0%	1,356	1,356
Machinery and equipment	768	727	-	1,495	1,495	-	100.0%	1,356	1,356
Other machinery and equipment	768	727	-	1,495	1,495	-	100.0%	1,356	1,356
Payment for Financial Assets	-	2	-	2	2	-	100.0%	73	73
Total	82,035	(5,996)	-	76,039	49,865	26,174	65.6%	53,052	52,443

Subprogramme: 1.3: CORPORATE SERVICES									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current Payments	232,463	(32,426)	-	200,037	172,273	27,764	86.1%	199,207	195,848
Compensation of employees	147,856	-	-	147,856	126,781	21,075	85.7%	136,911	133,552
Salaries and wages	135,720	(4,100)	-	131,620	110,546	21,074	84.0%	120,873	117,514
Social contributions	12,136	4,100	-	16,236	16,235	1	100.0%	16,038	16,038

DEPARTMENT OF TRANSPORT
VOTE 40
APPROPRIATION STATEMENT
for the year ended 31 March 2021

Subprogramme: 1.3: CORPORATE SERVICES									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Goods and services	84,607	(32,426)	-	52,181	45,492	6,689	87.2%	62,296	62,296
Administrative fees	2,778	(1,100)	-	1,678	1,678	-	100.0%	2,350	2,350
Advertising	3,209	(1,309)	-	1,900	1,900	-	100.0%	1,246	1,246
Minor assets	1,145	(1,054)	-	91	91	-	100.0%	130	130
Audit costs: External	12,107	(6,166)	-	5,941	5,941	-	100.0%	6,805	6,805
Bursaries: Employees	2,931		-	2,931	1,730	1,201	59.0%	2,830	2,830
Catering: Departmental activities	76	305	-	381	381	-	100.0%	422	422
Communication (G&S)	3,531	(515)	-	3,016	2,955	61	98.0%	3,197	3,197
Computer services	12,418	1,504	-	13,922	13,920	2	100.0%	8,829	8,829
Consultants: Business and advisory services	635		-	635	389	246	61.3%	308	308
Legal services	11,392	(8,765)	-	2,627	2,627	-	100.0%	6,575	6,575
Contractors	2,014	410	-	2,424	2,424	-	100.0%	2,445	2,445
Agency and support / outsourced services	212		-	212	203	9	95.8%	-	-
Entertainment	904		-	904	90	814	10.0%	250	250
Fleet services (including government motor transport)	-	2	-	2	2	-	100.0%	140	140
Inventory: Clothing material and accessories	-	277	-	277	277	-	100.0%	-	-
Consumable supplies	4,687	(2,150)	-	2,537	2,537	-	100.0%	690	690
Consumable: Stationery, printing and office supplies	2,026	(1,192)	-	834	834	-	100.0%	1,237	1,237
Property payments	8,029		-	8,029	5,028	3,001	62.6%	8,308	8,308

**DEPARTMENT OF TRANSPORT
VOTE 40
APPROPRIATION STATEMENT
for the year ended 31 March 2021**

Subprogramme: 1.3: CORPORATE SERVICES									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Travel and subsistence	8,518	(7,056)	-	1,462	1,462	-	100.0%	12,558	12,558
Training and development	6,228	(5,615)	-	613	613	-	100.0%	2,915	2,915
Operating payments	1,002	(2)	-	1,000	410	590	41.0%	493	493
Venues and facilities	765	-	-	765	-	765	0.0%	568	568
Transfers and Subsidies	13,890	822	-	14,712	12,938	1,774	87.9%	12,761	12,761
Departmental agencies and accounts	1,368	-	-	1,368	1,368	-	100.0%	1,297	1,297
Departmental agencies	1,368	-	-	1,368	1,368	-	100.0%	1,297	1,297
Households	12,522	822	-	13,344	11,570	1,774	86.7%	11,464	11,464
Social benefits	222	822	-	1,044	1,044	-	100.0%	1,364	1,364
Other transfers to households	12,300	-	-	12,300	10,526	1,774	85.6%	10,100	10,100
Payments for Capital Assets	1,298	1,389	-	2,687	2,687	-	100.0%	2,634	2,634
Machinery and equipment	1,298	1,389	-	2,687	2,687	-	100.0%	2,634	2,634
Other machinery and equipment	1,298	1,389	-	2,687	2,687	-	100.0%	2,634	2,634
Payment for Financial Assets	-	1	-	1	-	1	0.0%	10	10
Total	247,651	(30,214)	-	217,437	187,898	29,539	86.4%	214,612	211,253

DEPARTMENT OF TRANSPORT
VOTE 40
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Subprogramme: 1.4: COMMUNICATIONS									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current Payments	38,830	(1,072)	-	37,758	19,951	17,807	52.8%	39,693	37,065
Compensation of employees	14,715	(441)	-	14,274	11,827	2,447	82.9%	14,659	12,031
Salaries and wages	13,527	(441)	-	13,086	10,655	2,431	81.4%	13,486	10,858
Social contributions	1,188	-	-	1,188	1,172	16	98.7%	1,173	1,173
Goods and services	24,115	(631)	-	23,484	8,124	15,360	34.6%	25,034	25,034
Administrative fees	20	-	-	20	4	16	20.0%	13	13
Advertising	17,630	(959)	-	16,671	6,532	10,139	39.2%	19,906	19,906
Minor assets	30	-	-	30	7	23	23.3%	42	42
Catering: Departmental activities	50	-	-	50	-	50	0.0%	1,814	1,814
Communication (G&S)	140	-	-	140	89	51	63.6%	96	96
Computer services	91	-	-	91	-	91	0.0%	-	-
Consultants: Business and advisory services	-	63	-	63	63	-	100.0%	-	-
Contractors	152	68	-	220	220	-	100.0%	84	84
Consumable supplies	-	190	-	190	190	-	100.0%	11	11
Consumable: Stationery, printing and office supplies	445	-	-	445	109	336	24.5%	62	62
Property payments	-	7	-	7	7	-	100.0%	-	-
Travel and subsistence	4,037	-	-	4,037	828	3,209	20.5%	2,527	2,527
Training and development	20	-	-	20	-	20	0.0%	-	-
Operating payments	435	-	-	435	75	360	17.2%	63	63
Venues and facilities	1,065	-	-	1,065	-	1,065	0.0%	416	416
Transfers and Subsidies	-	441	-	441	441	-	100.0%	-	-

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VOTE 40
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Subprogramme: 1.4: COMMUNICATIONS									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Households	-	441	-	441	441	-	100.0%	-	-
Social benefits	-	441	-	441	441	-	100.0%	-	-
Payments for Capital Assets	389	(21)	-	368	368	-	100.0%	337	337
Machinery and equipment	389	(21)	-	368	368	-	100.0%	337	337
Other machinery and equipment	389	(21)	-	368	368	-	100.0%	337	337
Payment for Financial Assets	-	631	-	631	631	-	100.0%	6	6
Total	39,219	(21)	-	39,198	21,391	17,807	54.6%	40,036	37,408

Subprogramme: 1.5: OFFICE ACCOMMODATION									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current Payments	62,267	31,036	-	93,303	93,303	-	100.0%	65,748	65,748
Goods and services	62,267	31,036	-	93,303	93,303	-	100.0%	65,748	65,748
Administrative fees	-	211	-	211	211	-	100.0%	192	192
Operating leases	62,267	26,101	-	88,368	88,368	-	100.0%	61,309	61,309
Property payments	-	4,724	-	4,724	4,724	-	100.0%	4,241	4,241
Travel and subsistence	-	-	-	-	-	-	0.0%	6	6
Total	62,267	31,036	-	93,303	93,303	-	100.0%	65,748	65,748

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for the year ended 31 March 2021

Programme 2: INTEGRATED TRANSPORT PLANNING										
		2020/21						2019/20		
		Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
		R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Subprogramme										
1.	Macro Sector Planning	16,188	-	-	16,188	9,886	6,302	61.1%	11,405	10,342
2.	Freight Logistics	16,860	-	-	16,860	10,721	6,139	63.6%	13,393	12,088
3.	Modelling and Economic Analysis	21,861	-	-	21,861	12,777	9,084	58.4%	93,368	89,345
4.	Regional Integration	13,980	1,319	-	15,299	7,175	8,124	46.9%	10,892	10,698
5.	Research and Innovation	12,633	913	-	13,546	12,096	1,450	89.3%	16,894	13,074
6.	Integrated Transport Planning Administration Support	8,549	(2,232)	-	6,317	4,959	1,358	78.5%	6,984	4,403
		90,071	-	-	90,071	57,614	32,457	64.0%	152,936	139,950
Economic Classification										
	Current Payments	89,848	(492)	-	89,356	56,899	32,457	63.7%	152,005	139,019
	Compensation of employees	57,428	(178)	-	57,250	51,734	5,516	90.4%	54,355	51,491
	Salaries and wages	53,436	(2,222)	-	51,214	45,703	5,511	89.2%	48,479	45,615
	Social contributions	3,992	2,044	-	6,036	6,031	5	99.9%	5,876	5,876
	Goods and services	32,420	(314)	-	32,106	5,165	26,941	16.1%	97,650	87,528
	Administrative fees	76	-	-	76	1	75	1.3%	22	22
	Advertising	582	327	-	909	327	582	36.0%	564	424
	Minor assets	93	-	-	93	-	93	0.0%	83	83
	Catering: Departmental activities	173	5	-	178	5	173	2.8%	333	135
	Communication (G&S)	717	64	-	781	682	99	87.3%	813	649
	Computer services	-	3	-	3	3	-	100.0%	-	-
	Consultants: Business and advisory services	24,969	(456)	-	24,513	2,897	21,616	11.8%	87,678	78,445
	Contractors	-	-	-	-	-	-	0.0%	16	16

DEPARTMENT OF TRANSPORT
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for the year ended 31 March 2021

Programme 2: INTEGRATED TRANSPORT PLANNING										
		2020/21						2019/20		
		Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
		R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
	Consumable supplies	30	2	-	32	10	22	31.3%	21	21
	Consumable: Stationery, printing and office supplies	240	-	-	240	31	209	12.9%	328	328
	Travel and subsistence	4,050	(430)	-	3,620	648	2,972	17.9%	5,039	4,919
	Training and development	533	171	-	704	506	198	71.9%	719	606
	Operating payments	221	-	-	221	55	166	24.9%	146	95
	Venues and facilities	736	-	-	736	-	736	0.0%	1,888	1,785
	Transfers and Subsidies	-	178	-	178	178	-	100.0%	27	27
	Households	-	178	-	178	178	-	100.0%	27	27
	Social benefits	-	178	-	178	178	-	100.0%	27	27
	Payments for Capital Assets	223	314	-	537	537	-	100.0%	897	897
	Machinery and equipment	223	314	-	537	537	-	100.0%	897	897
	Other machinery and equipment	223	314	-	537	537	-	100.0%	897	897
	Payment for Financial Assets	-	-	-	-	-	-	0.0%	7	7
	Total	90,071	-	-	90,071	57,614	32,457	64.0%	152,936	139,950

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for the year ended 31 March 2021

Subprogramme: 2.1: MACRO SECTOR PLANNING									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current Payments	16,188	(59)	-	16,129	9,827	6,302	60.9%	11,399	10,336
Compensation of employees	12,916	(59)	-	12,857	9,431	3,426	73.4%	10,493	9,624
Salaries and wages	12,105	(367)	-	11,738	8,312	3,426	70.8%	9,382	8,513
Social contributions	811	308	-	1,119	1,119	-	100.0%	1,111	1,111
Goods and services	3,272	-	-	3,272	396	2,876	12.1%	906	712
Administrative fees	-	---	-	-	-	-	0.0%	2	2
Minor assets	-	-	-	-	-	-	0.0%	2	2
Catering: Departmental activities	43	-	-	43	-	43	0.0%	80	11
Communication (G&S)	169	24	-	193	193	-	100.0%	195	139
Consultants: Business and advisory services	2,387	(25)	-	2,362	-	2,362	0.0%	48	-
Contractors	-	-	-	-	-	-	0.0%	3	3
Consumable supplies	-	1	-	1	-	1	0.0%	1	1
Consumable: Stationery, printing and office supplies	-	-	-	-	-	-	0.0%	39	39
Travel and subsistence	568	-	-	568	143	425	25.2%	421	421
Training and development	65	-	-	65	60	5	92.3%	65	58
Venues and facilities	40	-	-	40	-	40	0.0%	50	36
Transfers and Subsidies	-	59	-	59	59	-	100.0%	-	-
Households	-	59	-	59	59	-	100.0%	-	-
Social benefits	-	59	-	59	59	-	100.0%	-	-
Payments for Capital Assets	-	-	-	-	-	-	0.0%	6	6
Machinery and equipment	-	-	-	-	-	-	0.0%	6	6

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Subprogramme: 2.1: MACRO SECTOR PLANNING									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Other machinery and equipment	-	-	-	-	-	-	0.0%	6	6
Total	16,188	-	-	16,188	9,886	6,302	61.1%	11,405	10,342

Subprogramme: 2.2: FREIGHT LOGISTICS									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current Payments	16,860	(119)	-	16,741	10,602	6,139	63.3%	13,393	12,088
Compensation of employees	10,854	(119)	-	10,735	9,449	1,286	88.0%	10,063	9,612
Salaries and wages	9,954	(358)	-	9,596	8,310	1,286	86.6%	8,922	8,471
Social contributions	900	239	-	1,139	1,139	-	100.0%	1,141	1,141
Goods and services	6,006	-	-	6,006	1,153	4,853	19.2%	3,330	2,476
Administrative fees	-	-	-	-	-	-	0.0%	12	12
Advertising	-	-	-	-	-	-	0.0%	1	1
Catering: Departmental activities	-	-	-	-	-	-	0.0%	6	6
Communication (G&S)	105	-	-	105	93	12	88.6%	135	110
Consultants: Business and advisory services	5,134	-	-	5,134	914	4,220	17.8%	1,469	693
Consumable: Stationery, printing and office supplies	-	-	-	-	-	-	0.0%	1	1
Travel and subsistence	602	-	-	602	72	530	12.0%	1,534	1,534
Training and development	105	-	-	105	74	31	70.5%	110	86

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Subprogramme: 2.2: FREIGHT LOGISTICS									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Operating payments	-	-	-	-	-	-	0.0%	2	2
Venues and facilities	60	-	-	60	-	60	0.0%	60	31
Transfers and Subsidies	-	119	-	119	119	-	100.0%	-	-
Households	-	119	-	119	119	-	100.0%	-	-
Social benefits	-	119	-	119	119	-	100.0%	-	-
Total	16,860	-	-	16,860	10,721	6,139	63.6%	13,393	12,088

Subprogramme: 2.3: MODELLING AND ECONOMIC ANALYSIS									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current Payments	21,861	(42)	-	21,819	12,735	9,084	58.4%	93,341	89,318
Compensation of employees	12,919	-	-	12,919	12,246	673	94.8%	12,985	11,875
Salaries and wages	11,849	(350)	-	11,499	10,826	673	94.1%	11,625	10,515
Social contributions	1,070	350	-	1,420	1,420	-	100.0%	1,360	1,360
Goods and services	8,942	(42)	-	8,900	489	8,411	5.5%	80,356	77,443
Administrative fees	-	-	-	-	-	-	0.0%	4	4
Advertising	582	-	-	582	-	582	0.0%	141	1
Catering: Departmental activities	130	-	-	130	-	130	0.0%	130	1
Communication (G&S)	140	40	-	180	180	-	100.0%	179	167
Consultants: Business and advisory services	6,767	(83)	-	6,684	16	6,668	0.2%	78,421	75,861

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Subprogramme: 2.3: MODELLING AND ECONOMIC ANALYSIS									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Consumable supplies	-	1	-	1	1	-	100.0%	2	2
Travel and subsistence	1,008	-	-	1,008	269	739	26.7%	1,159	1,159
Training and development	145	-	-	145	23	122	15.9%	105	33
Venues and facilities	170	-	-	170	-	170	0.0%	215	215
Transfers and Subsidies	-	-	-	-	-	-	0.0%	27	27
Households	-	-	-	-	-	-	0.0%	27	27
Social benefits	-	-	-	-	-	-	0.0%	27	27
Payments for Capital Assets	-	42	-	42	42	-	100.0%	-	-
Machinery and equipment	-	42	-	42	42	-	100.0%	-	-
Other machinery and equipment	-	42	-	42	42	-	100.0%	-	-
Total	21,861	-	-	21,861	12,777	9,084	58.4%	93,368	89,345

Subprogramme: 2.4: REGIONAL INTEGRATION									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current Payments	13,980	1,311	-	15,291	7,167	8,124	46.9%	10,891	10,697
Compensation of employees	5,728	1,319	-	7,047	7,047	-	100.0%	7,030	7,030
Salaries and wages	5,556	785	-	6,341	6,341	-	100.0%	6,339	6,339
Social contributions	172	534	-	706	706	-	100.0%	691	691
Goods and services	8,252	(8)	-	8,244	120	8,124	1.5%	3,861	3,667

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Subprogramme: 2.4: REGIONAL INTEGRATION									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Administrative fees	75	-	-	75	-	75	0.0%	1	1
Advertising	-	-	-	-	-	-	0.0%	422	422
Catering: Departmental activities	-	-	-	-	-	-	0.0%	117	117
Communication (G&S)	93	-	-	93	88	5	94.6%	93	89
Consultants: Business and advisory services	7,515	(8)	-	7,507	-	7,507	0.0%	2,071	1,891
Travel and subsistence	452	-	-	452	32	420	7.1%	847	847
Training and development	40	-	-	40	-	40	0.0%	10	-
Operating payments	56	-	-	56	-	56	0.0%	-	-
Venues and facilities	21	-	-	21	-	21	0.0%	300	300
Payments for Capital Assets	-	8	-	8	8	-	100.0%	-	-
Machinery and equipment	-	8	-	8	8	-	100.0%	-	-
Other machinery and equipment	-	8	-	8	8	-	100.0%	-	-
Payment for Financial Assets	-	-	-	-	-	-	0.0%	1	1
Total	13,980	1,319	-	15,299	7,175	8,124	46.9%	10,892	10,698

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APPROPRIATION STATEMENT
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Subprogramme: 2.5: RESEARCH AND INNOVATION									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current Payments	12,633	913	-	13,546	12,096	1,450	89.3%	16,846	13,026
Compensation of employees	10,563	913	-	11,476	11,476	-	100.0%	11,354	11,354
Salaries and wages	9,855	300	-	10,155	10,155	-	100.0%	10,094	10,094
Social contributions	708	613	-	1,321	1,321	-	100.0%	1,260	1,260
Goods and services	2,070	-	-	2,070	620	1,450	30.0%	5,492	1,672
Administrative fees	-	-	-	-	-	-	0.0%	2	2
Advertising	-	327	-	327	327	-	100.0%	-	-
Catering: Departmental activities	-	5	-	5	5	-	100.0%	-	-
Communication (G&S)	130	-	-	130	77	53	59.2%	130	109
Computer services	-	-	-	-	-	-	0.0%	-	-
Consultants: Business and advisory services	714	-	-	714	-	714	0.0%	3,635	-
Consumable: Stationery, printing and office supplies	10	-	-	10	-	10	0.0%	41	41
Travel and subsistence	884	(430)	-	454	35	419	7.7%	773	653
Training and development	78	98	-	176	176	-	100.0%	169	169
Operating payments	74	-	-	74	-	74	0.0%	44	-
Venues and facilities	180	-	-	180	-	180	0.0%	698	698
Payments for Capital Assets	-	-	-	-	-	-	0.0%	42	42
Machinery and equipment	-	-	-	-	-	-	0.0%	42	42
Other machinery and equipment	-	-	-	-	-	-	0.0%	42	42
Payment for Financial Assets	-	-	-	-	-	-	0.0%	6	6
Total	12,633	913	-	13,546	12,096	1,450	89.3%	16,894	13,074

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Subprogramme: 2.6: INTEGRATED TRANSPORT PLANNING ADMINISTRATION SUPPORT									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current Payments	8,326	(2,496)	-	5,830	4,472	1,358	76.7%	6,135	3,554
Compensation of employees	4,448	(2,232)	-	2,216	2,085	131	94.1%	2,430	1,996
Salaries and wages	4,117	(2,232)	-	1,885	1,759	126	93.3%	2,117	1,683
Social contributions	331	-	-	331	326	5	98.5%	313	313
Goods and services	3,878	(264)	-	3,614	2,387	1,227	66.0%	3,705	1,558
Administrative fees	1	-	-	1	1	-	100.0%	1	1
Minor assets	93	-	-	93	-	93	0.0%	81	81
Communication (G&S)	80	-	-	80	51	29	63.8%	81	35
Computer services	-	3	-	3	3	-	100.0%	-	-
Consultants: Business and advisory services	2,452	(340)	-	2,112	1,967	145	93.1%	2,034	-
Contractors	-	-	-	-	-	-	0.0%	13	13
Consumable supplies	30	-	-	30	9	21	30.0%	18	18
Consumable: Stationery, printing and office supplies	230	-	-	230	31	199	13.5%	247	247
Travel and subsistence	536	-	-	536	97	439	18.1%	305	305
Training and development	100	73	-	173	173	-	100.0%	260	260
Operating payments	91	-	-	91	55	36	60.4%	100	93
Venues and facilities	265	-	-	265	-	265	0.0%	565	505
Payments for Capital Assets	223	264	-	487	487	-	100.0%	849	849
Machinery and equipment	223	264	-	487	487	-	100.0%	849	849
Transport equipment	-	-	-	-	-	-	0.0%	-	-
Other machinery and equipment	223	264	-	487	487	-	100.0%	849	849
Total	8,549	(2,232)	-	6,317	4,959	1,358	78.5%	6,984	4,403

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Programme 3: Rail Transport										
		2020/21						2019/20		
		Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
		R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Subprogramme										
1.	Rail Regulation	17,813	(501)	-	17,312	7,945	9,367	45.9%	10,514	10,128
2.	Rail Infrastructure and Industry Development	7,182	501	-	7,683	6,803	880	88.5%	7,229	7,229
3.	Rail Operations	11,826	2,021	-	13,847	10,131	3,716	73.2%	13,471	13,471
4.	Rail Oversight	9,556,560	-	-	9,556,560	9,556,560	-	100.0%	16,525,743	16,525,743
5.	Rail Administration Support	6,024	(2,021)	-	4,003	2,863	1,140	71.5%	3,882	3,667
		9,599,405	-	-	9,599,405	9,584,302	15,103	99.8%	16,560,839	16,560,238
Economic Classification										
	Current Payments	42,722	(108)	-	42,614	27,511	15,103	64.6%	34,694	34,093
	Compensation of employees	28,587	(20)	-	28,567	26,887	1,680	94.1%	28,541	27,940
	Salaries and wages	26,264	(1,026)	-	25,238	23,558	1,680	93.3%	25,225	24,624
	Social contributions	2,323	1,006	-	3,329	3,329	-	100.0%	3,316	3,316
	Goods and services	14,135	(88)	-	14,047	624	13,423	4.4%	6,153	6,153
	Administrative fees	23	-	-	23	-	23	0.0%	7	7
	Advertising	50	-	-	50	-	50	0.0%	199	199
	Minor assets	6	4	-	10	10	-	100.0%	3	3
	Catering: Departmental activities	30	-	-	30	-	30	0.0%	14	14
	Communication (G&S)	431	7	-	438	360	78	82.2%	330	330
	Consultants: Business and advisory services	11,887	(79)	-	11,808	-	11,808	0.0%	4,391	4,391
	Contractors	-	-	-	-	-	-	0.0%	3	3
	Consumable supplies	7	-	-	7	2	5	28.6%	5	5
	Consumable: Stationery, printing and office	200	40	-	240	78	162	32.5%	471	471

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Programme 3: Rail Transport									
	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
supplies									
Travel and subsistence	1,431	(132)	-	1,299	102	1,197	7.9%	571	571
Training and development	20	-	-	20	-	20	0.0%	34	34
Operating payments	-	40	-	40	40	-	100.0%	55	55
Venues and facilities	50	32	-	82	32	50	39.0%	70	70
Transfers and Subsidies	9,556,560	20	-	9,556,580	9,556,580	-	100.0%	16,525,735	16,525,735
Departmental agencies and accounts	82,045	-	-	82,045	82,045	-	100.0%	63,522	63,522
Departmental agencies	82,045	-	-	82,045	82,045	-	100.0%	63,522	63,522
Public corporations and private enterprises	9,474,515	-	-	9,474,515	9,474,515	-	100.0%	16,462,213	16,462,213
Public corporations	9,474,515	-	-	9,474,515	9,474,515	-	100.0%	16,462,213	16,462,213
Subsidies on products and production (pc)	9,474,515	-	-	9,474,515	9,474,515	-	100.0%	-	-
Other transfers to public corporations	-	-	-	-	-	-	0.0%	16,462,213	16,462,213
Households	-	20	-	20	20	-	100.0%	-	-
Social benefits	-	20	-	20	20	-	100.0%	-	-
Payments for Capital Assets	123	88	-	211	211	-	100.0%	409	409
Machinery and equipment	123	88	-	211	211	-	100.0%	409	409
Other machinery and equipment	123	88	-	211	211	-	100.0%	409	409
Payment for Financial Assets	-	-	-	-	-	-	0.0%	1	1
Total	9,599,405	-	-	9,599,405	9,584,302	15,103	99.8%	16,560,839	16,560,238

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Subprogramme: 3.1: RAIL REGULATION									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current Payments	17,813	(521)	-	17,292	7,925	9,367	45.8%	10,513	10,127
Compensation of employees	9,258	(521)	-	8,737	7,693	1,044	88.1%	9,197	8,811
Salaries and wages	8,450	(646)	-	7,804	6,760	1,044	86.6%	8,196	7,810
Social contributions	808	125	-	933	933	-	100.0%	1,001	1,001
Goods and services	8,555	-	-	8,555	232	8,323	2.7%	1,316	1,316
Administrative fees	2	-	-	2	-	2	0.0%	-	-
Catering: Departmental activities	-	-	-	-	-	-	0.0%	2	2
Communication (G&S)	135	-	-	135	109	26	80.7%	108	108
Consultants: Business and advisory services	8,162	(72)	-	8,090	-	8,090	0.0%	940	940
Consumable supplies	-	-	-	-	-	-	0.0%	1	1
Consumable: Stationery, printing and office supplies	-	40	-	40	40	-	100.0%	184	184
Travel and subsistence	256	-	-	256	51	205	19.9%	81	81
Venues and facilities	-	32	-	32	32	-	100.0%	-	-
Transfers and Subsidies	-	20	-	20	20	-	100.0%	-	-
Households	-	20	-	20	20	-	100.0%	-	-
Social benefits	-	20	-	20	20	-	100.0%	-	-
Payment for Financial Assets	-	-	-	-	-	-	0.0%	1	1
Total	17,813	(501)	-	17,312	7,945	9,367	45.9%	10,514	10,128

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Subprogramme: 3.2: RAIL INFRASTRUCTURE AND INDUSTRY DEVELOPMENT									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current Payments	7,182	501	-	7,683	6,803	880	88.5%	7,229	7,229
Compensation of employees	6,188	501	-	6,689	6,689	-	100.0%	6,742	6,742
Salaries and wages	5,362	528	-	5,890	5,890	-	100.0%	5,959	5,959
Social contributions	826	(27)	-	799	799	-	100.0%	783	783
Goods and services	994	-	-	994	114	880	11.5%	487	487
Administrative fees	6	-	-	6	-	6	0.0%	5	5
Advertising	50	-	-	50	-	50	0.0%	199	199
Catering: Departmental activities	8	-	-	8	-	8	0.0%	-	-
Communication (G&S)	91	7	-	98	98	-	100.0%	85	85
Consultants: Business and advisory services	725	(7)	-	718	-	718	0.0%	-	-
Travel and subsistence	114	-	-	114	16	98	14.0%	197	197
Operating payments	-	-	-	-	-	-	0.0%	1	1
Total	7,182	501	-	7,683	6,803	880	88.5%	7,229	7,229

Subprogramme: 3.3: RAIL OPERATIONS									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current Payments	11,826	2,021	-	13,847	10,131	3,716	73.2%	13,471	13,471
Compensation of employees	7,952	2,021	-	9,973	9,973	-	100.0%	9,782	9,782

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Subprogramme: 3.3: RAIL OPERATIONS									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Salaries and wages	7,696	1,136	-	8,832	8,832	-	100.0%	8,683	8,683
Social contributions	256	885	-	1,141	1,141	-	100.0%	1,099	1,099
Goods and services	3,874	-	-	3,874	158	3,716	4.1%	3,689	3,689
Administrative fees	3	-	-	3	-	3	0.0%	1	1
Catering: Departmental activities	20	-	-	20	-	20	0.0%	6	6
Communication (G&S)	145	-	-	145	138	7	95.2%	116	116
Consultants: Business and advisory services	3,000	-	-	3,000	-	3,000	0.0%	3,451	3,451
Consumable supplies	-	-	-	-	-	-	0.0%	1	1
Consumable: Stationery, printing and office supplies	70	-	-	70	6	64	8.6%	-	-
Travel and subsistence	636	-	-	636	14	622	2.2%	114	114
Total	11,826	2,021	-	13,847	10,131	3,716	73.2%	13,471	13,471

Subprogramme: 3.4: RAIL OVERSIGHT									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current Payments	-	-	-	-	-	-	0.0%	8	8
Goods and services	-	-	-	-	-	-	0.0%	8	8
Travel and subsistence	-	-	-	-	-	-	0.0%	8	8
Transfers and Subsidies	9,556,560	-	-	9,556,560	9,556,560	-	100.0%	16,525,735	16,525,735

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Subprogramme: 3.4: RAIL OVERSIGHT									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Departmental agencies and accounts	82,045	-	-	82,045	82,045	-	100.0%	63,522	63,522
Departmental agencies	82,045			82,045	82,045	-	100.0%	63,522	63,522
Public corporations and private enterprises	9,474,515	-	-	9,474,515	9,474,515	-	100.0%	16,462,213	16,462,213
Public corporations	9,474,515	-	-	9,474,515	9,474,515	-	100.0%	16,462,213	16,462,213
Subsidies on products and production (pc)	9,474,515			9,474,515	9,474,515	-	100.0%	-	-
Other transfers to public corporations	-			-	-	-	0.0%	16,462,213	16,462,213
Total	9,556,560	-	-	9,556,560	9,556,560	-	100.0%	16,525,743	16,525,743

Subprogramme: 3.5: RAIL ADMINISTRATION SUPPORT									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current Payments	5,901	(2,109)	-	3,792	2,652	1,140	69.9%	3,473	3,258
Compensation of employees	5,189	(2,021)	-	3,168	2,532	636	79.9%	2,820	2,605
Salaries and wages	4,756	(2,044)	-	2,712	2,076	636	76.5%	2,387	2,172
Social contributions	433	23	-	456	456	-	100.0%	433	433
Goods and services	712	(88)	-	624	120	504	19.2%	653	653
Administrative fees	12	-	-	12	-	12	0.0%	1	1
Minor assets	6	4	-	10	10	-	100.0%	3	3

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Subprogramme: 3.5: RAIL ADMINISTRATION SUPPORT									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Catering: Departmental activities	2	-	-	2	-	2	0.0%	6	6
Communication (G&S)	60	-	-	60	15	45	25.0%	21	21
Contractors	-	-	-	-	-	-	0.0%	3	3
Consumable supplies	7	-	-	7	2	5	28.6%	3	3
Consumable: Stationery, printing and office supplies	130	-	-	130	32	98	24.6%	287	287
Travel and subsistence	425	(132)	-	293	21	272	7.2%	171	171
Training and development	20	-	-	20	-	20	0.0%	34	34
Operating payments	-	40	-	40	40	-	100.0%	54	54
Venues and facilities	50			50	-	50	0.0%	70	70
Payments for Capital Assets	123	88	-	211	211	-	100.0%	409	409
Machinery and equipment	123	88	-	211	211	-	100.0%	409	409
Other machinery and equipment	123	88	-	211	211	-	100.0%	409	409
Total	6,024	(2,021)	-	4,003	2,863	1,140	71.5%	3,882	3,667

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Programme 4: Road Transport										
		2020/21						2019/20		
		Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
		R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Subprogramme										
1.	Road Regulation	44,781	36,172	1,061	82,014	82,013	1	100.0%	282,496	282,019
2.	Road Infrastructure and Industry Development	35,466	(17,279)	-	18,187	14,161	4,026	77.9%	22,716	17,067
3.	Road Oversight	31,352,984	(1,264)	-	31,351,720	31,344,564	7,156	100.0%	32,954,351	32,952,556
4.	Road Administration Support	9,213	(1,569)	-	7,644	7,644	-	100.0%	12,613	12,613
5.	Road Engineering Standards	28,655	(16,060)	-	12,595	11,603	992	92.1%	23,325	21,610
		31,471,099	-	1,061	31,472,160	31,459,985	12,175	100.0%	33,295,501	33,285,865
Economic Classification										
	Current Payments	126,940	(224)	1,061	127,777	115,602	12,175	90.5%	336,317	326,681
	Compensation of employees	75,684	(137)	-	75,547	63,373	12,174	83.9%	70,563	60,928
	Salaries and wages	66,028	(279)	-	65,749	55,851	9,898	84.9%	61,622	53,960
	Social contributions	9,656	142	-	9,798	7,522	2,276	76.8%	8,941	6,968
	Goods and services	51,256	(87)	1,061	52,230	52,229	1	100.0%	265,754	265,753
	Administrative fees	221	(211)	-	10	10	-	100.0%	18	17
	Advertising	2,160	(2,160)	-	-	-	-	0.0%	1,243	1,243
	Minor assets	144	(128)	-	16	16	-	100.0%	29	29
	Catering: Departmental activities	2,291	(2,253)	-	38	38	-	100.0%	376	376
	Communication (G&S)	1,352	(570)	-	782	782	-	100.0%	864	864
	Computer services	1,266	293	-	1,559	1,559	-	100.0%	1,711	1,711
	Consultants: Business and advisory services	27,096	16,218	1,061	44,375	44,374	1	100.0%	243,417	243,417
	Contractors	244	(153)	-	91	91	-	100.0%	217	217

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Programme 4: Road Transport										
		2020/21						2019/20		
		Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
		R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
	Inventory: Clothing material and accessories	-	-	-	-	-	-	0.0%	70	70
	Consumable supplies	164	(145)	-	19	19	-	100.0%	22	22
	Consumable: Stationery, printing and office supplies	659	22	-	681	681	-	100.0%	714	714
	Property payments	126	(126)	-	-	-	-	0.0%	-	-
	Travel and subsistence	14,188	(9,898)	-	4,290	4,290	-	100.0%	14,838	14,838
	Training and development	400	(380)	-	20	20	-	100.0%	236	236
	Operating payments	413	(184)	-	229	229	-	100.0%	449	449
	Venues and facilities	532	(412)	-	120	120	-	100.0%	1,550	1,550
	Transfers and Subsidies	31,343,354	137	-	31,343,491	31,343,491	-	100.0%	32,952,031	32,952,031
	Provinces and municipalities	10,575,770	-	-	10,575,770	10,575,770	-	100.0%	11,556,289	11,556,289
	Provinces	10,467,334	-	-	10,467,334	10,467,334	-	100.0%	11,442,398	11,442,398
	Provincial Revenue Funds	10,467,334	-	-	10,467,334	10,467,334	-	100.0%	11,442,398	11,442,398
	Municipalities	108,436	-	-	108,436	108,436	-	100.0%	113,891	113,891
	Municipal bank accounts	108,436	-	-	108,436	108,436	-	100.0%	113,891	113,891
	Departmental agencies and accounts	20,767,584	-	-	20,767,584	20,767,584	-	100.0%	21,395,222	21,395,222
	Departmental agencies	20,767,584	-	-	20,767,584	20,767,584	-	100.0%	21,395,222	21,395,222
	Households	-	137	-	137	137	-	100.0%	520	520
	Social benefits	-	137	-	137	137	-	100.0%	520	520
	Payments for Capital Assets	805	87	-	892	892	-	100.0%	1,071	1,071

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Programme 4: Road Transport										
		2020/21						2019/20		
		Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
		R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
	Machinery and equipment	805	87	-	892	892	-	100.0%	1,071	1,071
	Other machinery and equipment	805	87	-	892	892	-	100.0%	1,071	1,071
	Payment for Financial Assets	-	-	-	-	-	-	0.0%	6,082	6,082
	Total	31,471,099	-	1,061	31,472,160	31,459,985	12,175	100.0%	33,295,501	33,285,865

Subprogramme: 4.1: ROAD REGULATION										
Economic Classification		2020/21						2019/20		
		Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
		R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
	Current Payments	44,781	36,120	1,061	81,962	81,961	1	100.0%	275,797	275,320
	Compensation of employees	30,791	1,776	-	32,567	32,567	-	100.0%	30,817	30,340
	Salaries and wages	26,566	1,865	-	28,431	28,431	-	100.0%	27,130	26,653
	Social contributions	4,225	(89)	-	4,136	4,136	-	100.0%	3,687	3,687
	Goods and services	13,990	34,344	1,061	49,395	49,394	1	100.0%	244,980	244,980
	Administrative fees	183	(182)	-	1	1	-	100.0%	8	8
	Advertising	2,135	(2,135)	-	-	-	-	0.0%	738	738
	Minor assets	24	(22)	-	2	2	-	100.0%	1	1
	Catering: Departmental activities	2,021	(2,011)	-	10	10	-	100.0%	308	308
	Communication (G&S)	410	(72)	-	338	338	-	100.0%	426	426
	Computer services	1,240	319	-	1,559	1,559	-	100.0%	1,711	1,711

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Subprogramme: 4.1: ROAD REGULATION									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Consultants: Business and advisory services	1,805	41,509	1,061	44,375	44,374	1	100.0%	233,640	233,640
Contractors	214	(214)	-	-	-	-	0.0%	-	-
Consumable supplies	32	(30)	-	2	2	-	100.0%	-	-
Consumable: Stationery, printing and office supplies	4	526	-	530	530	-	100.0%	367	367
Property payments	126	(126)	-	-	-	-	0.0%	-	-
Travel and subsistence	5,486	(3,112)	-	2,374	2,374	-	100.0%	6,740	6,740
Operating payments	310	(106)	-	204	204	-	100.0%	403	403
Venues and facilities	-	-	-	-	-	-	0.0%	638	638
Transfers and Subsidies	-	22	-	22	22	-	100.0%	437	437
Households	-	22	-	22	22	-	100.0%	437	437
Social benefits	-	22	-	22	22	-	100.0%	437	437
Payments for Capital Assets	-	30	-	30	30	-	100.0%	184	184
Machinery and equipment	-	30	-	30	30	-	100.0%	184	184
Other machinery and equipment	-	30	-	30	30	-	100.0%	184	184
Payment for Financial Assets	-	-	-	-	-	-	0.0%	6,078	6,078
Total	44,781	36,172	1,061	82,014	82,013	1	100.0%	282,496	282,019

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Subprogramme: 4.2: ROAD INFRASTRUCTURE AND INDUSTRY DEVELOPMENT									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current Payments	35,466	(17,437)	-	18,029	14,003	4,026	77.7%	22,673	17,024
Compensation of employees	19,748	(2,809)	-	16,939	12,913	4,026	76.2%	19,689	14,040
Salaries and wages	17,293	(2,809)	-	14,484	11,563	2,921	79.8%	17,639	12,571
Social contributions	2,455	-	-	2,455	1,350	1,105	55.0%	2,050	1,469
Goods and services	15,718	(14,628)	-	1,090	1,090	-	100.0%	2,984	2,984
Administrative fees	9	(8)	-	1	1	-	100.0%	3	3
Advertising	2	(2)	-	-	-	-	0.0%	-	-
Catering: Departmental activities	115	(87)	-	28	28	-	100.0%	62	62
Communication (G&S)	433	(244)	-	189	189	-	100.0%	222	222
Consultants: Business and advisory services	11,631	(11,631)	-	-	-	-	0.0%	-	-
Contractors	-	59	-	59	59	-	100.0%	-	-
Inventory: Clothing material	-	-	-	-	-	-	0.0%	22	22
Consumable supplies	-	3	-	3	3	-	100.0%	-	-
Consumable: Stationery, printing and office supplies	45	(45)	-	-	-	-	0.0%	1	1
Travel and subsistence	3,468	(2,658)	-	810	810	-	100.0%	2,657	2,657
Training and development	-	-	-	-	-	-	0.0%	17	17
Operating payments	15	(15)	-	-	-	-	0.0%	-	-
Transfers and Subsidies	-	115	-	115	115	-	100.0%	43	43
Households	-	115	-	115	115	-	100.0%	43	43
Social benefits	-	115	-	115	115	-	100.0%	43	43
Payments for Capital Assets	-	43	-	43	43	-	100.0%	-	-
Machinery and equipment	-	43	-	43	43	-	100.0%	-	-

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Subprogramme: 4.2: ROAD INFRASTRUCTURE AND INDUSTRY DEVELOPMENT									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Other machinery and equipment	-	43	-	43	43	-	100.0%	-	-
Total	35,466	(17,279)	-	18,187	14,161	4,026	77.9%	22,716	17,067

Subprogramme: 4.3: ROAD OVERSIGHT									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current Payments	9,630	(1,264)	-	8,366	1,210	7,156	14.5%	2,800	1,005
Compensation of employees	8,359	-	-	8,359	1,203	7,156	14.4%	2,776	982
Salaries and wages	7,446	-	-	7,446	1,068	6,378	14.3%	1,840	921
Social contributions	913	-	-	913	135	778	14.8%	936	61
Goods and services	1,271	(1,264)	-	7	7	-	100.0%	24	23
Administrative fees	2	(2)	-	-	-	-	0.0%	1	-
Advertising	2	(2)	-	-	-	-	0.0%	-	-
Minor assets	30	(30)	-	-	-	-	0.0%	-	-
Catering: Departmental activities	60	(60)	-	-	-	-	0.0%	-	-
Communication (G&S)	51	(44)	-	-	-	-	100.0%	9	9
Computer services	16	(16)	-	-	-	-	0.0%	-	-
Consumable supplies	25	(25)	-	-	-	-	0.0%	-	-
Travel and subsistence	1,070	(1,070)	-	-	-	-	0.0%	14	14
Operating payments	15	(15)	-	-	-	-	0.0%	-	-

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Subprogramme: 4.3: ROAD OVERSIGHT									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Transfers and Subsidies	31,343,354	-	-	31,343,354	31,343,354	-	100.0%	32,951,551	32,951,551
Provinces and municipalities	10,575,770	-	-	10,575,770	10,575,770	-	100.0%	11,556,289	11,556,289
Provinces	10,467,334	-	-	10,467,334	10,467,334	-	100.0%	11,442,398	11,442,398
Provincial Revenue Funds	10,467,334			10,467,334	10,467,334	-	100.0%	11,442,398	11,442,398
Municipalities	108,436	-	-	108,436	108,436	-	100.0%	113,891	113,891
Municipal bank accounts	108,436			108,436	108,436	-	100.0%	113,891	113,891
Departmental agencies and accounts	20,767,584	-	-	20,767,584	20,767,584	-	100.0%	21,395,222	21,395,222
Departmental agencies	20,767,584			20,767,584	20,767,584	-	100.0%	21,395,222	21,395,222
Households	-	-	-	-	-	-	0.0%	40	40
Social benefits	-			-	-	-	0.0%	40	40
Total	31,352,984	(1,264)	-	31,351,720	31,344,564	7,156	100.0%	32,954,351	32,952,556

Subprogramme: 4.4: ROAD ADMINISTRATION SUPPORT									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current Payments	8,408	(1,578)	-	6,830	6,830	-	100.0%	11,779	11,779
Compensation of employees	5,348	896	-	6,244	6,244	-	100.0%	5,879	5,879
Salaries and wages	4,773	665	-	5,438	5,438	-	100.0%	5,148	5,148
Social contributions	575	231	-	806	806	-	100.0%	731	731
Goods and services	3,060	(2,474)	-	586	586	-	100.0%	5,900	5,900

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Subprogramme: 4.4: ROAD ADMINISTRATION SUPPORT									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Administrative fees	2	(2)	-	-	-	-	0.0%	4	4
Advertising	16	(16)	-	-	-	-	0.0%	505	505
Minor assets	55	(41)	-	14	14	-	100.0%	28	28
Catering: Departmental activities	30	(30)	-	-	-	-	0.0%	4	4
Communication (G&S)	138	(63)	-	75	75	-	100.0%	76	76
Computer services	10	(10)	-	-	-	-	0.0%	-	-
Contractors	30	2	-	32	32	-	100.0%	206	206
Inventory: Clothing material and accessories	-	-	-	-	-	-	0.0%	48	48
Consumable supplies	107	(93)	-	14	14	-	100.0%	22	22
Consumable: Stationery, printing and office supplies	610	(459)	-	151	151	-	100.0%	346	346
Travel and subsistence	1,070	(935)	-	135	135	-	100.0%	3,587	3,587
Training and development	400	(380)	-	20	20	-	100.0%	185	185
Operating payments	60	(35)	-	25	25	-	100.0%	34	34
Venues and facilities	532	(412)	-	120	120	-	100.0%	855	855
Payments for Capital Assets	805	9	-	814	814	-	100.0%	834	834
Machinery and equipment	805	9	-	814	814	-	100.0%	834	834
Other machinery and equipment	805	9	-	814	814	-	100.0%	834	834
Total	9,213	(1,569)	-	7,644	7,644	-	100.0%	12,613	12,613

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Subprogramme: 4.5: ROAD ENGINEERING STANDARDS									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current Payments	28,655	(16,065)	-	12,590	11,598	992	92.1%	23,268	21,553
Compensation of employees	11,438	-	-	11,438	10,446	992	91.3%	11,402	9,687
Salaries and wages	9,950	-	-	9,950	9,351	599	94.0%	9,865	8,667
Social contributions	1,488	-	-	1,488	1,095	393	73.6%	1,537	1,020
Goods and services	17,217	(16,065)	-	1,152	1,152	-	100.0%	11,866	11,866
Administrative fees	25	(17)	-	8	8	-	100.0%	2	2
Advertising	5	(5)	-	-	-	-	0.0%	-	-
Minor assets	35	(35)	-	-	-	-	0.0%	-	-
Catering: Departmental activities	65	(65)	-	-	-	-	0.0%	2	2
Communication (G&S)	320	(147)	-	173	173	-	100.0%	131	131
Consultants: Business and advisory services	13,660	(13,660)	-	-	-	-	0.0%	9,777	9,777
Contractors	-	-	-	-	-	-	0.0%	11	11
Travel and subsistence	3,094	(2,123)	-	971	971	-	100.0%	1,840	1,840
Training and development	-	-	-	-	-	-	0.0%	34	34
Operating payments	13	(13)	-	-	-	-	0.0%	12	12
Venues and facilities	-	-	-	-	-	-	0.0%	57	57
Payments for Capital Assets	-	5	-	5	5	-	100.0%	53	53
Machinery and equipment	-	5	-	5	5	-	100.0%	53	53
Other machinery and equipment	-	5	-	5	5	-	100.0%	53	53
Payment for Financial Assets	-	-	-	-	-	-	0.0%	4	4
Total	28,655	(16,060)	-	12,595	11,603	992	92.1%	23,325	21,610

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Programme 5: Civil Aviation										
		2020/21						2019/20		
		Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
		R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Subprogramme										
1.	Aviation Policy and Regulations	27,846	(227)	-	27,619	25,427	2,192	92.1%	26,330	25,313
2.	Aviation Economic Analysis and Industry Development	15,248	(6)	-	15,242	6,811	8,431	44.7%	8,400	6,811
3.	Aviation Safety, Security Environment and Search and Rescue	68,218	-	(2,733)	65,485	55,750	9,735	85.1%	102,598	61,049
4.	Aviation Oversight	2,556,503	-	(116)	2,556,387	2,549,546	6,841	99.7%	75,024	73,654
5.	Aviation Administration Support	5,883	233	-	6,116	4,674	1,442	76.4%	11,993	11,993
		2,673,698	-	(2,849)	2,670,849	2,642,208	28,641	98.9%	224,345	178,820
Economic Classification										
	Current Payments	171,891	(186)	(2,849)	168,856	145,084	23,772	85.9%	200,924	155,485
	Compensation of employees	49,889	(127)	(2,849)	46,913	38,537	8,376	82.1%	48,000	43,201
	Salaries and wages	46,403	(1,305)	(2,733)	42,365	34,017	8,348	80.3%	43,106	38,468
	Social contributions	3,486	1,178	(116)	4,548	4,520	28	99.4%	4,894	4,733
	Goods and services	122,002	(59)	-	121,943	106,547	15,396	87.4%	152,924	112,284
	Administrative fees	-	2	-	2	2	-	100.0%	7	7
	Advertising	-	71	-	71	71	-	100.0%	696	696
	Minor assets	40	(5)	-	35	-	35	0.0%	92	92
	Audit costs: External	1	-	-	1	-	1	0.0%	-	-
	Catering: Departmental activities	330	87	-	417	274	143	65.7%	284	284
	Communication (G&S)	51,982	(43)	-	51,939	46,661	5,278	89.8%	87,554	50,922
	Computer services	-	5	-	5	5	-	100.0%	-	-
	Consultants: Business	57,996	1,791	-	59,787	56,601	3,186	94.7%	53,990	53,795

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Programme 5: Civil Aviation										
		2020/21						2019/20		
		Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
		R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
	and advisory services									
	Contractors	280	300	-	580	580	-	100.0%	437	437
	Consumable supplies	189	(9)	-	180	113	67	62.8%	138	138
	Consumable: Stationery, printing and office supplies	874	(246)	-	628	53	575	8.4%	509	225
	Operating leases	517	947	-	1,464	1,458	6	99.6%	1,232	1,232
	Property payments	-	42	-	42	41	1	97.6%	58	58
	Travel and subsistence	7,420	(2,689)	-	4,731	534	4,197	11.3%	5,948	3,936
	Training and development	370	(30)	-	340	-	340	0.0%	400	67
	Operating payments	487	(262)	-	225	133	92	59.1%	222	222
	Venues and facilities	1,516	(20)	-	1,496	21	1,475	1.4%	1,357	173
	Transfers and Subsidies	176,559	127	-	176,686	171,817	4,869	97.2%	22,501	22,501
	Departmental agencies and accounts	155,479	-	-	155,479	155,479	-	100.0%	-	-
	Departmental agencies	155,479	-	-	155,479	155,479	-	100.0%	-	-
	Foreign governments and international organisations	17,937	-	-	17,937	13,068	4,869	72.9%	19,421	19,421
	Non-profit institutions	3,143	-	-	3,143	3,143	-	100.0%	2,981	2,981
	Households	-	127	-	127	127	-	100.0%	99	99
	Social benefits	-	127	-	127	127	-	100.0%	99	99
	Payments for Capital Assets	498	59	-	557	557	-	100.0%	913	827
	Machinery and equipment	498	59	-	557	557	-	100.0%	913	827
	Other machinery and equipment	498	59	-	557	557	-	100.0%	913	827
	Payment for Financial Assets	2,324,750	-	-	2,324,750	2,324,750	-	100.0%	7	7
	Total	2,673,698	-	(2,849)	2,670,849	2,642,208	28,641	98.9%	224,345	178,820

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Subprogramme: 5.1: AVIATION POLICY AND REGULATIONS									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000
Current Payments	27,540	(23)	-	27,517	25,325	2,192	92.0%	26,108	25,091
Compensation of employees	20,791	(23)	-	20,768	18,671	2,097	89.9%	18,400	17,383
Salaries and wages	19,310	(609)	-	18,701	16,604	2,097	88.8%	16,337	15,320
Social contributions	1,481	586	-	2,067	2,067	-	100.0%	2,063	2,063
Goods and services	6,749	-	-	6,749	6,654	95	98.6%	7,708	7,708
Administrative fees	-	-	-	-	-	-	0.0%	2	2
Advertising	-	71	-	71	71	-	100.0%	8	8
Minor assets	5	(5)	-	-	-	-	0.0%	-	-
Catering: Departmental activities	149	124	-	273	272	1	99.6%	165	165
Communication (G&S)	343	(102)	-	241	241	-	100.0%	274	274
Computer services	-	5	-	5	5	-	100.0%	-	-
Consultants: Business and advisory services	2,234	1,617	-	3,851	3,850	1	100.0%	3,866	3,866
Contractors	200	125	-	325	325	-	100.0%	277	277
Consumable supplies	120	(9)	-	111	111	-	100.0%	31	31
Consumable: Stationery, printing and office supplies	295	(246)	-	49	49	-	100.0%	124	124
Operating leases	511	947	-	1,458	1,458	-	100.0%	1,232	1,232
Property payments	-	42	-	42	41	1	97.6%	1	1
Travel and subsistence	2,384	(2,190)	-	194	194	-	100.0%	1,671	1,671
Training and development	30	(30)	-	-	-	-	0.0%	-	-
Operating payments	458	(329)	-	129	37	92	28.7%	57	57
Venues and facilities	20	(20)	-	-	-	-	0.0%	-	-
Transfers and Subsidies	-	23	-	23	23	-	100.0%	43	43

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Subprogramme: 5.1: AVIATION POLICY AND REGULATIONS									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Households	-	23	-	23	23	-	100.0%	43	43
Social benefits	-	23	-	23	23	-	100.0%	43	43
Payments for Capital Assets	306	(227)	-	79	79	-	100.0%	175	175
Machinery and equipment	306	(227)	-	79	79	-	100.0%	175	175
Other machinery and equipment	306	(227)	-	79	79	-	100.0%	175	175
Payment for Financial Assets	-	-	-	-	-	-	0.0%	4	4
Total	27,846	(227)	-	27,619	25,427	2,192	92.1%	26,330	25,313

Subprogramme: 5.2: AVIATION ECONOMIC ANALYSIS AND INDUSTRY DEVELOPMENT									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current Payments	15,157	-	-	15,157	6,726	8,431	44.4%	8,373	6,784
Compensation of employees	9,839	-	-	9,839	6,128	3,711	62.3%	7,415	5,826
Salaries and wages	9,496	(431)	-	9,065	5,354	3,711	59.1%	6,710	5,121
Social contributions	343	431	-	774	774	-	100.0%	705	705
Goods and services	5,318	-	-	5,318	598	4,720	11.2%	958	958
Administrative fees	-	-	-	-	-	-	0.0%	1	1
Advertising	-	-	-	-	-	-	0.0%	295	295
Minor assets	15	-	-	15	-	15	0.0%	-	-

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Subprogramme: 5.2: AVIATION ECONOMIC ANALYSIS AND INDUSTRY DEVELOPMENT									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Catering: Departmental activities	40	-	-	40	-	40	0.0%	25	25
Communication (G&S)	26	47	-	73	72	1	98.6%	122	122
Consultants: Business and advisory services	3,731	(47)	-	3,684	499	3,185	13.5%	178	178
Consumable supplies	4	-	-	4	1	3	25.0%	-	-
Consumable: Stationery, printing and office supplies	20	-	-	20	3	17	15.0%	33	33
Travel and subsistence	1,423	-	-	1,423	19	1,404	1.3%	236	236
Operating payments	4	-	-	4	4	-	100.0%	3	3
Venues and facilities	55	-	-	55	-	55	0.0%	65	65
Payments for Capital Assets	91	(6)	-	85	85	-	100.0%	27	27
Machinery and equipment	91	(6)	-	85	85	-	100.0%	27	27
Other machinery and equipment	91	(6)	-	85	85	-	100.0%	27	27
Total	15,248	(6)	-	15,242	6,811	8,431	44.7%	8,400	6,811

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Subprogramme: 5.3: AVIATION SAFETY, SECURITY ENVIRONMENT AND SEARCH AND RESCUE									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current Payments	68,218	(55)	(2,733)	65,430	55,695	9,735	85.1%	102,355	60,892
Compensation of employees	11,179	-	(2,733)	8,446	8,000	446	94.7%	8,505	7,682
Salaries and wages	10,336	(20)	(2,733)	7,583	7,137	446	94.1%	7,608	6,821
Social contributions	843	20	-	863	863	-	100.0%	897	861
Goods and services	57,039	(55)	-	56,984	47,695	9,289	83.7%	93,850	53,210
Administrative fees	-	1	-	1	1	-	100.0%	2	2
Advertising	-	-	-	-	-	-	0.0%	393	393
Minor assets	-	-	-	-	-	-	0.0%	28	28
Catering: Departmental activities	70	-	-	70	2	68	2.9%	94	94
Communication (G&S)	51,572	-	-	51,572	46,300	5,272	89.8%	87,139	50,507
Consultants: Business and advisory services	621	133	-	754	754	-	100.0%	611	416
Contractors	80	175	-	255	255	-	100.0%	133	133
Consumable supplies	15	-	-	15	1	14	6.7%	104	104
Consumable: Stationery, printing and office supplies	310	-	-	310	1	309	0.3%	310	26
Travel and subsistence	2,810	(406)	-	2,404	308	2,096	12.8%	3,363	1,351
Training and development	274	-	-	274	-	274	0.0%	400	67
Operating payments	10	42	-	52	52	-	100.0%	77	77
Venues and facilities	1,277	-	-	1,277	21	1,256	1.6%	1,196	12
Payments for Capital Assets	-	55	-	55	55	-	100.0%	240	154
Machinery and equipment	-	55	-	55	55	-	100.0%	240	154

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for the year ended 31 March 2021

Subprogramme: 5.3: AVIATION SAFETY, SECURITY ENVIRONMENT AND SEARCH AND RESCUE									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Other machinery and equipment	-	55	-	55	55	-	100.0%	240	154
Payment for Financial Assets	-	-	-	-	-	-	0.0%	3	3
Total	68,218	-	(2,733)	65,485	55,750	9,735	85.1%	102,598	61,049

Subprogramme: 5.4: AVIATION OVERSIGHT									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current Payments	55,194	-	(116)	55,078	53,106	1,972	96.4%	52,604	51,234
Compensation of employees	3,209	-	(116)	3,093	1,596	1,497	51.6%	3,198	1,828
Salaries and wages	2,911	-	-	2,911	1,423	1,488	48.9%	2,904	1,659
Social contributions	298	-	(116)	182	173	9	95.1%	294	169
Goods and services	51,985	-	-	51,985	51,510	475	99.1%	49,406	49,406
Administrative fees	-	1	-	1	1	-	100.0%	1	1
Minor assets	10	-	-	10	-	10	0.0%	-	-
Audit costs: External	1	-	-	1	-	1	0.0%	-	-
Catering: Departmental activities	11	-	-	11	-	11	0.0%	-	-
Communication (G&S)	16	-	-	16	11	5	68.8%	9	9
Consultants: Business and advisory services	51,410	88	-	51,498	51,498	-	100.0%	49,335	49,335
Consumable supplies	7	-	-	7	-	7	0.0%	-	-

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Subprogramme: 5.4: AVIATION OVERSIGHT									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Consumable: Stationery, printing and office supplies	73	-	-	73	-	73	0.0%	2	2
Operating leases	6	-	-	6	-	6	0.0%	-	-
Travel and subsistence	347	(89)	-	258	-	258	0.0%	59	59
Training and development	41	-	-	41	-	41	0.0%	-	-
Venues and facilities	63	-	-	63	-	63	0.0%	-	-
Transfers and Subsidies	176,559	-	-	176,559	171,690	4,869	97.2%	22,420	22,420
Departmental agencies and accounts	155,479	-	-	155,479	155,479	-	100.0%	-	-
Departmental agencies	155,479	-	-	155,479	155,479	-	100.0%	-	-
Foreign governments and international organisations	17,937	-	-	17,937	13,068	4,869	72.9%	19,421	19,421
Non-profit institutions	3,143	-	-	3,143	3,143	-	100.0%	2,981	2,981
Households	-	-	-	-	-	-	0.0%	18	18
Social benefits	-	-	-	-	-	-	0.0%	18	18
Payment for Financial Assets	2,324,750	-	-	2,324,750	2,324,750	-	100.0%	-	-
Total	2,556,503	-	(116)	2,556,387	2,549,546	6,841	99.7%	75,024	73,654

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Subprogramme: 5.5: AVIATION ADMINISTRATION SUPPORT									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current Payments	5,782	(108)	-	5,674	4,232	1,442	74.6%	11,484	11,484
Compensation of employees	4,871	(104)	-	4,767	4,142	625	86.9%	10,482	10,482
Salaries and wages	4,350	(245)	-	4,105	3,499	606	85.2%	9,547	9,547
Social contributions	521	141	-	662	643	19	97.1%	935	935
Goods and services	911	(4)	-	907	90	817	9.9%	1,002	1,002
Administrative fees	-	-	-	-	-	-	0.0%	1	1
Minor assets	10	-	-	10	-	10	0.0%	64	64
Catering: Departmental activities	60	(37)	-	23	-	23	0.0%	-	-
Communication (G&S)	25	12	-	37	37	-	100.0%	10	10
Contractors	-	-	-	-	-	-	0.0%	27	27
Consumable supplies	43	-	-	43	-	43	0.0%	3	3
Consumable: Stationery, printing and office supplies	176	-	-	176	-	176	0.0%	40	40
Property payments	-	-	-	-	-	-	0.0%	57	57
Travel and subsistence	456	(4)	-	452	13	439	2.9%	619	619
Training and development	25	-	-	25	-	25	0.0%	-	-
Operating payments	15	25	-	40	40	-	100.0%	85	85
Venues and facilities	101	-	-	101	-	101	0.0%	96	96
Transfers and Subsidies	-	104	-	104	104	-	100.0%	38	38
Households	-	104	-	104	104	-	100.0%	38	38
Social benefits	-	104	-	104	104	-	100.0%	38	38
Payments for Capital Assets	101	237	-	338	338	-	100.0%	471	471

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Subprogramme: 5.5: AVIATION ADMINISTRATION SUPPORT									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Machinery and equipment	101	237	-	338	338	-	100.0%	471	471
Other machinery and equipment	101	237	-	338	338	-	100.0%	471	471
Total	5,883	233	-	6,116	4,674	1,442	76.4%	11,993	11,993

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Programme 6: Maritime Transport										
		2020/21						2019/20		
		Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
		R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Subprogramme										
1.	Maritime Policy Development	8,759	1,400	2,849	13,008	13,008	-	100.0%	10,398	10,398
2.	Maritime Infrastructure and Industry Development	17,750	(3,627)	-	14,123	7,196	6,927	51.0%	10,607	10,040
3.	Implementation, Monitoring and Evaluations	66,993	4,069	-	71,062	71,062	-	100.0%	67,488	67,488
4.	Maritime Oversight	43,610	(486)	-	43,124	42,007	1,117	97.4%	41,355	39,676
5.	Maritime Administration Support	4,657	(1,356)	-	3,301	2,503	798	75.8%	5,402	5,277
		141,769	-	2,849	144,618	135,776	8,842	93.9%	135,250	132,879
Economic Classification										
	Current Payments	100,357	-	2,849	103,206	95,391	7,815	92.4%	95,593	94,220
	Compensation of employees	24,654	-	2,849	27,503	27,503	-	100.0%	24,893	23,610
	Salaries and wages	23,310	(1,219)	2,733	24,824	24,824	-	100.0%	22,360	21,242
	Social contributions	1,344	1,219	116	2,679	2,679	-	100.0%	2,533	2,368
	Goods and services	75,703	-	-	75,703	67,888	7,815	89.7%	70,700	70,610
	Administrative fees	-	3	-	3	3	-	100.0%	15	15
	Advertising	70	630	-	700	692	8	98.9%	401	401
	Minor assets	60	-	-	60	14	46	23.3%	-	-
	Catering: Departmental activities	77	305	-	382	305	77	79.8%	168	168
	Communication (G&S)	423	(69)	-	354	292	62	82.5%	550	550
	Consultants: Business and advisory services	10,987	(4,997)	-	5,990	163	5,827	2.7%	2,620	2,530

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Programme 6: Maritime Transport										
		2020/21						2019/20		
		Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
		R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
	Infrastructure and planning services	57,857	4,787	-	62,644	62,644	-	100.0%	56,127	56,127
	Legal services	-	253	-	253	253	-	100.0%	-	-
	Contractors	-	80	-	80	80	-	100.0%	81	81
	Consumable supplies	20	8	-	28	10	18	35.7%	722	722
	Consumable: Stationery, printing and office supplies	50	7	-	57	56	1	98.2%	1,527	1,527
	Operating leases	-	1,737	-	1,737	1,737	-	100.0%	556	556
	Property payments	-	-	-	-	-	-	0.0%	-	-
	Transport provided: Departmental activity	-	-	-	-	-	-	0.0%	-	-
	Travel and subsistence	5,629	(3,257)	-	2,372	922	1,450	38.9%	4,192	4,192
	Training and development	-	267	-	267	267	-	100.0%	41	41
	Operating payments	280	176	-	456	352	104	77.2%	269	269
	Venues and facilities	250	70	-	320	98	222	30.6%	3,431	3,431
	Transfers and Subsidies	41,026	-	-	41,026	39,999	1,027	97.5%	38,876	37,878
	Departmental agencies and accounts	38,822	-	-	38,822	38,822	-	100.0%	36,774	36,774
	Departmental agencies	38,822	-	-	38,822	38,822	-	100.0%	36,774	36,774
	Foreign governments and international organisations	2,204	-	-	2,204	1,177	1,027	53.4%	2,088	1,090
	Households	-	-	-	-	-	-	0.0%	14	14
	Social benefits	-	-	-	-	-	-	0.0%	14	14
	Payments for Capital Assets	386	-	-	386	386	-	100.0%	753	753
	Machinery and equipment	386	-	-	386	386	-	100.0%	753	753
	Other machinery and equipment	386	-	-	386	386	-	100.0%	753	753

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Programme 6: Maritime Transport										
		2020/21						2019/20		
		Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
		R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
	Payment for Financial Assets	-	-	-	-	-	-	0.0%	28	28
	Total	141,769	-	2,849	144,618	135,776	8,842	93.9%	135,250	132,879

Subprogramme: 6.1: MARITIME POLICY DEVELOPMENT										
Economic Classification		2020/21						2019/20		
		Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
		R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
	Current Payments	8,759	1,383	2,849	12,991	12,991	-	100.0%	10,398	10,398
	Compensation of employees	5,562	1,352	2,849	9,763	9,763	-	100.0%	6,955	6,955
	Salaries and wages	5,059	1,352	2,733	9,144	9,144	-	100.0%	6,547	6,547
	Social contributions	503	-	116	619	619	-	100.0%	408	408
	Goods and services	3,197	31	-	3,228	3,228	-	100.0%	3,443	3,443
	Administrative fees	-	-	-	-	-	-	0.0%	2	2
	Advertising	-	160	-	160	160	-	100.0%	-	-
	Catering: Departmental activities	-	305	-	305	305	-	100.0%	64	64
	Communication (G&S)	63	(28)	-	35	35	-	100.0%	304	304
	Consultants: Business and advisory services	1,170	(1,132)	-	38	38	-	100.0%	337	337
	Legal services	-	253	-	253	253	-	100.0%	-	-
	Contractors	-	80	-	80	80	-	100.0%	43	43
	Consumable supplies	-	8	-	8	8	-	100.0%	2	2

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Subprogramme: 6.1: MARITIME POLICY DEVELOPMENT									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Consumable: Stationery, printing and office supplies	-	6	-	6	6	-	100.0%	1,058	1,058
Operating leases	-	1,737	-	1,737	1,737	-	100.0%	556	556
Travel and subsistence	1,964	(1,604)	-	360	360	-	100.0%	471	471
Training and development	-	-	-	-	-	-	0.0%	8	8
Operating payments	-	176	-	176	176	-	100.0%	13	13
Venues and facilities	-	70	-	70	70	-	100.0%	585	585
Payments for Capital Assets	-	17	-	17	17	-	100.0%	-	-
Machinery and equipment	-	17	-	17	17	-	100.0%	-	-
Other machinery and equipment	-	17	-	17	17	-	100.0%	-	-
Total	8,759	1,400	2,849	13,008	13,008	-	100.0%	10,398	10,398

Subprogramme: 6.2: MARITIME INFRASTRUCTURE AND INDUSTRY DEVELOPMENT									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current Payments	17,750	(3,627)	-	14,123	7,196	6,927	51.0%	10,495	9,928
Compensation of employees	6,452	(108)	-	6,344	6,344	-	100.0%	6,550	5,983
Salaries and wages	6,275	(587)	-	5,688	5,688	-	100.0%	5,919	5,352
Social contributions	177	479	-	656	656	-	100.0%	631	631
Goods and services	11,298	(3,519)	-	7,779	852	6,927	11.0%	3,945	3,945
Administrative fees	-	1	-	1	1	-	100.0%	4	4

DEPARTMENT OF TRANSPORT
VOTE 40
APPROPRIATION STATEMENT
for the year ended 31 March 2021

Subprogramme: 6.2: MARITIME INFRASTRUCTURE AND INDUSTRY DEVELOPMENT									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Advertising	-	470	-	470	470	-	100.0%	211	211
Communication (G&S)	100	-	-	100	73	27	73.0%	77	77
Consultants: Business and advisory services	9,817	(3,990)	-	5,827	-	5,827	0.0%	130	130
Consumable supplies	-	-	-	-	-	-	0.0%	406	406
Consumable: Stationery, printing and office supplies	-	-	-	-	-	-	0.0%	1	1
Travel and subsistence	1,381	-	-	1,381	308	1,073	22.3%	1,640	1,640
Operating payments	-	-	-	-	-	-	0.0%	61	61
Venues and facilities	-	-	-	-	-	-	0.0%	1,415	1,415
Payments for Capital assets	-	-	-	-	-	-	0.0%	110	110
Machinery and equipment	-	-	-	-	-	-	0.0%	110	110
Other machinery and equipment	-	-	-	-	-	-	0.0%	110	110
Payment for Financial Assets	-	-	-	-	-	-	0.0%	2	2
Total	17,750	(3,627)	-	14,123	7,196	6,927	51.0%	10,607	10,040

Subprogramme: 6.3: IMPLEMENTATION, MONITORING AND EVALUATIONS									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current Payments	66,993	4,069	-	71,062	71,062	-	100.0%	67,488	67,488
Compensation of employees	7,356	581	-	7,937	7,937	-	100.0%	7,175	7,175
Salaries and wages	7,225	(342)	-	6,883	6,883	-	100.0%	6,229	6,229

DEPARTMENT OF TRANSPORT
VOTE 40
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for the year ended 31 March 2021

Subprogramme: 6.3: IMPLEMENTATION, MONITORING AND EVALUATIONS									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Social contributions	131	923	-	1,054	1,054	-	100.0%	946	946
Goods and services	59,637	3,488	-	63,125	63,125	-	100.0%	60,313	60,313
Administrative fees	-	1	-	1	1	-	100.0%	4	4
Advertising	-	-	-	-	-	-	0.0%	135	135
Catering: Departmental activities	-	-	-	-	-	-	0.0%	20	20
Communication (G&S)	170	(41)	-	129	129	-	100.0%	117	117
Consultants: Business and advisory services	-	125	-	125	125	-	100.0%	2,193	2,193
Infrastructure and planning services	57,857	4,787	-	62,644	62,644	-	100.0%	56,127	56,127
Travel and subsistence	1,610	(1,384)	-	226	226	-	100.0%	1,564	1,564
Operating payments	-	-	-	-	-	-	0.0%	95	95
Venues and facilities	-	-	-	-	-	-	0.0%	58	58
Total	66,993	4,069	-	71,062	71,062	-	100.0%	67,488	67,488

Subprogramme: 6.4: MARITIME OVERSIGHT									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current Payments	2,584	(486)	-	2,098	2,008	90	95.7%	2,493	1,812
Compensation of employees	2,470	(486)	-	1,984	1,984	-	100.0%	2,493	1,902
Salaries and wages	2,249	(446)	-	1,803	1,803	-	100.0%	2,258	1,726

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for the year ended 31 March 2021

Subprogramme: 6.4: MARITIME OVERSIGHT									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Social contributions	221	(40)	-	181	181	-	100.0%	235	176
Goods and services	114	-	-	114	24	90	21.1%	-	(90)
Administrative fees	-	-	-	-	-	-	0.0%	1	1
Communication (G&S)	30	-	-	30	24	6	80.0%	10	10
Consultants: Business and advisory services	-	-	-	-	-	-	0.0%	(40)	(130)
Travel and subsistence	84	-	-	84	-	84	0.0%	29	29
Transfers and Subsidies	41,026	-	-	41,026	39,999	1,027	97.5%	38,862	37,864
Departmental agencies and accounts	38,822	-	-	38,822	38,822	-	100.0%	36,774	36,774
Departmental agencies	38,822	-	-	38,822	38,822	-	100.0%	36,774	36,774
Foreign governments and international organisations	2,204	-	-	2,204	1,177	1,027	53.4%	2,088	1,090
Total	43,610	(486)	-	43,124	42,007	1,117	97.4%	41,355	39,676

Subprogramme: 6.5: MARITIME ADMINISTRATION SUPPORT									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current Payments	4,271	(1,339)	-	2,932	2,134	798	72.8%	4,719	4,594
Compensation of employees	2,814	(1,339)	-	1,475	1,475	-	100.0%	1,720	1,595
Salaries and wages	2,502	(1,196)	-	1,306	1,306	-	100.0%	1,407	1,388
Social contributions	312	(143)	-	169	169	-	100.0%	313	207

DEPARTMENT OF TRANSPORT
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for the year ended 31 March 2021

Subprogramme: 6.5: MARITIME ADMINISTRATION SUPPORT									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Goods and services	1,457	-	-	1,457	659	798	45.2%	2,999	2,999
Administrative fees	-	1	-	1	1	-	100.0%	4	4
Advertising	70	-	-	70	62	8	88.6%	55	55
Minor assets	60	-	-	60	14	46	23.3%	-	-
Catering: Departmental activities	77	-	-	77	-	77	0.0%	84	84
Communication (G&S)	60	-	-	60	31	29	51.7%	42	42
Contractors	-	-	-	-	-	-	0.0%	38	38
Consumable supplies	20	-	-	20	2	18	10.0%	314	314
Consumable: Stationery, printing and office supplies	50	1	-	51	50	1	98.0%	468	468
Travel and subsistence	590	(269)	-	321	28	293	8.7%	488	488
Training and development	-	267	-	267	267	-	100.0%	33	33
Operating payments	280	-	-	280	176	104	62.9%	100	100
Venues and facilities	250	-	-	250	28	222	11.2%	1,373	1,373
Transfers and Subsidies	-	-	-	-	-	-	0.0%	14	14
Households	-	-	-	-	-	-	0.0%	14	14
Social benefits	-	-	-	-	-	-	0.0%	14	14
Payments for Capital Assets	386	(17)	-	369	369	-	100.0%	643	643
Machinery and equipment	386	(17)	-	369	369	-	100.0%	643	643
Other machinery and equipment	386	(17)	-	369	369	-	100.0%	643	643
Payment for Financial Assets	-	-	-	-	-	-	0.0%	26	26
Total	4,657	(1,356)	-	3,301	2,503	798	75.8%	5,402	5,277

DEPARTMENT OF TRANSPORT
VOTE 40
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for the year ended 31 March 2021

Programme 7: Public Transport										
	2020/21							2019/20		
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure	
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000	
Subprogramme										
1.	Public Transport Regulation	50,872	(51)	(1,061)	49,760	28,437	21,323	57.1%	40,944	40,903
2.	Rural and Scholar Transport	44,727	(1,499)	-	43,228	17,926	25,302	41.5%	24,800	24,335
3.	Public Transport Industry Development	217,421	(25,420)	-	192,001	181,874	10,127	94.7%	171,896	131,675
4.	Public Transport Oversight	12,507,303	25,423	-	12,532,726	12,532,726	-	100.0%	13,157,274	12,960,557
5.	Public Transport Administration Support	74,064	1,547	-	75,611	40,490	35,121	53.6%	10,844	10,135
6.	Public Transport Network Development	14,526	-	-	14,526	8,141	6,385	56.0%	11,165	10,513
		12,908,913	-	(1,061)	12,907,852	12,809,594	98,258	99.2%	13,416,923	13,178,118
Economic Classification										
	Current Payments	401,336	(29,218)	(1,061)	371,057	272,799	98,258	73.5%	258,266	205,545
	Compensation of employees	61,230	(410)	-	60,820	56,602	4,218	93.1%	60,221	58,708
	Salaries and wages	55,563	(1,865)	-	53,698	50,031	3,667	93.2%	53,660	52,261
	Social contributions	5,667	1,455	-	7,122	6,571	551	92.3%	6,561	6,447
	Goods and services	340,106	(28,808)	(1,061)	310,237	216,197	94,040	69.7%	198,045	146,837
	Administrative fees	-	40,001	-	40,001	40,001	-	100.0%	24	24
	Advertising	350	(171)	-	179	-	179	0.0%	219	219
	Minor assets	300	-	-	300	-	300	0.0%	27	27
	Catering: Departmental activities	250	87	-	337	105	232	31.2%	513	513
	Communication (G&S)	950	1	-	951	589	362	61.9%	595	595
	Computer services	-	-	-	-	-	-	0.0%	9	9

DEPARTMENT OF TRANSPORT
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for the year ended 31 March 2021

Programme 7: Public Transport										
		2020/21						2019/20		
		Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
		R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
	Consultants: Business and advisory services	243,715	(73,246)	(1,061)	169,408	127,794	41,614	75.4%	175,522	124,314
	Contractors	800	-	-	800	45	755	5.6%	180	180
	Inventory: Other supplies	22,671	-	-	22,671	10,115	12,556	44.6%	12,548	12,548
	Consumable supplies	61,780	35	-	61,815	29,706	32,109	48.1%	165	165
	Consumable: Stationery, printing and office supplies	47	554	-	601	601	-	100.0%	808	808
	Travel and subsistence	5,970	2,329	-	8,299	4,029	4,270	48.5%	6,102	6,102
	Training and development	309	-	-	309	-	309	0.0%	73	73
	Operating payments	-	41	-	41	41	-	100.0%	114	114
	Venues and facilities	2,964	1,561	-	4,525	3,171	1,354	70.1%	1,146	1,146
	Transfers and Subsidies	12,507,303	25,830	-	12,533,133	12,533,133	-	100.0%	13,157,392	12,960,675
	Provinces and municipalities	11,138,651	-	-	11,138,651	11,138,651	-	100.0%	12,794,003	12,695,840
	Provinces	6,749,581	-	-	6,749,581	6,749,581	-	100.0%	6,325,755	6,325,755
	Provincial Revenue Funds	6,749,581	-	-	6,749,581	6,749,581	-	100.0%	6,325,755	6,325,755
	Municipalities	4,389,070	-	-	4,389,070	4,389,070	-	100.0%	6,468,248	6,370,085
	Municipal bank accounts	4,389,070	-	-	4,389,070	4,389,070	-	100.0%	6,468,248	6,370,085
	Public corporations and private enterprises	1,135,000	-	-	1,135,000	1,135,000	-	100.0%	-	-
	Private enterprises	1,135,000	-	-	1,135,000	1,135,000	-	100.0%	-	-
	Other transfers to private enterprises	1,135,000	-	-	1,135,000	1,135,000	-	100.0%	-	-
	Non-profit institutions	25,093	-	-	25,093	25,093	-	100.0%	23,785	23,785

DEPARTMENT OF TRANSPORT
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Programme 7: Public Transport										
		2020/21						2019/20		
		Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
		R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
	Households	208,559	25,830	-	234,389	234,389	-	100.0%	339,604	241,050
	Social benefits	-	410	-	410	410	-	100.0%	118	118
	Other transfers to households	208,559	25,420	-	233,979	233,979	-	100.0%	339,486	240,932
	Payments for capital assets	274	3,388	-	3,662	3,662	-	100.0%	1,260	11,893
	Machinery and equipment	274	27	-	301	301	-	100.0%	1,260	688
	Other machinery and equipment	274	27	-	301	301	-	100.0%	1,260	688
	Software and other intangible assets	-	3,361	-	3,361	3,361	-	100.0%	-	11,205
	Payment for financial assets	-	-	-	-	-	-	0.0%	5	5
	Total	12,908,913	-	(1,061)	12,907,852	12,809,594	98,258	99.2%	13,416,923	13,178,118

Subprogramme: 7.1: PUBLIC TRANSPORT REGULATION										
Economic Classification		2020/21						2019/20		
		Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
		R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
	Current Payments	50,754	(3,734)	(1,061)	45,959	24,636	21,323	53.6%	40,826	29,621
	Compensation of employees	21,825	(373)	-	21,452	21,067	385	98.2%	22,978	22,978
	Salaries and wages	20,542	(1,773)	-	18,769	18,384	385	97.9%	20,407	20,407
	Social contributions	1,283	1,400	-	2,683	2,683	-	100.0%	2,571	2,571
	Goods and services	28,929	(3,361)	(1,061)	24,507	3,569	20,938	14.6%	17,848	6,643

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Subprogramme: 7.1: PUBLIC TRANSPORT REGULATION									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Administrative fees	-	-	-	-	-	-	0.0%	3	3
Advertising	285	(171)	-	114	-	114	0.0%	217	217
Minor assets	-	-	-	-	-	-	0.0%	3	3
Catering: Departmental activities	-	48	-	48	48	-	100.0%	78	78
Communication (G&S)	280	-	-	280	172	108	61.4%	195	195
Computer services	-	-	-	-	-	-	0.0%	9	9
Consultants: Business and advisory services	26,937	(3,239)	(1,061)	22,637	3,072	19,565	13.6%	15,242	4,037
Contractors	-	-	-	-	-	-	0.0%	2	2
Consumable supplies	-	9	-	9	9	-	100.0%	26	26
Consumable: Stationery, printing and office supplies	2	84	-	86	86	-	100.0%	555	555
Travel and subsistence	1,380	(101)	-	1,279	173	1,106	13.5%	1,184	1,184
Training and development	45	-	-	45	-	45	0.0%	54	54
Operating payments	-	9	-	9	9	-	100.0%	79	79
Venues and facilities	-	-	-	-	-	-	0.0%	201	201
Transfers and subsidies	-	373	-	373	373	-	100.0%	3	3
Households	-	373	-	373	373	-	100.0%	3	3
Social benefits	-	373	-	373	373	-	100.0%	3	3
Payments for capital assets	118	3,310	-	3,428	3,428	-	100.0%	112	11,276
Machinery and equipment	118	(51)	-	67	67	-	100.0%	112	71
Other machinery and equipment	118	(51)	-	67	67	-	100.0%	112	71
Software and other intangible assets	-	3,361	-	3,361	3,361	-	100.0%	-	11,205

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Subprogramme: 7.1: PUBLIC TRANSPORT REGULATION									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Payment for financial assets	-	-	-	-	-	-	0.0%	3	3
Total	50,872	(51)	(1,061)	49,760	28,437	21,323	57.1%	40,944	40,903

Subprogramme: 7.2: RURAL AND SCHOLAR TRANSPORT									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current Payments	44,727	(1,533)	-	43,194	17,892	25,302	41.4%	24,800	24,335
Compensation of employees	10,230	(1,508)	-	8,722	7,467	1,255	85.6%	7,899	7,434
Salaries and wages	9,244	(1,508)	-	7,736	6,537	1,199	84.5%	6,987	6,522
Social contributions	986	-	-	986	930	56	94.3%	912	912
Goods and services	34,497	(25)	-	34,472	10,425	24,047	30.2%	16,901	16,901
Administrative fees	-	-	-	-	-	-	0.0%	2	2
Advertising	65	-	-	65	-	65	0.0%	-	-
Catering: Departmental activities	-	36	-	36	36	-	100.0%	373	373
Communication (G&S)	129	-	-	129	101	28	78.3%	80	80
Consultants: Business and advisory services	10,461	(111)	-	10,350	-	10,350	0.0%	3,021	3,021
Contractors	150	-	-	150	-	150	0.0%	66	66
Inventory: Other supplies	22,671	-	-	22,671	10,115	12,556	44.6%	12,548	12,548
Consumable supplies	-	1	-	1	1	-	100.0%	-	-

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Subprogramme: 7.2: RURAL AND SCHOLAR TRANSPORT									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Consumable: Stationery, printing and office supplies	-	49	-	49	49	-	100.0%	1	1
Travel and subsistence	460	-	-	460	123	337	26.7%	570	570
Training and development	61	-	-	61	-	61	0.0%	-	-
Venues and facilities	500	-	-	500	-	500	0.0%	240	240
Payments for Capital Assets	-	34	-	34	34	-	100.0%	-	-
Machinery and equipment	-	34	-	34	34	-	100.0%	-	-
Other machinery and equipment	-	34	-	34	34	-	100.0%	-	-
Total	44,727	(1,499)	-	43,228	17,926	25,302	41.5%	24,800	24,335

Subprogramme: 7.3: PUBLIC TRANSPORT INDUSTRY DEVELOPMENT									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current Payments	217,421	(25,420)	-	192,001	181,874	10,127	94.7%	171,874	131,653
Compensation of employees	15,170	-	-	15,170	13,514	1,656	89.1%	13,588	13,370
Salaries and wages	13,451	-	-	13,451	12,061	1,390	89.7%	12,153	11,935
Social contributions	1,719	-	-	1,719	1,453	266	84.5%	1,435	1,435
Goods and services	202,251	(25,420)	-	176,831	168,360	8,471	95.2%	158,286	118,283
Administrative fees	-	40,000	-	40,000	40,000	-	100.0%	11	11

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Subprogramme: 7.3: PUBLIC TRANSPORT INDUSTRY DEVELOPMENT									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Catering: Departmental activities	-	-	-	-	-	-	0.0%	50	50
Communication (G&S)	250	-	-	250	138	112	55.2%	139	139
Consultants: Business and advisory services	198,743	(67,017)	-	131,726	124,722	7,004	94.7%	157,248	117,245
Contractors	200	-	-	200	45	155	22.5%	12	12
Consumable supplies	-	25	-	25	25	-	100.0%	-	-
Consumable: Stationery, printing and office supplies	-	11	-	11	11	-	100.0%	-	-
Travel and subsistence	1,805	-	-	1,805	658	1,147	36.5%	439	439
Training and development	53	-	-	53	-	53	0.0%	17	17
Venues and facilities	1,200	1,561	-	2,761	2,761	-	100.0%	370	370
Payments for Capital Assets	-	-	-	-	-	-	0.0%	22	22
Machinery and equipment	-	-	-	-	-	-	0.0%	22	22
Other machinery and equipment	-	-	-	-	-	-	0.0%	22	22
Total	217,421	(25,420)	-	192,001	181,874	10,127	94.7%	171,896	131,675

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Subprogramme: 7.4: PUBLIC TRANSPORT OVERSIGHT									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current Payments	-	3	-	3	3	-	100.0%	-	-
Goods and services	-	3	-	3	3	-	100.0%	-	-
Travel and subsistence	-	3	-	3	3	-	100.0%	-	-
Transfers and Subsidies	12,507,303	25,420	-	12,532,723	12,532,723	-	100.0%	13,157,274	12,960,557
Provinces and municipalities	11,138,651	-	-	11,138,651	11,138,651	-	100.0%	12,794,003	12,695,840
Provinces	6,749,581	-	-	6,749,581	6,749,581	-	100.0%	6,325,755	6,325,755
Provincial Revenue Funds	6,749,581	-	-	6,749,581	6,749,581	-	100.0%	6,325,755	6,325,755
Municipalities	4,389,070	-	-	4,389,070	4,389,070	-	100.0%	6,468,248	6,370,085
Municipal bank accounts	4,389,070	-	-	4,389,070	4,389,070	-	100.0%	6,468,248	6,370,085
Public corporations and private enterprises	1,135,000	-	-	1,135,000	1,135,000	-	100.0%	-	-
Private enterprises	1,135,000	-	-	1,135,000	1,135,000	-	100.0%	-	-
Other transfers to private enterprises	1,135,000	-	-	1,135,000	1,135,000	-	100.0%	-	-
Non-profit institutions	25,093	-	-	25,093	25,093	-	100.0%	23,785	23,785
Households	208,559	25,420	-	233,979	233,979	-	100.0%	339,486	240,932
Other transfers to households	208,559	25,420	-	233,979	233,979	-	100.0%	339,486	240,932
Total	12,507,303	25,423	-	12,532,726	12,532,726	-	100.0%	13,157,274	12,960,557

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Subprogramme: 7.5: PUBLIC TRANSPORT ADMINISTRATION SUPPORT									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current Payments	73,908	1,471	-	75,379	40,258	35,121	53.4%	9,672	9,494
Compensation of employees	5,258	1,471	-	6,729	6,729	-	100.0%	6,140	5,962
Salaries and wages	4,556	1,416	-	5,972	5,972	-	100.0%	5,402	5,224
Social contributions	702	55	-	757	757	-	100.0%	738	738
Goods and services	68,650	-	-	68,650	33,529	35,121	48.8%	3,532	3,532
Administrative fees	-	-	-	-	-	-	0.0%	3	3
Minor assets	300	-	-	300	-	300	0.0%	14	14
Catering: Departmental activities	250	-	-	250	18	232	7.2%	2	2
Communication (G&S)	90	1	-	91	91	-	100.0%	100	100
Consultants: Business and advisory services	4,500	(2,879)	-	1,621	-	1,621	0.0%	-	-
Contractors	250	-	-	250	-	250	0.0%	100	100
Consumable supplies	61,780	-	-	61,780	29,671	32,109	48.0%	139	139
Consumable: Stationery, printing and office supplies	45	410	-	455	455	-	100.0%	251	251
Travel and subsistence	485	2,436	-	2,921	2,921	-	100.0%	2,717	2,717
Training and development	150	-	-	150	-	150	0.0%	-	-
Operating payments	-	32	-	32	32	-	100.0%	34	34
Venues and facilities	800	-	-	800	341	459	42.6%	172	172
Transfers and Subsidies	-	37	-	37	37	-	100.0%	64	64
Households	-	37	-	37	37	-	100.0%	64	64
Social benefits	-	37	-	37	37	-	100.0%	64	64

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Subprogramme: 7.5: PUBLIC TRANSPORT ADMINISTRATION SUPPORT									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Payments for Capital Assets	156	39	-	195	195	-	100.0%	1,106	575
Machinery and equipment	156	39	-	195	195	-	100.0%	1,106	575
Other machinery and equipment	156	39	-	195	195	-	100.0%	1,106	575
Payment for Financial Assets	-	-	-	-	-	-	0.0%	2	2
Total	74,064	1,547	-	75,611	40,490	35,121	53.6%	10,844	10,135

Subprogramme: 7.6: PUBLIC TRANSPORT NETWORK DEVELOPMENT									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current Payments	14,526	(5)	-	14,521	8,136	6,385	56.0%	11,094	10,442
Compensation of employees	8,747	-	-	8,747	7,825	922	89.5%	9,616	8,964
Salaries and wages	7,770	-	-	7,770	7,077	693	91.1%	8,711	8,173
Social contributions	977	-	-	977	748	229	76.6%	905	791
Goods and services	5,779	(5)	-	5,774	311	5,463	5.4%	1,478	1,478
Administrative fees	-	1	-	1	1	-	100.0%	5	5
Advertising	-	-	-	-	-	-	0.0%	2	2
Minor assets	-	-	-	-	-	-	0.0%	10	10
Catering: Departmental activities	-	3	-	3	3	-	100.0%	10	10
Communication (G&S)	201	-	-	201	87	114	43.3%	81	81

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Subprogramme: 7.6: PUBLIC TRANSPORT NETWORK DEVELOPMENT									
Economic Classification	2020/21							2019/20	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Consultants: Business and advisory services	3,074	-	-	3,074	-	3,074	0.0%	11	11
Contractors	200	-	-	200	-	200	0.0%	-	-
Consumable: Stationery, printing and office supplies	-	-	-	-	-	-	0.0%	1	1
Travel and subsistence	1,840	(9)	-	1,831	151	1,680	8.2%	1,192	1,192
Training and development	-	-	-	-	-	-	0.0%	2	2
Operating payments	-	-	-	-	-	-	0.0%	1	1
Venues and facilities	464	-	-	464	69	395	14.9%	163	163
Transfers and Subsidies	-	-	-	-	-	-	0.0%	51	51
Households	-	-	-	-	-	-	0.0%	51	51
Social benefits	-	-	-	-	-	-	0.0%	51	51
Payments for Capital Assets	-	5	-	5	5	-	100.0%	20	20
Machinery and equipment	-	5	-	5	5	-	100.0%	20	20
Other machinery and equipment	-	5	-	5	5	-	100.0%	20	20
Total	14,526	-	-	14,526	8,141	6,385	56.0%	11,165	10,513

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Programme 8: Direct Charge against the National Revenue Fund										
		2020/21						2019/20		
		Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
		R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Subprogramme										
1.	International Oil Pollution Compensation Fund	10,997	-	-	10,997	-	10,997	-	10,424	2,614
		10,997	-	-	10,997	-	10,997	-	10,424	2,614
Economic Classification										
	Transfers and Subsidies	10,997	-	-	10,997	-	10,997	-	10,424	2,614
	Foreign governments and international organisations	10,997	-	-	10,997	-	10,997	-	10,424	2,614
	Total	10,997	-	-	10,997	-	10,997	-	10,424	2,614

Subprogramme: 8.1: INTERNATIONAL OIL POLLUTION COMPENSATION FUND										
Economic Classification		2020/21						2019/20		
		Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
		R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
	Transfers and Subsidies	10,997	-	-	10,997	-	10,997	0.0%	10,424	2,614
	Foreign governments and international organisations	10,997	-	-	10,997	-	10,997	0.0%	10,424	2,614
	Total	10,997	-	-	10,997	-	10,997	0.0%	10,424	2,614

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NOTES TO THE APPROPRIATION STATEMENT
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1 Detail of transfers and subsidies as per Appropriation Act (after Virement):

Detail of these transactions can be viewed in the note on Transfers and subsidies and Annexure 1 (A-F) to the Annual Financial Statements.

2 Detail of specifically and exclusively appropriated amounts voted (after Virement):

Detail of these transactions can be viewed in note 1 (Annual Appropriation) to the Annual Financial Statements.

3 Detail on payments for financial assets

Detail of these transactions per programme can be viewed in the note to Payments for financial assets to the Annual Financial Statements.

4 Explanations of material variances from Amounts Voted (after virement):

4.1 Per programme:	Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Approp.
	R'000	R'000	R'000	%
Programme name				
Administration	469,780	384,335	85,445	18.2%

The programme underspent by R85 million mainly on compensation of employees due to slow filling of vacant posts and on goods and services due to travel restrictions, venues and facilities, training and development as most courses were held virtually, advertising as well as other operational costs. An amount of R1.7 million was moved from compensation of employees to fund excess expenditure on households. An amount of R2.452 million was moved from savings on goods and services to fund excess expenditure on machinery and equipment by R1.819 million and R633 thousand to fund payments for financial assets for debt written off within the programme.

Per programme:	Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Approp.
	R'000	R'000	R'000	%
Programme name				
Integrated Transport Planning	90,071	57,614	32,457	36.0%

The programme underspent by R32 million on compensation of employees due to slow filling of vacant posts and on goods and services for projects affected by the national lockdown due to the Covid-19 pandemic as a result internal capacity was utilised for the following projects: Regional Integration Strategy, Regional Transport Integration Market Strategy as well as the District Development Model. The following projects will be deferred to the coming financial year: Transport Sector Perspective on Covid-19, Corridor Freight Development and the Regional Corridor Strategy. An amount of R178 thousand was moved from compensation of employees to fund excess expenditure on households and R314 thousand to fund excess expenditure under machinery and equipment within the programme.

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Per Programme	Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Approp.
	R'000	R'000	R'000	%
Programme name				
Rail Transport	9,599,405	9,584,302	15,103	0.2%

The programme underspent by R15 million on compensation of employees due to delays in the filling of vacant posts and on goods and services due to delays in the procurement process for the Establishment of the Rail Economic Regulator that is dependent on the approval of the work plan which is anticipated to be completed by May 2021, delays in the White Paper on Rail Policy due to the Covid-19 outbreak and issues of contention that still needs to be resolved as well as other projects. An amount of R20 thousand was shifted from compensation of employees to fund the employee social contribution and R88 thousand shifted within the programme to fund excess expenditure on machinery and equipment.

Per Programme	Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Approp.
	R'000	R'000	R'000	%
Programme name				
Road Transport	31,472,160	31,459,985	12,175	0.0%

The programme underspent by R12 million mainly on compensation of employees due to delays in filling of vacant posts and overspent on goods and services, machinery and equipment and households. An amount of R1.061 million was shifted from Maritime programme to this programme to cover the excess expenditure on goods and services due to funds paid for the eNatis related special investigation. Funds were shifted within the programme as follows: R137 thousand from compensation of employees to fund excess expenditure on households and R87 thousand from goods and services to fund excess expenditure on machinery and equipment.

Per Programme	Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Approp.
	R'000	R'000	R'000	%
Programme name				
Civil Aviation	2,670,849	2,642,208	28,641	1.1%

The programme underspent by R29 million mainly on compensation of employees as a result of delays in filling of vacant posts and on goods and services for the following: the correction factor for ACSA and ATNS, National Aviation Transformation Strategy which is awaiting approval of the business case and gap analysis to appoint a service provider to develop the practical's to complement the draft final aviation curriculum, as well as less spending on

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travelling due to travel restrictions. The programme also underspent on transfers due to less fees paid for foreign memberships. An amount of R2.849 million was shifted from savings on compensation of employees in this programme to fund the excess expenditure in the Maritime programme under compensation of employees. Funds were also shifted within the programme as follows: R127 thousand shifted from compensation of employees to fund excess expenditure on households and R59 thousand shifted from savings on goods and services to fund excess expenditure on machinery and equipment.

Per Programme	Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Approp.
	R'000	R'000	R'000	%
Programme name				
Maritime Transport	144,618	135,776	8,842	6.1%

The programme underspent by R8.8 million mainly on goods and services projects such as the IMO World Maritime Day Par Event which could not take place due to the Covid-19 pandemic as well as the women and youth empowerment project, transfers and subsidies due to less fees foreign membership paid for the year as well as machinery and equipment however the programme overspent on compensation of employees due to the payment of delayed invoices relating to the official that is stationed abroad. An amount of R2.849 million was shifted to this programme to fund excess expenditure on compensation of employees from the Civil Aviation branch within the same item.

Per Programme	Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Approp.
	R'000	R'000	R'000	%
Programme name				
Public Transport	12,907,852	12,809,594	98,258	0.8%

The programme underspent by R98 million on compensation of employees due to delays in filling of vacant post, on goods and services projects due to the following: Public Transport Grant monitoring which is still at procurement stages, implementation of Shova Kalula Bicycle programme which is ongoing, implementation of the IPTN in district municipalities, Public Transport Safety Plan and Empowerment of Small Business Operations, however the programme overspent on transfers and subsidies due to an increased demand for scrapping of old taxi vehicles on the taxi recapitalisation programme, machinery and equipment due to an earlier than anticipated expenditure on IT procurement as well as the reclassification for software and other intangible assets for the NLTIS system. An amount of R1.061 million was shifted on goods and services from this programme to programme 4: Road transport to fund excess expenditure within the same item. Funds were also shifted from within the programme on compensation of employees to fund excess expenditure on households for employee social contribution by R410 thousand, and on goods and services as follows: R25.420 million shifted to fund excess expenditure on households for the taxi recapitalisation programme, R27 thousand to fund excess expenditure for machinery and equipment and R3 361 million to fund software and other intangible assets.

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for the year ended 31 March 2021

Per Programme	Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Approp.
	R'000	R'000	R'000	%
Programme name				
Direct Charge against the National Revenue Fund	10,997	-	-	0.0%

Savings realised on Direct Charge as the International Oil Pollution Compensation Fund (IOPC Fund) governing bodies have decided not to levy any contributions in 2020/21 financial year.

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for the year ended 31 March 2021

4.2	Per Economic Classification:	Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Approp.
		R'000	R'000	R'000	%
	Current expenditure				
	Compensation of employees	534,161	471,527	62,634	12%
	Goods and services	817,378	606,763	210,616	26%
	Transfers and subsidies				
	Provinces and municipalities	21,714,421	21,714,421	-	0%
	Departmental agencies and accounts	21,045,298	21,045,298	-	0%
	Public corporations and private enterprises	10,609,515	10,609,515	-	0%
	Foreign governments and international organisations	31,138	14,245	16,893	54%
	Non-profit institutions	28,236	28,236	-	0%
	Households	249,169	247,395	1,774	1%
	Payments for capital assets				
	Machinery and equipment	7,671	7,671	-	0%
	Software and other intangible assets	3,361	3,361	-	0%
	Payments for financial assets	2,325,384	2,325,383	1	0%

Compensation of Employees underspent due to vacant posts that could not be filled in the 2020/21 financial year. However, the department has prioritised the filling of the vacant posts.

Goods and services was underspent across programmes mainly on operational costs such travel and subsistence due to travel restrictions as well as projects affected by the national lockdown due to the Covid-19 pandemic.

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Savings realised on foreign memberships because of less membership fees paid than budgeted for and on International Oil Pollution Prevention which was not levied for the 2020/21 financial year.

Underspent on households due to bursaries to non-employees that could not be paid as a result of an expired memorandum of understanding for Nelson Mandela University, savings for University of Stellenbosch on its TRAC project and less student registered for the Tshwane University of Technology.

Overspent due to debts written off.

4.3	Per Conditional Grant	Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Approp.
		R'000	R'000	R'000	%
	Provincial Road Maintenance - Roads in support of electricity generation infrastructure	-	-	-	0%
	Provincial Road Maintenance - Disaster Management Grant	-	-	-	0%
	Provincial Road Maintenance Grant	10,467,334	10,467,334	-	0%
	Public Transport Operations Grant	6,749,581	6,749,581	-	0%
	Public Transport Network Grant	4,389,070	4,389,070	-	0%
	Rural Roads Asset Management Systems Grant	108,435	108,435	-	0%

No variances were recorded after adjustments and re-allocations by the National Treasury.

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STATEMENT OF FINANCIAL PERFORMANCE
for the year ended 31 March 2021

	Note	2020/21 R'000	2019/20 R'000
REVENUE			
Annual appropriation	1	57,365,732	64,215,555
Departmental revenue	2	1,625	322,841
TOTAL REVENUE		57,367,357	64,538,396
EXPENDITURE			
Current expenditure			
Compensation of employees	3	471,527	477,639
Goods and services	4	606,763	870,658
Total current expenditure		1,078,290	1,348,297
Transfers and subsidies			
Transfers and subsidies	6	53,659,110	62,515,214
Total transfers and subsidies		53,659,110	62,515,214
Expenditure for capital assets			
Tangible assets	7	7,671	10,162
Intangible assets	7	3,361	11,205
Total expenditure for capital assets		11,032	21,367
Payments for financial assets	5	2,325,383	6,347
TOTAL EXPENDITURE		57,073,815	63,891,225
SURPLUS/(DEFICIT) FOR THE YEAR		293,542	647,171
Reconciliation of Net Surplus/(Deficit) for the year			
Voted Funds		291,917	324,330
Annual appropriation		-	324,330
Departmental revenue and NRF Receipts	14	1,625	322,841
SURPLUS/(DEFICIT) FOR THE YEAR		293,542	647,171

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STATEMENT OF FINANCIAL POSITION
as at 31 March 2021

	Note	2020/21 R'000	2019/20 R'000
ASSETS			
Current Assets		1,360,210	1,413,095
Unauthorised expenditure	8	1,339,145	1,339,145
Cash and cash equivalents	9	9,908	28
Prepayments and advances	10	6,281	66,761
Receivables	11	4,876	7,161
Non-Current Assets		8,422,427	6,097,978
Investments	12	8,414,191	6,089,441
Receivables	11	8,236	8,537
TOTAL ASSETS		9,782,637	7,511,073
LIABILITIES			
Current Liabilities		1,367,496	1,420,482
Voted funds to be surrendered to the Revenue Fund	13	(578,418)	324,330
Departmental revenue and NRF Receipts to be surrendered to the Revenue Fund	14	946	5,115
Bank overdraft	15	1,629,312	1,090,638
Payables	16	315,656	399
Non-Current Liabilities			
Payables	17	62	186
TOTAL LIABILITIES		1,367,558	1,420,668
NET ASSETS		8,415,079	6,090,405
Represented by:			
Capitalisation reserve		8,414,191	6,089,441
Recoverable revenue		888	964
TOTAL		8,415,079	6,090,405

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STATEMENT OF CHANGES IN NET ASSETS
for the year ended 31 March 2021

NET ASSETS	Note	2020/21	2019/20
		R'000	R'000
Capitalisation Reserves			
Opening balance		6,089,441	6,089,441
Movement in Equity		2,324,750	-
Closing balance		<u>8,414,191</u>	<u>6,089,441</u>
Recoverable revenue			
Opening balance		964	766
Transfers		(76)	198
Debts revised		(50)	(31)
Debts recovered (included in departmental receipts)		(254)	(221)
Debts raised		228	450
Closing balance		<u>888</u>	<u>964</u>
TOTAL		<u><u>8,415,079</u></u>	<u><u>6,090,405</u></u>

DEPARTMENT OF TRANSPORT
VOTE 40
CASH FLOW STATEMENT
for the year ended 31 March 2021

	Note	2020/21 R'000	2019/20 R'000
CASH FLOWS FROM OPERATING ACTIVITIES			
Receipts		56,497,022	64,496,103
Annual appropriated funds received	1.1	56,495,397	64,215,555
Departmental revenue received	2	1,511	280,248
Interest received	2.2	114	300
Net (increase)/ decrease in working capital		378,022	(55,347)
Surrendered to Revenue Fund		(330,124)	(964,251)
Current payments		(1,078,290)	(1,348,297)
Payments for financial assets		(2,325,383)	(6,347)
Transfers and subsidies paid		(53,659,110)	(62,515,214)
Net cash flow available from operating activities	18	(517,863)	(393,353)
CASH FLOWS FROM INVESTING ACTIVITIES			
Distribution/dividend received		-	42,293
Payments for capital assets	7	(11,032)	(21,367)
(Increase)/ decrease in investments		(2,324,750)	-
(Increase)/decrease in non-current receivables		301	(5,609)
Net cash flows from investing activities		(2,335,481)	15,317
CASH FLOWS FROM FINANCING ACTIVITIES			
Increase/ (decrease) in net assets		2,324,674	198
Increase/ (decrease) in non-current payables		(124)	(53)
Net cash flows from financing activities		2,324,550	145
Net increase/ (decrease) in cash and cash equivalents		(528,794)	(377,891)
Cash and cash equivalents at beginning of period		(1,090,610)	(712,719)
Unrealised gains and losses within cash and cash equivalents		-	-
Cash and cash equivalents at end of period	19	(1,619,404)	(1,090,610)

DEPARTMENT OF TRANSPORT
VOTE 40
ACCOUNTING POLICIES
for the year ended 31 March 2021

Summary of significant accounting policies

The financial statements have been prepared in accordance with the following policies, which have been applied consistently in all material aspects, unless otherwise indicated. Management has concluded that the financial statements present fairly the department's primary and secondary information.

The historical cost convention has been used, except where otherwise indicated. Management has used assessments and estimates in preparing the annual financial statements. These are based on the best information available at the time of preparation.

Where appropriate and meaningful, additional information has been disclosed to enhance the usefulness of the financial statements and to comply with the statutory requirements of the Public Finance Management Act (PFMA), Act 1 of 1999 (as amended by Act 29 of 1999), and the Treasury Regulations issued in terms of the PFMA and the annual Division of Revenue Act.

1	Basis of preparation The financial statements have been prepared in accordance with the Modified Cash Standard.
2	Going concern The financial statements have been prepared on a going concern basis.
3	Presentation currency Amounts have been presented in the currency of the South African Rand (R) which is also the functional currency of the department.
4	Rounding Unless otherwise stated financial figures have been rounded to the nearest one thousand Rand (R'000).
5	Foreign currency translation Cash flows arising from foreign currency transactions are translated into South African Rands using the spot exchange rates prevailing at the date of payment / receipt.
6	Comparative information
6.1	Prior period comparative information Prior period comparative information has been presented in the current year's financial statements. Where necessary figures included in the prior period financial statements have been reclassified to ensure that the format in which the information is presented is consistent with the format of the current year's financial statements.
6.2	Current year comparison with budget A comparison between the approved, final budget and actual amounts for each programme and economic classification is included in the appropriation statement.
7	Revenue
7.1	Appropriated funds Appropriated funds comprises of departmental allocations as well as direct charges against the revenue fund (i.e. statutory appropriation). Appropriated funds are recognised in the statement of financial performance on the date the appropriation becomes effective. Adjustments made in terms of the adjustments budget process are recognised in the statement of financial performance on the date the adjustments become effective.

DEPARTMENT OF TRANSPORT
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ACCOUNTING POLICIES
for the year ended 31 March 2021

	The net amount of any appropriated funds due to / from the relevant revenue fund at the reporting date is recognised as a payable / receivable in the statement of financial position.
7.2	Departmental revenue
	Departmental revenue is recognised in the statement of financial performance when received and is subsequently paid into the relevant revenue fund, unless stated otherwise.
	Any amount owing to the relevant revenue fund at the reporting date is recognised as a payable in the statement of financial position.
7.3	Accrued departmental revenue
	Accruals in respect of departmental revenue (excluding tax revenue) are recorded in the notes to the financial statements when:
	<ul style="list-style-type: none"> • it is probable that the economic benefits or service potential associated with the transaction will flow to the department; and • the amount of revenue can be measured reliably.
	The accrued revenue is measured at the fair value of the consideration receivable.
	Accrued tax revenue (and related interest and / penalties) is measured at amounts receivable from collecting agents.
	Write-offs are made according to the department's debt write-off policy
8	Expenditure
8.1	Compensation of employees
8.1.1	Salaries and wages
	Salaries and wages are recognised in the statement of financial performance on the date of payment.
8.1.2	Social contributions
	Social contributions made by the department in respect of current employees are recognised in the statement of financial performance on the date of payment.
	Social contributions made by the department in respect of ex-employees are classified as transfers to households in the statement of financial performance on the date of payment.
8.2	Other expenditure
	Other expenditure (such as goods and services, transfers and subsidies and payments for capital assets) is recognised in the statement of financial performance on the date of payment. The expense is classified as a capital expense if the total consideration paid is more than the capitalisation threshold.
8.3	Accruals and payables not recognised
	Accruals and payables not recognised are recorded in the notes to the financial statements at cost at the reporting date.
8.4	Leases
8.4.1	Operating leases
	Operating lease payments made during the reporting period are recognised as current expenditure in the statement of financial performance on the date of payment.
	The operating lease commitments are recorded in the notes to the financial statements.
8.4.2	Finance leases
	Finance lease payments made during the reporting period are recognised as capital expenditure in the statement of financial performance on the date of payment.
	The finance lease commitments are recorded in the notes to the financial statements and are not apportioned between the capital and interest portions.

DEPARTMENT OF TRANSPORT
VOTE 40
ACCOUNTING POLICIES
for the year ended 31 March 2021

	<p>Finance lease assets acquired at the end of the lease term are recorded and measured at the lower of:</p> <ul style="list-style-type: none"> • cost, being the fair value of the asset; or • the sum of the minimum lease payments made, including any payments made to acquire ownership at the end of the lease term, excluding interest.
9	<p>Cash and cash equivalents</p> <p>Cash and cash equivalents are stated at cost in the statement of financial position. Bank overdrafts are shown separately on the face of the statement of financial position as a current liability.</p> <p>For the purposes of the cash flow statement, cash and cash equivalents comprise cash on hand, deposits held, other short-term highly liquid investments and bank overdrafts.</p>
10	<p>Prepayments and advances</p> <p>Prepayments and advances are recognised in the statement of financial position when the department receives or disburses the cash.</p> <p>Prepayments and advances are initially and subsequently measured at cost.</p> <p>Prepayments and advances are expensed prior to the receipt of the goods or service if the prepayment or advance is material, was budgeted for as an expense in the year in which the actual prepayment or advance was made and when the funds are utilised in accordance with the contractual arrangement.</p>
11	<p>Loans and receivables</p> <p>Loans and receivables are recognised in the statement of financial position at cost plus accrued interest, where interest is charged, less amounts already settled or written-off. Write-offs are made according to the department's write-off policy.</p>
12	<p>Investments</p> <p>Investments are recognised in the statement of financial position at cost.</p>
13	<p>Financial assets</p>
13.1	<p>Financial assets (not covered elsewhere)</p> <p>A financial asset is recognised initially at its cost plus transaction costs that are directly attributable to the acquisition or issue of the financial asset.</p> <p>At the reporting date, a department shall measure its financial assets at cost, less amounts already settled or written-off, except for recognised loans and receivables, which are measured at cost plus accrued interest, where interest is charged, less amounts already settled or written-off.</p>
13.2	<p>Impairment of financial assets</p> <p>Where there is an indication of impairment of a financial asset, an estimation of the reduction in the recorded carrying value, to reflect the best estimate of the amount of the future economic benefits expected to be received from that asset, is recorded in the notes to the financial statements.</p>
14	<p>Payables</p> <p>Payables recognised in the statement of financial position are recognised at cost.</p>
15	<p>Capital Assets</p>
15.1	<p>Immovable capital assets</p>

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ACCOUNTING POLICIES
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	<p>Immovable assets reflected in the asset register of the department are recorded in the notes to the financial statements at cost or fair value where the cost cannot be determined reliably. Immovable assets acquired in a non-exchange transaction are recorded at fair value at the date of acquisition. Immovable assets are subsequently carried in the asset register at cost and are not currently subject to depreciation or impairment.</p> <p>Subsequent expenditure of a capital nature forms part of the cost of the existing asset when ready for use.</p> <p>Additional information on immovable assets not reflected in the assets register is provided in the notes to financial statements.</p>
15.2	<p>Movable capital assets</p> <p>Movable capital assets are initially recorded in the notes to the financial statements at cost. Movable capital assets acquired through a non-exchange transaction is measured at fair value as at the date of acquisition.</p> <p>Where the cost of movable capital assets cannot be determined reliably, the movable capital assets are measured at fair value and where fair value cannot be determined; the movable assets are measured at R1.</p> <p>All assets acquired prior to 1 April 2002 (or a later date as approved by the OAG) may be recorded at R1.</p> <p>Movable capital assets are subsequently carried at cost and are not subject to depreciation or impairment.</p> <p>Subsequent expenditure that is of a capital nature forms part of the cost of the existing asset when ready for use.</p>
15.3.	<p>Intangible assets</p> <p>Intangible assets are initially recorded in the notes to the financial statements at cost. Intangible assets acquired through a non-exchange transaction are measured at fair value as at the date of acquisition.</p> <p>Internally generated intangible assets are recorded in the notes to the financial statements when the department commences the development phase of the project.</p> <p>Where the cost of intangible assets cannot be determined reliably, the intangible capital assets are measured at fair value and where fair value cannot be determined; the intangible assets are measured at R1.</p> <p>All assets acquired prior to 1 April 2002 (or a later date as approved by the OAG) may be recorded at R1.</p> <p>Intangible assets are subsequently carried at cost and are not subject to depreciation or impairment.</p> <p>Subsequent expenditure of a capital nature forms part of the cost of the existing asset when ready for use.</p>
16	Provisions and Contingents
16.1	<p>Provisions</p> <p>Provisions are recorded in the notes to the financial statements when there is a present legal or constructive obligation to forfeit economic benefits as a result of events in the past and it is probable that an outflow of resources embodying economic benefits or service potential will be required to settle the obligation and a reliable estimate of the obligation can be made. The provision is measured as the best estimate of the funds required to settle the present obligation at the reporting date.</p>
16.2	Contingent liabilities

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ACCOUNTING POLICIES
for the year ended 31 March 2021

	Contingent liabilities are recorded in the notes to the financial statements when there is a possible obligation that arises from past events, and whose existence will be confirmed only by the occurrence or non-occurrence of one or more uncertain future events not within the control of the department or when there is a present obligation that is not recognised because it is not probable that an outflow of resources will be required to settle the obligation or the amount of the obligation cannot be measured reliably.
16.3	Contingent assets
	Contingent assets are recorded in the notes to the financial statements when a possible asset arises from past events, and whose existence will be confirmed by the occurrence or non-occurrence of one or more uncertain future events not within the control of the department.
16.4	Capital Commitments
	Capital commitments are recorded at cost in the notes to the financial statements.
17	Unauthorised expenditure
	Unauthorised expenditure is recognised in the statement of financial position until such time as the expenditure is either:
	<ul style="list-style-type: none"> • approved by Parliament with funding and the related funds are received; or • approved by Parliament without funding and is written off against the appropriation in the statement of financial performance; or • transferred to receivables for recovery.
	Unauthorised expenditure is measured at the amount of the confirmed unauthorised expenditure.
18	Fruitless and wasteful expenditure
	Fruitless and wasteful expenditure is recorded in the notes to the financial statements when confirmed. The amount recorded is equal to the total value of the fruitless and or wasteful expenditure incurred.
	Fruitless and wasteful expenditure is removed from the notes to the financial statements when it is resolved or transferred to receivables or written off.
	Fruitless and wasteful expenditure receivables are measured at the amount that is expected to be recoverable and are de-recognised when settled or subsequently written-off as irrecoverable.
19	Irregular expenditure
	Irregular expenditure is recorded in the notes to the financial statements when confirmed. The amount recorded is equal to the value of the irregular expenditure incurred unless it is impracticable to determine, in which case reasons therefor are provided in the note.
	Irregular expenditure is removed from the note when it is either condoned by the relevant authority, transferred to receivables for recovery, not condoned and removed or written off.
	Irregular expenditure receivables are measured at the amount that is expected to be recoverable and are de-recognised when settled or subsequently written-off as irrecoverable.
20	Changes in accounting policies, accounting estimates and errors
	Changes in accounting estimates are applied prospectively in accordance with MCS requirements.
	Correction of errors is applied retrospectively in the period in which the error has occurred in accordance with MCS requirements, except to the extent that it is impracticable to determine the period-specific effects or the cumulative effect of the error. In such cases the department shall restate the opening balances of assets, liabilities and net assets for the earliest period for which retrospective restatement is practicable.

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21	<p>Events after the reporting date</p> <p>Events after the reporting date that are classified as adjusting events have been accounted for in the financial statements. The events after the reporting date that are classified as non-adjusting events after the reporting date have been disclosed in the notes to the financial statements.</p>
22	<p>Principal-Agent arrangements</p> <p>The department is party to principal-agent arrangements for the scrapping of taxis and for municipal services. In terms of the arrangements the department is the principal and is responsible for the cost of scrapping taxis, taxi relief payments and the cost of municipal services plus a management fee. All related revenues, expenditures, assets and liabilities have been recognised or recorded in terms of the relevant policies listed herein. Additional disclosures have been provided in the notes to the financial statements where appropriate.</p>
23	<p>Capitalisation reserve</p> <p>The capitalisation reserve comprises of financial assets and/or liabilities originating in a prior reporting period but which are recognised in the statement of financial position for the first time in the current reporting period. Amounts are recognised in the capitalisation reserves when identified in the current period and are transferred to the National Revenue Fund when the underlying asset is disposed and the related funds are received.</p>
24	<p>Recoverable revenue</p> <p>Amounts are recognised as recoverable revenue when a payment made in a previous financial year becomes recoverable from a debtor in the current financial year. Amounts are either transferred to the National Revenue Fund when recovered or are transferred to the statement of financial performance when written-off.</p>
25	<p>Related party transactions</p> <p>Related party transactions within the Minister's portfolio are recorded in the notes to the financial statements when the transaction is not at arm's length.</p> <p>The number of individuals and the full compensation of key management personnel is recorded in the notes to the financial statements.</p>
26	<p>Inventories (Effective from date determined in a Treasury Instruction)</p> <p>At the date of acquisition, inventories are recognised at cost in the statement of financial performance.</p> <p>Where inventories are acquired as part of a non-exchange transaction, the inventories are measured at fair value as at the date of acquisition.</p> <p>Inventories are subsequently measured at the lower of cost and net realisable value or where intended for distribution (or consumed in the production of goods for distribution) at no or a nominal charge, the lower of cost and current replacement value.</p> <p>The cost of inventories is assigned by using the weighted average cost basis.</p>
27	<p>Public-Private Partnerships</p> <p>Public-Private Partnerships are accounted for based on the nature and/or the substance of the partnership. The transaction is accounted for in accordance with the relevant accounting policies.</p>

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	A summary of the significant terms of the PPP agreement, the parties to the agreement, and the date of commencement thereof together with the description and nature of the concession fees received, the unitary fees paid, rights and obligations of the department are recorded in the notes to the financial statements.
28	Employee benefits The value of each major class of employee benefit obligation (accruals, payables not recognised and provisions) is disclosed in the Employee benefits note.

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NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2021

1

1.1 Annual Appropriation	2020/21			2019/20		Funds not requested / not received
	Final Appropriation R'000	Actual Funds Received R'000	Funds not requested / not received R'000	Final Appropriation R'000	Appropriation Received R'000	R'000
Programmes						
Administration	469,780	470,979	(1,199)	419,337	419,337	-
Integrated Transport Planning	90,071	90,827	(756)	152,936	152,936	-
Rail Transport	9,599,405	10,980,343	(1,380,938)	16,560,839	16,560,839	-
Road Transport	31,471,099	31,707,463	(236,364)	33,295,501	33,295,501	-
Civil Aviation	2,673,698	194,103	2,479,595	224,345	224,345	-
Maritime Transport	141,769	141,769	-	135,250	135,250	-
Public Transport	12,908,913	12,909,913	(1,000)	13,416,923	13,416,923	-
Direct charge against the National Revenue Fund	10,997		10,997	10,424	10,424	-
Total	57,365,732	56,495,397	870,335	64,215,555	64,215,555	-

Funds are requested each month based on expected cash outflows.

2 Departmental Revenue	Note	2020/21 R'000	2019/20 R'000
Sales of goods and services other than capital assets	2.1	645	1,462
Interest, dividends and rent on land	2.2	114	42,593
Transactions in financial assets and liabilities	2.3	866	278,786
Departmental revenue collected		1,625	322,841
2.1 Sales of goods and services other than capital assets	2		
Sales of goods and services produced by the department		645	1,461
Sales by market establishment		84	87
Administrative fees		389	1,064
Other sales		172	310
Sales of scrap, waste and other used current goods		-	1
Total		645	1,462
2.2 Interest, dividends and rent on land	2		
Interest		114	300
Dividends		-	42,293
Total		114	42,593
2.3 Transactions in financial assets and liabilities	2		
Other Receipts including Recoverable Revenue		866	278,786
Total		866	278,786
2.4 Cash received not recognised (not included in the main note) - 2020/21			
Name of entity		Amount received R'000	Amount paid to Revenue Fund R'000
Gauteng Province		421,689	421,689
Free State Province		54	54
Mpumalanga Province		2,260	-
Eastern Cape Province		9,532	-
Northern Cape Province		1	-
Limpopo Province		289,466	-
North West Province		14,232	-
Total		737,234	421,743
			Balance R'000
			-
			-
			2,260
			9,532
			1
			289,466
			14,232
			315,491

DEPARTMENT OF TRANSPORT
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for the year ended 31 March 2021

Cash received not recognised (not included in the main note) - 2019/20

Name of entity	Amount received R'000	Amount paid to Revenue Fund R'000	Balance R'000
Gauteng Province	271,879	271,879	-
Free State Province	1,637	1,637	-
Mpumalanga Province	3,378	3,378	-
Eastern Cape Province	2,847	2,847	-
Northern Cape Province	5	5	-
Total	279,746	279,746	-

Cash received not recognised comprises of amounts of conditional grants that were unspent and surrendered to the department. The amount of R315,491,000 will be surrendered in the new financial year.

	Note	2020/21 R'000	2019/20 R'000
3 Compensation of Employees			
3.1 Salaries and wages			
Basic salary		318,598	324,932
Performance award		4,250	7,312
Service Based		1,549	467
Compensative/circumstantial		6,302	7,152
Periodic payments		1,265	2,197
Other non-pensionable allowances		84,566	82,037
Total		416,530	424,097
3.2 Social Contributions			
Employer contributions			
Pension		40,648	40,545
Medical		14,229	12,923
Bargaining council		71	64
Insurance		49	10
Total		54,997	53,542
Total compensation of employees		471,527	477,639
Average number of employees		677	664

DEPARTMENT OF TRANSPORT
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NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2021

	Note	2020/21 R'000	2019/20 R'000
4 Goods and services			
Administrative fees		41,920	2,805
Advertising		9,631	24,644
Minor assets	4.1	188	472
Bursaries (employees)		1,730	2,830
Catering		1,125	4,022
Communication		54,581	58,601
Computer services	4.2	15,827	10,660
Consultants: Business and advisory services		233,255	508,115
Infrastructure and planning services		62,644	56,127
Legal services		3,071	7,175
Contractors		3,483	3,718
Agency and support / outsourced services		203	-
Entertainment		90	250
Audit cost – external	4.3	5,941	6,805
Fleet services		312	580
Inventory	4.4	10,392	12,618
Consumables	4.5	35,803	7,600
Operating leases		91,563	63,097
Property payments	4.6	9,868	13,341
Travel and subsistence	4.7	18,530	70,657
Venues and facilities		3,573	10,372
Training and development		1,524	4,115
Other operating expenditure	4.8	1,509	2,054
Total		606,763	870,658

Major Variances

Administrative fees: Due to a R40 million that was paid as a management fee for the Taxi COVID-19 Relief fund in 2020/21

Computer services: Due to a R4,7 million that was paid for the Microsoft license renewal in 2020/21

Consultants: Due to a R176 million claims payment to the RTMC, a R75 million payment to STATS SA for the NHTS and a R90 million payment to the SIU in the 2019/20 financial year

Consumables: Increase due to COVID-19 related cleaning material, sanitisers and medical supplies that were procured

Operating leases: Paid for the full 12 months building lease in 2020/21 and only for 9 months in 2019/20

Advertising, Entertainment, Fleet Services, Inventory, Travel and Subsistence, and Venues and Facilities: Due to COVID-19 restrictions, staff had to work from home and therefore less was spent on these items for the 2020/21 year.

4.1 Minor assets	4		
Tangible assets		188	472
Machinery and equipment		188	472
Total		188	472
4.2 Computer services	4		
SITA computer services		3,097	4,436
External computer service providers		12,730	6,224
Total		15,827	10,660
4.3 Audit cost – external	4		
Regularity audits		5,941	6,805
Total		5,941	6,805
4.4 Inventory	4		
Clothing material and accessories		277	70
Other supplies	4.4.1	10,115	12,548
Total		10,392	12,618

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NOTES TO THE ANNUAL FINANCIAL STATEMENTS
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	Note	2020/21 R'000	2019/20 R'000
4.4.1 Other Supplies			
Assets for distribution		10,115	12,548
Other assets for distribution		<u>10,115</u>	<u>12,548</u>
Total		<u>10,115</u>	<u>12,548</u>
4.5 Consumables	4		
Consumable supplies		32,921	1,917
Uniform and clothing		694	454
Household supplies		21,963	213
Communication accessories		175	2
IT consumables		131	398
Other consumables		9,958	850
Stationery, printing and office supplies		2,882	5,683
Total		<u>35,803</u>	<u>7,600</u>
4.6 Property payments	4		
Property maintenance and repairs		75	1,088
Other		9,793	12,253
Total		<u>9,868</u>	<u>13,341</u>
4.7 Travel and subsistence	4		
Local		16,617	60,966
Foreign		1,913	9,691
Total		<u>18,530</u>	<u>70,657</u>
4.8 Other operating expenditure	4		
Professional bodies, membership and subscription fees		105	188
Resettlement costs		50	116
Other		1,354	1,750
Total		<u>1,509</u>	<u>2,054</u>
5 Payments for financial assets			
Purchase of equity		2,324,750	-
Other material losses written off	5.1	-	6,236
Debts written off	5.2	633	111
Total		<u>2,325,383</u>	<u>6,347</u>
Payment for financial assets to the value of R2.3 billion was paid to ACSA for purchase of equity			
5.1 Other material losses written off	5		
Nature of losses			
Excess on vehicle damages		-	167
Interest on Telkom Contract		-	6,069
Total		<u>-</u>	<u>6,236</u>
5.2 Debts written off	5		
Nature of debts written off			
Other debt written off			
Travel and subsistence		2	13
Northern Cape Provincial Department		631	-
Interest (Court Order)		-	73
Ports Regulator		-	25
Total debt written off		<u>633</u>	<u>111</u>

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	Note	2020/21 R'000	2019/20 R'000
6 Transfers and Subsidies			
Provinces and municipalities	37, 38	21,714,421	24,252,140
Departmental agencies and accounts	ANNEXURE 1B	21,045,298	21,496,815
Foreign governments and international organisations	ANNEXURE 1D	14,245	23,125
Public corporations and private enterprises	ANNEXURE 1C	10,609,515	16,462,213
Non-profit institutions	ANNEXURE 1E	28,236	26,766
Households	ANNEXURE 1F	247,395	254,155
Total		53,659,110	62,515,214
7 Expenditure for capital assets			
Tangible assets		7,671	10,162
Machinery and equipment	32	7,671	10,162
Intangible assets		3,361	11,205
Software	33	3,361	11,205
Total		11,032	21,367
7.1 Analysis of funds utilised to acquire capital assets - 2020/21		Voted Funds R'000	TOTAL R'000
Tangible assets		7,671	7,671
Machinery and equipment		7,671	7,671
Intangible assets		3,361	3,361
Software		3,361	3,361
Total		11,032	11,032
7.2 Analysis of funds utilised to acquire capital assets - 2019/20		Voted Funds R'000	TOTAL R'000
Tangible assets		10,162	10,162
Machinery and equipment		10,162	10,162
Intangible assets		11,205	11,205
Software		11,205	11,205
Total		21,367	21,367
7.3 Finance lease expenditure included in Expenditure for capital assets		2020/21 R'000	2019/20 R'000
Tangible assets			
Machinery and equipment		2,536	3,574
Total		2,536	3,574
8 Unauthorised Expenditure			
8.1 Reconciliation of unauthorised expenditure			
Opening balance		1,339,145	1,339,145
Unauthorised expenditure - discovered in the current year (as restated)		-	-
Closing balance		1,339,145	1,339,145

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	Note	2020/21 R'000	2019/20 R'000			
Analysis of closing balance						
Unauthorised expenditure awaiting authorisation		1,339,145	1,339,145			
Total		1,339,145	1,339,145			
8.2 Analysis of unauthorised expenditure awaiting authorisation per economic classification						
Current		1,339,145	1,339,145			
Total		1,339,145	1,339,145			
8.3 Analysis of unauthorised expenditure awaiting authorisation per type						
Unauthorised expenditure relating to overspending of the vote or a main division within the vote		1,338,165	1,338,165			
Unauthorised expenditure incurred not in accordance with the purpose of the vote or main division		980	980			
Total		1,339,145	1,339,145			
Unauthorised expenditure incurred because of the eNatis system that was unfunded in the following years: 2013/14 - R768,355,000 2014/15 - R392,842,000 2016/17 - R176,968,000 Unauthorised expenditure incurred because the expenditure was not in accordance with the vote of the Programme: Road Transport on an Arrive Alive Campaign in the 2018/19 financial year to the value of R980,375.						
9 Cash and Cash Equivalents						
Cash on hand		28	28			
Investments (Domestic)		9,880	-			
Total		9,908	28			
The amount of cash on hand held by the department is available for use						
10 Prepayments and Advances						
Prepayments (Not expensed)	10.2	89	59,068			
Advances paid (Not expensed)	10.1	6,192	7,693			
Total		6,281	66,761			
10.1 Advances paid (Not expensed)						
	Note	Balance as at 1 April 2020 R'000	Less: Amount expensed in current year R'000	Add/Less: Other R'000	Add: Current Year advances R'000	Balance as at 31 March 2021 R'000
National departments	10	3,089	(13,128)	-	10,004	(35)
Provincial departments		631	(631)	-		-
Other institutions		3,973	(6,429)	-	8,683	6,227
Total		7,693	(20,188)	-	18,687	6,192

The Department of International Relations and Cooperation and Government Communications and Information Services required advance payments before services are rendered to the department.

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Advances paid (Not expensed)

	Note	Balance as at 1 April 2019	Less: Amount expensed in current year	Add/Less: Other	Add: Current Year advances	Balance as at 31 March 2020
		R'000	R'000	R'000	R'000	R'000
National departments	10	1,764	(87,769)	-	89,094	3,089
Provincial departments		631	-	-	-	631
Other institutions		14,735	(19,762)	-	9,000	3,973
Total		17,130	(107,531)	-	98,094	7,693

The Department of International Relations and Cooperation and Government Communications and Information Services required advance payments before services are rendered to the department.

10.2 Prepayments (Not expensed)

	Note	Balance as at 1 April 2020	Less: Amount expensed in current year	Add/Less: Other	Add: Current Year prepayment s	Balance as at 31 March 2021
		R'000	R'000	R'000	R'000	R'000
Listed by economic classification	10					
Transfers and subsidies		59,068	(233,979)	-	175,000	89
Total		59,068	(233,979)	-	175,000	89

The Taxi Scrapping Administrator required advance payments for the scrapping allowance payable for the scrapping of taxis.

Prepayments (Not expensed)

	Note	Balance as at 1 April 2019	Less: Amount expensed in current year	Add/Less: Other	Add: Current Year prepayment s	Balance as at 31 March 2020
		R'000	R'000	R'000	R'000	R'000
Listed by economic classification	10					
Transfers and subsidies		-	(240,932)	-	300,000	59,068
Total		-	(240,932)	-	300,000	59,068

The Taxi Scrapping Administrator required advance payments for the scrapping allowance payable for the scrapping of taxis.

10.3 Advances paid (Expensed)

	Balance as at 1 April 2020	Less: Received in the current year	Add/Less: Other	Add: Current Year advances	Amount as at 31 March 2021
	R'000	R'000	R'000	R'000	R'000
National departments	-	(1,175,000)	-	1,175,000	-
Total	-	(1,175,000)	-	1,175,000	-

Advance payments to the National Empowerment Fund to process Covid relief payments to registered taxi operators. An amount of R1,135 billion was made available for the relief payments and an amount of R40 million was paid as a management fee. The full amount of the advance was expensed, as the amount was material, was budgeted for as an earmarked expense in the financial year and is being utilised in accordance with the contractual arrangement.

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Advances paid (Expensed)

	Balance as at 1 April 2019	Less: Received in the current year	Add/Less: Other	Add: Current Year advances	Amount as at 31 March 2020
	R'000	R'000	R'000	R'000	R'000
National departments	1,735	(40,634)	(35,195)	74,094	-
Total	1,735	(40,634)	(35,195)	74,094	-

Advance payments to the Department of Statistics South Africa to conduct a National Household Travel Survey totalled R75,828,744.15. The full amount of the advance was expensed in the 2019/2020 financial year, as the amount was material, was budgeted for as an earmarked expense in the financial year and is being utilised in accordance with the contractual arrangement. For the 2020/2021 financial year, an amount of R9,220,525.73 was spent with a balance of R25,973,922.79 remaining.

	Note	2020/21			2019/20		
		Current R'000	Non- current R'000	Total R'000	Current R'000	Non- current R'000	Total R'000
11 Receivables							
Claims recoverable	11.1	4,350	6,237	10,587	6,312	6,228	12,540
Recoverable expenditure	11.2	317		317	83	-	83
Staff debt	11.3	187	1,134	1,321	128	1,290	1,418
Other receivables	11.1	22	865	887	638	1,019	1,657
Total		4,876	8,236	13,112	7,161	8,537	15,698

	Note	2020/21 R'000	2019/20 R'000
11.1 Claims recoverable	11		
National departments		1,929	2,060
Provincial departments		98	100
Public entities		8,560	10,380
Total		10,587	12,540
11.2 Recoverable expenditure (disallowance accounts)	11		
Salary overpayments		317	83
Total		317	83
11.3 Staff debt	11		
Overpayments and state guarantees		190	151
Subsistence and travel		21	26
Other - telephone and tax debt		421	472
Excess on vehicle damages and loss of assets		90	117
Bursary debt		599	652
Total		1,321	1,418
11.4 Other receivables	11		
Ex personnel - overpayments and State guarantees		127	109
Subsistence and travel		7	8
Fraud		345	323
Claim for interest paid		-	191
Other		348	345
VAT overcharged		43	43
Claim for Inauguration		-	622
Paid to wrong supplier		16	16
Total		887	1,657

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	Note	2020/21 R'000	2019/20 R'000
11.5 Fruitless and wasteful expenditure	11		
Opening balance		-	-
Less amounts recovered		(3)	(81)
Less amounts written off		(74)	(8)
Transfers from note 27 Fruitless and Wasteful expenditure		77	89
Total		<u>-</u>	<u>-</u>
11.6 Impairment of receivables			
Estimate of impairment of receivables		6,372	6,976
Total		<u>6,372</u>	<u>6,976</u>
The impairment of receivables is determined by all debts that had to be handed over for legal action and debts identified for write off.			
12 Investments			
Non-Current			
Shares and other equity			
Passenger Rail Agency of South Africa Ltd.		4,248,259	4,248,259
Airports Company Ltd.		2,884,242	559,492
Air Traffic and Navigational Services Company Ltd.		190,646	190,646
S.A. National Roads Agency (SOC) Ltd.		1,091,044	1,091,044
Total		<u>8,414,191</u>	<u>6,089,441</u>
Total non-current		<u>8,414,191</u>	<u>6,089,441</u>
Analysis of non-current investments			
Opening balance		6,089,441	6,089,441
Additions in cash		2,324,750	-
Closing balance		<u>8,414,191</u>	<u>6,089,441</u>
13 Voted Funds to be Surrendered to the Revenue Fund			
Opening balance		324,330	646,044
Transfer from statement of financial performance (as restated)		291,917	324,330
Add: Unauthorised expenditure for current year		-	-
Voted funds not requested/not received	1.1	(870,335)	-
Paid during the year		(324,330)	(646,044)
Closing balance		<u>(578,418)</u>	<u>324,330</u>
The credit balance is as a result of funds not withdrawn from the National Revenue Funds, a late request of funds will be requested to settle on the net basis.			
14 Departmental revenue and NRF Receipts to be surrendered to the Revenue Fund			
Opening balance		5,115	481
Transfer from Statement of Financial Performance (as restated)		1,625	322,841
Paid during the year		(5,794)	(318,207)
Closing balance		<u>946</u>	<u>5,115</u>
15 Bank Overdraft			
Consolidated Paymaster General Account		1,629,312	1,090,638
Total		<u>1,629,312</u>	<u>1,090,638</u>
The bank overdraft is mainly attributable to unauthorised expenditure, under expenditure against budget and prepayments and advances			
16 Payables - current			
Clearing accounts	16.1	146	329
Other payables	16.2	315,510	70
Total		<u>315,656</u>	<u>399</u>

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		Note	2020/21 R'000	2019/20 R'000
16.1	Clearing accounts	16		
	Income tax		146	329
	Total		146	329
16.2	Other payables	16		
	Salary payments		19	70
	Unspent Conditional Grants from Provinces		315,491	-
	Total		315,510	70
2020/21				
			One to two years R'000	Two to three years R'000
			More than three years R'000	Total R'000
				2019/20 Total R'000
17	Payables – non-current			
	Other payables	17.1	62	186
	Total		62	186
2020/21				
			2020/21 R'000	2019/20 R'000
17.1	Other payables	17		
	Appeal deposits		62	186
	Total		62	186
18	Net cash flow available from operating activities			
	Net surplus/(deficit) as per Statement of Financial Performance		293,542	647,171
	Add back non cash/cash movements not deemed operating activities		(811,405)	(1,040,524)
	(Increase)/decrease in receivables		2,285	(5,939)
	(Increase)/decrease in prepayments and advances		60,480	(49,631)
	Increase/(decrease) in payables – current		315,257	223
	Expenditure on capital assets		11,032	21,367
	Surrenders to Revenue Fund		(330,124)	(964,251)
	Voted funds not requested/not received		(870,335)	-
	Other non-cash items		-	(42,293)
	Net cash flow generated by operating activities		(517,863)	(393,353)
19	Reconciliation of cash and cash equivalents for cash flow purposes			
	Consolidated Paymaster General account		(1,629,312)	(1,090,638)
	Disbursements		-	-
	Cash on hand		28	28
	Cash with commercial banks (Local)		9,880	-
	Total		(1,619,404)	(1,090,610)
2020/21				
			2020/21 R'000	2019/20 R'000
20	Contingent liabilities and contingent assets			
	20.1 Contingent liabilities			
	Liable to			
	Other guarantees	Annex 3A	37,378,106	38,997,795
	Claims against the department	Annex 3B	450,961	275,909
	Intergovernmental payables (unconfirmed balances)	Annex 5	32,928	24,486
	Total		37,861,995	39,298,190

A brief description on the uncertainties relating to the amount or timing of any outflow:

Guarantees: The potential financial effect amounts to the amount of guarantees issued. The amount and timing of any outflow is uncertain and will depend on whether the South African National Roads Agency (SOC) Ltd. honour the obligations that are guaranteed.

Claims against the Department represent the amounts of litigation against the Department and claims for expenditure that was not substantiated. The amount and timing of any outflow is uncertain and will depend whether legal action against the Department succeeds or whether amounts claimed can be substantiated.

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Intergovernmental payables: The amount that was claimed is being disputed. When the dispute will be resolved, the agreed amount will be paid.

A brief discussion on the possibility of any reimbursement: For guarantees issued, there is no possibility of any reimbursement. For claims against the Department, there is a possibility of the reimbursement of legal costs, depending on a court order. For intergovernmental payables, there is a possibility that amounts could be credited, but not reimbursed.

	Note	2020/21 R'000	2019/20 R'000
21 Capital commitments			
Tangible assets:			
Computer equipment		166	691
Furniture and office equipment		430	31
Other machinery and equipment		82	653
Total		678	1,375

22 Accruals and payables not recognised

22.1 Accruals

Listed by economic classification

	30 days	30+ days	Total	Total
Goods and services	10,532	28,738	39,270	74,522
Capital assets	44	30	74	278
Other	395	-	395	1,559
Total	10,971	28,768	39,739	76,359

Listed by programme level

	Note	2020/21 R'000	2019/20 R'000
Programme 1		32,623	50,043
Programme 2		91	317
Programme 3		3	23
Programme 4		1,535	880
Programme 5		4,841	1,175
Programme 6		258	10,814
Programme 7		388	13,107
Total		39,739	76,359

Material accruals include audit and legal fees and watch keeping services that were not yet paid for at year-end.

22.2 Payables not recognised

Listed by economic classification

	30 days	30+ days	Total	Total
Goods and services	7,173	20,565	27,738	521
Capital assets	3	3	6	79
Total	7,176	20,568	27,744	600

Listed by programme level

	Note	2020/21 R'000	2019/20 R'000
Programme 1		21,385	494
Programme 2		88	9
Programme 3		12	1
Programme 4		280	42
Programme 5		3,895	34
Programme 6		90	9
Programme 7		1,994	11
Total		27,744	600

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	Note	2020/21 R'000	2019/20 R'000
23 Employee benefits			
Leave entitlement		36,262	64,569
Service bonus		11,590	11,475
Performance awards		2,684	-
Capped leave commitments		10,270	11,131
Other		385	-
Total		61,191	87,175
24 Lease commitments			
24.1 Operating leases			
2020/21		Buildings and other fixed structures R'000	Total R'000
Not later than 1 year		-	-
Total lease commitments		-	-
2019/20		Buildings and other fixed structures R'000	Total R'000
Not later than 1 year		45,076	45,076
Total lease commitments		45,076	45,076

A general description of the material leasing arrangements: A lease is classified as an operating lease if it does not transfer substantially all the risks and rewards incidental to ownership. Operating leases comprise of leases for premises. The lease for premises expired on 30 September 2020 with no option for renewal. The Department did not have an option to cancel the lease before the expiry date. A tenant's installation allowed the Department to upgrade the premises at R450 per square meter, amounting to R15 million. There are no encumbrances on the lease.

	Note	2020/21 R'000	2019/20 R'000
24.2 Finance leases **			
2020/21		Machinery and equipment R'000	Total R'000
Not later than 1 year		1,602	1,602
Later than 1 year and not later than 5 years		743	743
Total lease commitments		2,345	2,345
2019/20		Machinery and equipment R'000	Total R'000
Not later than 1 year		2,204	2,204
Later than 1 year and not later than 5 years		676	676
Total lease commitments		2,880	2,880

**** This note excludes leases relating to public private partnerships as they are separately disclosed on note 30.**

A general description of the material leasing arrangements: A lease is classified as a finance lease if it transfers substantially all the risks and rewards incidental to ownership. Material leasing arrangements are leases of photocopy machines and cellular telephones. For photocopy machines, the Department has an option to renew the lease after the initial period of 36 months for another 24 months with a 75% reduction in the original lease price. For cellular telephones, a one month notice

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must be given to end the lease at the end of the lease period of 24 months, after which the cellular telephones become the property of the Department.

	Note	2020/21 R'000	2019/20 R'000
25			
Accrued departmental revenue			
Transactions in financial assets and liabilities		888	964
Total		888	964
25.1			
Analysis of accrued departmental revenue			
Opening balance		964	766
Less: Amounts received		303	252
Add: Amounts recognised		227	450
Closing balance		888	964
26			
Irregular expenditure			
26.1			
Reconciliation of irregular expenditure			
Opening balance		119,724	746,072
Prior period error			6,069
As restated		119,724	752,141
Add: Irregular expenditure - relating to prior year		-	3,043
Add: Irregular expenditure - relating to current year		-	2,121
Less: Prior year amounts condoned		-	(637,459)
Less: Prior year amounts not condoned and removed		(265)	-
Less: Amounts recoverable (current and prior year)		(176)	(122)
Closing balance		119,283	119,724
Analysis of awaiting condonation per age classification			
Current year		-	8,190
Prior years		119,283	111,534
Total		119,283	119,724
		2020/21	
26.2			
Details of irregular expenditure recoverable (not condoned)			
Incident			
Overpaid sessional allowances were claimed from the respective departments		176	
Total		176	
26.3			
Details of irregular expenditure removed - not recoverable (not condoned)			
Incident	Condoned by (condoning authority)		
Utilization of sport ground facility at Hoërskool Langenhoven	Noncompliance with the policy - not irregular	265	
Total		265	
26.4			
Details of irregular expenditure under assessment (not included in the main note)			
Incident			
Procurement of a laptop -quotations obtained		42	
Total		42	

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26.5	Prior period error	2019/20
		R'000
	Nature of prior period error	
	Relating to 2019/20 (affecting the opening balance)	6,069
	Imbizo held in Kwazulu Natal at Vryheid	4,112
	Imbizo held in Kwazulu Natal at Umsinga	1,680
	Imbizo held in Kwazulu Natal at Estcourt	277
	Total	6,069

In all three cases, processes were not followed to participate in a SANRAL contract for below-the-line services.

		Note	2020/21 R'000	2019/20 R'000
27	Fruitless and wasteful expenditure			
	27.1 Reconciliation of fruitless and wasteful expenditure			
	Opening balance		115	151
	Fruitless and wasteful expenditure – relating to prior year	27.2	30	1
	Fruitless and wasteful expenditure – relating to current year	27.2	1	52
	Less: Amounts recoverable	27.3	(3)	(81)
	Less: Amounts written off	11.5, 27.4	(74)	(8)
	Closing balance		69	115
	27.2 Details of current and prior year fruitless and wasteful expenditure – added current year (under determination and investigation)		2020/21	
			R'000	
	Incident	Disciplinary steps taken/criminal proceedings		
	8 Cases of "no shows"	To be transferred to debt	31	
	Total		31	
	27.3 Details of fruitless and wasteful expenditure recoverable			
	Incident			
	4 Cases of no shows transferred to debt		3	
	Total		3	
	27.4 Details of fruitless and wasteful expenditure written off			
	Incident			
	Re-printed SASAR Annual Report because the Vote number was wrong		50	
	4 "no shows" were written off, because officials did not forfeit their cover as per TR 12		24	
	Total		74	

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28	Related party transactions	Note	2020/21 R'000	2019/20 R'000
	Revenue received			
	Transactions in financial assets and liabilities		11,504	7,243
	Total		<u>11,504</u>	<u>7,243</u>
	Payments made			
	Goods and services		53,269	229,110
	Payments for financial assets		2,333,949	12,588
	Total		<u>2,387,218</u>	<u>241,698</u>
	Year end balances arising from revenue/payments			
	Receivables from related parties		8,560	10,865
	Total		<u>8,560</u>	<u>10,865</u>
	Other			
	Guarantees issued/received			
	S.A. National Roads Agency (SOC) Ltd.		37,378,106	38,997,795
	Total		<u>37,378,106</u>	<u>38,997,795</u>

Related party relationships

Name of related party	Relationship	Types of transaction
Air Traffic and Navigation Services Company Ltd.	Public Entity	Not applicable
South African National Roads Agency Ltd.	Public Entity	Transfer payments
Road Traffic Management Corporation	Public Entity	Transfer payments and goods and services
South African Civil Aviation Authority	Public Entity	Goods and services and transactions in financial assets and liabilities
South African Maritime Safety Authority	Public Entity	Goods and services and transactions in financial assets and liabilities
Driving License Card Account	Trading Entity	Transactions in financial assets and liabilities
Passenger Rail Agency of South Africa Ltd.	Public Entity	Transfer payments and transactions in financial assets and liabilities
Railway Safety Regulator	Public Entity	Transfer payments
Ports Regulator	Public Entity	Transfer payments
Road Traffic Infringements Agency	Public Entity	Transfer payments and transactions in financial assets and liabilities
Airports Company Ltd.	Public Entity	Purchase of equity
Cross Border Road Transport Agency	Public Entity	Transfer payments and transactions in financial assets and liabilities
Road Accident Fund	Public Entity	Transactions in financial assets and liabilities

Payments made: Payment for financial assets to the value of R2.3 billion was paid to ACSA for purchase of equity.

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		2020/21 R'000	2019/20 R'000
29 Key management personnel	No. of Individuals		
Political office bearers (provide detail below)	2	4,365	4,670
Level 15 to 16	9	12,345	14,659
Level 14	37	44,788	40,569
Below level 14		-	13,146
Total		61,498	73,044
	Individuals		
Key management personnel (Parliament/Legislatures)			
Other	2	4,365	4,670
Total		4,365	4,670

		2020/21 R'000	2019/20 R'000
30 Public Private Partnership	Note		
Unitary fee paid		-	9,105
Indexed component		-	9,105
Analysis of indexed component		-	9,105
Goods and Services(excluding lease payments)		-	9,105

Any guarantees issued by the department are disclosed in Note 20.1

A Transport Fleet Services Public Private Partnership was entered into during November 2006 to render vehicle fleet services to six Government departments. Over time, 13 Government departments participated in the contract. Services that were provided for in the contract included long-term vehicle rentals, short-term day-to-day vehicle rentals, short medium term vehicle rentals, a 24-hour Call Centre, chauffeur and point-to-point driven services, an internet based fleet management system with an electronic log book, and a fuel management system. The contract expired on 28 February 2019.

		2020/21 R'000	2019/20 R'000
31 Provisions	Note		
Long service awards		385	307
Provision for performance bonus		2,684	7,574
Total		3,069	7,881

31.1 Reconciliation of movement in provisions - 2020/21

	Long Service Awards R'000	Performance Bonus R'000	Total provisions R'000
Opening balance	307	7,574	7,881
Increase in provision	385	2,684	3,069
Settlement of provision	(327)	(4,253)	(4,580)
Change in provision due to change in estimation of inputs	20	(3,321)	(3,301)
Closing balance	385	2,684	3,069

Reconciliation of movement in provisions - 2019/20

	Long Service Awards R'000	Performance Bonus R'000	Total provisions R'000
Opening balance	377	7,451	7,828
Increase in provision	319	7,435	7,754
Settlement of provision	(389)	(7,312)	(7,701)
Closing balance	307	7,574	7,881

Nature of each obligation and the expected timing of any resulting outflows of economic benefits or service potential:

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Long service award: Provision was made for employees who will receive long service awards in the next financial year. At this stage the department is not able to reliably measure the long term portion of the long service awards.

Performance bonuses: The Provision for performance bonuses was based on the budget for Compensation of Employees for performance bonuses due but not yet paid. It is expected that the performance bonuses will be paid in the next financial year.

A description of the uncertainties/estimates applied in each of the provisions and information on the major assumptions made concerning future events:

Long service awards: The provision is based on long service awards that will be paid to officials currently employed in the next twelve months.

Performance bonus: The payment of the performance bonuses will depend on the assessment of staff performance and the availability of the budget.

Change in provision due to change in estimation of inputs:

Long service award: Two employees were not provisioned for and reversed the provision for CPI in the 2019/20 financial year.

Performance bonuses: A provision of 1,5% was made in the 2019/20 financial year instead of 0,75%.

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32 Movable Tangible Capital Assets
MOVEMENT IN MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2021

	Opening balance R'000	Value adjustments R'000	Additions R'000	Disposals R'000	Closing balance R'000
HERITAGE ASSETS	170	-	-	-	170
Heritage assets	170	-	-	-	170
MACHINERY AND EQUIPMENT	72,074	(303)	5,134	376	76,529
Transport assets	6,721	-	-	-	6,721
Computer equipment	40,828	(48)	4,118	342	44,556
Furniture and office equipment	16,123	(8)	126	6	16,235
Other machinery and equipment	8,402	(247)	890	28	9,017
TOTAL MOVABLE TANGIBLE CAPITAL ASSETS	72,244	(303)	5,134	376	76,699

32.1 Additions
ADDITIONS TO MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2021

	Cash R'000	Non-cash R'000	(Capital work-in-progress current costs and finance lease payments) R'000	Received current, not paid (Paid current year, received prior year) R'000	Total R'000
MACHINERY AND EQUIPMENT	5,134	-	-	-	5,134
Transport assets	-	-	-	-	-
Computer equipment	4,118	-	-	-	4,118
Furniture and office equipment	126	-	-	-	126
Other machinery and equipment	890	-	-	-	890
TOTAL ADDITIONS TO MOVABLE TANGIBLE CAPITAL ASSETS	5,134	-	-	-	5,134

32.2 Disposals
DISPOSALS OF MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2021

	Sold for cash R'000	Non-cash disposal R'000	Total disposals R'000	Cash received Actual R'000
MACHINERY AND EQUIPMENT	-	376	376	-
Computer equipment	-	342	342	-
Furniture and office equipment	-	6	6	-
Other machinery and equipment	-	28	28	-
TOTAL DISPOSAL OF MOVABLE TANGIBLE CAPITAL ASSETS	-	376	376	-

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32.3 Movement for 2019/20
MOVEMENT IN MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED
31 MARCH 2020

	Opening balance R'000	Prior period error R'000	Additions R'000	Disposals R'000	Closing balance R'000
HERITAGE ASSETS	-	170	-	-	170
Heritage assets	-	170	-	-	170
MACHINERY AND EQUIPMENT	68,381	(170)	6,984	3,121	72,074
Transport assets	6,721	-	-	-	6,721
Computer equipment	39,279	-	4,576	3,027	40,828
Furniture and office equipment	14,891	-	1,250	18	16,123
Other machinery and equipment	7,490	(170)	1,158	76	8,402
TOTAL MOVABLE TANGIBLE CAPITAL ASSETS	68,381	-	6,984	3,121	72,244

32.3.1 Prior period error	Note	2019/20 R'000
Relating to 2019/20		170
Category adjustment – Heritage assets	32	170
Total		170

32.4 Minor assets
MOVEMENT IN MINOR ASSETS PER THE ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2021

	Machinery and equipment R'000	Total R'000
Opening balance	17,958	17,958
Additions	189	189
Disposals	(528)	(528)
TOTAL MINOR ASSETS	17,619	17,619

	Machinery and equipment	Total
Number of R1 minor assets	146	146
Number of minor assets at cost	9,892	9,892
TOTAL NUMBER OF MINOR ASSETS	10,038	10,038

MOVEMENT IN MINOR ASSETS PER THE ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2020

	Machinery and equipment R'000	Total R'000
Opening balance	17,458	17,458
Additions	505	505
Disposals	(5)	(5)
TOTAL MINOR ASSETS	17,958	17,958

	Machinery and equipment	Total
Number of R1 minor assets	147	147
Number of minor assets at cost	10,040	10,040
TOTAL NUMBER OF MINOR ASSETS	10,187	10,187

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32.5 Movable assets written off
MOVABLE ASSETS WRITTEN OFF FOR THE YEAR ENDED 31 MARCH 2021

	Machinery and equipment R'000	Total R'000
Assets written off	84	84
TOTAL MOVABLE ASSETS WRITTEN OFF	84	84

MOVABLE ASSETS WRITTEN OFF FOR THE YEAR ENDED 31 MARCH 2020

	Machinery and equipment R'000	Total R'000
Assets written off	162	162
TOTAL MOVABLE ASSETS WRITTEN OFF	162	162

32.6 S42 Movable Capital Assets

MAJOR ASSETS TO BE TRANSFERRED IN TERMS OF S42 OF THE PFMA - 31 MARCH 2021

	Machinery and equipment	Total
Number of Assets	11	11
Value of the asset (R'000)	120	120

MINOR ASSETS TO BE TRANSFERRED IN TERMS OF S42 OF THE PFMA - 31 MARCH 2020

	Machinery and equipment	Total
Number of Assets	14	14
Value of the asset (R'000)	28	28

33 Intangible Capital Assets

MOVEMENT IN INTANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2021

	Opening balance R'000	Value adjustments R'000	Additions R'000	Disposals R'000	Closing balance R'000
SOFTWARE	74,080	(31)	3,361	-	77,410
TOTAL INTANGIBLE CAPITAL ASSETS	74,080	(31)	3,361	-	77,410

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33.1 ADDITIONS TO INTANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2021

	Cash R'000	Non-cash R'000	(Develop- ment work-in- progress current costs) R'000	Received current, not paid (Paid current year, received prior year R'000	Total R'000
SOFTWARE			3,361		3,361
TOTAL ADDITIONS TO INTANGIBLE CAPITAL ASSETS	-	-	3,361	-	3,361

Expenditure on the redesign of the National Land Transport Information System was capitalised as work in progress until the project is complete, since the research cost, development cost and the cost of the perpetual licence cannot be separated.

33.2 Movement for 2019/20 MOVEMENT IN INTANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2020

	Opening balance R'000	Prior period error R'000	Additions R'000	Disposals R'000	Closing balance R'000
SOFTWARE	62,875	-	11,205	-	74,080
TOTAL INTANGIBLE CAPITAL	62,875	-	11,205	-	74,080

34 Immovable Tangible Capital Assets
34.1 MOVEMENT IN IMMOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2021

	Opening balance R'000	Value adjustments R'000	Additions R'000	Disposals R'000	Closing balance R'000
BUILDINGS AND OTHER FIXED STRUCTURES	353,434	-	-	-	353,434
Other fixed structures	353,434		-	-	353,434
TOTAL IMMOVABLE TANGIBLE CAPITAL ASSETS	353,434	-	-	-	353,434

34.2 Movement for 2019/20 MOVEMENT IN IMMOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2020

	Opening balance R'000	Prior period error R'000	Additions R'000	Disposals R'000	Closing balance R'000
BUILDINGS AND OTHER FIXED STRUCTURES	353,434	-	-	-	353,434
Other fixed structures	353,434		-	-	353,434
TOTAL IMMOVABLE TANGIBLE CAPITAL ASSETS	353,434	-	-	-	353,434

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34.3 S42 Immovable assets Assets to be transferred in terms of S42 of the PFMA - 2020/21	No. of Assets	Value of Assets R'000
BUILDINGS AND OTHER FIXED STRUCTURES	1	353,434
Other fixed structures	1	353,434
TOTAL	1	353,434

The department acted as an agent on behalf of the Eastern Cape Department of Transport for the upgrade and refurbishment of the Mthatha Airport runway. The improvement to the asset is subject to transfer in terms of section 42 of the Public Finance Management Act. The department did not receive any revenue for acting as an agent in this regard.

Assets to be transferred in terms of S42 of the PFMA - 2019/20	No. of Assets	Value of Assets R'000
BUILDINGS AND OTHER FIXED STRUCTURES	1	353,434
Other fixed structures	1	353,434
TOTAL	1	353,434

The department acted as an agent on behalf of the Eastern Cape Department of Transport for the upgrade and refurbishment of the Mthatha Airport runway. The improvement to the asset is subject to transfer in terms of section 42 of the Public Finance Management Act. The department did not receive any revenue for acting as an agent in this regard.

35 Principal-agent arrangements	2020/21 R'000	2019/20 R'000
35.1 Department acting as the principal		
Fees paid:		
Anthus Services 84	122,936	115,221
Property Management Trading Entity	211	192
Taxi relief scheme - National Empowerment Fund	40,000	-
Cost of taxis scrapped and municipal fees:		
Cost of taxis scrapped	233,979	240,932
Cost of municipal fees	4,724	4,241
Taxi relief scheme - National Empowerment Fund	1,135,000	-
Total	1,536,850	360,586

A description of the nature, circumstances, significant judgment applied, significant terms and conditions, any significant risks and benefits relating to the arrangements with the agents

Taxi Scrapping - Anthus Services 84:

The taxi scrapping programme is ensuring that vehicles used to ferry commuters meet the safety standards. In enabling the effective phasing out of unsafe vehicles and enabling introduction of those that meet the safety standards, government provides a capital subsidy in the form of a scrapping allowance.

The ultimate responsibility of the Taxi Recapitalization programme rests with the department as reflected in the strategic plan and Vote 40 and emanates from the Taxi Recapitalisation Policy, 2009. The service providers entered into transactions with third parties on behalf of the department when paying scrapping allowances to taxi operators.

Advances paid in 2019/20 and 2020/21 to facilitate the scrapping of taxis amounted to R300 million and R234 million respectively.

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Municipal Services - Property Management Trading Entity:

Client departments occupying properties are liable for the municipal services charges incurred in utilising those properties. The Property Management Trading Entity offers a service of paying the municipal service charges on behalf of the client departments and then recovering those costs directly from the client department.

Taxi Relief Scheme - National Empowerment Fund (NEF):

The taxi relief scheme is intended to assist the taxi operators to mitigate the effect of Covid-19. The NEF has the means to process the payments to all the compliant and registered taxi operators. The NEF undertook to provide the Department three months after the termination of the contract with audited financial statements, detailing the cost breakdown of the expenditure incurred towards the payments made to the taxi operators and drivers.

At the end of 2020/21, no payment was effected to any taxi operator by the NEF. The cut-off date for the payment to the taxi operators is the 30th of September 2021, subject to the approval of a roll-over application by National Treasury.

The Memorandum of Agreement was signed for a period of six months, effective from the 29th of March 2021. Both parties have the option to renew the agreement with a written notice of renewal.

A discussion of the resource or cost implications for the principal if the principal-agent arrangement is terminated:

Taxi Scrapping - Anthus Services 84:

If the principal-agent agreement is terminated, the department will be responsible to re-imburse the service provider for the cost of taxis that were scrapped, and to re-imburse the service provider for any damages that it incurred as a result of the termination of the agreement.

Municipal Services - Property Management Trading Entity:

Municipal services - Property Management Trading Entity:
If the principal-agent agreement is terminated, the department will remain liable for municipal service charges paid on behalf of the department as well as the management fee charged by the Property Management Trading Entity.

Taxi Relief Scheme - National Empowerment Fund:

If the principal-agent agreement is terminated, the department will be responsible to make the payments to the 250,000 plus taxi operators.

A discussion of the resources that are under the custodianship of the agent and whether or not those resources have been recognised or recorded by the agent:

Taxi Scrapping - Anthus Services 84:

The resources that are under the custodianship of the agent are advance payments that are made by the department to enable the agent to scrap taxis. These resources are recognised and recorded by the agent.

Municipal Services - Property Management Trading Entity:

The Property Management Trading Entity did not hold resources of the department under its custodianship.

Taxi Relief Scheme - National Empowerment Fund:

The resources that are under the custodianship of the agent are advance payments that were made by the department to enable the agent to process the relief payments to the operators. These resources are recognised and recorded by the agent.

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36	Prior period errors		2019/20	
		Note	Amount before error correction R'000	Prior period error R'000
				Restated amount R'000
36.1	Correction of prior period errors			
	<i>Liabilities: (e.g. Payables current, Voted funds to be surrendered, Commitments, Provisions, etc.)</i>			
	Accruals	22.1	76,359	(14,287)
	Payables not recognised	22.2	600	15,785
	Contingent liabilities and contingent assets	20.1	24,486	455
	Net effect		101,445	1,953

After reconciling the full DPW statement of account received in June 2021, adjustments had to be made between accruals, payables and contingent liabilities

Other: (e.g. Irregular expenditure, fruitless and wasteful expenditure, etc.)

Key management personnel	29	73,044	(10,705)	62,339
Net effect		73,044	(10,705)	62,339

Key management personnel restated as one official was overpaid after the approved salary level was obtained from the Department of Public Service and Administration. Staff below level 14 and all other payments was removed .

37	COVID 19 Response Expenditure	Note	2020/21 R'000	2019/20 R'000
	Goods and services	ANNEXURE 11	32,130	-
	Expenditure for capital assets		17	-
	Total		32,147	-

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STATEMENT OF CONDITIONAL GRANTS PAID TO THE PROVINCES

NAME OF PROVINCE/GRANT	2020/21											2019/20	
	GRANT ALLOCATION				TRANSFER			SPENT				Division of Revenue Act	
	Division of Revenue Act	Roll Overs	Adjustments	Total Available	Actual Transfer	Funds Withheld	Re-allocations by National Treasury or National Department	Amount received by department	Amount spent by department	Unspent funds	% of available funds spent by dept		
	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000		%
Summary by Province													
Eastern Cape	1,898,408	-	(160,594)	1,737,814	1,737,814	-	-	1,737,814	1,721,175	16,639	99%	1,735,654	
Free State	1,744,695	-	(144,707)	1,599,988	1,599,988	-	-	1,599,988	1,599,005	983	100%	1,618,872	
Gauteng	3,344,298	-	(67,344)	3,276,954	3,276,954	-	-	3,276,954	2,562,455	714,499	78%	3,203,580	
KwaZulu-Natal	3,322,909	-	(233,222)	3,089,687	3,089,687	-	-	3,089,687	3,077,058	12,629	100%	3,050,880	
Limpopo	1,696,791	-	(125,519)	1,571,272	1,571,272	-	-	1,571,272	1,077,557	493,715	69%	1,535,043	
Mpumalanga	1,719,858	-	(85,058)	1,634,800	1,634,800	-	-	1,634,800	1,587,313	47,487	97%	2,206,560	
Northern Cape	1,291,278	-	(119,532)	1,171,746	1,171,746	-	-	1,171,746	1,166,344	5,402	100%	1,203,193	
North West	1,183,578	-	(89,526)	1,094,052	1,094,052	-	-	1,094,052	1,094,052	-	100%	1,107,405	
Western Cape	2,140,940	-	(100,338)	2,040,602	2,040,602	-	-	2,040,602	2,040,514	88	100%	2,046,233	
TOTAL	18,342,755	-	(1,125,840)	17,216,915	17,216,915	-	-	17,216,915	15,925,473	1,291,442		17,707,420	
Summary by Grant													
Provincial Road Maintenance - Roads in support of electricity generation infrastructure	-	-	-	-	-	-	-	-	-	-	-	-	526,152
Provincial Road Maintenance - Disaster Management Grant	-	-	-	-	-	-	-	-	-	-	-	-	206,188
Provincial Road Maintenance Grant	11,593,174	-	(1,125,840)	10,467,334	10,467,334	-	-	10,467,334	9,977,142	490,192	95%	10,649,325	
Public Transport Operations Grant	6,749,581	-	-	6,749,581	6,749,581	-	-	6,749,581	5,948,331	801,250	88%	6,325,755	
TOTAL	18,342,755	-	(1,125,840)	17,216,915	17,216,915	-	-	17,216,915	15,925,473	1,291,442		17,707,420	

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NAME OF PROVINCE/GRANT	2020/21											2019/20	
	GRANT ALLOCATION				TRANSFER			SPENT				Division of Revenue Act	
	Division of Revenue Act	Roll Overs	Adjustments	Total Available	Actual Transfer	Funds Withheld	Re-allocations by National Treasury or National Department	Amount received by department	Amount spent by department	Unspent funds	% of available funds spent by dept		
	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000		%
Provincial Road Maintenance - Roads in support of electricity generation infrastructure													
Mpumalanga	-	-	-	-	-	-	-	-	-	-	-		526,152
	-	-	-	-	-	-	-	-	-	-	-		526,152
Provincial Road Maintenance - Disaster Management Grant													
Eastern Cape	-	-	-	-	-	-	-	-	-	-	-		66,188
Limpopo	-	-	-	-	-	-	-	-	-	-	-		140,000
Mpumalanga	-	-	-	-	-	-	-	-	-	-	-		-
	-	-	-	-	-	-	-	-	-	-	-		206,188
Provincial Road Maintenance Grant													
Eastern Cape	1,629,401	-	(160,594)	1,468,807	1,468,807	-	-	1,468,807	1,468,807	-	100%		1,417,351
Free State	1,447,285	-	(144,707)	1,302,578	1,302,578	-	-	1,302,578	1,301,756	822	100%		1,340,137
Gauteng	745,007	-	(67,344)	677,663	677,663	-	-	677,663	677,428	235	100%		767,506
KwaZulu-Natal	2,076,547	-	(233,222)	1,843,325	1,843,325	-	-	1,843,325	1,843,325	-	100%		1,882,781
Limpopo	1,294,756	-	(125,519)	1,169,237	1,169,237	-	-	1,169,237	695,638	473,599	59%		1,018,253
Mpumalanga	1,042,917	-	(85,058)	957,859	957,859	-	-	957,859	942,411	15,448	98%		1,045,974
Northern Cape	1,230,754	-	(119,532)	1,111,222	1,111,222	-	-	1,111,222	1,111,222	-	100%		1,146,470
North West	1,059,163	-	(89,526)	969,637	969,637	-	-	969,637	969,637	-	100%		990,802
Western Cape	1,067,344	-	(100,338)	967,006	967,006	-	-	967,006	966,918	88	100%		1,040,051
	11,593,174	-	(1,125,840)	10,467,334	10,467,334	-	-	10,467,334	9,977,142	490,192			10,649,325

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STATEMENT OF CONDITIONAL GRANTS PAID TO THE PROVINCES

NAME OF PROVINCE/GRANT	2020/21											2019/20
	GRANT ALLOCATION				TRANSFER			SPENT				Division of Revenue Act
	Division of Revenue Act	Roll Overs	Adjustments	Total Available	Actual Transfer	Funds Withheld	Re-allocations by National Treasury or National Department	Amount received by department	Amount spent by department	Unspent funds	% of available funds spent by dept	
	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	%
Public Transport Operations Grant												
Eastern Cape	269,007	-	-	269,007	269,007	-	-	269,007	252,368	16,639	94%	252,115
Free State	297,410	-	-	297,410	297,410	-	-	297,410	297,249	161	100%	278,735
Gauteng	2,599,291	-	-	2,599,291	2,599,291	-	-	2,599,291	1,885,027	714,264	73%	2,436,074
KwaZulu-Natal	1,246,362	-	-	1,246,362	1,246,362	-	-	1,246,362	1,233,733	12,629	99%	1,168,099
Limpopo	402,035	-	-	402,035	402,035	-	-	402,035	381,919	20,116	95%	376,790
Mpumalanga	676,941	-	-	676,941	676,941	-	-	676,941	644,902	32,039	95%	634,434
Northern Cape	60,524	-	-	60,524	60,524	-	-	60,524	55,122	5,402	91%	56,723
North West	124,415	-	-	124,415	124,415	-	-	124,415	124,415	-	100%	116,603
Western Cape	1,073,596	-	-	1,073,596	1,073,596	-	-	1,073,596	1,073,596	-	100%	1,006,182
	6,749,581	-	-	6,749,581	6,749,581	-	-	6,749,581	5,948,331	801,250		6,325,755
It is certified that all transfers were deposited into the primary bank account of a province, or where appropriate, into the CPD account of a province.												

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STATEMENT OF CONDITIONAL GRANTS AND OTHER TRANSFERS TO MUNICIPALITIES

NAME OF MUNICIPALITY	2020/21							2019/20	
	GRANT ALLOCATION				TRANSFER			Division of Revenue Act	Actual Transfer
	DoRA and other transfers	Roll Overs	Adjustments	Total Available	Actual Transfer	Funds Withheld	Re-allocations by National Treasury or National Department		
	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000
Buffalo City	-	-	-	-	-	-	-	234,466	234,466
Cape Town	1,989,974	-	(1,239,203)	750,771	750,771	-	-	1,311,645	1,311,645
Ekurhuleni	716,466	-	(147,242)	569,224	569,224	-	-	679,153	679,153
Ethekwini	783,643	-	(161,048)	622,595	622,595	-	-	840,549	765,349
George	153,645	-	(1,576)	152,069	152,069	-	30,000	163,499	245,626
Johannesburg	1,051,518	-	(396,102)	655,416	655,416	-	-	1,187,518	1,068,766
Mangaung	242,210	-	(49,777)	192,433	192,433	-	-	229,596	229,596
Mbombela	20,000	-	-	20,000	20,000	-	20,000	198,919	198,919
Msunduzi	134,000	-	-	134,000	134,000	-	134,000	194,665	226,665
Nelson Mandela	316,207	98,173	(64,994)	349,386	349,386	-	-	298,143	199,980
Polokwane	189,292	-	(41,969)	147,323	147,323	-	-	179,433	332,433
Rustenburg	230,939	-	(66,657)	164,282	164,282	-	-	218,911	218,911
Tshwane	771,954	-	(140,383)	631,571	631,571	-	18,263	731,751	658,576
Alfred Nzo	2,309	-	-	2,309	2,309	-	-	2,426	2,426
Amajuba	2,223	-	-	2,223	2,223	-	-	2,337	2,337
Amatole	2,964	-	-	2,964	2,964	-	-	3,113	3,113
Bojanala Platinum	2,383	-	-	2,383	2,383	-	-	2,504	2,504
Cape Winelands	2,711	-	-	2,711	2,711	-	-	2,849	2,849
Capricorn	2,443	-	-	2,443	2,443	-	-	2,566	2,566
Central Karoo	1,948	-	-	1,948	1,948	-	-	2,035	2,035
Chris Hani	3,252	-	-	3,252	3,252	-	-	3,421	3,421
Dr. Kenneth Kaunda	2,480	-	-	2,480	2,480	-	-	2,606	2,606
Dr. Ruth Segomotsi Mompati	2,464	-	-	2,464	2,464	-	-	2,589	2,589
Garden Route	2,445	-	-	2,445	2,445	-	-	2,569	2,569
Ehlanzeni	2,371	-	-	2,371	2,371	-	-	2,491	2,491

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STATEMENT OF CONDITIONAL GRANTS AND OTHER TRANSFERS TO MUNICIPALITIES

NAME OF MUNICIPALITY	2020/21							2019/20	
	GRANT ALLOCATION				TRANSFER			Division of Revenue Act	Actual Transfer
	DoRA and other transfers	Roll Overs	Adjustments	Total Available	Actual Transfer	Funds Withheld	Re-allocations by National Treasury or National Department		
	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000
Fezile Dabi	2,206	-	-	2,206	2,206	-	-	2,318	2,318
Frances Baard	2,543	-	-	2,543	2,543	-	-	2,670	2,670
Gert Sibande	2,334	-	-	2,334	2,334	-	-	2,451	2,451
Sekhukhune	2,310	-	-	2,310	2,310	-	-	2,427	2,427
Sisonke/Harry Gwala	2,245	-	-	2,245	2,245	-	-	2,358	2,358
iLembe	2,291	-	-	2,291	2,291	-	-	2,406	2,406
Ukhahlamba / Joe Gqabi	2,203	-	-	2,203	2,203	-	-	2,315	2,315
John Taolo Gaetwewe	2,000	-	-	2,000	2,000	-	-	2,101	2,101
Lejweleputswa	2,300	-	-	2,300	2,300	-	-	2,417	2,417
Mopani	2,225	-	-	2,225	2,225	-	-	2,338	2,338
Namakwa	2,928	-	-	2,928	2,928	-	-	3,076	3,076
Ngaka Modiri Molema	2,561	-	-	2,561	2,561	-	-	2,691	2,691
Nkangala	2,198	-	-	2,198	2,198	-	-	2,310	2,310
OR Tambo	2,962	-	-	2,962	2,962	-	-	3,112	3,112
Overberg	2,670	-	-	2,670	2,670	-	-	2,807	2,807
Pixley Ka Seme	3,034	-	-	3,034	3,034	-	-	3,188	3,188
Sarah Baartman	2,258	-	-	2,258	2,258	-	-	2,373	2,373
Sedibeng	2,456	-	-	2,456	2,456	-	-	2,580	2,580
Thabo Mofutsanyana	2,426	-	-	2,426	2,426	-	-	2,548	2,548
Ugu	2,685	-	-	2,685	2,685	-	-	2,821	2,821
uMgungundlovu	2,552	-	-	2,552	2,552	-	-	2,681	2,681
Umkhanyakude	2,645	-	-	2,645	2,645	-	-	2,780	2,780
Umzinyathi	2,300	-	-	2,300	2,300	-	-	2,415	2,415
Uthukela	2,508	-	-	2,508	2,508	-	-	2,636	2,636
King Cetshwayo	2,550	-	-	2,550	2,550	-	-	2,678	2,678
Vhembe	2,268	-	-	2,268	2,268	-	-	2,383	2,383

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STATEMENT OF CONDITIONAL GRANTS AND OTHER TRANSFERS TO MUNICIPALITIES

NAME OF MUNICIPALITY	2020/21							2019/20	
	GRANT ALLOCATION				TRANSFER			Division of Revenue Act	Actual Transfer
	DoRA and other transfers	Roll Overs	Adjustments	Total Available	Actual Transfer	Funds Withheld	Re-allocations by National Treasury or National Department		
	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000
Waterberg	2,151	-	-	2,151	2,151	-	-	2,259	2,259
West Coast	2,579	-	-	2,579	2,579	-	-	2,681	2,681
West Rand	2,615	-	-	2,615	2,615	-	-	2,748	2,748
Xhariep	2,167	-	-	2,167	2,167	-	-	2,276	2,276
ZF Mqcawu	2,890	-	-	2,890	2,890	-	-	3,037	3,037
Zululand	2,383	-	-	2,383	2,383	-	-	2,504	2,504
Vehicle Licences	-	-	-	-	-	-	-	-	11
	6,708,284	98,173	(2,308,951)	4,497,506	4,497,506	-	202,263	6,582,139	6,483,987

It is certified that all transfers in terms of the Division of Revenue Act were deposited into a primary bank account of the municipalities

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ANNEXURE 1A														
STATEMENT OF CONDITIONAL GRANTS AND OTHER TRANSFERS TO MUNICIPALITIES														
NAME OF MUNICIPALITY	2020/21											2019/20		
	GRANT ALLOCATION				TRANSFER			SPENT				Division of Revenue Act	Actual Transfer	
	DoRA and other transfers	Roll Overs	Adjustments	Total Available	Actual Transfer	Funds Withheld	Re-allocations by National Treasury or National Department	Amount received by Municipality	Amount spent by municipality	Unspent funds	% of available funds spent by municipality			
	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Buffalo City	-	-	-	-	-	-	-	-	50,201	-	-	-	234,466	234,466
Cape Town	1,989,974	-	(1,239,203)	750,771	750,771	-	-	750,771	643,483	292,157	86%	1,311,645	1,311,645	
Ekurhuleni	716,466	-	(147,242)	569,224	569,224	-	-	569,224	454,798	247,463	80%	679,153	679,153	
Ethekwini	783,643	-	(161,048)	622,595	622,595	-	-	622,595	622,500	95	100%	840,549	765,349	
George	153,645	-	(1,576)	152,069	152,069	-	30,000	152,069	121,347	56,792	80%	163,499	245,626	
Johannesburg	1,051,518	-	(396,102)	655,416	655,416	-	-	655,416	640,459	425,755	98%	1,187,518	1,068,766	
Mangaung	242,210	-	(49,777)	192,433	192,433	-	-	192,433	125,637	93,979	65%	229,596	229,596	
Mbombela	20,000	-	-	20,000	20,000	-	20,000	20,000	20,000	-	100%	198,919	198,919	
Msunduzi	134,000	-	-	134,000	134,000	-	134,000	134,000	56,491	77,509	42%	194,665	226,665	
Nelson Mandela	316,207	98,173	(64,994)	349,376	349,386	-	-	349,386	76,398	306,758	0%	298,143	199,980	
Polokwane	189,292	-	(41,969)	147,323	147,323	-	-	147,323	147,000	323	100%	179,433	332,433	
Rustenburg	230,939	-	(66,657)	164,282	164,282	-	-	164,282	103,299	94,271	63%	218,911	218,911	
Tshwane	771,954	-	(140,383)	631,571	631,571	-	18,263	631,571	629,819	1,752	100%	731,751	658,576	
Alfred Nzo	2,309	-	-	2,309	2,309	-	-	2,309	-	2,309	0%	2,426	2,426	
Amajuba	2,223	-	-	2,223	2,223	-	-	2,223	797	1,594	36%	2,337	2,337	
Amatole	2,964	-	-	2,964	2,964	-	-	2,964	1,424	1,540	48%	3,113	3,113	
Bojanala Platinum	2,383	-	-	2,383	2,383	-	-	2,383	2,282	480	96%	2,504	2,504	
Cape Winelands	2,711	-	-	2,711	2,711	-	-	2,711	-	2,711	0%	2,849	2,849	
Capricorn	2,443	-	-	2,443	2,443	-	-	2,443	1,072	1,513	44%	2,566	2,566	
Central Karoo	1,948	-	-	1,948	1,948	-	-	1,948	1,038	1,174	53%	2,035	2,035	
Chris Hani	3,252	-	-	3,252	3,252	-	-	3,252	1,168	3,091	36%	3,421	3,421	
Dr Kenneth Kaunda	2,480	-	-	2,480	2,480	-	-	2,480	2,236	244	90%	2,606	2,606	
Dr Ruth Segomotsi	2,464	-	-	2,464	2,464	-	-	2,464	2,464	-	100%	2,589	2,589	
Garden Route	2,445	-	-	2,445	2,445	-	-	2,445	-	2,445	0%	2,569	2,569	

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ANNEXURE 1A													
STATEMENT OF CONDITIONAL GRANTS AND OTHER TRANSFERS TO MUNICIPALITIES													
NAME OF MUNICIPALITY	2020/21											2019/20	
	GRANT ALLOCATION				TRANSFER			SPENT				Division of Revenue Act	Actual Transfer
	DoRA and other transfers	Roll Overs	Adjustments	Total Available	Actual Transfer	Funds Withheld	Re-allocations by National Treasury or National Department	Amount received by Municipality	Amount spent by municipality	Unspent funds	% of available funds spent by municipality		
	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000
Ehlanzeni	2,371	-	-	2,371	2,371	-	-	2,371	1,969	1,122	83%	2,491	2,491
Fezile Dabi	2,206	-	-	2,206	2,206	-	-	2,206	398	1,826	18%	2,318	2,318
Frances Baard	2,543	-	-	2,543	2,543	-	-	2,543	187	2,372	7%	2,670	2,670
Gert Sibande	2,334	-	-	2,334	2,334	-	-	2,334	1,952	1,137	84%	2,451	2,451
Sekhukhune	2,310	-	-	2,310	2,310	-	-	2,310	-	2,310	0%	2,427	2,427
Sisonke/Harry Gwala	2,245	-	-	2,245	2,245	-	-	2,245	2,057	188	92%	2,358	2,358
iLembe	2,291	-	-	2,291	2,291	-	-	2,291	479	1,812	21%	2,406	2,406
Ukhahlamba / Joe	2,203	-	-	2,203	2,203	-	-	2,203	-	2,203	0%	2,315	2,315
John Taolo Gaetwewe	2,000	-	-	2,000	2,000	-	-	2,000	1,245	1,400	62%	2,101	2,101
Lejweleputswa	2,300	-	-	2,300	2,300	-	-	2,300	1,283	1,526	56%	2,417	2,417
Mopani	2,225	-	-	2,225	2,225	-	-	2,225	271	1,954	12%	2,338	2,338
Namakwa	2,928	-	-	2,928	2,928	-	-	2,928	2,788	628	95%	3,076	3,076
Ngaka Modiri Molema	2,561	-	-	2,561	2,561	-	-	2,561	2,561	-	100%	2,691	2,691
Nkangala	2,198	-	-	2,198	2,198	-	-	2,198	2,182	584	99%	2,310	2,310
OR Tambo	2,962	-	-	2,962	2,962	-	-	2,962	1,847	1,639	62%	3,112	3,112
Overberg	2,670	-	-	2,670	2,670	-	-	2,670	-	2,670	0%	2,807	2,807
Pixley Ka Seme	3,034	-	-	3,034	3,034	-	-	3,034	2,636	1,339	87%	3,188	3,188
Sarah Baartman	2,258	-	-	2,258	2,258	-	-	2,258	1,167	2,258	52%	2,373	2,373
Sedibeng	2,456	-	-	2,456	2,456	-	-	2,456	164	2,317	7%	2,580	2,580
Thabo Mofutsanyana	2,426	-	-	2,426	2,426	-	-	2,426	378	2,048	16%	2,548	2,548
Ugu	2,685	-	-	2,685	2,685	-	-	2,685	-	2,685	0%	2,821	2,821
uMgungundlovu	2,552	-	-	2,552	2,552	-	-	2,552	2,393	752	94%	2,681	2,681
Umkhanyakude	2,645	-	-	2,645	2,645	-	-	2,645	1,644	1,001	62%	2,780	2,780
Umzinyathi	2,300	-	-	2,300	2,300	-	-	2,300	2,101	199	91%	2,415	2,415
Uthukela	2,508	-	-	2,508	2,508	-	-	2,508	1,944	564	78%	2,636	2,636

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ANNEXURE 1A														
STATEMENT OF CONDITIONAL GRANTS AND OTHER TRANSFERS TO MUNICIPALITIES														
NAME OF MUNICIPALITY	2020/21											2019/20		
	GRANT ALLOCATION				TRANSFER				SPENT				Division of Revenue Act	Actual Transfer
	DoRA and other transfers	Roll Overs	Adjustments	Total Available	Actual Transfer	Funds Withheld	Re-allocations by National Treasury or National Department	Amount received by Municipality	Amount spent by municipality	Unspent funds	% of available funds spent by municipality			
	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
King Cetshwayo	2,550	-	-	2,550	2,550	-	-	2,550	2,543	547	100%	2,678	2,678	
Vhembe	2,268	-	-	2,268	2,268	-	-	2,268	1,888	1,038	83%	2,383	2,383	
Waterberg	2,151	-	-	2,151	2,151	-	-	2,151	563	1,588	26%	2,259	2,259	
West Coast	2,579	-	-	2,579	2,579	-	-	2,579	1,397	1,930	54%	2,681	2,681	
West Rand	2,615	-	-	2,615	2,615	-	-	2,615	1,594	1,165	61%	2,748	2,748	
Xhariep	2,167	-	-	2,167	2,167	-	-	2,167	1,862	1,115	86%	2,276	2,276	
ZF Mqcawu	2,890	-	-	2,890	2,890	-	-	2,890	1,934	1,505	67%	3,037	3,037	
Zululand	2,383	-	-	2,383	2,383	-	-	2,383	2,383	470	100%	2,504	2,504	
Vehicle Licences	-	-	-	-	-	-	-	-	-	-	0%	-	11	
Total	6,708,284	98,173	(2,308,951)	4,497,496	4,497,506	-	202,263	4,497,506	3,749,723	1,659,847		6,582,139		
It is certified that all transfers in terms of the Division of Revenue Act were deposited into a primary bank account of the municipalities.														
An amount of R202,263 million on PTNG was re-allocated to 4 cities namely Mbombela, Msunduzi, George and Tshwane.														
An amount of R747 million on PTNG remains unspent as the financial year for municipalities ends on 31 March 2021 and for RRAMS an amount of R50.145 million remains unspent.														

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ANNEXURE 1B							
STATEMENT OF TRANSFERS TO DEPARTMENTAL AGENCIES AND ACCOUNTS							
DEPARTMENT/AGENCY/ACCOUNT	2020/21						2019/20
	TRANSFER ALLOCATION				TRANSFER		Final Appropriation
	Adjusted appropriation	Roll Overs	Adjustments	Total Available	Actual Transfer	% of Available funds transferred	
	R'000	R'000	R'000	R'000	R'000	%	R'000
South African National Roads Agency Ltd.	20,400,264	-	-	20,400,264	20,400,264	100%	21,177,224
Railway Safety Regulator	82,045	-	-	82,045	82,045	100%	63,522
South African Civil Aviation Authority	155,479	-	-	155,479	155,479	100%	-
South African Maritime Safety Authority	-	-	-	-	-	-	-
Transport Education and Training Authority	1,368	-	-	1,368	1,368	100%	1,297
Road Traffic Management Corporation	240,606	-	-	240,606	240,606	100%	210,228
Ports Regulator	38,822	-	-	38,822	38,822	100%	36,774
Road Traffic Infringements Agency	88,214	-	-	88,214	88,214	100%	7,770
Cross-Border Road Transport Agency	38,500	-	-	38,500	38,500	100%	-
Total	21,045,298	-	-	21,045,298	21,045,298		21,496,815

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ANNEXURE 1C									
STATEMENT OF TRANSFERS/SUBSIDIES TO PUBLIC CORPORATIONS AND PRIVATE ENTERPRISES									
NAME OF PUBLIC CORPORATION/PRIVATE ENTERPRISE	2020/21								2019/20
	TRANSFER ALLOCATION				EXPENDITURE				
	Adjusted appropriation Act	Roll Overs	Adjustments	Total Available	Actual Transfer	% of Available funds transferred	Capital	Current	Final Appropriation
	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000	R'000
Public Corporations									
Transfers	9,474,515	-	-	9,474,515	9,474,515	100.0%	700,909	8,773,606	16,462,213
Passenger Rail Agency of South Africa Ltd.	9,474,515	-	-	9,474,515	9,474,515	100.0%	700,909	8,773,606	16,462,213
Private Enterprises									
Transfers	1,135,000	-	-	1,135,000	1,135,000	100.0%	-	1,135,000	-
National Empowerment Fund Trust	1,135,000	-	-	1,135,000	1,135,000	100.0%	-	1,135,000	-
TOTAL	10,609,515	-	-	10,609,515	10,609,515	100.0%	700,909	9,908,606	16,462,213

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ANNEXURE 1D							
STATEMENT OF TRANSFERS TO FOREIGN GOVERNMENT AND INTERNATIONAL ORGANISATIONS							
FOREIGN GOVERNMENT / INTERNATIONAL ORGANISATION	2020/21						2019/20
	TRANSFER ALLOCATION				EXPENDITURE		Final Appropriation
	Adjusted appropriation Act	Roll Overs	Adjustments	Total Available	Actual Transfer	% of Available funds transferred	
	R'000	R'000	R'000	R'000	R'000	%	R'000
Transfers							
COSPAS / SARSAT	597	-	-	597	880	147%	566
International Civil Aviation Organisation	5,072	-	-	5,072	3,653	72%	4,808
Indian Ocean Memorandum of Understanding	399	-	-	399	448	112%	377
International Maritime Organisation	1,805	-	-	1,805	729	40%	1,711
African Civil Aviation Commission	5,870	-	-	5,870	4,043	69%	5,564
International Oil Pollution Compensation Fund	10,997	-	-	10,997	-	0%	10,424
South African Development Community Aviation Safety Organisation	6,330	-	-	6,330	4,492	71%	6,000
South African Development Community Civil Aviation Organisation	68	-	-	68	-	0%	64
Total	31,138	-	-	31,138	14,245		29,514

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ANNEXURE 1E							
STATEMENT OF TRANSFERS TO NON-PROFIT INSTITUTIONS							
NON-PROFIT INSTITUTIONS	2020/21						2019/20
	TRANSFER ALLOCATION				EXPENDITURE		
	Adjusted appropriation Act	Roll Overs	Adjustments	Total Available	Actual Transfer	% of Available funds transferred	Final Appropriation
	R'000	R'000	R'000	R'000	R'000	%	R'000
Transfers							
National Sea Rescue Institute	2,731	-	-	2,731	2,731	100%	2,589
SANTACO	25,093	-	-	25,093	25,093	100%	23,785
Off Road Rescue Unit	103	-	-	103	103	100%	98
The Mountain Club of South Africa	103	-	-	103	103	100%	98
National Emergency Communications Division of the South African Radio League	103	-	-	103	103	100%	98
K9 Search and Rescue Association	103	-	-	103	103	100%	98
Total	28,236	-	-	28,236	28,236		26,766

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ANNEXURE 1F							
STATEMENT OF TRANSFERS TO HOUSEHOLDS							
HOUSEHOLDS	2020/21						2019/20
	TRANSFER ALLOCATION				EXPENDITURE		
	Adjusted Appropriation Act	Roll Overs	Adjustments	Total Available	Actual Transfer	% of Available funds transferred	Final Appropriation
	R'000	R'000	R'000	R'000	R'000	%	R'000
Transfers							
Taxi recapitalisation	208,559	-	-	208,559	233,979	112%	414,655
Leave gratuity	222	-	-	222	2,890	1,302%	210
Bursaries (non-employees)	12,300	-	-	12,300	10,526	86%	11,659
Total	221,081	-	-	221,081	247,395		426,524

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ANNEXURE 1G			
STATEMENT OF GIFTS, DONATIONS AND SPONSORSHIPS RECEIVED			
NAME OF ORGANISATION	NATURE OF GIFT, DONATION OR SPONSORSHIP	2020/21	2019/20
		R'000	R'000
Received in cash			
Transport Education and Training Authority	Transportation of 1 481 learners together with 97 educators that attended the career expo to commemorate the International Civil Aviation Day 2019 at Polokwane International Airport, Polokwane Province	-	425
Subtotal		-	425
Received in kind			
International Maritime Organisation	Sponsored airfare, accommodation and per diem for an official to attend a Djibouti Code of Conduct Regional Workshop on Best Practices for Information Sharing and Maritime Domain Awareness.		21
Indian Ocean Rim Association	Sponsored airfare, accommodation and ground transport for an official to attend a training programme on Sustainable Development for Ports and Shipping in the Indian Ocean Region for Maritime Connectivity.		31
German Development Cooperation	Sponsored travel expenses, accommodation and per diem for an official to participate in a Marine Spatial Planning Study Tour.		44
VW South Africa	Provision of vehicles utilized during the 2019 Presidential Inauguration.		100
Toyota South Africa	Provision of vehicles utilized during the 2019 Presidential Inauguration.		658
BMW South Africa	Partial Sponsorship of vehicles utilized during the 2019 Presidential Inauguration.		1,268
China Ministry of Transport	Sponsored an official to study for a Master's degree in Information and Communication Engineering from September 2019 to July 2021. The sponsorship covers return flights, visa costs, visit costs, tuition and application fees, on-campus accommodation, comprehensive medical insurance and protection scheme and a monthly living allowance.		490
International Maritime Organisation	Sponsored airfare and accommodation for an official to attend a conference on Sustainable Maritime Development		22
International Maritime Organisation	Sponsored airfare, accommodation and per diem for an official to attend a regional meeting on Capacity Building Coordination for Enhanced Maritime Security in the West Indian Ocean and Gulf of Aden		21
BMW South Africa	Partial Sponsorship of vehicles utilized during the 2019 World Economic Forum in Cape Town	-	1,433
Subtotal		-	4,088
Total		-	4,513

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ANNEXURE 1H		
STATEMENT OF GIFTS, DONATIONS AND SPONSORSHIPS MADE AND REMISSIONS, REFUNDS AND PAYMENTS MADE AS AN ACT OF GRACE		
NATURE OF GIFT, DONATION OR SPONSORSHIP	2020/21	2019/20
(Group major categories but list material items including name of organisation)	R'000	R'000
Made in cash		
Donation for community services - providing educational and career support	-	100
Total	-	100

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ANNEXURE 2A												
STATEMENT OF INVESTMENTS IN AND AMOUNTS OWING BY/TO NATIONAL/PROVINCIAL PUBLIC ENTITIES												
Name of Public Entity	State Entity's PFMA Schedule type (state year end if not 31 March)	% of shares held		Number of shares held		Cost of investment R'000		Net Asset Value of investment R'000		Profit/(Loss) for the year R'000		Losses guaranteed
		2020/21	2019/20	2020/21	2019/20	2020/21	2019/20	2020/21	2019/20	2020/21	2019/20	Yes/No
National/Provincial Public Entity												
Passenger Rail Agency of South Africa Ltd.	3B	100.0%	100.0%	4,248,258,440	4,248,258,440	4,248,259	4,248,259	22,625,283	19,778,766	2,846,517	2,253,532	No
Airports Company Ltd.	2	74.6%	74.6%	372,994,884	372,994,884	559,492	559,492	20,609,777	23,112,001	(2,715,951)	1,367,796	No
Airports Company Ltd.	2	100.0%	-	2,324,750	-	2,324,750	-	-	-	-	-	No
Air Traffic and Navigation Services Company Ltd.	2	100.0%	100.0%	190,646,000	190,646,000	190,646	190,646	2,320,352	2,898,924	(578,572)	67,298	No
S.A. National Roads Agency Ltd.	3A	100.0%	100.0%	4,000	4,000	1,091,044	1,091,044	340,151,899	331,496,063	380,782	1,263,341	No
Road Traffic Management Corporation	3A	-	-	-	-	-	-	875,185	898,276	133,447	255,290	No
Cross Border Road Transport Agency	3A	-	-	-	-	-	-	143,353	95,087	48,265	28,968	No
Road Accident Fund	3A	-	-	-	-	-	-	(13,486,180)	(16,641,692)	3,151,172	(5,256,737)	No
Railway Safety Regulator	3A	-	-	-	-	-	-	62,556	59,942	2,613	41,453	No
South African Maritime Safety Authority	3A	-	-	-	-	-	-	76,148	91,108	(15,951)	10,410	No
South African Civil Aviation Authority	3A	-	-	-	-	-	-	288,083	427,459	(139,376)	93,032	No
Ports Regulator	3A	-	-	-	-	-	-	38,989	31,354	6,807	11,816	No
Road Traffic Infringements Agency	3A	-	-	-	-	-	-	242,309	28,502	205,606	9,276	No
Total				4,814,228,074	4,811,903,324	8,414,191	6,089,441	373,947,754	362,275,790	3,325,359	145,475	

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ANNEXURE 2B									
STATEMENT OF INVESTMENTS IN AND AMOUNTS OWING BY/TO ENTITIES (continued)									
Name of Public Entity	Nature of Business	Cost of investment R'000		Net Asset Value of investment R'000		Amounts owing to Entities R'000		Amounts owing by Entities R'000	
		2020/21	2019/20	2020/21	2019/20	2020/21	2019/20	2020/21	2019/20
Controlled Entities									
Passenger Rail Agency of South Africa Ltd.	Public transport	4,248,259	4,248,259	22,625,283	19,778,766	-	-	973	507
Airports Company Ltd.	Airports	559,492	559,492	20,609,777	23,112,001	-	-	-	-
Airports Company Ltd.	Airports	2,324,750	-	-	-	-	-	-	-
Air Traffic and Navigation Services Company Ltd.	Air traffic control	190,646	190,646	2,320,352	2,898,924	-	-	-	4
S.A. National Roads Agency Ltd.	Roads	1,091,044	1,091,044	340,151,899	331,496,063	-	-	5,066	5,066
Road Traffic Management Corporation	Road traffic	-	-	875,185	898,276	-	-	-	-
Cross Border Road Transport Agency	Cross border	-	-	143,353	95,087	-	-	577	577
Road Accident Fund	Road accidents	-	-	(13,486,180)	(16,641,692)	-	-	141	3,657
Railway Safety Regulator	Rail safety	-	-	62,556	59,942	-	-	-	-
South African Maritime Safety Authority	Maritime safety regulation	-	-	76,148	91,108	-	-	172	-
South African Civil Aviation Authority	Civil Aviation safety regulation	-	-	288,083	427,459	-	-	635	569
Ports Regulator	Ports regulation	-	-	38,989	31,354	-	-	-	-
Road Traffic Infringements Agency	Road traffic infringements	-	-	242,309	28,502	-	-	-	-
Driving License Card Account	Driving license cards	-	-	409,594	394,996	-	-	996	485
Total		8,414,191	6,089,441	374,357,348	362,670,786	-	-	8,560	10,865

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ANNEXURE 3A									
STATEMENT OF FINANCIAL GUARANTEES ISSUED AS AT 31 MARCH 2021 – LOCAL									
GUARANTOR INSTITUTION	Guarantee in respect of	Original guaranteed capital amount	Opening balance 1 April 2020	Guarantees draw downs during the year	Guaranteed repayments/ cancelled/ reduced during the year	Revaluation due to foreign currency movements	Closing balance 31 March 2021	Revaluations due to inflation rate movements	Accrued guaranteed interest for year ended 31 March 2021
		R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000
	Other								
S.A. National Roads Agency (SOC) Ltd.	Capital Market loans	31,910,000	25,134,141	1,984,600	3,957,967	-	23,160,774	8,540,411	446,733
S.A. National Roads Agency (SOC) Ltd.	SZ Bonds & Money Market Loans	6,000,000	5,241,194	1,950,000	1,962,000	-	5,229,194	-	994
	Total	37,910,000	30,375,335	3,934,600	5,919,967	-	28,389,968	8,540,411	447,727

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ANNEXURE 3B					
STATEMENT OF CONTINGENT LIABILITIES AS AT 31 MARCH 2021					
NATURE OF LIABILITY	Opening balance 1 April 2020	Liabilities incurred during the year	Liabilities paid/ cancelled/ reduced during the year	Liabilities recoverable (Provide details hereunder)	Closing balance 31 March 2021
	R'000	R'000	R'000	R'000	R'000
Claims against the department					
Claims for services rendered	68,817	-	-	-	68,817
Claim for extra works on Mthatha Airport	47,618	230	-	-	47,848
Claim for travel and accommodation expenses	3,750	2,781	-	-	6,531
Claim for training expenses	149	-	-	-	149
Claim for scrapping allowances and loss of income	6,796	464	-	-	7,260
Claim for non-adjustment and late gazetting of toll fees	148,779	161,916	-	-	310,695
Dispute of unfair labour practice relating to benefits	-	10	-	-	10
Claims for damages as a result of the wrongful and unlawful arrest	-	400	-	-	400
Awaiting the Constitutional Court ruling on 2020 Salary adjustments	-	9,251	-	-	9,251
Total	275,909	175,052	-	-	450,961

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ANNEXURE 4								
CLAIMS RECOVERABLE								
GOVERNMENT ENTITY	Confirmed balance outstanding		Unconfirmed balance outstanding		Total		Cash in transit at year end 2020/21	
	31/03/2021	31/03/2020	31/03/2021	31/03/2020	31/03/2021	31/03/2020	Receipt date up to six (6) working days after year end	Amount
	R'000	R'000	R'000	R'000	R'000	R'000		
DEPARTMENTS								
Department of Correctional Services	-	-	75	75	75	75	-	-
Department of International Relations and Cooperation	-	-	192	192	192	192	-	-
Department of Justice and Constitutional Development	-	-	51	51	51	51	-	-
S.A. National Defense Force	-	-	2	2	2	2	-	-
South African Police Services	-	-	488	488	488	488	-	-
North West Department Of Public Works	-	-	28	28	28	28	-	-
Department of State Security	-	-	190	189	190	189	-	-
Eastern Cape Department of Health	-	-	5	5	5	5	-	-
Kwa-Zulu Natal Department of Human Settlements	-	-	4	4	4	4	-	-
Eastern Cape Department of Transport	-	-	61	61	61	61	-	-
Department of Basic Education	-	-	3	3	3	3	-	-
Department of Labour	-	-	39	39	39	39	-	-
Limpopo Department of Agriculture	-	-	-	2	-	2	-	-
Department of Rural Development	-	-	23	21	23	21	-	-
Department of Public Service and Administration	-	-	729	511	729	511	-	-
Department of Science and Technology	-	-	4	4	4	4	-	-
Department of Higher Education and Training	-	-	133	-	133	-	-	-
-	-	-	2,027	1,675	2,027	1,675	-	-

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ANNEXURE 4								
CLAIMS RECOVERABLE								
GOVERNMENT ENTITY	Confirmed balance outstanding		Unconfirmed balance outstanding		Total		Cash in transit at year end 2020/21	
	31/03/2021	31/03/2020	31/03/2021	31/03/2020	31/03/2021	31/03/2020	Receipt date up to six (6) working days after year end	Amount
	R'000	R'000	R'000	R'000	R'000	R'000		
OTHER GOVERNMENT ENTITIES								
Driving License Card Account	-	-	996	485	996	485	-	-
South African Civil Aviation Authority	-	-	635	569	635	569	-	-
Air Traffic and Navigation Services Company Ltd.	-	-	-	4	-	4	-	-
Cross Border Road Transport Agency	-	-	577	577	577	577	-	-
Passenger Rail Agency of South Africa	-	-	1,064	507	1,064	507	-	-
Road Accident Fund	-	-	50	3,657	50	3,657	-	-
South African National Roads Agency (SOC) Ltd.	-	-	5,066	5,066	5,066	5,066	-	-
South African Maritime Safety Authority	172	-	-	-	172	-	-	-
Subtotal	172	-	8,388	10,865	8,560	10,865	-	-
Total	172	-	10,415	12,540	10,587	12,540	-	-

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ANNEXURE 5									
INTER-GOVERNMENT PAYABLES									
GOVERNMENT ENTITY	Confirmed balance outstanding		Unconfirmed balance outstanding		Total			Cash in transit at year end 2020/21	
	31/03/2021	31/03/2020	31/03/2021	31/03/2020	31/03/2021	31/03/2020		Payment date up to six (6) working days before year end	Amount
	R'000	R'000	R'000	R'000	R'000	R'000			R'000
DEPARTMENTS									
Current									
Department of Public Works	43,301	43,815	32,928	24,941	76,229	68,756		31 March 2021	53,920
TOTAL INTERGOVERNMENTAL	43,301	43,815	32,928	24,941	76,229	68,756			53,920

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ANNEXURE 7						
MOVEMENT IN CAPITAL WORK-IN-PROGRESS						
MOVEMENT IN CAPITAL WORK-IN-PROGRESS FOR THE YEAR ENDED 31 MARCH 2021						
	Opening balance	Prior period errors	Current Year Capital WIP	Ready for use (Asset register) / Contract terminated		Closing balance
	R'000		R'000	R'000		R'000
COMPUTER SOFTWARE	11,205	-	3,361	-		14,566
Computer Software	11,205	-	3,361	-		14,566
TOTAL	11,205	-	3,361	-		14,566
Expenditure on the redesign of the National Land Transport Information System was capitalised as work in progress until the project is complete, since the research cost, development cost and the cost of the perpetual licence cannot be separated.						

MOVEMENT IN CAPITAL WORK-IN-PROGRESS FOR THE YEAR ENDED 31 MARCH 2020						
	Opening balance	Prior period errors	Current Year Capital WIP	Ready for use (Asset register) / Contract terminated		Closing balance
	R'000	R'000	R'000	R'000		R'000
COMPUTER SOFTWARE	-	-	11,205	-		11,205
Computer Software	-	-	11,205	-		11,205
TOTAL	-	-	11,205	-		11,205
Expenditure on the redesign of the National Land Transport Information System was capitalised as work in progress until the project is complete, since the research cost, development cost and the cost of the perpetual licence cannot be separated.						

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ANNEXURE 8A						
INTER-ENTITY ADVANCES PAID (note 10.1)						
ENTITY	Confirmed balance outstanding		Unconfirmed balance outstanding		Total	
	31/03/2021	31/03/2020	31/03/2021	31/03/2020	31/03/2021	31/03/2020
	R'000	R'000	R'000	R'000	R'000	R'000
NATIONAL DEPARTMENTS						
Department of International Relations and Cooperation	-	-	(35)	3,089	(35)	3,089
Subtotal	-	-	(35)	3,089	(35)	3,089
OTHER INSTITUTIONS						
Government Communications and Information Services	6,227	3,973	-	-	6,227	3,973
Subtotal	6,227	3,973	-	-	6,227	3,973
TOTAL	6,227	3,973	(35)	3,089	6,192	7,062

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ANNEXURE 11																		
COVID 19 RESPONSE EXPENDITURE																		
Per Quarter and In Total																		
Expenditure per Economic Classification	APRIL	MAY	JUN	Subtotal	JUL	AUG	SEPT	Subtotal	OCT	NOV	DEC	Subtotal	JAN	FEB	MAR	Subtotal	2020/21	2019/20
	2020	2020	2020	Q1	2020	2020	2020	Q2	2020	2020	2020	Q3	2021	2021	2021	Q4	TOTAL	TOTAL
	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000
Goods and Services	9,306	7,106	8,501	24,913	5,309	557	99	5,965	61	721	184	966	-	-	286	286	32,130	-
Catering: Departmental Activities	-	-	319	319	-	-	-	-	-	-	62	62	-	-	-	-	381	-
Consumable Supplies	-	7,106	8,176	15,282	5,270	557	99	5,926	61	721	122	904	-	-	9	9	22,121	-
Consumable: Stationary, Printing & Office supplies	-	-	6	6	6	-	-	6	-	-	-	-	-	-	-	-	12	-
Inventory: Clothing material & Accessories	-	-	-	-	-	-	-	-	-	-	-	-	-	-	277	277	277	-
Property Payments	9,306	-	-	9,306	-	-	-	-	-	-	-	-	-	-	-	-	9,306	-
Travel and Subsistence	-	-	-	-	33	-	-	33	-	-	-	-	-	-	-	-	33	-
Expenditure for Capital Assets	-	-	-	-	-	-	-	-	-	17	-	17	-	-	-	-	17	-
Other Machinery & Equipment	-	-	-	-	-	-	-	-	-	17	-	17	-	-	-	-	17	-
TOTAL COVID-19 RESPONSE EXPENDITURE	9,306	7,106	8,501	24,913	5,309	557	99	5,965	61	738	184	983	-	-	286	286	32,147	-