

**DEPARTMENT OF TRANSPORT**

**VOTE NO. 35**

**ANNUAL REPORT**

**2018/2019 FINANCIAL YEAR**

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## **PART A: GENERAL INFORMATION**

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**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
ACSA	Airports Company of South Africa
AFCAC	African Civil Aviation Commission
AFI	African Indian Ocean
AG	Auditor-General
AGM	Annual General Meeting
AISC	International Air Services Council
AMO	Approved Maintenance Organisations
AO	Accounting Officer
APP	Annual Performance Plan
ARDP	Access Road Development Plan
ASLC	Air Services Licensing Council
ATM	Air Traffic Management
ATNS	Air Traffic and Navigation Services
AU	African Union
AVSEC	Aviation Security

### **B**

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

## C

CAASA	Commercial Airlines Association of Southern Africa
CARCOM	Civil Aviation Regulation 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
CSIR	Council for Scientific and Industrial Research
CSSS	Comprehensive Social Security System
CNG	Compressed Natural Gas

## D

DBSA	Development Bank of Southern Africa
DEA	Department of Environmental Affairs
DG	Director-General
DLCA	Driver's Licence Card Account
DLCPPF	Driver's Licence Card Production Facility
DLTC	Driving Licence Testing Centre
DM	District Municipality
DPISA	Department of Public Service and Administration
DORA	Division of Revenue Act
DoT	Department of Transport
DPME	Department of Monitoring and Evaluation

## **E**

EC	Eastern Cape
e-NATIS	Electronic National Administration Traffic Information System
EPM	Enterprise Portfolio Management
EPMS	Electronic Performance Management System
EPWP	Expanded Public Works Programme
ESB	Enterprise Service Bus
ETV	Emergency Towing Vehicle
EXCO	Executive Committee

## **F**

FIFA	Federation Internationale de Football Association
FS	Free State

## **G**

GDYC	Gender, Disability, Youth and Children
GFIP	Gauteng Freeway Improvement Project
GHG	Greenhouse Gases
GP	Gauteng Province
GTS	Greenhouse Transport Strategy

## **H**

HOD	Head of Department
HRD	Human Resources Development
HR	Human Resources

## **I**

IAAIIB	Independent Aircraft Accident and Incident Investigation Body
ICAD	International Civil Aviation Day
ICAO	International Civil Aviation Organization



ICT	Information and Communication Technology
IDP	Integrated Development Plan
IFMS	Integrated Financial Management System
ILO	International Labour Organisation
IMO	International Maritime Organisation
IOPC	International Oil Pollution Compensation
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

## **K**

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

## **L**

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

## **M**

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
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
MTSF	Medium Term Strategic Framework

## **N**

NADP	National Airports Development Plan
NAMAs	Nationally Appropriate Mitigation Actions
NASP	National 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

NTIP National Traffic Intervention Police Unit  
NTVs New Taxi Vehicles

## **O**

ODG Office of the Director-General  
OL Operating Licence  
OTV Old Taxi Vehicle

## **P**

PCCs Ports Coordinating Committee  
PDIs Previously Disadvantaged Individuals  
PEPFRA Ports Economic Participation Framework  
PFMA Public Finance Management Act (Act No. 01 of 1999)  
PFU Project Finance Unit  
PIDA Programme for Infrastructure Development  
PLTF Provincial Land Transport Framework  
PMU Project Management Unit  
POA Programme of Action  
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  
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  
RER Rail Economic Regulator

RFP	Request for Proposals
RIFSA	Road Infrastructure Strategic Framework for South Africa
RISFSA	Road Infrastructure Strategic Framework for South Africa
RMC	Risk Management Committee
ROI	Return on Investment
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
SAMSA	South African Maritime Safety Authority
SANRAL	South African National Roads Agency Limited
SANTACO	South African National Taxi Council
SAPS	South African Police Services
SAR	Search and Rescue
SARPs	Standards and Recommended Practices
SATS	South African Transport Services
SBO	Small Bus Operators
SCM	Supply Chain Management
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
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**

TETA	Transport Education and Training Authority
TFR	Transnet Freight Rail
TIS	Transport Information Systems
TKC	Trans Kalahari Corridor
TRP	Taxi Recapitalisation Programme

## **U**

UN	United Nations
UNFCCC	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 for the 2018/19 financial year to Parliament.

The 2018/19 financial year took off from a clearly targeted approach that required the Department to more truthfully study the impact of its programmes and re-align its plans to respond to the needs of the economy more meaningfully. To this effect, the Department, during the period under review, managed to achieve progressive policies that aim to transform the transport system as an enabler of social emancipation and economic inclusion, and thus unwinding the legacy of the apartheid spatial planning. In the short to medium term, the Department will focus more attention on accelerated implementation of these policies to ensure that transport is not only an enabler of economic inclusion, but also serves as a growth and transformation instrument. 'Khawuleza' will be the ethos that will characterise this service delivery model.

The 2018 State of the Nation Address (SONA), delivered by President Cyril Ramaphosa, emphasised the need to strengthen capacities of state-owned entities (SOEs). To that effect, the Department committed to the resolution of governance and capacity challenges affecting the transport sector SOEs and to also enhance their sustainability and efficiencies. The Department agreed that it would require improved oversight capacity and strengthening of governance systems within the Department. We admit that these planned improvements have been slow during the period under review. However, we will endeavour to re-prioritise these for the 2019/20 financial year, in the spirit of 'Khawuleza' to ensure that we move at speed to strategically position the Department and all sector SOEs on a positive trajectory towards the fulfilment of the transport mandate and achieve on set sector goals and objectives.

During the period under review, the Department has managed to achieve on 26 (90%) of its planned 29 performance targets as per the approved Annual Performance Plan 2018/19. For the second consecutive financial year, the Department is delighted to achieve an unqualified report with no findings (clean audit) on its audit of pre-determined objectives (AoPO) as per the audit criteria used by the Office of the Auditor-General (AGSA). This, once more, provides a basis and foundation of an overall clean audit that the Department will aim to achieve in the short to medium term. Areas of concern identified in the Auditors' report will be vigorously interrogated and addressed in the 2019/20 financial year.

For the new Medium Term Strategic Framework (MTSF) 2019 – 2024, the Department has identified the areas of Rail and Public Transport as key priorities. Commuter rail plays a critical role as an enabler of mobility across the transport system. A decisive intervention has been put into place to turnaround PRASA and to improve its operational performance while rebuilding its engineering capacity to drive modernisation programme.

To this effect, a Ministerial War Room, which is anticipated to be a game-changer for passenger rail, has been established at PRASA to address the continued decline of the quality of services that PRASA provides to the commuting public. The War Room thus aims to provide the much-needed urgency of addressing PRASA's turnaround and tangible results that can be realized in the shortest possible time.

As an integral part of this rail modernization drive, the Department has embarked on an ambitious plan to procure 600 new trains over a ten-year (10) period. Twenty-two (22) of these new trains have already been delivered, with four (4) of these having been manufactured locally at the plant in Nigel, Ekurhuleni. This programme is ramping up with approximately (60) sixty new trains to be delivered in the next two years. To date, (18) eighteen of these new trains have been deployed to operate between Pienaarspoort and Pretoria in Gauteng.

The renewal of the taxi industry through the Taxi Recapitalization Programme is critical in ensuring an efficient and safe public transport system. Having already scrapped over 7 600 old taxis over the previous MTSF, Cabinet has approved the continuation of the Taxi Recapitalisation Programme in its revised format. Implementation of this programme will be intensified to ensure that more old and unroadworthy taxi vehicles are removed from our roads.

The Department, over the MTSF, will also aim to improve our transport system to ensure that it enables economic activity and stimulate growth, by giving practical effect to our commitment to lowering the cost of doing business. In the previous MTSF (2014–2019), the Department has facilitated and funded the construction and roll-out of Integrated Public Transport Networks (IPTN) across thirteen (13) municipalities. During the period under review, all 13 municipalities commenced some construction of infrastructure of a Phase 1 IPTN and 6 cities (Rea Vaya in Johannesburg, My CiTi in Cape Town, A re Yeng in Tshwane, Go George in George and Libhongo Lethu in Nelson Mandela Bay) had begun

with operations of Phase 1 services. Ekurhuleni (Harambee), as the sixth city, is piloting a small-scale service but it is still in the early stages of implementation.

Road carnages continue to pose a serious challenge to road safety in South Africa. Gross violation of road traffic rules by drivers, continuous drunk driving and pedestrian indiscretions have been identified as the main causes of road accidents. There needs to be a serious focus on both driver and pedestrian behavioural patterns for improved road safety. The Department has made a commitment to arresting this carnage and has committed to re-imagine its approach to road safety, thus ensuring that our people arrive alive.

The implementation of the twenty-four (24) hour, seven (7) day shift structure within the traffic law enforcement fraternity is a key priority that is receiving urgent attention. Among the interventions to deal with a decisive blow to lawlessness on roads, is the implementation of the Administrative Adjudication of Road Traffic Offences Act (AARTO). Parliament has passed AARTO Amendment Bill and the President has signed the Bill into law.

One of our major interventions to maximize efficiencies and cut costs will involve undertaking an investigation on the possibility of developing a transport campus to accommodate all our entities where feasible. We will work on this exercise in close collaboration with National Treasury and the Ministry of Public Works and Infrastructure. We will also embrace the Fourth Industrial Revolution (4IR) and define the impact and contribution of transport in new technologies.

I would like to acknowledge the tremendous progress made over the past MTSF and the period under review by each one of the previous Ministers, Deputy Ministers, and acting Directors-General. My sincere gratitude is also extended to the Deputy Minister of Transport, Hon Dikeledi Magadzi (MP), the newly appointed 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.

We must all commit to growing South Africa together through collaborative efforts and teamwork. As team transport, we must play our part in taking the country to a higher growth trajectory that will ultimately guarantee a **seamless** (integrated infrastructure and operations), **safe** (and secure), **reliable** (trustworthy and consistently good in quality and performance) and **affordable** (inexpensive and/or reasonably priced) transport for all.



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**Mr Fikile A. Mbalula, MP**  
**Minister of Transport**

#### **4. DEPUTY MINISTER STATEMENT**

The Department of Transport's 2018/19 financial year unfolded in the context of President Cyril Ramaphosa's announcement of a range of measures towards the realisation of growth, employment, economic and social transformation, and this was followed up by the President's September announcement of a Stimulus Package towards that purpose.

The President's announcement regarding economic stimulation coincided with already unfolding efforts to broaden stakeholder participation in the transport sector, examples of which included, amongst others, a stakeholder engagement plan by the South African National Roads Agency Limited (SANRAL) to stimulate the economy by attracting an increased number of Small, Micro and Medium Enterprises (SMMEs) from previously disadvantaged backgrounds to participate in its infrastructure development and maintenance projects countrywide. To that extent we must commend SANRAL for its foresight, leadership and their commitment to broadening participation within the road construction sector, which remained mostly untransformed and lacked the inclusivity it is otherwise capable of providing.

The Department of Transport, through the Ministry, has participated in other public participation activities, events, conferences, sector dialogue sessions and summits in the financial year through which the Department's programmes were announced and through which we heard of the people's aspirations regarding transport.

Most importantly, the Department participated in the inaugural Global Aviation Gender Summit organised by the International Civil Aviation Organisation (ICAO), through the leadership of the South African Civil Aviation Authority (SACAA) and held in South Africa in 2018. This summit laid the groundwork for the implementation of measures to transform the civil aviation sector globally by creating an enabling environment for the meaningful inclusion of women in the civil aviation sector.

The Department followed this up by fast-tracking the development and conclusion of Memoranda of Understanding (MoUs) with various tertiary institutions locally and abroad for the training and education of young women in the civil aviation sector in order to improve opportunities for meaningful participation in the sector. The Department carried out fourteen (14) outreach programmes against a target of ten (10) and reached 6 233 learners countrywide, as an effort towards sector development.

Towards commitments to the natural environment the Department of Transport launched the Green Transport Strategy (GTS) in 2018. This has meant that the Department begins to find research capacity and resources towards effective implementation of the Strategy. This is meant to feed efforts towards the reduction of sulphur in bunker fuels as an operative response to the International Maritime Organisation (IMO) regulations for such, and ensure that SACAA is better resourced to enforce climate change mitigation in civil aviation.

Also, as part of the targets of the GTS, we are serious about using modal shifts to reduce GreenHouse Gas (GHG) emissions and other harmful emissions, to reduce transport congestion and improve temporal, spatial and economic efficiency in the transport sector. In particular, achieve a 30% shift of freight transport from road to rail and also achieve a 20% shift of passenger transport from private cars to public transport and eco-mobility transport. To the extent of the national importance of the strategy and the motivations for its implementation, the Department has thus conducted public awareness campaigns across provinces.

We set out to improve intergovernmental relations (IGR) for the realisation of broad departmental objectives including those affecting public transport provision, road safety and road traffic law enforcement, roads, municipal integrated transport plans and on other matters of shared competencies. Examples of gains made in this IGR exercise include but are not limited to the positive outlook relating to the roll out and institutionalisation of the 24/7 road traffic law enforcement and the possible centralisation of such law enforcement. This is through effective collaboration with sister National Departments, such as the Department of Public Services and Administration (DPSA), provincial and local government that we are able to achieve our goals.

It is especially important to note that Parliament approved the Administrative Adjudication of Road Traffic Offences (AARTO) Amendment Bill and that the President has subsequently signed the Bill into law. The successful implementation of the AARTO Amendment Act will require improvements in the capacities of provincial governments and municipalities in preparation for such roll-out.

It is important to note that within the 2018/19 financial year, the Department was able to achieve great strides in the establishment of South African Maritime Business Forum and was able to convene the all-important Inaugural Maritime Transport Industry Dialogue

Session which will greatly improve communication within the sub-sector. Izimbizo held in the previous financial year were central in communicating the Department's messages about job opportunities and wealth creation prospects within the transport sector, road safety and the related social security for the alleviations of conditions of distress caused by road fatalities and injuries.

Towards the realisation of the objectives of the government-led Private Sector Participation Framework, especially with regard to investments in the sector, training and absorption of young people and women, the Department worked to strengthen the National Ports Consultative Committee and other such sectoral partnerships.

I look forward to working with Minister Fikile Mbalula, the new Director-General, Mr Alec Moemi, the entire Transport Team and sector partners to ensure that the vision of Transport as 'The Heartbeat of South Africa's Economic Growth and Social Development' is realised.



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**Ms Dikeledi P. Magadzi, MP  
Deputy Minister of Transport**

## 5. REPORT OF THE ACCOUNTING OFFICER

### 5.1 Overview of the operations of the department

#### 5.1.1 Major achievements for the year

#### Programme 1: Administration

##### Human Resources Development and PMDS

- **Skills Programmes:** A total of 553 employees including 74 interns were trained in line with the Workplace Skills Plan with 673 training interventions. **Budget spent: R4 814 222.67**
- **Bursaries:** 156 bursaries (4 PhDs) are being managed of which 56 bursars have been awarded during the 2018/19 financial year, 25 bursars completed their qualifications of which 7 were Masters degrees. **Budget spent: R2 758 439.83**
- **Internship Programme:** 52 + 22 (for Municipalities) interns have been appointed (8% of staff establishment) of which 4 have already appointed within and outside DOT. 48 interns are currently on board within DOT. **Budget spent : R2 310 080.00**
- **Learnership Programme:** Public Administration Learnership for 15 employees is in progress. Awaiting remediation results for completion.
- **University Programme:** 12 MOUs are being managed including 1 new MOU with WITS for Aeronautical Engineering – DOT is introducing a new model for 2019/20 hence a need to renew all the MOUs. A total of 953 students were enrolled for 2018 academic year and 187 graduated. **Budget spent: R11 789 000.00**
- **Career Outreach Programme:** Fourteen (14) Career outreach programmes were conducted to date against a set target of 10 sessions. 6 233 learners were reached across provinces.

Performance Management and Development System(PMDS)

- **Compliance in the submission of Performance Agreements:**
  - Employees at salary level 12 and below: 541 of 547 submitted = 99%
  - SMS members : 101 of 103 submitted = 98%
  
- **Submission of Half-Yearly Performance Reviews:**
  - Employees at salary level 12 and below: 522 of 547 submitted = 95%
  - SMS members : 92 of 103 submitted = 89%
  
- **Payment of performance incentives for 2017/18:**
  - Performance incentives for all the qualifying employees at salary level 1 to 14 were successfully paid before the DPSA timelines i.e. 31 December 2018 for employees at salary level 12 and below and 31 January for SMS members respectively.
  - Annual Monitoring Report on implementation of the Risk Management Strategy was developed

Risk Management

- Annual Monitoring Report on implementation of the Risk Management Strategy was developed

**Programme 2: Integrated Transport Planning**

- Revised White Paper on the National Transport Policy submitted to the Minister for Consideration on the 26 March 2019
- Public awareness campaigns on the Green Transport Strategy held in nine (9) provinces

### **Programme 3: Rail Transport**

On the 25<sup>th</sup> October 2018, the Local Train Factory, located at Dunnottar Park, Ekurhuleni, was officially launched by the President of the Republic of South Africa. In December 2018, the first major milestone was reached with the delivery of the first locally manufactured train to PRASA. The construction of the main car-body shell building and training centre was completed in January 2018 and all manufacturing activities commenced in January 2018.

The local manufacturing of new trains is a catalyst for transformation of Metrorail services and public transport as a whole. It is the beginning of the rollout of PRASA's Rolling Stock Fleet Renewal Programme that will result in the manufacture of approximately 7 224 new trains over a period of 20 years.

Whilst the urgent challenge to improve passenger services remains primary, the local manufacturing of these trains has also been designed to achieve a number of key Government objectives such as the delivery of quality services to citizens, revitalization of South Africa's rail engineering industry through local manufacturing and ensuring local content (65% minimum local content is set) as part of Government's Industrial Policy Action Plan (IPAP), employment creation and skills development as well as Broad-Based Black Economic Empowerment.

Central to this programme of procuring new rolling stock is:

- The creation of 8 088 direct jobs throughout the supply chain, with the Local Factory targeting a creation of 1 500 jobs. This is based on a target to achieve a minimum of 65% local content on the new trains. The Local Factory will further have 99% South Africans employed, with a target of employing 85% historically disadvantaged South Africans and a minimum of 25% females. By February 2019, Gibela had employed a total of 875 employees across various categories, for both manufacture and maintenance activities.
- A training centre has been established to enable skills development and quality train manufacturing. In addition, the training programme entails the provision of bursaries for Universities, TVET colleges, internships, learnerships and apprenticeships. To date, 3 069 individuals have been up-skilled including artisans, trade workers, engineers, engineering technologists, professional engineers, technologists, designers and other

staff. By the end of this programme, 19 257 individuals would have undergone training in various and relevant technical fields.

The Railway Safety Bill was presented to Cabinet in February 2018 and was approved for Public comments. The Branch conducted provincial stakeholder consultations between February and March 2018. The Bill was presented to NEDLAC in line with the requirements set by Cabinet. The Bill was approved after numerous engagements and a NEDLAC report was submitted to the Minister of Transport for the Bill to be submitted to Cabinet for approval.

The Interim Rail Economic Regulatory Capacity Ministerial Task Team (MTT) was established in terms of a Memorandum of Understanding (MoU) between the Minister of Transport and the Minister of Public Enterprises. The MTT was appointed to assist with strategic guidance and recommendations to the Ministers on guidelines, frameworks, institutional arrangements and capacity requirements relating to rail economic regulation.

- In term of the MTT's approved Workplan, a priority project was on International Benchmarking of Rail Network Access and Pricing. A workshop was held on 22 October 2018, which was attended by the Department of Transport (DoT), Department of Public Enterprises (DPE), National Treasury (NT), PRASA and Transnet to discuss current rail access and pricing arrangements. The intention of the workshop was to engage with the rail entities for the purposes of articulating their overall perception and approach on the thematic areas relating to rail economic regulation. This process will assist in understanding the current challenges faced by the two entities concerning rail network and access and the development of the ideal regulatory structure and instruments for the rail sector.
- Another focus of the MTT was on capacity building relating to economic regulation. In conjunction with the University of Johannesburg, a short course on economic regulation was developed. The purpose of the course was to empower officials thereby developing a nucleus of skills and capacity related to economic regulation. The course took place during February 2019 and was attended by 19 officials from DoT, DPE and NT.



## **Programme 4: Road Transport**

### Road Regulation

- National Road Traffic Amendment Bill submitted to the DoT EXCO and COTO.
- Developed the Inception report on the Review of Entities Legislation and Mandates
- Completed the Terms of Reference for the Review of Entities Legislation
- The AARTO Bill was approved by the National Assembly and awaiting Presidential Assent.
- The Road Accident Benefit Scheme Bill was tabled in Parliament for further processing.

## **Programme 5: Civil Aviation**

### Bilateral Affairs

- Air Transport Strategy 2019-2024 has been approved for submission to Cabinet.
- To date, South Africa has deregulated air services with thirty-nine (39) out of the fifty-five (55) African States. A total of twenty-six (26) countries have declared their Solemn Commitment to the implementation of the Yamoussoukro Decision (YD) in support of the creation of the Single African Air Transport Market (SAATM). The YD and SAATM, of which South Africa is a signatory, provides for the full liberalisation of market access between African states, free exercise of traffic rights, elimination of restrictions on ownership and full liberalisation of frequencies, fares and capacities.

### Policy and Regulation

- The Civil Aviation Amendment Bill was approved by Cabinet and submitted to Parliament, and The Southern African Development Communities Safety Organization (SASO) Charter was also approved by Cabinet and submitted to Parliament.

## **Programme 6: Maritime Transport**

The Maritime transport Branch was able to achieve the following during the year under review:

- Draft strategies and legislation approved by FOSAD Clusters
  - Merchant Shipping Bill;
  - Maritime Transport Sector Development Council Bill;
  - Oil Pollution Preparedness, Response and Cooperation Bill;
  - Maritime Transport Strategy 2030; and
  - Inland Waters Strategy
  
- The following Business Plan projects were achieved:
  - Request for Proposals for the Emergency Tug Vessel Building Project published
  - South African Maritime Business Forum established
  - Inaugural Maritime Transport Industry Dialogue event held

## **Programme 7: Public Transport**

- Transport Appeal Tribunal (TAT) Amendment Bill was approved by FOSAD and submitted to Minister on the 27<sup>th</sup> of February 2019 for tabling in Cabinet.
  
- Integrated Public Transport Networks (IPTN) funded and monitored in thirteen (13) cities (Ekurhuleni, Mbombela, Nelson Mandela Bay, Johannesburg, Cape Town, George, Durban, Polokwane, Msunduzi, Mangaung, Rustenburg, Buffalo City and Tshwane) by end March 2019.
  
- Developed the draft detailed Integrated Public Transport Network (IPTN) plans for two (2) district municipalities, thus Vhembe and Nkangala District Municipalities
  
- The Revised Taxi Recapitalisation Programme was approved by Cabinet and implementation has commenced.

- A joint project between the Department and the Departments of Basic Education as well as Planning, Monitoring and Evaluation was undertaken and an Improvement Plan developed.

### **5.1.2 Challenges experienced in the year**

#### **Programme 1: Administration**

- **University Funding:** Delays in submission of invoices, which resulted in under-expenditure of R1 426 000.00
- Unable to deliver of the Compulsory Induction Programme due to unavailability of training materials from National School of Government.

#### **Programme 2: Integrated Transport Planning**

None.

#### **Programme 3: Rail Transport**

PRASA has since its formation in 2009 encountered various challenges, the biggest being the inherited infrastructure and trains transferred from its predecessor, the South African Railway Commuter Corporation. Following three decades of underinvestment, these assets were old and outdated. Even though Government was able to secure the required capital injection to modernise PRASA's rail system (Rolling stock and infrastructure), PRASA has struggled to attract/secure adequate expertise to undertake such an enormous modernisation programme.

Although the Department is pleased that the journey to redress years of underinvestment in passenger rail infrastructure and trains has commenced, PRASA has unfortunately not yet reached a stage where customer needs and expectations are satisfactorily met. The deployment of new trains and infrastructure improvement has started in Gauteng and is being rolled out to other regions. This is merely one of the elements of the modernisation programme and should begin to transform passenger rail travel to a point where it is underpinned by:

- Modern, safe and reliable trains for commuters;

- Faster trains which will increase capacity on the network;
- Improved overall safety of the trains and reduced energy cost; and
- Improved predictable service to the passengers.

Challenges were experienced in the development of the National Rail Bill. The Bill as part of the strategic process was dependent on the finalisation and approval of both the White Paper on the National Rail Policy and the Transport Economic Regulator.

#### **Programme 4: Road Transport**

Due to the delays in filling of vacancies, specifically where staff with procurement experience and skills was required, the procurement of some services for various projects was delayed. In addition, existing staff have to continuously work long hours and fill the void to work on the day to day tasks, especially with Monitoring and Oversight responsibilities.

#### **Programme 5: Civil Aviation**

##### Bilateral Affairs

- Cancellation of consultation meetings by foreign authorities due to circumstances beyond control.
- Poor or lack of response to proposals to hold air services consultations.
- Synchronising diaries of the political heads in order to sign Bilateral Air Services Agreements that are ready.

#### **Programme 6: Maritime Transport**

- A slow progress in the implementation of the Marine Transport Manufacturing Projects under Operation Phakisa ocean economy as a result of changes within Transnet and the Transnet National Ports Authority (TNPA);
- Negative audit findings on South African Maritime Safety Authority's compliance with the Standards of Training, Certification and Watchkeeping for Seafarers Convention may result in damage to South Africa's international reputation as a maritime nation;

## **Programme 7: Public Transport**

- National Land Transport Bill still in Parliament since April 2016 which is envisaged to be approved in the 2019/ 20 financial year.
- Prolonged procurement processes, particularly in relation to the RTRP programme, led to underspending on the allocated budget.
- Low expenditure trends in municipalities due to supply chain and procurement weaknesses and poorly capacitated and performing municipalities.

### **5.1.3 Significant events and projects for the year**

#### **Programme 1: Administration**

- Entering into a new partnership with University of Witwatersrand for training of the Aeronautical Engineers. A new MOU was signed by the two parties.
- A new qualification on Road Safety at Diploma level was developed in collaboration with Road Traffic Management Corporation(RTMC) and is being rolled out from August 2018.
- In terms of women empowerment, five (5) female employees i.e three (3) SMS members of which one is a disabled and two (2) Middle managers completed the International Executive Development Programme and International Leadership Development Programme sponsored by the Transport Education and Training Authority (TETA).

#### **Programme 2: Integrated Transport Planning**

None.

### **Programme 3: Rail Transport**

- The Railway Safety Bill seeks to repeal the National Railway Safety Regulator Act, 2002. The Act established the Railway Safety Regulator to oversee and promote safe railway operations by an enabling regulatory framework.
- The Bill seeks to place emphasis and focus on railway safety and to recognise operators' role in managing and implementing safety measures with the Railway Safety Regulator promoting safety and ensuring compliance.
- The International Benchmarking of Rail Network Access and Pricing project aimed to conduct a desktop review of international best practices in access and pricing regimes in rail economic regulation and identifying jurisdictions that may be of interest and applicable to the South African environment.

### **Programme 4: Road Transport**

The Road Transport Branch:

- Submitted the draft Roads Policy to Cabinet.
- Monitored the overall implementation of the S'Hamba Sonke Programme in line with the Provincial Road Maintenance Grant budget.
- Monitored implementation of the 2016-2030 National Road Safety Strategy.
- Conducted stakeholder consultations on the draft Anti-Fraud and Corruption Strategy.
- Increased road safety community-based involvement in public education and awareness programmes

### **Programme 5: Civil Aviation**

The International Civil Aviation Day (ICAD) is one of the flagship projects whose commemoration is championed by the Department annually. During the financial year under review, it was hosted in Mpumalanga Province at the old Nelspruit airport and its festivities spread over two days: 07 - 08 December 2018. The highlights of the first day included the career expo that was supported by thirteen (13) organisations and it reached out to a total of eight hundred and seventy six (876) learners from sixty (68) schools invited from across the

educational districts of the host province. The educators who accompanied the learners benefited from the Transport Education Training Authority (TETA) facilitated educator's workshop. Its outcome was to empower educators assist the learners in making informed decisions when choosing subjects to lead them to careers in aviation.

The highlights of the second day included observing ICAD through a formal programme. This was graced by political principals from local, district, provincial and national spheres of government. Whilst selected dignitaries offered messages of support, the Minister of Transport delivered a keynote address. In addition, the Minister of Transport launched the Air Traffic and Navigation Services (ATNS) 3D Mobile Truck simulator. The day ended with an airshow open to the public at no cost.

## **Programme 6: Maritime Transport**

### Maritime Transport Strategy 2030

The implementation of the Comprehensive Maritime Transport Policy has resulted in the approval of by the Director Generals Economic Cluster approving the draft Maritime Transport Strategy 2030;

### Overhauling of the Merchant Shipping Act

The work on the overhauling of the 1951 Merchant Shipping Act progressed with the approval by Director Generals clusters of the draft Merchant Shipping Bill, 2019

### Maritime Transport Sector Development Council (MTSDC)

Progress towards the establishment of the MTSDC gained traction with the approval by the Director General's Economic Cluster of the Maritime Transport Sector Maritime Development Council Bill. The Bill will be presented in the Cabinet once constituted after the May 8 Elections.

Maritime International Relations and Cooperation Committee (MARETEC)

The MARETEC was established as according to the CMTP to coordinate all maritime international engagements.

Coordination of the Operation Phakisa Delivery Unit

The Branch continued coordinating the work of the Delivery Unit and finalised all the audits as per Quarter targets and reviewed the 3 Foot-Plan of the Marine Manufacturing (MTM) Delivery Unit.

2020 World Maritime Day Parallel Event

Progress was made in the constitution of the Steering Committee and the establishment of work-streams and their terms of reference. The work-streams have continued to progress with this work.

**Programme 7: Public Transport**

Integrated Public Transport Networks (IPTN's) were launched in 2 more cities (Polokwane and eThekweni)



## 5.2 Overview of the financial results of the department

### 5.2.1 Departmental Receipts

Departmental receipts	2018/2019			2017/2018		
	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	1,378	1,328	(50)	1,260	1,401	141
Fines, penalties and forfeits				-	-	
Interest, dividends and rent on land	280,004	110,144	(169,860)	268,808	266,954	(1,854)
Financial transactions in assets and liabilities	419	118,823	118,404	372	1,230	858
<b>Total</b>	<b>281,801</b>	<b>230,295</b>	<b>(51,506)</b>	<b>270,440</b>	<b>269,585</b>	<b>(855)</b>

The department does not charge tariffs for goods sold and/or services rendered and does not render free services.

Dividends received were less than expected by R169.9 million, and expected revenue from surpluses surrendered exceeded expectations by R118.4 million for the year.

## 5.2.2 Programme expenditure

Programme	2018/19			2017/18		
	Final Appropriation R'000	Actual expenditure R'000	(Over) / Under expenditure R'000	Final Appropriation R'000	Actual expenditure R'000	(Over) / Under expenditure R'000
Administration	434,094	379,809	54,285	415,254	407,466	7,788
Integrated Transport Planning	89,982	71,375	18,607	83,075	76,360	6,715
Rail Transport	15,887,279	15,873,693	13,586	19,333,199	14,515,158	4,818,041
Road Transport	30,098,760	30,067,108	31,652	27,138,175	27,118,369	19,806
Civil Aviation	182,253	167,718	14,535	171,165	166,149	5,016
Maritime Transport	129,126	123,993	5,133	128,417	109,327	19,090
Public Transport	13,009,800	12,509,758	500,042	12,525,895	12,277,572	248,323
Direct charge against Revenue Fund	10,200	2,976	7,224	10,000	5,559	4,441
<b>Total</b>	<b>59,841,494</b>	<b>59,196,430</b>	<b>645,064</b>	<b>59,805,180</b>	<b>54,675,960</b>	<b>5,129,220</b>

*Compensation of employees* was under spent in all programmes due to posts that could not be filled.

**Administration** under spent R20.2 million on Compensation of Employees due to posts that could not be filled. Goods and Services was under spent by R32.3 million, mainly due to invoices that were not received for office accommodation (R13.6 million), under expenditure in Management (R8.6 million), Communications (R6 million), Corporate Services (R3.5 million) and Ministry (R1.5 million) after a total of R13.3 million was shifted to Ministry to cover expenditure on travelling and venues and facilities.

Savings of R1.3 million was realised on Other Transfers to Households because less leave gratuities were paid than budgeted for. Funds of R3.1 million was shifted within the Programme from Goods and Services to cover over expenditure on Payments for Capital Assets.

**Integrated Transport Planning** under spent R4 million on Compensation of Employees due to posts that could not be filled. Goods and Services was under spent by R14.6 million due to non or slow spending on a number of projects: National Transport Planning Databank due to delays in procurement; Review of the National Freight Strategy; Corridor Freight Development that was advertised late; BEE Charter Council due to delays in the appointment of Council members; Procedures, Computations and Recouping of Overloading Cost on South African Roads and National Transport Planning Forum due to a cancelled contract.

**Rail Transport** under spent R0.8 million on Compensation of Employees due to posts that could not be filled. The programme saved R0.9 million and under spent R11.9 million on Goods and Services because work on the White Paper for Rail Transport was done in-house, no expenditure was incurred on the Review of the Branch Line Strategy and a Study on the Integration of Commuter Transport, and the Establishment of a Rail Economic Regulator was under spent.

**Road Transport** under spent R15.3 million on Compensation of Employees due to posts that could not be filled. Goods and Services was under spent by R15.9 million because no or insignificant expenditure was incurred on Programme Development for S'Hamba Sonke, Automated Profile Measurements, Capacitate Standard Audits against National Standards and the Road Transport Legislative Review, and a project related to the Decade of Action for Road Safety was under spent. Payments for Capital Assets was under spent by R410,000 because less equipment and furniture was procured as a result of vacancies.

**Civil Aviation** under spent R10.8 million on Compensation of Employees due to posts that could not be filled. Savings of R2.7 million on Goods and Services was realised because the Implementation of the National Aviation Development Plan, the White Paper on Civil Aviation, the Airlift Strategy and the National Aviation Transformation Strategy were managed in-house. Goods and Services was further under spent by R1.3 million, mainly because of under expenditure on Watchkeeping Services due to invoices that were not received and no expenditure incurred on the Establishment of the Appeals Committee and the Aviation Safety Investigation Board.

Transfers to Foreign Governments and International Organisations were over spent by R0.4 million because of increases in membership fees and exchange rate fluctuations.

**Maritime Transport** under spent R1.9 million on Compensation of Employees due to posts that could not be filled. Goods and Services was under spent by R2.2 million after R9.1 million was shifted from Public Transport to cover over expenditure on the Oil Pollution Prevention project. The under expenditure was mainly because no expenditure was incurred on the International Maritime Organisation World Maritime Day Parallel Event.

Savings of R1 million was realised on Transfers to Foreign Governments and International Organisations because of less membership fees paid to the the International Maritime Organisation than budgeted for.

**Public Transport** under spent R3.5 million on Compensation of Employees due to posts that could not be filled.

Goods and Services was under spent by R149.2 million, mainly because the Taxi Scrapping project expired in September 2018 and could only be re-started at the end of the financial year (R34.8 million), funds of R30 million for the administration of conditional grants to municipalities were not spent, no expenditure was incurred on the Shova Kalula bicycle project (R20.3 million), Technical Oversight and Support for Public Transport (R7.1 million), Empowerment of Small Bus Operators (R6 million), Public Transport Subsidy Policy (R5.1 million), Illegal Taxi's Survey (R5 million), Moloto Bus Contract Design (R5 million), National Technical Requirements (R2 million) and the upgrade of the National Land Transport Information System (R15 million), little expenditure was incurred for accommodation and infrastructure of the National Public Transport Regulator (R9.7 million), a range of other projects were under spent and savings of R5.5 million were realised on operational expenditure.

Transfers to Households was under spent by R341.8 million due to the slow rate at which taxi's were scrapped and because the Taxi Scrapping project could not proceed from October 2018 to March 2019 because of delays in the adjudication of a new contract.

### 5.2.3 Virements

Programme	Compensation of employees R'000	Goods and services R'000	Dept Agencies & Accounts R'000	Foreign Governments R'000	House-holds R'000	Total R'000
Administration		4,017				4,017
Integrated Transport Planning						-
Rail Transport						-
Road Transport						-
Civil Aviation						
Maritime Transport		9,144			57	9,201
Public Transport		(13,218)				(13,218)
<b>Total</b>	-	(57)	-	-	57	-

An amount of R13.218 million was shifted from Goods and Services in Public Transport to Goods and Services in Administration to cover expenditure on Venues and Facilities of the Ministry (R4.017 million), to Goods and Services in Maritime Transport to cover over expenditure in Maritime Transport of R9.144 million on its contract for oil pollution prevention and to Households in Maritime Transport (R57,000) to cover donations made of R10,000 and over expenditure on leave gratuities of R47,000.

#### 5.2.4 Rollovers requested

Rollovers were requested as detailed in the table below:

<b>Programme</b>	<b>R'000</b>
<b>Programme :4: Road Transport</b>	
Goods and Services: Automated Profile Measurements – late signing of contract	5,884
Goods and Services: Road Transport Legislative Review – delay in appointment of service provider	990
<b>Programme 6: Maritime Transport</b>	
Goods and Services: IMO World Maritime Parallel Event – to secure the venue for the 2019 dry run	2,245
<b>Programme 7: Public Transport</b>	
Additional number of vehicles due to the scrapping of illegally converted panel vans as per legally binding recommendation of the Public Protector:	
<ul style="list-style-type: none"> <li>• Goods and Services – Additional number of vehicles</li> </ul>	45,000
<ul style="list-style-type: none"> <li>• Transfers to Households – Additional scrapping of taxis</li> </ul>	341,822
<b>Total</b>	<b>395,941</b>

#### 5.3 Unauthorised, fruitless and wasteful and irregular expenditure

##### Unauthorised expenditure

The cost of eNaTIS maintenance and operations resulted in unauthorised expenditure of R1,338,165,000, which was incurred in 2013/14, 2014/15 and 2016/17. Unauthorised expenditure of R980,375 was incurred in the current financial year as expenditure that was incurred but not in accordance with the vote of the programme: Road Transport.

Fruitless and wasteful expenditure

56 New cases of fruitless and wasteful expenditure relating to “no shows” and 1 case of VAT that was over charged were declared in the financial year, of which 25 cases amounting to R37,000 were transferred to debt, 31 cases amounting to R81,000 are to be transferred to debt and 1 case amounting to R1,000 is under investigation. 7 Cases amounting to R929,000 were resolved and a further 48 cases amounting to R58,000 from the previous financial year were transferred to debt.

53 Cases of fruitless and wasteful expenditure remained at the end of the financial year amounting to R151,000. Of these cases, 42 cases will be transferred to debt (R91,000), 9 cases were identified to be written off (R9,000), 1 case is under investigation (R1,000) and 1 case must still be investigated (R50,000).

Irregular Expenditure

In the financial year, 11 cases of irregular expenditure amounting to R107.2 million were declared with two of the cases amounting to R97.3 million. 2 Cases amounting to R646,000 were condoned and 1 case of R296,000 was transferred to debt.

Irregular expenditure for 16 cases amounting to R746.1 million remained at the end of the financial year. Of these cases, National Treasury was requested to condone 4 cases amounting to R638.5 million, a disciplinary hearing is ongoing in 1 case of R42 million, 8 cases totalling R64.6 million are to be considered at the Bid Adjudication Committee, 1 case of R0.9 million was recommended to the Bid Adjudication Committee to condone and 2 cases totalling R0.1 Million are under investigation.

Two (2) cases amounting to R1.677 million are still under determination.



## **5.4 Future plans of the department**

### **Integrated Transport Planning**

- Develop Travel Demand Management Strategic Framework
- Develop and Implement the Maputo Integrated Freight Corridor Business Case
- Develop and Implement the Regional Integration Strategy
- Conduct an analysis of the likely impact of adapting the Autonomous Vehicles Technology in South Africa
- Submission (Tabling) of Economic Regulation of Transport (ERT) Bill to Cabinet and Parliament
- Embark on the National Household Travel Survey (NHTS)

### **Rail Transport**

- The Department has put in place a short term Intervention Plan as well as Immediate Actions to stabilise PRASA. In terms of the Intervention Plan, a two phased approach shall be followed. The first phase calls for the Department to appoint a team of experts to undertake an Organisational Assessment as PRASA and the second phase calls for the Board of PRASA to appoint a Turnaround Execution Team directed by the outcome of the phase one report.
- In terms of Immediate Actions, PRASA will immediately implement and focus its energy on the following:
  - Finalise the recruitment process of vacant executive posts and ensure that recommended candidates are subjected to vetting and security clearance procedures by the State Security Agency (SSA);
  - Improve reliability and availability of train operations by 60%, improve cancellations and delays by 41% and provide improved and visible revised timetables to commuters;
  - Secure trains, passengers and assets through the deployment of appropriate security measures, personnel, fencing/walling of corridors, depots and all related sensitive areas that are key in the operations of trains and ensure that implementation is done in 2019/2020 financial year;

- Increase funds available for communication strategy, focussing on service delivery challenges and stakeholder management;
- Report back on the implementation of the Board's commitments made following the Mountain View incident and apply consequence management where there has been no progress;
- Prioritise the implementation of the priority corridor approach in all the regions, modernize and ensure that corridors are managed by dedicated teams led by a responsible Project Manager; and
- All executives, senior managers, officials and all other employees conclude performance agreements, with deliverables on or before 30 June 2019.

### **Road Transport**

- Develop and monitor implementation of legislations, policies, strategies and planning tools to ensure a sustainable transport infrastructure network.
- Develop and monitor implementation of legislations, policies, strategies and planning tools to enhance regulation and transport safety and security.
- Monitor implementation of the Roads Policy for South Africa.
- Draft Bill for Founding Legislations of Road Entities submitted to Cabinet by March 2021
- Implementation of the 2016-2030 National Road Safety Strategy overseen.
- National Anti-Fraud and Corruption Strategy for Road Traffic environment submitted to Cabinet by March 2021.

### **Civil Aviation**

In ensuring that the Department contributes meaningfully to the Medium Term Strategic Framework (MTSF), the Branch was mandated to lead the process that will facilitate aviation transformation. Subsequently, the Branch has a standing performance indicator on aviation transformation of which in the Department's Annual Performance Plan (APP) 2019/20 the target is to develop a Business Case for a government owned national Aviation Academy. Amongst others, the objective of establishing a government owned national Aviation Academy is to bridge the gap of inadequate aviation training that exist at tertiary levels and also promote an alternative to private academies

## **Maritime Transport**

- The Department has declared 2019 as the year for the acceleration of the implementation of the Comprehensive Maritime Transport Policy (CMTP). In this regard, the inaugural Ministerial Maritime Dialogue held in March decided to establish an interim Maritime Transport Sector Development Council by end of June 2019. The focus of the Branch is in the implementation of the CMTP. All the Annual Performance Plan projects are about the implementation of the CMTP.
- The Maritime Transport Strategy 2030 must be finalised soon after the elections.
- The SAMSA Funding Model must be rolled out to ensure alignment of planning and budgeting.

## **Public Transport**

- Develop detailed Integrated Public Transport Networks (IPTN's) in 2 district municipalities, Amathole and Capricon District Municipalities for the year 2019/ 20.
- Roll- out of Shova Kalula Bicycle programme in nine (9) provinces.
- Facilitate the implementation of Rural Transport Strategy.
- Facilitate the implementation of Learner Transport policy/ programme.
- Implementation of the new Revised Taxi Recapitalisation Programme (RTRP) with taxi scrapping allowance increased & scholar/cross border transport included.
- Facilitate the development of Public Transport Subsidy Policy.
- Continue funding and monitoring of implementation of Integrated Public Transport Networks (IPTNs) in thirteen (13) cities for the year 2019/ 20.
- Transport Appeal Tribunal (TAT) Amendment Bill submitted to Parliament for approval.

- Developing regulations in terms of the National Land Transport Amendment Bill which relies on the approval by Parliament.

## 5.5 Public Private Partnerships

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 are now participating in the contract. Services that are provided for in the contract include 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 National Treasury approved the extension of the contract up to 28 February 2019. A new Public Private Partnership (PPP) process is underway to appoint a service provider to render Transport Fleet Services.

The department is in the process of finalising the Public Private Partnership (PPP) arrangements for the possible acquisition of Tugboats with the National Treasury. The department invited bids to pre-qualify service providers for the procurement of two emergency towing vessels.

## 5.6 Discontinued activities / activities to be discontinued

None

## 5.7 New or proposed activities

Activity	Effect on the operations of the department	Financial implications of each new activity
Establishment of the Maritime Transport Sector Development Council (MTSDC)	Introduce a structured maritime industry planning and development	Would require additional funding to support the operational infrastructure of the MTSDC

## **5.8. 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.
- The Bid Adjudication Committee will not consider condoning irregular expenditure until a legal opinion has been obtained where applicable and disciplinary steps were considered.
- The contract management system monitors all payments against orders that are placed, and will detect payments that exceed the contract value.
- The contract management 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.
- Initiatives to train all officials who are involved in the approval of procurement matters will continue.

## 5.9 Sponsorships / Gifts and Donations received in kind from non-related parties

The following in kind goods and services were received from parties other than related parties during the year:

Name of organisation	Nature of Gift. Donation or Sponsorship	R'000
<b>Received in cash</b>		
Transport Education and Training Authority	Transportation of 1 600 learners that attended the career expo hosted to commemorate the International Civil Aviation Day 2018 at Nelspruit Airfield, Mpumalanga	401
<b>Subtotal</b>		<b>401</b>
<b>Received in kind</b>		
World Bank	Sponsored airfare, accommodation and per diem for two officials to participate in a study tour to enhance the Maputo Development Corridor.	45
Benguela Current Convention	Sponsored airfare, accommodation and per diem for an official to attend a meeting of the Benguela Current Convention Working Group on ecologically or biologically significant areas.	21
International Maritime Organisation	Sponsored airfare, accommodation and per diem for an official to attend the Djibouti Code of Conduct regional workshop on Best Practices for Maritime Domain Awareness.	32
International Maritime Organisation	Sponsored airfare, accommodation and per diem for an official to attend a workshop on the Implementation of the Jeddah Amendment to the Djibouti Code of Conduct.	47
International Maritime Organisation	Sponsored airfare, accommodation and per diem for two officials to attend the Global Initiative for West, Central and Southern Africa Sub-regional workshop on Shoreline Response.	29
Transport Education and Training	Sponsored airfare, accommodation, meals, insurance, partial per diem and course fees for	874

Name of organisation	Nature of Gift, Donation or Sponsorship	R'000
Authority	two officials to attend an International Leadership Development Programme.	
International Maritime Organisation	Sponsored course fees, accommodation and meals for an official to attend a Port Operations and Management Course.	172
Transport Education and Training Authority	Sponsored air fare, accommodation, partial per diem and course fees for three officials to attend an International Executive Leadership Development Programme.	336
International Maritime Organisation	Sponsored airfare and accommodation for an official to attend training on the Djibouti Code of Conduct National Focal Points and National Training Correspondents.	39
International Maritime Organisation	Sponsored accommodation and tuition fees for an official to attend a course in Marine Accident Investigation Procedures.	37
International Maritime Organisation	Sponsored air fare, accommodation, per diem and meals for an official to attend a Global Project Task Force meeting and a workshop on the IMO Data Collection System.	45
The Kingdom of Saudi Arabia	Sponsored airfare, and accommodation for an official to attend a Maritime Security workshop.	29
<b>Subtotal</b>		<b>1,706</b>
<b>Total</b>		<b>2,107</b>

## 5.10 Exemptions and deviations received from the National Treasury

### Deviations

Project	Value of Contract	Reason for Deviation
Audit of newly installed Maritime Safety Inspection Equipment	R1,500,000.00	More cost effective and efficient to appoint Departmental Entity that would only charge fuel cost.
Develop Rural Transport Strategy Implementation Guidelines	R533,178.00	Exceeded Quote threshold after requests for quotations were published twice in the Government Tender Bulletin.

### Expansions

None

## 5.11 Events after the reporting date

None.

## 5.12 Compliance with Broad Based Black Economic Empowerment (B-BBEE)

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. The verification process is however under way and as soon as this process is completed, the department will be able to report on its compliance.

## 5.13 Other

None reported.



#### 5.14 Conclusion

I would like to express my sincere gratitude to the Minister of Transport, Mr Fikile. A Mbalula, and the Deputy Minister, Ms Dikeledi P. 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.

#### 5.15 Approval

The Annual Financial Statements set out on pages 245 to 369 have been approved by the Accounting Officer.



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**Mr Mathabatha Mokonyama**  
**Accounting Officer**

**Date:** 26/07/2019

**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 are 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 2019.

Yours faithfully



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**Accounting Officer**

**Mr. Alec Moemi**

**Date: 11 September 2019**

## **7. STRATEGIC OVERVIEW**

### **7.1. Vision**

“Transport, the heartbeat of South Africa’s Economic Growth and Social Development!”

### **7.2. Mission**

Lead the development of efficient integrated transport systems by creating a framework of sustainable policies and regulators and implementable models to support government strategies for economic, social and international development.

### **7.3. Values**

The core values of the department are:

- 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; and
- Ensure sustainability, financial affordability, accessibility as well as the upholding of the *Batho Pele* principles.

## **8. LEGISLATIVE AND OTHER MANDATES**

### **Railways and Harbours**

- South African Transport Services Conditions and Service Act, 1988 (Act 41 of 1998)
- 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)

### **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)

### **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)

### **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)

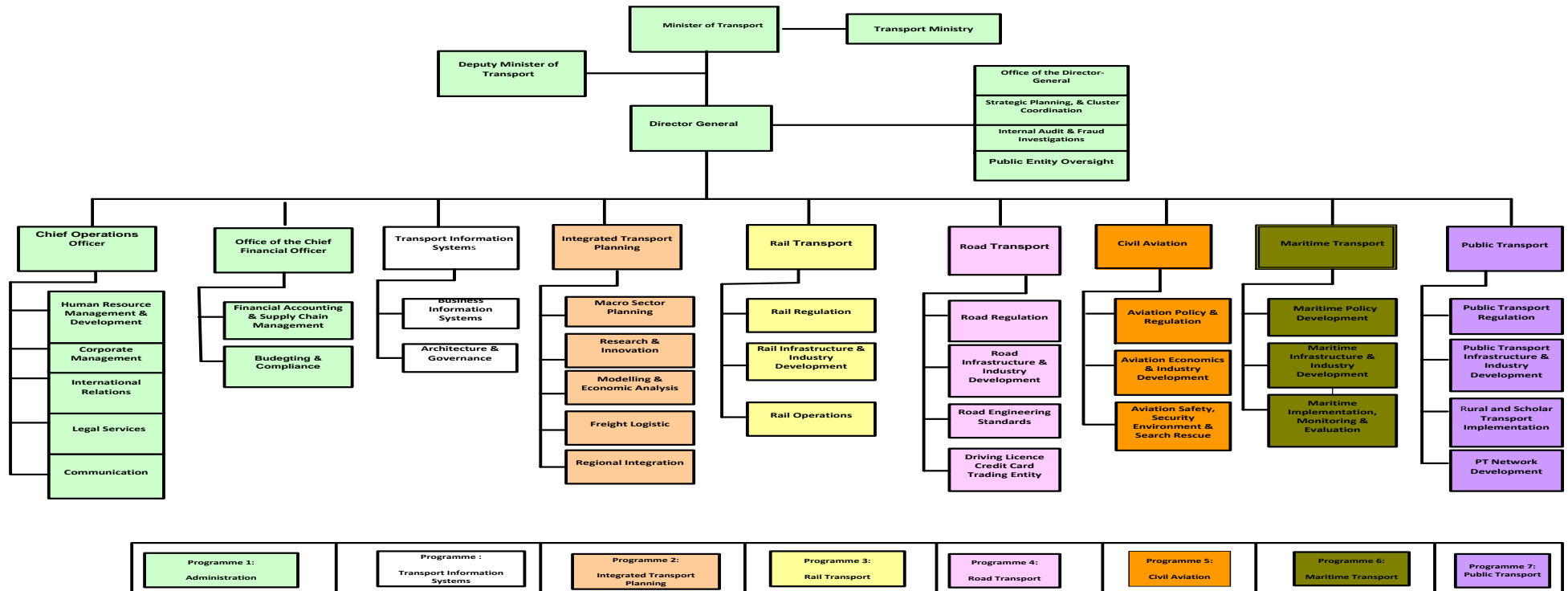
- South African Maritime and Aeronautical Search and Rescue Act, 2002 (Act 44 of 2002)

## **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)

## 9. ORGANISATIONAL STRUCTURE

**Organisational Structure for the Department of Transport  
April 2019**



## 10. ENTITIES REPORTING TO THE MINISTER

The table below indicates the entities that report 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.

Name of Entity	Legislative Mandate	Financial Relationship	Nature of Operations
Passenger Rail Agency of South Africa	Legal Succession to the South African Transport Services ("SATS") Act, 1989 (Act No. 9 of 1989)	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 SA	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	R22 489 000.00 allocated for operational transfers from Maritime Transport Branch to the same entity for the 2017/18 financial year.	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	National Railway Safety Regulator Act, 2002 (Act No. 16)	Transfer Payments	To oversee and promote safe railway operations through



Name of Entity	Legislative Mandate	Financial Relationship	Nature of Operations
	of 2002)		appropriate support, monitoring and enforcement, guided by enabling regulatory framework and regulations
Road Traffic Management (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	No transfer from the Department	To provide for the payment of compensation for loss or

Name of Entity	Legislative Mandate	Financial Relationship	Nature of Operations
	(Act No. 56 of 1996)	of Transport	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	To control and regulate civil aviation safety and security with 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"> <li>• To ensure safety of life and property at sea</li> <li>• To prevent and combat pollution of the marine environment by ships; and</li> <li>• To promote the Republic's maritime interests.</li> </ul>	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><b>Develop maritime</b> –undertake activities to cause the maritime transport system to grow, transform and support sustainable development.</p> <p><b>Promote maritime-</b> undertake activities to support and actively encourage the registration of ships onto SA ship registry.</p> <p><b>Authorise maritime-</b> undertake activities to register and authorise people, vessels equipment, courses, agencies, recognised organizations, training institutions</p>

Name of Entity	Legislative Mandate	Financial Relationship	Nature of Operations
			<p>and shipping organizations.</p> <p><b>Monitor compliance</b> – monitor the compliance of all the authorised maritime actors through audits surveillance, support survey and inspection activities ,</p> <p><b>Enforce compliance-</b> compel observance of compliance through fines, detentions, warnings, administering of conventions and any other disincentives for non - compliance</p> <p><b>Manage compliance-</b> undertake activities to manage maritime transport outcomes such as incident management, accident management and maritime interventions through among others the Emerging Towing</p>

Name of Entity	Legislative Mandate	Financial Relationship	Nature of Operations
			Vessel
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**

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**1. AUDITOR GENERAL'S REPORT: PREDETERMINED OBJECTIVES**

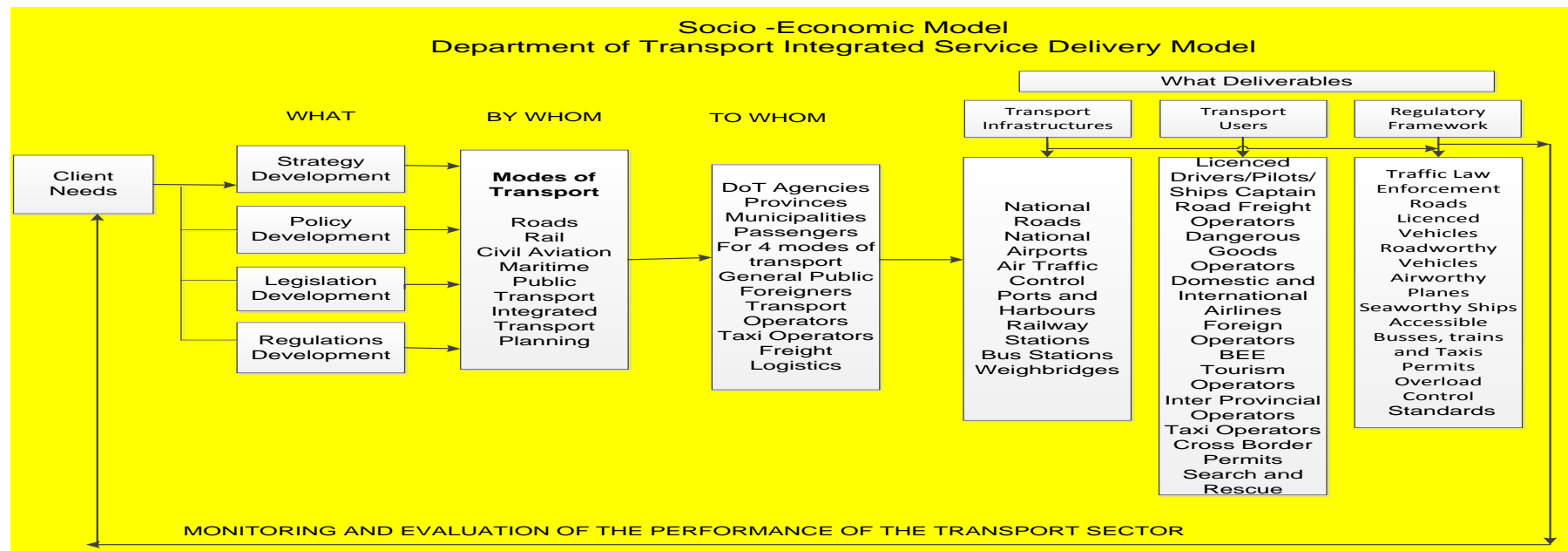
The AGSA currently performs certain audit procedures on the performance information to provide reasonable assurance in the form of an audit conclusion. The audit conclusion on the performance against predetermined objectives is included in the report to management, with material findings being reported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

Refer to page 238 of the Report of the Auditor General, published as Part E: Financial Information.

## 2. OVERVIEW OF DEPARTMENTAL PERFORMANCE

### 2.1 Service Delivery Environment

The Department of Transport is mandated through various acts to render specific services to the public. These services are related to the provision for the transport of passengers and goods and services. These services are presented below:



## 2.2 Service Delivery Improvement Plan

The department has completed a Service Delivery Improvement Plan (SDIP). 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"> <li>•Effective Regulations and legislation for safety and standards</li> <li>•Develop and review Operational Standards</li> <li>•Conduct Inspections</li> <li>•Provide standard service level agreements</li> </ul>	<p>RSA citizens &gt; 18 Learners &gt; 16 Foreigners &gt; 18 years of age and older</p>	<p>Daily: 5 days a week</p> <p>Some DLTC's render learner licence tests on Saturdays for Secondary School learners</p> <p>Render driver's licence services at 418 DLTC's</p> <p>An average of 11 500 driving licence applications are received per day at 418 DLTC'S in the RSA (transactions excludes all other services provided at DLTC's)</p> <p>On average 8500 licences are issued in the country per day</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>Trained examiners to assist people with special needs</p> <p>Services for Driver and Learner licence tests available on Saturday for Secondary School learners</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>Online pre-bookings for applications for learner and driver tests and renewal of licences are now available in Gauteng at most DLTC's</p> <p>Services for Driver and Learner licence tests available on Saturday for Secondary School learners</p> <p>Test with mobile truck conducted at a registered DLTC – but still needs further development and supporting legislation</p> <p>On average 8500 licences are issued in the</p>



Main services	Beneficiaries	Current/actual standard of service	Desired standard of service	Actual achievement
		<p>Online pre-bookings for applications for learner and driver tests and renewal of licences are now available in Gauteng only at most DLTC's</p> <p>When applicants renew their driver's licence, they are allowed to present their own eye test from their optometrist – which speeds up the process in Tshwane</p>	<p>Computerised processes e.g. computerised learner's licence test in the whole country</p> <p>Mobile services in rural areas</p>	country per day (5 days a week)

Batho Pele Arrangements with Beneficiaries

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		Complaints Register
Manual surveys		<p>Department receives calls directly from clients and deal with them individually and where necessary refers them to provinces.</p> <p>Manual customer surveys are conducted during unannounced visits</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 from the IPPP to launch one Service Charter in all DLTCs
HELP Desk at the DLCA to manage queries on driver licences	National Call Centre	Help Desk at the DLCA to manage queries on driver licences
Departmental website		Departmental Website

Complaints Mechanism

Current/actual complaints mechanism	Desired complaints mechanism	Actual achievements
Complaints Register	Call centre (provincial and national)	Call centre (provincial and national)
	Development of an Application which can be downloaded by a user to a mobile device to enable public to instantly complain about unsatisfactory services	

## **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. 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.

## **2.4 Key policy developments and legislative changes**

### **Administrative Adjudication of Road Traffic Offences (AARTO) Amendment Bill**

The AARTO Bill is a game changer in that it:

- seeks to introduce electronic method of service in addition to existing methods of service (personal and registered)
- seeks to introduce demerits points
- repeals the issuance of warrants by the Registrar and seeks to prohibit an infringer who infringer who does not comply with an enforcement order from being issued with a driving license, professional driving permit or license disc, in respect of a motor vehicle registered in the name of an infringer, until such enforcement order has been complied with or has been revoked.

The Bill awaits assent into law by the State President.

### **Road Accident Benefit Scheme (RABS) Bill**

The Bill seeks to:

- establish a scheme that operates on a “no fault ” basis
- establishes the Administrator of the scheme
- set up an appeals process for victims who are not satisfied as part of eliminating complex and expensive legal processes
- establish simple and accessible procedures for claimants and for the expeditious resolution of disputes
- provide for a comprehensive scheme that provides for victims healthcare services, income support benefits, family support benefits and funeral support benefits.

The Bill is currently before the National Assembly and it expected that it will be reviewed by the sixth Parliament for further processing.

## **National Road Safety Strategy (NRSS)**

The Department, together with its roads entities, remained unflinchingly driven to work persistently and consistently hard towards the reduction of fatalities on the roads. The Department spent time with its entities to compile a plan of action (365-Day Road Safety Plan) to be implemented through provinces, and in line with the National Road Safety Strategy. The 365-Day Plan consists of well-coordinated and integrated road safety initiatives, interventions and Ministerial special road safety programmes. Special consultations with the provinces were conducted in order to ensure that all spheres of government were part of the drive. Furthermore, working with communities in implementing the 365-Day Plan was primary to the Department for the success of the Plan, for it is the conviction of the Department that “road safety is what you do with the community, not what you do for the community”.

As part of compiling the Plan, the Department embarked on a collective exercise of paying close attention to many aspects such as findings of different researches done on road safety, vehicle population, studying the latest statistics and the trends as well as conducting an environmental scan, which further revealed certain behavioural patterns by road users. The 365-Day Plan was therefore informed by various factors drawn out of the exercise and it spelled out the necessary actions to be taken in order to be deliberate in addressing the contributory factors.

Some of the pertinent areas of concern that the plan sought to address include amongst others, learner safety, public driver attitude, cycling safety, pedestrian safety, and passenger safety. Throughout the year, the Department worked continuously to combat road carnage by working with all sectors of stakeholders.

### 3. STRATEGIC OUTCOME ORIENTED GOALS

The work of the Department for the 2018/19 financial year was implemented under the following strategic outcome oriented goals:

- **An efficient and integrated infrastructure network that serves as a catalyst for social and economic development**

To achieve this goal, the DoT developed policies and promulgated legislation that are set to drive investments for the maintenance and strategic expansion of the transport infrastructure network; and support the development of transport asset management systems in rural and provincial authorities. The drive of these interventions was to improve the efficiency, capacity and competitiveness of all modes of transport.

- **A transport sector that is safe and secure**

The DoT continued to promote and ensure implementation of policy interventions and strategies that sought to reduce accidents and incidents in the road, rail, aviation and maritime environments.

- **Improved rural access, infrastructure and mobility**

Through the scholar transport and non-motorized transport interventions, the DoT aimed to increase mobility and rural access in rural district municipalities.

- **Improved public transport systems**

The DoT ensured an effective, efficient, affordable and accessible public transport system in urban and rural areas through the development and implementation of integrated public transport networks, establishment and strengthening of regulatory entities, refurbishment and acquisition of new rail rolling stock and upgrading priority passenger rail corridors.

- **Increased contribution to job creation**

Implementation of B-BBEE and commissioning of labour-intensive projects by the DoT increased the creation of jobs in the sector.

- **Increased contribution of transport to environmental protection**

Reduction of green-house gas emissions through the use of more energy efficient modes of freight and passenger transport and promoting the use of cleaner fuels ensured that the impact of the sector on climate change was minimised.

## **4. PERFORMANCE INFORMATION BY PROGRAMME**

### **4.1 OVERVIEW**

In this organisational performance report, the Department of Transport (DoT) presents its annual non-financial performance for the period 01 April 2018 to 31 March 2019, against planned deliverables as reflected in the approved DoT Annual Performance Plan 2018/19.

The report has been compiled in line with the requirements of Sections 92 and 114 of the Constitution of the Republic of South Africa, the Public Finance Management Act (PFMA), the National Treasury Regulations, and the Framework for Managing Programme Performance Information.

The contents of the DoT performance reports, including this report, are verified as factual by Deputy Directors-General (DDGs) of respective programmes, who attach their signatures to the assurance certificates as per the approved DoT Planning, Monitoring and Reporting (PMR) Guidelines.

This Report is assured by the DoT Executive Committee, Internal Audit and the Auditor-General of South Africa before publication in the DoT Annual Report.



## **4.2 Programme 1: ADMINISTRATION**

**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.

### **Branches**

1. Office of the Director-General (ODG)
2. Office of the Chief Operations Officer (COO)
3. Office of the Chief Financial Officer (CFO)

### **Programme Strategic Objectives**

1. Strategic Objective 1.3 Enhance socio-economic transformation of the transport sector
2. Strategic Objective 7.1: Provide strategic support and corporate services
3. Strategic Objective 7.2: Ensure good governance and a sound control environment

### Administration: Performance against predetermined indicators and targets

Strategic Objective 1.3: Enhance socio-economic transformation of the transport sector						
Objective Statement: To promote equality and equity within the sector through the coordination of empowerment initiatives for disadvantaged population groups (Women, Disabled, Youth and Children)						
PERFORMANCE INDICATOR	2018/19 ANNUAL TARGET	2018/19 ANNUAL ACTUAL REPORTED	EXPENDITURE		REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS
			ALLOCATED BUDGET '000	ACTUAL '000		
<b>1.3.1.1 Status report on the transport sector socio-economic empowerment programmes for GDYC developed</b>	Status report on the transport sector socio-economic empowerment programmes developed	<p>During the period under review, stakeholder inputs on the transport sector socio-economic empowerment programmes were solicited from Sector State-Owned Entities (SOEs), Provincial Departments of Transport (PDTs) and branches of the Department of Transport (DoT).</p> <p>Inputs received were considered and incorporated into a draft status report.</p> <p>The draft status report was presented to the DoT Executive Committee and finalised as targeted.</p>	Operational Budget	Operational Budget	None	None
<b>1.3.1.2 Number of Community Outreach Campaigns conducted on Gender, Disability, Youth and Children (GDYC)</b>	Ten (10) Community Outreach Campaigns conducted	<p>A total of ten (10) Community Outreach Campaigns were conducted as targeted during the period under review. These campaigns, which focused on Gender, Disability, Youth and Children (GDYC), include:</p> <ul style="list-style-type: none"> <li>• Support of the Children Week at the Leamogetswe Home of Safety (Saulsville) in May 2019</li> <li>• Men Empowerment Workshop</li> <li>• Women's Day Celebration</li> </ul>	Operational Budget	Operational Budget	None	None

<b>Strategic Objective 1.3: Enhance socio-economic transformation of the transport sector</b>						
<b>Objective Statement:</b> To promote equality and equity within the sector through the coordination of empowerment initiatives for disadvantaged population groups (Women, Disabled, Youth and Children)						
PERFORMANCE INDICATOR	2018/19 ANNUAL TARGET	2018/19 ANNUAL ACTUAL REPORTED	EXPENDITURE		REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS
			ALLOCATED BUDGET '000	ACTUAL '000		
		<ul style="list-style-type: none"> <li>Casual Day for Persons with Disabilities</li> <li>Distribution of sanitary towels and toiletries at Sun Valley School</li> <li>Disability Rights Awareness Month</li> <li>Sixteen (16) Days of Activism for No Violence against Women and Children.</li> </ul>				

<b>Strategic Objective 7.1: Provide strategic support and corporate services</b>						
<b>Objective Statement:</b> To coordinate functions of human resource management and development, communications, information technology, legal and strategic planning in support of DoT programmes						
PERFORMANCE INDICATOR	2018/19 ANNUAL TARGET	2018/19 ANNUAL ACTUAL REPORTED	EXPENDITURE		REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS
			ALLOCATED BUDGET '000	ACTUAL '000		
<b>7.1.1.1 DoT Human Resource Development (HRD) Strategy Framework implemented annually</b>	Human Resource Development Framework implemented	<p>As part of implementation of the DoT's Human Resource Development, a monitoring report for HRD Strategic Framework for the 2017/18 and the 2018/19 Annual HRD Implementation plan were developed and submitted to the Department of Public Service and Administration (DPSA) in May 2018.</p> <p>During the period under review, more than 479 staff members and 74 interns (including those placed in Municipalities) underwent skill-based</p>	1% of the personnel expenditure	1% of the personnel expenditure	None	None

<b>Strategic Objective 7.1: Provide strategic support and corporate services</b>						
<b>Objective Statement:</b> To coordinate functions of human resource management and development, communications, information technology, legal and strategic planning in support of DoT programmes						
PERFORMANCE INDICATOR	2018/19 ANNUAL TARGET	2018/19 ANNUAL ACTUAL REPORTED	EXPENDITURE		REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS
			ALLOCATED BUDGET '000	ACTUAL '000		
		<p>training and approximately 673 training interventions were conducted.</p> <p>156 bursaries were managed, of which 53 new bursaries were awarded to staff.</p> <p>953 bursaries were awarded to unemployed learners at eleven (11) universities.</p> <p>A total of seventy four (74) interns were appointed, of which fifty-two (52) were placed within the Department and twenty-two (22) placed at various municipalities for a period of two (2) years.</p>				

<b>Strategic Objective 7.2: Ensure good governance and a sound internal control environment</b>						
<b>Objective Statement:</b> To render financial administration, supply chain management, risk management, internal audit, budgeting and management accounting services to the DoT						
PERFORMANCE INDICATOR	2018/19 ANNUAL TARGET	2018/19 ANNUAL ACTUAL REPORTED	EXPENDITURE		REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS
			ALLOCATED BUDGET '000	ACTUAL '000		
<b>7.2.1.1 Financial governance compliance and control improved</b>	Action plans to address audit findings developed and monitored	<p>During the period under review, action plans to address audit findings raised by the Auditor-General for the 2017/18 financial year were developed and tabled at the Audit Committee.</p> <p>Monitoring Reports on the implementation of action plans were developed as targeted and</p>	Operational Budget	Operational Budget	None	None

<b>Strategic Objective 7.2: Ensure good governance and a sound internal control environment</b>						
<b>Objective Statement:</b> To render financial administration, supply chain management, risk management, internal audit, budgeting and management accounting services to the DoT						
<b>PERFORMANCE INDICATOR</b>	<b>2018/19 ANNUAL TARGET</b>	<b>2018/19 ANNUAL ACTUAL REPORTED</b>	<b>EXPENDITURE</b>		<b>REASON FOR DEVIATION</b>	<b>CORRECTIVE MEASURE &amp; ADDITIONAL COMMENTS</b>
			<b>ALLOCATED BUDGET '000</b>	<b>ACTUAL '000</b>		
		management implemented all action plans.				
<b>7.2.1.2 Implementation of the DoT Risk Management Strategy monitored</b>	Annual Monitoring Report on the implementation of the Risk Management Strategy developed	Implementation of the Risk Management Strategy was monitored on a quarterly basis with reports presented to the DoT Executive Committee and the Audit Committee.  An Annual Monitoring Report on the implementation of the Risk Management Strategy was developed as targeted.	Operational Budget	Operational Budget	None	None

## **STRATEGY TO OVERCOME 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 1 (Administration) that needed attention was:

- Development of a status report on the transport sector socio-economic empowerment programmes.

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 the annual target.

## **CHANGES TO PLANNED TARGETS**

No changes were made to planned targets during the period under review.

**PROGRAMME EXPENDITURE**

Sub- Programme Name	2018/19			2017/18		
	Final Appropriation R'000	Actual Expenditure R'000	(Over)/Under Expenditure R'000	Final Appropriation R'000	Actual Expenditure R'000	(Over)/Under Expenditure R'000
<b>1.1 Ministry</b>	48 938	45 157	3 781	48 433	48 433	-
<b>1.2 Management</b>	75 752	61 530	14 222	54 350	46 562	7 788
<b>1.3 Corporate Services</b>	227 585	212 537	15 048	209 011	209 011	-
<b>1.4 Communications</b>	35 642	27 988	7 654	24 644	24 644	-
<b>1.5 Office Accommodation</b>	46 177	32 597	13 580	78 816	78 816	-
<b>Total</b>	<b>434 094</b>	<b>379 809</b>	<b>54 285</b>	<b>415 254</b>	<b>407 466</b>	<b>7 788</b>

### **4.3 Programme 2: INTEGRATED TRANSPORT PLANNING**

**Purpose:** The programme exists to manage and facilitate national transport planning, related policies and strategies and coordinate regional as well as inter-sphere relations including providing economic modelling and analysis of the sector.

#### **Sub-Programmes**

1. Macro Sector Planning
2. Freight Logistics
3. Modelling and Economic Analysis
4. Regional Integration
5. Research and Innovation
6. Transport Information Systems (TIS)

#### **Programme Strategic Objectives**

1. Strategic Objective 1.1: Facilitate integrated macro-transport systems planning to guide investments in the sector
2. Strategic Objective 1.2: Promote national, regional and continental integration of transport infrastructure and operations
3. Strategic Objective 1.3: Enhance socio-economic transformation of the transport sector
4. Strategic Objective 6.1: Reduce GHG emissions



**INTEGRATED TRANSPORT PLANNING: PERFORMANCE AGAINST PREDETERMINED INDICATORS AND TARGETS**

<b>Strategic Objective 1.1: Facilitate integrated macro-transport systems planning to guide investments in the sector</b>						
<b>Objective Statement:</b> To formulate and implement national transport macro-planning legislation, policies and strategies. The main priority over the MTSF is to complete the revision of the White Paper on the National Transport Policy and the final approval and implementation of the NATMAP 2050 by 2019.						
<b>PERFORMANCE INDICATOR</b>	<b>2018/19 ANNUAL TARGET</b>	<b>2018/19 ANNUAL ACTUAL REPORTED</b>	<b>EXPENDITURE</b>		<b>REASON FOR DEVIATION</b>	<b>CORRECTIVE MEASURE &amp; ADDITIONAL COMMENTS</b>
			<b>ALLOCATED BUDGET '000</b>	<b>ACTUAL '000</b>		
<b>1.1.2.1 Roll-out of 10 NATMAP 2050 Interventions by 2019</b>	Implementation of ten (10) NATMAP 2050 Priority Pilot Projects monitored	<p>Implementation of ten (10) NATMAP 2050 Priority Pilot Projects was monitored as targeted during the period under review. Projects monitored include:</p> <ul style="list-style-type: none"> <li>• Parys Intermodal Transport Facility</li> <li>• Upgrade of R31 (Northern Cape)</li> <li>• National Station Upgrade Programme (Philippi Station)</li> <li>• National Road Safety Strategy</li> <li>• Upgrade of MR 177 (Stellenbosch Arterial Phase II)</li> <li>• R573 Moloto Phase I)</li> <li>• Integrated Transport Planning Bill</li> <li>• Green Transport Strategy</li> <li>• OR Tambo International Airport (Midfield Passenger Terminal Upgrade)</li> <li>• Integrated Public Transport Network Plans (John Taolo Gaetsewe and Thabo Mofutsanyana District Municipalities)</li> </ul>	R1 200	R1 196	None	None

<b>Strategic Objective 1.1: Facilitate integrated macro-transport systems planning to guide investments in the sector</b>						
<b>Objective Statement:</b> To formulate and implement national transport macro-planning legislation, policies and strategies. The main priority over the MTSF is to complete the revision of the White Paper on the National Transport Policy and the final approval and implementation of the NATMAP 2050 by 2019.						
PERFORMANCE INDICATOR	2018/19 ANNUAL TARGET	2018/19 ANNUAL ACTUAL REPORTED	EXPENDITURE		REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS
			ALLOCATED BUDGET '000	ACTUAL '000		
<b>1.1.2.2 White Paper on the National Transport Policy submitted to Cabinet by September 2018</b>	Revised White Paper on the National Transport Policy submitted to Cabinet	The Revised White Paper on the National Transport Policy was approved for submission to Cabinet in March 2018.  During the period under review, a review report and a public participation report on the National Transport Policy were developed.	R640	R549	Over-achievement: Internal fast-tracking processes in the 2017/18 financial year had an impact on the targets set for the 2018/19 financial year	Reported over-achievement will be noted in the Annual Report as per the Framework for Managing Programme Performance Information

<b>Strategic Objective 1.3: Enhance socio-economic transformation of the transport sector</b>						
<b>Objective Statement:</b> To standardise economic regulations and enhance participation and inclusion of key stakeholders in mainstream sector interventions. Establishment of the STER, by 2019, will assist in ensuring attraction of more private sector investment into the Transport sector through creation of more predictable tariffs.						
PERFORMANCE INDICATOR	2018/19 ANNUAL TARGET	2018/19 ANNUAL ACTUAL REPORTED	EXPENDITURE		REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS
			ALLOCATED BUDGET '000	ACTUAL '000		
<b>1.3.2.1 Single Transport Economic Regulator (STER) Bill submitted to Parliament by March 2019</b>	Single Transport Economic Regulator (STER) Bill submitted to Parliament	The Single Transport Economic Regulator (STER) Bill was not submitted to Parliament as targeted.  During the period under review, stakeholder inputs were analysed and processed to produce a public commentary table; the Bill was updated and presented to NEDLAC and ESEID Cluster.	R500	R477	Extensive stakeholder consultations prolonged by the complex process of finalising the Bill.  Main cause of	Continued consultations with key stakeholders to provide clarity and direction on the intention of the STER Bill

<b>Strategic Objective 1.3: Enhance socio-economic transformation of the transport sector</b>						
<b>Objective Statement:</b> To standardise economic regulations and enhance participation and inclusion of key stakeholders in mainstream sector interventions. Establishment of the STER, by 2019, will assist in ensuring attraction of more private sector investment into the Transport sector through creation of more predictable tariffs.						
PERFORMANCE INDICATOR	2018/19 ANNUAL TARGET	2018/19 ANNUAL ACTUAL REPORTED	EXPENDITURE		REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS
			ALLOCATED BUDGET '000	ACTUAL '000		
		The Bill has been approved for submission to Cabinet.			prolonged consultations is the lack of consensus on critical areas of the Bill	

<b>Strategic Objective 6.1: Reduce GHG emissions</b>						
<b>Objective Statement:</b> To develop and implement strategies aimed at reducing GHG emissions in the Transport Sector. The Green Transport Strategy, which is to be implemented within the MTSF, will aim to emphasise green transportation policy statements, whilst minimising the adverse impact of transport activities on the environment; and addressing current and future transport demands based on sustainable development principles						
PERFORMANCE INDICATOR	2018/19 ANNUAL TARGET	2018/19 ANNUAL ACTUAL REPORTED	EXPENDITURE		REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS
			ALLOCATED BUDGET '000	ACTUAL '000		
<b>6.1.2.1 Green Transport Strategy implemented</b>	Public awareness campaigns on the Green Transport Strategy held in nine (9) provinces	During the period under review, public awareness campaigns on the Green Transport Strategy were hosted in all nine (9) provinces as targeted.	R1 000	R837	None	None

## **STRATEGY TO OVERCOME 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:

- Submission of the Single Transport Economic Regulator (STER) Bill to Parliament
- Implementation of the Green Transport Strategy

A dedicated recovery plan was developed in the Third and Fourth Quarters and progress was monitored extensively to ensure that the deliverables record comprehensive progress towards attainment of key milestones. The implementation of the Green Transport Strategy was successfully executed with awareness campaigns conducted in all provinces.

However, the STER Bill was not submitted to Parliament as targeted due to prolonged stakeholder consultations. The Bill has been approved for submission to Cabinet and will undergo approval processes before final submission to Parliament for promulgation.

## **CHANGES TO PLANNED TARGETS**

No changes were made to planned targets during the period under review.

**PROGRAMME EXPENDITURE**

Sub- Programme Name	2018/19			2017/18		
	Final Appropriation R'000	Actual Expenditure R'000	(Over)/Under Expenditure R'000	Final Appropriation R'000	Actual Expenditure R'000	(Over)/Under Expenditure R'000
<b>2.1 Macro Sector Planning</b>	15 930	11 777	4 153	14 707	13 873	834
<b>2.2 Freight Logistics</b>	18 988	11 454	7 534	15 102	12 052	3 050
<b>2.3 Modelling and Economic Analysis</b>	19 286	15 620	3 666	21 312	19 667	1 645
<b>2.4 Regional Integration</b>	14 019	11 927	2 092	10 661	10 661	-
<b>2.5 Research and Innovation</b>	16 271	15 896	375	14 412	13 254	1 158
<b>2.6 Integrated Transport Planning Administration Support</b>	5 488	4 701	787	6 881	6 853	28
<b>Total</b>	<b>89 982</b>	<b>71 375</b>	<b>18 607</b>	<b>83 075</b>	<b>76 360</b>	<b>6 715</b>

#### **4.4 Programme 3: RAIL TRANSPORT**

**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. The programme also monitors and oversees the Railway Safety Regulator and the Passenger Rail Agency of South Africa as well as the implementation of integrated rail services planned through the lowest competent sphere of government.

##### **Sub-Programmes**

1. Rail Regulation
2. Rail Infrastructure and Industry Development
3. Rail Operations

##### **Programme Strategic Objectives**

1. Strategic Objective 1.5: Enhance performance, efficiency and reliability of the rail transport sector
2. Strategic Objective 2.1: Regulate and enhance transport safety and security

## RAIL TRANSPORT: PERFORMANCE AGAINST PREDETERMINED INDICATORS AND TARGETS

Strategic Objective 1.5: Enhance performance, efficiency and reliability of the rail transport sector						
Objective Statement: To develop and implement interventions aimed at improving transport operations. Key during the MTSF is to finalise and implement the National Rail Policy and National Rail Act by 2019. The Policy will aim to guide development of the rail sector; and to align and revitalise the industry in line with rail's global development trajectory.						
PERFORMANCE INDICATOR	2018/19 ANNUAL TARGET	2018/19 ANNUAL ACTUAL REPORTED	EXPENDITURE		REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS
			ALLOCATED BUDGET '000	ACTUAL '000		
<b>1.5.3.1 National Rail Bill submitted to Parliament by March 2020</b>	National Rail Bill submitted to Cabinet	The National Rail Bill was not submitted to Cabinet as targeted  During the period under review, the Revised Draft National Rail Bill was developed.	R2 545	R1 674	Further investigation required on institutional arrangements, market structure and private sector participation for the rail industry	Continued engagements with the Department of Public Enterprises and National Treasury
<b>1.5.3.2 Research on proposed access arrangements and pricing approaches conducted by March 2019</b>	Research on proposed access arrangements and pricing approaches conducted	International benchmarking was conducted on proposed access arrangements and pricing approaches  As targeted, the draft report on proposed access arrangements and pricing approaches was developed	R6 679	R454	None	None
<b>1.5.3.3 Implementation of the Branchline Model for Private Sector Participation (PSP) monitored</b>	Implementation Plan for the PSP Framework developed	The Implementation Plan for the PSP Framework was developed as targeted; and stakeholder consultations on the draft Plan were conducted with Departments of Agriculture, Forestry and Fisheries (DAFF), Economic Development (DED), Rural Development and Land Reform (DRDLR) and National Treasury.	R3 490	R0	None	None

<b>Strategic Objective 2.1: Regulate and enhance transport safety and security</b>						
<b>Objective Statement:</b> To develop and implement interventions aimed at enhancing transport safety and security. Critical over the MTSF is to have the National Railway Safety Regulator Act completed, approved and implemented by 2019.						
<b>PERFORMANCE INDICATOR</b>	<b>2018/19 ANNUAL TARGET</b>	<b>2018/19 ANNUAL ACTUAL REPORTED</b>	<b>EXPENDITURE</b>		<b>REASON FOR DEVIATION</b>	<b>CORRECTIVE MEASURE &amp; ADDITIONAL COMMENTS</b>
			<b>ALLOCATED BUDGET '000</b>	<b>ACTUAL '000</b>		
<b>2.1.3.1 Railway Safety Bill submitted to Parliament by March 2020</b>	Draft Railway Safety Bill submitted to Cabinet	During the period under review, stakeholder inputs were considered and the draft Railway Safety Bill was finalised.  The Bill was presented to NEDLAC and the ESEID Cluster; and has been duly approved for submission to Cabinet as targeted.	R1 727	R513	None	None



## **STRATEGY TO OVERCOME 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 3 (Rail Transport) that needed attention were:

- Submission of the National Rail Bill to Cabinet

A dedicated recovery plan was developed in the Third and Fourth Quarters and progress was monitored extensively in a bid to ensure that the deliverables achieves its annual target.

However, the National Rail Bill will not be submitted to Cabinet as was targeted, due to its dependence on the Cabinet approval of the National Rail Policy. Finalisation and submission of the National Rail Bill to Cabinet will therefore be delayed until such time that the National Rail Policy has been approved by Cabinet.

## **CHANGES TO PLANNED TARGETS**

No changes were made to planned targets during the period under review.

**PROGRAMME EXPENDITURE**

Sub- Programme Name	2018/19			2017/18		
	Final Appropriation R'000	Actual Expenditure R'000	(Over)/Under Expenditure R'000	Final Appropriation R'000	Actual Expenditure R'000	(Over)/Under Expenditure R'000
<b>3.1 Rail Regulation</b>	19 835	11 856	7 979	19 197	12 996	6 201
<b>3.2 Rail Infrastructure and Industry Development</b>	9 814	6 995	2 819	6 456	6 185	271
<b>3.3 Rail Operations</b>	11 701	9 454	2 247	12 670	12 670	-
<b>3.4 Rail Oversight</b>	15 841 986	15 841 986	-	19 290 282	14 479 824	4 810 458
<b>3.5 Rail Administration Support</b>	3 943	3 402	541	4 594	3 483	1 111
<b>Total</b>	<b>15 887 279</b>	<b>15 873 693</b>	<b>13 586</b>	<b>19 333 199</b>	<b>14 515 158</b>	<b>4 818 041</b>

#### **4.5 Programme 4: ROAD TRANSPORT**

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

1. Road Engineering Standards
2. Road Infrastructure and Industry Development
3. Road Regulation

#### **Programme Strategic Objectives**

1. Strategic Objective 1.4: Ensure a sustainable transport infrastructure network
2. Strategic Objective 2.1: Regulate and enhance transport safety and security

## ROAD TRANSPORT: PERFORMANCE AGAINST PREDETERMINED INDICATORS AND TARGETS

<b>Strategic Objective 1.4: Ensure a sustainable transport infrastructure network</b>						
<b>Objective Statement:</b> To develop and monitor implementation of policies aimed at ensuring construction and maintenance of transport infrastructure. Critical in the MTSF is to have the Roads Policy approved and implemented by 2019. The Policy will aim to provide a common purpose with respect to the management of roads in South Africa and also address fragmentation of the historical road management approach at various spheres of government; while aligning roads delivery with socio-economic priorities of the country.						
PERFORMANCE INDICATOR	2018/19 ANNUAL TARGET	2018/19 ANNUAL ACTUAL REPORTED	EXPENDITURE		REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS
			ALLOCATED BUDGET '000	ACTUAL '000		
<b>1.4.4.1 Draft Roads Policy submitted to Cabinet by September 2018</b>	Draft Roads Policy submitted to Cabinet	The Draft Roads Policy was approved for submission in Cabinet in March 2018	R223	R0	Over-achievement: Internal fast-tracking processes in the 2017/18 financial year had an impact on the targets set for the 2018/19 financial year	Reported over-achievement will be noted in the Annual Report as per the Framework for Managing Programme Performance Information
<b>1.4.4.2 Construction and maintenance of provincial roads monitored in line with the approved budget</b>	Overall implementation of the SSP monitored in line with the PRMG budget	Overall implementation of the S'hamba Sonke Programme (SSP) was monitored through bilateral consultations and site visits were in various provinces during the period under review	R10 413	R0	None	None
<b>1.4.4.3 Access Road Development Plan (ARDP) submitted to Cabinet by December 2018</b>	Access Road Development Plan submitted to Cabinet	During the period under review, the Access Road Development Plan (ARDP) was finalised; and subsequently approved for submission to Cabinet as targeted.	Operational Budget	Operational Budget	None	None

<b>Strategic Objective 2.1 Regulate and enhance transport safety and security</b>						
<b>Objective Statement:</b> To develop and implement interventions aimed at enhancing transport safety and security. Critical within the MTSF is to have the National Road Safety Strategy approved and implemented by 2019. The Strategy will serve as a blue print for all road safety interventions that need to be implemented to create safer roads.						
<b>PERFORMANCE INDICATOR</b>	<b>2018/19 ANNUAL TARGET</b>	<b>2018/19 ANNUAL ACTUAL REPORTED</b>	<b>EXPENDITURE</b>		<b>REASON FOR DEVIATION</b>	<b>CORRECTIVE MEASURE &amp; ADDITIONAL COMMENTS</b>
			<b>ALLOCATED BUDGET '000</b>	<b>ACTUAL '000</b>		
<b>2.1.4.1 Draft Bill for Founding Legislations of Road Entities submitted to Cabinet by March 2020</b>	Draft Bill for Founding Legislations of Road Entities developed	<p>During the 2018/19 financial year, stakeholder consultations with road entities were conducted on legislative inputs and proposals, and draft proposed legislative amendments were received from the C-BRTA and SANRAL.</p> <p>Further engagements were held with SANRAL, C-BRTA, RTMC and RTIA, and inputs were duly considered and a draft review report developed.</p> <p>The draft Bill for Founding Legislations of Road Entities was then developed as targeted.</p>	R990	R134	None	None
<b>2.1.4.2 Implementation of the 2016-2030 National Road Safety Strategy monitored</b>	Implementation of the 2016-2030 National Road Safety Strategy monitored	<p>Road Safety Education and Enforcement Awareness programmes were implemented and a Monitoring Report on the implementation of the Road Safety Strategy was compiled as targeted.</p> <p>The main areas covered in the report include:</p> <ul style="list-style-type: none"> <li>• Road Safety Education Programme,</li> <li>• the National Road Safety Summit and</li> <li>• Festive Season Awareness Programme.</li> </ul>	R6 926	R5 810	None	None
<b>2.1.4.3 Anti-Fraud and Corruption Strategy for Driving Licence Testing Centres (DLTCs), Vehicle Testing Centres (VTCs) and</b>	Stakeholder consultations conducted on the draft Anti-Fraud and Corruption Strategy	<p>During the period under review, the following milestones were achieved:</p> <ul style="list-style-type: none"> <li>• The National Anti-Fraud and Corruption Forum was established; terms of reference for the forum were developed and the draft Anti-Fraud</li> </ul>	Operational Budget	Operational Budget	None	None

<b>Strategic Objective 2.1 Regulate and enhance transport safety and security</b>						
<b>Objective Statement:</b> To develop and implement interventions aimed at enhancing transport safety and security. Critical within the MTSF is to have the National Road Safety Strategy approved and implemented by 2019. The Strategy will serve as a blue print for all road safety interventions that need to be implemented to create safer roads.						
<b>PERFORMANCE INDICATOR</b>	<b>2018/19 ANNUAL TARGET</b>	<b>2018/19 ANNUAL ACTUAL REPORTED</b>	<b>EXPENDITURE</b>		<b>REASON FOR DEVIATION</b>	<b>CORRECTIVE MEASURE &amp; ADDITIONAL COMMENTS</b>
			<b>ALLOCATED BUDGET '000</b>	<b>ACTUAL '000</b>		
<b>Registration Authorities submitted to Cabinet by March 2020</b>		<p>and Corruption Strategy was updated.</p> <ul style="list-style-type: none"> <li>Stakeholder consultations on the draft Strategy were conducted with the South African Police Services (SAPS), BACSA and the Insurance Crime Bureau.</li> </ul>				

## **STRATEGY TO OVERCOME 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:

- Submission of the Access Road Development Plan (ARDP) to Cabinet

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 the annual target. The ARDP has been approved for submission to Cabinet as targeted.

## **CHANGES TO PLANNED TARGETS**

No changes were made to planned targets during the period under review.

**PROGRAMME EXPENDITURE**

Sub- Programme Name	2018/19			2017/18		
	Final Appropriation R'000	Actual Expenditure R'000	(Over)/Under Expenditure R'000	Final Appropriation R'000	Actual Expenditure R'000	(Over)/Under Expenditure R'000
<b>4.1 Road Regulation</b>	47 656	46 002	1 654	59 899	59 899	-
<b>4.2 Road Infrastructure and Industry Development</b>	27 905	16 582	11 323	21 658	18 437	3 221
<b>4.3 Road Oversight</b>	29 988 198	29 979 767	8 431	27 021 237	27 018 377	2 860
<b>4.4 Road Administration Support</b>	8 943	7 949	994	8 491	7 547	944
<b>4.5 Road Engineering Standards</b>	26 058	16 808	9 250	26 890	14 109	12 781
<b>Total</b>	<b>30 098 760</b>	<b>30 067 108</b>	<b>31 652</b>	<b>27 138 175</b>	<b>27 118 369</b>	<b>19 806</b>



#### **4.6 Programme 5: CIVIL AVIATION**

**Purpose:** The primary purpose of the programme is 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.

##### **Sub-Programmes**

1. Aviation Policy and Legislation
2. Aviation Economic Analysis and Industry Development
3. Aviation Safety, Security Environment and Search Rescue

##### **Programme Strategic objectives**

1. Strategic Objective 1.5: Enhance performance, efficiency and reliability of the transport sector
2. Strategic Objective 2.1: Regulate and enhance transport safety and security
3. Strategic Objective 6.2: Minimise aviation noise

**CIVIL AVIATION: PERFORMANCE AGAINST PRE-DETERMINED INDICATORS AND TARGETS**

<b>Strategic Objective 1.5: Enhance performance, efficiency and reliability of the transport sector</b>						
<b>Objective Statement:</b> To develop and implement interventions aimed at improving transport operations. Critical during the current MTSF is to ensure approval and implementation of the Airports Company and ATNS Amendment Acts by 2019.						
<b>PERFORMANCE INDICATOR</b>	<b>2018/19 ANNUAL TARGET</b>	<b>2018/19 ANNUAL ACTUAL REPORTED</b>	<b>EXPENDITURE</b>		<b>REASON FOR DEVIATION</b>	<b>CORRECTIVE MEASURE &amp; ADDITIONAL COMMENTS</b>
			<b>ALLOCATED BUDGET '000</b>	<b>ACTUAL '000</b>		
<b>1.5.5.1 Implementation of the Airports Company Amendment Act monitored</b>	Draft regulations for Airports Company Act submitted to the Minister for approval	Draft regulations for Airports Company Act were not developed as targeted during the period under review	Operational Budget	R0	The development of regulations was delayed due to the non-finalisation of the Bill Amendment process	The Amendment Bill is currently undergoing Parliamentary approval processes.  Finalisation of regulations will be prioritised once the Amendment process is finalised
<b>1.5.5.2 Implementation of the ATNS Amendment Act monitored</b>	Draft regulations for ATNS Act submitted to the Minister for approval	Draft regulations for ATNS Act were not developed as targeted during the period under review	Operational Budget	R0	The development of regulations has been delayed due to the non-finalisation of the Bill Amendment process	The Amendment Bill is currently undergoing Parliamentary approval processes.  Finalisation of regulations will be prioritised once the Amendment process is finalised
<b>1.5.5.3 Air Services Bill submitted to Cabinet by March 2019</b>	Air Services Bill submitted to Cabinet	The Air Services Bill was not submitted to Cabinet as targeted.  During the period under review, consultations on	Operational Budget	Operational Budget	Prolonged consultations on a complex process; a change of scope	The process has been duly refocused and consultations have

<b>Strategic Objective 1.5: Enhance performance, efficiency and reliability of the transport sector</b>						
<b>Objective Statement:</b> To develop and implement interventions aimed at improving transport operations. Critical during the current MTSF is to ensure approval and implementation of the Airports Company and ATNS Amendment Acts by 2019.						
PERFORMANCE INDICATOR	2018/19 ANNUAL TARGET	2018/19 ANNUAL ACTUAL REPORTED	EXPENDITURE		REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS
			ALLOCATED BUDGET '000	ACTUAL '000		
		<p>the draft Bill were conducted with DEVCOM, NICOC and the Civil Aviation industry. A legal opinion on the draft Bill was also obtained from the Department of Justice.</p> <p>The Bill was also presented at ESEID Cluster.</p>			from a legislative amendment to repealing and rationalization of two existing legislations into one.	<p>commenced.</p> <p>Medium term targets have been amended to ensure that the Bill is finalised and submitted to Cabinet and Parliament within the MTEF.</p>

<b>Strategic Objective 2.1: Regulate and enhance transport safety and security</b>						
<b>Objective Statement:</b> To develop and implement interventions aimed at enhancing transport safety and security in line with international standards. Critical within the MTSF is to have the Civil Aviation Amendment Act proclaimed and implemented by 2019.						
PERFORMANCE INDICATOR	2018/19 ANNUAL TARGET	2018/19 ANNUAL ACTUAL REPORTED	EXPENDITURE		REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS
			ALLOCATED BUDGET '000	ACTUAL '000		
<b>2.1.5.1 Civil Aviation Amendment Bill submitted to Parliament by September 2018</b>	Civil Aviation Amendment Bill submitted to Parliament	During the period under review, the Civil Aviation Amendment Bill was approved by Cabinet for submission to Parliament for promulgation into law.	Operational Budget	Operational Budget	None	None

<b>Strategic Objective 5.3: Contribute to job creation in the transport sector</b>						
<b>Objective Statement:</b> To develop and implement interventions that are aimed at creating job creation and also and conducive environment for employment opportunities within the sector. Critical during the current MTSF is to ensure the review and implementation of the National Aviation Transformation Strategy.						
<b>PERFORMANCE INDICATOR</b>	<b>2018/19 ANNUAL TARGET</b>	<b>2018/19 ANNUAL ACTUAL REPORTED</b>	<b>EXPENDITURE</b>		<b>REASON FOR DEVIATION</b>	<b>CORRECTIVE MEASURE &amp; ADDITIONAL COMMENTS</b>
			<b>ALLOCATED BUDGET '000</b>	<b>ACTUAL '000</b>		
<b>5.3.5.1 National Aviation Transformation Strategy (NATS) implemented</b>	Draft Curriculum on Civil Aviation developed	The draft Curriculum on Civil Aviation was developed as targeted.  Stakeholder consultations on the draft Curriculum were conducted with the Gauteng Department of Education (GDE), the National Department of Basic Education (DBE) and the Transport Education and Training Authority (TETA).	Operational Budget	Operational Budget	None	None

## **STRATEGY TO OVERCOME 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:

- Submission of the Air Services Bill to Cabinet.

A dedicated recovery plan was developed in the Third and Fourth Quarters and progress was monitored extensively to ensure that the deliverable meets its annual targets. However, the Air Services Bill will not be submitted to Cabinet as targeted due to prolonged consultations on a complex process and a change of scope from legislative amendment to repeal and rationalisation of two existing legislations into one.

To this effect, the process has been refocused and stakeholder consultations have commenced. The medium term targets have also been amended to ensure that the Bill is finalised and submitted to Cabinet and Parliament within the new Medium Term Expenditure Framework (MTEF) period.

## **CHANGES TO PLANNED TARGETS**

As at the end of Quarter 1 of the 2018/19 financial year, two performance indicators:

1.5.5.1 Implementation of the Airports Company (ACSA) Amendment Act monitored; and

1.5.5.2 Implementation of the Air Traffic Navigation Services (ATNS) Amendment Act monitored

were deemed not reportable due to their dependence on approval and promulgation of key legislations. The legislations in question, the ACSA Amendment Bill and the ATNS Amendment Bill underwent prolonged Cabinet approval processes, which subsequently delayed their submission to Parliament for promulgation. At the end of the 2018/19 financial year, the two Bills were still on the Parliament programme.

Due to the unreportable nature of the two indicators, as indicated at the end of Quarter 1 of 2018/19, management initiated discussions with the Internal Audit Division in the Department and the Office of the Auditor-General of South Africa. A formal submission was then generated, to inform the Executive Authority accordingly.

This note, in the Annual Report, is as per the requirement of Section 4.2 (Updating) of the Framework for Strategic Plans and Annual Performance Plans.

**PROGRAMME EXPENDITURE**

Sub- Programme Name	2018/19			2017/18		
	Final Appropriation R'000	Actual Expenditure R'000	(Over)/Under Expenditure R'000	Final Appropriation R'000	Actual Expenditure R'000	(Over)/Under Expenditure R'000
5.1 Aviation Policy and Regulations	28 310	28 021	289	29 921	29 885	36
5.2 Aviation Economic Analysis and Industry Development	14 184	10 349	3 835	9 937	8 203	1 734
5.3 Aviation Safety, Security Environment and Search and Rescue	73 870	66 391	7 479	69 165	66 807	2 358
5.4 Aviation Oversight	59 900	58 456	1 444	57 566	57 166	400
5.5 Aviation Administration Support	5 989	4 501	1 488	4 576	4 088	488
<b>Total</b>	<b>182 253</b>	<b>167 718</b>	<b>14 535</b>	<b>171 165</b>	<b>166 149</b>	<b>5 016</b>

#### **4.7 Programme 6: MARITIME TRANSPORT**

**Purpose:** The programme exists to coordinate the development of a safe, reliable and economically viable maritime transport sector through the development of policies, strategies, monitoring of the implementation plan and oversight of maritime related public entities, namely The Ports Regulator (PR) and South African Maritime Safety Authority (SAMSA).

##### **Sub-Programmes**

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

##### **Programme Strategic Objectives**

1. Strategic Objective 1.5: Enhance performance, efficiency and reliability of the transport sector
2. Strategic Objective 2.1: Regulate and enhance transport safety and security



### MARITIME TRANSPORT: PERFORMANCE AGAINST PREDETERMINED INDICATORS AND TARGETS

Strategic Objective 1.5: Enhance performance, efficiency and reliability of the transport sector						
Objective Statement: To develop and implement interventions aimed at improving transport operations. Critical within the current MTSF is to ensure approval and implementation of the Maritime Transport Policy by 2019.						
PERFORMANCE INDICATOR	2018/19 ANNUAL TARGET	2018/19 ANNUAL ACTUAL REPORTED	EXPENDITURE		REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS
			ALLOCATED BUDGET '000	ACTUAL '000		
<b>1.5.6.2 Operation Phakisa Marine Transport and Manufacturing Delivery Unit monitored</b>	Audit of Operation Phakisa projects conducted at seven (7) commercial ports	<p>Audit of Operation Phakisa projects conducted seven (7) commercial ports as targeted during the period under review.</p> <p>Ports where audits were conducted at are:</p> <ul style="list-style-type: none"> <li>• Mossel Bay</li> <li>• Cape Town</li> <li>• Saldanha Bay</li> <li>• Richards Bay</li> <li>• Durban</li> <li>• East London</li> <li>• Port Elizabeth</li> </ul>	Operational Budget	Operational Budget	None	None

Strategic Objective 2.1: Regulate and enhance transport safety and security						
Objective Statement: To develop and implement interventions aimed at enhancing transport safety and security in line with international standards. Critical within the MTSF is to ensure the approval and implementation of the Merchant Shipping Bill.						
PERFORMANCE INDICATOR	2018/19 ANNUAL TARGET	2018/19 ANNUAL ACTUAL REPORTED	EXPENDITURE		REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS
			ALLOCATED BUDGET '000	ACTUAL '000		
<b>2.1.6.1 Merchant Shipping Bill submitted to Parliament by March 2020</b>	Merchant Shipping Bill submitted to Cabinet	<p>The following milestones were achieved during the period under review:</p> <ul style="list-style-type: none"> <li>• Draft Merchant Shipping Bill was submitted to the State Law Advisor for comments</li> </ul>	R2 111	R709	None	None

<b>Strategic Objective 2.1: Regulate and enhance transport safety and security</b>						
<b>Objective Statement:</b> To develop and implement interventions aimed at enhancing transport safety and security in line with international standards. Critical within the MTSF is to ensure the approval and implementation of the Merchant Shipping Bill.						
<b>PERFORMANCE INDICATOR</b>	<b>2018/19 ANNUAL TARGET</b>	<b>2018/19 ANNUAL ACTUAL REPORTED</b>	<b>EXPENDITURE</b>		<b>REASON FOR DEVIATION</b>	<b>CORRECTIVE MEASURE &amp; ADDITIONAL COMMENTS</b>
			<b>ALLOCATED BUDGET '000</b>	<b>ACTUAL '000</b>		
		<ul style="list-style-type: none"> <li>• Draft Bill was finalised and presented to the ESEID Cluster; and</li> <li>• Subsequently approved for submission to Cabinet as targeted.</li> </ul>				
<b>2.1.6.2 Approved 2020 World Maritime Day Project Implementation Plan implemented</b>	Approved 2020 WMD Parallel Event Project Implementation Plan implemented	<p>Action plans for the Content and Communication Work Streams were developed as targeted.</p> <p>The Action plans were further presented to and adopted by the National Steering Committee in November 2018</p>	R2 245	R2 245	None	None

## **STRATEGY TO OVERCOME 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 6 (Maritime Transport) that needed attention were:

- Implementation of the Operation Phakisa Marine Transport and Manufacturing Delivery Unit
- Submission of the Draft Merchant Bill to Cabinet

A dedicated recovery plan was developed in the Third and Fourth Quarters and progress was monitored extensively to ensure that the deliverables are back on track to meet annual target. As part of implementation of Operation Phakisa Marine Transport and Manufacturing Delivery Unit, audits were conducted at seven (7) commercial ports; and the draft Merchant Shipping Bill was approved for submission to Cabinet as targeted.

## **CHANGES TO PLANNED TARGETS**

No changes were made to planned targets during the period under review.

**PROGRAMME EXPENDITURE**

Sub- Programme Name	2018/19			2017/18		
	Final Appropriation R'000	Actual Expenditure R'000	(Over)/Under Expenditure R'000	Final Appropriation R'000	Actual Expenditure R'000	(Over)/Under Expenditure R'000
<b>6.1 Maritime Policy Development</b>	11 765	11 613	152	11 325	10 331	994
<b>6.2 Maritime Infrastructure and Industry Development</b>	9 897	7 579	2 318	13 245	11 359	1 886
<b>6.3 Implementation, Monitoring and Evaluations</b>	72 605	71 783	822	66 048	53 759	12 289
<b>6.4 Maritime Oversight</b>	29 798	28 556	1 242	29 973	29 355	618
<b>6.5 Maritime Administration Support</b>	5 061	4 462	599	7 826	4 523	3 303
<b>Total</b>	<b>129 126</b>	<b>123 993</b>	<b>5 133</b>	<b>128 417</b>	<b>109 327</b>	<b>19 090</b>

#### **4.8 Programme 7: PUBLIC TRANSPORT**

**Purpose:** 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.

##### **Sub-Programmes**

1. Public Transport Network Development
2. Public Transport Regulation
3. Public Transport Industry Development
4. Rural and Scholar Transport

##### **Programme Strategic Objectives**

1. Strategic Objective 3.1: Provide integrated rural transport infrastructure and services
2. Strategic Objective 4.1: Promote sustainable public transport
3. Strategic Objective 4.2: Improve public transport access and reliability
4. Strategic Objective 4.3: Regulate Public Transport

**PUBLIC TRANSPORT: PERFORMANCE AGAINST PREDETERMINED INDICATORS AND TARGETS**

<b>Strategic Objective 3.1: Provide integrated rural transport infrastructure and services</b>						
<b>Objective Statement:</b> To develop and implement policies and strategies geared at improving provision of quality public transport infrastructure and services in rural areas. Critical within the MTSF is approval and implementation of the Rural Transport Strategy and the Learner Transport Policy by 2019.						
PERFORMANCE INDICATOR	2018/19 ANNUAL TARGET	2018/19 ANNUAL ACTUAL REPORTED	EXPENDITURE		REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS
			ALLOCATED BUDGET '000	ACTUAL '000		
<b>3.1.7.1 Integrated Public Transport Network (IPTN) plans developed in district municipalities annually</b>	Detailed (IPTN) plans developed in two (2) district municipalities:  <i>Vhembe and Nkangala DM's</i>	During the period under review, stakeholder consultations were conducted with Vhembe and Nkangala District municipalities  Technical specifications and inception reports, for the development of IPTN plans, were developed for the two district municipalities  Detailed IPTN plans were then developed for the two district municipalities as targeted.	R6 139	R207	None	None
<b>Strategic Objective 4.1: Promote sustainable public transport</b>						
<b>Objective Statement:</b> To facilitate and promote the provision of sustainable public transport, through the use of safe and compliant vehicles and developing empowerment systems for the sector. Critical within the current MTSF is approval and implementation of the Integrated Public Transport Turnaround Plan and the Taxi Recapitalisation Programme						
PERFORMANCE INDICATOR	2018/19 ANNUAL TARGET	2018/19 ANNUAL ACTUAL REPORTED	EXPENDITURE		REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS
			ALLOCATED BUDGET '000	ACTUAL '000		
<b>4.1.7.1 Implementation of the revised Taxi Recapitalisation Programme (TRP) monitored</b>	Implementation Plan of the new Taxi Recapitalisation Programme (TRP) monitored	The following milestones were achieved during the period under review:  <ul style="list-style-type: none"> <li>• Cost calculations on the TRP scrapping allowance were conducted</li> <li>• New TRP scrapping allowance was approved</li> </ul>	R411 000	R69 839	None	None

<b>Strategic Objective 4.1: Promote sustainable public transport</b>						
<b>Objective Statement:</b> To facilitate and promote the provision of sustainable public transport, through the use of safe and compliant vehicles and developing empowerment systems for the sector. Critical within the current MTSF is approval and implementation of the Integrated Public Transport Turnaround Plan and the Taxi Recapitalisation Programme						
PERFORMANCE INDICATOR	2018/19 ANNUAL TARGET	2018/19 ANNUAL ACTUAL REPORTED	EXPENDITURE		REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS
			ALLOCATED BUDGET '000	ACTUAL '000		
		<ul style="list-style-type: none"> <li>Requirements for the inclusion of the Scholar Transport and Cross Border Transport in the TRP Programme were developed as targeted.</li> </ul>				

<b>Strategic Objective 4.2: Improve public transport access and reliability</b>						
<b>Objective Statement:</b> To facilitate the development and implementation of Integrated Public Transport Networks (IPTNs) in identified municipalities by 2019.						
PERFORMANCE INDICATOR	2018/19 ANNUAL TARGET	2018/19 ANNUAL ACTUAL REPORTED	EXPENDITURE		REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS
			ALLOCATED BUDGET '000	ACTUAL '000		
<b>4.2.7.1 Integrated Public Transport Networks (IPTNs) funded and monitored in selected cities</b>	IPTN's monitored in thirteen (13) cities (Ekurhuleni, Mbombela, Nelson Mandela Bay, Johannesburg, Cape Town, George, Durban, Polokwane, Msunduzi, Mangaung, Rustenburg, Buffalo City and Tshwane IPTNs)	Construction and operations of IPTNs in thirteen (13) cities were monitored through bilateral progress engagements and site visits as targeted during the period under review	R6 253 669	R3 557 064	None	None

<b>Strategic Objective 4.3: Regulate Public Transport</b>						
<b>Objective Statement:</b> To transform land transport systems through development and implementation of legislation, institutional building and planning. Critical over the current MTSF is the approval and implementation of the National Land Transport Amendment Act by 2019.						
<b>PERFORMANCE INDICATOR</b>	<b>2018/19 ANNUAL TARGET</b>	<b>2018/19 ANNUAL ACTUAL REPORTED</b>	<b>EXPENDITURE</b>		<b>REASON FOR DEVIATION</b>	<b>CORRECTIVE MEASURE &amp; ADDITIONAL COMMENTS</b>
			<b>ALLOCATED BUDGET '000</b>	<b>ACTUAL '000</b>		
<b>4.3.7.1 Transport Appeal Tribunal (TAT) Amendment Bill submitted to Cabinet by March 2019</b>	Transport Appeal Tribunal (TAT) Amendment Bill submitted to Cabinet	<p>The following milestones were achieved during the period under review:</p> <ul style="list-style-type: none"> <li>• The TAT Amendment Bill was submitted to the State Law Advisor for preliminary certification</li> <li>• The draft Bill was processed through NEDLAC</li> <li>• The draft Bill was processed through the DPME for socio-economic impact assessment (SEIAS)</li> <li>• The draft Bill was presented to the ESEID Cluster; and</li> <li>• Subsequently approved for submission to Cabinet as targeted.</li> </ul>	Operational Budget	Operational Budget	None	None



## **STRATEGY TO OVERCOME 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 7 (Public Transport) that needed attention were:

- Development of Detailed Network (IPTN) plans in two (2) district municipalities (Vhembe and Nkangala District Municipalities)

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 detailed network plans were developed for the two district municipalities as targeted.

## **CHANGES TO PLANNED TARGETS**

No changes were made to planned targets during the period under review.

**PROGRAMME EXPENDITURE**

Sub- Programme Name	2018/19			2017/18		
	Final Appropriation R'000	Actual Expenditure R'000	(Over)/Under Expenditure R'000	Final Appropriation R'000	Actual Expenditure R'000	(Over)/Under Expenditure R'000
<b>7.1 Public Transport Regulation</b>	54 077	25 111	28 966	51 953	19 508	32 445
<b>7.2 Rural and Scholar Transport</b>	40 385	11 518	28 867	39 184	21 071	18 113
<b>7.3 Public Transport Industry Development</b>	172 529	84 805	87 724	145 220	135 814	9 406
<b>7.4 Public Transport Oversight</b>	12 711 099	12 369 277	341 822	12 258 542	12 084 790	173 752
<b>7.5 Public Transport Administration Support</b>	11 737	8 728	3 009	12 874	7 719	5 155
<b>7.6 Public Transport Network Development</b>	19 973	10 319	9 654	18 122	8 670	9 452
<b>Total</b>	<b>13 009 800</b>	<b>12 509 758</b>	<b>500 042</b>	<b>12 525 895</b>	<b>12 277 572</b>	<b>248 323</b>

## 5. TRANSFER PAYMENTS

### 5.1. Transfer payments to public entities

Public entities receive sizeable transfer payments from government and are often the front-line providers of services on behalf of government. It is therefore important to understand the impact of these services on the community. Departments are requested to provide information on the services provided by these public entities, transfer payments to the public entities, the actual amount spent from the transfer received by the public entities, strategic achievements of the public entity. Departments must also comment on monthly monitoring systems or the lack thereof to monitor spending on such transfer payments. If such monitoring did take place, departments must provide details of difficulties experienced and what steps (if any) were taken to rectify such difficulties.

<b>Name of Public Entity</b>	<b>Services rendered by the public entity</b>	<b>Amount transferred to the public entity</b>	<b>Amount spent by the public entity</b>	<b>Achievements of the public entity</b>
<b>Airports Company South Africa (ACSA)</b>	Maintenance and upgrading of airports infrastructure and related operations	No transfer from the Department of Transport	No transfer from the Department of Transport	Refer to Annual Reports of Entities
<b>Air Traffic Navigation Services (ATNS)</b>	Provision of air traffic management solutions and related services	No transfer from the Department of Transport	No transfer from the Department of Transport	
<b>Cross-Border Road Transport Agency</b>	Regulation of cross border road transport freight and passenger	No transfer from the Department of Transport	No transfer from the Department of Transport	

Name of Public Entity	Services rendered by the public entity	Amount transferred to the public entity	Amount spent by the public entity	Achievements of the public entity
<b>(C-BRTA)</b>	industry			
<b>Passenger Rail Agency of South Africa (PRASA)</b>	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)	R15 778 968 000	R9 868 056 000	
<b>Ports Regulator of South Africa (PR)</b>	Regulate pricing and other aspects of economic regulations thus promoting equal access to ports facilities and services; monitor industry's compliance with regulatory framework			
<b>Railway Safety Regulator (RSR)</b>	To oversee and promote safe railway operations through appropriate support, monitoring and enforcement, guided by enabling regulatory framework	R63 018 000		

<b>Name of Public Entity</b>	<b>Services rendered by the public entity</b>	<b>Amount transferred to the public entity</b>	<b>Amount spent by the public entity</b>	<b>Achievements of the public entity</b>
	and regulations			
<b>Road Traffic Management Corporation (RTMC)</b>	Road traffic management through coordination of traffic law enforcement and road safety interventions	R200 238 000	R200 238 000	
<b>Road Traffic Infringement Agency (RTIA)</b>	Facilitation of adjudication of traffic infringements	R11 722 000	R11 722 000	
<b>Road Accident Fund (RAF)</b>	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	
<b>South African Civil Aviation Authority (SACAA)</b>	Control, promotion, regulation, support, development, enforcement and improvement of civil aviation safety and security			
<b>South African Maritime and Safety Authority (SAMSA)</b>	Governing authority tasked to investigate maritime accidents/incidents and provide			

Name of Public Entity	Services rendered by the public entity	Amount transferred to the public entity	Amount spent by the public entity	Achievements of the public entity
	marine related services on behalf of government as well as to Government			
<b>South African National Road Agency Limited (SANRAL)</b>	Maintenance, upgrading and expansion of national road network	R15 624 158 000	R15 624 158 000	

**5.2. Transfer payments to all organisations other than public entities**

None

## 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.

#### Conditional Grant 1: Public Transport Operations Grant

<b>Department/ Municipality to whom the grant has been transferred</b>	Provincial Department of Transport
<b>Purpose of the grant</b>	To provide supplementary funding towards public transport services provided by provincial departments of transport.
<b>Expected outputs of the grant</b>	Number of vehicles subsidised Number of cumulative annual vehicles subsidised Number of scheduled trips Number of trips operated Number of passengers Number of kilometres Number of employees
<b>Actual outputs achieved</b>	Actual outputs to be outlined on the provincial annual evaluation report due on 31 May 2019.
<b>Amount per amended DORA</b>	N/A
<b>Amount transferred (R'000)</b>	Eastern Cape (EC) - R 238 745 Free State (FS) - R 263 954 Gauteng (GP) - R 2 224 878 KwaZulu Natal (KZN) - R 1 106 154 Limpopo (LP) - R 356 809 Mpumalanga (MP) - R 600 790 Northern Cape (NC) - R 53 715 North West (NW) - R 192 429 Western Cape (WC) - R 952 824

<b>Reasons if amount as per DORA not transferred</b>	N/A
<b>Amount spent by the department/ municipality (R'000)</b>	The amount spent by provinces is R 5 695 294 439.92. The final reconciliation to be done by 31 <sup>st</sup> May 2018.
<b>Reasons for the funds unspent by the entity</b>	The Gauteng Province has made some savings due to service penalties issued to operators. Other reasons will be provided as soon as performance evaluation reports are submitted by 31 <sup>st</sup> May 2019.
<b>Monitoring mechanism by the transferring department</b>	Bus Committee (Grant Managers) PTOG Monthly reports PTOG Quarterly reports PTOG Annual report PTOG Annual performance evaluation report



Conditional Grant 2: Provincial Road Maintenance Grant (PRMG)

<p><b>Department/ Municipality to whom the grant has been transferred</b></p>	<ul style="list-style-type: none"> <li>• Eastern Cape Department of Transport</li> <li>• Free State Department of Police and Transport</li> <li>• Gauteng Department of Public Transport, Roads and Works</li> <li>• KZN Department of Transport</li> <li>• Limpopo Department of Public Works and Roads Infrastructure</li> <li>• Mpumalanga Department of Public Transport, Roads And Works</li> <li>• Northern Cape Department of Transport, Safety and Liaison</li> <li>• North West Department of Public Works, Roads And Transport</li> <li>• Western Cape Department of Transport and Public Works</li> </ul>
<p><b>Purpose of the grant</b></p>	<ul style="list-style-type: none"> <li>• To supplement provincial investments for routine, periodic and special maintenance</li> <li>• To ensure all roads are classified as per RISFSA and the Technical Recommendation for Highways (TRH) 26 Road Classification and Access Management (RCAM) guidelines</li> <li>• To implement and maintain Road Asset Management Systems (RAMS) as per Technical Methods for Highways (TMH) 22</li> <li>• To supplement provincial projects for the repair of roads and bridges damaged by declared natural disasters</li> <li>• To improve the state of the road network serving electricity generation infrastructure</li> <li>• To improve road safety with a special focus on pedestrian safety in rural areas</li> <li>• Road classification processes are 100 per cent complete and continuously maintained, including all newly proclaimed constructed and upgraded roads</li> </ul>
	<ul style="list-style-type: none"> <li>• Fully functional RAMS in line with minimum TMH 22 requirements for a provincial road authority</li> <li>• Network condition assessment and determination of project priority list from the RAMS</li> </ul>

<p><b>Expected outputs of the grant</b></p>	<p>The following are actual targets 2018/19 defined in the final Road Asset Management Plan (RAMP) and summarised for all provinces:</p> <ul style="list-style-type: none"> <li>• 720 lane-km of surfaced roads rehabilitated</li> <li>• 2 300 lane-km of surfaced roads resurfaced (overlay or reseal)</li> <li>• 1 180 000 m<sup>2</sup> of blacktop patching (including pothole repairs)</li> <li>• 4 400 number of kilometres of gravel roads re-gravelled</li> <li>• 280 000 number of kilometres of gravel roads bladed</li> </ul>
<p><b>Actual outputs achieved</b></p>	<p>The following are actual achievements 2018/19 summarised for all provinces:</p> <ul style="list-style-type: none"> <li>• 736.5 lane-km of surfaced roads rehabilitated</li> <li>• 1 999.2 lane-km of surfaced roads resurfaced (overlay or reseal)</li> <li>• 1 146 919 m<sup>2</sup> of blacktop patching (including pothole repairs)</li> <li>• 3 987 number of kilometres of gravel roads re-gravelled</li> <li>• 266 350 number of kilometres of gravel roads bladed</li> </ul>
<p><b>Amount per amended DORA</b></p>	<ul style="list-style-type: none"> <li>• Eastern Cape R1 439 241 000</li> <li>• Free State R1 299 602 000</li> <li>• Gauteng R742 521 000</li> <li>• KwaZulu Natal R1 826 745 000</li> <li>• Limpopo R1 124 146 000</li> <li>• Mpumalanga R1 523 757 000</li> <li>• Northern Cape R1 111 637 000</li> <li>• North West R960 604 000</li> <li>• Western Cape R1 007 414 000</li> </ul>

<b>Amount transferred (R'000)</b>	<ul style="list-style-type: none"> <li>• Eastern Cape R1 439 241 000</li> <li>• Free State R1 299 602 000</li> <li>• Gauteng R742 521 000</li> <li>• KwaZulu Natal R1 826 745 000</li> <li>• Limpopo R1 124 146 000</li> <li>• Mpumalanga R1 523 757 000</li> <li>• Northern Cape R1 111 637 000</li> <li>• North West R 960 604 000</li> <li>• Western Cape R1 007 414 000</li> </ul>
<b>Reasons if amount as per DORA not transferred</b>	N/A
<b>Amount spent by the department/ municipality (R'000)</b>	<ul style="list-style-type: none"> <li>• Eastern Cape R1 439 241 000</li> <li>• Free State R1 299 602 000</li> <li>• Gauteng R742 521 000</li> <li>• KwaZulu Natal R1 826 745 000</li> <li>• Limpopo R1 124 146 000</li> <li>• Mpumalanga R1 523 757 000</li> <li>• Northern Cape R1 111 637 000</li> <li>• North West R960 604 000</li> <li>• Western Cape R1 007 414 000</li> </ul>
<b>Reasons for the funds unspent by the entity</b>	N/A
<b>Monitoring mechanism by the transferring department</b>	<ul style="list-style-type: none"> <li>• Bilateral Meetings</li> <li>• Quarterly meetings</li> <li>• Site visits.</li> <li>• Checklist developed to track compliance issues.</li> </ul>

The financial and non-financial information is preliminary and will be validated once the Grant Evaluation Report is finalised.

**Conditional Grant: Public Transport Network Grant (PTNG)**

<p><b>Municipality to whom the grant has been transferred</b></p>	<p>Buffalo City, Nelson Mandela, Mangaung, Tshwane, Ekurhuleni, Johannesburg, eThekweni, Msunduzi, Polokwane, Mbombela, Rustenburg, Cape Town, George.</p>
<p><b>Purpose of the grant</b></p>	<p>To provide funding for accelerated construction, 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 financially sustainable municipal public transport network services.</p>
<p><b>Expected outputs of the grant</b></p>	<p><b>Network Operations Component</b></p> <ul style="list-style-type: none"> <li>• Number of average weekday passenger trips carried on PTN Grant-funded networks</li> <li>• 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</li> <li>• Percentage uptime for network operating systems</li> <li>• Passengers per network vehicle per average weekday</li> </ul> <p><b>Network Infrastructure Component</b></p> <ul style="list-style-type: none"> <li>• 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 DoT approves use of grant funds to purchase vehicles)</li> <li>• Non-motorised transport (NMT) infrastructure that supports network integration (e.g. sidewalks, cycleways, cycle storage at stations, etc.)</li> </ul>

<p><b>Actual outputs achieved</b></p>	<p><u>Public Transport Infrastructure as at 31 March 2019</u></p> <ul style="list-style-type: none"> <li>• Cape Town: Phase 1A – 12 additional temporary bus stops completed; Phase 1B – 77 bus stops completed; Phase 2A – Strandfontein Roadway construction completed; Public Transport Facilities completed for Masiphumelele.</li> <li>• Ekurhuleni: Phase 1A – public transport stations, depot and NMT construction works in progress.</li> <li>• Johannesburg: Phase 1C public transport roadway construction in progress.</li> <li>• Tshwane: Phase 2B and 2C public transport network roadways, intermodal facilities and traffic interchanges under construction.</li> <li>• George: Phase 1A public transport roadways rehabilitation underway.</li> <li>• Nelson Mandela Bay, eThekweni, Mangaung, Rustenburg, Mbombela, Polokwane and Msunduzi: construction of Phase 1A public transport network, is underway.</li> </ul>
	<p><u>Public Transport Network Operations as at 31 March 2019</u></p> <ul style="list-style-type: none"> <li>• Cape Town's My Citi, carried an average of 61, 455 passenger trips per month on the Phase 1A and 1B public transport network; vehicle fleet = 319.</li> <li>• Ekurhuleni's Harambee; carried an average of 42, 910 passengers per network bus per average weekday; vehicle fleet = 18</li> <li>• Johannesburg's Rea Vaya carried an average of 50, 798 passengers per month on the Phase 1A and 1B public transport network; vehicle fleet = 275.</li> <li>• Tshwane's Are Yeng carried an average of 11, 289 passengers per month on the Phase 1A public transport network; vehicle fleet = 50</li> <li>• Go George's network carried an average of 13, 348 passenger trips per month; vehicle fleet = 86</li> <li>• Nelson Mandela Bay's Ibhongolethu carried an average of 10, 484 passengers per month; vehicle fleet = 56.</li> </ul>

<b>Amount per amended DORA</b>	Buffalo City R95,160; Nelson Mandela R275, 542; Mangaung R234, 831; Tshwane R808, 194; Ekurhuleni R604, 640; Jo'burg R1, 066, 936; eThekwini R825, 887; Msunduzi R199, 104; Polokwane R330, 107; Mbombela R203, 454; Rustenburg R396, 612; Cape Town R1, 045, 522; George R167, 675.
<b>Amount transferred (R'000)</b>	Buffalo City R95,160; Nelson Mandela R275, 542; Mangaung R234, 831; Tshwane R808, 194; Ekurhuleni R604, 640; Jo'burg R1, 066, 936; eThekwini R825, 887; Msunduzi R199, 104; Polokwane R330, 107; Mbombela R203, 454; Rustenburg R396, 612; Cape Town R1, 045, 522; George R167, 675.
<b>Reasons if amount as per DORA not transferred</b>	N/A
<b>Amount spent by the municipality (R'000)</b>	Buffalo City R77, 930; Nelson Mandela R117, 733; Mangaung R85, 346; Tshwane R519, 024; Ekurhuleni R209, 644; Jo'burg R357, 125; eThekwini R273, 432; Msunduzi R122, 429; Polokwane R111, 781; Mbombela R72, 365; Rustenburg R191, 285; Cape Town R497, 840; George R60, 671.
<b>Reasons for the funds unspent by the entity</b>	The expenditure figures reflected are as at the end of March '19 of which an additional 3 months until end of June '19 was yet to transpire for the municipal financial year.
<b>Monitoring mechanism by the transferring department</b>	<p>Through monthly or bimonthly progress meetings with IPTN implementing municipalities</p> <p>Funded municipalities submit to the transferring officer, monthly expenditure, quarterly performance and annual programme evaluation reports</p> <p>Through dedicated portfolio managers that oversee IPTN implementing municipalities</p> <p>Monitor IRPTN/IPTN implementation progress in line with the National Land Transport Act (NLTA) and the Public Transport Strategy (PTS)</p> <p>Verify financial and performance reports from municipalities by conducting at least one site visit per annum.</p> <p>Allocate the grant funds based on stated priorities through an allocation mechanism (criteria) agreed to by the DoT and National Treasury.</p>

**Conditional Grant 4: Rural Road Asset Management Systems (RRAMS)**

The table below reflects the transfer payments made during 2018/19 municipal financial year. These payments were transferred and/or processed by National Department of Transport to District Municipalities in two tranches, first one in August 2018 and the second one end of February 2019.

The funds were used in accordance with RRAMS grant conditions, a detailed analysis of activities carried out with the funds and reasons for funds unspent by the entity, if any, can be found in Section 6.1 The expenditure reported herein is obtained from the latest monthly (March 2019) reports where available since the municipal year end is only end of June.

Receiving Officers		Amount Transferred (R'000)	Amount Spent by the entity (R'000)
NW	Bojanala	R 2 346.00	R 1 082.00
NW	Dr Ruth Segomotsi Mompoti	R 2 444.00	R 1 644.00
NW	Ngaka Modiri Molema	R 2 540.00	R 1 484.00
NW	Dr Kenneth Kaunda	R 2 460.00	R 795.00
NC	John Taolo	R 1 983.00	R 390.00
NC	Namakwa	R 2 904.00	R 549.00
NC	Frances Baard	R 2 521.00	R 570.00
NC	Pixley Ka Seme	R 3 009.00	R 2 371.00
NC	ZF Mqacawu	R 2 866.00	R 1 266.00
MP	Ehlanzeni	R 2 352.00	R 1 477.00
MP	Gert Sibande	R 2 314.00	R 2026.00
MP	Nkangala	R 2 180.00	R 1.647.00
LP	Vhembe	R 2 249.00	R 1 535.00
LP	Mopani	R 2 207.00	R 1 689.00
LP	Waterberg	R 2 133.00	R 1 330.00
LP	Sekhukhune	R 2 291.00	R 343.00
LP	Capricorn	R 2 422.00	R 1 127.00
KZN	Uthukela	R 2 488.00	R 0.00
KZN	uMgungundlovu	R 2 531.00	R 1 796.00
KZN	Zululand	R 2 364.00	R 2 364.00
KZN	Amajuba	R 2 205.00	R 335.00
KZN	Ilembe	R 2 271.00	R 1 644.00
KZN	Harry Gwala	R 2 226.00	R 1 010.00
KZN	Ugu	R 2 663.00	R 2 044.00
KZN	Uthungulu	R 2 528.00	R 1 596.00

Receiving Officers		Amount Transferred (R'000)	Amount Spent by the entity (R'000)
KZN	Umkhanyakude	R 2 624.00	R 2073.00
KZN	Umzinyathi	R 2 280.00	R 929.00
FS	Xhariep	R 2 149.00	R 1 536.00
FS	Fezile Dabi	R 2 188.00	R 1669.00
FS	Letshweleputswa	R 2 281.00	R 1 106.00
FS	Thabo Mofutsanyana	R 2 405.00	R 1 710.00
EC	Alfred Nzo	R 2 290.00	R 1 140.00
EC	Joe Gqabi	R 2 185.00	R 0.00
EC	OR Tambo	R 2 937.00	R 2298.00
EC	Amathole	R 2 939.00	R 0.00
EC	Chris Hani	R 3 229.00	R 0.00
EC	Sara Baartman	R 2 240.00	R 546.00
WC	Central Karoo	R 1 920.00	R 1183.00
WC	Cape Winelands	R 2 689.00	R 1408.00
WC	Eden	R 2 425.00	R 1268.00
WC	Overberg	R 2 647.00	R 1486.00
WC	West Coast	R 2 558.00	R 1 826.00
GP	Sedibeng	R 2 436.00	R 1944.00
GP	West Rand	R 2594.00	R 518.00

The table below details Rural RAMS conditional grant beneficiaries' purpose and expected outcome of the grant as stipulated within the Division of Revenue Act (DORA). National Department of Transport grant monitoring mechanisms is detailed.



The table below details the ear marked funds to each District Municipality during 2018/19 Municipal financial year – 01 July 2018 to 30 June 2019.

### EASTERN CAPE MUNICIPALITIES

<b>Department/Municipality to whom the grant has been transferred</b>	44 District Municipalities have benefited from the grant in 2018/19 Medium Term Expenditure Framework (MTEF).
<b>Purpose of the grant</b>	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).
<b>Expected outputs of the Grant</b>	Updated road condition data, traffic data and bridge condition data on municipal rural roads to guide infrastructure maintenance and investments, resulting in reduced vehicle costs.
<b>Monitoring mechanism by the transferring officer</b>	<p>National Department of Transport monitors the implementation of RAMS through the following processes or measures:</p> <ul style="list-style-type: none"> <li>• Various types of meeting are scheduled between NDoT, Provincial Road Authorities and DMs. For example, Quarterly Progress Meetings, National RRAMS Meetings, and Workshops</li> <li>• Ensuring DMs complies with the conditions of the grant in terms of data submission and other reporting requirements.</li> <li>• Analysing data integrity, quality and checking compliance to standards.</li> <li>• Providing guidance on sustainable RAMS operations and standards</li> <li>• Facilitating training to LMs and assist them to acquire RAMS data from DMs or DOT.</li> </ul>

<b>RRAMS (ALFRED NZO DISTRICT)</b>	
Actual outputs of the grant achieved	Updated road condition and traffic data is available. RISFSA classification has been completed.
Amount per Amended DORA	R2 290
Amount Transferred (R'000)	2290
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R1 150
Reasons for funds unspent by the entity	The expenditure reported is as of March 2019, the DM remaining expenditure will be spent before the end of the Quarter 4 or financial year.

<b>RRAMS (JOE GQABI DISTRICT)</b>	
Actual outputs of the grant achieved	Update road condition data and traffic data is continuing. RISFSA classification has been completed.
Amount per Amended DORA	R2 185
Amount Transferred (R'000)	R2 185
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R2185
Reasons for funds unspent by the entity	The municipality did not have a technical capacity in of a service provider to provide technical assistance due to a delayed procurement at the district municipality.

<b>RRAMS (OR TAMBO DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated
Amount per Amended DORA	R2 937
Amount Transferred (R'000)	R2 937
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R639
Reasons for funds unspent by the entity	

<b>RRAMS (OR TAMBO DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated
Amount per Amended DORA	R2 937
Amount Transferred (R'000)	R2 937
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R639
Reasons for funds unspent by the entity	

<b>RRAMS (AMATHOLE DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated
Amount per Amended DORA	R 2 939.00
Amount Transferred (R'000)	R2 939
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R2 939
Reasons for funds unspent by the entity	The DM did not have a service provider to provide RRAMS technical assistance. The DM is unlikely to spend all the allocation this financial year

<b>RRAMS (CHRIS HANI DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated
Amount per Amended DORA	R3 229
Amount Transferred (R'000)	R3 229
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R3 229
Reasons for funds unspent by the entity	The DM did not have a service provider to provide RRAMS technical assistance. The DM is unlikely to spend all the allocation this financial year

<b>RRAMS (SARAH BAARTMAN DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated
Amount per Amended DORA	R2 240
Amount Transferred (R'000)	R2 240
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R1 694
Reasons for funds unspent by the entity	The expenditure reported is as of March 2019 report, the unspent funds might be spent before the end of the financial year.

**FREE STATE MUNICIPALITIES**

<b>RRAMS (XHARIEP DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated
Amount per Amended DORA	R2 149
Amount Transferred (R'000)	R2 149
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R613
Reasons for funds unspent by the entity	The expenditure reported is as of March 2019, the unspent funds are planned to be spent before the end of the Quarter 4 or financial year

<b>RRAMS (FEZILE DABI DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated
Amount per Amended DORA	R2 188
Amount Transferred (R'000)	R2 188
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R519
Reasons for funds unspent by the entity	The expenditure reported is as of March 2019, the unspent funds are planned to be spent before the end of the Quarter 4 or financial year

<b>RRAMS (LEJWELEPUTSWA DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R2 281
Amount Transferred (R'000)	R2 281
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R1 175
Reasons for funds unspent by the entity	The expenditure reported is as of March 2019, the unspent funds are planned to be spent before the end of the Quarter 4 or financial year

<b>RRAMS (THABO MOFUTSANYANA DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R2 405
Amount Transferred (R'000)	R2 405
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R695
Reasons for funds unspent by the entity	The expenditure reported is as of March 2019, the unspent funds are planned to be spent before the end of the Quarter 4 or financial year

**GAUTENG MUNICIPALITIES**

<b>RRAMS (SEDIBENG DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification is being completed.
Amount per Amended DORA	R2 436
Amount Transferred (R'000)	R2 436
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R492
Reasons for funds unspent by the entity	The expenditure reported is as of March 2019, the unspent funds can still be spent before the end of the Quarter 4 or financial year

<b>RRAMS (WEST RAND DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed.
Amount per Amended DORA	R2 494
Amount Transferred (R'000)	R2 495
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R1 977
Reasons for funds unspent by the entity	The expenditure reported is as of March 2019, the unspent funds are planned to be spent before the end of the Quarter 4 or financial year.



**KWAZULU-NATAL MUNICIPALITIES**

<b>RRAMS (UTHUKELA DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R2 488
Amount Transferred (R'000)	R2 488
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R2 488
Reasons for funds unspent by the entity	The DM appointed a new service provider very late but indicated through a revised programme that they will try to spend more than 50% of the allocated budget.

<b>RRAMS (uMGUNUNGNDLOVU DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R2 531
Amount Transferred (R'000)	R2 531
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R735
Reasons for funds unspent by the entity	The expenditure reported is as of March 2019, the DM remaining expenditure will be spent before the end of the Quarter 4 or financial year.

<b>RRAMS (ZULULAND DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data has been updated
Amount per Amended DORA	R2 364
Amount Transferred (R'000)	R2 364
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R0
Reasons for funds unspent by the entity	The DM has exhausted all its 2018/19 RRAMS allocation.

<b>RRAMS (AMAJUBA DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R2 205
Amount Transferred (R'000)	R2 205
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R1 870
Reasons for funds unspent by the entity	The expenditure reported is as of March 2019, the DM remaining expenditure will be spent before the end of the Quarter 4 or financial year.

<b>RRAMS (ILEMBE DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R2 271
Amount Transferred (R'000)	R2 271
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R627
Reasons for funds unspent by the entity	The expenditure reported is as of March 2019, the DM remaining expenditure will be spent before the end of the Quarter 4 or financial year.

<b>RRAMS (HARRY GWALA DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R2 226
Amount Transferred (R'000)	R2 226
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R1 216
Reasons for funds unspent by the entity	The expenditure reported is as of March 2019, the DM remaining expenditure will be spent before the end of the Quarter 4 or financial year.

<b>RRAMS (UGU DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R2 663
Amount Transferred (R'000)	R2 663
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R619
Reasons for funds unspent by the entity	The expenditure reported is as of March 2019, the DM remaining expenditure will be spent before the end of the Quarter 4 or financial year.

<b>RRAMS (KING CETSHWAYO DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R2 528
Amount Transferred (R'000)	R2 528
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R932
Reasons for funds unspent by the entity	The expenditure reported is as of March 2018, the DM remaining expenditure will be spent before the end of the Quarter 4 or financial year.

<b>RRAMS (UMKHANAYAKUDE DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R2 624
Amount Transferred (R'000)	R2 624
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R551
Reasons for funds unspent by the entity	The expenditure of the DM getting better as compared to the past 2 financial years. The DM remaining expenditure will be spent before the end of the Quarter 4 or financial year.

<b>RRAMS (UMZINYATHI DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R2 280
Amount Transferred (R'000)	R2 280
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R1 351
Reasons for funds unspent by the entity	The expenditure reported is as of March 2019, the DM remaining expenditure will be spent before the end of the Quarter 4 or financial year.

**LIMPOPO MUNICIPALITIES**

<b>RRAMS (VHEMBE DISTRICT)</b>	
Actual outputs of the grant achieved	Updated road condition and traffic data is available. RISFSA classification has been completed.
Amount per Amended DORA	R2 249
Amount Transferred (R'000)	R2 249
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R714
Reasons for funds unspent by the entity	The expenditure reported is as of March 2018, the DM remaining expenditure will be spent before the end of the Quarter 4 or financial year.

<b>RRAMS (MOPANI DISTRICT)</b>	
Actual outputs of the grant achieved	Continuous update of road condition data and traffic data is. RISFSA classification has been completed.
Amount per Amended DORA	R2 207
Amount Transferred (R'000)	R2 207
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R589
Reasons for funds unspent by the entity	The expenditure reported is as of March 2018, the DM remaining expenditure will be spent before the end of the Quarter 4 or financial year.

<b>RRAMS (WATERBERG DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available, although updates on the information is required. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R2 133
Amount Transferred (R'000)	R2 133
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R 803
Reasons for funds unspent by the entity	The expenditure reported is as of March 2018, the DM remaining expenditure will be spent before the end of the Quarter 4 or financial year.

<b>RRAMS (SEKHUKHUNE DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R2 291
Amount Transferred (R'000)	R2 291
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R1 948
Reasons for funds unspent by the entity	The DM did not have a service provider due to the late procurement of the technical services by the municipality and as a results it might not be able to spend all the allocation

<b>RRAMS (CAPRICORN DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R2 422
Amount Transferred (R'000)	R2 422
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R1 295
Reasons for funds unspent by the entity	The expenditure reported is as of March 2019, the DM remaining expenditure will be spent before the end of the Quarter 4 or financial year.



**MPUMALANGA MUNICIPALITIES**

<b>RRAMS (GERT SIBANDE DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The DM has a functional RAMS system and the RAMS data is being updated.
Amount per Amended DORA	R2 314
Amount Transferred (R'000)	R2 314
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R288
Reasons for funds unspent by the entity	The expenditure reported is as of March 2019, the DM remaining expenditure will be spent before the end of the Quarter 4 or financial year.

<b>RRAMS (NKANGALA DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is still within the acceptable range and is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R2 180
Amount Transferred (R'000)	R2 180
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R808
Reasons for funds unspent by the entity	The expenditure reported is as of March 2019, the DM remaining expenditure will be spent before the end of the Quarter 4 or financial year.

<b>RRAMS (EHLANZENI DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The DM has a functional RAMS system and the RAMS data is being updated.
Amount per Amended DORA	R2 352
Amount Transferred (R'000)	R2 352
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R875
Reasons for funds unspent by the entity	The expenditure reported is as of March 2019, the DM remaining expenditure will be spent before the end of the Quarter 4 or financial year

**NORTHERN CAPE MUNICIPALITIES**

<b>RRAMS (JOHN TAOLO GAETSEWE DISTRICT)</b>	
Actual outputs of the grant achieved	Updated road condition data and traffic data is available. RISFSA classification has been completed.
Amount per Amended DORA	R1 983
Amount Transferred (R'000)	R1 983
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R1 593
Reasons for funds unspent by the entity	The expenditure reported is as of March 2019, however the DM has just appointed a new service provider and might not spent the whole allocation.

<b>RRAMS (NAMAKWA DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated
Amount per Amended DORA	R2 904
Amount Transferred (R'000)	R2 940
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R2 355
Reasons for funds unspent by the entity	The DM appointed a new service provider a bit late and might not spent all the allocated funds this financial year

<b>RRAMS (FRANCES BAARD DISTRICT)</b>	
Actual outputs of the grant achieved	Road network extent is being updated, Road condition. RCAM classification has been completed
Amount per Amended DORA	R2 516
Amount Transferred (R'000)	R2 516
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R600
Reasons for funds unspent by the entity	The expenditure reported is as of March 2018, the unspent funds are planned to be spent before the end of the Quarter 4 or financial year

<b>RRAMS (PIXLEY KA SEME DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated
Amount per Amended DORA	R3 009
Amount Transferred (R'000)	R3 009
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R638
Reasons for funds unspent by the entity	The expenditure reported is as of March 2019, the unspent funds are planned to be spent before the end of the Quarter 4 or financial year.

<b>RRAMS (ZF MGCAWU DISTRICT)</b>	
Actual outputs of the grant achieved	Condition assessment done and structures identified. RISFSA and RCAM classification completed.
Amount per Amended DORA	R2 866
Amount Transferred (R'000)	R2 866
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R1 600
Reasons for funds unspent by the entity	The expenditure reported is as of March 2019, the DM remaining expenditure will be spent by the end of the Quarter 4 or financial year

**NORTH WEST MUNICIPALITIES**

<b>RRAMS (BOJANALA PLATINUM DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R2 346
Amount Transferred (R'000)	R2 346
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R1 264
Reasons for funds unspent by the entity	The expenditure reported is as of March 2019, the DM remaining expenditure will be spent before the end of the Quarter 4 of financial year.

<b>RRAMS (NGAKA MODIRI MOLEMA DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated
Amount per Amended DORA	R2 540
Amount Transferred (R'000)	R2 540
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R1 056
Reasons for funds unspent by the entity	The expenditure reported is as of March 2019, the DM remaining expenditure will be spent before the end of the Quarter 4 of financial year.

<b>RRAMS (DR. RUTH SEGOMOTSI MOMPATI DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated
Amount per Amended DORA	R2 444
Amount Transferred (R'000)	R2 444
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R800
Reasons for funds unspent by the entity	The expenditure reported is as of March 2019, the DM remaining expenditure will be spent before the end of the Quarter 4 or financial year.

<b>RRAMS (DR KENNETH KAUNDA DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R2 460
Amount Transferred (R'000)	R2 460
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R1 665
Reasons for funds unspent by the entity	The expenditure reported is as of March 2018, the DM remaining expenditure will be spent before the end of the Quarter 4 or financial year.

**WESTERN CAPE MUNICIPALITIES**

<b>RRAMS (CENTRAL KAROO DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated
Amount per Amended DORA	R1 920
Amount Transferred (R'000)	R1 920
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R737
Reasons for funds unspent by the entity	The expenditure reported is as of March 2019, the unspent funds are planned to be spent before the end of the Quarter 4 or financial year.

<b>RRAMS (CAPE WINELADS DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated
Amount per Amended DORA	R2 689
Amount Transferred (R'000)	R2 689
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R1 281
Reasons for funds unspent by the entity	The DM might be able to spend the remaining allocation before the end of the financial year



<b>RRAMS (EDEN DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available. The RAMS data is being updated
Amount per Amended DORA	R2 425
Amount Transferred (R'000)	R2 425
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R1 157
Reasons for funds unspent by the entity	The expenditure reported is as of March 2019, the unspent funds can still be spent before the end of the Quarter 4 or financial year.

<b>RRAMS (OVERBERG DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated
Amount per Amended DORA	R2 649
Amount Transferred (R'000)	R2 649
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R1 163
Reasons for funds unspent by the entity	Slow expenditure by the municipality, however this is a report up to March 2019, the DM might be able to make some expenditure before the end of the financial year.

<b>RRAMS (WEST COAST DISTRICT)</b>	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated
Amount per Amended DORA	R2 558
Amount Transferred (R'000)	R2 558
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R732
Reasons for funds unspent by the entity	The expenditure reported is as of March 2019, the unspent funds are planned to be spent before the end of the Quarter 4 of financial year.

**6.2. Conditional grants and earmarked funds received**

None

**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**

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## **1. INTRODUCTION**

Commitment by the Department to maintain the highest standards of governance is fundamental to the management of public finances and resources. Users want assurance that the Department has good governance structures in place to effectively, efficiently and economically utilize the state resources, which is funded by the tax payer.

## **2. RISK MANAGEMENT**

The Department has an approved Risk Management Policy, Strategy and Implementation Plan; and has conducted an Annual Risk Assessment to identify new and emerging risks in order to ensure up-to-date risk profile of the Department and manage all the risks that have the potential to impact (positively or negatively) on the achievement of the Strategic Goals-Oriented Outcomes and Objectives of the Department.

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

The RMC has assisted the Accounting Officer with his risk oversight responsibility 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 financial year. The Committee held its meetings as follows during the financial year 2018/19:

- 12 April 2018
- 31 October 2018
- 01 March 2019

As required by the Public Finance Management Act No 1 of 1999, as amended, 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 AC discharges its responsibilities and consists of five independent members including the chairperson. This Committee exercise 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.

During the 2018/19 financial year, Risk Management remained a consistent EXCO's Agenda item to ensure that management engaged on risk issues. The Department took steps to measure the value of risk management in the Department's performance through the following indicators:

- Robust risk reporting on risks identified and analysed at all levels of the department during branch and EXCO meetings.
- Visible and quantifiable improvements in the Achievement of Quarterly targets and overall departmental performance that is at 90% and only 10% not achieved due to risks that were outside the control of the Department. These include, but not limited to, lengthy stakeholder consultations and approval processes by external institutions during policy formulation process.

The process to monitor implementation of risk mitigation plans on the strategic risks is ongoing throughout the year to ensure that visible and quantifiable improvements on the department's performance is realised.

The Department is committed to ensuring that risk management is continuously embedded within its planning processes, decision making structures where risk management is going to be a standing agenda item in all branch and Chief Directorates meetings and will be included in all operational procedures of the department, by the end of the current year.

### **3. FRAUD AND CORRUPTION**

#### **Fraud Prevention Plan**

The Department's Fraud Prevention Plan is the pillar in respect of proactive detection of fraud and corruption risks, and profiling of the Department's areas of vulnerability to internal and external fraud risks. Through fraud risk assessments, the Department was able to identify high fraud risks areas and develop mitigation plans to address emerging fraud risks. Department's stance on fraud and corruption risks is zero tolerance and there is no appetite and tolerance for fraud and corruption. As part of ensuring that the Fraud Prevention Plan is aligned to the challenges and risks that are facing the department:

- Fraud Scoring Card and Fraud Health processes are conducted taking into account fraud drivers or enablers (opportunity, pressure, and rationalization) and drivers for Executive Fraud triangles are also considered (Pride, greed, and entitlement) and are assessed to determine the level of commitment on the part of Executive management to address fraud risks and vulnerability in respect of the department to fraud and corruption.
- Fraud score-card report is issued highlighting areas of vulnerability and the department level or position based on the score rating from level one to ten. Fraud Health Profile is another process giving effect to fraud prevention plan and involves profiling of the business units or branch based on number of allegations reported about the branch, risks associated with the branch and based on information assessed about a certain branch, profile is created which will indicate whether the branch has a poor health status or a good health status to fraud and if it has a poor health status to fraud or corruption, mitigation plans are put in place to address fraud and corruption risks.

In respect of Fraud response, all allegations reported are investigated and anyone found to have committed fraud and corruption is subjected to a fair disciplinary hearing.

### **Mechanism in place to protect whistle blowers**

All whistle blowers are timeously encouraged to report fraud and corruption to Internal Audit and to the Public Service Commission and they are not subjected to any form of victimization or any occupational detriment. The Department has walk-in whistle blowers who report fraud and corruption directly and are given assurance that they will not be victimized. As part of fraud score card, an assessment was conducted to determine whether the department has a conducive environment to report allegations of fraud and corruption and whether employees feel safe to report allegation of any irregularities without any fear of victimization. There were many cases brought by employees who opted to remain anonymous.

### **How cases are reported action**

There are a number of ways to report cases in the Department:

- Management referral: management may refer any matter that they feel requires forensic investigation to the Office of Chief Audit Executive for investigation
- Employees' referral: employees may refer any matter to Internal Audit for Investigation



- Members of public: Any member of Public may refer any matter for investigation either through hotline or direct referrals to the office of Director General
- Anonymous reporting: Whistle blowers may report matter to the Public Service Commission through a dedicated hotline.

### **Actions taken**

All matters referred to Internal Audit and Forensic Investigations are investigated and referred to Labour Relations to institute disciplinary hearings and to SAPS to institute Criminal Cases, where necessary. During the financial year, two employees were dismissed and one employee resigned as a result of fraud and corruption. Disciplinary processes are continuing against several employees in respect of various allegations of misconduct.

## **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	Our current compliant status
6.1 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"> <li>• Keep into account the health of its employees</li> <li>• Create reliability among the Employee base</li> <li>• Promote an effective OHS program.</li> </ul>	A draft SHERQ Policy is in the process of approval
6.2 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 reasonable practicable since</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>

Environmental Health and Safety issues	Brief descriptions	Effect it has on the department	Our current compliant status
	the person making the appointment still fulfils a supervisory function.		
6.3 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.
6.4 Risk assessments	Risk assessments are conducted to identify, eliminate or reduce hazards at the work place. A risk assessment tool and checklist is 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 DELTA for interventions.
6.5 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 was conducted successfully in the previous financial year in conjunction with the landlord. We are planning to conduct 2 emergency evacuation drills in the current financial year. Reviewed emergency plan submitted to the Fire brigade department for approval.

<b>Environmental Health and Safety issues</b>	<b>Brief descriptions</b>	<b>Effect it has on the department</b>	<b>Our current compliant status</b>
6.6 Reporting of Injury on Duties and Occupational diseases.	Accidents in the workplace can cause a lot of stress and anxiety. Immediate reporting of any accidents or injuries on duty is essential, to also curtail such accidents in future by adopting proper safety precautions.	No matter how small the injury is, it must be reported at least with 7 days of occurrence.	The reporting system of the Department is functional. Currently there are no reported incidents requiring investigation.
6.7 Effectiveness of First Aid programme	First aiders require consistent training.	First aid training teach 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**

The prime mandate of the Portfolio Committee on Transport (“the Committee”) is governed by the Constitution of the Republic of South Africa, 1996 (“the Constitution”), in respect of its legislative and oversight responsibilities as public representatives. It is required to consider legislation referred to it and consider all matters referred to it in terms of the Constitution, the Rules of the National Assembly (NA) or resolutions of the House. It is also required to respond to matters referred to it by Government within its mandate. In addition, the Committee is entrusted with considering the budgets, Strategic Plans and Annual Performance Plans (APPs) of the Department of Transport (“the Department”) and entities that fall within the transport portfolio.

This review seeks to establish whether the Department and its entities have achieved their aims and objectives, as set out in their Strategic Plans, as well as whether they continue to fulfil their constitutional mandates within the year under review. The focus will be on highlighting the key achievements made, as well as challenges encountered during the 2013/14, 2014/15, 2015/16, 2016/17 and 2017/18 financial years, as reported in the Department’s and entities’ 2013/14, 2014/15, 2015/16, 2016/17 and 2017/18 Annual Reports and APPs.

### **7.1 Observations and recommendations from the Budgetary Review and Recommendations Report 2018;**

#### **7.1.1 The Committee recommended that the Minister ensure:**

##### **7.1.1.1 Use of consultants**

The use of consultants is monitored by the Department, and that the Department ascertains whether the services rendered provided good value for money. In addition, the Department should indicate whether the consultants transfer relevant skills to the employees of the Department. The Department must furthermore brief the Committee on all consultants used with reference to their scope of work and the expenditure linked to these appointments within 30 days of the publication of this report.

#### **7.1.1.2 Public transport network grant (PTNG)**

The Department monitors the spending of the funds by the 13 IPTN/BRT implementing cities and ensures that the funds are spent as per the Division of Revue Act to warrant that value for money is achieved and services are delivered to the citizens. Quarterly reports on progress should be delivered to the Committee, as well as indications on whether or not any of the cities stand a real chance of having their funding allocation stopped due to a lack of progress.

#### **7.1.1.3 Provincial roads maintenance grant (PRMG): Road maintenance component**

The Department monitors the expenditure of the Roads maintenance component of the PRMG and briefs Parliament quarterly on progress, as well as the breakdown of the 2018/19 budget allocation per province.

#### **7.1.1.4 Moloto Road upgrade and development corridor**

The Department delivers quarterly updates to the Committee on the progress made regarding the Moloto Road upgrade and Moloto Development Corridor (Rail) programme.

#### **7.1.1.5 Non-toll road network**

The Department ensures that the budget allocation for the SANRAL road maintenance programme respond to the challenges of unemployment, poverty alleviation and inequality.

#### **7.1.1.6 Vacancies and acting positions**

That Board members of entities such as ACSA, ATNS, SAMSA and RTIA are appointed without delay so that the entities are able to discharge their legislative mandates optimally. The Minister is also requested to report to the Committee on this matter, as well as the Department's plan for ensuring future Board member vacancies are filled timeously within 30 days of the publication of this report. Furthermore, that the Minister ensures that all other vacancies in senior management in the Department and the executive in the entities are filled and reported on to the Committee within 60 days of the publication of this report.

#### **7.1.1.7 Scholar transport**

That the Scholar Transport Policy and regulation thereof is rolled out uniformly and monitored by the Department. The Department must ensure that one set of regulations is set out and implemented nationally on scholar transport norms and standards, which must be done through regular meetings with and co-operation with the Department of Basic

Education. The Department should also hold regular engagements with Provincial Departments with which the function resides to assist in improving scholar transport, as well as report back to the Committee on progress on a quarterly basis.

#### **7.1.1.8 SANRAL funding concerns, as well as impact of GFIP thereon**

That SANRAL is assisted with formulating a suitable funding model that could aid in resolving the impact on its finances from the rollout of the GFIP project, as well as manage current project stoppages related to the general objections on all toll projects by finalising the development of a fresh Toll Roads Policy. The Minister also needs to address the going concern issues raised for SANRAL by arranging meetings between the entity, the Department, as well as the National Treasury.

SANRAL should also be assisted with support towards the achievement of its Strategic Objective to foster co-operative working relationships with all spheres of Government and the SADC member countries through the possible expanding of its scope towards becoming a road agency for the SADC as this could help support the development of infrastructure in the region, as well as economic integration.

The Department is to report to the Committee on a quarterly basis regarding the above recommendations.

#### **7.1.1.9 PRASA modernisation project**

That PRASA improves their current services and safety through the rollout of the turnaround strategy in a manner that would allow for the entity to focus further on the modernisation project. The entity should also indicate progress towards the devolution of authority to regions for effective management and rail operations through quarterly reports on the above to the Committee.

#### **7.1.1.10 TRP**

That the revision of the policy is finalised as soon as possible and ensure that value chain aspects are covered in the revised project model. That targets for the project should be set more accurately in order to reduce the over-reliance on underspent funds from this project to cover over expenditure in others. The Department must present the reviewed policy to the Committee within 90 days of the publication of this report.



#### **7.1.1.11 Funding models and turn-around strategies of entities**

That all entities with turn-around strategies and new funding models are given the required assistance, guidance and oversight required in order to implement these strategies and models that would allow them to be self-funding and reduce the increasing reliance on the national fiscus in the pursuit of service delivery. The Minister also needs to address the going concern issues raised for entities by arranging meetings between the entities, the Department, as well as the National Treasury.

The Department is to report to the Committee on a quarterly basis regarding the above recommendations.

#### **7.1.1.12 Legislative programme impact on entities**

That the Department and its entities ensure that their planning for legislation to be submitted to Parliament for processing is done in such a manner that would allow for the thorough processing thereof during the Parliament Cycle and not to rush submissions in the outer years of the MTSF.

#### **7.1.1.13 Performance agreements and incentives**

That the Department staff are enabled and assisted in finalising and signing performance agreements and being subjected to performance assessments as required. Performance incentive policies of entities must be revised in a manner that regulates the issuing of non-cash incentives instead of cash based incentives, especially for board members and the executive structures of the entities, for entities that have cash flow constraints and/or deficits (PRASA, RAF, SANRAL, C-BRTA, RTIA, and SACAA).

#### **7.1.1.14 Alignment between APP/ Corporate Plan targets and SMART principles as well as Budget**

That APP/Corporate Plan targets of entities, such as PRASA, RAF and SAMSA, when formulated, should be aligned to the SMART principles as per the National Treasury Regulations. The Minister should take note that the Committee requested that PRASA officials meet with the new Board as soon as possible to relook at the targets and resubmit their Corporate Plan to the Committee by 7 May 2018 prior to the finalisation of the Committee's Budget Report.

This target was not met and the Committee is forced to report to the House on the matter despite being given the revised documents as requested from PRASA and the RAF. The

Committee therefore recommends further that the Minister ensure that PRASA and the RAF submit the requested amendments to their respective Corporate Plans/APPs to the Committee and present same to the Committee within 30 days of the publication of this report in order to allow the Committee to table and supplementary report hereto.

**7.1.1.15 Optimal use of revenue generating streams of entities**

That entities with ownership of property which could serve as a source of additional revenue through advertising or retail rentals, ensure that all spaces are used optimally in order to increase revenue generated by the entities towards self-reliance.

**7.1.1.16 Road safety programmes**

That the Department ensures that there is synergy pertaining to the implementation of the road safety programmes by the various entities so that the programmes can complement each other in achieving a reduction in the carnage on the roads, as well as ensuring that budgets for these programs are optimally allocated and not duplicated.

**7.1.1.17 Overdue Annual Report of PRASA**

That the Board of PRASA ensures the finalisation and submission of the 2016/17 Annual Report is done within 60 days of the publication of this report and to ensure that this failure to submit on time is not repeated again in future.

**7.1.1.18 Inconsistencies between the APP figures and the figures tabled per the Budget Vote documents**

That the Department and its entities ensure that the figures presented in their APP documents correlate with those tabled by Treasury to Parliament for purposes of the Budget Vote or at the very least to indicate any possible discrepancies due to a change in figures post Estimates of National Expenditure having been published.

**7.1.1.19 Increased promotion required of universal access**

That the Department and its entities increase the implementation of projects and/or programmes aimed at increasing Universal Access to all modes of public transport and for all transport and road infrastructure.

## **7.2 The Committee recommendations for the 2017/18 financial year Budgetary Review and Recommendation Report;**

The Committee recommends that the Minister, through the Department, should ensure the following:

**7.2.1** Since the Department depicts itself as “the heartbeat of South Africa’s economic growth and social development”, it should live up to this vision by ensuring that it achieves all the annual performance targets that it sets itself so that South Africa can indeed become prosperous. Granted, it has managed to do so, as exemplified by its 100% achievement of performance targets in the Administration, Road, Civil Aviation Transport, as well as the Public Transport programmes. This level of performance should, therefore, be replicated in all programmes;

**7.2.2** The advertising and filling of board as well as senior management vacancies, as indicated in the paragraphs above, should be prioritised in the Department and the affected entities. This will allow the entities to operate and report effectively, as well as within the parameters of the applicable legislation This has been a repeated recommendation over numerous years and the Department, with its entities, must present a workable plan/strategy that will allow for the filling of vacancies, whether this be through urgent consultation with National Treasury or through skills assessments or both;

**7.2.3** The Committee took a special resolution in the meeting of 16 October 2018 to request specific and immediate action within 48 hours from the Ministry, regarding the filling of the C-BRTA Board vacancies that are within the ambit of the Ministry to fill, bearing in mind that the status of these had been reported as being in the process of short-listing as at 5 June 2018, thus nearing completion;

**7.2.4** The AGSA’s recommendations which address identified root causes should be implemented. The Department should strengthen its oversight over the entities and report on progress made to remedy all matters raised by the AGSA, as indicated in the paragraphs above as well as in its audit reports of the Department and the entities;

**7.2.5 Effective steps should be implemented to prevent irregular expenditure. Some of these highlighted by the Committee are:**

**7.2.5.1** Officials who caused the Department or its entities to incur irregular, fruitless and wasteful expenditure should be subjected to the appropriate measures provided for in terms of sections 81 to 86 of the PFMA. These sections define financial misconduct and lay down the procedures for disciplining public officials guilty of financial misconduct. They also include provisions for criminal prosecution in cases of gross financial misconduct; and

**7.2.5.2** The Department should also ensure that proper record-keeping is implemented for information supporting compliance and procurement process and implement consequence management for staff members who fail to comply with applicable legislation;

**7.2.6 The Committee requests the following with regard to compliance with the provisions of the PFMA:**

**7.2.6.1** The Department and entities should capacitate their Finance and SCM directorates/departments/branches with appropriately skilled and competent personnel to prepare credible financial statements;

**7.2.6.2** The executive authorities, accounting authorities, accounting officers and senior management should ensure that information used to prepare financial statements are accurate and reliable; and

**7.2.6.3** Due to the repeat findings on non-compliance with the relevant provisions of the PFMA and Treasury Regulations, and in order to highlight the seriousness of this matter and in a further effort to ensure that this is not a repeat finding again next year, the Department and its entities must ensure that all officials responsible for reporting in terms of the PFMA are reskilled by ensuring they receive training on compliance with the PFMA, ensure that these staff members undergo refresher courses on the applicable National Treasury Regulations that are implemented from time to time, and receive training on compliance with the King Report on Corporate Governance IV;

**7.2.7 Control processes should be adhered to in the SCM processes. Some of these highlighted by the Committee are:**

**7.2.7.1** The Department should establish a task team to identify and address the inefficiencies in the SCM process in the Department, as well as its entities. There should be consequences for poor performance and failure to comply with applicable legislation;

**7.2.7.2** Members of the relevant board/bid evaluation committee and the chairperson should satisfy themselves that all service providers that are recommended for award have all the required documentation in terms of laws and regulations. The list of recommended bidders should be accompanied by a signed checklist confirming the completeness of required documents.

**7.2.7.3** Management should properly plan the acquisition of goods and services and exercise sufficient oversight and monitoring of controls to ensure that compliance with SCM policy is achieved;

**7.2.7.4** Recurring non-compliance should be investigated and appropriate action taken against transgressors;

**7.2.7.5** Furthermore, management should establish their own policies and procedures, aligned to the Framework for Managing Performance Information and the PFMA, to ensure that performance reporting requirements are properly processed by the Department;

**7.2.8** The Department should develop funding plans to ensure the financial sustainability of the entities and should provide the Committee with quarterly updates on strategies to improve the financial health status and reduction of instances where the liabilities exceed total assets of most urgently SANRAL and RAF as there was uncertainty as to whether the entities would be able to fund their future obligations. Updates should also be provided on the notable concerns regarding liquidity remaining for C-BRTA, PRSA, and PRASA (possible inclusion of ATNS will be determined once their annual report has been audited and tabled)

**7.2.9** The Department should report back to the Committee on a quarterly basis on its monitoring, tracking and engagement with its provincial and municipal counterparts on the implementation of the PRMG and other grants to ensure that money is used for its intended purpose, to ensure that there is value for money spent and to prevent a future need for roll-overs as an extension of the two-way KPI;

**7.2.10** The Department and its entities should ensure that the targets set in their Strategic Plans and APPs going forward adhere to the AGSA's SMART principles and ensure that sufficient records are available to prove that those targets had been met. Management in the Department, as well as the entities should ensure that it is possible to validate the processes and systems that produce the indicator to enable them to produce the required evidence supporting their reported performance. Conversely, they should adhere to the requirements of the Framework for Managing Programme Performance Information (FMPPPI) to ensure that all indicators are well defined and verifiable and that all targets are specific and measurable i.e. the nature and required level of performance is clearly specified and measurable;

**7.2.11** The Department should ensure that the budget allocation for projects is strengthened and realistic in order to reduce the high amounts of funds being transferred under Virement;

**7.2.12** The Department should develop an alternative investment attraction plan in order to make better use of Public-Private Partnerships and promotion of Private Sector Participation in the funding options for various infrastructure projects, such as the Moloto Corridor Project and other major infrastructure projects planned by the Department, as well as their provincial and municipal counterparts;

**7.2.13** The Committee takes a dim view of the non-compliance and the lack of tabling of Annual Reports in terms of the sections 8 and 65 of the PFMA. The outstanding Annual Report that is yet to be tabled before this committee are of a serious concern, especially as ATNS has in the past had numerous repeat findings issued by the Auditors. The Department should ensure, and assist well in time where it is able to, that all Annual Reports are submitted within the legislated timeframes for the AGSA, as well as tabling in time before Parliament. The outstanding report should be presented to the Committee as soon as it is tabled and referred to the Committee. The Committee would work towards submitting a supplementary report on the late received annual report, should it be tabled in time to do so;

**7.2.14** The C-BRTA should report to the Committee regarding the draft joint agreement towards resolving the impasse regarding the cross-border movements on the RSA/Kingdom of Lesotho route;

**7.2.15** The C-BRTA should report to the Committee regarding the continued engagements on the implementation of the 1996 SADC Protocol on Transport, Communications and Meteorology;

**7.2.16** The appointment of SAMSA's CEO should be expedited so that consequence management against officials who incur or permit irregular expenditure, as well as fruitless and wasteful expenditure are held to account;

**7.2.17** The RAF should be supported by the Department and stakeholders in discharging its mandate of efficiently and effectively providing compulsory social insurance cover for to all users of South African roads; rehabilitate and compensate people injured owing to the negligent driving of motor vehicles;

**7.2.18** The below-than-acceptable performance requires special interventions and a rescue plan that will ensure that, in the next financial year, PRASA, focuses on the following:

**7.2.18.1** Arresting the current decline in business performance;

**7.2.18.2** Focusing on reliability, availability, predictability of the service that is safe and secure and improves customer service satisfaction;

**7.2.18.3** Fixing a misaligned and fragmented organisational structure and drive efficiencies and effectiveness in the deployment of resources;

**7.2.18.4** Bringing organisational stability and strict governance; and

**7.2.18.5** Fast tracking our modernisation programme to improve passenger rail travel experience;

**7.2.19** That PRASA improves their current services and safety through the rollout of the turnaround strategy and the entity should also indicate progress towards the devolution of authority to regions for effective management and rail operations through quarterly reports on the above to the Committee;

**7.2.20** With regard to SANRAL, the Ministry must urgently seek to achieve finality regarding the GFIP funding model.

## 8. SUMMARY OF REPORTING REQUESTS

The Committee requested additional matters for the Department to report on:

Reporting matter	Action required	Timeframe
The Department should submit an improved Action Plan to address the findings of the AGSA, as well as the implementation of the recommendations made by the Committee in this report.	Written plan from the Department.	15 December 2018
The Department should submit a comprehensive briefing on steps it will be taking to assist in stabilising its entities (including filling of vacancies, conclusion and evaluation of shareholder agreements, improving the efficiency of the shareholder representatives on the boards, closely monitoring the implementation of projects and budget expenditure, etc.).	Written briefing from the Department.	15 December 2018
The Department should submit a comprehensive briefing on progress made on the filling of Board vacancies in entities as well as the filling of all critical posts within the Department and its entities.	Written briefing from the Department.	15 December 2018
The Department should submit a comprehensive briefing on progress made on the TRP and the Review thereof.	Written briefing from the Department.	15 December 2018
The Department should submit quarterly reports on investigations underway in the Department and all the entities.	Written plan from the Department.	Quarterly reports within 60 days of the adoption of this report by the NA
The Department should submit quarterly reports on pending litigation, as well	Written plan from the Department.	Quarterly reports within 60



Reporting matter	Action required	Timeframe
as settlements reached and judgments for and against the Department and all the entities.		days of the adoption of this report by the NA
The Department should submit quarterly reports on human resource management (retentions, secondments, transfers, retirements, training and skills transfers, resignations and dismissals), as well as report on progress in disciplinary matters (including suspensions) in the Department and all the entities.	Written plan from the Department.	Quarterly reports within 60 days of the adoption of this report by the NA
The Department should submit quarterly reports on the achievement of job creation targets in the Department and all the entities.	Written plan from the Department.	Quarterly reports within 60 days of the adoption of this report by the NA
The Department should submit quarterly reports on the <i>Shova Kalula</i> project.	Written plan from the Department.	Quarterly reports within 60 days of the adoption of this report by the NA
The Department should submit quarterly reports on the progress of projects linked with the following grants: <ul style="list-style-type: none"> <li>• PTOG</li> <li>• PRMG</li> <li>• PTNG</li> <li>• Rural Road Asset Management Systems Grant (RRAMS)</li> <li>• Coal Haulage Grant</li> <li>• Disaster Management Grant</li> </ul>	Written plan from the Department.	Quarterly reports within 60 days of the adoption of this report by the NA
The Department should submit quarterly reports on progress regarding the	Written plan from the Department.	Quarterly reports within 60

Reporting matter	Action required	Timeframe
Moloto Corridor Project and how this affects both the Road and Rail Programmes.		days of the adoption of this report by the NA
The Department should submit a comprehensive briefing on the progress made to address and/or implement recommendations emanating from Committee Oversight Reports during the year.	Written briefing from the Department.	15 December 2018
<p>The Department should submit quarterly reports on strategies to address the financial health status of:</p> <ul style="list-style-type: none"> <li>• C-BRTA</li> <li>• RAF</li> <li>• PRSA</li> <li>• SANRAL</li> <li>• PRASA</li> </ul>	<p>Written plans from the Department of Transport and:</p> <ul style="list-style-type: none"> <li>• C-BRTA</li> <li>• RAF</li> <li>• PRSA</li> <li>• SANRAL</li> <li>• PRASA</li> </ul>	Quarterly reports within 60 days of the adoption of this report by the NA.
<p>The Department with the C-BRTA should submit quarterly progress reports on progress regarding:</p> <ul style="list-style-type: none"> <li>• The implementation of the 1996 SADC Protocol on Transport, Communications and Meteorology;</li> <li>• The resolution of the impasse regarding the cross-border movements on the RSA/Kingdom of Lesotho route.</li> </ul>	Written plan from the Department.	Quarterly reports within 60 days of the adoption of this report by the NA
The Department with PRASA should submit a comprehensive briefing on the Werksmans contract from conclusion of the contract in 2015 to the current status of work performed by the firm and include the total expenditure to date	Written briefing from the Department.	15 December 2018

Reporting matter	Action required	Timeframe
relating to the contract in question as well as the progress on resolving the matters raised in the report.		
<p>The Department with PRASA should submit a comprehensive briefing on:</p> <ul style="list-style-type: none"> <li>• The Get-on-Track Rescue Plan it intends to implement as well as how this will address the shortages of trainsets currently online and how they intend to increase ridership;</li> <li>• The plan in place to ensure that PRASA complies with the RSR directives;</li> <li>• The plan in place to phase out manual authorisation or how they will ensure that the use of manual authorisation will not lead to another train collision or derailment.</li> </ul>	Written briefing from the Department.	15 December 2018
The Department with PRASA should submit quarterly reports on the plan to ensure that regional offices are equipped and properly authorised/delegated functions that would allow them to obtain the required services/spares in order to bring their respective rail services up to acceptable standards.	Written plan from the Department.	Quarterly reports within 60 days of the adoption of this report by the NA

## 9. SCOPA RESOLUTIONS

None

## 10. 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
No proof that national Treasury was notified of contract extension within the required timeframe	2017/18	Deviation Register was started for the Bidding and Quotation Offices.
No deviation approval where less than three quotations were obtained	2017/18	New Supply Chain Management (SCM) form was implemented and all sundry payments are signed off by SCM
Supplier did not declare close relationship in SBD 4 – Declaration of Interest Form	2017/18	Investigations Unit conducted an enquiry and found that the supplier was still married to the official of the Department, however in the Human Resources Unit and not in SCM. The matter was then reported to the National Treasury for condonement on the 24 <sup>th</sup> October 2018
Non-compliance with Preferential Procurement Regulations 2017	2017/18	Automated excel base calculator was developed and is currently being implemented. Furthermore, a service provider was appointed to perform re-calculation of scores for payments from 01 April 2017 up to March 2018
Supplier invoice not paid within 30 days	2017/18	This was an isolated case that was intended to save storage costs. However, the Department will ensure that in such cases, the payment terms are agreed upon with the supplier as required in terms of Section 38 of the PFMA

## **11. INTERNAL CONTROL UNIT**

The Directorate: Internal Control and Compliance is within the Office of the Chief Financial Officer (CFO). It is responsible for assisting management to ensure that adequate and effective internal control systems are in place and that the department complies with the financial management prescripts in its pursuit to achieve the strategic goals.

The Directorate played a vital role in facilitation of audits conducted by both the Office of the Auditor-General and the Internal Audit Unit of the Department. It administered audit queries raised by the Auditor-General and Internal Audit, and developed action plans to address internal control weaknesses identified by these assurance providers in their reports. During the financial year, the Directorate monitored the implementation of action plans to address internal control weaknesses and reported progress to the Executive Committee and Audit Committee to ensure that corrective actions are taken. Consequently all the findings raised by the Auditor-General were addressed by management during the financial year.

Internal Control and Compliance Directorate facilitated and coordinated the Audit Steering Committee meetings during the audit period as per the approved Audit Strategy of the Auditor-General to ensure constant communication and smooth running of the audit process. It also ensured that all information required by the Auditor-General is made available timeously.

The Directorate further facilitated the activities of the Loss Control Committee of the department and performed follow-up on resolutions taken by the Committee to ensure its implementation and accountability.

In relation to compliance management in the department, the Directorate reviewed the level of compliance with the Public Finance Management Act, Treasury Regulations, Division of Revenue Act (DORA), Financial Policies and Supply Chain Management prescripts through post-checking of payment batches and the compliance checklists. The consolidated internal control manual which includes all departmental circulars, policies and procedures, business flow charts and forms, was updated on the intranet for easy access by all officials of the department.

All the payment batches of the department were properly safeguarded and access thereto was effectively managed by Internal Control Directorate. The Directorate also participated in the task team that was formed to review the Supply Chain Management processes in the Department to ensure that gaps are identified and addressed and that there is compliance with the applicable prescripts.

## **12. INTERNAL AUDIT AND AUDIT COMMITTEES**

### **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 Functions 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:

- Litigation Review
- Internship Review
- Contract Management Review

- DoT Grant and International Scholarship Review
- Risk Management Review
- Interim Financial Statements Review
- MPAT Verification
- Strategic & APP Development Review
- Performance Information and Quarterly Reporting Review
- Scholar/Learner Transport Review
- DORA Review
- PARADOX User Account Management Review
- Information Access Control Management Review
- IT Business Continuity Review
- ICT Governance Review
- NLTIS Review
- Security Vulnerability Review
- Public Entity Oversight Follow-Up
- Vehicle Road Worthiness FU
- Security Management FU
- Registry Services FU
- Stakeholder Management FU
- Leave Management FU
- ITGCR FU
- User Account Management FU
- AGSA 2017/18 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:

<b>Name</b>	<b>Qualifications</b>	<b>Internal or external</b>	<b>Date appointed</b>	<b>Date Resigned</b>	<b>No. of Meetings attended</b>
<b>Ms Pumla Mzizi</b>	CA (SA) BCom (Hons) Transport Economics BCompt (Hons) BBus Sci Finance (Hons)	External	01 August 2016	Active	5
<b>Ms Maemili Ramataboe</b>	CA (Lesotho) MBA	External	01 August 2016	Active	6
<b>Adv Mamodupi Mohlala-Mulaudzi</b>	LLM LLB BA Law	External	01 August 2016	Active	3
<b>Mr. Nades Kandan</b>	Masters (Ins Dire) Higher Diploma IT Audit MDP Management CRISC IEDP (Finance)	External	01 August 2016	Active	6
<b>Mr. Victor Nondabula</b>	MBA Finance & International Business MA Political Science BA (Hons) Political Science	External	01 August 2016	Active	6

Name	Qualifications	Internal or external	Date appointed	Date Resigned	No. of Meetings attended
	Diploma Financial Management				

## **13. AUDIT COMMITTEE REPORT**

We are pleased to present our report for the financial year ended 31 March 2019.

### **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, has regulated its affairs in compliance with this charter and has discharged all its responsibilities as contained therein, except that we have not reviewed changes in accounting policies and practices.

### **The Effectiveness of Internal Control**

Our review of the findings of the Internal Audit work, which was based on the risk assessments conducted in the department revealed certain weaknesses, which were then raised with the Department.

The following internal audit work was completed during the year under review:

- Review of the interim financial statements and the annual financial statements;
- Litigations review;
- Internship programme review;
- Contract management review;
- DOT Grants & International Scholarships Review;
- Risk Management Review;
- MPAT;
- Performance Information and Quarterly Reporting;
- Strategic Planning and Annual Performance Plans Development;
- Scholar / Learner Transport Review;
- PARADOX User Account Management Review;
- IT Disaster Recovery Plan Review;
- Security vulnerability assessment;

- Follow-up audits on: Security Management, Registry Services, Stakeholder Management, Leave Management, ITGCR, User Account Management

There were no serious areas of concern as the internal controls were found to be adequate, but in some areas were found to be ineffective.

Through our analysis of audit reports from internal audit, Auditor General South Africa and engagements with the Department we can report that the system of internal control for the period under review was adequate and effective.

The department is continuously implementing the internal and external audit action plans agreed upon.

### **In-Year Management and Monthly/Quarterly Report**

The department has been reporting monthly and quarterly to the Treasury as is required by the PFMA.

The department has prepared the interim financial statements that materially comply with the financial reporting framework (Modified Cash Standard (MCS) which has assisted the department in identifying the challenges timeously.

### **Evaluation of Financial Statements**

The Committee has:

- reviewed and discussed the audited financial statements to be included in the annual report, with Management and the Accounting Officer;
- reviewed the Auditor-General's management report and management's response thereto;
- reviewed changes in accounting policies and practices;
- reviewed the department's compliance with legal and regulatory provisions;
- reviewed the information on predetermined objectives to be included in the annual report; and
- reviewed the audited financial statements for any significant adjustments resulting from the audit report.

It is important to note that the Audit Committee is of the understanding that the guarantees of the entities will be made good by the National Treasury so there is no direct financial exposure to the department.

### **Auditor General's Report**

The Audit Committee has reviewed the entity's implementation plan for audit issues raised in the previous year and satisfied that the matters have been adequately resolved. The Audit Committee is not aware of any unresolved issues with respect to the current audit.

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.

*Pumla Mzizi C.A.(S.A)*

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**Ms. Pumla Mzizi CA(SA)**  
**Chairperson of the Audit Committee**  
**Department of Transport**  
**Date: 9 August 2019**

# PART D: HUMAN RESOURCE MANAGEMENT

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## 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

### Achievements:

- Training Interventions: 479 employees (74% of staff establishment) and 74 interns trained against the set target of 50%. A total of 673 training interventions were facilitated.
- Women Empowerment: Five (5) female managers (3 senior and 2 middle managers) completed International Executive Development Programmes and International Leadership Development Programmes respectively.
- Internship Programme: DoT exceeded the DPSA target of 5% of the staff establishment by appointing 52 interns, which is 8% during 2018/19. Furthermore, 22 interns were appointed and placed within various Municipalities across the country.
- Learnership Programme: Public Administration Learnership at NQF level 5 was managed for 15 employees without formal qualifications. These employees are mostly Office Administrators, Food Service Aids and Drivers.
- Bursaries: 56 new bursaries awarded to serving employees against the set target of 50. A total of 156 existing bursaries were managed; and 28 bursars completed their qualifications (8 were Masters degrees).
- Career Outreach: A total of fourteen (14) career outreach sessions conducted, reaching 6 233 learners. (Target of 10 sessions, set for the financial year, exceeded).
- Partnerships: Eleven (11) Memoranda of Understandings (MoUs) with Institutions of Higher Learning managed. A total of 953 learners were enrolled during the period under review; and 187 graduated during the 2018 academic year. A new partnership was successfully entered into with the University of Witwatersrand for the training of

Aeronautical Engineers. This translated into twelve (12) partnerships that the DoT has with Institutions of Higher Learning.

- Support for TVETs: Capacity development workshop for lecturer and management of Technical Vocational, Educational and Training (TVET) Colleges coordinated during the financial year. The DoT support pushed the enrollment of learners doing transport qualification to 3 053 learners within the 14 TVET Colleges across the country.
- Performance Agreements: 98% (SMS) and 98% (Salary Levels 12 and below) Successfully submission of Performance Agreements duly achieved.
- Performance Appraisals: Appraisals were successfully conducted and performance incentives for 2017/18 performance cycle paid to the qualifying employees accordingly.
- Employee Health and Wellness: Services rendered to all DoT staff and their immediate families where they receive assistance and support on problems that affect work performance.
- Counselling: Approximately 71 face-to-face counselling sessions were provided to Department of Transport through ICAS
- Life Management: Services addressing issues of life and work balance, relationship and communication enhancement, life transitions, financial and business stability averaged at about 41.2% during the 2018/2019 financial year.
- Flu Vaccination: In an effort to reduce absenteeism due to illness, a Flu Vaccination drive is conducted annually during the month of April/May in the Department, in partnership with nurses from Medirite Pharmacy, 44 staff members were vaccinated in the 2018 campaign. And they are also given information on how to protect themselves from the flu virus.
- Distribution of Nutritional Supplements: E-pap and Life Boost pills distributed to all staff as per need to boost their immune systems.
- Blood Donation: Blood donation drives held every quarter to enable staff to donate blood on site.



- Wellness Expo Week: Expo held in September 2018, where various psycho-social issues were tackled, and employees participated in Health Risk Assessment and HIV Counselling and Testing.
- Transport Sector World AIDS Day: Successfully commemorated on December 2018 and the Condom week campaign held at Bosman station on February 2019. The campaign seeks to intervene in a joint effort to minimize the negative impact caused by risky behaviours, in an effort to combat the spread of HIV/AIDS and create awareness of the importance of early identification and management of diseases such as TB, hypertension, and diabetes.
- New developments and trends on the implementation of a comprehensive Employee Health and Wellness Programme have been adapted to ensure improved service delivery in the Department.
- Departmental Events: Hosted in line with the National Health Calendar events such as Condom Week, and Pregnancy Week etc.
- Access to HIV Counselling and Testing has been created for all Departmental employees through HCT Campaign in the workplace and through referrals.
- Served as a Marketing and promotion of Employee Health and Wellness issues in the department done, through information (E-mails, Posters, etc circulated) and Orientation/Induction sessions conducted regularly.
- DoT Branded Bereavement and Get Well Soon Cards have been sent to all bereaved family members and hospitalized staff.
- The Employee Health and Wellness Team serves as the Chair and Secretariat to the Transport Sector HIV and AIDS Coordinating Committee and a focal point on HIV&AIDS and Wellness issues in the Interdepartmental Departmental Committees and other relevant structures (Immigration and Migrant Task Team, etc.)
- Employees and their supervisors frequently consult the Sub-Directorate: EHW for assistance with different psychosocial issues but not limited to : Absenteeism, HIV and AIDS, substance abuse, family and financial problems, mental illness, stress, domestic

violence and child care. Consultations and counselling with both line managers and staff, is handled professionally and confidentially. Although there are challenges with regards to human and financial resources, the employees concerned are making good progress and job performance is enhanced.

### 3. HUMAN RESOURCES OVERSIGHT STATISTICS

#### 3.1. Personnel related expenditure

The following tables summarise 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 2018 and 31 March 2019*

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%	0.00
Administration	378 592.00	200 477.00	0.00	0.00	53%	517.00
Civil Aviation	167 536.00	35 587.00	0.00	0.00	21.20%	481.00
Direct charge against the NRF	2 976.00	0.00	0.00	0.00	0.00	0.00
Integrated Transport Planning	71 252.00	49 716.00	0.00	0.00	69.80%	721.00
Maritime Transport	123 568.00	21 223.00	0.00	0.00	17.20%	786.00
Public Transport	12 509 629.00	51 844.00	0.00	0.00	0.40%	459.00
Rail Transport	15 873 589.00	25 978.00	0.00	0.00	0.20%	722.00
Road Transport	30 066 925.00	55 187.00	0.00	0.00	0.20%	665.00
<b>Total</b>	<b>59 194 068.00</b>	<b>440 012.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.70%</b>	<b>557.00</b>

*Table 3.1.2 Personnel costs by salary band for the period 1 April 2018 and 31 March 2019*

Salary band	Personnel expenditure (R'000)	% of total personnel cost	No. of employees	Average personnel cost per employee (R'000)
Lower skilled (Levels 1-2)	0.00	0%	0	0.00
Skilled (level 3-5)	13 471.00	3%	53	254 170.00
Highly skilled production (levels 6-8)	88 795.00	19.60%	237	374 662.00
Highly skilled supervision (levels 9-12)	183 271.00	40.40%	247	454 152.00
Senior and Top management (levels 13-16)	124 203.00	27.30%	98	454 152.00
Contract (levels 3-5)	612.00	0.10%	3	454 152.00
Contract (levels 6-8)	2 157.00	0.50%	7	454 152.00
Contract (levels 9-12)	1 137.00	0.30%	5	227 400.00
Contract (levels 13-16)	17 792.00	3.90%	13	454 152.00
Periodical Remuneration	9 750.00	2.10%	62.50	156 000.00
Abnormal Appointment	4 128.00	0.90%	64.50	454 152.00
<b>Total</b>	<b>445 315.00</b>	<b>98.10</b>	<b>790</b>	<b>563 690.00</b>

*Table 3.1.3 Salaries, Overtime, Home Owners Allowance and Medical Aid by programme for the period 1 April 2018 and 31 March 2019*

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
Administration	170 182.00	83.80%	2 922.00	1.40%	4 579.00	2.30%	5 696.00	2.80%
Civil Aviation	28 998.00	73.80%	0.00	0.00%	721.00	1.80%	1 210.00	3.10%
Integrated Transport Planning	43 107.00	85.40%	84.00	0.20%	947.00	1.90%	1 263.00	2.50%
Maritime Transport	15 110.00	84.10%	15.00	0.10%	436.00	2.40%	529.00	2.90%
Public Transport	45 974.00	82.70%	3.00	0.00	879.00	1.60%	1 211.00	2.20%
Rail Transport	22 468.00	85.90%	0.00	0.00	436.00	1.70%	756.00	2.90%

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
Road Transport	49 142.00	79.80%	27.00	0.00	1 074.00	1.70%	1 667.00	2.70%
<b>Total</b>	<b>374 982.00</b>	<b>82.60%</b>	<b>3 051.00</b>	<b>0.70%</b>	<b>9 070.00</b>	<b>2%</b>	<b>12 333.00</b>	<b>2.70%</b>

*Table 3.1.4 Salaries, Overtime, Home Owners Allowance and Medical Aid by salary band for the period 1 April 2018 and 31 March 2019*

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%	0.00	0%	0.00	0%	0	0%
Skilled (level 3-5)	9 551.00	70.60%	610.00	4.50%	774.00	5.70%	1 284.00	9.50%
Highly skilled production (levels 6-8)	69 926.00	78.30%	1 470.00	1.60%	3 153.00	3.50%	5 910.00	6.60%
Highly skilled supervision (levels 9-12)	158 124.00	83.90%	943.00	0.50%	2 602.00	1.40%	4 003.00	2.10%
Senior management (level 13-16)	110 106.00	86.90%	0.00	0.00	2 459.00	1.90%	1 136.00	0.90%
Contract (levels 3-5)	570.00	93.10%	0.00	0%	9.00	1.50%	0.00	0%
Contract (levels 6-8)	2 015.00	93.10%	29.00	1.30%	0.00	0%	0	0%
Contract (levels 9-12)	962.00	83.60%	0.00	0%	0	0%	0	0%
Contract (levels 13-16)	16 488.00	91.90%	0.00	0%	72.00	0.40%	0	0%
Periodical Remuneration	3 112.00	31%	0.00	0%	0.00	0%	0	0%

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
Abnormal Appointment	4 128.00	94.30%	0.00	0%	0.00	0%	0	0%
<b>Total</b>	<b>374 982.00</b>	<b>82.60%</b>	<b>3 051.00</b>	<b>0.70%</b>	<b>9 070.00</b>	<b>2%</b>	<b>12 333.00</b>	<b>2.70%</b>

### 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 2019*

Programme	Number of posts on approved establishment	Number of posts filled	Vacancy Rate	Number of employees additional to the establishment
<b>Programme 1</b> (Transport Ministry, Office of the Deputy Minister, Office of the Director-General, Office of the Chief Operations Officer, Office of the Chief Financial Officer & Transport Information Systems)	414	310	25.12%	8

<b>Programme</b>	<b>Number of posts on approved establishment</b>	<b>Number of posts filled</b>	<b>Vacancy Rate</b>	<b>Number of employees additional to the establishment</b>
<b>Programme 2</b> (Integrated Transport Planning)	80	70	12.50%	0
<b>Programme 3</b> (Rail Transport)	41	36	12.19%	0
<b>Programme 4</b> (Road Transport)	125	80	36%	1
<b>Programme 5</b> (Civil Aviation)	75	50	33.33%	0
<b>Programme 6</b> (Maritime Transport)	48	30	37.50%	0
<b>Programme 7</b> (Public Transport)	95	69	27.37%	1
<b>Total</b>	878	645	26.54%	10

*Table 3.2.2 Employment and vacancies by salary band as on 31 March 2019*

<b>Salary band</b>	<b>Number of posts on approved establishment</b>	<b>Number of posts filled</b>	<b>Vacancy Rate</b>	<b>Number of employees additional to the establishment</b>
<b>Lower skilled ( 1-2)</b>	0	0	0%	0
<b>Skilled (3-5)</b>	67	56	26.31%	0
<b>Highly skilled production (6-8)</b>	314	236	24.84%	2
<b>Highly skilled supervision (9-12)</b>	346	254	26.59%	1
<b>Senior Management (13-16)</b>	151	99	34.44%	7
<b>Total</b>	878	645	26.54%	10

*Table 3.2.3 Employment and vacancies by critical occupations as on 31 March 2019*

Critical occupation	Number of posts on approved establishment	Number of posts filled	Vacancy Rate	Number of employees additional to the establishment
Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable

### 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 2019*

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	1	1	100%	0	0%
Salary Level 16	0	0	0%	0	0%
Salary Level 15	10	3	30%	7	70%
Salary Level 14	36	26	72.22%	10	27.78%
Salary Level 13	104	69	66.35%	35	33.65%
<b>Total</b>	<b>151</b>	<b>99</b>	<b>65.56%</b>	<b>52</b>	<b>34.44%</b>

*Table 3.3.2 SMS post information as on 30 September 2018*

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	1	0	100%	1	100%
Salary Level 16	0	0	0%	0	0%
Salary Level 15	10	3	30%	7	70%
Salary Level 14	36	27	75%	9	25%
Salary Level 13	105	70	66.67%	35	33.33%
<b>Total</b>	<b>152</b>	<b>100</b>	<b>65.79%</b>	<b>52</b>	<b>34.21%</b>



*Table 3.3.3 Advertising and filling of SMS posts for the period 1 April 2018 and 31 March 2019*

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	1	0	0
Salary Level 13	4	0	0
<b>Total</b>	5	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 2018 and 31 March 2019*

Reasons for vacancies not advertised within twelve months
<ul style="list-style-type: none"> <li>• Availability of Funds</li> </ul>

Reasons for vacancies not filled within twelve months
<ul style="list-style-type: none"> <li>• Late approval of HR Delegations</li> </ul>
<ul style="list-style-type: none"> <li>• Lack of suitable candidates for advertised posts</li> </ul>
<ul style="list-style-type: none"> <li>• Budgetary constraints</li> </ul>

**Notes**

- In terms of the Public Service Regulations Chapter 1, Part VII C.1A.3, departments must indicate good cause or reason for not having complied with the filling of SMS posts within the prescribed timeframes.

*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 2018 and 31 March 2019*

Reasons for vacancies not advertised within six months
<ul style="list-style-type: none"> <li>• None</li> </ul>

Reasons for vacancies not filled within six months
None

### 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 2018 and 31 March 2019*

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)	67	2	2.98%	1	1.49%	0	0%
Highly skilled production (Levels 6-8)	314	13	4.14%	0	0%	0	0%
Highly skilled supervision (Levels 9-12)	346	15	4.33%	0	0%	0	0%
Senior Management Service Band A	104	16	15.38%	0	0%	0	0%
Senior Management Service Band B	36	4	11.11%	0	0%	0	0%
Senior Management Service Band C	10	0	0%	0	0%	0	0%
Senior Management Service Band D	1	0	0%	0	0%	0	0%

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
<b>Total</b>	878	50	5.69%	1	0.11%	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 2018 and 31 March 2019*

Gender	African	Asian	Coloured	White	Total
Female	0	0	0	0	0
Male	1	0	0	0	1
<b>Total</b>	1	0	0	0	1

<b>Employees with a disability</b>	<b>0</b>
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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 2018 and 31 March 2019*

Occupation	Number of employees	Job evaluation level	Remuneration level	Reason for deviation
Deputy Director-General (L15)	1	15	16	Lateral transfer to DoT from KZN
Director (L13)	3	13	14	Retention purposes
Deputy Director (L11)	2	11	13	Retention purposes
Deputy Director (L11)	20	11	12	Job Parity
Assistant Director (L9)	15	9	10	Job Parity
Assistant Director (L9)	1	9	11	Retention purposes
Administrative Officer (L7)	3	7	8	Grade Progression
Administrative Assistant (L6)	4	6	7	Grade Progression
Receptionist/Secretary (L6)	1	6	9	Retention purposes

Occupation	Number of employees	Job evaluation level	Remuneration level	Reason for deviation
Driver/Messenger (L4)	1	5	4	Retention purposes
Driver/Messenger (L4)	1	4	3	Retention purposes
<b>Total number of employees whose salaries exceeded the level determined by job evaluation</b>				52
<b>Percentage of total employed</b>				8.06%

The following table summarises the beneficiaries of the above in terms of race, gender, and disability.

*Table 3.4.4 Profile of employees who have salary levels higher than those determined by job evaluation for the period 1 April 2018 and 31 March 2019*

Gender	African	Asian	Coloured	White	Total
Female	25	2	0	2	29
Male	22	0	1	0	23
<b>Total</b>	<b>47</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>52</b>
<b>Employees with a disability</b>					
	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

#### Notes

- If there were no cases where the salary levels were higher than those determined by job evaluation, keep the heading and replace the table with the following:

Total number of employees whose salaries exceeded the grades determined 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 2018 and 31 March 2019*

Salary band	Number of employees at beginning of period 1 April 2018	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 (Levels3-5)	57	2	2	3.51%
Highly skilled production (Levels 6-8)	240	15	12	5%
Highly skilled supervision (Levels 9-12)	244	9	9	3.69%
Senior Management Service Bands A	70	0	3	4.28%
Senior Management Service Bands B	27	1	2	7.41%
Senior Management Service Bands C	3	0	0	0%
Senior Management Service Bands D	0	0	0	0%
Contracts	28	16	5	17.86%
<b>Total</b>	<b>669</b>	<b>43</b>	<b>33</b>	<b>4.93%</b>

*Table 3.5.2 Annual turnover rates by critical occupation for the period 1 April 2018 and 31 March 2019*

Critical occupation	Number of employees at beginning of period-April 2018	Appointments and transfers into the department	Terminations and transfers out of the department	Turnover rate
Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable

## Notes

- The CORE classification, as prescribed by the DPSA, should be used for completion of this table.
- Critical occupations are defined as occupations or sub-categories within an occupation:
  - (a) in which there is a scarcity of qualified and experienced persons currently or anticipated in the future, either because such skilled persons are not available or they are available but do not meet the applicable employment criteria;
  - (b) for which persons require advanced knowledge in a specified subject area or science or learning field and such knowledge is acquired by a prolonged course or study and/or specialised instruction;
  - (c) where the inherent nature of the occupation requires consistent exercise of discretion and is predominantly intellectual in nature; and
  - (d) in respect of which a department experiences a high degree of difficulty to recruit or retain the services of employees.

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 2018 and 31 March 2019*

Termination Type	Number of Employees	% of Total Resignations
Death	2	6.06%
Resignation	12	36.36%
Expiry of contract	5	15.15%
Dismissal – operational changes	0	0%
Dismissal – misconduct	1	3.03%
Dismissal – inefficiency	0	0%
Discharged due to ill-health	0	0%
Retirement	5	15.15%
Transfer to other Public Service Departments	8	24.25%
Other	0	0
<b>Total</b>	<b>33</b>	<b>5.12%</b>
<b>Total number of employees who left as a % of total employment</b>	<b>5.12%</b>	<b>5.12%</b>

*Table 3.5.4 Promotions by critical occupation for the period 1 April 2018 and 31 March 2019*

<b>Occupation</b>	<b>Employees 1 April 2018</b>	<b>Promotions to another salary level</b>	<b>Salary level promotions as a % of employees by occupation</b>	<b>Progressions to another notch within a salary level</b>	<b>Notch progression as a % of employees by occupation</b>
Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable

*Table 3.5.5 Promotions by salary band for the period 1 April 2018 and 31 March 2019*

<b>Salary Band</b>	<b>Employees 1 April 2018</b>	<b>Promotions to another salary level</b>	<b>Salary bands promotions as a % of employees by salary level</b>	<b>Progressions to another notch within a salary level</b>	<b>Notch progression as a % of employees by salary bands</b>
<b>Lower skilled (Levels 1-2)</b>	0	0	0%	0	0%
<b>Skilled (Levels 3-5)</b>	57	1	1.75%	46	80.70%
<b>Highly skilled production (Levels 6-8)</b>	240	8	3.33%	189	78.75%
<b>Highly skilled supervision (Levels 9-12)</b>	244	16	6.56%	149	61.06%
<b>Senior Management (Level 13-16)</b>	100	1	1%	76	76%
<b>Total</b>	641	26	4.06%	460	71.76%

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 2019*

Occupational category	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Legislators, senior officials and managers	53	0	4	3	30	0	3	4	97
Professionals	0	0	0	0	0	0	0	0	0
Technicians and associate professionals	106	1	0	4	124	2	5	6	248
Clerks	69	4	0	1	149	1	0	8	232
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	0	0	0	0	0	0	0	0	0
Elementary occupations	33	0	0	0	21	0	0	0	54
<b>Total</b>	261	5	4	8	324	3	5	18	631
Employees with disabilities	5	0	0	0	4	0	0	5	14

*Table 3.6.2 Total number of employees (including employees with disabilities) in each of the following occupational bands as on 31 March 2019*

Occupational band	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Top Management	4	0	0	0	0	0	0	0	4
Senior Management	49	0	4	3	31	0	3	5	95



Occupational band	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Professionally qualified and experienced specialists and mid-management	62	0	0	2	61	2	5	5	137
Skilled technical and academically qualified workers, junior management, supervisors, foreman and superintendents	47	1	0	2	65	0	0	2	117
Semi-skilled and discretionary decision making	70	4	0	1	150	1	0	10	236
Unskilled and defined decision making	34	0	0	0	21	0	0	1	56
<b>Total</b>	<b>266</b>	<b>5</b>	<b>4</b>	<b>8</b>	<b>328</b>	<b>3</b>	<b>8</b>	<b>23</b>	<b>645</b>

*Table 3.6.3 Recruitment for the period 1 April 2018 to 31 March 2019*

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	4	0	0	0	1	0	1	0	6
Skilled technical and academically qualified workers, junior management, supervisors, foreman	3	0	0	0	0	0	0	0	3

Occupational band	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
and superintendents									
Semi-skilled and discretionary decision making	9	0	0	0	6	0	0	0	15
Unskilled and defined decision making	1	0	0	0	1	0	0	0	2
<b>Total</b>	18	0	0	0	8	0	1	0	27
Employees with disabilities	0	0	0	0	0	0	0	0	0

*Table 3.6.4 Promotions for the period 1 April 2018 to 31 March 2019*

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	3	0	0	0	5	0	0	0	8
Skilled technical and academically qualified workers, junior management, supervisors, foreman and superintendents	3	0	0	0	5	0	0	0	8
Semi-skilled and discretionary decision making	2	0	0	0	6	0	0	0	8
Unskilled and defined decision making	1	0	0	0	0	0	0	0	1
<b>Total</b>	10	0	0	0	16	0	0	0	26
Employees with disabilities	0	0	0	0	0	0	0	0	0

*Table 3.6.5 Terminations for the period 1 April 2018 to 31 March 2019*

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	4	0	0	0	1	0	0	0	5
Professionally qualified and experienced specialists and mid-management	4	0	0	0	1	0	0	0	5
Skilled technical and academically qualified workers, junior management, supervisors, foreman and superintendents	2	1	0	0	1	0	0	0	4
Semi-skilled and discretionary decision making	4	1	0	0	5	0	1	1	12
Unskilled and defined decision making	1	0	0	0	1	0	0	0	2
<b>Total</b>	15	2	0	1	8	0	1	1	28
Employees with Disabilities	0	0	0	0	0	0	0	0	0

*Table 3.6.6 Disciplinary action for the period 1 April 2018 to 31 March 2019*

Disciplinary action	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Dismissals	3	0	0	1	0	0	0	0	4
Process Underway									
<b>TOTAL</b>	3	0	0	1	0	0	0	0	4

*Table 3.6.7 Skills development for the period 1 April 2018 to 31 March 2019*

Occupational category	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Legislators, senior officials and managers	39	0	2	1	46	0	3	1	92

Occupational category	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Professionals	0	0	0	0	0	0	0	0	0
Technicians and associate professionals	145	4	0	6	123	1	4	3	286
Clerks	171	3	0	1	121	0	0	0	296
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	0	0	0	0	0	0	0	0	0
Elementary occupations	20	0	0	0	30	0	0	0	50
<b>Total</b>	<b>375</b>	<b>7</b>	<b>2</b>	<b>8</b>	<b>320</b>	<b>1</b>	<b>7</b>	<b>4</b>	<b>724</b>
Employees with disabilities	1				2			1	

### 3.7. Signing of Performance Agreements by SMS Members

All members of the SMS must conclude and sign performance agreements within specific timeframes. Information regarding the signing of performance agreements by SMS members, the reasons for not complying within the prescribed timeframes and disciplinary steps taken is presented here.

*Table 3.7.1 Signing of Performance Agreements by SMS members as on 31 May 2018*

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	-	-	-	-
Salary Level 16	1	1	1	100%
Salary Level 15	2	2	2	100%
Salary Level 14	29	29	28	97%
Salary Level 13	70	70	69	99%

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
<b>Total</b>	<b>103</b>	<b>103</b>	<b>101</b>	<b>98%</b>

**Notes**

- In the event of a National or Provincial election occurring within the first three months of a financial year all members of the SMS must conclude and sign their performance agreements for that financial year within three months following the month in which the elections took place. For example if elections took place in April 2019, the reporting date in the heading of the table above should change to 31 July 2019.

Table 3.7.2 Reasons for not having concluded Performance agreements for all SMS members as on 31 March 2019

Reasons
Reasons for not concluding Performance Agreements were not provided to the Directorate: HRD & MDS, in the event no reason provided it is regarded as non-compliance in terms of the DPSA prescripts.

**Notes**

- The reporting date in the heading of this table should be aligned with that of Table 3.7.1.

Table 3.7.3 Disciplinary steps taken against SMS members for not having concluded Performance agreements as on 31 March 2019

Reasons
None

**Notes**

- The reporting date in the heading of this table should be aligned with that of Table 3.7.1.

### 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 2018 to 31 March 2019*

Race and Gender	Beneficiary Profile			Cost	
	Number of beneficiaries	Number of employees	% of total within group	Cost (R'000)	Average cost per employee
<b>African</b>					
Male	216	275	78.50	2 904	13 447
Female	290	330	87.90	3 025	10 432
<b>Asian</b>					
Male	3	4	75	98	32 853
Female	6	8	75	149	24 839
<b>Coloured</b>					
Male	6	6	100	43.84	7 306
Female	3	3	100	39.49	13 163
<b>White</b>					
Male	8	8	100	284.40	35 550
Female	20	22	90.90	274	13 704
Employees with disability	6	7	85.70	62.36	10 393
<b>Total</b>	<b>558</b>	<b>663</b>	<b>84.20</b>	<b>6 881</b>	<b>12 333</b>

*Table 3.8.2 Performance Rewards by salary band for personnel below Senior Management Service for the period 1 April 2018 to 31 March 2019*

Salary band	Beneficiary Profile			Cost	
	Number of beneficiaries	Number of employees	% of total within salary bands	Total Cost (R'000)	Average cost per employee
<b>Lower Skilled (Levels 1-2)</b>	-	-	-	-	-
<b>Skilled (level 3-5)</b>	51	53	96.20	165 64	3 248
<b>Highly skilled production (level 6-8)</b>	209	237	88.20	1 213	5 806
<b>Highly skilled supervision (level 9-12)</b>	222	247	89.90	3 172	14 289
<b>11 Contract (levels 3-5)</b>	0	3	0	0	0

Salary band	Beneficiary Profile			Cost	
	Number of beneficiaries	Number of employees	% of total within salary bands	Total Cost (R'000)	Average cost per employee
12 Contract (levels 6-8)	1	7	14.30	3.32	3 312
13 Contract (levels 9-12)	1	5	20	11.70	11 705
<b>Total</b>	<b>484</b>	<b>552</b>	<b>87.70</b>	<b>4 566</b>	<b>9 435</b>

Table 3.8.3 Performance Rewards by critical occupation for the period 1 April 2018 to 31 March 2019

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	23	27	85.20	232.08	10 090
Human Resources Clerks	13	10	130	93.34	7 180
Messengers Porters And Deliverers	10	10	100	36.15	3 615
Human Resources and Organisational Development and Related Prof	2	1	200	39.08	19 542
Risk Management and Security Services	1	2	50	18.58	18 579
Aviation Related	4	6	66.70	71.30	17 826
Logistical Support Personnel	3	4	75	9.93	3 311
Finance and Economics Related	2	3	66.70	42.29	21 143
Natural Sciences Related	1	2	50	24.40	24 405
Other Administrat and Related Clerks and Organisers	53	65	81.50	474.66	8 956
Appraisers-Valuers and Related Professionals	1	1	100	29.60	29 597
Other Occupations	1	3	33.30	20.02	20 015
Legal Related	4	4	100	46.92	11 731
Financial and Related Professionals	2	3	66.70	35.28	17 640
Diplomats	1	1	100	9.52	9 520
Administrative Related	47	51	92.20	814.81	17 336

Critical Occupation	Beneficiary Profile			Cost	
	Number of beneficiaries	Number of employees	% of total within occupation	Total Cost (R'000)	Average cost per employee
Biologists Botanists Zoologists and Rel Professional	2	2	100	92.06	46 030
Communication and Information Related	6	6	100	80.87	13 479
Secretaries and Other Keyboard Operating Clerks	89	97	91.80	450.78	5 065
Library Mail and Related Clerks	4	5	80	19.50	4 874
Human Resources Related	7	8	87.50	137.03	19 576
Trade/Industry Advisers and Other Related Profession	1	1	100	27.89	27 886
Head Of Department/Chief Executive Officer	0	5	0.00	0	0
Computer Programmers	1	1	100	9.44	9 440
Trade Labourers	1	1	100	3.38	3 383
Language Practitioners Interpreters and Other Commun	1	1	100	15.68	15 667
Regulatory Inspectors	1	1	100	17.77	17 768
Material Recording and Transport Clerks	1	3	33.30	3	3 003
Other Administrative Policy and Related Officers	174	208	83.70	2 048	11 771
Senior Managers	53	76	69.70	1 697	32 034
Client Inform Clerks (Switchb Recept Inform Clerks	5	5	100	20.61	4 122
Computer System Designers and Analysts	3	3	100	37.74	12 581
Engineers and Related Professionals	1	1	100	24.40	24 405
Other Information	9	12	75	75.93	8 437



Critical Occupation	Beneficiary Profile			Cost	
	Number of beneficiaries	Number of employees	% of total within occupation	Total Cost (R'000)	Average cost per employee
Technology Personnels					
Light Vehicle Drivers	3	3	100	8.83	2 944
Security Guards	14	16	87.50	45.62	3 259
Food Services Aids and Waiters	12	13	92.30	32.49	2 708
Librarians and Related Professionals	1	1	100	7.56	7 558
Agriculture Related	1	1	100	27.07	27 068
<b>Total</b>	<b>558</b>	<b>668</b>	<b>84.20</b>	<b>6 881</b>	<b>12 333</b>

#### Notes

- The CORE classification, as prescribed by the DPSA, should be used for completion of this table.
- Critical occupations are defined as occupations or sub-categories within an occupation –
  - in which there is a scarcity of qualified and experienced persons currently or anticipated in the future, either because such skilled persons are not available or they are available but do not meet the applicable employment criteria;
  - for which persons require advanced knowledge in a specified subject area or science or learning field and such knowledge is acquired by a prolonged course or study and/or specialised instruction;
  - where the inherent nature of the occupation requires consistent exercise of discretion and is predominantly intellectual in nature; and
  - in respect of which a department experiences a high degree of difficulty to recruit or retain the services of employees;

*Table 3.8.4 Performance related rewards (cash bonus), by salary band for Senior Management  
Service for the period 1 April 2017 to 31 March 2018*

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	52	71	73.20	1 466	28 207	1.80
Band B	22	29	75.90	848	38 563	2.10
Band C	0	7	0.00	0	0	0

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 D	0	4	0.00	0	0	0
<b>Total</b>	<b>74</b>	<b>111</b>	<b>66.70</b>	<b>2 315</b>	<b>31 286</b>	<b>1.60</b>

### 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 2018 and 31 March 2019*

Salary band	01 April 2018		31 March 2019		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%
<b>Total</b>	<b>2</b>	<b>100%</b>	<b>2</b>	<b>100%</b>	<b>0</b>	<b>0%</b>

*Table 3.9.2 Foreign workers by major occupation for the period 1 April 2018 and 31 March 2019*

Major occupation	01 April 2018		31 March 2019		Change	
	Number	% of total	Number	% of total	Number	% Change
Administrative Office Workers	1	50%	1	50%	0	0%
Other Occupations	0	0%	0	0%	0	0%
Professionals and Managers	1	50%	1	50%	0	0%
<b>Total</b>	<b>2</b>	<b>100%</b>	<b>2</b>	<b>100%</b>	<b>0</b>	<b>0%</b>

### 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 2018 to 31 December 2018*

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	0.00
Skilled (levels 3-5)	307	69.40%	46	9.10%	7	242.00
Highly skilled production (levels 6-8)	1 451	69%	194	38.50%	7	1 951.00
Highly skilled supervision (levels 9 -12)	1314	69.30%	197	39.10%	7	3 486.00
Senior Management (levels 13-16)	323	69%	60	11.90%	5	1 371.00
Contract (levels 13-16)	10	100%	3	0.60%	3	43.00
Contract (levels 6-8)	13	61.50%	4	0.80%	3	17.00
<b>Total</b>	<b>3 418</b>	<b>69.20%</b>	<b>504</b>	<b>100%</b>	<b>7</b>	<b>7 110.00</b>

*Table 3.10.2 Disability leave (temporary and permanent) for the period 1 January 2018 to 31 December 2018*

Salary band	Total days	% Days with Medical certification	Number of Employees using disability leave	% of total employees using disability leave	Average days per employee	Estimated Cost (R'000)
Lower skilled (Levels 1-2)	0	0%	0	0%	0	0.00
Skilled (Levels 3-5)	36	100%	1	4.30%	36	25.00
Highly skilled production (Levels 6-8)	538	100%	17	73.90%	32	653.00
Highly skilled supervision (Levels 9-12)	74	100%	4	17.40%	19	180.00
Senior management (Levels 13-16)	18	100%	1	4.30%	18	66.00
<b>Total</b>	<b>666</b>	<b>100%</b>	<b>23</b>	<b>100%</b>	<b>29</b>	<b>924.00</b>

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 2018 to 31 December 2018*

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)	1375	54	25
Highly skilled production (Levels 6-8)	5 969.92	250	24
Highly skilled supervision (Levels 9-12)	6 499	258	25
Senior management (Levels 13-16)	2584	103	25
Contract (Levels 3-5)	21	3	7
Contract (Levels 6-8)	115	9	13
Contract (Levels 9-12)	3	1	3
Contract (Levels 13-16)	122	11	11
<b>Total</b>	<b>16 688.92</b>	<b>689</b>	<b>24</b>

*Table 3.10.4 Capped leave for the period 1 January 2018 to 31 December 2018*

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 2019
Lower skilled (Levels 1-2)	0	0	0	0
Skilled (Levels 3-5)	0	0	0	0
Highly skilled production (Levels 6-8)	8	2	4	39
Highly skilled supervision (Levels 9-12)	54	4	14	43
Senior management (Levels 13-16)	0	0	0	0
<b>Total</b>	<b>62</b>	<b>6</b>	<b>18</b>	<b>82</b>

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 2018 and 31 March 2019*

Reason	Total amount (R'000)	Number of employees	Average per employee
Annual – Discounting with Resignation (Work days)	984.00	26	37 846.00
Annual – Discounting: Unused Vacation Credits (Work days)	36.00	1	36 000.00
Annual: Gratuity: Death/Retirement/Medical Retirement (Work days)	83.00	3	27 667.00
Capped: Gratuity: Death/Retirement/Medical Retirement (Work days)	331.00	2	165 500.00
<b>Total</b>	<b>1434.00</b>	<b>32</b>	<b>267 013.00</b>

### 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, that is why all staff irrespective of their employment levels are provided with Employee Health and Wellness cards to access counselling services.	The HIV/AIDS Policy and operational plan is being implemented in the Transport sector. Employees and Peer Counsellors have been trained on HIV/AIDS. Confidentiality underpins the HIV/AIDS programme through policy and its implementation.
Workshops and Seminars are arranged for all categories of employees indiscriminately. Strategic Planning sessions for SMS members are used to provide HCT and other Health Risk Assessments. They 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.

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 Public Service Regulations, 2001? If so, provide her/his name and position.	✓		Yes. Ms Vivian Mofokeng Acting Director: Organisational Development and Change Management.
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.	✓		Yes, there is a Sub-directorate: Employee Health and Wellness, which is designated for health and well-being of employees. There are three employees dedicated to this task <ul style="list-style-type: none"> <li>• Deputy Director: Employee Health and Wellness;</li> <li>• Wellness Officer,</li> <li>• Wellness Assistant.</li> </ul>
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.	✓		Yes, the Department has introduced a Wellness Programme with the following elements: <ul style="list-style-type: none"> <li>• Provide an effective framework for health promotion and preventative mechanism amongst employees;</li> <li>• 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 external service provider (ICAS)</li> <li>• Promote improvements in the workplace that increase the opportunity for enhanced performance and service delivery</li> <li>• Enhance the general wellbeing of employees through the implementation of a range of health and wellness</li> </ul>

Question	Yes	No	Details, if yes
			<p>interventions such as, Health Risk Assessments, Disease Management, Stress Management, Financial Management, family care matters such as Bereavement support etc</p> <ul style="list-style-type: none"> <li>• HIV/AIDS &amp; TB Management Programme</li> <li>• Prevent unnecessary absenteeism and lowered productivity caused by social, physical and psychological factors; and Provide orientation with regard to the functioning of the EHW.</li> <li>• Trauma Debriefing Sessions arranged for traumatized employees as per need.</li> <li>• Bereavement support offered to employees and their families.</li> </ul>
<p>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>	✓		<p>Transport Sector HIV/AIDS Committee has been established</p> <ul style="list-style-type: none"> <li>• Ms V. Mofokeng, Ms D. Bohlole, and Ms P. Ramakhale - Department of Transport</li> <li>• Mr J. Phiri- SAMSA</li> <li>• Ms Sibanyoni- WrHI</li> <li>• Mr L. Malaka- SANAC</li> <li>• Mr T. Mthombeni- Trucking Wellness /Corridor Empower</li> <li>• Ms L. Kwini - PRASA</li> <li>• Ms L. Pillay- North Star Alliance</li> <li>• Mr B. Sibiya- RSR</li> <li>• Ms E. Marumo- DOH</li> <li>• Ms S. Moekatsane - RAF</li> <li>• Ms T Odame-Takyi - Gauteng Provincial Department of Transport</li> <li>• Ms P. Nxumalo -Mpumalanga Provincial Department of Transport</li> </ul>
<p>5. Has the department reviewed its employment policies and practices to ensure that these do not unfairly</p>	✓		<ul style="list-style-type: none"> <li>• HIV/AIDS and TB Management Policy</li> <li>• Health and Productivity Management Policy</li> </ul>

Question	Yes	No	Details, if yes
discriminate against employees on the basis of their HIV status? If so, list the employment policies/practices so reviewed.			<ul style="list-style-type: none"> <li>• Bereavement Policy</li> <li>• Sports and Recreation Policy</li> </ul>
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.	✓		<ul style="list-style-type: none"> <li>• HIV/ AIDS &amp; TB Management Policy which describes the Department's commitment to addressing the epidemic are reviewed in light of latest developments, to ensure compliance with relevant Laws.</li> <li>• HIV/ AIDS &amp; TB Management Programme is popularized and promoted to staff and they are being taught about their rights through the Peer Education /Wellness Promotion Programme.</li> <li>• Peer Educators/ Wellness Promoters are appointed from across the spectrum of employees, they receive on-going training.</li> <li>• Disclosure Management and Confidentiality Training promote non-discrimination, openness and trust for safe HIV disclosure.</li> <li>• No cases of discrimination on the basis of being HIV positive have been reported.</li> <li>• All employment policies do not discriminate against people with HIV/Status</li> </ul>
7. Does the department encourage its employees to undergo Voluntary Counselling and Testing? If so, list the results that you have you achieved.	✓		DoT Employees are encouraged to undergo HIV Counselling and Testing (HCT) at all levels. 85 employees were tested for HIV during the 2018/19 financial year. 304 employees were screened for Health Risk Assessment.
8. Has the department developed measures/indicators to monitor &	✓		Conducting of regular health risk screenings and HCT and reporting on these.



Question	Yes	No	Details, if yes
evaluate the impact of its health promotion programme? If so, list these measures/indicators.			<ul style="list-style-type: none"> <li>• On-going psycho-social counselling offered and self as well as managerial referral to the contracted EHW external Service provider as well as Executive Health and Wellness Expo held annually as part of the EHW Programme for employees.</li> <li>• Monitoring of the programme through feedback from beneficiaries.</li> <li>• An internal audit for the HIV and AIDS &amp; TB Management Programme and Employee Health &amp; Wellness has been conducted.</li> <li>• ICAS, the DOT service provider gives the department quarterly reports in terms of the services provided.</li> <li>• The monitoring and evaluation tool developed by DPSA is used.</li> <li>• The review is done with stakeholders in the transport sector in terms of progress made before the new operational plan is developed.</li> </ul>

3.12. Labour Relations

Table 3.12.1 Collective agreements for the period 1 April 2018 and 31 March 2019

**Notes**

- Total number of Collective Agreements None

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 2018 and 31 March 2019*

Outcomes of disciplinary hearings	Number	% of total
Correctional counselling	0	0%
Verbal warning	0	0%
Written warning	0	0%
Final written warning	0	0%
Suspended without pay	0	0%
Fine	0	0%
Demotion	0	0%
Dismissal	1	20%
Not guilty	1	20%
Case withdrawn	3	60%
<b>Total</b>	<b>5</b>	<b>100%</b>

**Notes**

- Total number of Disciplinary hearings finalised None

*Table 3.12.3 Types of misconduct addressed at disciplinary hearings for the period 1 April 2018 and 31 March 2019*

Type of misconduct	Number	% of total
Financial Misconduct	3	50%
Gross Negligence	3	50%
<b>Total</b>	<b>6</b>	<b>100%</b>

*Table 3.12.4 Grievances logged for the period 1 April 2018 and 31 March 2019*

Grievances	Number	% of Total
Number of grievances resolved	15	55.56%
Number of grievances not resolved	12	44.44%
<b>Total number of grievances lodged</b>	<b>27</b>	<b>100%</b>

*Table 3.12.5 Disputes logged with Councils for the period 1 April 2018 and 31 March 2019*

Disputes	Number	% of Total
Number of disputes upheld	0	0%
Number of disputes dismissed	0	0%
Number of disputes lodged	6	100%
<b>Total number of disputes lodged</b>	<b>6</b>	<b>100%</b>

Table 3.12.6 Strike actions for the period 1 April 2018 and 31 March 2019

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

Table 3.12.7 Precautionary suspensions for the period 1 April 2018 and 31 March 2019

<b>Number of people suspended</b>	1
<b>Number of people who's suspension exceeded 30 days</b>	1
<b>Average number of days suspended</b>	251
<b>Cost of suspension(R'000)</b>	R 198 848.25

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 2018 and 31 March 2019*

Occupational category	Gender	Number of employees as at 1 April 2018	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	60	0	54	6	60
	Male	37	0	35	13	48
Professionals	Female	0	0	0	0	0
	Male	0	0	0	0	0
Technicians and associate professionals	Female	111	0	118	35	153
	Male	137	0	129	26	155
Clerks	Female	74	7	69	45	121
	Male	158	3	143	29	175
Service and sales workers	Female	0	0	0	0	0
	Male	0	0	0	0	0
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	0	0	0
	Male	0	0	0	0	0
Elementary occupations	Female	33	10	27	1	38
	Male	21	3	16	1	20
Sub Total	Female	278	17	268	87	372
	Male	353	6	323	69	398
<b>Total</b>		<b>631</b>	<b>23</b>	<b>591</b>	<b>156</b>	<b>770</b>

*Table 3.13.2 Training provided for the period 1 April 2018 and 31 March 2019*

Occupational category	Gender	Number of employees as at 1 April 2018	Training provided within the reporting period			
			Learnerships	Skills Programmes & other short courses	Other forms of training	Total
Legislators, senior officials and managers	Female	60	0	44	6	50
	Male	37	0	29	13	42
Professionals	Female	0	0	0	0	0
	Male	0	0	0	0	0
Technicians and associate professionals	Female	111	0	96	35	131
	Male	137	0	129	26	155
Clerks	Female	74	7	69	45	121
	Male	158	3	143	29	175
Service and sales workers	Female	0	0	0	0	0
	Male	0	0	0	0	0
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	0	0	0
	Male	0	0	0	0	0
Elementary occupations	Female	33	2	27	1	30
	Male	21	3	16	1	20
Sub Total	Female	278	9	236	87	332
	Male	353	6	317	69	392
<b>Total</b>		<b>631</b>	<b>15</b>	<b>553</b>	<b>156</b>	<b>724</b>

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 2018 and 31 March 2019*

Nature of injury on duty	Number	% of total
Required basic medical attention only	1	100%

Nature of injury on duty	Number	% of total
Temporary Total Disablement	0	0%
Permanent Disablement	0	0%
Fatal	0	0%
<b>Total</b>	<b>1</b>	<b>100%</b>

### 3.15. Utilisation of Consultants

The following tables relates 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:

- (a) The rendering of expert advice;
- (b) The drafting of proposals for the execution of specific tasks; and
- (c) 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 2018 and 31 March 2019*

Project title	Total number of consultants that worked on project	Duration (work days)	Contract value in Rand
Support to Regulating Committee on Fees and Charges by ACSA and ATNS - Cost Extension	1	198	R1 314 207,00
Formulation and Implementation of SA Road Infrastructure Policy	1	462	R4 908 125,48
Multi Modal Transport Planning and Coordination Draft Bill	1	152	R5 386 000,00
Expansion: Review of the National Safety Regulator Act	1	335	R798 000,00
Feasibility Study for the Tug Boat Building Project in Preparation of a PPP	3	780	R9 033 360,00
Standardization, Integration & Uniformity (SIU) of Road Sector Asset Management	1	73	R13 007 819,53
Public Transport Safety Plan	1	335	R3 413 165,00

<b>Project title</b>	<b>Total number of consultants that worked on project</b>	<b>Duration (work days)</b>	<b>Contract value in Rand</b>
Procedures, computations and recouping of overloading cost on SA roads	1	322	R4 898 352,00
Study on Global Competiveness	1	335	R2 410 000,00
Permission Application for ACSA and ATNS	1	226	R3 820 509,00
Internal Audit: Consultants for roll out plan(IT Security Vulnerability)	1	350	R866 608,00
Development of Rail Economic regulation: International benchmarking & development of rail access & pricing	1	479	R1 071 883,00
Implementation of the IPTN's in 2 District Municipalities (OR Tambo)	1	308	R2 993 919,98
Implementation of the IPTN's in 2 District Municipalities (Bojanala)	1	308	R980 865,12
Implementation of the IPTN's in 2 District Municipalities (Nkangala)	1	396	R2 242 500,00
Implementation of the IPTN's in 2 District Municipalities (Vhembe)	1	396	R2 242 500,00
Network level assessment and inspection of provincial roads (Free State)	1	132	R800 236,47
Network level assessment and inspection of provincial roads.(Eastern Cape)	1	132	R480 765,78
Network level assessment and inspection of provincial roads. (Northern Cape)	1	132	R492 011,63
Network level assessment and inspection of provincial roads.(Limpopo)	1	132	R871 700,00
Network level assessment and inspection of provincial roads.(Western Cape)	1	132	R871 700,00
Network level assessment and inspection of provincial roads. (Gauteng)	1	132	R871 700,00
Network level assessment and inspection of provincial roads. (Mpumalanga)	1	132	R774 640,00
Network level assessment and inspection of provincial roads. (North West)	1	132	R860 200,00

Project title	Total number of consultants that worked on project	Duration (work days)	Contract value in Rand
Network level assessment and inspection of provincial roads. (KZN)	1	132	R978 236,00
Public Transport Subsidy Policy	1	250	R3 597 154,80
Develop the White Paper on National Rail Policy and the National Rail Bill	3	1004	R10 600 000,00
Roll out of National Land Transport Act in Lephahale	3	250	R1 495 000,00

Total number of projects	Total individual consultants	Total duration Work days	Total contract value in Rand
28	34	8 147	R82 081 158,80

*Table 3.15.2 Analysis of consultant appointments using appropriated funds, in terms of Historically Disadvantaged Individuals (HDIs) for the period 1 April 2018 and 31 March 2019*

Project title	Contract value in Rand	BEE Status
Support to Regulating Committee on Fees and Charges by ACSA and ATNS - Cost Extension	R1 314 207,00	Level 2
Formulation and Implementation of SA Road Infrastructure Policy	R4 908 125,48	N/A
Multi Modal Transport Planning and Coordination Draft Bill	R5 386 000,00	Level 3
Expansion: Review of the National Safety Regulator Act	R798 000,00	N/A
Feasibility Study for the Tug Boat Building Project in Preparation of a PPP	R9 033 360,00	N/A
Standardization, Integration & Uniformity (SIU) of Road Sector Asset Management	R13 007 819,53	Level 2
Public Transport Safety Plan	R3 413 165,00	Level 2
Procedures, computations and recouping of overloading cost on SA roads	R4 898 352,00	Level 4
Study on Global Competiveness	R2 410 000,00	Level 3
Permission Application for ACSA and ATNS	R3 820 509,00	Level 2



Project title	Contract value in Rand	BEE Status
Internal Audit: Consultants for roll out plan(IT Security Vulnerability)	R866 608,00	Level 1
Development of Rail Economic regulation: International benchmarking & development of rail access & pricing	R1 071 883,00	Level 1
Implementation of the IPTN's in 2 District Municipalities (OR Tambo)	R2 993 919,98	Level 2
Implementation of the IPTN's in 2 District Municipalities (Bojanala)	R980 865,12	Level 1
Implementation of the IPTN's in 2 District Municipalities (Nkangala)	R2 242 500,00	Level 2
Implementation of the IPTN's in 2 District Municipalities (Vhembe)	R2 242 500,00	Level 2
Network level assessment and inspection of provincial roads (Free State)	R800 236,47	Level 4
Network level assessment and inspection of provincial roads.(Eastern Cape)	R480 765,78	Level 4
Network level assessment and inspection of provincial roads. (Northern Cape)	R492 011,63	Level 4
Network level assessment and inspection of provincial roads.(Limpopo)	R871 700,00	Level 1
Network level assessment and inspection of provincial roads.(Western Cape)	R871 700,00	Level 1
Network level assessment and inspection of provincial roads. (Gauteng)	R871 700,00	Level 1
Network level assessment and inspection of provincial roads.(Mpumalanga)	R774 640,00	Level 1
Network level assessment and inspection of provincial roads.(North West)	R860 200,00	Level 1
Network level assessment and inspection of provincial roads.(KZN)	R978 236,00	Level 1
Public Transport Subsidy Policy	R3 597 154,80	N/A
Develop the White Paper on National Rail Policy and the National Rail Bill	R10 600 000,00	N/A
<b>TOTAL</b>	<b>R80 586 158,80</b>	<b>N/A</b>

Table 3.15.3 Report on consultant appointments using Donor funds for the period 1 April 2018 and 31 March 2019

Project title	Total Number of consultants that worked on project	Duration (Work days)	Donor and contract value in Rand
-	-	-	-

Total number of projects	Total individual consultants	Total duration Work days	Total contract value in Rand
-	-	-	-

Table 3.15.4 Analysis of consultant appointments using Donor funds, in terms of Historically Disadvantaged Individuals (HDIs) for the period 1 April 2018 and 31 March 2019

Project title	Percentage ownership by HDI groups	Percentage management by HDI groups	Number of consultants from HDI groups that work on the project
-	-	-	-

3.16. Severance Packages

Table 3.16.1 Granting of employee initiated severance packages for the period 1 April 2018 and 31 March 2019

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)	None	None	None	None
Skilled (Levels 3-5)	None	None	None	None
Highly skilled production (Levels 6-8)	None	None	None	None
Highly skilled supervision (Levels 9-12)	None	None	None	None
Senior management (Levels 13-16)	None	None	None	None
Total	None	None	None	None

## **PART E: FINANCIAL INFORMATION**

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## 1. REPORT OF THE AUDITOR GENERAL

### Report of the auditor-general to Parliament on vote no. 35: Department of Transport

<b>Report on the audit of the financial statements</b>
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#### Opinion

1. I have audited the financial statements of the Department of Transport set out on pages 245 to 369, which comprise the appropriation statement, the statement of financial position as at 31 March 2019, the statement of financial performance, statement of changes in net assets and cash flow statement for the year then ended, as well as the 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 2019, and its financial performance and cash flows for the year then ended in accordance with Modified Cash Standard and the Public Finance Management Act of South Africa, 1999 (Act No. 1 of 1999) (PFMA) and the Division of Revenue Act of South Africa, 2017 (Act No. 3 of 2017) (Dora).

#### Basis for the 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 this auditor's report.
4. I am independent of the department in accordance with sections 290 and 291 of the International Ethics Standards Board for Accountants' *Code of ethics for professional accountants* (IESBA code), parts 1 and 3 of the International Ethics Standards Board for Accountants' *International Code of Ethics for Professional Accountants (including International Independence Standards)* and the 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 codes.
5. I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

**Emphasis of matters**

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

**Restatement of corresponding figures**

7. As disclosed in note 35 to the financial statements, the corresponding figures for 31 March 2018 were restated as a result of errors in the financial statements of the department, and for the year ended, 31 March 2019.

**Irregular expenditure**

8. As disclosed in note 26 to the financial statements, the department incurred irregular expenditure as a result of officials not following the prescribed procurement processes.

**Responsibilities of accounting officer for the financial statements**

9. 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.
10. In preparing the financial statements, the accounting officer is responsible for assessing the Department of Transport'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 of Transport or to cease operations, or has no realistic alternative but to do so.

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

11. 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.

12. A further description of my responsibilities for the audit of the financial statements is included in the annexure to this auditor's report.

<b>Report on the audit of the annual performance report</b>
---

**Introduction and scope**

13. In accordance with the Public Audit Act of South Africa, 2004 (Act No. 25 of 2004) (PAA) and the general notice issued in terms thereof, I have a responsibility to report material findings on the reported performance information against predetermined objectives for selected programmes presented in the annual performance report. I performed procedures to identify findings but not to gather evidence to express assurance.
14. My procedures address the reported performance information, which must be based on the approved performance planning documents of the department. I have not evaluated the completeness and appropriateness of the performance indicators included in the planning documents. My procedures also did not extend to any disclosures or assertions relating to 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.
15. 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 programmes presented in the annual performance report of the department for the year ended 31 March 2019:

<b>Programmes</b>	<b>Pages in the annual performance report</b>
Programme 3 – Rail transport	86–90
Programme 4 – Road transport	91– 96
Programme 7 – Public transport	109 – 114

16. 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.

17. I did not raise any material findings on the usefulness and reliability of the reported performance information for these programmes.

**Other matter**

18. I draw attention to the matter below.

**Achievement of planned targets**

19. Refer to the annual performance report on pages 86 to 90; 91 to 96 and 109 to 114 for information on the achievement of planned targets for the year and explanations provided for the under-/ over achievement of a number of targets.

<b>Report on the audit of compliance with legislation</b>
---

**Introduction and scope**

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

21. The material findings on compliance with specific matters in key legislations are as follows:

**Annual financial statements and annual performance report**

22. 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.

23. A material misstatement of the commitments disclosure note identified by the auditors in the submitted financial statement were corrected, resulting in the financial statements receiving an unqualified opinion.

**Procurement and contract management**

24. Bid documentation for procurement of commodities designated for local content and production, did not stipulate the minimum threshold for local production and content as required by the 2017 preferential procurement regulation 8(2).
25. Commodities designated for local content and production, were procured from suppliers who did not submit a declaration on local production and content as required by the 2017 preferential procurement regulation.

**Expenditure management**

26. Effective and appropriate steps were not taken to prevent irregular expenditure amounting to R107 175 000, as disclosed in note 26 to the annual financial statements, as required by section 38(1)(c)(ii) of the PFMA and treasury regulation 9.1.1.

<b>Other information</b>
--------------------------

27. 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.
28. 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 thereon.
29. 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.
30. If, based on the work I have performed, I conclude that there is a material misstatement in this other information, I am required to report that fact. I have nothing to report in this regard.



### Internal control deficiencies

31. 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 findings on compliance with legislation included in this report.

### Leadership

32. The leadership of the department is slow in exercising their oversight responsibilities to address the deficiencies regarding financial reporting, compliance and related internal controls.

### Financial and performance management

33. Material amendments made to the annual financial statements related to commitments that were misstated as management did not prepare accurate and complete supporting schedules for commitments, thereby affecting the accuracy of the amount disclosed in the annual financial statements.

34. Management did not adequately review and monitor compliance with the PFMA and Treasury Regulations to ensure compliance with procurement processes and to prevent incurring irregular expenditure.

### Other reports

35. I draw attention to the following engagements conducted by various parties or that may, or could have, an impact on the matters reported in the Department of Transport'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.

### Investigations

36. Two internal investigations are still in progress on matters related to procurement and contract management. The outcomes are expected in 2019-20 financial year.

37. At the date of this report, there are five investigations underway by law enforcement agencies, one by the Special Investigating Unit and four by the Public Protector. The impact, if any, on the financial statements of the department can only be determined once the investigations are concluded.

*Auditor General*

Pretoria

31 July 2019



**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 programmes 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 related to events or conditions that may cast significant doubt on the department’s ability 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 the 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 a department to cease continuing as a going concern
  - evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and 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 confirm to the accounting officer that I have complied with relevant ethical requirements regarding independence, and communicate all relationships and other matters that may reasonably be thought to have a bearing on my independence and, where applicable, related safeguards.

**Department of Transport  
Vote 35**

**Annual Financial Statements**

**for the year ended 31 March 2019**

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**ANNUAL FINANCIAL STATEMENTS**  
*for the year ended 31 March 2019*

**2. ANNUAL FINANCIAL STATEMENTS**

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**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

Appropriation per programme									
Voted funds and Direct charges	2018/19							2017/18	
	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
<b>Programme</b>									
1. Administration	430,077	-	4,017	434,094	379,809	54,285	87.5%	415,254	407,466
2. Integrated Transport Planning	89,982	-	-	89,982	71,375	18,607	79.3%	83,075	76,660
3. Rail Transport	15,887,279	-	-	15,887,279	15,873,693	13,586	99.9%	19,333,199	14,515,158
4. Road Transport	30,098,760	-	-	30,098,760	30,067,108	31,652	99.9%	27,138,175	27,118,369
5. Civil Aviation	182,253	-	-	182,253	167,718	14,535	92.0%	171,165	166,149
6. Maritime Transport	119,925	-	9,201	129,126	123,993	5,133	96.0%	128,417	109,327
7. Public Transport	13,023,018	-	(13,218)	13,009,800	12,509,758	500,042	96.2%	12,525,895	12,277,572
8. Direct Charge	10,200	-	-	10,200	2,976	7,224	29.2%	10,000	5,559
<b>TOTAL</b>	<b>59,841,494</b>	<b>-</b>	<b>-</b>	<b>59,841,494</b>	<b>59,196,430</b>	<b>645,064</b>	<b>98.9%</b>	<b>59,805,180</b>	<b>54,676,260</b>
<b>Reconciliation with Statement of Financial Performance</b>									
<b>Add:</b>									
Departmental receipts				230,295				368,488	
<b>Actual amounts per Statement of Financial Performance (Total Revenue)</b>				<b>60,071,789</b>				<b>60,173,668</b>	
<b>Actual amounts per Statement of Financial Performance Expenditure</b>					<b>59,196,430</b>				<b>54,676,260</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

Appropriation per economic classification	2018/19							2017/18	
	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
<b>Current payments</b>	<b>1,197,597</b>	<b>(6,695)</b>	<b>(57)</b>	<b>1,190,845</b>	<b>896,566</b>	<b>294,279</b>	<b>75.3%</b>	<b>1,119,090</b>	<b>978,524</b>
Compensation of employees	496,711	-	-	496,711	440,137	56,574	88.6%	456,821	427,233
Salaries and wages	452,871	(8,240)	-	444,631	390,533	54,098	87.8%	409,376	380,838
Social contributions	43,840	8,240	-	52,080	49,604	2,476	95.2%	47,445	46,395
Goods and services	700,886	(6,695)	(57)	694,134	456,429	237,705	65.8%	662,269	551,291
Administrative fees	2,689	101	-	2,790	2,624	166	94.1%	3,336	3,329
Advertising	23,059	3,065	-	26,124	20,387	5,737	78.0%	19,745	19,413
Minor assets	2,667	89	-	2,756	691	2,065	25.1%	2,107	844
Audit costs: External	11,046	(4,699)	-	6,347	6,297	50	99.2%	7,130	7,130
Bursaries: Employees	2,686	-	-	2,686	2,495	191	92.9%	2,249	2,249
Catering: Departmental activities	3,890	744	-	4,634	3,874	760	83.6%	7,972	7,581
Communication (G&S)	71,195	(5,069)	-	66,126	63,026	3,100	95.3%	69,503	68,525
Computer services	12,850	(2,164)	-	10,686	10,076	610	94.3%	15,999	15,979
Consultants: Business and advisory services	343,934	(32,070)	(13,218)	298,646	110,301	188,345	36.9%	261,165	174,065
Infrastructure and planning services	45,445	9,294	9,144	63,883	62,156	1,727	97.3%	56,986	46,827
Legal services	10,223	(2,329)	-	7,894	7,894	-	100.0%	9,759	9,759
Contractors	3,321	1,221	-	4,542	3,966	576	87.3%	5,669	5,589
Agency and support / outsourced services	550	23	-	573	145	428	25.3%	536	536
Entertainment	808	-	-	808	249	559	30.8%	273	273



**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

Appropriation per economic classification	2018/19							2017/18	
	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)	-	573	-	573	573	-	100.0%	137	137
Inventory: Clothing material and accessories	-	-	-	-	-	-	0.0%	24	24
Inventory: Materials and supplies	-	35	-	35	35	-	100.0%	-	-
Inventory: Other supplies	-	-	-	-	-	-	0.0%	10,399	10,399
Consumable supplies	1,027	1,780	-	2,807	2,143	664	76.3%	996	931
Consumable: Stationery, printing and office supplies	6,465	861	-	7,326	4,241	3,085	57.9%	5,221	4,514
Operating leases	57,547	(11,902)	-	45,645	32,065	13,580	70.2%	80,957	80,374
Property payments	6,729	3,975	-	10,704	10,434	270	97.5%	7,449	7,449
Transport provided: Departmental activity	-	1	-	1	1	-	100.0%	44	44
Travel and subsistence	75,400	24,384	-	99,784	89,880	9,904	90.1%	73,980	69,312
Training and development	8,190	(3,550)	-	4,640	3,077	1,563	66.3%	6,409	4,225
Operating payments	4,166	1,928	-	6,094	3,972	2,122	65.2%	3,914	3,585
Venues and facilities	6,999	7,014	4,017	18,030	15,827	2,203	87.8%	10,310	8,198
<b>Transfers and subsidies</b>	<b>58,639,154</b>	<b>1,344</b>	<b>57</b>	<b>58,640,555</b>	<b>58,289,645</b>	<b>350,910</b>	<b>99.4%</b>	<b>58,670,739</b>	<b>53,682,093</b>
Provinces and municipalities	23,420,168	-	-	23,420,168	23,420,169	(1)	100.0%	22,743,403	22,690,900
Provinces	17,025,966	-	-	17,025,966	17,025,966	-	100.0%	16,476,535	16,476,534
Provincial Revenue Funds	17,025,966	-	-	17,025,966	17,025,966	-	100.0%	16,476,535	16,476,534
Municipalities	6,394,202	-	-	6,394,202	6,394,203	(1)	100.0%	6,266,868	6,214,366
Municipal bank accounts	6,394,202	-	-	6,394,202	6,394,203	(1)	100.0%	6,266,868	6,214,366

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

Appropriation per economic classification	2018/19							2017/18	
	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	18,963,232	-	-	18,963,232	18,963,232	-	100.0%	16,289,778	16,289,778
Departmental agencies (non-business entities)	18,963,232	-	-	18,963,232	18,963,232	-	100.0%	16,289,778	16,289,778
Foreign governments and international organisations	28,596	-	-	28,596	20,823	7,773	72.8%	28,628	24,193
Public corporations and private enterprises	15,778,968	-	-	15,778,968	15,778,968	-	100.0%	19,216,418	14,405,960
Public corporations	15,778,968	-	-	15,778,968	15,778,968	-	100.0%	19,216,418	14,405,960
Subsidies on products and production (pc)	-	-	-	-	-	-	0.0%	5,495,749	5,037,771
Other transfers to public corporations	15,778,968	-	-	15,778,968	15,778,968	-	100.0%	13,720,669	9,368,189
Non-profit institutions	25,347	-	-	25,347	25,347	-	100.0%	23,957	23,957
Households	422,843	1,344	57	424,244	81,106	343,138	19.1%	368,555	247,305
Social benefits	198	1,451	47	1,696	1,696	-	100.0%	4,077	4,077
Other transfers to households	422,645	(107)	10	422,548	79,410	343,138	18.8%	364,478	243,228
<b>Payments for capital assets</b>	<b>4,743</b>	<b>5,351</b>	<b>-</b>	<b>10,094</b>	<b>9,335</b>	<b>759</b>	<b>92.5%</b>	<b>15,351</b>	<b>15,015</b>
Machinery and equipment	4,743	5,351	-	10,094	9,335	759	92.5%	14,937	14,601
Transport equipment	-	-	-	-	-	-	0.0%	3,267	3,267
Other machinery and equipment	4,743	5,351	-	10,094	9,335	759	92.5%	11,670	11,334
Software and other intangible assets	-	-	-	-	-	-	0.0%	414	414
<b>Payment for financial assets</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>884</b>	<b>(884)</b>	<b>0.0%</b>	<b>-</b>	<b>628</b>
	<b>59,841,494</b>	<b>-</b>	<b>-</b>	<b>59,841,494</b>	<b>59,196,430</b>	<b>645,064</b>	<b>98.9%</b>	<b>59,805,180</b>	<b>54,676,260</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
**for the year ended 31 March 2019**

**Programme 1: Administration**

	2018/19							2017/18	
	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
<b>Sub programme</b>									
1. <b>Ministry</b>	35,207	9,714	4,017	48,938	45,157	3,781	92.3%	48,433	48,433
2. <b>Management</b>	75,752	-	-	75,752	61,530	14,222	81.2%	54,350	46,562
3. <b>Corporate Services</b>	227,585	-	-	227,585	212,537	15,048	93.4%	209,011	209,011
4. <b>Communications</b>	35,642	-	-	35,642	27,988	7,654	78.5%	24,644	24,644
5. <b>Office Accommodation</b>	55,891	(9,714)	-	46,177	32,597	13,580	70.6%	78,816	78,816
	<b>430,077</b>	<b>-</b>	<b>4,017</b>	<b>434,094</b>	<b>379,809</b>	<b>54,285</b>	<b>87.5%</b>	<b>415,254</b>	<b>407,466</b>
<b>Economic classification</b>									
<b>Current payments</b>	<b>414,939</b>	<b>(3,599)</b>	<b>4,017</b>	<b>415,357</b>	<b>361,853</b>	<b>53,504</b>	<b>87.1%</b>	<b>389,717</b>	<b>381,914</b>
Compensation of employees	220,672	-	-	220,672	200,440	20,232	90.8%	199,618	191,815
Salaries and wages	200,315	(2,672)	-	197,643	177,737	19,906	89.9%	178,538	170,735
Social contributions	20,357	2,672	-	23,029	22,703	326	98.6%	21,080	21,080
Goods and services	194,267	(3,599)	4,017	194,685	161,413	33,272	82.9%	190,099	190,099
Administrative fees	2,631	105	-	2,736	2,604	132	95.2%	3,256	3,256
Advertising	20,259	(36)	-	20,223	15,071	5,152	74.5%	8,357	8,357
Minor assets	1,323	-	-	1,323	341	982	25.8%	721	721
Audit costs: External	10,996	(4,699)	-	6,297	6,297	-	100.0%	7,130	7,130
Bursaries: Employees	2,686	-	-	2,686	2,495	191	92.9%	2,249	2,249
Catering: Departmental activities	1,218	228	-	1,446	1,187	259	82.1%	2,738	2,738
Communication (G&S)	6,502	(1,127)	-	5,375	4,806	569	89.4%	4,271	4,271
Computer services	11,967	(3,088)	-	8,879	8,304	575	93.5%	14,335	14,335
Consultants: Business and advisory services	8,314	(2,579)	-	5,735	4,622	1,113	80.6%	2,469	2,469
Legal services	9,223	(1,329)	-	7,894	7,894	-	100.0%	9,759	9,759
Contractors	2,786	416	-	3,202	2,661	541	83.1%	3,860	3,860
Agency and support / outsourced services	550	10	-	560	132	428	23.6%	536	536
Entertainment	808	-	-	808	249	559	30.8%	273	273
Fleet services (including government motor transport)	-	573	-	573	573	-	100.0%	137	137

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

**Programme 1: Administration**

	2018/19							2017/18	
	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%	24	24
Inventory: Materials and supplies	-	35	-	35	35	-	100.0%	-	-
Consumable supplies	293	366	-	659	418	241	63.4%	749	749
Consumable: Stationery, printing and office supplies	3,781	-	-	3,781	1,616	2,165	42.7%	2,103	2,103
Operating leases	55,891	(12,071)	-	43,820	30,240	13,580	69.0%	78,805	78,805
Property payments	6,589	4,021	-	10,610	10,360	250	97.6%	7,436	7,436
Transport provided: Departmental activity	-	1	-	1	1	-	100.0%	9	9
Travel and subsistence	35,450	19,088	-	54,538	51,224	3,314	93.9%	33,291	33,291
Training and development	5,936	(3,774)	-	2,162	1,984	178	91.8%	3,316	3,316
Operating payments	2,883	-	-	2,883	1,188	1,695	41.2%	1,542	1,542
Venues and facilities	4,181	261	4,017	8,459	7,111	1,348	84.1%	2,733	2,733
<b>Transfers and subsidies</b>	<b>12,466</b>	<b>490</b>	<b>-</b>	<b>12,956</b>	<b>11,641</b>	<b>1,315</b>	<b>89.9%</b>	<b>13,615</b>	<b>13,615</b>
Provinces and municipalities	-	-	-	-	1	(1)	0.0%	-	-
Municipalities	-	-	-	-	1	(1)	0.0%	-	-
Municipal bank accounts	-	-	-	-	1	(1)	0.0%	-	-
Departmental agencies and accounts	1,228	-	-	1,228	1,228	-	100.0%	1,161	1,161
Departmental agencies (non-business)	1,228	-	-	1,228	1,228	-	100.0%	1,161	1,161
Households	11,238	490	-	11,728	10,412	1,316	88.8%	12,454	12,454
Social benefits	198	597	-	795	795	-	100.0%	2,770	2,770
Other transfers to households	11,040	(107)	-	10,933	9,617	1,316	88.0%	9,684	9,684
<b>Payments for capital assets</b>	<b>2,672</b>	<b>3,109</b>	<b>-</b>	<b>5,781</b>	<b>5,564</b>	<b>217</b>	<b>96.2%</b>	<b>11,922</b>	<b>11,922</b>
Machinery and equipment	2,672	3,109	-	5,781	5,564	217	96.2%	11,508	11,508
Transport equipment	-	-	-	-	-	-	0.0%	3,267	3,267
Other machinery and equipment	2,672	3,109	-	5,781	5,564	217	96.2%	8,241	8,241
Software and other intangible assets	-	-	-	-	-	-	0.0%	414	414
<b>Payment for financial assets</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>751</b>	<b>(751)</b>	<b>0.0%</b>	<b>-</b>	<b>15</b>
	<b>430,077</b>	<b>-</b>	<b>4,017</b>	<b>434,094</b>	<b>379,809</b>	<b>54,285</b>	<b>87.5%</b>	<b>415,254</b>	<b>407,466</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
**for the year ended 31 March 2019**

Subprogramme: 1.1: MINISTRY	2018/19						2017/18		
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
<b>Current payments</b>	<b>34,747</b>	<b>9,326</b>	<b>4,017</b>	<b>48,090</b>	<b>44,321</b>	<b>3,769</b>	<b>92.2%</b>	<b>41,319</b>	<b>41,319</b>
Compensation of employees	17,461	-	-	17,461	15,198	2,263	87.0%	19,313	19,313
Salaries and wages	16,015	-	-	16,015	14,078	1,937	87.9%	17,759	17,759
Social contributions	1,446	-	-	1,446	1,120	326	77.5%	1,554	1,554
Goods and services	17,286	9,326	4,017	30,629	29,123	1,506	95.1%	22,006	22,006
Administrative fees	1	25	-	26	26	-	100.0%	55	55
Advertising	50	-	-	50	-	50	0.0%	38	38
Minor assets	22	-	-	22	15	7	68.2%	15	15
Catering: Departmental activities	185	109	-	294	294	-	100.0%	296	296
Communication (G&S)	1,545	-	-	1,545	1,510	35	97.7%	1,381	1,381
Computer services	20	-	-	20	-	20	0.0%	-	-
Consultants: Business and advisory services	-	-	-	-	-	-	0.0%	75	75
Contractors	480	-	-	480	141	339	29.4%	319	319
Agency and support / outsourced services	-	-	-	-	-	-	0.0%	-	-
Fleet services (including government motor transport)	-	573	-	573	573	-	100.0%	137	137
Consumable supplies	125	-	-	125	21	104	16.8%	218	218
Consumable: Stationery, printing and office supplies	394	-	-	394	70	324	17.8%	963	963
Property payments	250	-	-	250	-	250	0.0%	-	-
Transport provided: Departmental activity	-	1	-	1	1	-	100.0%	9	9
Travel and subsistence	12,696	8,618	-	21,314	21,314	-	100.0%	17,735	17,735
Training and development	30	-	-	30	-	30	0.0%	-	-
Operating payments	525	-	-	525	178	347	33.9%	558	558
Venues and facilities	963	-	4,017	4,980	4,980	-	100.0%	207	207
<b>Transfers and subsidies</b>	<b>-</b>	<b>388</b>	<b>-</b>	<b>388</b>	<b>389</b>	<b>(1)</b>	<b>100.3%</b>	<b>2,520</b>	<b>2,520</b>
Provinces and municipalities	-	-	-	-	1	(1)	0.0%	-	-
Municipalities	-	-	-	-	1	(1)	0.0%	-	-
Municipal bank accounts	-	-	-	-	1	(1)	0.0%	-	-
Households	-	388	-	388	388	-	100.0%	2,520	2,520
Social benefits	-	388	-	388	388	-	100.0%	2,520	2,520
Other transfers to households	-	-	-	-	-	-	0.0%	-	-

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

Subprogramme: 1.1: MINISTRY	2018/19						2017/18		
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
<b>Payments for capital assets</b>	460	-	-	460	446	14	97.0%	4,594	4,594
Machinery and equipment	460	-	-	460	446	14	97.0%	4,594	4,594
Transport equipment	-	-	-	-	-	-	0.0%	3,267	3,267
Other machinery and equipment	460	-	-	460	446	14	97.0%	1,327	1,327
<b>Payment for financial assets</b>	-	-	-	-	1	(1)	0.0%	-	-
<b>Total</b>	<b>35,207</b>	<b>9,714</b>	<b>4,017</b>	<b>48,938</b>	<b>45,157</b>	<b>3,781</b>	<b>92.3%</b>	<b>48,433</b>	<b>48,433</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

Subprogramme: 1.2: MANAGEMENT	2018/19							2017/18	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
<b>Current payments</b>	<b>75,063</b>	<b>(808)</b>	-	<b>74,255</b>	<b>59,291</b>	<b>14,964</b>	<b>79.8%</b>	<b>53,287</b>	<b>45,487</b>
Compensation of employees	53,592	-	-	53,592	47,201	6,391	88.1%	44,527	36,727
Salaries and wages	49,258	(925)	-	48,333	41,942	6,391	86.8%	40,370	32,570
Social contributions	4,334	925	-	5,259	5,259	-	100.0%	4,157	4,157
Goods and services	21,471	(808)	-	20,663	12,090	8,573	58.5%	8,760	8,760
Administrative fees	136	-	-	136	125	11	91.9%	8	8
Advertising	507	-	-	507	88	419	17.4%	29	29
Minor assets	340	-	-	340	23	317	6.8%	91	91
Audit costs: External	-	-	-	-	-	-	0.0%	11	11
Catering: Departmental activities	326	-	-	326	311	15	95.4%	273	273
Communication (G&S)	840	-	-	840	612	228	72.9%	651	651
Computer services	607	-	-	607	93	514	15.3%	330	330
Consultants: Business and advisory services	4,707	(818)	-	3,889	2,776	1,113	71.4%	858	858
Contractors	155	-	-	155	53	102	34.2%	137	137
Agency and support / outsourced services	-	10	-	10	10	-	100.0%	-	-
Entertainment	-	-	-	-	-	-	0.0%	10	10
Consumable supplies	158	-	-	158	21	137	13.3%	8	8
Consumable: Stationery, printing and office supplies	1,066	-	-	1,066	263	803	24.7%	175	175
Travel and subsistence	9,444	-	-	9,444	6,410	3,034	67.9%	5,107	5,107
Training and development	305	-	-	305	177	128	58.0%	157	157
Operating payments	1,030	-	-	1,030	280	750	27.2%	181	181
Venues and facilities	1,850	-	-	1,850	848	1,002	45.8%	734	734
<b>Transfers and subsidies</b>	<b>-</b>	<b>71</b>	<b>-</b>	<b>71</b>	<b>71</b>	<b>-</b>	<b>100.0%</b>	<b>139</b>	<b>139</b>
Households	-	71	-	71	71	-	100.0%	139	139
Social benefits	-	71	-	71	71	-	100.0%	131	131
Other transfers to households	-	-	-	-	-	-	0.0%	8	8
<b>Payments for capital assets</b>	<b>689</b>	<b>737</b>	<b>-</b>	<b>1,426</b>	<b>1,426</b>	<b>-</b>	<b>100.0%</b>	<b>924</b>	<b>924</b>
Machinery and equipment	689	737	-	1,426	1,426	-	100.0%	924	924
Other machinery and equipment	689	737	-	1,426	1,426	-	100.0%	924	924
<b>Payment for financial assets</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>742</b>	<b>(742)</b>	<b>0.0%</b>	<b>-</b>	<b>12</b>
<b>Total</b>	<b>75,752</b>	<b>-</b>	<b>-</b>	<b>75,752</b>	<b>61,530</b>	<b>14,222</b>	<b>81.2%</b>	<b>54,350</b>	<b>46,562</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

Subprogramme: 1.3: CORPORATE SERVICES	2018/19							2017/18	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
<b>Current payments</b>	<b>213,945</b>	<b>(2,372)</b>	<b>-</b>	<b>211,573</b>	<b>197,837</b>	<b>13,736</b>	<b>93.5%</b>	<b>191,785</b>	<b>191,782</b>
Compensation of employees	135,995	-	-	135,995	125,835	10,160	92.5%	122,504	122,501
Salaries and wages	122,497	(1,646)	-	120,851	110,691	10,160	91.6%	108,422	108,419
Social contributions	13,498	1,646	-	15,144	15,144	-	100.0%	14,082	14,082
Goods and services	77,950	(2,372)	-	75,578	72,002	3,576	95.3%	69,281	69,281
Administrative fees	2,484	-	-	2,484	2,370	114	95.4%	3,183	3,183
Advertising	4,066	-	-	4,066	3,481	585	85.6%	6,102	6,102
Minor assets	931	-	-	931	302	629	32.4%	615	615
Audit costs: External	10,996	(4,699)	-	6,297	6,297	-	100.0%	7,119	7,119
Bursaries: Employees	2,686	-	-	2,686	2,495	191	92.9%	2,249	2,249
Catering: Departmental activities	357	119	-	476	476	-	100.0%	859	859
Communication (G&S)	3,942	(1,127)	-	2,815	2,559	256	90.9%	2,072	2,072
Computer services	11,299	(3,088)	-	8,211	8,211	-	100.0%	13,990	13,990
Consultants: Business and advisory services	3,607	(1,761)	-	1,846	1,846	-	100.0%	1,536	1,536
Legal services	9,223	(1,329)	-	7,894	7,894	-	100.0%	9,759	9,759
Contractors	2,051	416	-	2,467	2,467	-	100.0%	2,079	2,079
Agency and support / outsourced services	550	-	-	550	122	428	22.2%	536	536
Entertainment	808	-	-	808	249	559	30.8%	255	255
Inventory: Clothing material and accessories	-	-	-	-	-	-	0.0%	24	24
Inventory: Materials and supplies	-	35	-	35	35	-	100.0%	-	-
Consumable supplies	10	361	-	371	371	-	100.0%	521	521
Consumable: Stationery, printing and office supplies	1,927	-	-	1,927	1,239	688	64.3%	862	862
Operating leases	-	-	-	-	-	-	0.0%	16	16
Property payments	6,339	1,758	-	8,097	8,097	-	100.0%	7,436	7,436
Travel and subsistence	9,697	10,456	-	20,153	20,153	-	100.0%	5,824	5,824
Training and development	5,581	(3,774)	-	1,807	1,807	-	100.0%	3,159	3,159
Operating payments	828	-	-	828	702	126	84.8%	666	666
Venues and facilities	568	261	-	829	829	-	100.0%	419	419



**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

Subprogramme: 1.3: CORPORATE SERVICES	2018/19							2017/18	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
<b>Transfers and subsidies</b>	<b>12,466</b>	-	-	<b>12,466</b>	<b>11,150</b>	<b>1,316</b>	<b>89.4%</b>	<b>10,924</b>	<b>10,924</b>
Departmental agencies and accounts	1,228	-	-	1,228	1,228	-	100.0%	1,161	1,161
Departmental agencies (non-business entities)	1,228	-	-	1,228	1,228	-	100.0%	1,161	1,161
Households	11,238	-	-	11,238	9,922	1,316	88.3%	9,763	9,763
Social benefits	198	107	-	305	305	-	100.0%	87	87
Other transfers to households	11,040	(107)	-	10,933	9,617	1,316	88.0%	9,676	9,676
<b>Payments for capital assets</b>	<b>1,174</b>	<b>2,372</b>	-	<b>3,546</b>	<b>3,546</b>	-	<b>100.0%</b>	<b>6,302</b>	<b>6,302</b>
Machinery and equipment	1,174	2,372	-	3,546	3,546	-	100.0%	5,888	5,888
Other machinery and equipment	1,174	2,372	-	3,546	3,546	-	100.0%	5,888	5,888
Software and other intangible assets	-	-	-	-	-	-	0.0%	414	414
<b>Payment for financial assets</b>	-	-	-	-	<b>4</b>	<b>(4)</b>	<b>0.0%</b>	-	<b>3</b>
<b>Total</b>	<b>227,585</b>	-	-	<b>227,585</b>	<b>212,537</b>	<b>15,048</b>	<b>93.4%</b>	<b>209,011</b>	<b>209,011</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

Subprogramme: 1.4: COMMUNICATIONS	2018/19							2017/18	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
<b>Current payments</b>	<b>35,293</b>	<b>(31)</b>	<b>-</b>	<b>35,262</b>	<b>27,807</b>	<b>7,455</b>	<b>78.9%</b>	<b>24,537</b>	<b>24,537</b>
Compensation of employees	13,624	-	-	13,624	12,206	1,418	89.6%	13,274	13,274
Salaries and wages	12,545	(101)	-	12,444	11,026	1,418	88.6%	11,987	11,987
Social contributions	1,079	101	-	1,180	1,180	-	100.0%	1,287	1,287
Goods and services	21,669	(31)	-	21,638	15,601	6,037	72.1%	11,263	11,263
Administrative fees	10	-	-	10	3	7	30.0%	10	10
Advertising	15,636	(36)	-	15,600	11,502	4,098	73.7%	2,188	2,188
Minor assets	30	-	-	30	1	29	3.3%	-	-
Catering: Departmental activities	350	-	-	350	106	244	30.3%	1,310	1,310
Communication (G&S)	175	-	-	175	125	50	71.4%	167	167
Computer services	41	-	-	41	-	41	0.0%	15	15
Contractors	100	-	-	100	-	100	0.0%	1,325	1,325
Entertainment	-	-	-	-	-	-	0.0%	8	8
Consumable supplies	-	5	-	5	5	-	100.0%	2	2
Consumable: Stationery, printing and office supplies	394	-	-	394	44	350	11.2%	103	103
Travel and subsistence	3,613	-	-	3,613	3,333	280	92.3%	4,625	4,625
Training and development	20	-	-	20	-	20	0.0%	-	-
Operating payments	500	-	-	500	28	472	5.6%	137	137
Venues and facilities	800	-	-	800	454	346	56.8%	1,373	1,373
<b>Transfers and subsidies</b>	<b>-</b>	<b>31</b>	<b>-</b>	<b>31</b>	<b>31</b>	<b>-</b>	<b>100.0%</b>	<b>32</b>	<b>32</b>
Households	-	31	-	31	31	-	100.0%	32	32
Social benefits	-	31	-	31	31	-	100.0%	32	32
<b>Payments for capital assets</b>	<b>349</b>	<b>-</b>	<b>-</b>	<b>349</b>	<b>146</b>	<b>203</b>	<b>41.8%</b>	<b>75</b>	<b>75</b>
Machinery and equipment	349	-	-	349	146	203	41.8%	75	75
Other machinery and equipment	349	-	-	349	146	203	41.8%	75	75
<b>Payment for financial assets</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4</b>	<b>(4)</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>35,642</b>	<b>-</b>	<b>-</b>	<b>35,642</b>	<b>27,988</b>	<b>7,654</b>	<b>78.5%</b>	<b>24,644</b>	<b>24,644</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

Subprogramme: 1.5: OFFICE ACCOMMODATION	2018/19							2017/18	
	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
<b>Economic classification</b>									
<b>Current payments</b>	55,891	(9,714)	-	46,177	32,597	13,580	70.6%	78,789	78,789
Goods and services	55,891	(9,714)	-	46,177	32,597	13,580	70.6%	78,789	78,789
Administrative fees	-	80		80	80	-	100.0%	-	-
Operating leases	55,891	(12,071)		43,820	30,240	13,580	69.0%	78,789	78,789
Property payments	-	2,263		2,263	2,263	-	100.0%	-	-
Travel and subsistence	-	14		14	14	-	100.0%	-	-
<b>Payments for capital assets</b>	-	-	-	-	-	-	0.0%	27	27
Machinery and equipment	-	-	-	-	-	-	0.0%	27	27
Other machinery and equipment	-	-	-	-	-	-	0.0%	27	27
<b>Total</b>	<b>55,891</b>	<b>(9,714)</b>	<b>-</b>	<b>46,177</b>	<b>32,597</b>	<b>13,580</b>	<b>70.6%</b>	<b>78,816</b>	<b>78,816</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
**for the year ended 31 March 2019**

Programme 2: Integrated Transport Planning	2018/19							2017/18	
	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
<b>Sub programme</b>									
1. Macro Sector Planning	15,930	-	-	15,930	11,777	4,153	73.9%	14,707	13,873
2. Freight Logistics	18,988	-	-	18,988	11,454	7,534	60.3%	15,102	12,052
3. Modelling and Economic Analysis	19,286	-	-	19,286	15,620	3,666	81.0%	21,312	19,967
4. Regional Integration	12,737	1,282	-	14,019	11,927	2,092	85.1%	10,661	10,661
5. Research and Innovation	15,345	926	-	16,271	15,896	375	97.7%	14,412	13,254
6. Integrated Transport Planning Administration Support	7,696	(2,208)	-	5,488	4,701	787	85.7%	6,881	6,853
	<b>89,982</b>	<b>-</b>	<b>-</b>	<b>89,982</b>	<b>71,375</b>	<b>18,607</b>	<b>79.3%</b>	<b>83,075</b>	<b>76,660</b>
<b>Economic classification</b>									
<b>Current payments</b>	<b>89,782</b>	<b>(665)</b>	<b>-</b>	<b>89,117</b>	<b>70,398</b>	<b>18,719</b>	<b>79.0%</b>	<b>82,331</b>	<b>75,796</b>
Compensation of employees	53,778	-	-	53,778	49,716	4,062	92.4%	48,256	48,256
Salaries and wages	50,618	(2,412)	-	48,206	44,144	4,062	91.6%	43,192	43,192
Social contributions	3,160	2,412	-	5,572	5,572	-	100.0%	5,064	5,064
Goods and services	36,004	(665)	-	35,339	20,682	14,657	58.5%	34,075	27,540
Administrative fees	-	3	-	3	3	-	100.0%	4	4
Advertising	1,082	1,402	-	2,484	1,902	582	76.6%	3,954	3,954
Minor assets	-	20	-	20	20	-	100.0%	36	36
Catering: Departmental activities	260	1,087	-	1,347	1,142	205	84.8%	2,055	1,919
Communication (G&S)	813	-	-	813	581	232	71.5%	637	564
Computer services	-	2	-	2	2	-	100.0%	-	-
Consultants: Business and advisory services	27,967	(9,784)	-	18,183	5,608	12,575	30.8%	15,426	10,336
Contractors	-	556	-	556	556	-	100.0%	499	499
Consumable supplies	90	-	-	90	15	75	16.7%	22	22
Consumable: Stationery, printing and office supplies	240	364	-	604	574	30	95.0%	525	525
Travel and subsistence	3,650	2,139	-	5,789	5,789	-	100.0%	6,461	6,310
Training and development	425	148	-	573	216	357	37.7%	580	406
Operating payments	275	1,179	-	1,454	1,356	98	93.3%	836	836

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

Programme 2: Integrated Transport Planning	2018/19							2017/18	
	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	1,202	2,219	-	3,421	2,918	503	85.3%	3,040	2,129
<b>Transfers and subsidies</b>	-	<b>65</b>	-	<b>65</b>	<b>65</b>	-	<b>100.0%</b>	<b>4</b>	<b>4</b>
Households	-	65	-	65	65	-	100.0%	4	4
Social benefits	-	65	-	65	65	-	100.0%	4	4
<b>Payments for capital assets</b>	<b>200</b>	<b>600</b>	-	<b>800</b>	<b>800</b>	-	<b>100.0%</b>	<b>740</b>	<b>712</b>
Machinery and equipment	200	600	-	800	800	-	100.0%	740	712
Other machinery and equipment	200	600	-	800	800	-	100.0%	740	712
<b>Payment for financial assets</b>	-	-	-	-	<b>112</b>	<b>(112)</b>	<b>0.0%</b>	-	<b>148</b>
	<b>89,982</b>	-	-	<b>89,982</b>	<b>71,375</b>	<b>18,607</b>	<b>79.3%</b>	<b>83,075</b>	<b>76,660</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

Subprogramme: 2.1: MACRO SECTOR PLANNING	2018/19							2017/18	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
<b>Current payments</b>	<b>15,930</b>	<b>(30)</b>	<b>-</b>	<b>15,900</b>	<b>11,747</b>	<b>4,153</b>	<b>73.9%</b>	<b>14,706</b>	<b>13,872</b>
Compensation of employees	11,979	-	-	11,979	9,414	2,565	78.6%	8,844	8,844
Salaries and wages	11,119	(182)	-	10,937	8,372	2,565	76.5%	7,947	7,947
Social contributions	860	182	-	1,042	1,042	-	100.0%	897	897
Goods and services	3,951	(30)	-	3,921	2,333	1,588	59.5%	5,862	5,028
Advertising	500	332	-	832	832	-	100.0%	1,438	1,438
Catering: Departmental activities	130	-	-	130	48	82	36.9%	23	23
Communication (G&S)	195	-	-	195	117	78	60.0%	130	130
Consultants: Business and advisory services	1,831	(409)	-	1,422	637	785	44.8%	2,700	2,508
Contractors	-	-	-	-	-	-	0.0%	4	4
Consumable supplies	15	-	-	15	-	15	0.0%	-	-
Consumable: Stationery, printing and office supplies	15	-	-	15	-	15	0.0%	165	165
Travel and subsistence	484	47	-	531	531	-	100.0%	687	649
Training and development	65	-	-	65	-	65	0.0%	77	49
Operating payments	45	-	-	45	-	45	0.0%	8	8
Venues and facilities	671	-	-	671	168	503	25.0%	630	54
<b>Payments for capital assets</b>	<b>-</b>	<b>30</b>	<b>-</b>	<b>30</b>	<b>30</b>	<b>-</b>	<b>100.0%</b>	<b>1</b>	<b>1</b>
Machinery and equipment	-	30	-	30	30	-	100.0%	1	1
Other machinery and equipment	-	30	-	30	30	-	100.0%	1	1
<b>Total</b>	<b>15,930</b>	<b>-</b>	<b>-</b>	<b>15,930</b>	<b>11,777</b>	<b>4,153</b>	<b>73.9%</b>	<b>14,707</b>	<b>13,873</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
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Subprogramme: 2.2: FREIGHT LOGISTICS	2018/19							2017/18	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
<b>Current payments</b>	<b>18,988</b>	<b>(48)</b>	<b>-</b>	<b>18,940</b>	<b>11,402</b>	<b>7,538</b>	<b>60.2%</b>	<b>15,035</b>	<b>11,985</b>
Compensation of employees	10,055	-	-	10,055	9,057	998	90.1%	9,360	9,360
Salaries and wages	9,485	(491)	-	8,994	7,996	998	88.9%	8,334	8,334
Social contributions	570	491	-	1,061	1,061	-	100.0%	1,026	1,026
Goods and services	8,933	(48)	-	8,885	2,345	6,540	26.4%	5,675	2,625
Administrative fees	-	-	-	-	-	-	0.0%	1	1
Advertising	-	600	-	600	600	-	100.0%	-	-
Minor assets	-	10	-	10	10	-	100.0%	25	25
Catering: Departmental activities	-	7	-	7	7	-	100.0%	50	4
Communication (G&S)	135	-	-	135	126	9	93.3%	115	115
Consultants: Business and advisory services	8,074	(1,654)	-	6,420	-	6,420	0.0%	4,334	1,330
Consumable supplies	20	-	-	20	2	18	10.0%	3	3
Consumable: Stationery, printing and office supplies	20	1	-	21	21	-	100.0%	21	21
Travel and subsistence	514	569	-	1,083	1,083	-	100.0%	1,074	1,074
Training and development	110	-	-	110	17	93	15.5%	40	40
Operating payments	-	395	-	395	395	-	100.0%	-	-
Venues and facilities	60	24	-	84	84	-	100.0%	12	12
<b>Payments for capital assets</b>	<b>-</b>	<b>48</b>	<b>-</b>	<b>48</b>	<b>48</b>	<b>-</b>	<b>100.0%</b>	<b>67</b>	<b>67</b>
Machinery and equipment	-	48	-	48	48	-	100.0%	67	67
Other machinery and equipment	-	48	-	48	48	-	100.0%	67	67
<b>Payment for financial assets</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4</b>	<b>(4)</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>18,988</b>	<b>-</b>	<b>-</b>	<b>18,988</b>	<b>11,454</b>	<b>7,534</b>	<b>60.3%</b>	<b>15,102</b>	<b>12,052</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

<b>Subprogramme: 2.3: MODELLING AND ECONOMIC ANALYSIS</b>									
	2018/19							2017/18	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
<b>Economic classification</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>%</b>	<b>R'000</b>	<b>R'000</b>
<b>Current payments</b>	<b>19,286</b>	<b>(65)</b>	-	<b>19,221</b>	<b>15,450</b>	<b>3,771</b>	<b>80.4%</b>	<b>21,281</b>	<b>19,936</b>
Compensation of employees	12,499	-	-	12,499	12,077	422	96.6%	12,066	12,066
Salaries and wages	11,695	(557)	-	11,138	10,716	422	96.2%	10,793	10,793
Social contributions	804	557	-	1,361	1,361	-	100.0%	1,273	1,273
Goods and services	6,787	(65)	-	6,722	3,373	3,349	50.2%	9,215	7,870
Administrative fees	-	2	-	2	2	-	100.0%	1	1
Advertising	582	-	-	582	-	582	0.0%	825	825
Catering: Departmental activities	130	-	-	130	7	123	5.4%	470	390
Communication (G&S)	179	-	-	179	149	30	83.2%	215	143
Consultants: Business and advisory services	4,601	(541)	-	4,060	1,600	2,460	39.4%	4,929	4,301
Contractors	-	-	-	-	-	-	0.0%	134	134
Consumable supplies	20	-	-	20	5	15	25.0%	-	-
Consumable: Stationery, printing and office supplies	20	327	-	347	347	-	100.0%	58	58
Travel and subsistence	945	46	-	991	991	-	100.0%	1,678	1,565
Training and development	140	-	-	140	1	139	0.7%	185	68
Venues and facilities	170	101	-	271	271	-	100.0%	720	385
<b>Transfers and subsidies</b>	<b>-</b>	<b>65</b>	<b>-</b>	<b>65</b>	<b>65</b>	<b>-</b>	<b>100.0%</b>	<b>4</b>	<b>4</b>
Households	-	65	-	65	65	-	100.0%	4	4
Social benefits	-	65	-	65	65	-	100.0%	4	4
<b>Payments for capital assets</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>	<b>27</b>	<b>27</b>
Machinery and equipment	-	-	-	-	-	-	0.0%	27	27
Other machinery and equipment	-	-	-	-	-	-	0.0%	27	27
<b>Payment for financial assets</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>105</b>	<b>(105)</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>19,286</b>	<b>-</b>	<b>-</b>	<b>19,286</b>	<b>15,620</b>	<b>3,666</b>	<b>81.0%</b>	<b>21,312</b>	<b>19,967</b>



**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
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<b>Subprogramme: 2.4: REGIONAL INTEGRATION</b>	<b>2018/19</b>							<b>2017/18</b>	
	<b>Adjusted Appropriation</b>	<b>Shifting of Funds</b>	<b>Virement</b>	<b>Final Appropriation</b>	<b>Actual Expenditure</b>	<b>Variance</b>	<b>Expenditure as % of final appropriation</b>	<b>Final Appropriation</b>	<b>Actual Expenditure</b>
<b>Economic classification</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>%</b>	<b>R'000</b>	<b>R'000</b>
<b>Current payments</b>	<b>12,737</b>	<b>1,282</b>	<b>-</b>	<b>14,019</b>	<b>11,926</b>	<b>2,093</b>	<b>85.1%</b>	<b>10,661</b>	<b>10,661</b>
Compensation of employees	5,323	1,282	-	6,605	6,605	-	100.0%	5,992	5,992
Salaries and wages	4,991	978		5,969	5,969	-	100.0%	5,450	5,450
Social contributions	332	304		636	636	-	100.0%	542	542
Goods and services	7,414	-	-	7,414	5,321	2,093	71.8%	4,669	4,669
Advertising	-	470		470	470	-	100.0%	1,341	1,341
Catering: Departmental activities	-	1,061		1,061	1,061	-	100.0%	1,452	1,452
Communication (G&S)	93			93	86	7	92.5%	84	84
Consultants: Business and advisory services	6,787	(3,011)		3,776	1,813	1,963	48.0%	-	-
Contractors	-	547		547	547	-	100.0%	350	350
Consumable supplies	15			15	-	15	0.0%	-	-
Consumable: Stationery, printing and office supplies	15			15	-	15	0.0%	16	16
Travel and subsistence	387	392		779	779	-	100.0%	545	545
Training and development	40			40	-	40	0.0%	-	-
Operating payments	56			56	3	53	5.4%	296	296
Venues and facilities	21	541		562	562	-	100.0%	585	585
<b>Payment for financial assets</b>	<b>-</b>			<b>-</b>	<b>1</b>	<b>(1)</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>12,737</b>	<b>1,282</b>	<b>-</b>	<b>14,019</b>	<b>11,927</b>	<b>2,092</b>	<b>85.1%</b>	<b>10,661</b>	<b>10,661</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

Subprogramme: 2.5: RESEARCH AND INNOVATION	2018/19							2017/18	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
<b>Current payments</b>	<b>15,345</b>	<b>889</b>	<b>-</b>	<b>16,234</b>	<b>15,857</b>	<b>377</b>	<b>97.7%</b>	<b>14,407</b>	<b>13,249</b>
Compensation of employees	9,805	926	-	10,731	10,731	-	100.0%	10,115	10,115
Salaries and wages	9,382	164	-	9,546	9,546	-	100.0%	9,037	9,037
Social contributions	423	762	-	1,185	1,185	-	100.0%	1,078	1,078
Goods and services	5,540	(37)	-	5,503	5,126	377	93.1%	4,292	3,134
Administrative fees	-	1	-	1	1	-	100.0%	1	1
Advertising	-	-	-	-	-	-	0.0%	172	172
Minor assets	-	3	-	3	3	-	100.0%	1	1
Catering: Departmental activities	-	19	-	19	19	-	100.0%	60	50
Communication (G&S)	130	-	-	130	70	60	53.8%	65	64
Consultants: Business and advisory services	4,311	(2,459)	-	1,852	1,558	294	84.1%	1,608	490
Contractors	-	9	-	9	9	-	100.0%	-	-
Consumable supplies	5	-	-	5	2	3	40.0%	16	16
Consumable: Stationery, printing and office supplies	15	35	-	50	50	-	100.0%	103	103
Travel and subsistence	805	779	-	1,584	1,584	-	100.0%	1,647	1,647
Training and development	20	-	-	20	-	20	0.0%	40	11
Operating payments	74	305	-	379	379	-	100.0%	6	6
Venues and facilities	180	1,271	-	1,451	1,451	-	100.0%	573	573
<b>Payments for capital assets</b>	<b>-</b>	<b>37</b>	<b>-</b>	<b>37</b>	<b>37</b>	<b>-</b>	<b>100.0%</b>	<b>5</b>	<b>5</b>
Machinery and equipment	-	37	-	37	37	-	100.0%	5	5
Other machinery and equipment	-	37	-	37	37	-	100.0%	5	5
<b>Payment for financial assets</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2</b>	<b>(2)</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>15,345</b>	<b>926</b>	<b>-</b>	<b>16,271</b>	<b>15,896</b>	<b>375</b>	<b>97.7%</b>	<b>14,412</b>	<b>13,254</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

<b>Subprogramme: 2.6: INTEGRATED TRANSPORT PLANNING ADMINISTRATION SUPPORT</b>									
	2018/19							2017/18	
	Adjusted Appro- piation	Shifting of Funds	Virement	Final Appro- piation	Actual Expenditure	Variance	Expenditure as % of final appro- piation	Final Appro- piation	Actual Expen- diture
<b>Economic classification</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>%</b>	<b>R'000</b>	<b>R'000</b>
<b>Current payments</b>	<b>7,496</b>	<b>(2,693)</b>	-	<b>4,803</b>	<b>4,016</b>	<b>787</b>	<b>83.6%</b>	<b>6,241</b>	<b>6,093</b>
Compensation of employees	4,117	(2,208)	-	1,909	1,832	77	96.0%	1,879	1,879
Salaries and wages	3,946	(2,324)	-	1,622	1,545	77	95.3%	1,631	1,631
Social contributions	171	116	-	287	287	-	100.0%	248	248
Goods and services	3,379	(485)	-	2,894	2,184	710	75.5%	4,362	4,214
Administrative fees	-	-	-	-	-	-	0.0%	1	1
Advertising	-	-	-	-	-	-	0.0%	178	178
Minor assets	-	7	-	7	7	-	100.0%	10	10
Communication (G&S)	81	-	-	81	33	48	40.7%	28	28
Computer services	-	2	-	2	2	-	100.0%	-	-
Consultants: Business and advisory services	2,363	(1,710)	-	653	-	653	0.0%	1,855	1,707
Contractors	-	-	-	-	-	-	0.0%	11	11
Consumable supplies	15	-	-	15	6	9	40.0%	3	3
Consumable: Stationery, printing and office supplies	155	1	-	156	156	-	100.0%	162	162
Travel and subsistence	515	306	-	821	821	-	100.0%	830	830
Training and development	50	148	-	198	198	-	100.0%	238	238
Operating payments	100	479	-	579	579	-	100.0%	526	526
Venues and facilities	100	282	-	382	382	-	100.0%	520	520
<b>Payments for capital assets</b>	<b>200</b>	<b>485</b>	<b>-</b>	<b>685</b>	<b>685</b>	<b>-</b>	<b>100.0%</b>	<b>640</b>	<b>612</b>
Machinery and equipment	200	485	-	685	685	-	100.0%	640	612
Other machinery and equipment	200	485	-	685	685	-	100.0%	640	612
<b>Payment for financial assets</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>148</b>
<b>Total</b>	<b>7,696</b>	<b>(2,208)</b>	<b>-</b>	<b>5,488</b>	<b>4,701</b>	<b>787</b>	<b>85.7%</b>	<b>6,881</b>	<b>6,853</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
**for the year ended 31 March 2019**

**Programme 3: Rail Transport**

	2018/19							2017/18	
	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
<b>Sub programme</b>									
1. Rail Regulation	19,835	-	-	19,835	11,856	7,979	59.8%	19,197	12,996
2. Rail Infrastructure and Industry Development	9,469	345	-	9,814	6,995	2,819	71.3%	6,456	6,185
3. Rail Operations	10,596	1,105	-	11,701	9,454	2,247	80.8%	12,670	12,670
4. Rail Oversight	15,841,986	-	-	15,841,986	15,841,986	-	100.0%	19,290,282	14,479,824
5. Rail Administration Support	5,393	(1,450)	-	3,943	3,402	541	86.3%	4,594	3,483
	<b>15,887,279</b>	<b>-</b>	<b>-</b>	<b>15,887,279</b>	<b>15,873,693</b>	<b>13,586</b>	<b>99.9%</b>	<b>19,333,199</b>	<b>14,515,158</b>

<b>Economic classification</b>									
<b>Current payments</b>	<b>45,182</b>	<b>(334)</b>	<b>-</b>	<b>44,848</b>	<b>31,262</b>	<b>13,586</b>	<b>69.7%</b>	<b>42,699</b>	<b>35,111</b>
Compensation of employees	26,767	-	-	26,767	25,978	789	97.1%	26,177	24,401
Salaries and wages	24,866	(1,173)	-	23,693	22,904	789	96.7%	23,330	21,554
Social contributions	1,901	1,173	-	3,074	3,074	-	100.0%	2,847	2,847
Goods and services	18,415	(334)	-	18,081	5,284	12,797	29.2%	16,522	10,710
Administrative fees	20	-	-	20	7	13	35.0%	50	50
Advertising	20	88	-	108	108	-	100.0%	156	156
Minor assets	6	-	-	6	5	1	83.3%	3	3
Catering: Departmental activities	35	-	-	35	19	16	54.3%	117	48
Communication (G&S)	355	36	-	391	329	62	84.1%	353	353
Computer services	-	-	-	-	-	-	0.0%	1	1
Consultants: Business and advisory services	14,594	(1,335)	-	13,259	2,642	10,617	19.9%	7,956	7,956
Infrastructure and planning services	1,727	-	-	1,727	-	1,727	0.0%	5,743	-
Contractors	1	(1)	-	-	-	-	0.0%	-	-
Consumable supplies	-	4	-	4	4	-	100.0%	3	3
Consumable: Stationery, printing and office supplies	200	22	-	222	179	43	80.6%	137	137
Travel and subsistence	1,382	394	-	1,776	1,492	284	84.0%	1,631	1,631
Training and development	-	159	-	159	159	-	100.0%	16	16
Operating payments	-	7	-	7	7	-	100.0%	60	60
Venues and facilities	75	292	-	367	333	34	90.7%	296	296
<b>Transfers and subsidies</b>	<b>15,841,986</b>	<b>-</b>	<b>-</b>	<b>15,841,986</b>	<b>15,841,986</b>	<b>-</b>	<b>100.0%</b>	<b>19,290,282</b>	<b>14,479,824</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

**Programme 3: Rail Transport**

	2018/19							2017/18	
	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	63,018	-	-	63,018	63,018	-	100.0%	73,864	73,864
Departmental agencies (non-business entities)	63,018	-	-	63,018	63,018	-	100.0%	73,864	73,864
Public corporations and private enterprises	15,778,968	-	-	15,778,968	15,778,968	-	100.0%	19,216,418	14,405,960
Public corporations	15,778,968	-	-	15,778,968	15,778,968	-	100.0%	19,216,418	14,405,960
Subsidies on products and production (pc)	-	-	-	-	-	-	0.0%	5,495,749	5,037,771
Other transfers to public corporations	15,778,968	-	-	15,778,968	15,778,968	-	100.0%	13,720,669	9,368,189
<b>Payments for capital assets</b>	<b>111</b>	<b>334</b>	<b>-</b>	<b>445</b>	<b>445</b>	<b>-</b>	<b>100.0%</b>	<b>218</b>	<b>218</b>
Machinery and equipment	111	334	-	445	445	-	100.0%	218	218
Other machinery and equipment	111	334	-	445	445	-	100.0%	218	218
<b>Payment for financial assets</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>5</b>
	<b>15,887,279</b>	<b>-</b>	<b>-</b>	<b>15,887,279</b>	<b>15,873,693</b>	<b>13,586</b>	<b>99.9%</b>	<b>19,333,199</b>	<b>14,515,158</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
**for the year ended 31 March 2019**

Subprogramme: 3.1: RAIL REGULATION	2018/19							2017/18	
	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
<b>Economic classification</b>									
<b>Current payments</b>	<b>19,835</b>	-	-	<b>19,835</b>	<b>11,856</b>	<b>7,979</b>	<b>59.8%</b>	<b>19,197</b>	<b>12,996</b>
Compensation of employees	8,529	-	-	8,529	8,211	318	96.3%	8,374	7,985
Salaries and wages	7,885	(284)	-	7,601	7,283	318	95.8%	7,499	7,110
Social contributions	644	284	-	928	928	-	100.0%	875	875
Goods and services	11,306	-	-	11,306	3,645	7,661	32.2%	10,823	5,011
Advertising	-	-	-	-	-	-	0.0%	125	125
Catering: Departmental activities	10	-	-	10	10	-	100.0%	110	41
Communication (G&S)	90	36	-	126	126	-	100.0%	122	122
Computer services	-	-	-	-	-	-	0.0%	1	1
Consultants: Business and advisory services	9,224	(648)	-	8,576	2,642	5,934	30.8%	3,956	3,956
Infrastructure and planning services	1,727	-	-	1,727	-	1,727	0.0%	5,743	-
Consumable: Stationery, printing and office supplies	20	76	-	96	96	-	100.0%	24	24
Travel and subsistence	210	85	-	295	295	-	100.0%	446	446
Training and development	-	159	-	159	159	-	100.0%	-	-
Venues and facilities	25	292	-	317	317	-	100.0%	296	296
<b>Total</b>	<b>19,835</b>	<b>-</b>	<b>-</b>	<b>19,835</b>	<b>11,856</b>	<b>7,979</b>	<b>59.8%</b>	<b>19,197</b>	<b>12,996</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
**for the year ended 31 March 2019**

Subprogramme: 3.2: RAIL INFRASTRUCTURE AND INDUSTRY DEVELOPMENT									
	2018/19							2017/18	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
<b>Current payments</b>	<b>9,469</b>	<b>345</b>	<b>-</b>	<b>9,814</b>	<b>6,995</b>	<b>2,819</b>	<b>71.3%</b>	<b>6,456</b>	<b>6,180</b>
Compensation of employees	5,739	679	-	6,418	6,418	-	100.0%	6,178	5,902
Salaries and wages	5,236	445		5,681	5,681	-	100.0%	5,500	5,224
Social contributions	503	234		737	737	-	100.0%	678	678
Goods and services	3,730	(334)	-	3,396	577	2,819	17.0%	278	278
Advertising	20	88		108	108	-	100.0%	31	31
Catering: Departmental activities	20			20	9	11	45.0%	4	4
Communication (G&S)	75			75	70	5	93.3%	81	81
Consultants: Business and advisory services	3,490	(687)		2,803	-	2,803	0.0%	-	-
Travel and subsistence	125	265		390	390	-	100.0%	162	162
<b>Payment for financial assets</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>5</b>
<b>Total</b>	<b>9,469</b>	<b>345</b>	<b>-</b>	<b>9,814</b>	<b>6,995</b>	<b>2,819</b>	<b>71.3%</b>	<b>6,456</b>	<b>6,185</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

Subprogramme: 3.3: RAIL OPERATIONS	2018/19								2017/18	
	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	
<b>Economic classification</b>										
<b>Current payments</b>	<b>10,596</b>	<b>1,105</b>	<b>-</b>	<b>11,701</b>	<b>9,454</b>	<b>2,247</b>	<b>80.8%</b>	<b>12,670</b>	<b>12,670</b>	
Compensation of employees	7,937	1,105	-	9,042	9,042	-	100.0%	8,298	8,298	
Salaries and wages	7,484	544	-	8,028	8,028	-	100.0%	7,360	7,360	
Social contributions	453	561	-	1,014	1,014	-	100.0%	938	938	
Goods and services	2,659	-	-	2,659	412	2,247	15.5%	4,372	4,372	
Communication (G&S)	150	-	-	150	110	40	73.3%	131	131	
Consultants: Business and advisory services	1,880	-	-	1,880	-	1,880	0.0%	4,000	4,000	
Consumable: Stationery, printing and office supplies	50	-	-	50	7	43	14.0%	24	24	
Travel and subsistence	579	-	-	579	295	284	50.9%	217	217	
<b>Total</b>	<b>10,596</b>	<b>1,105</b>	<b>-</b>	<b>11,701</b>	<b>9,454</b>	<b>2,247</b>	<b>80.8%</b>	<b>12,670</b>	<b>12,670</b>	



**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

Subprogramme: 3.4: RAIL OVERSIGHT	2018/19								2017/18	
	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	
<b>Economic classification</b>										
<b>Transfers and subsidies</b>	<b>15,841,986</b>	-	-	<b>15,841,986</b>	<b>15,841,986</b>	-	<b>100.0%</b>	<b>19,290,282</b>	<b>14,479,824</b>	
Departmental agencies and accounts	63,018	-	-	63,018	63,018	-	100.0%	73,864	73,864	
Departmental agencies (non-business entities)	63,018	-	-	63,018	63,018	-	100.0%	73,864	73,864	
Public corporations and private enterprises	15,778,968	-	-	15,778,968	15,778,968	-	100.0%	19,216,418	14,405,960	
Public corporations	15,778,968	-	-	15,778,968	15,778,968	-	100.0%	19,216,418	14,405,960	
Subsidies on products and production (pc)	-	-	-	-	-	-	0.0%	5,495,749	5,037,771	
Other transfers to public corporations	15,778,968	-	-	15,778,968	15,778,968	-	100.0%	13,720,669	9,368,189	
<b>Total</b>	<b>15,841,986</b>	-	-	<b>15,841,986</b>	<b>15,841,986</b>	-	<b>100.0%</b>	<b>19,290,282</b>	<b>14,479,824</b>	

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
**for the year ended 31 March 2019**

<b>Subprogramme: 3.5: RAIL ADMINISTRATION SUPPORT</b>									
	<b>2018/19</b>							<b>2017/18</b>	
	<b>Adjusted Appropriation</b>	<b>Shifting of Funds</b>	<b>Virement</b>	<b>Final Appropriation</b>	<b>Actual Expenditure</b>	<b>Variance</b>	<b>Expenditure as % of final appropriation</b>	<b>Final Appropriation</b>	<b>Actual Expenditure</b>
<b>Economic classification</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>%</b>	<b>R'000</b>	<b>R'000</b>
<b>Current payments</b>	<b>5,282</b>	<b>(1,784)</b>	<b>-</b>	<b>3,498</b>	<b>2,957</b>	<b>541</b>	<b>84.5%</b>	<b>4,376</b>	<b>3,265</b>
Compensation of employees	4,562	(1,784)	-	2,778	2,307	471	83.0%	3,327	2,216
Salaries and wages	4,261	(1,878)	-	2,383	1,912	471	80.2%	2,971	1,860
Social contributions	301	94	-	395	395	-	100.0%	356	356
Goods and services	720	-	-	720	650	70	90.3%	1,049	1,049
Administrative fees	20	-	-	20	7	13	35.0%	50	50
Minor assets	6	-	-	6	5	1	83.3%	3	3
Catering: Departmental activities	5	-	-	5	-	5	0.0%	3	3
Communication (G&S)	40	-	-	40	23	17	57.5%	19	19
Contractors	1	(1)	-	-	-	-	0.0%	-	-
Consumable supplies	-	4	-	4	4	-	100.0%	3	3
Consumable: Stationery, printing and office supplies	130	(54)	-	76	76	-	100.0%	89	89
Travel and subsistence	468	44	-	512	512	-	100.0%	806	806
Training and development	-	-	-	-	-	-	0.0%	16	16
Operating payments	-	7	-	7	7	-	100.0%	60	60
Venues and facilities	50	-	-	50	16	34	32.0%	-	-
<b>Payments for capital assets</b>	<b>111</b>	<b>334</b>	<b>-</b>	<b>445</b>	<b>445</b>	<b>-</b>	<b>100.0%</b>	<b>218</b>	<b>218</b>
Machinery and equipment	111	334	-	445	445	-	100.0%	218	218
Other machinery and equipment	111	334	-	445	445	-	100.0%	218	218
<b>Total</b>	<b>5,393</b>	<b>(1,450)</b>	<b>-</b>	<b>3,943</b>	<b>3,402</b>	<b>541</b>	<b>86.3%</b>	<b>4,594</b>	<b>3,483</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
**for the year ended 31 March 2019**

**Programme 4: Road Transport**

	2018/19							2017/18	
	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
<b>Sub programme</b>									
1. Road Regulation	42,346	5,310	-	47,656	46,002	1,654	96.5%	59,899	59,899
2. Road Infrastructure and Industry Development	33,875	(5,970)	-	27,905	16,582	11,323	59.4%	21,658	18,437
3. Road Oversight	29,988,198	-	-	29,988,198	29,979,767	8,431	100.0%	27,021,237	27,018,377
4. Road Administration Support	8,283	660	-	8,943	7,949	994	88.9%	8,491	7,547
5. Road Engineering Standards	26,058	-	-	26,058	16,808	9,250	64.5%	26,890	14,109
	<b>30,098,760</b>	<b>-</b>	<b>-</b>	<b>30,098,760</b>	<b>30,067,108</b>	<b>31,652</b>	<b>99.9%</b>	<b>27,138,175</b>	<b>27,118,369</b>

<b>Economic classification</b>									
<b>Current payments</b>	<b>118,719</b>	<b>(908)</b>	<b>-</b>	<b>117,811</b>	<b>86,561</b>	<b>31,250</b>	<b>73.5%</b>	<b>118,997</b>	<b>98,926</b>
Compensation of employees	70,487	-	-	70,487	55,187	15,300	78.3%	59,931	55,886
Salaries and wages	62,790	(86)	-	62,704	48,727	13,977	77.7%	53,390	49,612
Social contributions	7,697	86	-	7,783	6,460	1,323	83.0%	6,541	6,274
Goods and services	48,232	(908)	-	47,324	31,374	15,950	66.3%	59,066	43,040
Administrative fees	38	(15)	-	23	2	21	8.7%	16	9
Advertising	1,528	570	-	2,098	2,095	3	99.9%	5,397	5,395
Minor assets	90	13	-	103	68	35	66.0%	90	11
Catering: Departmental activities	1,950	(961)	-	989	786	203	79.5%	2,095	1,948
Communication (G&S)	1,135	(239)	-	896	734	162	81.9%	5,037	4,796
Computer services	883	852	-	1,735	1,700	35	98.0%	1,654	1,634
Consultants: Business and advisory services	26,463	(5,358)	-	21,105	9,561	11,544	45.3%	25,910	13,958
Contractors	247	(49)	-	198	163	35	82.3%	861	861
Consumable supplies	465	(103)	-	362	20	342	5.5%	67	20
Consumable: Stationery, printing and office supplies	710	260	-	970	970	-	100.0%	814	524
Operating leases	-	28	-	28	28	-	100.0%	-	-
Property payments	140	(120)	-	20	-	20	0.0%	13	13
Transport provided: Departmental activity	-	-	-	-	-	-	0.0%	35	35
Travel and subsistence	13,351	2,070	-	15,421	12,404	3,017	80.4%	14,892	12,360
Training and development	350	23	-	373	175	198	46.9%	515	108

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

**Programme 4: Road Transport**

	2018/19							2017/18	
	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	438	180	-	618	344	274	55.7%	530	228
Venues and facilities	444	1,941	-	2,385	2,324	61	97.4%	1,140	1,140
<b>Transfers and subsidies</b>	<b>29,979,319</b>	<b>625</b>	<b>-</b>	<b>29,979,944</b>	<b>29,979,944</b>	<b>-</b>	<b>100.0%</b>	<b>27,018,142</b>	<b>27,018,141</b>
Provinces and municipalities	11,143,201	-	-	11,143,201	11,143,201	-	100.0%	10,860,973	10,860,972
Provinces	11,035,668	-	-	11,035,668	11,035,668	-	100.0%	10,753,664	10,753,663
Provincial Revenue Funds	11,035,668	-	-	11,035,668	11,035,668	-	100.0%	10,753,664	10,753,663
Municipalities	107,533	-	-	107,533	107,533	-	100.0%	107,309	107,309
Municipal bank accounts	107,533	-	-	107,533	107,533	-	100.0%	107,309	107,309
Departmental agencies and accounts	18,836,118	-	-	18,836,118	18,836,118	-	100.0%	16,157,048	16,157,048
Departmental agencies (non-business entities)	18,836,118	-	-	18,836,118	18,836,118	-	100.0%	16,157,048	16,157,048
Households	-	625	-	625	625	-	100.0%	121	121
Social benefits	-	625	-	625	625	-	100.0%	121	121
<b>Payments for capital assets</b>	<b>722</b>	<b>283</b>	<b>-</b>	<b>1,005</b>	<b>595</b>	<b>410</b>	<b>59.2%</b>	<b>1,036</b>	<b>855</b>
Machinery and equipment	722	283	-	1,005	595	410	59.2%	1,036	855
Other machinery and equipment	722	283	-	1,005	595	410	59.2%	1,036	855
<b>Payment for financial assets</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8</b>	<b>(8)</b>	<b>0.0%</b>	<b>-</b>	<b>447</b>
	<b>30,098,760</b>	<b>-</b>	<b>-</b>	<b>30,098,760</b>	<b>30,067,108</b>	<b>31,652</b>	<b>99.9%</b>	<b>27,138,175</b>	<b>27,118,369</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

Subprogramme: 4.1: ROAD REGULATION	2018/19							2017/18	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
<b>Current payments</b>	<b>42,346</b>	<b>4,558</b>	-	<b>46,904</b>	<b>45,243</b>	<b>1,661</b>	<b>96.5%</b>	<b>59,660</b>	<b>59,213</b>
Compensation of employees	28,877	-	-	28,877	27,216	1,661	94.2%	27,698	27,698
Salaries and wages	25,609	(86)	-	25,523	23,862	1,661	93.5%	24,426	24,426
Social contributions	3,268	86	-	3,354	3,354	-	100.0%	3,272	3,272
Goods and services	13,469	4,558	-	18,027	18,027	-	100.0%	31,962	31,515
Administrative fees	17	(15)	-	2	2	-	100.0%	3	3
Advertising	1,525	570	-	2,095	2,095	-	100.0%	5,320	5,320
Catering: Departmental activities	1,705	(959)	-	746	746	-	100.0%	1,905	1,905
Communication (G&S)	590	(239)	-	351	351	-	100.0%	4,427	4,427
Computer services	848	852	-	1,700	1,700	-	100.0%	1,634	1,634
Consultants: Business and advisory services	2,090	1,527	-	3,617	3,617	-	100.0%	8,983	8,536
Contractors	206	(49)	-	157	157	-	100.0%	808	808
Consumable supplies	65	(65)	-	-	-	-	0.0%	-	-
Consumable: Stationery, printing and office supplies	70	514	-	584	584	-	100.0%	70	70
Property payments	120	(120)	-	-	-	-	0.0%	-	-
Transport provided: Departmental activity	-	-	-	-	-	-	0.0%	35	35
Travel and subsistence	6,106	1,715	-	7,821	7,821	-	100.0%	8,120	8,120
Training and development	-	8	-	8	8	-	100.0%	-	-
Operating payments	67	180	-	247	247	-	100.0%	79	79
Venues and facilities	60	639	-	699	699	-	100.0%	578	578
<b>Transfers and subsidies</b>	-	<b>580</b>	-	<b>580</b>	<b>580</b>	-	<b>100.0%</b>	<b>69</b>	<b>69</b>
Households	-	580	-	580	580	-	100.0%	69	69
Social benefits	-	580	-	580	580	-	100.0%	69	69
<b>Payments for capital assets</b>	-	<b>172</b>	-	<b>172</b>	<b>172</b>	-	<b>100.0%</b>	<b>170</b>	<b>170</b>
Machinery and equipment	-	172	-	172	172	-	100.0%	170	170
Other machinery and equipment	-	172	-	172	172	-	100.0%	170	170
<b>Payment for financial assets</b>	-	-	-	-	<b>7</b>	<b>(7)</b>	<b>0.0%</b>	-	<b>447</b>
<b>Total</b>	<b>42,346</b>	<b>5,310</b>	-	<b>47,656</b>	<b>46,002</b>	<b>1,654</b>	<b>96.5%</b>	<b>59,899</b>	<b>59,899</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

<b>Subprogramme: 4.2: ROAD INFRASTRUCTURE AND INDUSTRY DEVELOPMENT</b>									
	2018/19				2017/18				
	Adjusted Appro- piation	Shifting of Funds	Virement	Final Appro- piation	Actual Expenditure	Variance	Expenditure as % of final appro- piation	Final Appro- piation	Actual Expen- diture
<b>Economic classification</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>%</b>	<b>R'000</b>	<b>R'000</b>
<b>Current payments</b>	<b>33,875</b>	<b>(6,028)</b>	<b>-</b>	<b>27,847</b>	<b>16,523</b>	<b>11,324</b>	<b>59.3%</b>	<b>21,560</b>	<b>18,339</b>
Compensation of employees	18,318	(660)	-	17,658	14,181	3,477	80.3%	14,768	14,219
Salaries and wages	16,171	(465)	-	15,706	12,691	3,015	80.8%	13,292	12,799
Social contributions	2,147	(195)	-	1,952	1,490	462	76.3%	1,476	1,420
Goods and services	15,557	(5,368)	-	10,189	2,342	7,847	23.0%	6,792	4,120
Administrative fees	12	-	-	12	-	12	0.0%	7	3
Minor assets	-	2	-	2	2	-	100.0%	5	-
Catering: Departmental activities	105	(2)	-	103	18	85	17.5%	96	24
Communication (G&S)	250	-	-	250	201	49	80.4%	245	184
Consultants: Business and advisory services	12,113	(5,412)	-	6,701	-	6,701	0.0%	3,502	1,405
Consumable supplies	45	-	-	45	-	45	0.0%	-	-
Consumable: Stationery, printing and office supplies	-	17	-	17	17	-	100.0%	34	-
Travel and subsistence	2,816	-	-	2,816	2,020	796	71.7%	2,622	2,372
Training and development	-	-	-	-	-	-	0.0%	35	27
Operating payments	216	-	-	216	57	159	26.4%	246	105
Venues and facilities	-	27	-	27	27	-	100.0%	-	-
<b>Transfers and subsidies</b>	<b>-</b>	<b>45</b>	<b>-</b>	<b>45</b>	<b>45</b>	<b>-</b>	<b>100.0%</b>	<b>45</b>	<b>45</b>
Households	-	45	-	45	45	-	100.0%	45	45
Social benefits	-	45	-	45	45	-	100.0%	45	45
<b>Payments for capital assets</b>	<b>-</b>	<b>13</b>	<b>-</b>	<b>13</b>	<b>13</b>	<b>-</b>	<b>100.0%</b>	<b>53</b>	<b>53</b>
Machinery and equipment	-	13	-	13	13	-	100.0%	53	53
Other machinery and equipment	-	13	-	13	13	-	100.0%	53	53
<b>Payment for financial assets</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>(1)</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>33,875</b>	<b>(5,970)</b>	<b>-</b>	<b>27,905</b>	<b>16,582</b>	<b>11,323</b>	<b>59.4%</b>	<b>21,658</b>	<b>18,437</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

Subprogramme: 4.3: ROAD OVERSIGHT	2018/19							2017/18	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
<b>Current payments</b>	<b>8,879</b>	-	-	<b>8,879</b>	<b>448</b>	<b>8,431</b>	<b>5.0%</b>	<b>3,216</b>	<b>357</b>
Compensation of employees	7,740	-	-	7,740	376	7,364	4.9%	2,128	304
Salaries and wages	6,968	-	-	6,968	320	6,648	4.6%	2,076	252
Social contributions	772	-	-	772	56	716	7.3%	52	52
Goods and services	1,139	-	-	1,139	72	1,067	6.3%	1,088	53
Administrative fees	2	-	-	2	-	2	0.0%	-	-
Advertising	2	-	-	2	-	2	0.0%	-	-
Minor assets	25	-	-	25	-	25	0.0%	20	-
Catering: Departmental activities	50	-	-	50	-	50	0.0%	20	-
Communication (G&S)	15	-	-	15	9	6	60.0%	45	5
Computer services	15	-	-	15	-	15	0.0%	-	-
Consumable supplies	25	-	-	25	-	25	0.0%	-	-
Travel and subsistence	975	-	-	975	63	912	6.5%	953	48
Operating payments	30	-	-	30	-	30	0.0%	50	-
<b>Transfers and subsidies</b>	<b>29,979,319</b>	-	-	<b>29,979,319</b>	<b>29,979,319</b>	-	<b>100.0%</b>	<b>27,018,021</b>	<b>27,018,020</b>
Provinces and municipalities	11,143,201	-	-	11,143,201	11,143,201	-	100.0%	10,860,973	10,860,972
Provinces	11,035,668	-	-	11,035,668	11,035,668	-	100.0%	10,753,664	10,753,663
Provincial Revenue Funds	11,035,668	-	-	11,035,668	11,035,668	-	100.0%	10,753,664	10,753,663
Municipalities	107,533	-	-	107,533	107,533	-	100.0%	107,309	107,309
Municipal bank accounts	107,533	-	-	107,533	107,533	-	100.0%	107,309	107,309
Departmental agencies and accounts	18,836,118	-	-	18,836,118	18,836,118	-	100.0%	16,157,048	16,157,048
Departmental agencies (non-business entities)	18,836,118	-	-	18,836,118	18,836,118	-	100.0%	16,157,048	16,157,048
<b>Total</b>	<b>29,988,198</b>	-	-	<b>29,988,198</b>	<b>29,979,767</b>	<b>8,431</b>	<b>100.0%</b>	<b>27,021,237</b>	<b>27,018,377</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

Subprogramme: 4.4: ROAD ADMINISTRATION SUPPORT	2018/19							2017/18	
	Adjusted Approp- riation	Shifting of Funds	Virement	Final Approp- riation	Actual Expenditure	Variance	Expenditure as % of final approp- riation	Final Approp- riation	Actual Expen- diture
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
<b>Economic classification</b>									
<b>Current payments</b>	<b>7,561</b>	<b>660</b>	<b>-</b>	<b>8,221</b>	<b>7,637</b>	<b>584</b>	<b>92.9%</b>	<b>7,809</b>	<b>7,046</b>
Compensation of employees	4,950	660	-	5,610	5,610	-	100.0%	5,315	5,315
Salaries and wages	4,446	465	-	4,911	4,911	-	100.0%	4,676	4,676
Social contributions	504	195	-	699	699	-	100.0%	639	639
Goods and services	2,611	-	-	2,611	2,027	584	77.6%	2,494	1,731
Administrative fees	5	-	-	5	-	5	0.0%	4	2
Advertising	-	-	-	-	-	-	0.0%	2	-
Minor assets	55	11	-	66	66	-	100.0%	65	11
Catering: Departmental activities	60	-	-	60	19	41	31.7%	46	19
Communication (G&S)	75	-	-	75	70	5	93.3%	110	70
Computer services	20	-	-	20	-	20	0.0%	20	-
Contractors	30	-	-	30	6	24	20.0%	53	53
Consumable supplies	255	(38)	-	217	20	197	9.2%	67	20
Consumable: Stationery, printing and office supplies	640	(356)	-	284	284	-	100.0%	710	454
Operating leases	-	28	-	28	28	-	100.0%	-	-
Property payments	20	-	-	20	-	20	0.0%	13	13
Travel and subsistence	667	355	-	1,022	1,022	-	100.0%	635	601
Training and development	350	-	-	350	152	198	43.4%	350	74
Operating payments	50	-	-	50	37	13	74.0%	40	35
Venues and facilities	384	-	-	384	323	61	84.1%	379	379
<b>Payments for capital assets</b>	<b>722</b>	<b>-</b>	<b>-</b>	<b>722</b>	<b>312</b>	<b>410</b>	<b>43.2%</b>	<b>682</b>	<b>501</b>
Machinery and equipment	722	-	-	722	312	410	43.2%	682	501
Other machinery and equipment	722	-	-	722	312	410	43.2%	682	501
<b>Total</b>	<b>8,283</b>	<b>660</b>	<b>-</b>	<b>8,943</b>	<b>7,949</b>	<b>994</b>	<b>88.9%</b>	<b>8,491</b>	<b>7,547</b>



**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
**for the year ended 31 March 2019**

<b>Subprogramme: 4.5: ROAD ENGINEERING STANDARDS</b>	<b>2018/19</b>							<b>2017/18</b>	
	<b>Adjusted Appropriation</b>	<b>Shifting of Funds</b>	<b>Virement</b>	<b>Final Appropriation</b>	<b>Actual Expenditure</b>	<b>Variance</b>	<b>Expenditure as % of final appropriation</b>	<b>Final Appropriation</b>	<b>Actual Expenditure</b>
<b>Economic classification</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>%</b>	<b>R'000</b>	<b>R'000</b>
<b>Current payments</b>	<b>26,058</b>	<b>(98)</b>	<b>-</b>	<b>25,960</b>	<b>16,710</b>	<b>9,250</b>	<b>64.4%</b>	<b>26,752</b>	<b>13,971</b>
Compensation of employees	10,602	-	-	10,602	7,804	2,798	73.6%	10,022	8,350
Salaries and wages	9,596			9,596	6,943	2,653	72.4%	8,920	7,459
Social contributions	1,006			1,006	861	145	85.6%	1,102	891
Goods and services	15,456	(98)	-	15,358	8,906	6,452	58.0%	16,730	5,621
Administrative fees	2			2	-	2	0.0%	2	1
Advertising	1			1	-	1	0.0%	75	75
Minor assets	10			10	-	10	0.0%	-	-
Catering: Departmental activities	30			30	3	27	10.0%	28	-
Communication (G&S)	205			205	103	102	50.2%	210	110
Consultants: Business and advisory services	12,260	(1,473)		10,787	5,944	4,843	55.1%	13,425	4,017
Contractors	11			11	-	11	0.0%	-	-
Consumable supplies	75			75	-	75	0.0%	-	-
Consumable: Stationery, printing and office supplies	-	85		85	85	-	100.0%	-	-
Travel and subsistence	2,787			2,787	1,478	1,309	53.0%	2,562	1,219
Training and development	-	15		15	15	-	100.0%	130	7
Operating payments	75			75	3	72	4.0%	115	9
Venues and facilities	-	1,275		1,275	1,275	-	100.0%	183	183
<b>Transfers and subsidies</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>	<b>7</b>	<b>7</b>
Households	-	-	-	-	-	-	0.0%	7	7
Social benefits	-	-	-	-	-	-	0.0%	7	7
<b>Payments for capital assets</b>	<b>-</b>	<b>98</b>	<b>-</b>	<b>98</b>	<b>98</b>	<b>-</b>	<b>100.0%</b>	<b>131</b>	<b>131</b>
Machinery and equipment	-	98	-	98	98	-	100.0%	131	131
Other machinery and equipment	-	98	-	98	98	-	100.0%	131	131
<b>Total</b>	<b>26,058</b>	<b>-</b>	<b>-</b>	<b>26,058</b>	<b>16,808</b>	<b>9,250</b>	<b>64.5%</b>	<b>26,890</b>	<b>14,109</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
**for the year ended 31 March 2019**

**Programme 5: Civil Aviation**

	2018/19							2017/18	
	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
<b>Sub programme</b>									
1. <b>Aviation Policy and Regulations</b>	28,013	297	-	28,310	28,021	289	99.0%	29,921	29,885
2. <b>Aviation Economic Analysis and Industry Development</b>	13,109	1,075	-	14,184	10,349	3,835	73.0%	9,937	8,203
3. <b>Aviation Safety, Security Environment and Search and Rescue</b>	75,887	(2,017)	-	73,870	66,391	7,479	89.9%	69,165	66,807
4. <b>Aviation Oversight</b>	59,900	-	-	59,900	58,456	1,444	97.6%	57,566	57,166
5. <b>Aviation Administration Support</b>	5,344	645	-	5,989	4,501	1,488	75.2%	4,576	4,088
	<b>182,253</b>	<b>-</b>	<b>-</b>	<b>182,253</b>	<b>167,718</b>	<b>14,535</b>	<b>92.0%</b>	<b>171,165</b>	<b>166,149</b>

<b>Economic classification</b>									
<b>Current payments</b>	<b>125,318</b>	<b>(672)</b>	<b>-</b>	<b>124,646</b>	<b>109,753</b>	<b>14,893</b>	<b>88.1%</b>	<b>114,028</b>	<b>109,058</b>
Compensation of employees	46,429	-	-	46,429	35,587	10,842	76.6%	40,731	37,344
Salaries and wages	42,770	(806)	-	41,964	31,490	10,474	75.0%	36,405	33,229
Social contributions	3,659	806	-	4,465	4,097	368	91.8%	4,326	4,115
Goods and services	78,889	(672)	-	78,217	74,166	4,051	94.8%	73,297	71,714
Administrative fees	-	4	-	4	4	-	100.0%	4	4
Advertising	100	284	-	384	384	-	100.0%	230	230
Minor assets	68	8	-	76	53	23	69.7%	72	4
Audit costs: External	50	-	-	50	-	50	0.0%	-	-
Catering: Departmental activities	204	27	-	231	210	21	90.9%	276	245
Communication (G&S)	60,840	(3,768)	-	57,072	55,742	1,330	97.7%	57,749	57,749
Computer services	-	3	-	3	3	-	100.0%	2	2
Consultants: Business and advisory services	7,863	1,648	-	9,511	8,462	1,049	89.0%	6,333	5,542
Contractors	287	(5)	-	282	282	-	100.0%	253	173
Consumable supplies	179	1,382	-	1,561	1,555	6	99.6%	94	77
Consumable: Stationery, printing and office supplies	954	(86)	-	868	288	580	33.2%	1,016	819

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**Programme 5: Civil Aviation**

	2018/19							2017/18	
	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 leases	-	568	-	568	568	-	100.0%	817	724
Travel and subsistence	7,425	(979)	-	6,446	5,501	945	85.3%	5,532	5,337
Training and development	368	(227)	-	141	121	20	85.8%	156	89
Operating payments	355	407	-	762	755	7	99.1%	135	134
Venues and facilities	196	62	-	258	238	20	92.2%	628	585
<b>Transfers and subsidies</b>	<b>56,490</b>	<b>108</b>	<b>-</b>	<b>56,598</b>	<b>57,040</b>	<b>(442)</b>	<b>100.8%</b>	<b>56,490</b>	<b>56,489</b>
Departmental agencies and accounts	37,249	-	-	37,249	37,249	-	100.0%	35,216	35,216
Departmental agencies (non-business entities)	37,249	-	-	37,249	37,249	-	100.0%	35,216	35,216
Foreign governments and international organisations	16,418	-	-	16,418	16,860	(442)	102.7%	17,689	17,688
Non-profit institutions	2,823	-	-	2,823	2,823	-	100.0%	2,668	2,668
Households	-	108	-	108	108	-	100.0%	917	917
Social benefits	-	108	-	108	108	-	100.0%	915	915
Other transfers to households	-	-	-	-	-	-	0.0%	2	2
<b>Payments for capital assets</b>	<b>445</b>	<b>564</b>	<b>-</b>	<b>1,009</b>	<b>921</b>	<b>88</b>	<b>91.3%</b>	<b>647</b>	<b>596</b>
Machinery and equipment	445	564	-	1,009	921	88	91.3%	647	596
Other machinery and equipment	445	564	-	1,009	921	88	91.3%	647	596
<b>Payment for financial assets</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4</b>	<b>(4)</b>	<b>0.0%</b>	<b>-</b>	<b>6</b>
	<b>182,253</b>	<b>-</b>	<b>-</b>	<b>182,253</b>	<b>167,718</b>	<b>14,535</b>	<b>92.0%</b>	<b>171,165</b>	<b>166,149</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

<b>Subprogramme: 5.1: AVIATION POLICY AND REGULATIONS</b>									
	2018/19							2017/18	
	Adjusted Approp- riation	Shifting of Funds	Virement	Final Approp- riation	Actual Expenditure	Variance	Expenditure as % of final approp- riation	Final Approp- riation	Actual Expen- diture
<b>Economic classification</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>%</b>	<b>R'000</b>	<b>R'000</b>
<b>Current payments</b>	<b>27,739</b>	<b>207</b>	<b>-</b>	<b>27,946</b>	<b>27,719</b>	<b>227</b>	<b>99.2%</b>	<b>28,747</b>	<b>28,747</b>
Compensation of employees	19,199	-	-	19,199	18,972	227	98.8%	19,622	19,622
Salaries and wages	18,009	(806)	-	17,203	16,976	227	98.7%	17,716	17,716
Social contributions	1,190	806	-	1,996	1,996	-	100.0%	1,906	1,906
Goods and services	8,540	207	-	8,747	8,747	-	100.0%	9,125	9,125
Administrative fees	-	1	-	1	1	-	100.0%	1	1
Advertising	-	-	-	-	-	-	0.0%	94	94
Minor assets	15	(9)	-	6	6	-	100.0%	4	4
Catering: Departmental activities	74	37	-	111	111	-	100.0%	132	132
Communication (G&S)	300	(66)	-	234	234	-	100.0%	255	255
Computer services	-	1	-	1	1	-	100.0%	-	-
Consultants: Business and advisory services	3,736	1,043	-	4,779	4,779	-	100.0%	4,455	4,455
Contractors	205	(10)	-	195	195	-	100.0%	173	173
Consumable supplies	100	(49)	-	51	50	1	98.0%	50	50
Consumable: Stationery, printing and office supplies	115	(22)	-	93	94	(1)	101.1%	535	535
Operating leases	-	568	-	568	568	-	100.0%	724	724
Travel and subsistence	3,481	(1,482)	-	1,999	1,999	-	100.0%	2,310	2,310
Training and development	201	(201)	-	-	-	-	0.0%	36	36
Operating payments	283	392	-	675	675	-	100.0%	34	34
Venues and facilities	30	4	-	34	34	-	100.0%	322	322
<b>Transfers and subsidies</b>	<b>-</b>	<b>90</b>	<b>-</b>	<b>90</b>	<b>90</b>	<b>-</b>	<b>100.0%</b>	<b>915</b>	<b>915</b>
Households	-	90	-	90	90	-	100.0%	915	915
Social benefits	-	90	-	90	90	-	100.0%	915	915
<b>Payments for capital assets</b>	<b>274</b>	<b>-</b>	<b>-</b>	<b>274</b>	<b>212</b>	<b>62</b>	<b>77.4%</b>	<b>259</b>	<b>217</b>
Machinery and equipment	274	-	-	274	212	62	77.4%	259	217
Other machinery and equipment	274	-	-	274	212	62	77.4%	259	217
<b>Payment for financial assets</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>6</b>
<b>Total</b>	<b>28,013</b>	<b>297</b>	<b>-</b>	<b>28,310</b>	<b>28,021</b>	<b>289</b>	<b>99.0%</b>	<b>29,921</b>	<b>29,885</b>

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**VOTE 35**  
**APPROPRIATION STATEMENT**  
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<b>Subprogramme: 5.2: AVIATION ECONOMIC ANALYSIS AND INDUSTRY DEVELOPMENT</b>									
	2018/19							2017/18	
	Adjusted Approp- riation	Shifting of Funds	Virement	Final Approp- riation	Actual Expenditure	Variance	Expenditure as % of final approp- riation	Final Approp- riation	Actual Expen- diture
<b>Economic classification</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>%</b>	<b>R'000</b>	<b>R'000</b>
<b>Current payments</b>	<b>13,028</b>	<b>1,057</b>	-	<b>14,085</b>	<b>10,276</b>	<b>3,809</b>	<b>73.0%</b>	<b>9,840</b>	<b>8,106</b>
Compensation of employees	9,395	-	-	9,395	5,586	3,809	59.5%	6,890	5,947
Salaries and wages	8,567	-	-	8,567	4,954	3,613	57.8%	6,122	5,283
Social contributions	828	-	-	828	632	196	76.3%	768	664
Goods and services	3,633	1,057	-	4,690	4,690	-	100.0%	2,950	2,159
Advertising	90	245	-	335	335	-	100.0%	36	36
Minor assets	15	(15)	-	-	-	-	0.0%	-	-
Catering: Departmental activities	55	(12)	-	43	43	-	100.0%	76	76
Communication (G&S)	37	24	-	61	61	-	100.0%	64	64
Consultants: Business and advisory services	2,818	660	-	3,478	3,478	-	100.0%	1,783	992
Consumable supplies	-	-	-	-	-	-	0.0%	4	4
Consumable: Stationery, printing and office supplies	17	14	-	31	31	-	100.0%	97	97
Travel and subsistence	533	187	-	720	720	-	100.0%	801	801
Training and development	22	(22)	-	-	-	-	0.0%	-	-
Operating payments	6	16	-	22	22	-	100.0%	24	24
Venues and facilities	40	(40)	-	-	-	-	0.0%	65	65
<b>Transfers and subsidies</b>	<b>-</b>	<b>18</b>	<b>-</b>	<b>18</b>	<b>18</b>	<b>-</b>	<b>100.0%</b>	<b>-</b>	<b>-</b>
Households	-	18	-	18	18	-	100.0%	-	-
Social benefits	-	18	-	18	18	-	100.0%	-	-
<b>Payments for capital assets</b>	<b>81</b>	<b>-</b>	<b>-</b>	<b>81</b>	<b>55</b>	<b>26</b>	<b>67.9%</b>	<b>97</b>	<b>97</b>
Machinery and equipment	81	-	-	81	55	26	67.9%	97	97
Other machinery and equipment	81	-	-	81	55	26	67.9%	97	97
<b>Total</b>	<b>13,109</b>	<b>1,075</b>	<b>-</b>	<b>14,184</b>	<b>10,349</b>	<b>3,835</b>	<b>73.0%</b>	<b>9,937</b>	<b>8,203</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
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<b>Subprogramme: 5.3: AVIATION SAFETY, SECURITY ENVIRONMENT AND SEARCH AND RESCUE</b>									
	2018/19							2017/18	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
<b>Economic classification</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>%</b>	<b>R'000</b>	<b>R'000</b>
<b>Current payments</b>	<b>75,887</b>	<b>(2,110)</b>	<b>-</b>	<b>73,777</b>	<b>66,294</b>	<b>7,483</b>	<b>89.9%</b>	<b>69,006</b>	<b>66,648</b>
Compensation of employees	10,352	-	-	10,352	6,543	3,809	63.2%	9,023	7,166
Salaries and wages	9,560			9,560	5,765	3,795	60.3%	8,149	6,292
Social contributions	792			792	778	14	98.2%	874	874
Goods and services	65,535	(2,110)	-	63,425	59,751	3,674	94.2%	59,983	59,482
Administrative fees	-	1		1	1	-	100.0%	1	1
Advertising	10	39		49	49	-	100.0%	100	100
Minor assets	28			28	5	23	17.9%	28	-
Catering: Departmental activities	55			55	41	14	74.5%	55	34
Communication (G&S)	60,449	(3,710)		56,739	55,410	1,329	97.7%	57,380	57,380
Computer services	-			-	-	-	0.0%	2	2
Consultants: Business and advisory services	1,254			1,254	205	1,049	16.3%	95	95
Contractors	80	3		83	83	-	100.0%	80	-
Consumable supplies	20	1,483		1,503	1,503	-	100.0%	20	3
Consumable: Stationery, printing and office supplies	594			594	113	481	19.0%	202	5
Operating leases	-			-	-	-	0.0%	-	-
Travel and subsistence	2,844			2,844	2,066	778	72.6%	1,805	1,717
Training and development	100	21		121	121	-	100.0%	100	53
Operating payments	41	5		46	46	-	100.0%	55	55
Venues and facilities	60	48		108	108	-	100.0%	60	37
<b>Payments for capital assets</b>	<b>-</b>	<b>93</b>	<b>-</b>	<b>93</b>	<b>93</b>	<b>-</b>	<b>100.0%</b>	<b>159</b>	<b>159</b>
Machinery and equipment	-	93	-	93	93	-	100.0%	159	159
Other machinery and equipment	-	93		93	93	-	100.0%	159	159
<b>Payment for financial assets</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4</b>	<b>(4)</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>75,887</b>	<b>(2,017)</b>	<b>-</b>	<b>73,870</b>	<b>66,391</b>	<b>7,479</b>	<b>89.9%</b>	<b>69,165</b>	<b>66,807</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
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<b>Subprogramme: 5.4: AVIATION OVERSIGHT</b>	<b>2018/19</b>							<b>2017/18</b>	
	<b>Adjusted Appropriation</b>	<b>Shifting of Funds</b>	<b>Virement</b>	<b>Final Appropriation</b>	<b>Actual Expenditure</b>	<b>Variance</b>	<b>Expenditure as % of final appropriation</b>	<b>Final Appropriation</b>	<b>Actual Expenditure</b>
<b>Economic classification</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>%</b>	<b>R'000</b>	<b>R'000</b>
<b>Current payments</b>	<b>3,410</b>	<b>(3)</b>	<b>-</b>	<b>3,407</b>	<b>1,521</b>	<b>1,886</b>	<b>44.6%</b>	<b>1,946</b>	<b>1,547</b>
Compensation of employees	2,974	-	-	2,974	1,465	1,509	49.3%	1,529	1,421
Salaries and wages	2,680			2,680	1,307	1,373	48.8%	1,275	1,274
Social contributions	294			294	158	136	53.7%	254	147
Goods and services	436	(3)	-	433	56	377	12.9%	417	126
Administrative fees	-	2		2	2	-	100.0%	2	2
Minor assets	-			-	-	-	0.0%	40	-
Audit costs: External	50			50	-	50	0.0%	-	-
Catering: Departmental activities	10			10	3	7	30.0%	10	-
Communication (G&S)	19			19	18	1	94.7%	16	16
Consumable supplies	5			5	-	5	0.0%	3	3
Consumable: Stationery, printing and office supplies	100			100	-	100	0.0%	1	1
Operating leases	-			-	-	-	0.0%	93	-
Travel and subsistence	202	(5)		197	30	167	15.2%	202	95
Training and development	20			20	-	20	0.0%	20	-
Operating payments	10			10	3	7	30.0%	10	9
Venues and facilities	20			20	-	20	0.0%	20	-
<b>Transfers and subsidies</b>	<b>56,490</b>	<b>-</b>	<b>-</b>	<b>56,490</b>	<b>56,932</b>	<b>(442)</b>	<b>100.8%</b>	<b>55,573</b>	<b>55,572</b>
Departmental agencies and accounts	37,249	-	-	37,249	37,249	-	100.0%	35,216	35,216
Departmental agencies (non-business entities)	37,249			37,249	37,249	-	100.0%	35,216	35,216
Foreign governments and international organisations	16,418			16,418	16,860	(442)	102.7%	17,689	17,688
Non-profit institutions	2,823			2,823	2,823	-	100.0%	2,668	2,668
<b>Payments for capital assets</b>	<b>-</b>	<b>3</b>	<b>-</b>	<b>3</b>	<b>3</b>	<b>-</b>	<b>100.0%</b>	<b>47</b>	<b>47</b>
Machinery and equipment	-	3	-	3	3	-	100.0%	47	47
Other machinery and equipment	-	3	-	3	3	-	100.0%	47	47
<b>Total</b>	<b>59,900</b>	<b>-</b>	<b>-</b>	<b>59,900</b>	<b>58,456</b>	<b>1,444</b>	<b>97.6%</b>	<b>57,566</b>	<b>57,166</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
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<b>Subprogramme: 5.5: AVIATION ADMINISTRATION SUPPORT</b>									
	2018/19							2017/18	
	Adjusted Approp- riation	Shifting of Funds	Virement	Final Approp- riation	Actual Expenditure	Variance	Expenditure as % of final approp- riation	Final Approp- riation	Actual Expen- diture
<b>Economic classification</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>%</b>	<b>R'000</b>	<b>R'000</b>
<b>Current payments</b>	<b>5,254</b>	<b>177</b>	<b>-</b>	<b>5,431</b>	<b>3,943</b>	<b>1,488</b>	<b>72.6%</b>	<b>4,489</b>	<b>4,010</b>
Compensation of employees	4,509	-	-	4,509	3,021	1,488	67.0%	3,667	3,188
Salaries and wages	3,954			3,954	2,488	1,466	62.9%	3,143	2,664
Social contributions	555			555	533	22	96.0%	524	524
Goods and services	745	177	-	922	922	-	100.0%	822	822
Minor assets	10	32		42	42	-	100.0%	-	-
Catering: Departmental activities	10	2		12	12	-	100.0%	3	3
Communication (G&S)	35	(16)		19	19	-	100.0%	34	34
Computer services	-	2		2	2	-	100.0%	-	-
Consultants: Business and advisory services	55	(55)		-	-	-	0.0%	-	-
Contractors	2	2		4	4	-	100.0%	-	-
Consumable supplies	54	(52)		2	2	-	100.0%	17	17
Consumable: Stationery, printing and office supplies	128	(78)		50	50	-	100.0%	181	181
Travel and subsistence	365	321		686	686	-	100.0%	414	414
Training and development	25	(25)		-	-	-	0.0%	-	-
Operating payments	15	(6)		9	9	-	100.0%	12	12
Venues and facilities	46	50		96	96	-	100.0%	161	161
<b>Transfers and subsidies</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>	<b>2</b>	<b>2</b>
Households	-	-	-	-	-	-	0.0%	2	2
Other transfers to households	-			-	-	-	0.0%	2	2
<b>Payments for capital assets</b>	<b>90</b>	<b>468</b>	<b>-</b>	<b>558</b>	<b>558</b>	<b>-</b>	<b>100.0%</b>	<b>85</b>	<b>76</b>
Machinery and equipment	90	468	-	558	558	-	100.0%	85	76
Other machinery and equipment	90	468		558	558		100.0%	85	76
<b>Total</b>	<b>5,344</b>	<b>645</b>	<b>-</b>	<b>5,989</b>	<b>4,501</b>	<b>1,488</b>	<b>75.2%</b>	<b>4,576</b>	<b>4,088</b>



**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

**Programme 6: Maritime Transport**

	2018/19							2017/18	
	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
<b>Sub programme</b>									
1. <b>Maritime Policy Development</b>	11,606	159	-	11,765	11,613	152	98.7%	11,325	10,331
2. <b>Maritime Infrastructure and Industry Development</b>	12,435	(2,595)	57	9,897	7,579	2,318	76.6%	13,245	11,359
3. <b>Implementation, Monitoring and Evaluations</b>	61,667	1,794	9,144	72,605	71,783	822	98.9%	66,048	53,759
4. <b>Maritime Oversight</b>	29,994	(196)	-	29,798	28,556	1,242	95.8%	29,973	29,355
5. <b>Maritime Administration Support</b>	4,223	838	-	5,061	4,462	599	88.2%	7,826	4,523
	<b>119,925</b>	<b>-</b>	<b>9,201</b>	<b>129,126</b>	<b>123,993</b>	<b>5,133</b>	<b>96.0%</b>	<b>128,417</b>	<b>109,327</b>

<b>Economic classification</b>									
<b>Current payments</b>	<b>91,981</b>	<b>-</b>	<b>9,144</b>	<b>101,125</b>	<b>97,027</b>	<b>4,098</b>	<b>95.9%</b>	<b>104,604</b>	<b>85,573</b>
Compensation of employees	23,238	-	-	23,238	21,385	1,853	92.0%	28,839	21,278
Salaries and wages	21,567	(694)	-	20,873	19,294	1,579	92.4%	26,589	19,190
Social contributions	1,671	694	-	2,365	2,091	274	88.4%	2,250	2,088
Goods and services	68,743	-	9,144	77,887	75,642	2,245	97.1%	75,765	64,295
Administrative fees	-	1	-	1	1	-	100.0%	6	6
Advertising	70	754	-	824	824	-	100.0%	1,170	1,170
Minor assets	20	(20)	-	-	-	-	0.0%	33	33
Catering: Departmental activities	158	96	-	254	254	-	100.0%	541	541
Communication (G&S)	240	29	-	269	269	-	100.0%	352	235
Computer services	-	2	-	2	2	-	100.0%	-	-
Consultants: Business and advisory services	16,976	(11,907)	-	5,069	2,824	2,245	55.7%	13,091	7,136
Infrastructure and planning services	43,718	9,294	9,144	62,156	62,156	-	100.0%	51,243	46,827
Legal services	1,000	(1,000)	-	-	-	-	0.0%	-	-
Contractors	-	139	-	139	139	-	100.0%	173	173
Consumable supplies	-	115	-	115	115	-	100.0%	12	12

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

**Programme 6: Maritime Transport**

	2018/19							2017/18	
	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	100	77	-	177	177	-	100.0%	114	114
Operating leases	1,656	(427)	-	1,229	1,229	-	100.0%	1,335	845
Travel and subsistence	4,239	1,551	-	5,790	5,790	-	100.0%	6,303	5,811
Training and development	80	(47)	-	33	33	-	100.0%	91	91
Operating payments	160	120	-	280	280	-	100.0%	603	603
Venues and facilities	326	1,223	-	1,549	1,549	-	100.0%	698	698
<b>Transfers and subsidies</b>	<b>27,597</b>	<b>-</b>	<b>57</b>	<b>27,654</b>	<b>26,663</b>	<b>991</b>	<b>96.4%</b>	<b>23,482</b>	<b>23,489</b>
Departmental agencies and accounts	25,619	-	-	25,619	25,619	-	100.0%	22,489	22,489
Departmental agencies (non-business entities)	25,619	-	-	25,619	25,619	-	100.0%	22,489	22,489
Foreign governments and international organisations	1,978	-	-	1,978	987	991	49.9%	939	946
Households	-	-	57	57	57	-	100.0%	54	54
Social benefits	-	-	47	47	47	-	100.0%	54	54
Other transfers to households	-	-	10	10	10	-	100.0%	-	-
<b>Payments for capital assets</b>	<b>347</b>	<b>-</b>	<b>-</b>	<b>347</b>	<b>303</b>	<b>44</b>	<b>87.3%</b>	<b>331</b>	<b>265</b>
Machinery and equipment	347	-	-	347	303	44	87.3%	331	265
Other machinery and equipment	347	-	-	347	303	44	87.3%	331	265
	<b>119,925</b>	<b>-</b>	<b>9,201</b>	<b>129,126</b>	<b>123,993</b>	<b>5,133</b>	<b>96.0%</b>	<b>128,417</b>	<b>109,327</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
**for the year ended 31 March 2019**

<b>Subprogramme: 6.1: MARITIME POLICY DEVELOPMENT</b>				<b>2018/19</b>				<b>2017/18</b>	
	<b>Adjusted Appropriation</b>	<b>Shifting of Funds</b>	<b>Virement</b>	<b>Final Appropriation</b>	<b>Actual Expenditure</b>	<b>Variance</b>	<b>Expenditure as % of final appropriation</b>	<b>Final Appropriation</b>	<b>Actual Expenditure</b>
<b>Economic classification</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>%</b>	<b>R'000</b>	<b>R'000</b>
<b>Current payments</b>	<b>11,606</b>	<b>159</b>	<b>-</b>	<b>11,765</b>	<b>11,613</b>	<b>152</b>	<b>98.7%</b>	<b>11,315</b>	<b>10,321</b>
Compensation of employees	5,243	2,235	-	7,478	7,326	152	98.0%	6,238	6,238
Salaries and wages	4,743	2,235	-	6,978	6,978	-	100.0%	5,940	5,940
Social contributions	500	-	-	500	348	152	69.6%	298	298
Goods and services	6,363	(2,076)	-	4,287	4,287	-	100.0%	5,077	4,083
Administrative fees	-	1	-	1	1	-	100.0%	1	1
Advertising	-	-	-	-	-	-	0.0%	1	1
Catering: Departmental activities	-	33	-	33	33	-	100.0%	152	152
Communication (G&S)	-	39	-	39	39	-	100.0%	147	30
Consultants: Business and advisory services	2,809	(1,408)	-	1,401	1,401	-	100.0%	1,558	1,335
Legal services	1,000	(1,000)	-	-	-	-	0.0%	-	-
Contractors	-	133	-	133	133	-	100.0%	167	167
Consumable supplies	-	-	-	-	-	-	0.0%	11	11
Consumable: Stationery, printing and office supplies	-	2	-	2	2	-	100.0%	58	58
Operating leases	1,656	(438)	-	1,218	1,218	-	100.0%	1,335	845
Travel and subsistence	898	98	-	996	996	-	100.0%	958	794
Operating payments	-	131	-	131	131	-	100.0%	286	286
Venues and facilities	-	333	-	333	333	-	100.0%	403	403
<b>Transfers and subsidies</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>	<b>10</b>	<b>10</b>
Households	-	-	-	-	-	-	0.0%	10	10
Social benefits	-	-	-	-	-	-	0.0%	10	10
<b>Total</b>	<b>11,606</b>	<b>159</b>	<b>-</b>	<b>11,765</b>	<b>11,613</b>	<b>152</b>	<b>98.7%</b>	<b>11,325</b>	<b>10,331</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

<b>Subprogramme: 6.2: MARITIME INFRASTRUCTURE AND INDUSTRY DEVELOPMENT</b>									
	2018/19							2017/18	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
<b>Economic classification</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>%</b>	<b>R'000</b>	<b>R'000</b>
<b>Current payments</b>	<b>12,435</b>	<b>(2,595)</b>	<b>-</b>	<b>9,840</b>	<b>7,522</b>	<b>2,318</b>	<b>76.4%</b>	<b>13,199</b>	<b>11,313</b>
Compensation of employees	6,124	(1,944)	-	4,180	4,107	73	98.3%	7,562	5,676
Salaries and wages	5,614	(1,944)	-	3,670	3,670	-	100.0%	6,946	5,060
Social contributions	510	-	-	510	437	73	85.7%	616	616
Goods and services	6,311	(651)	-	5,660	3,415	2,245	60.3%	5,637	5,637
Administrative fees	-	-	-	-	-	-	0.0%	2	2
Advertising	-	801	-	801	801	-	100.0%	794	794
Catering: Departmental activities	-	72	-	72	72	-	100.0%	286	286
Communication (G&S)	60	-	-	60	60	-	100.0%	68	68
Consultants: Business and advisory services	4,745	(2,348)	-	2,397	152	2,245	6.3%	1,597	1,597
Infrastructure and planning services	300	(300)	-	-	-	-	0.0%	-	-
Consumable supplies	-	111	-	111	111	-	100.0%	-	-
Consumable: Stationery, printing and office supplies	-	2	-	2	2	-	100.0%	-	-
Travel and subsistence	1,206	515	-	1,721	1,721	-	100.0%	2,748	2,748
Training and development	-	-	-	-	-	-	0.0%	6	6
Operating payments	-	2	-	2	2	-	100.0%	43	43
Venues and facilities	-	494	-	494	494	-	100.0%	93	93
<b>Transfers and subsidies</b>	<b>-</b>	<b>-</b>	<b>57</b>	<b>57</b>	<b>57</b>	<b>-</b>	<b>100.0%</b>	<b>44</b>	<b>44</b>
Households	-	-	57	57	57	-	100.0%	44	44
Social benefits	-	-	47	47	47	-	100.0%	44	44
Other transfers to households	-	-	10	10	10	-	100.0%	-	-
<b>Payments for capital assets</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>	<b>2</b>	<b>2</b>
Machinery and equipment	-	-	-	-	-	-	0.0%	2	2
Other machinery and equipment	-	-	-	-	-	-	0.0%	2	2
<b>Total</b>	<b>12,435</b>	<b>(2,595)</b>	<b>57</b>	<b>9,897</b>	<b>7,579</b>	<b>2,318</b>	<b>76.6%</b>	<b>13,245</b>	<b>11,359</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

<b>Subprogramme: 6.3: IMPLEMENTATION, MONITORING AND EVALUATIONS</b>									
	2018/19							2017/18	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
<b>Economic classification</b>	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
<b>Current payments</b>	<b>61,667</b>	<b>1,794</b>	<b>9,144</b>	<b>72,605</b>	<b>71,783</b>	<b>822</b>	<b>98.9%</b>	<b>66,048</b>	<b>53,759</b>
Compensation of employees	6,891	-	-	6,891	6,069	822	88.1%	6,753	4,940
Salaries and wages	6,760	(694)	-	6,066	5,244	822	86.4%	6,135	4,322
Social contributions	131	694	-	825	825	-	100.0%	618	618
Goods and services	54,776	1,794	9,144	65,714	65,714	-	100.0%	59,295	48,819
Administrative fees	-	-	-	-	-	-	0.0%	1	1
Advertising	-	-	-	-	-	-	0.0%	1	1
Catering: Departmental activities	50	(38)	-	12	12	-	100.0%	6	6
Communication (G&S)	110	(10)	-	100	100	-	100.0%	64	64
Consultants: Business and advisory services	9,422	(8,281)	-	1,141	1,141	-	100.0%	6,286	554
Infrastructure and planning services	43,418	9,594	9,144	62,156	62,156	-	100.0%	51,243	46,827
Travel and subsistence	1,776	160	-	1,936	1,936	-	100.0%	1,690	1,362
Operating payments	-	89	-	89	89	-	100.0%	4	4
Venues and facilities	-	280	-	280	280	-	100.0%	-	-
<b>Total</b>	<b>61,667</b>	<b>1,794</b>	<b>9,144</b>	<b>72,605</b>	<b>71,783</b>	<b>822</b>	<b>98.9%</b>	<b>66,048</b>	<b>53,759</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

Subprogramme: 6.4: MARITIME OVERSIGHT	2018/19							2017/18	
	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
<b>Economic classification</b>									
<b>Current payments</b>	<b>2,397</b>	<b>(196)</b>	<b>-</b>	<b>2,201</b>	<b>1,950</b>	<b>251</b>	<b>88.6%</b>	<b>6,545</b>	<b>5,920</b>
Compensation of employees	2,328	(291)	-	2,037	1,786	251	87.7%	2,609	1,984
Salaries and wages	2,108	(291)	-	1,817	1,612	205	88.7%	2,396	1,771
Social contributions	220	-	-	220	174	46	79.1%	213	213
Goods and services	69	95	-	164	164	-	100.0%	3,936	3,936
Administrative fees	-	-	-	-	-	-	0.0%	1	1
Advertising	-	-	-	-	-	-	0.0%	78	78
Communication (G&S)	-	5	-	5	5	-	100.0%	6	6
Consultants: Business and advisory services	-	130	-	130	130	-	100.0%	3,650	3,650
Travel and subsistence	69	(40)	-	29	29	-	100.0%	201	201
<b>Transfers and subsidies</b>	<b>27,597</b>	<b>-</b>	<b>-</b>	<b>27,597</b>	<b>26,606</b>	<b>991</b>	<b>96.4%</b>	<b>23,428</b>	<b>23,435</b>
Departmental agencies and accounts	25,619	-	-	25,619	25,619	-	100.0%	22,489	22,489
Departmental agencies (non-business entities)	25,619	-	-	25,619	25,619	-	100.0%	22,489	22,489
Foreign governments and international organisations	1,978	-	-	1,978	987	991	49.9%	939	946
<b>Total</b>	<b>29,994</b>	<b>(196)</b>	<b>-</b>	<b>29,798</b>	<b>28,556</b>	<b>1,242</b>	<b>95.8%</b>	<b>29,973</b>	<b>29,355</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

<b>Subprogramme: 6.5: MARITIME ADMINISTRATION SUPPORT</b>									
	2018/19							2017/18	
	Adjusted Approp- riation	Shifting of Funds	Virement	Final Approp- riation	Actual Expenditure	Variance	Expenditure as % of final approp- riation	Final Approp- riation	Actual Expen- diture
<b>Economic classification</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>%</b>	<b>R'000</b>	<b>R'000</b>
<b>Current payments</b>	<b>3,876</b>	<b>838</b>	-	<b>4,714</b>	<b>4,159</b>	<b>555</b>	<b>88.2%</b>	<b>7,497</b>	<b>4,260</b>
Compensation of employees	2,652	-	-	2,652	2,097	555	79.1%	5,677	2,440
Salaries and wages	2,342	-	-	2,342	1,790	552	76.4%	5,172	2,097
Social contributions	310	-	-	310	307	3	99.0%	505	343
Goods and services	1,224	838	-	2,062	2,062	-	100.0%	1,820	1,820
Administrative fees	-	-	-	-	-	-	0.0%	1	1
Advertising	70	(47)	-	23	23	-	100.0%	296	296
Minor assets	20	(20)	-	-	-	-	0.0%	33	33
Catering: Departmental activities	108	29	-	137	137	-	100.0%	97	97
Communication (G&S)	70	(5)	-	65	65	-	100.0%	67	67
Computer services	-	2	-	2	2	-	100.0%	-	-
Contractors	-	6	-	6	6	-	100.0%	6	6
Consumable supplies	-	4	-	4	4	-	100.0%	1	1
Consumable: Stationery, printing and office supplies	100	73	-	173	173	-	100.0%	56	56
Operating leases	-	11	-	11	11	-	100.0%	-	-
Travel and subsistence	290	818	-	1,108	1,108	-	100.0%	706	706
Training and development	80	(47)	-	33	33	-	100.0%	85	85
Operating payments	160	(102)	-	58	58	-	100.0%	270	270
Venues and facilities	326	116	-	442	442	-	100.0%	202	202
<b>Payments for capital assets</b>	<b>347</b>	<b>-</b>	<b>-</b>	<b>347</b>	<b>303</b>	<b>44</b>	<b>87.3%</b>	<b>329</b>	<b>263</b>
Machinery and equipment	347	-	-	347	303	44	87.3%	329	263
Other machinery and equipment	347	-	-	347	303	44	87.3%	329	263
<b>Total</b>	<b>4,223</b>	<b>838</b>	<b>-</b>	<b>5,061</b>	<b>4,462</b>	<b>599</b>	<b>88.2%</b>	<b>7,826</b>	<b>4,523</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
**for the year ended 31 March 2019**

**Programme 7: Public Transport**

	2018/19							2017/18	
	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
<b>Sub programme</b>									
1. Public Transport Regulation	54,474	(397)	-	54,077	25,111	28,966	46.4%	51,953	19,508
2. Rural and Scholar Transport	40,385	-	-	40,385	11,518	28,867	28.5%	39,184	21,071
3. Public Transport Industry Development	187,127	(1,380)	(13,218)	172,529	84,805	87,724	49.2%	145,220	135,814
4. Public Transport Oversight	12,711,096	3	-	12,711,099	12,369,277	341,822	97.3%	12,258,542	12,084,790
5. Public Transport Administration Support	11,065	672	-	11,737	8,728	3,009	74.4%	12,874	7,719
6. Public Transport Network Development	18,871	1,102	-	19,973	10,319	9,654	51.7%	18,122	8,670
	<b>13,023,018</b>	<b>-</b>	<b>(13,218)</b>	<b>13,009,800</b>	<b>12,509,758</b>	<b>500,042</b>	<b>96.2%</b>	<b>12,525,895</b>	<b>12,277,572</b>

Economic classification									
<b>Current payments</b>	<b>311,676</b>	<b>(517)</b>	<b>(13,218)</b>	<b>297,941</b>	<b>139,712</b>	<b>158,229</b>	<b>46.9%</b>	<b>266,714</b>	<b>192,146</b>
Compensation of employees	55,340	-	-	55,340	51,844	3,496	93.7%	53,269	48,253
Salaries and wages	49,945	(397)	-	49,548	46,237	3,311	93.3%	47,932	43,326
Social contributions	5,395	397	-	5,792	5,607	185	96.8%	5,337	4,927
Goods and services	256,336	(517)	(13,218)	242,601	87,868	154,733	36.2%	213,445	143,893
Administrative fees	-	3	-	3	3	-	100.0%	-	-
Advertising	-	3	-	3	3	-	100.0%	481	151
Minor assets	1,160	68	-	1,228	204	1,024	16.6%	1,152	36
Catering: Departmental activities	65	267	-	332	276	56	83.1%	150	142
Communication (G&S)	1,310	-	-	1,310	565	745	43.1%	1,104	557
Computer services	-	65	-	65	65	-	100.0%	7	7
Consultants: Business and advisory services	241,757	(2,755)	(13,218)	225,784	76,582	149,202	33.9%	189,980	126,668
Contractors	-	165	-	165	165	-	100.0%	23	23
Agency and support / outsourced services	-	13	-	13	13	-	100.0%	-	-



**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

**Programme 7: Public Transport**

	2018/19							2017/18	
	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	-	-	-	-	-	-	0.0%	10,399	10,399
Consumable supplies	-	16	-	16	16	-	100.0%	49	48
Consumable: Stationery, printing and office supplies	480	224	-	704	437	267	62.1%	512	292
Property payments	-	74	-	74	74	-	100.0%	-	-
Travel and subsistence	9,903	121	-	10,024	7,680	2,344	76.6%	5,870	4,572
Training and development	1,031	168	-	1,199	389	810	32.4%	1,735	199
Operating payments	55	35	-	90	42	48	46.7%	208	182
Venues and facilities	575	1,016	-	1,591	1,354	237	85.1%	1,775	617
<b>Transfers and subsidies</b>	<b>12,711,096</b>	<b>56</b>	<b>-</b>	<b>12,711,152</b>	<b>12,369,330</b>	<b>341,822</b>	<b>97.3%</b>	<b>12,258,724</b>	<b>12,084,972</b>
Provinces and municipalities	12,276,967	-	-	12,276,967	12,276,967	-	100.0%	11,882,430	11,829,928
Provinces	5,990,298	-	-	5,990,298	5,990,298	-	100.0%	5,722,871	5,722,871
Provincial Revenue Funds	5,990,298	-	-	5,990,298	5,990,298	-	100.0%	5,722,871	5,722,871
Municipalities	6,286,669	-	-	6,286,669	6,286,669	-	100.0%	6,159,559	6,107,057
Municipal bank accounts	6,286,669	-	-	6,286,669	6,286,669	-	100.0%	6,159,559	6,107,057
Non-profit institutions	22,524	-	-	22,524	22,524	-	100.0%	21,289	21,289
Households	411,605	56	-	411,661	69,839	341,822	17.0%	355,005	233,755
Social benefits	-	56	-	56	56	-	100.0%	213	213
Other transfers to households	411,605	-	-	411,605	69,783	341,822	17.0%	354,792	233,542
<b>Payments for capital assets</b>	<b>246</b>	<b>461</b>	<b>-</b>	<b>707</b>	<b>707</b>	<b>-</b>	<b>100.0%</b>	<b>457</b>	<b>447</b>
Machinery and equipment	246	461	-	707	707	-	100.0%	457	447
Other machinery and equipment	246	461	-	707	707	-	100.0%	457	447
<b>Payment for financial assets</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>9</b>	<b>(9)</b>	<b>0.0%</b>	<b>-</b>	<b>7</b>
	<b>13,023,018</b>	<b>-</b>	<b>(13,218)</b>	<b>13,009,800</b>	<b>12,509,758</b>	<b>500,042</b>	<b>96.2%</b>	<b>12,525,895</b>	<b>12,277,572</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

<b>Subprogramme: 7.1: PUBLIC TRANSPORT REGULATION</b>									
	2018/19							2017/18	
	Adjusted Approp- riation	Shifting of Funds	Virement	Final Approp- riation	Actual Expenditure	Variance	Expenditure as % of final approp- riation	Final Approp- riation	Actual Expen- diture
<b>Economic classification</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>%</b>	<b>R'000</b>	<b>R'000</b>
<b>Current payments</b>	<b>54,368</b>	<b>(484)</b>	<b>-</b>	<b>53,884</b>	<b>24,912</b>	<b>28,972</b>	<b>46.2%</b>	<b>51,711</b>	<b>19,262</b>
Compensation of employees	18,828	(397)	-	18,431	18,038	393	97.9%	17,070	14,048
Salaries and wages	17,033	(608)	-	16,425	16,032	393	97.6%	15,150	12,536
Social contributions	1,795	211	-	2,006	2,006	-	100.0%	1,920	1,512
Goods and services	35,540	(87)	-	35,453	6,874	28,579	19.4%	34,641	5,214
Administrative fees	-	3	-	3	3	-	100.0%	-	-
Advertising	-	1	-	1	1	-	100.0%	480	150
Minor assets	-	50	-	50	50	-	100.0%	575	3
Catering: Departmental activities	-	212	-	212	212	-	100.0%	97	98
Communication (G&S)	175	-	-	175	171	4	97.7%	215	118
Computer services	-	1	-	1	1	-	100.0%	7	7
Consultants: Business and advisory services	32,976	(1,291)	-	31,685	3,110	28,575	9.8%	29,776	2,341
Contractors	-	154	-	154	154	-	100.0%	15	15
Consumable supplies	-	-	-	-	-	-	0.0%	36	36
Consumable: Stationery, printing and office supplies	150	137	-	287	287	-	100.0%	255	179
Travel and subsistence	2,034	195	-	2,229	2,229	-	100.0%	2,592	1,675
Training and development	205	88	-	293	293	-	100.0%	80	80
Operating payments	-	32	-	32	32	-	100.0%	139	139
Venues and facilities	-	331	-	331	331	-	100.0%	374	374
<b>Payments for capital assets</b>	<b>106</b>	<b>87</b>	<b>-</b>	<b>193</b>	<b>193</b>	<b>-</b>	<b>100.0%</b>	<b>242</b>	<b>239</b>
Machinery and equipment	106	87	-	193	193	-	100.0%	242	239
Other machinery and equipment	106	87	-	193	193	-	100.0%	242	239
<b>Payment for financial assets</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>6</b>	<b>(6)</b>	<b>0.0%</b>	<b>-</b>	<b>7</b>
<b>Total</b>	<b>54,474</b>	<b>(397)</b>	<b>-</b>	<b>54,077</b>	<b>25,111</b>	<b>28,966</b>	<b>46.4%</b>	<b>51,953</b>	<b>19,508</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

<b>Subprogramme: 7.2: RURAL AND SCHOLAR TRANSPORT</b>									
	2018/19							2017/18	
	Adjusted Approp- riation	Shifting of Funds	Virement	Final Approp- riation	Actual Expenditure	Variance	Expenditure as % of final approp- riation	Final Approp- riation	Actual Expen- diture
<b>Economic classification</b>	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
<b>Current payments</b>	<b>40,385</b>	<b>(57)</b>	-	<b>40,328</b>	<b>11,461</b>	<b>28,867</b>	<b>28.4%</b>	<b>39,011</b>	<b>20,898</b>
Compensation of employees	9,488	-	-	9,488	6,517	2,971	68.7%	8,346	7,372
Salaries and wages	8,638	-	-	8,638	5,741	2,897	66.5%	7,466	6,494
Social contributions	850	-	-	850	776	74	91.3%	880	878
Goods and services	30,897	(57)	-	30,840	4,944	25,896	16.0%	30,665	13,526
Minor assets	-	18	-	18	18	-	100.0%	-	-
Catering: Departmental activities	-	26	-	26	26	-	100.0%	13	13
Communication (G&S)	155	-	-	155	72	83	46.5%	190	95
Consultants: Business and advisory services	29,673	(189)	-	29,484	4,290	25,194	14.6%	19,249	2,489
Contractors	-	6	-	6	6	-	100.0%	-	-
Inventory: Other supplies	-	-	-	-	-	-	0.0%	10,399	10,399
Consumable supplies	-	2	-	2	2	-	100.0%	1	1
Consumable: Stationery, printing and office supplies	-	80	-	80	80	-	100.0%	2	2
Travel and subsistence	969	-	-	969	450	519	46.4%	810	526
Training and development	100	-	-	100	-	100	0.0%	1	1
<b>Transfers and subsidies</b>	-	-	-	-	-	-	<b>0.0%</b>	<b>173</b>	<b>173</b>
Households	-	-	-	-	-	-	0.0%	173	173
Social benefits	-	-	-	-	-	-	0.0%	173	173
<b>Payments for capital assets</b>	-	<b>57</b>	-	<b>57</b>	<b>57</b>	-	<b>100.0%</b>	-	-
Machinery and equipment	-	57	-	57	57	-	100.0%	-	-
Other machinery and equipment	-	57	-	57	57	-	100.0%	-	-
<b>Total</b>	<b>40,385</b>	<b>-</b>	<b>-</b>	<b>40,385</b>	<b>11,518</b>	<b>28,867</b>	<b>28.5%</b>	<b>39,184</b>	<b>21,071</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
**for the year ended 31 March 2019**

<b>Subprogramme: 7.3: PUBLIC TRANSPORT INDUSTRY DEVELOPMENT</b>									
	2018/19							2017/18	
	Adjusted Approp- riation	Shifting of Funds	Virement	Final Approp- riation	Actual Expenditure	Variance	Expenditure as % of final approp- riation	Final Approp- riation	Actual Expen- diture
<b>Economic classification</b>	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
<b>Current payments</b>	<b>187,127</b>	<b>(1,455)</b>	<b>(13,218)</b>	<b>172,454</b>	<b>84,730</b>	<b>87,724</b>	<b>49.1%</b>	<b>145,160</b>	<b>135,754</b>
Compensation of employees	14,050	(1,380)	-	12,670	12,649	21	99.8%	13,281	12,261
Salaries and wages	12,790	(1,481)	-	11,309	11,288	21	99.8%	12,032	11,012
Social contributions	1,260	101	-	1,361	1,361	-	100.0%	1,249	1,249
Goods and services	173,077	(75)	(13,218)	159,784	72,081	87,703	45.1%	131,879	123,493
Advertising	-	1	-	1	1	-	100.0%	1	1
Minor assets	280	-	-	280	-	280	0.0%	-	-
Catering: Departmental activities	-	10	-	10	10	-	100.0%	15	15
Communication (G&S)	480	-	-	480	141	339	29.4%	348	172
Consultants: Business and advisory services	170,026	(1,126)	(13,218)	155,682	69,133	86,549	44.4%	128,978	121,838
Contractors	-	5	-	5	5	-	100.0%	-	-
Agency and support / outsourced services	-	13	-	13	13	-	100.0%	-	-
Consumable supplies	-	8	-	8	8	-	100.0%	-	-
Consumable: Stationery, printing and office supplies	-	7	-	7	7	-	100.0%	-	-
Travel and subsistence	1,665	476	-	2,141	2,141	-	100.0%	-	1,392
Training and development	551	-	-	551	16	535	2.9%	1,536	-
Operating payments	-	-	-	-	-	-	0.0%	1	1
Venues and facilities	75	531	-	606	606	-	100.0%	1,000	74
<b>Payments for capital assets</b>	<b>-</b>	<b>75</b>	<b>-</b>	<b>75</b>	<b>75</b>	<b>-</b>	<b>100.0%</b>	<b>60</b>	<b>60</b>
Machinery and equipment	-	75	-	75	75	-	100.0%	60	60
Other machinery and equipment	-	75	-	75	75	-	100.0%	60	60
<b>Total</b>	<b>187,127</b>	<b>(1,380)</b>	<b>(13,218)</b>	<b>172,529</b>	<b>84,805</b>	<b>87,724</b>	<b>49.2%</b>	<b>145,220</b>	<b>135,814</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

Subprogramme: 7.4: PUBLIC TRANSPORT OVERSIGHT	2018/19							2017/18	
	Adjusted Approp- riation	Shifting of Funds	Virement	Final Approp- riation	Actual Expenditure	Variance	Expenditure as % of final approp- riation	Final Approp- riation	Actual Expen- diture
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
<b>Economic classification</b>									
<b>Current payments</b>	-	-	-	-	-	-	0.0%	25	25
Goods and services	-	-	-	-	-	-	0.0%	25	25
Communication (G&S)	-	-	-	-	-	-	0.0%	1	1
Travel and subsistence	-	-	-	-	-	-	0.0%	1	1
Operating payments	-	-	-	-	-	-	0.0%	23	23
<b>Transfers and subsidies</b>	<b>12,711,096</b>	-	-	<b>12,711,096</b>	<b>12,369,274</b>	<b>341,822</b>	<b>97.3%</b>	<b>12,258,511</b>	<b>12,084,759</b>
Provinces and municipalities	12,276,967	-	-	12,276,967	12,276,967	-	100.0%	11,882,430	11,829,928
Provinces	5,990,298	-	-	5,990,298	5,990,298	-	100.0%	5,722,871	5,722,871
Provincial Revenue Funds	5,990,298	-	-	5,990,298	5,990,298	-	100.0%	5,722,871	5,722,871
Municipalities	6,286,669	-	-	6,286,669	6,286,669	-	100.0%	6,159,559	6,107,057
Municipal bank accounts	6,286,669	-	-	6,286,669	6,286,669	-	100.0%	6,159,559	6,107,057
Non-profit institutions	22,524	-	-	22,524	22,524	-	100.0%	21,289	21,289
Households	411,605	-	-	411,605	69,783	341,822	17.0%	354,792	233,542
Other transfers to households	411,605	-	-	411,605	69,783	341,822	17.0%	354,792	233,542
<b>Payments for capital assets</b>	-	<b>3</b>	-	<b>3</b>	<b>3</b>	-	<b>100.0%</b>	<b>6</b>	<b>6</b>
Machinery and equipment	-	3	-	3	3	-	100.0%	6	6
Other machinery and equipment	-	3	-	3	3	-	100.0%	6	6
<b>Total</b>	<b>12,711,096</b>	<b>3</b>	-	<b>12,711,099</b>	<b>12,369,277</b>	<b>341,822</b>	<b>97.3%</b>	<b>12,258,542</b>	<b>12,084,790</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
**for the year ended 31 March 2019**

<b>Subprogramme: 7.5: PUBLIC TRANSPORT ADMINISTRATION SUPPORT</b>									
	2018/19							2017/18	
	Adjusted Approp- riation	Shifting of Funds	Virement	Final Approp- riation	Actual Expenditure	Variance	Expenditure as % of final approp- riation	Final Approp- riation	Actual Expen- diture
<b>Economic classification</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>%</b>	<b>R'000</b>	<b>R'000</b>
<b>Current payments</b>	<b>10,925</b>	<b>394</b>	<b>-</b>	<b>11,319</b>	<b>8,307</b>	<b>3,012</b>	<b>73.4%</b>	<b>12,701</b>	<b>7,553</b>
Compensation of employees	4,869	672	-	5,541	5,541	-	100.0%	6,722	6,722
Salaries and wages	4,284	587	-	4,871	4,871	-	100.0%	6,073	6,073
Social contributions	585	85	-	670	670	-	100.0%	649	649
Goods and services	6,056	(278)	-	5,778	2,766	3,012	47.9%	5,979	831
Advertising	-	1	-	1	1	-	100.0%	-	-
Minor assets	880	-	-	880	136	744	15.5%	575	31
Catering: Departmental activities	65	-	-	65	9	56	13.8%	15	7
Communication (G&S)	250	-	-	250	91	159	36.4%	110	101
Computer services	-	64	-	64	64	-	100.0%	-	-
Consultants: Business and advisory services	-	44	-	44	44	-	100.0%	3,480	-
Contractors	-	-	-	-	-	-	0.0%	8	8
Consumable supplies	-	6	-	6	6	-	100.0%	6	5
Consumable: Stationery, printing and office supplies	330	-	-	330	63	267	19.1%	255	111
Property payments	-	74	-	74	74	-	100.0%	-	-
Travel and subsistence	3,976	(547)	-	3,429	1,928	1,501	56.2%	1,117	413
Training and development	-	80	-	80	80	-	100.0%	118	118
Operating payments	55	-	-	55	7	48	12.7%	45	19
Venues and facilities	500	-	-	500	263	237	52.6%	250	18
<b>Transfers and subsidies</b>	<b>-</b>	<b>56</b>	<b>-</b>	<b>56</b>	<b>56</b>	<b>-</b>	<b>100.0%</b>	<b>40</b>	<b>40</b>
Households	-	56	-	56	56	-	100.0%	40	40
Social benefits	-	56	-	56	56	-	100.0%	40	40
<b>Payments for capital assets</b>	<b>140</b>	<b>222</b>	<b>-</b>	<b>362</b>	<b>362</b>	<b>-</b>	<b>100.0%</b>	<b>133</b>	<b>126</b>
Machinery and equipment	140	222	-	362	362	-	100.0%	133	126
Other machinery and equipment	140	222	-	362	362	-	100.0%	133	126
<b>Payment for financial assets</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3</b>	<b>(3)</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>11,065</b>	<b>672</b>	<b>-</b>	<b>11,737</b>	<b>8,728</b>	<b>3,009</b>	<b>74.4%</b>	<b>12,874</b>	<b>7,719</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

<b>Subprogramme: 7.6: PUBLIC TRANSPORT NETWORK DEVELOPMENT</b>									
	2018/19							2017/18	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
<b>Economic classification</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>%</b>	<b>R'000</b>	<b>R'000</b>
<b>Current payments</b>	<b>18,871</b>	<b>1,085</b>	<b>-</b>	<b>19,956</b>	<b>10,302</b>	<b>9,654</b>	<b>51.6%</b>	<b>18,106</b>	<b>8,654</b>
Compensation of employees	8,105	1,105	-	9,210	9,099	111	98.8%	7,850	7,850
Salaries and wages	7,200	1,105		8,305	8,305	-	100.0%	7,211	7,211
Social contributions	905			905	794	111	87.7%	639	639
Goods and services	10,766	(20)	-	10,746	1,203	9,543	11.2%	10,256	804
Minor assets	-			-	-	-	0.0%	2	2
Catering: Departmental activities	-	19		19	19	-	100.0%	10	10
Communication (G&S)	250			250	90	160	36.0%	240	70
Consultants: Business and advisory services	9,082	(193)		8,889	5	8,884	0.1%	8,497	-
Consumable supplies	-			-	-	-	0.0%	6	6
Travel and subsistence	1,259	(3)		1,256	932	324	74.2%	1,350	565
Training and development	175			175	-	175	0.0%	-	-
Operating payments	-	3		3	3	-	100.0%	-	-
Venues and facilities	-	154		154	154	-	100.0%	151	151
<b>Payments for capital assets</b>	<b>-</b>	<b>17</b>	<b>-</b>	<b>17</b>	<b>17</b>	<b>-</b>	<b>100.0%</b>	<b>16</b>	<b>16</b>
Machinery and equipment	-	17	-	17	17	-	100.0%	16	16
Other machinery and equipment	-	17		17	17	-	100.0%	16	16
<b>Total</b>	<b>18,871</b>	<b>1,102</b>	<b>-</b>	<b>19,973</b>	<b>10,319</b>	<b>9,654</b>	<b>51.7%</b>	<b>18,122</b>	<b>8,670</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

**Programme 8: Direct Charge against the National Revenue Fund**

	2018/19							2017/18	
	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
<b>Sub programme</b>									
<b>1. International Oil Pollution Compensation Fund</b>	10,200	-	-	10,200	2,976	7,224	29,2%	10,000	5,559
	<b>10,200</b>	<b>-</b>	<b>-</b>	<b>10,200</b>	<b>2,976</b>	<b>7,224</b>	<b>29,2%</b>	<b>10,000</b>	<b>5,559</b>

<b>Economic classification</b>	10,200	-	-	10,200	2,976	7,224	29,2%	10,000	5,559
<b>Transfers and subsidies</b>									
Foreign governments and international organisations	10,200	-	-	10,200	2,976	7,224	29,2%	10,000	5,559
	<b>10,200</b>	<b>-</b>	<b>-</b>	<b>10,200</b>	<b>2,976</b>	<b>7,224</b>	<b>29,2%</b>	<b>10,000</b>	<b>5,559</b>

**Subprogramme: 8.1: INTERNATIONAL OIL POLLUTION COMPENSATION FUND**

	2018/19							2017/18	
	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
<b>Economic classification</b>									
<b>Transfers and subsidies</b>	10,200	-	-	10,200	2,976	7,224	29,2%	10,000	5,559
Foreign governments and international organisations	10,200	-	-	10,200	2,976	7,224	29,2%	10,000	5,559
<b>Total</b>	<b>10,200</b>	<b>-</b>	<b>-</b>	<b>10,200</b>	<b>2,976</b>	<b>7,224</b>	<b>29,2%</b>	<b>10,000</b>	<b>5,559</b>



**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**NOTES TO THE APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

**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 R'000	Actual Expenditure R'000	Variance R'000	Variance as a % of Final Approp. %
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Administration	434,094	379,809	54,285	12,5%
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Administration under spent R20.2 million on Compensation of Employees due to posts that could not be filled.

Goods and Services was under spent by R32.3 million, mainly due to invoices that were not received for office accommodation (R13.6 million), under expenditure in Management (R8.6 million), Communications (R6 million), Corporate Services (R3.5 million) and Ministry (R1.5 million) after a total of R13.3 million was shifted to Ministry to cover expenditure on travelling and venues and facilities.

Savings of R1.3 million was realised on Other Transfers to Households because less leave gratuities were paid than budgeted for.

Funds of R3.1 million was shifted within the Programme from Goods and Services to cover over expenditure on Payments for Capital Assets.

Integrated Transport Planning	89,982	71,375	18,607	20,7%
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Integrated Transport Planning under spent R4 million on Compensation of Employees due to posts that could not be filled.

Goods and Services was under spent by R14.6 million due to non or slow spending on a number of projects: National Transport Planning Databank due to delays in procurement; Review of the National Freight Strategy; Corridor Freight Development that was advertised late; BEE Charter Council due to delays in the appointment of Council members; Procedures, Computations and Recouping of Overloading Cost on South African Roads and National Transport Planning Forum due to a cancelled contract.

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**NOTES TO THE APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

	<b>Final Appropriation</b>	<b>Actual Expenditure</b>	<b>Variance</b>	<b>Variance as a % of Final Approp.</b>
	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>%</b>
Rail Transport	15,887,279	15,873,693	13,586	0,1%

Rail Transport under spent R789,000 on Compensation of Employees due to posts that could not be filled.

The programme saved R0.9 million and under spent R11.9 million on Goods and Services because work on the White Paper for Rail Transport was done in-house, no expenditure was incurred on the Review of the Branch Line Strategy and a Study on the Integration of Commuter Transport, and the Establishment of a Rail Economic Regulator was under spent.

Road Transport	30,098,760	30,067,108	31,652	0,1%
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Road Transport under spent R15.3 million on Compensation of Employees due to, posts that could not be filled.

Goods and Services was under spent by R15.9 million because no or insignificant expenditure was incurred on Programme Development for S'Hamba Sonke, Automated Profile Measurements, Capacitate Standard Audits against National Standards and the Road Transport Legislative Review, and the Decade of Action for Road Safety was under spent.

Payments for Capital Assets was under spent by R410,000 because less equipment and furniture was procured as a result of vacancies.

Civil Aviation	182,253	167,718	14,535	8,0%
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Civil Aviation under spent R10.8 million on Compensation of Employees due to posts that could not be filled.

Savings of R2.7 million on Goods and Services was realised because the Implementation of the National Aviation Development Plan, the White Paper on Civil Aviation, the Airlift Strategy and the National Aviation Transformation Strategy were managed in-house. Goods and Services was further under spent by R1.3 million, mainly because of under expenditure on Watchkeeping Services due to invoices that were not received and no expenditure incurred on the Establishment of the Appeals Committee and the Aviation Safety Investigation Board.

Transfers to Foreign Governments and International Organisations were over spent by R0.4 million because of increases in membership fees and exchange rate fluctuations.

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**NOTES TO THE APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

<b>Final Appropriation</b>	<b>Actual Expenditure</b>	<b>Variance</b>	<b>Variance as a % of Final Approp.</b>
<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>%</b>

Maritime Transport	129,126	123,993	5,133	4,0%
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Maritime Transport under spent R1.9 million on Compensation of Employees due to posts that could not be filled.

Goods and Services was under spent by R2.2 million after R9.1 million was shifted from Public Transport to cover over expenditure on the Oil Pollution Prevention project. The under expenditure was mainly because no expenditure was incurred on the International Maritime Organisation World Maritime Day Parallel Event.

Savings of R1 million was realised on Transfers to Foreign Governments and International Organisations because of less membership fees paid to the the International Maritime Organisation than budgeted for.

Public Transport	13,009,800	12,509,758	500,042	3,8%
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Public Transport under spent R3.5 million on Compensation of Employees due to posts that could not be filled.

Goods and Services was under spent by R149.2 million, mainly because the Taxi Scrapping project expired in September 2018 and could only be re-started at the end of the financial year (R34.8 million), funds of R30 million for the administration of conditional grants to municipalities were not spent, no expenditure was incurred on the Shova Kalula bicycle project (R20.3 million), Technical Oversight and Support for Public Transport (R7.1 million), Empowerment of Small Bus Operators (R6 million), Public Transport Subsidy Policy (R5.1 million), Illegal Taxi's Survey (R5 million), Moloto Bus Contract Design (R5 million), National Technical Requirements (R2 million) and the upgrade of the National Land Transport Information System (R15 million), little expenditure was incurred for accommodation and infrastructure of the National Public Transport Regulator (R9.7 million), a range of other projects were under spent and savings of R5.5 million were realised on operational expenditure.

Transfers to Households was under spent by R341.8 million due to the slow rate at which taxi's were scrapped and because the Taxi Scrapping project could not proceed from October 2018 to March 2019 because of delays in the adjudication of a new contract.

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**NOTES TO THE APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

4.2 Per economic classification:	Final Appropriation R'000	Actual Expenditure R'000	Variance R'000	Variance as a % of Final Approp. %
<b>Current expenditure</b>				
Compensation of employees	496,711	440,137	56,574	11,4%
Goods and services	694,134	456,429	237,705	34,2%
<b>Transfers and subsidies</b>				
Provinces and municipalities	23,420,168	23,420,169	(1)	0,0%
Departmental agencies and accounts	18,963,232	18,963,232	-	0,0%
Higher education institutions				
Public corporations and private enterprises	15,778,968	15,778,968	-	0,0%
Foreign governments and international organisations	28,596	20,823	7,773	27,2%
Non-profit institutions	25,347	25,347	-	0,0%
Households	424,244	81,106	343,138	80,9%
<b>Payments for capital assets</b>				
Buildings and other fixed structures				
Machinery and equipment	10,094	9,335	759	7,5%
Heritage assets				
Specialised military assets				
Biological assets				
Land and subsoil assets				
Software and other intangible assets				
<b>Payments for financial assets</b>	-	884	(884)	N/a

Compensation of Employees was under spent by R56.6 million due to posts that could not be filled.

Goods and Services was under spent by a net R228.5 million and savings amounted to R9.2 million as detailed in the explanations per Programme above

Savings were realised on Foreign Governments and International Organisations, mainly because the transfer to the International Oil Pollution Compensation Fund was over budgeted for.

Transfers to Households was under spent by R343.1 million due to the slow rate at which taxi's were scrapped because the Taxi Scrapping project could not proceed from October 2018 to March 2019 as a result of delays in the adjudication of a new contract, and because less leave gratuities were paid than budgeted for.

Machinery and Equipment was under spent by R759,000 because less equipment and furniture was procured as a result of less posts that were filled.

Payments for Financial Assets were incurred due to losses incurred and debts written off.

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**NOTES TO THE APPROPRIATION STATEMENT**  
*for the year ended 31 March 2019*

4.3	Per conditional grant	Final Appropriation R'000	Actual Expenditure R'000	Variance R'000	Variance as a % of Final Approp. %
	Provincial Road Maintenance - Roads in support of electricity generation infrastructure	501,092	501,092	-	0,0%
	Provincial Road Maintenance - Disaster Management Grant	210,000	210,000	-	0,0%
	Provincial Road Maintenance Grant	10,324,576	10,324,576	-	0,0%
	Public Transport Operations Grant	5,990,298	5,990,298	-	0,0%
	Public Transport Network Operations Grant	6,286,669	6,286,669	-	0,0%
	Rural Road Asset Management Grant	107,533	107,533	-	0,0%

No variances were recorded after adjustments and re-allocations by the National Treasury.
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**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**STATEMENT OF FINANCIAL PERFORMANCE**  
*for the year ended 31 March 2019*

	Note	2018/19 R'000	2017/18 R'000
<b>REVENUE</b>			
Annual appropriation	1	59,841,494	59,805,180
Departmental revenue	2	230,295	269,585
<b>TOTAL REVENUE</b>		<b>60,071,789</b>	<b>60,074,765</b>
<b>EXPENDITURE</b>			
<b>Current expenditure</b>			
Compensation of employees	3	440,137	427,233
Goods and services	4	456,429	551,291
<b>Total current expenditure</b>		<b>896,566</b>	<b>978,524</b>
<b>Transfers and subsidies</b>			
Transfers and subsidies	6	58,289,645	53,682,093
<b>Total transfers and subsidies</b>		<b>58,289,645</b>	<b>53,682,093</b>
<b>Expenditure for capital assets</b>			
Tangible assets	7	9,335	14,601
Intangible assets	7	-	414
<b>Total expenditure for capital assets</b>		<b>9,335</b>	<b>15,015</b>
<b>Payments for financial assets</b>	5	884	628
<b>TOTAL EXPENDITURE</b>		<b>59,196,430</b>	<b>54,676,260</b>
<b>SURPLUS/(DEFICIT) FOR THE YEAR</b>		<b>875,359</b>	<b>5,398,505</b>
<b>Reconciliation of Net Surplus/(Deficit) for the year</b>			
Voted Funds		645,064	5,128,920
Annual appropriation		645,064	5,128,920
Departmental revenue and NRF Receipts	14	230,295	269,585
<b>SURPLUS/(DEFICIT) FOR THE YEAR</b>		<b>875,359</b>	<b>5,398,505</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**STATEMENT OF FINANCIAL POSITION**  
*as at 31 March 2019*

	Note	2018/19 R'000	2017/18 R'000
<b>ASSETS</b>			
<b>Current Assets</b>		<b>1,357,761</b>	<b>5,130,510</b>
Unauthorised expenditure	8	1,339,145	1,338,165
Cash and cash equivalents	9	264	3,728,020
Prepayments and advances	10	17,130	62,820
Receivables	11	1,222	1,505
<b>Non-Current Assets</b>		<b>6,092,369</b>	<b>6,091,345</b>
Investments	12	6,089,441	6,089,441
Receivables	11	2,928	1,904
<b>TOTAL ASSETS</b>		<b>7,450,130</b>	<b>11,221,855</b>
<b>LIABILITIES</b>			
<b>Current Liabilities</b>		<b>1,359,684</b>	<b>5,131,790</b>
Voted funds to be surrendered to the Revenue Fund	13	646,044	5,128,920
Departmental revenue and NRF Receipts to be surrendered to the Revenue Fund	14	481	2,752
Bank overdraft	15	712,983	-
Payables	16	176	118
<b>Non-Current Liabilities</b>			
Payables	17	239	238
<b>TOTAL LIABILITIES</b>		<b>1,359,923</b>	<b>5,132,028</b>
<b>NET ASSETS</b>		<b>6,090,207</b>	<b>6,089,827</b>
<b>Represented by:</b>			
Capitalisation reserve		6,089,441	6,089,441
Recoverable revenue		766	386
<b>TOTAL</b>		<b>6,090,207</b>	<b>6,089,827</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**STATEMENT OF CHANGES IN NET ASSETS**  
*for the year ended 31 March 2019*

<b>NET ASSETS</b>	<b>Note</b>	<b>2018/19</b>	<b>2017/18</b>
		<b>R'000</b>	<b>R'000</b>
<b>Capitalisation Reserves</b>			
Opening balance		6,089,441	6,089,441
Closing balance		<u>6,089,441</u>	<u>6,089,441</u>
<b>Recoverable revenue</b>			
Opening balance		386	430
Transfers		<b>380</b>	<b>(44)</b>
Debts revised		(4)	(4)
Debts recovered (included in departmental receipts)		(242)	(344)
Debts raised		626	304
Closing balance		<u>766</u>	<u>386</u>
<b>TOTAL</b>		<u><u>6,090,207</u></u>	<u><u>6,089,827</u></u>



**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**CASH FLOW STATEMENT**  
*for the year ended 31 March 2019*

	Note	2018/19 R'000	2017/18 R'000
<b>CASH FLOWS FROM OPERATING ACTIVITIES</b>			
Receipts		<b>59,961,801</b>	<b>59,807,911</b>
Annual appropriated funds received	1.1	59,841,494	59,805,180
Departmental revenue received	2	120,151	2,631
Interest received	2.2	156	100
Net (increase)/ decrease in working capital		44,027	(21,896)
Surrendered to Revenue Fund		(5,361,486)	(328,178)
Current payments		(896,566)	(978,524)
Payments for financial assets		(884)	(628)
Transfers and subsidies paid		(58,289,645)	(53,682,093)
<b>Net cash flow available from operating activities</b>	18	<b>(4,541,773)</b>	<b>4,796,592</b>
<b>CASH FLOWS FROM INVESTING ACTIVITIES</b>			
Distribution/dividend received		109,988	266,854
Payments for capital assets	7	(9,335)	(15,015)
<b>Net cash flows from investing activities</b>		<b>100,653</b>	<b>251,839</b>
<b>CASH FLOWS FROM FINANCING ACTIVITIES</b>			
Increase/ (decrease) in net assets		380	(44)
Increase/ (decrease) in non-current payables		1	54
<b>Net cash flows from financing activities</b>		<b>381</b>	<b>10</b>
Net increase/ (decrease) in cash and cash equivalents		(4,440,739)	5,048,441
Cash and cash equivalents at beginning of period		3,728,020	(1,320,421)
<b>Cash and cash equivalents at end of period</b>	19	<b>(712,719)</b>	<b>3,728,020</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**ACCOUNTING POLICIES**  
*for the year ended 31 March 2019*

**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.

<b>1</b>	<b>Basis of preparation</b> The financial statements have been prepared in accordance with the Modified Cash Standard.
<b>2</b>	<b>Going concern</b> The financial statements have been prepared on a going concern basis.
<b>3</b>	<b>Presentation currency</b> Amounts have been presented in the currency of the South African Rand (R) which is also the functional currency of the department.
<b>4</b>	<b>Rounding</b> Unless otherwise stated financial figures have been rounded to the nearest one thousand Rand (R'000).
<b>5</b>	<b>Foreign currency translation</b> 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.
<b>6</b>	<b>Comparative information</b>
<b>6.1</b>	<b>Prior period comparative information</b> 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.
<b>6.2</b>	<b>Current year comparison with budget</b> A comparison between the approved, final budget and actual amounts for each programme and economic classification is included in the appropriation statement.

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**ACCOUNTING POLICIES**  
*for the year ended 31 March 2019*

<b>7</b>	<b>Revenue</b>
<b>7.1</b>	<p><b>Appropriated funds</b></p> <p>Appropriated funds comprises of departmental allocations as well as direct charges against the revenue fund (i.e. statutory appropriation).</p> <p>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.</p> <p>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.</p>
<b>7.2</b>	<p><b>Departmental revenue</b></p> <p>Departmental revenue is recognised in the statement of financial performance when received and is subsequently paid into the relevant revenue fund, unless stated otherwise.</p> <p>Any amount owing to the relevant revenue fund at the reporting date is recognised as a payable in the statement of financial position.</p>
<b>7.3</b>	<p><b>Accrued departmental revenue</b></p> <p>Accruals in respect of departmental revenue (excluding tax revenue) are recorded in the notes to the financial statements when:</p> <ul style="list-style-type: none"> <li>• it is probable that the economic benefits or service potential associated with the transaction will flow to the department; and</li> <li>• the amount of revenue can be measured reliably.</li> </ul> <p>The accrued revenue is measured at the fair value of the consideration receivable.</p> <p>Accrued tax revenue (and related interest and / penalties) is measured at amounts receivable from collecting agents.</p> <p>Write-offs are made according to the department's debt write-off policy</p>
<b>8</b>	<b>Expenditure</b>
<b>8.1</b>	<b>Compensation of employees</b>
<b>8.1.1</b>	<p><b>Salaries and wages</b></p> <p>Salaries and wages are recognised in the statement of financial performance on the date of payment.</p>
<b>8.1.2</b>	<p><b>Social contributions</b></p> <p>Social contributions made by the department in respect of current employees are recognised in the statement of financial performance on the date of payment.</p> <p>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.</p>
<b>8.2</b>	<p><b>Other expenditure</b></p> <p>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.</p>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**ACCOUNTING POLICIES**  
*for the year ended 31 March 2019*

<b>8.3</b>	<p><b>Accruals and payables not recognised</b></p> <p>Accruals and payables not recognised are recorded in the notes to the financial statements at cost at the reporting date.</p>
<b>8.4</b>	<p><b>Leases</b></p>
<b>8.4.1</b>	<p><b>Operating leases</b></p> <p>Operating lease payments made during the reporting period are recognised as current expenditure in the statement of financial performance on the date of payment.</p> <p>The operating lease commitments are recorded in the notes to the financial statements.</p>
<b>8.4.2</b>	<p><b>Finance leases</b></p> <p>Finance lease payments made during the reporting period are recognised as capital expenditure in the statement of financial performance on the date of payment.</p> <p>The finance lease commitments are recorded in the notes to the financial statements and are not apportioned between the capital and interest portions.</p> <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"> <li>• cost, being the fair value of the asset; or</li> <li>• the sum of the minimum lease payments made, including any payments made to acquire ownership at the end of the lease term, excluding interest.</li> </ul> <p>Even though the Modified Cash Standard requires finance lease payments to be accounted for under financing activities, to achieve fair presentation, the finance lease payments were included under investing activities as they relate to the acquisition of capital assets.</p>
<b>9</b>	<p><b>Cash and cash equivalents</b></p> <p>Cash and cash equivalents are stated at cost in the statement of financial position.</p> <p>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>
<b>10</b>	<p><b>Prepayments and advances</b></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>
<b>11</b>	<p><b>Loans and receivables</b></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>
<b>12</b>	<p><b>Investments</b></p> <p>Investments are recognised in the statement of financial position at cost.</p>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**ACCOUNTING POLICIES**  
*for the year ended 31 March 2019*

<b>13</b>	<b>Financial assets</b>
<b>13.1</b>	<p><b>Financial assets (not covered elsewhere)</b></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>
<b>13.2</b>	<p><b>Impairment of financial assets</b></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>
<b>14</b>	<p><b>Payables</b></p> <p>Loans and payables are recognised in the statement of financial position at cost.</p>
<b>15</b>	<b>Capital Assets</b>
<b>15.1</b>	<p><b>Immovable capital assets</b></p> <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>
<b>15.2</b>	<p><b>Movable capital assets</b></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>

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<b>15.3</b>	<p><b>Intangible assets</b></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 that is of a capital nature forms part of the cost of the existing asset when ready for use.</p>
<b>16</b>	<p><b>Provisions and Contingents</b></p>
<b>16.1</b>	<p><b>Provisions</b></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>
<b>16.2</b>	<p><b>Contingent liabilities</b></p> <p>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.</p>
<b>16.3</b>	<p><b>Contingent assets</b></p> <p>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.</p>
<b>16.4</b>	<p><b>Commitments</b></p> <p>Commitments (other than for transfers and subsidies) are recorded at cost in the notes to the financial statements when there is a contractual arrangement or an approval by management in a manner that raises a valid expectation that the department will discharge its responsibilities thereby incurring future expenditure that will result in the outflow of cash.</p>

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*for the year ended 31 March 2019*

<b>17</b>	<p><b>Unauthorised expenditure</b></p> <p>Unauthorised expenditure is recognised in the statement of financial position until such time as the expenditure is either:</p> <ul style="list-style-type: none"> <li>• approved by Parliament with funding and the related funds are received; or</li> <li>• approved by Parliament without funding and is written off against the appropriation in the statement of financial performance; or</li> <li>• transferred to receivables for recovery.</li> </ul> <p>Unauthorised expenditure is measured at the amount of the confirmed unauthorised expenditure.</p>
<b>18</b>	<p><b>Fruitless and wasteful expenditure</b></p> <p>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.</p> <p>Fruitless and wasteful expenditure is removed from the notes to the financial statements when it is resolved or transferred to receivables for recovery.</p> <p>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.</p>
<b>19</b>	<p><b>Irregular expenditure</b></p> <p>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.</p> <p>Irregular expenditure is removed from the note when it is either condoned by the relevant authority, transferred to receivables for recovery or not condoned and is not recoverable.</p> <p>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.</p>
<b>20</b>	<p><b>Changes in accounting policies, accounting estimates and errors</b></p> <p>Changes in accounting policies that are effected by management have been applied retrospectively 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 change in policy. In such instances the department shall restate the opening balances of assets, liabilities and net assets for the earliest period for which retrospective restatement is practicable.</p> <p>Changes in accounting estimates are applied prospectively in accordance with MCS requirements.</p> <p>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.</p>

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<b>21</b>	<p><b>Events after the reporting date</b></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>
<b>22</b>	<p><b>Capitalisation reserve</b></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>
<b>23</b>	<p><b>Recoverable revenue</b></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>
<b>24</b>	<p><b>Related party transactions</b></p> <p>A related party transaction is a transfer of resources, services or obligations between the reporting entity and a related party. 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. Key management personnel are those persons having the authority and responsibility for planning, directing and controlling the activities of the department. The number of individuals and their full compensation is recorded in the notes to the financial statements.</p>
<b>25</b>	<p><b>Inventories (Effective from date determined in a Treasury Instruction)</b></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>
<b>26</b>	<p><b>Public-Private Partnerships</b></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> <p>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.</p>
<b>27</b>	<p><b>Employee benefits</b></p> <p>The value of each major class of employee benefit obligation (accruals, payables not recognised and provisions) is disclosed in the Employee benefits note.</p>



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1.1 Annual Appropriation	2018/19			2017/18	
	Final Appropriation R'000	Actual Funds Received R'000	Funds not requested/ not received R'000	Final Appropriation R'000	Appropriation Received R'000
<b>Programmes</b>					
Administration	430,077	430,077	-	407,071	407,071
Integrated Transport Planning	89,982	89,982	-	82,641	82,641
Rail Transport	15 887,279	15,887,279	-	19,308,899	19,308,899
Road Transport	30 098,760	30,098,760	-	27,129,639	27,129,639
Civil Aviation	182,253	182,253	-	170,235	170,235
Maritime Transport	119,925	119,925	-	129,347	129,347
Public Transport	13 023,018	13,023,018	-	12,567,348	12,567,348
Direct charge against the National Revenue Fund	10,200	10,200	-	10,000	10 000
<b>Total</b>	<b>59 841,494</b>	<b>59,841,494</b>	<b>-</b>	<b>59,805,180</b>	<b>59,805,180</b>

Funds are requested each month based according to expected cash outflows.

	Note	2018/19 R'000	2017/18 R'000	
<b>2 Departmental Revenue</b>				
Sales of goods and services other than capital assets	2.1	1,328	1,401	
Interest, dividends and rent on land	2.2	110,144	266,954	
Transactions in financial assets and liabilities	2.3	118,823	1,230	
<b>Departmental revenue collected</b>		<b>230,295</b>	<b>269,585</b>	
<b>2.1 Sales of goods and services other than capital assets</b>	2			
Sales of goods and services produced by the department		<b>1,325</b>	<b>1,400</b>	
Sales by market establishment		87	92	
Administrative fees		1,066	1,160	
Other sales		172	148	
Sales of scrap, waste and other used current goods		3	1	
<b>Total</b>		<b>1,328</b>	<b>1,401</b>	
<b>2.2 Interest, dividends and rent on land</b>				
Interest		156	100	
Dividends		109,988	266,854	
<b>Total</b>		<b>110,144</b>	<b>266,954</b>	
<b>2.3 Transactions in financial assets and liabilities</b>	2			
Other Receipts including Recoverable Revenue		118,823	1,230	
<b>Total</b>		<b>118,823</b>	<b>1,230</b>	
<b>2.4 Cash received not recognised (not included in the main note) - 2018/19</b>				
<b>Name of entity</b>		<b>Amount received R'000</b>	<b>Amount paid to Revenue Fund R'000</b>	<b>Balance R'000</b>
Free State Province		5,061	5,061	-
Gauteng Province		180,319	180,319	-
Mpumalanga Province		173	173	-
Northern Cape Province		7	7	-
Northern Province		17,202	17,202	-
<b>Total</b>		<b>202,762</b>	<b>202,762</b>	<b>-</b>

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**Cash received not recognised (not included in the main note) - 2017/18**

Name of entity	Amount received R'000	Amount paid to Revenue Fund R'000	Balance R'000
Eastern Cape Province	676	676	-
Free State Province	244	244	-
Gauteng Province	28,532	28,532	-
Limpopo Province	342	342	-
Mpumalanga Province	40	40	-
North West Province	69,069	69,069	-
<b>Total</b>	<b>98,903</b>	<b>98,903</b>	<b>-</b>

	Note	2018/19 R'000	2017/18 R'000
<b>3 Compensation of Employees</b>			
<b>3.1 Salaries and wages</b>			
Basic salary		292,948	272,833
Performance award		6,965	25,436
Service Based		362	530
Compensative/circumstantial		10,646	8,551
Periodic payments		2,921	2,518
Other non-pensionable allowances		76,691	70,970
<b>Total</b>		<b>390,533</b>	<b>380,838</b>
<b>3.2 Social Contributions</b>			
<b>Employer contributions</b>			
Pension		37,309	34,727
Medical		12,237	11,614
Bargaining Council		58	54
<b>Total</b>		<b>49,604</b>	<b>46,395</b>
<b>Total compensation of employees</b>		<b>440,137</b>	<b>427,233</b>
Average number of employees		642	656

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	Note	2018/19 R'000	2017/18 R'000
<b>4 Goods and services</b>			
Administrative fees		2,624	3,329
Advertising		20,387	19,413
Minor assets	4.1	691	844
Bursaries (employees)		2,495	2,249
Catering		3,874	7,581
Communication		63,026	68,525
Computer services	4.2	10,076	15,979
Consultants: Business and advisory services		110,301	174,065
Infrastructure and planning services		62,156	46,827
Legal services		7,894	9,759
Contractors		3,966	5,589
Agency and support / outsourced services		145	536
Entertainment		249	273
Audit cost – external	4.3	6,297	7,130
Fleet services		573	137
Inventory	4.4	35	10,423
Consumables	4.5	6,384	5,445
Operating leases		32,065	80,374
Property payments	4.6	10,434	7,449
Transport provided as part of the departmental activities		1	44
Travel and subsistence	4.7	89,880	69,312
Venues and facilities		15,827	8,198
Training and development		3,077	4,225
Other operating expenditure	4.8	3,972	3,585
<b>Total</b>		<b>456,429</b>	<b>551,291</b>
<b>4.1 Minor assets</b>	4		
<b>Tangible assets</b>		<b>691</b>	<b>844</b>
Machinery and equipment		691	844
<b>Total</b>		<b>691</b>	<b>844</b>
<b>4.2 Computer services</b>	4		
SITA computer services		3,599	3,429
External computer service providers		6,477	12,550
<b>Total</b>		<b>10,076</b>	<b>15,979</b>
<b>4.3 Audit cost – external</b>	4		
Regularity audits		6,297	7,130
<b>Total</b>		<b>6,297</b>	<b>7,130</b>

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	Note	2018/19 R'000	2017/18 R'000
<b>4.4 Inventory</b>	4		
Materials and supplies		35	24
Other supplies	4.4.1	-	10,399
<b>Total</b>		<b>35</b>	<b>10,423</b>
<b>4.4.1 Other Supplies</b>			
Assets for distribution		-	10,399
Other assets for distribution		-	10,399
<b>Total</b>		<b>-</b>	<b>10,399</b>
<b>4.5 Consumables</b>	4		
Consumable supplies		2,142	931
Uniform and clothing		50	49
Household supplies		19	220
Communication accessories		-	74
IT consumables		118	134
Other consumables		1,955	454
Stationery, printing and office supplies		4,242	4,514
<b>Total</b>		<b>6,384</b>	<b>5,445</b>
<b>4.6 Property payments</b>	4		
Property maintenance and repairs		220	-
Other		10,214	7,449
<b>Total</b>		<b>10,434</b>	<b>7,449</b>
<b>4.7 Travel and subsistence</b>	4		
Local		74,673	55,737
Foreign		15,207	13,575
<b>Total</b>		<b>89,880</b>	<b>69,312</b>
<b>4.8 Other operating expenditure</b>	4		
Professional bodies, membership and subscription fees		625	723
Resettlement costs		465	66
Other		2,882	2,796
<b>Total</b>		<b>3,972</b>	<b>3,585</b>
<b>5 Payments for financial assets</b>			
Other material losses written off		872	628
Other material losses	5.1	872	-
Debts written off	5.2	12	628
<b>Total</b>		<b>884</b>	<b>628</b>
<b>5.1 Other material losses</b>	5		
<b>Nature of other material losses</b>			
Excess on vehicle damages		27	-
Software not used		845	-
<b>Total</b>		<b>872</b>	<b>-</b>

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	Note	2018/19 R'000	2017/18 R'000
<b>5.2 Debts written off</b>	5		
<b>Nature of debts written off</b>			
Other debt written off			
Travel and subsistence		6	149
Overpayments and State guarantees		4	16
Unsuccessful litigation			447
Stolen equipment			16
Tax debt		2	-
<b>Total debt written off</b>		<b>12</b>	<b>628</b>
<b>6 Transfers and Subsidies</b>			
Provinces and municipalities	37, 38	23,420,169	22,690,900
Departmental agencies and accounts	ANNEXURE 1B	18,963,232	16,289,778
Foreign governments and international organisations	ANNEXURE 1D	20,823	24,193
Public corporations and private enterprises	ANNEXURE 1C	15,778,968	14,405,960
Non-profit institutions	ANNEXURE 1E	25,347	23 957
Households	ANNEXURE 1F	81,106	247,305
<b>Total</b>		<b>58 289,645</b>	<b>53,682,093</b>
<b>7 Expenditure for capital assets</b>			
<b>Tangible assets</b>		<b>9,335</b>	<b>14,601</b>
Machinery and equipment	32.1	9,335	14,601
<b>Intangible assets</b>	33.1	-	<b>414</b>
Software		-	414
<b>Total</b>		<b>9,335</b>	<b>15,015</b>
<b>7.1 Analysis of funds utilised to acquire capital assets - 2018/19</b>		<b>Voted Funds R'000</b>	<b>TOTAL R'000</b>
<b>Tangible assets</b>		<b>9,335</b>	<b>9,335</b>
Machinery and equipment		9,335	9,335
<b>Total</b>		<b>9,335</b>	<b>9,335</b>
<b>7.2 Analysis of funds utilised to acquire capital assets - 2017/18</b>		<b>Voted Funds R'000</b>	<b>TOTAL R'000</b>
<b>Tangible assets</b>		<b>14,601</b>	<b>14,601</b>
Machinery and equipment		14,601	14,601
<b>Intangible assets</b>		<b>414</b>	<b>414</b>
Software		414	414
<b>Total</b>		<b>15,015</b>	<b>15,015</b>

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	Note	2018/19 R'000	2017/18 R'000			
<b>7.3 Finance lease expenditure included in Expenditure for capital assets</b>						
<b>Tangible assets</b>						
Machinery and equipment		4,633	3,906			
<b>Total</b>		<b>4,633</b>	<b>3,906</b>			
<b>8 Unauthorised Expenditure</b>						
<b>8.1 Reconciliation of unauthorised expenditure</b>						
Opening balance		1,338,165	1,338,165			
Unauthorised expenditure discovered in the current year		980	-			
<b>Closing balance</b>		<b>1,339,145</b>	<b>1,338,165</b>			
<b>Analysis of closing balance</b>						
Unauthorised expenditure awaiting authorisation		1,339,145	1,338,165			
<b>Total</b>		<b>1,339,145</b>	<b>1,338,165</b>			
<b>8.2 Analysis of unauthorised expenditure awaiting authorisation per economic classification</b>						
Current		1,339,145	1,338,165			
<b>Total</b>		<b>1,339,145</b>	<b>1,338,165</b>			
<b>8.3 Analysis of unauthorised expenditure awaiting authorisation per type</b>						
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 a vote or main division		980				
<b>Total</b>		<b>1,339,145</b>	<b>1,338,165</b>			
<b>8.4 Details of unauthorised expenditure – current year</b>		<b>2018/19</b>				
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%; text-align: left;">Incident</th> <th style="width: 50%; text-align: left;">Disciplinary steps taken/criminal proceedings</th> </tr> </thead> <tbody> <tr> <td>Expenditure not in accordance with the vote of the programme: Road Transport</td> <td>None yet</td> </tr> </tbody> </table>	Incident	Disciplinary steps taken/criminal proceedings	Expenditure not in accordance with the vote of the programme: Road Transport	None yet	<b>R'000</b>	
Incident	Disciplinary steps taken/criminal proceedings					
Expenditure not in accordance with the vote of the programme: Road Transport	None yet					
		980				
<b>9 Cash and Cash Equivalents</b>	Note	2018/19	2017/18			
Consolidated Paymaster General Account		-	3,727,986			
Disbursements		1	-			
Cash on hand		28	28			
Investments (Domestic)		235	6			
<b>Total</b>		<b>264</b>	<b>3,728,020</b>			
The amount of cash on hand held by the department is available for use						
<b>10 Prepayments and Advances</b>						
Prepayments (Not expensed)	10,2	-	45,435			
Advances paid (Not expensed)	10,1	17,130	17,385			
<b>Total</b>		<b>17,130</b>	<b>62,820</b>			

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**10.1 Advances paid (Not expensed)**

	Note	Balance as at 1 April 2018	Less: Amount expensed in current year	Add/Less: Other	Add: Current Year advances	Balance as at 31 March 2019
		R'000	R'000	R'000	R'000	R'000
National departments	10	7,517	(15,753)	-	10,000	1,764
Provincial departments		631	-	-	-	631
Other institutions		9,237	(11,502)	-	17,000	14,735
<b>Total</b>		<b>17,385</b>	<b>(27,255)</b>	<b>-</b>	<b>27,000</b>	<b>17,130</b>

The Department of International Relations and Cooperation and Government Communications and Information Services require advance payments before services are rendered to the department.

	Note	Balance as at 1 April 2017	Less: Amount expensed in current year	Add/Less: Other	Add: Current Year advances	Balance as at 31 March 2018
		R'000	R'000	R'000	R'000	R'000
<b>Advances paid (Not expensed)</b>	10	<b>4,889</b>	<b>(12,372)</b>	<b>-</b>	<b>15,000</b>	<b>7,517</b>
National departments		4,889	(12,372)	-	15,000	7,517
Provincial departments		631	-	-	-	631
Other institutions		360	(1,418)	-	10,295	9,237
<b>Total</b>		<b>5,880</b>	<b>(13,790)</b>	<b>-</b>	<b>25,295</b>	<b>17,385</b>

**10.2 Prepayments (Not expensed)**

	Note	Balance as at 1 April 2018	Less: Amount expensed in current year	Add/Less: Other	Add: Current Year prepayments	Balance as at 31 March 2019
		R'000	R'000	R'000	R'000	R'000
Listed by economic classification	10					
Goods and services		45,435	(69,782)	(75,653)	100,000	-
<b>Total</b>		<b>45,435</b>	<b>(69,782)</b>	<b>(75,653)</b>	<b>100,000</b>	<b>-</b>

The Taxi Scrapping Administrator required advance payments for the scrapping allowance payable for the scrapping of taxis.

	Note	Balance as at 1 April 2017	Less: Amount expensed in current year	Add/Less: Other	Add: Current Year prepayments	Balance as at 31 March 2018
		R'000	R'000	R'000	R'000	R'000
<b>Prepayments (Not expensed)</b>	10	<b>28,977</b>	<b>(233,542)</b>	<b>-</b>	<b>250,000</b>	<b>45,435</b>
Listed by economic classification						
Goods and services		28,977	(233,542)	-	250,000	45,435
<b>Total</b>		<b>28,977</b>	<b>(233,542)</b>	<b>-</b>	<b>250,000</b>	<b>45,435</b>

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	Note	2018/19			2017/18		
		Current R'000	Non-current R'000	Total R'000	Current R'000	Non-current R'000	Total R'000
<b>11 Receivables</b>							
Claims recoverable	11,1	782	1,012	1,794	1,059	1,012	2,071
Recoverable expenditure	11,2	91	-	91	181	-	181
Staff debt	11,3	100	1,303	1,403	190	589	779
Other receivables	11,4	249	613	862	75	303	378
<b>Total</b>		<b>1,222</b>	<b>2,928</b>	<b>4,150</b>	<b>1,505</b>	<b>1,904</b>	<b>3,409</b>

	Note	2018/19 R'000	2017/18 R'000
<b>11.1 Claims recoverable</b>	11		
National departments		1,370	1,871
Provincial departments		101	39
Public entities		323	161
<b>Total</b>		<b>1,794</b>	<b>2,071</b>
<b>11.2 Recoverable expenditure (disallowance accounts)</b>	11		
Salay overpayments		91	181
<b>Total</b>		<b>91</b>	<b>181</b>
<b>11.3 Staff debt</b>	11		
Overpayments and state guarantees		705	168
Subsistence and travel		58	57
Other		640	554
<b>Total</b>		<b>1,403</b>	<b>779</b>
<b>11.4 Other receivables</b>	11		
Ex personnel - overpayments and State guarantees		346	173
Subsistence and travel		10	7
Fraud		295	-
Claim for interest paid		73	73
Other		138	125
<b>Total</b>		<b>862</b>	<b>378</b>
<b>11.5 Fruitless and wasteful expenditure</b>	11		
Less amounts recovered		(95)	(607)
Transfers from note 27 Fruitless and Wasteful expenditure		95	607
<b>Total</b>		<b>-</b>	<b>-</b>
<b>11.6 Impairment of receivables</b>			
Estimate of impairment of receivables		871	554
<b>Total</b>		<b>871</b>	<b>554</b>

The impairment of receivables is determined by all debts that had to be handed over for legal action and debts identified for write off.



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	Note	2018/19 R'000	2017/18 R'000
<b>12 Investments</b>			
<b>Non-Current</b>			
<b>Shares and other equity</b>			
Passenger Rail Agency of South Africa Ltd.		4,248,259	4,248,259
Airports Company Ltd.		559,492	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
<b>Total</b>		<u><u>6,089,441</u></u>	<u><u>6,089,441</u></u>
<b>Total non-current</b>		<u><u>6,089,441</u></u>	<u><u>6,089,441</u></u>
<b>Analysis of non-current investments</b>			
Opening balance		<u>6,089,441</u>	<u>6,089,441</u>
<b>Closing balance</b>		<u><u>6,089,441</u></u>	<u><u>6,089,441</u></u>
<b>12.1 Impairment of investments</b>			
Estimate of impairment of investments		-	4,248,259
<b>Total</b>		<u><u>-</u></u>	<u><u>4,248,259</u></u>
<b>13 Voted Funds to be Surrendered to the Revenue Fund</b>			
Opening balance		5,128,920	59,163
Transfer from statement of financial performance (as restated)		645,064	5,128,920
Add: Unauthorised expenditure for current year		980	-
Paid during the year		<u>(5,128,920)</u>	<u>(59,163)</u>
<b>Closing balance</b>		<u><u>646,044</u></u>	<u><u>5,128,920</u></u>
<b>14 Departmental revenue and NRF Receipts to be surrendered to the Revenue Fund</b>			
Opening balance		2,752	2,182
Transfer from Statement of Financial Performance (as restated)		230,295	269,585
Paid during the year		<u>(232,566)</u>	<u>(269,015)</u>
<b>Closing balance</b>		<u><u>481</u></u>	<u><u>2,752</u></u>
<b>15 Bank Overdraft</b>			
Consolidated Paymaster General Account		<u>712,983</u>	-
<b>Total</b>		<u><u>712,983</u></u>	<u><u>-</u></u>

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		Note	2018/19 R'000	2017/18 R'000
<b>16</b>	<b>Payables - current</b>			
	Clearing accounts	16.1	144	112
	Other payables	16.2	32	6
	<b>Total</b>		<b>176</b>	<b>118</b>
	<b>16.1 Clearing accounts</b>	16		
	Income tax		138	95
	Pension fund		5	4
	Telephone		-	13
	Bargaining Council		1	-
	<b>Total</b>		<b>144</b>	<b>112</b>
	<b>16.2 Other payables</b>	16		
	Salary payments		31	6
	Other		1	-
	<b>Total</b>		<b>32</b>	<b>6</b>
<b>17</b>	<b>Payables – non-current</b>			
			2018/19	2017/18
			One to two years	Two to three years
			R'000	R'000
			More than three years	Total
			R'000	R'000
		Note	Total R'000	Total R'000
	Other payables	17.1	239	238
	<b>Total</b>		<b>239</b>	<b>238</b>
	<b>17.1 Other payables</b>	Note 17		
	Appeal deposits		239	238
	<b>Total</b>		<b>239</b>	<b>238</b>

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	Note	2018/19 R'000	2017/18 R'000
<b>18 Net cash flow available from operating activities</b>			
Net surplus/(deficit) as per Statement of Financial Performance		875,359	5,398,505
Add back non cash/cash movements not deemed operating activities		(5,417,132)	(601,913)
(Increase)/decrease in receivables		(741)	6,148
(Increase)/decrease in prepayments and advances		45,690	(27,888)
Increase/(decrease) in payables – current		58	(156)
Expenditure on capital assets		9,335	15,015
Surrenders to Revenue Fund		(5,361,486)	(328,178)
Other non-cash items		(109,988)	(266,854)
<b>Net cash flow generated by operating activities</b>		<b>(4,541,773)</b>	<b>4,796,592</b>
<b>19 Reconciliation of cash and cash equivalents for cash flow purposes</b>			
Consolidated Paymaster General account		(712,983)	3,727,986
Disbursements		1	-
Cash on hand		28	28
Cash with commercial banks (Local)		235	6
<b>Total</b>		<b>(712,719)</b>	<b>3,728,020</b>
<b>20 Contingent liabilities and contingent assets</b>			
<b>20.1 Contingent liabilities</b>			
<b>Liable to</b>			
Other guarantees	Annex 3A	39,461,778	30,367,604
Claims against the department	Annex 3B	55,342	80,632
Intergovernmental payables (unconfirmed balances)	Annex 5	42,270	-
<b>Total</b>		<b>39,559,390</b>	<b>30,448,236</b>

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.

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.

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	Note	2018/19 R'000	2017/18 R'000
<b>21 Commitments</b>			
<b>Current expenditure</b>			
Approved and contracted		897,555	291,126
		<b>897,555</b>	<b>291,126</b>
<b>Capital Expenditure</b>			
Approved and contracted		699	1,297
		<b>699</b>	<b>1,297</b>
<b>Total Commitments</b>		<b>898,254</b>	<b>292,423</b>

Committed for longer than a year: Current expenditure approved and contracted R568,847,041.10.

**22 Accruals and payables not recognised**

22.1 Accruals				Total	Total
Listed by economic classification	30 days	30+ days	Total	Total	Total
Goods and services	35,233	2,523	34,756	35,790	35,790
Capital assets	71	45	116	253	253
Other	49		49	32	32
<b>Total</b>	<b>35,353</b>	<b>2,566</b>	<b>37,921</b>	<b>36,075</b>	<b>36,075</b>
Programme 1			16,848	17,564	17,564
Programme 2			500	298	298
Programme 3			116	1,103	1,103
Programme 4			2,614	174	174
Programme 5			10,841	6,037	6,037
Programme 6			5,912	10,352	10,352
Programme 7			1,090	547	547
<b>Total</b>			<b>37,921</b>	<b>36,075</b>	<b>36,075</b>

Material accruals include consultant, infrastructure and planning services, communication services and traveling and accommodation expenditure that were not yet paid for at the end of the period.

22.2 Payables not recognised				Total	Total
Listed by economic classification	30 days	30+ days	Total	Total	Total
Goods and services	806	837	1,643	-	-
<b>Total</b>	<b>806</b>	<b>837</b>	<b>1,643</b>	<b>-</b>	<b>-</b>
Programme 1			1,529	-	-
Programme 2			8	-	-
Programme 3			10	-	-
Programme 4			53	-	-
Programme 5			21	-	-
Programme 6			2	-	-
Programme 7			20	-	-
<b>Total</b>			<b>1,643</b>	<b>-</b>	<b>-</b>

Material payables not recognised include audit fees, communication services and traveling and accommodation expenditure that were not yet paid for at the end of the period.

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	Note	2018/19 R'000	2017/18 R'000
<b>23 Employee benefits</b>			
Leave entitlement		52,625	48,329
Service bonus		10,419	9,761
Capped leave commitments		11,558	11,343
<b>Total</b>		<b>74,602</b>	<b>69,433</b>

At this stage the department is not able to reliably measure the long term portion of the long service awards.

		Buildings and other fixed structures R'000	Total R'000
<b>24 Lease commitments</b>			
<b>24.1 Operating leases</b>			
	<b>2018/19</b>		
	Not later than 1 year	93,454	93,454
	Later than 1 year and not later than 5 years	49,091	49,091
	Later than five years	-	-
	<b>Total lease commitments</b>	<b>142,545</b>	<b>142,545</b>
	<b>2017/18</b>		
	Not later than 1 year	85,736	85,736
	Later than 1 year and not later than 5 years	142,545	142,545
	Later than five years	-	-
	<b>Total lease commitments</b>	<b>228,281</b>	<b>228,281</b>

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 will expire on 30 September 2020 with no option for renewal. The Department does 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.

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24.2	Finance leases **	Note	2018/19 R'000	2017/18 R'000
	<b>2018/19</b>		<b>Machinery and equipment R'000</b>	<b>Total R'000</b>
	Not later than 1 year		3,102	3,102
	Later than 1 year and not later than 5 years		1,916	1,916
	Later than five years		-	-
	<b>Total lease commitments</b>		<b>5,018</b>	<b>5,018</b>
	<b>2017/18</b>		<b>Machinery and equipment R'000</b>	<b>Total R'000</b>
	Not later than 1 year		2,689	2,689
	Later than 1 year and not later than 5 years		3,105	3,105
	Later than five years		-	-
	<b>Total lease commitments</b>		<b>5,794</b>	<b>5,794</b>

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 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.

25	Accrued departmental revenue	Note	2018/19 R'000	2017/18 R'000
	Transactions in financial assets and liabilities		766	386
	<b>Total</b>		<b>766</b>	<b>386</b>
	<b>25.1 Analysis of accrued departmental revenue</b>			
	Opening balance		386	430
	Less: Amounts received		246	348
	Add: Amounts recognised		626	304
	<b>Closing balance</b>		<b>766</b>	<b>386</b>

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	Note	2018/19 R'000	2017/18 R'000
<b>26 Irregular expenditure</b>			
<b>26.1 Reconciliation of irregular expenditure</b>			
Opening balance		640,590	1,952,553
Add: Irregular expenditure - relating to prior year		43,073	(509)
Add: Irregular expenditure - relating to current year		64,102	1,028
Less: Prior year amounts condoned		(646)	-
Less: Amounts not condoned and recoverable		(296)	-
Less: Amounts not condoned and not recoverable		(751)	(1,312,482)
<b>Irregular expenditure awaiting condonation</b>		<u><b>746,072</b></u>	<u><b>640,590</b></u>
<b>Analysis of awaiting condonation per age classification</b>			
Current year		64,102	1,028
Prior years		681,970	639,562
<b>Total</b>		<u><b>746,072</b></u>	<u><b>640,590</b></u>
<b>26.2 Details of irregular expenditure – added current year (relating to current and prior years)</b>		<b>2018/19 R'000</b>	
<b>Incident</b>	<b>Disciplinary steps taken/criminal proceedings</b>		
	Disciplinary Hearing and criminal steps taken		
Missing batch - suspected fraud	taken	296	
Work continued after a contract expired	None yet	500	
Work continued after a contract expired	None yet	130	
Work continued after a contract expired	None yet	55,345	
No approval to participate in a contract	None yet	3,617	
Supplier did not declare family relationship	None	297	
Accommodation and transport booked without approved travel authorisation forms	None yet	2,459	
Work done outside of the scope of a contract	None yet	1,550	
A service provider appointed sub-contractors to provide services and invoiced the department for the services rendered	Disciplinary Hearing is ongoing	42,020	
Vehicles rented irregularly and prescribed rates for accommodation costs were exceeded	None yet	460	
Requests for quotations did not specify the minimum threshold for local production of furniture	None yet	501	
<b>Total</b>		<u><b>107,175</b></u>	
<b>26.3 Details of irregular expenditure condoned</b>	<b>Condoned by (condoning authority)</b>		
<b>Incident</b>			
Verbal extensions to a contract	Bid Adjudication Committee	520	
Approval not obtained for a sole provider	Bid Adjudication Committee	126	
<b>Total</b>		<u><b>646</b></u>	
<b>26.4 Details of irregular expenditure recoverable (not condoned)</b>	<b>Condoned by (condoning authority)</b>		
<b>Incident</b>			
Missing batch - suspected fraud	Not condoned - transferred to debt	296	
<b>Total</b>		<u><b>296</b></u>	

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		2018/19 R'000		
<b>26.5</b>	<b>Details of irregular expenditure removed - not recoverable (not condoned)</b>			
	<b>Incident</b>		<b>Not condoned by (condoning authority)</b>	
	Employment continued after a contract expired		Executive Authority	751
				<u>751</u>
<b>26.6</b>	<b>Details of irregular expenditure under determination or investigation</b>			
	<b>Incident</b>			
	No competitive quotes and supplier not on CSD		Under investigation	55
	No competitive quotes and supplier not on CSD		Under investigation	63
	Training continued after a contract expired		To identify facts and losses	130
	Work continued after a contract expired		To identify facts and losses	55,345
	No approval to participate in a contract		To identify facts and losses	3,617
	Work done outside of the scope of a contract		To identify facts and losses	1,550
	A service provider appointed sub-contractors to provide services and invoiced the department for the services rendered		Disciplinary Hearing is ongoing	42,020
	<b>Total</b>			<u>102,780</u>
<b>27</b>	<b>Fruitless and wasteful expenditure</b>		<b>Note</b>	<b>2018/19 R'000</b>
	<b>27.1 Reconciliation of fruitless and wasteful expenditure</b>			<b>2017/18 R'000</b>
	Opening balance			1,056
	Fruitless and wasteful expenditure – relating to prior year			1,596
	Fruitless and wasteful expenditure – relating to current year			69
	Less: Amounts resolved			13
	Less: Amounts transferred to receivables for recovery	11.5		50
	<b>Closing balance</b>			(929)
				(95)
				<u>151</u>
				<u>1 056</u>
	<b>27.2 Analysis of awaiting resolution per economic classification</b>			
	Current			151
	<b>Total</b>			<u>151</u>
				<u>1,056</u>
	<b>27.3 Analysis of Current year's (relating to current &amp; prior years) fruitless and wasteful expenditure</b>			
				<b>2018/19 R'000</b>
	<b>Incident</b>		<b>Disciplinary steps taken/criminal proceedings</b>	
	Fifty six cases of "no shows"		Transferred to debt and to be transferred to debt	76
	One case of VAT over charged		To be transferred to debt	43
	<b>Total</b>			<u>119</u>



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	Note	2018/19 R'000	2017/18 R'000
<b>28 Related party transactions</b>			
<b>Revenue received</b>			
Transactions in financial assets and liabilities		5,894	11,190
<b>Total</b>		<u><u>5,894</u></u>	<u><u>11,190</u></u>
<b>Payments made</b>			
Goods and services		2,353	4,888
Payments for financial assets		5,290	5,147
<b>Total</b>		<u><u>7,643</u></u>	<u><u>10,035</u></u>
<b>Year end balances arising from revenue/payments</b>			
Receivables from related parties		478	1,083
<b>Total</b>		<u><u>478</u></u>	<u><u>1,083</u></u>
<b>Other</b>			
Guarantees issued/received			
S.A. National Roads Agency (SOC) Ltd.		39,461,778	30,367,604

**Related party relationships**

**Name of related party**

Air Traffic and Navigation Services Company Ltd.

**Relationship**

Public Entity

**Types of transaction**

Goods and services and transactions in financial assets and liabilities

South African National Roads Agency Ltd.

Public Entity

Transfer payments and goods and services

Road Traffic Management Corporation

Public Entity

Transfer payments

South African Civil Aviation Authority

Public Entity

Transfer payments and transactions in financial assets and liabilities

South African Maritime Safety Authority

Public Entity

Transfer payments and goods and services

Driving License Card Account

Trading Entity

Transactions in financial assets and liabilities

Passenger Rail Agency of South Africa Ltd.

Public Entity

Transfer payments

Railway Safety Regulator

Public Entity

Transfer payments

Ports Regulator

Public Entity

Transfer payments

Road Traffic Infringements Agency

Public Entity

Transfer payments

Airports Company Ltd.

Public Entity

Not applicable

Cross Border Road Transport Agency

Public Entity

Not applicable

Road Accident Fund

Public Entity

Not applicable

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		<b>2018/19</b>	<b>2017/18</b>
	<b>No. of</b>	<b>R'000</b>	<b>R'000</b>
<b>29 Key management personnel</b>	<b>Individuals</b>		
Political office bearers (provide detail below)	2	4,380	4,392
Level 15 to 16	10	16,954	9,461
Level 14	31	40,517	35,817
Below level 14	8	6,778	9,203
<b>Total</b>		<b><u>68,629</u></b>	<b><u>58,873</u></b>
	<b>Individuals</b>		
<b>Key management personnel (Parliament/Legislatures)</b>			
Other	2	4,380	4,392
<b>Total</b>		<b><u>4,380</u></b>	<b><u>4,392</u></b>
<b>30 Public Private Partnership</b>			
<b>Unitary fee paid</b>		<b>28,556</b>	<b>13,339</b>
Indexed component		28,556	13,339
<b>Analysis of indexed component</b>		<b>28,556</b>	<b>13,339</b>
Goods and Services(excluding lease payments)		28,556	13,339

**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.

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	Note	2018/19 R'000	2017/18 R'000
<b>31 Provisions</b>			
Long service awards		377	328
Provision for performance bonus		7,451	6,852
<b>Total</b>		<u><u>7,828</u></u>	<u><u>7,180</u></u>
<b>31.1 Reconciliation of movement in provisions - 2018/19</b>			
	<b>Long Service Awards R'000</b>	<b>Performance Bonus R'000</b>	<b>Total provisions R'000</b>
Opening balance	328	6,852	7,180
Increase in provision	337	7,451	7,799
Settlement of provision	(288)	(6,852)	(7,140)
<b>Closing balance</b>	<u><u>377</u></u>	<u><u>7,451</u></u>	<u><u>7,839</u></u>
<b>Reconciliation of movement in provisions - 2017/18</b>			
	<b>Long Service Awards R'000</b>	<b>Performance Bonus R'000</b>	<b>Total provisions R'000</b>
Opening balance	266	6,750	7,016
Increase in provision	309	6,852	7,161
Settlement of provision	(247)	(6,750)	(6,997)
<b>Closing balance</b>	<u><u>328</u></u>	<u><u>6,852</u></u>	<u><u>7,180</u></u>

Nature of each obligation and the expected timing of any resulting outflows of economic benefits or service potential:  
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.

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**32 Movable Tangible Capital Assets**

**MOVEMENT IN MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2019**

	Opening balance R'000	Value adjustments R'000	Additions R'000	Disposals R'000	Closing balance R'000
<b>MACHINERY AND EQUIPMENT</b>	63,060	1,050	5,756	1,677	68,189
Transport assets	6,721		-	-	6,721
Computer equipment	37,357	7	3,280	1,353	39,291
Furniture and office equipment	13,071	496	1,307	160	14,714
Other machinery and equipment	5,911	547	1,169	164	7,463
<b>TOTAL MOVABLE TANGIBLE CAPITAL ASSETS</b>	<b>63,060</b>	<b>1,050</b>	<b>5,756</b>	<b>1,677</b>	<b>68,189</b>

**Additions**

**32.1 ADDITIONS TO MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2019**

	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
<b>MACHINERY AND EQUIPMENT</b>	9,335	1,119	(4,633)	(65)	5,756
Transport assets					-
Computer equipment	2,308	1,028		(56)	3,280
Furniture and office equipment	1,307	-			1,307
Other machinery and equipment	5,720	91	(4,633)	(9)	1,169
<b>TOTAL ADDITIONS TO MOVABLE TANGIBLE CAPITAL ASSETS</b>	<b>9,335</b>	<b>1,119</b>	<b>(4,633)</b>	<b>(65)</b>	<b>5,756</b>

**Disposals**

**32.2 DISPOSALS OF MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2019**

	Sold for cash R'000	Non-cash disposal R'000	Total disposals R'000	Cash received Actual R'000
<b>MACHINERY AND EQUIPMENT</b>	-	1,677	1,677	-
Computer equipment		1,353	1,353	
Furniture and office equipment		160	160	
Other machinery and equipment		164	164	
<b>TOTAL DISPOSAL OF MOVABLE TANGIBLE CAPITAL ASSETS</b>	<b>-</b>	<b>1,677</b>	<b>1,677</b>	<b>-</b>

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**32.3 Movement for 2017/18**

**MOVEMENT IN MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2018**

	Opening balance R'000	Prior period error R'000	Additions R'000	Disposals R'000	Closing balance R'000
<b>MACHINERY AND EQUIPMENT</b>	138,933	(117)	10,742	86,498	63,060
Transport assets	4,452		2,467	198	6,721
Computer equipment	98,183		4,329	65,155	37,357
Furniture and office equipment	31,826		2,144	20,899	13,071
Other machinery and equipment	4,472	(117)	1,802	246	5,911
<b>TOTAL MOVABLE TANGIBLE CAPITAL ASSETS</b>	<b>138,933</b>	<b>(117)</b>	<b>10,742</b>	<b>86,498</b>	<b>63,060</b>

**32.3.1 Prior period error**

Note

2017/18  
R'000

Nature of prior period error  
 Relating to 2016/17 (affecting the opening balance)  
 Over statement of other major assets

(117)

(117)

**TOTAL**

**(117)**

**32.4 Minor assets**

**MOVEMENT IN MINOR ASSETS PER THE ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2019**

	Machinery and equipment R'000	Total R'000
Opening balance	17,048	17,048
Value adjustments	74	74
Additions	672	672
Disposals	336	336
<b>TOTAL MINOR ASSETS</b>	<b>17,458</b>	<b>17,458</b>
	Machinery and equipment	Total
Number of R1 minor assets	133	133
Number of minor assets at cost	9,836	9,836
<b>TOTAL NUMBER OF MINOR ASSETS</b>	<b>9,969</b>	<b>9,969</b>

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**Minor assets**

**MOVEMENT IN MINOR ASSETS PER THE ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2018**

	<b>Machinery and equipment R'000</b>	<b>Total R'000</b>
Opening balance	54,224	54,224
Additions	900	900
Disposals	38,076	38,076
<b>TOTAL MINOR ASSETS</b>	<b>17,048</b>	<b>17,048</b>

	<b>Machinery and equipment</b>	<b>Total</b>
Number of R1 minor assets	105	105
Number of minor assets at cost	9,711	9,711
<b>TOTAL NUMBER OF MINOR ASSETS</b>	<b>9,816</b>	<b>9,816</b>

**32.5 Movable assets written off**  
**MOVABLE ASSETS WRITTEN OFF FOR THE YEAR ENDED 31 MARCH 2019**

	<b>Machinery and equipment R'000</b>	<b>Total R'000</b>
Assets written off	252	252
<b>TOTAL MOVABLE ASSETS WRITTEN OFF</b>	<b>252</b>	<b>252</b>

**MOVABLE ASSETS WRITTEN OFF FOR THE YEAR ENDED 31 MARCH 2018**

	<b>Machinery and equipment R'000</b>	<b>Total R'000</b>
Assets written off	203	203
<b>TOTAL MOVABLE ASSETS WRITTEN OFF</b>	<b>203</b>	<b>203</b>

**33 Intangible Capital Assets**  
**MOVEMENT IN INTANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2019**

	<b>Opening balance R'000</b>	<b>Value adjustments R'000</b>	<b>Additions R'000</b>	<b>Disposals R'000</b>	<b>Closing balance R'000</b>
<b>SOFTWARE</b>	65,413		-	-	65,413
<b>TOTAL INTANGIBLE CAPITAL ASSETS</b>	<b>65,413</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>65,413</b>

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**33.1 Movement for 2017/18**  
**MOVEMENT IN INTANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2018**

	Opening balance R'000	Prior period error R'000	Additions R'000	Disposals R'000	Closing balance R'000
SOFTWARE	319,903	-	420	254,910	65,413
<b>TOTAL INTANGIBLE CAPITAL ASSETS</b>	<b>319,903</b>	<b>-</b>	<b>420</b>	<b>254,910</b>	<b>65,413</b>

**34 Immovable Tangible Capital Assets**  
**34.1 MOVEMENT IN IMMOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2019**

	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
<b>TOTAL IMMOVABLE TANGIBLE CAPITAL ASSETS</b>	<b>353,434</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>353,434</b>

**34.2 Movement for 2017/18**  
**MOVEMENT IN IMMOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2018**

	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
<b>TOTAL IMMOVABLE TANGIBLE CAPITAL ASSETS</b>	<b>353,434</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>353,434</b>

**34.3 S42 Immovable assets**  
**Assets to be transferred in terms of S42 of the PFMA - 2018/19**

	No of Assets	Value of Assets R'000
BUILDINGS AND OTHER FIXED STRUCTURES	1	353,434
Other fixed structures	1	353,434
<b>TOTAL</b>	<b>1</b>	<b>353,434</b>

	No of Assets	Value of Assets R'000
BUILDINGS AND OTHER FIXED STRUCTURES	1	353,434
Other fixed structures	1	353,434
<b>TOTAL</b>	<b>1</b>	<b>353,434</b>

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.

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35	Prior period errors		Amount before error correction R'000	2017/18 Prior period error R'000	Restated amount R'000
35.1	<b>Correction of prior period errors</b>	<b>Note</b>			
	<b>Revenue: (e.g. Annual appropriation, Departmental revenue, Aid assistance, etc.)</b>				
	Revenue - Transactions in financial assets and liabilities. Unspent conditional grants that were surrendered was incorrectly classified as revenue	2.3; 2.4; 14; 18	100,133	(98,903)	1,230
			<b>100,133</b>	<b>(98,903)</b>	<b>1,230</b>
	<b>Expenditure: (e.g. Compensation of employees, Goods and services, Tangible capital assets, etc.)</b>				-
	Incorrect classification of expenditure: Other consumables	4.5	1,163	(232)	931
	Incorrect classification of expenditure: Stationery, printing and office supplies	4.5	4,282	232	4,514
	<b>Net effect</b>		<b>5,445</b>	<b>-</b>	<b>5,445</b>
	<b>Assets: (e.g. Receivables, Investments, Accrued departmental revenue, Movable tangible capital assets, etc.)</b>				
	Over statement of other major assets in 2016/17	32.3.1	4,472	(117)	4,355
	Separated current and non-current receivables:	11			
	Current receivables	11	3,409	(1,904)	1,505
	Non-current receivables	11	-	1 904	1,904
	<b>Net effect</b>		<b>7,881</b>	<b>(117)</b>	<b>7,764</b>
	<b>Other: (e.g. Irregular expenditure, fruitless and wasteful expenditure, etc.)</b>				
	Correction of inventory cash additions	Annex 6	34	10,389	10,423
	Correction of inventory non-cash additions	Annex 6	-	10	10
	Correction of inventory issues	Annex 6	(26)	(10,399)	(10,425)
	Added Key Management Personnel below level 14	29	49,670	9,203	58,873
	<b>Net effect</b>		<b>49,678</b>	<b>(9,203)</b>	<b>58,881</b>



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**STATEMENT OF CONDITIONAL GRANTS PAID TO THE PROVINCES**

NAME OF PROVINCE/GRANT	GRANT ALLOCATION				TRANSFER			SPENT				2017/18
	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	Division of Revenue Act
	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	%
<b>Summary by province</b>												
Eastern Cape	1,677,986	-	-	1,677,986	1,677,986	-	-	1,677,986	1,677,986	-	100%	1,666,386
Free State	1,563,556	-	-	1,563,556	1,563,556	-	-	1,563,556	1,511,939	-	97%	1,530,400
Gauteng	3,049,410	-	-	3,049,410	2,967,410	-	(82,000)	2,967,410	2,819,645	-	95%	2,811,246
KwaZulu-Natal	2,932,899	-	-	2,932,899	2,932,899	-	-	2,932,899	2,932,899	-	100%	2,900,410
Limpopo	1,480,955	-	-	1,480,955	1,480,955	-	-	1,480,955	1,443,371	-	97%	1,485,997
Mpumalanga	2,124,547	-	-	2,124,547	2,124,547	-	-	2,124,547	2,121,183	-	100%	2,043,203
Northern Cape	1,165,352	-	-	1,165,352	1,165,352	-	-	1,165,352	1,154,194	-	99%	1,136,045
North West	1,071,023	-	-	1,071,023	1,153,023	-	82,000	1,153,023	870,911	-	0%	1,039,838
Western Cape	1,960,238	-	-	1,960,238	1,960,238	-	-	1,960,238	1,960,238	-	100%	1,863,010
	17,025,966	-	-	17,025,966	17,025,966	-	-	17,025,966	16,492,366	-		16,476,535
<b>Summary by grant</b>												
Provincial Road Maintenance - Roads in support of electricity generation infrastructure	501,092	-	-	501,092	501,092	-	-	501,092	-	-	0%	482,000
Provincial Road Maintenance - Disaster Management Grant	210,000	-	-	210,000	210,000	-	-	210,000	-	-	0%	270,000
Provincial Road Maintenance Grant	10,324,576	-	-	10,324,576	10,324,576	-	-	10,324,576	10,663,155	-	103%	10,001,664
Public Transport Operations Grant	5,990,298	-	-	5,990,298	5,990,298	-	-	5,990,298	5,829,211	-	97%	5,722,871
	17,025,966	-	-	17,025,966	17,025,966	-	-	17,025,966	16,492,366	-		16,476,535

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**STATEMENT OF CONDITIONAL GRANTS PAID TO THE PROVINCES**

NAME OF PROVINCE/GRANT	GRANT ALLOCATION				TRANSFER			SPENT				2017/18
	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	Division of Revenue Act
	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	%
<b>Provincial Road Maintenance Roads in support of electricity generation infrastructure</b>												
Mpumalanga	501,092			501,092	501,092			501,092			0%	482,000
	501,092	-	-	501,092	501,092	-	-	501,092	-	-		482,000
<b>Provincial Road Maintenance Disaster Management Grant</b>												
Eastern Cape	80,000			80,000	80,000			80,000			0%	90,000
Limpopo	130,000			130,000	130,000			130,000			0%	130,000
Mpumalanga				-								50,000
	210,000	-	-	210,000	210,000	-	-	210,000	-	-		270,000
<b>Provincial Road Maintenance Grant</b>												
Eastern Cape	1,359,241			1,359,241	1,359,241			1,359,241	1,439,241		106%	1,345,134
Free State	1,299,602			1,299,602	1,299,602			1,299,602	1,247,985		96%	1,274,731
Gauteng	742,522			742,522	742,522			742,522	741,322		100%	656,183
KwaZulu-Natal	1,826,745			1,826,745	1,826,745			1,826,745	1,826,745		100%	1,828,971
Limpopo	994,146			994,146	994,146			994,146	1,086,562		109%	1,010,387
Mpumalanga	1,022,665			1,022,665	1,022,665			1,022,665	1,523,757		149%	929,269
Northern Cape	1,111,637			1,111,637	1,111,637			1,111,637	1,111,637		100%	1,084,016
North West	960,604			960,604	960,604			960,604	678,492		71%	932,884
Western Cape	1,007,414			1,007,414	1,007,414			1,007,414	1,007,414		100%	940,089
	10,324,576	-	-	10,324,576	10,324,576	-	-	10,324,576	10,663,155	-		10,001,664

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**STATEMENT OF CONDITIONAL GRANTS PAID TO THE PROVINCES**

NAME OF PROVINCE/GRANT	GRANT ALLOCATION				TRANSFER			SPENT				2017/18
	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	Division of Revenue Act
	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000
<b>Public Transport Operations Grant</b>												
Eastern Cape	238,745			238,745	238,745			238,745	238,745		100%	231,252
Free State	263,954			263,954	263,954			263,954	263,954		100%	255,669
Gauteng	2,306,888			2,306,888	2,224,888		(82,000)	2,224,888	2,078,323		93%	2,155,063
KwaZulu-Natal	1,106,154			1,106,154	1,106,154			1,106,154	1,106,154		100%	1,071,439
Limpopo	356,809			356,809	356,809			356,809	356,809		100%	345,610
Mpumalanga	600,790			600,790	600,790			600,790	597,426		99%	581,934
Northern Cape	53,715			53,715	53,715			53,715	42,557		79%	52,029
North West	110,419			110,419	192,419		82,000	192,419	192,419		0%	106,954
Western Cape	952,824			952,824	952,824			952,824	952,824		100%	922,921
	5,990,298	-	-	5,990,298	5,990,298	-	-	5,990,298	5,829,211	-		5,722,871

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. Funds of R30 million was budgeted in 2018/19 for the administration of the Public Transport Operations Grant to provinces and the Public Transport Network Grant to municipalities. No expenditure was incurred up to 31 March 2019 on the administration of these grants.

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**STATEMENT OF CONDITIONAL GRANTS AND OTHER TRANSFERS TO MUNICIPALITIES**

NAME OF MUNICIPALITY	GRANT ALLOCATION				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
Buffalo City	95,165		-	95,165	95,165		-
Cape Town	1,045,522		33,000	1,078,522	1,078,522		-
Ekurhuleni	694,640		-	694,640	604,640		(90,000)
Ethekwini	883,887		-	883,887	825,877		(58,010)
George	167,675		-	167,675	167,675		-
Johannesburg	1,112,936		-	1,112,936	1,066,936		(46,000)
Mangaung	234,831		-	234,831	234,831		-
Mbombela	203,454		-	203,454	203,454		-
Msunduzi	199,104		-	199,104	199,104		-
Nelson Mandela	304,942		-	304,942	275,535		(29,407)
Polokwane	205,107		-	205,107	330,107		125,000
Rustenburg	298,212		-	298,212	396,629		98,417
Tshwane	808,194		-	808,194	808,194		-
Alfred Nzo	2,290		-	2,290	2,290		-
Amajuba	2,205		-	2,205	2,205		-
Amatole	2,939		-	2,939	2,939		-
Bojanala Platinum	2,364		-	2,364	2,364		-
Cape Winelands	2,689		-	2,689	2,689		-
Capricorn	2,422		-	2,422	2,422		-
Central Karoo	1,920		-	1,920	1,920		-
Chris Hani	3,229		-	3,229	3,229		-
Dr Kenneth Kaunda	2,460		-	2,460	2,460		-
Dr Ruth Segomotsi Mompati	2,444		-	2,444	2,444		-

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**STATEMENT OF CONDITIONAL GRANTS AND OTHER TRANSFERS TO MUNICIPALITIES**

NAME OF MUNICIPALITY	GRANT ALLOCATION				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
Eden	2,425		-	2,425	2,425		-
Ehlanzeni	2,352		-	2,352	2,352		-
Fezile Dabi	2,188		-	2,188	2,188		-
Frances Baard	2,521		-	2,521	2,521		-
Gert Sibande	2,314		-	2,314	2,314		-
Sekhukhune	2,291		-	2,291	2,291		-
Sisonke/Harry Gwala	2,226		-	2,226	2,226		-
iLembe	2,271		-	2,271	2,271		-
Ukhahlamba / Joe Gqabi	2,185		-	2,185	2,185		-
John Taolo Gaetwewe	1,983		-	1,983	1,983		-
Lejweleputswa	2,281		-	2,281	2,281		-
Mopani	2,207		-	2,207	2,207		-
Namakwa	2,904		-	2,904	2,904		-
Ngaka Modiri Molema	2,540		-	2,540	2,540		-
Nkangala	2,180		-	2,180	2,180		-
OR Tambo	2,937		-	2,937	2,937		-
Overberg	2,649		-	2,649	2,649		-
Pixley Ka Seme	3,009		-	3,009	3,009		-
Sarah Baartman	2,240		-	2,240	2,240		-
Sedibeng	2,436		-	2,436	2,436		-
Thabo Mofutsanyana	2,405		-	2,405	2,405		-
Ugu	2,663		-	2,663	2,663		-
uMgungundlovu	2,531		-	2,531	2,531		-
Umkhanyakude	2,624		-	2,624	2,624		-

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2019**

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**STATEMENT OF CONDITIONAL GRANTS AND OTHER TRANSFERS TO MUNICIPALITIES**

NAME OF MUNICIPALITY	GRANT ALLOCATION				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
Umzinyathi	2,280		-	2,280	2,280		-
Uthukela	2,488		-	2,488	2,488		-
uThungulu	2,528		-	2,528	2,528		-
Vhembe	2,249		-	2,249	2,249		-
Waterberg	2,133		-	2,133	2,133		-
West Coast	2,558		-	2,558	2,558		-
West Rand	2,594		-	2,594	2,594		-
Xhariep	2,149		-	2,149	2,149		-
ZF Mqcawu	2,866		-	2,866	2,866		-
Zululand	2,364		-	2,364	2,364		-
Vehicle Licences				-	1		-
	6,361,202	-	33,000	6,394,202	6,394,203	-	-

It is certified that all transfers in terms of the Division of Revenue Act were deposited into a primary bank account of the municipalities. Funds of R30 million was budgeted in 2018/19 for the administration of the Public Transport Operations Grant to provinces and the Public Transport Network Grant to municipalities. No expenditure was incurred up to 31 March 2019 on the administration of these grants. The municipalities spent an average of 61.7% of the funds that were transferred due to the capital nature of most of the expenditure.

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2019**

**Annexure 1A**  
**STATEMENT OF CONDITIONAL GRANTS AND OTHER TRANSFERS TO**  
**MUNICIPALITIES**

NAME OF MUNICIPALITY	GRANT ALLOCATION				TRANSFER			SPENT				2017/18	
	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	Division of Revenue Act	Actual Transfer
	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	95,165		-	95,165	95,165		-	95,165	73,115		77%	55,868	55,868
Cape Town	1,045,522		33,000	1,078,522	1,078,522		-	1,078,522	786,489		73%	999,524	999,524
Ekurhuleni	694,640		-	694,640	604,640		(90,000)	604,640	385,476		64%	700,718	700,718
Ethekwini	883,887		-	883,887	825,877		(58,010)	825,877	426,946		52%	917,150	917,150
George	167,675		-	167,675	167,675		-	167,675	147,872		88%	210,362	210,362
Johannesburg	1,112,936		-	1,112,936	1,066,936		(46,000)	1,066,936	439,103		41%	918,187	918,187
Mangaung	234,831		-	234,831	234,831		-	234,831	83,443		36%	231,637	231,637
Mbombela	203,454		-	203,454	203,454		-	203,454	92,615		46%	211,673	211,673
Msunduzi	199,104		-	199,104	199,104		-	199,104	187,691		94%	210,014	157,512
Nelson Mandela	304,942		-	304,942	275,535		(29,407)	275,535	195,167		71%	273,297	273,297
Polokwane	205,107		-	205,107	330,107		125,000	330,107	193,786		0%	216,734	216,734
Rustenburg	298,212		-	298,212	396,629		98,417	396,629	183,388		0%	314,156	314,156
Tshwane	808,194		-	808,194	808,194		-	808,194	677,795		84%	900,239	900,239
Alfred Nzo	2,290		-	2,290	2,290		-	2,290	1,140		50%	2,285	2,285
Amajuba	2,205		-	2,205	2,205		-	2,205	335		15%	2,200	2,200
Amatole	2,939		-	2,939	2,939		-	2,939	-		0%	2,933	2,933
Bojanala Platinum	2,364		-	2,364	2,364		-	2,364	1,082		46%	2,359	2,359
Cape Winelands	2,689		-	2,689	2,689		-	2,689	1,408		52%	2,683	2,683
Capricorn	2,422		-	2,422	2,422		-	2,422	1,127		47%	2,417	2,417
Central Karoo	1,920		-	1,920	1,920		-	1,920	1,183		62%	1,917	1,917
Chris Hani	3,229		-	3,229	3,229		-	3,229	-		0%	3,222	3,222
Dr Kenneth Kaunda	2,460		-	2,460	2,460		-	2,460	795		32%	2,455	2,455
Dr Ruth Segomotsi													
Mompati	2,444		-	2,444	2,444		-	2,444	1,644		67%	2,439	2,439
Eden	2,425		-	2,425	2,425		-	2,425	1,268		52%	2,420	2,420
Ehlanzeni	2,352		-	2,352	2,352		-	2,352	1,477		63%	2,347	2,347

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2019**

**Annexure 1A**  
**STATEMENT OF CONDITIONAL GRANTS AND OTHER TRANSFERS TO**  
**MUNICIPALITIES**

NAME OF MUNICIPALITY	GRANT ALLOCATION				TRANSFER			SPENT				2017/18	
	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	Division of Revenue Act	Actual Transfer
	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Fezile Dabi	2,188	-	-	2,188	2,188	-	-	2,188	1,669	-	76%	2,183	2,183
Frances Baard	2,521	-	-	2,521	2,521	-	-	2,521	570	-	23%	2,516	2,516
Gert Sibande	2,314	-	-	2,314	2,314	-	-	2,314	2,026	-	88%	2,309	2,309
Sekhukhune	2,291	-	-	2,291	2,291	-	-	2,291	343	-	15%	2,286	2,286
Sisonke/Harry Gwala	2,226	-	-	2,226	2,226	-	-	2,226	1,505	-	68%	2,221	2,221
iLembe	2,271	-	-	2,271	2,271	-	-	2,271	2,580	-	114%	2,266	2,266
Ukhahlamba / Joe Gqabi	2,185	-	-	2,185	2,185	-	-	2,185	615	-	28%	2,180	2,180
John Taolo Gaetwewe	1,983	-	-	1,983	1,983	-	-	1,983	1,002	-	51%	1,979	1,979
Lejweleputswa	2,281	-	-	2,281	2,281	-	-	2,281	1,718	-	75%	2,276	2,276
Mopani	2,207	-	-	2,207	2,207	-	-	2,207	2,477	-	112%	2,202	2,202
Namakwa	2,904	-	-	2,904	2,904	-	-	2,904	2,098	-	72%	2,898	2,898
Ngaka Modiri Molema	2,540	-	-	2,540	2,540	-	-	2,540	2,786	-	110%	2,535	2,535
Nkangala	2,180	-	-	2,180	2,180	-	-	2,180	1,807	-	83%	2,175	2,175
OR Tambo	2,937	-	-	2,937	2,937	-	-	2,937	3,762	-	128%	2,931	2,931
Overberg	2,649	-	-	2,649	2,649	-	-	2,649	1,869	-	71%	2,643	2,643
Pixley Ka Seme	3,009	-	-	3,009	3,009	-	-	3,009	2,613	-	87%	3,003	3,003
Sarah Baartman	2,240	-	-	2,240	2,240	-	-	2,240	546	-	24%	2,235	2,235
Sedibeng	2,436	-	-	2,436	2,436	-	-	2,436	2,096	-	86%	2,431	2,431
Thabo Mofutsanyana	2,405	-	-	2,405	2,405	-	-	2,405	2,483	-	103%	2,400	2,400
Ugu	2,663	-	-	2,663	2,663	-	-	2,663	3,577	-	134%	2,658	2,658
uMgungundlovu	2,531	-	-	2,531	2,531	-	-	2,531	1,825	-	72%	2,526	2,526
Umkhanyakude	2,624	-	-	2,624	2,624	-	-	2,624	3,109	-	118%	2,619	2,619
Umzinyathi	2,280	-	-	2,280	2,280	-	-	2,280	1,798	-	79%	2,275	2,275
Uthukela	2,488	-	-	2,488	2,488	-	-	2,488	-	-	0%	2,483	2,483
uThungulu	2,528	-	-	2,528	2,528	-	-	2,528	2,540	-	100%	2,523	2,523



**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2019**

**Annexure 1A**  
**STATEMENT OF CONDITIONAL GRANTS AND OTHER TRANSFERS TO MUNICIPALITIES**

NAME OF MUNICIPALITY	GRANT ALLOCATION				TRANSFER			SPENT				2017/18	
	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	Division of Revenue Act	Actual Transfer
	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000
Vhembe	2,249	-	-	2,249	2,249	-	-	2,249	2,120	-	94%	2,244	2,244
Waterberg	2,133	-	-	2,133	2,133	-	-	2,133	3,459	-	162%	2,129	2,129
West Coast	2,558	-	-	2,558	2,558	-	-	2,558	2,407	-	94%	2,553	2,553
West Rand	2,594	-	-	2,594	2,594	-	-	2,594	1,052	-	41%	2,589	2,589
Xhariep	2,149	-	-	2,149	2,149	-	-	2,149	2,265	-	105%	2,145	2,145
ZF Mqcawu	2,866	-	-	2,866	2,866	-	-	2,866	2,059	-	72%	2,860	2,860
Zululand	2,364	-	-	2,364	2,364	-	-	2,364	2,852	-	121%	2,359	2,359
Vehicle Licences	-	-	-	-	1	-	-	1	-	-	0%	-	-
<b>Total</b>	<b>6,361,202</b>	<b>-</b>	<b>33,000</b>	<b>6,394,202</b>	<b>6,394,203</b>	<b>-</b>	<b>-</b>	<b>6,394,203</b>	<b>3,947,973</b>	<b>-</b>		<b>6,266,868</b>	

It is certified that all transfers in terms of the Division of Revenue Act were deposited into a primary bank account of the municipalities. Funds of R30 million was budgeted in 2018/19 for the administration of the Public Transport Operations Grant to provinces and the Public Transport Network Grant to municipalities. No expenditure was incurred up to 31 March 2019 on the administration of these grants. The municipalities spent an average of 61.7% of the funds that were transferred due to the capital nature of most of the expenditure.

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2019**

**ANNEXURE 1B**

**STATEMENT OF TRANSFERS TO DEPARTMENTAL AGENCIES AND ACCOUNTS**

DEPARTMENT/AGENCY/ACCOUNT	TRANSFER ALLOCATION				TRANSFER		2017/18
	Adjusted appropriation	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
South African National Roads Agency Ltd.	18,624,158			18,624,158	18,624,158	100%	15,944,823
Railway Safety Regulator	63,018			63,018	63,018	100%	73,864
South African Civil Aviation Authority	23,542			23,542	23,542	100%	22,251
South African Maritime Safety Authority	13,707			13,707	13,707	100%	12,965
Transport Education and Training Authority	1,228			1,228	1,228	100%	1,161
Road Traffic Management Corporation	200,238			200,238	200,238	100%	194,529
Ports Regulator	25,619			25,619	25,619	100%	22,489
Road Traffic Infringements Agency	11,722			11,722	11,722	100%	17,696
				-			
				-			
<b>Total</b>	<b>18,963,232</b>	<b>-</b>	<b>-</b>	<b>18,963,232</b>	<b>18,963,232</b>		<b>16,289,778</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2019**

**ANNEXURE 1C**

**STATEMENT OF TRANSFERS/SUBSIDIES TO PUBLIC CORPORATIONS AND PRIVATE ENTERPRISES**

NAME OF PUBLIC CORPORATION/PRIVATE ENTERPRISE	TRANSFER ALLOCATION				EXPENDITURE				2017/18
	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
<b>Public corporations</b>									
<b>Transfers</b>	<b>15,778,968</b>	-	-	<b>15,778,968</b>	<b>15,778,968</b>	<b>100.0%</b>	<b>4,507,862</b>	<b>14,021,250</b>	<b>19,216,418</b>
Passenger Rail Agency of South Africa Ltd.	15,778,968			15,778,968	15,778,968	100.0%	4,507,862	14,021,250	19,216,418
<b>TOTAL</b>	<b>15,778,968</b>	-	-	<b>15,778,968</b>	<b>15,778,968</b>	<b>100.0%</b>	<b>4,507,862</b>	<b>14,021,250</b>	<b>19,216,418</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2019**

**ANNEXURE 1D**

**STATEMENT OF TRANSFERS TO FOREIGN GOVERNMENT AND INTERNATIONAL ORGANISATIONS**

FOREIGN GOVERNMENT / INTERNATIONAL ORGANISATION	TRANSFER ALLOCATION				EXPENDITURE		2017/18
	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
<b>Transfers</b>							
COSPAS / SARSAT	535			535	427	80%	404
International Civil Aviation Organisation	4,553			4,553	4,081	90%	3,830
Indian Ocean Memorandum of Understanding	358			358	329	92%	338
International Maritime Organisation	1,620			1,620	659	41%	601
African Civil Aviation Commission	5,269			5,269	5,342	101%	5,189
International Oil Pollution Compensation Fund	10,200			10,200	2,976	29%	10,000
South African Development Community Aviation Safety Organisation	6,000			6,000	6,947	116%	8,266
South African Development Community Civil Aviation Organisation	61			61	62	102%	-
<b>Total</b>	<b>28,596</b>	<b>-</b>	<b>-</b>	<b>28,596</b>	<b>20,823</b>		<b>28,628</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS**  
*for the year ended 31 March 2019*

**ANNEXURE 1E**

**STATEMENT OF TRANSFERS TO NON-PROFIT INSTITUTIONS**

NON-PROFIT INSTITUTIONS	TRANSFER ALLOCATION				EXPENDITURE		2017/18
	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
<b>Transfers</b>							
National Sea Rescue Institute	2,351			2,351	2,451	104%	2,316
SANTACO	22,524			22,524	22,524	100%	21,289
Off Road Rescue Unit	118			118	93	79%	88
The Mountain Club of South Africa	118			118	93	79%	88
National Emergency Communications Division of the South African Radio League	118			118	93	79%	88
K9 Search and Rescue Association	118			118	93	79%	88
<b>Total</b>	<b>25,347</b>	<b>-</b>	<b>-</b>	<b>25,347</b>	<b>25,347</b>		<b>23,957</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS**  
*for the year ended 31 March 2019*

**ANNEXURE 1F**

**STATEMENT OF TRANSFERS TO HOUSEHOLDS**

HOUSEHOLDS	TRANSFER ALLOCATION				EXPENDITURE		2017/18
	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
<b>Transfers</b>							
Taxi recapitalisation	411,605			411,605	69,783	17%	354,792
Leave gratuity	198			198	1,697	857%	4,077
Gifts and donations	-			-	10		2
Bursaries (non-employees)	11,040			11,040	9,616	87%	9,676
Claims against the state				-			8
<b>Total</b>	<b>422,843</b>	<b>-</b>	<b>-</b>	<b>422,843</b>	<b>81,106</b>		<b>368,555</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2019**

**ANNEXURE 1G**

**STATEMENT OF GIFTS, DONATIONS AND SPONSORSHIPS RECEIVED**

NAME OF ORGANISATION	NATURE OF GIFT, DONATION OR SPONSORSHIP	2018/19	2017/18
		R'000	R'000
<b>Received in cash</b>			
Transport Education and Training Authority	Discretionary Grant Funding for Workplace Experience for Learners and Interns	-	1,008
Transport Education and Training Authority	Transportation of 1 600 learners that attended the career expo hosted to commemorate the International Civil Aviation Day 2018 at Nelspruit Airfield, Mpumalanga	401	
<b>Subtotal</b>		401	1,008
<b>Received in kind</b>			
World Bank	Sponsored airfare, accommodation and per diem for two officials to participate in a study tour to enhance the Maputo Development Corridor.	45	
Benguela Current Convention	Sponsored airfare, accommodation and per diem for an official to attend a meeting of the Benguela Current Convention Working Group on ecologically or biologically significant areas.	21	
International Maritime Organisation	Sponsored airfare, accommodation and per diem for an official to attend the Djibouti Code of Conduct regional workshop on Best Practices for Maritime Domain Awareness.	32	
International Maritime Organisation	Sponsored airfare, accommodation and per diem for an official to attend a workshop on the Implementation of the Jeddah Amendment to the Djibouti Code of Conduct.	47	
International Maritime Organisation	Sponsored airfare, accommodation and per diem for two officials to attend the Global Initiative for West, Central and Southern Africa Sub-regional workshop on Shoreline Response.	29	
Transport Education and Training Authority	Sponsored airfare, accommodation, meals, insurance, partial per diem and course fees for two officials to attend an International Leadership Development Programme.	874	
International Maritime Organisation	Sponsored course fees, accommodation and meals for an official to attend a Port Operations and Management Course.	172	
Transport Education and Training Authority	Sponsored air fare, accommodation, partial per diem and course fees for three officials to attend an International Executive Leadership Development Programme.	336	
International Maritime Organisation	Sponsored airfare and accommodation for an official to attend training on the Djibouti Code of Conduct National Focal Points and National Training Correspondents.	39	
International Maritime Organisation	Sponsored accommodation and tuition fees for an official to attend a course in Marine	37	

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2019**

**ANNEXURE 1G**

**STATEMENT OF GIFTS, DONATIONS AND SPONSORSHIPS RECEIVED**

NAME OF ORGANISATION	NATURE OF GIFT, DONATION OR SPONSORSHIP	2018/19	2017/18
		R'000	R'000
	Accident Investigation Procedures.		
International Maritime Organisation	Sponsored air fare, accommodation, per diem and meals for an official to attend a Global Project Task Force meeting and a workshop on the IMO Data Collection System.	45	
The Kingdom of Saudi Arabia Civil Aviation Authority United Arab Emirates	Sponsored airfare, and accommodation for an official to attend a Maritime Security workshop.	29	
International Maritime Organisation	Sponsored air fare, accommodation, attendance costs and per diem for an official to attend a Civil Aviation Internship Programme		100
French Government	Sponsored air fare, attendance costs and per diem for an official to attend a meeting and Search and Rescue Coordination course.		10
Government of Singapore	Sponsored air fare and accommodation for two officials to attend a study tour on a cooperative transport agreement		127
Benguela Current Convention	Sponsored training fees, accommodation and subsistence for an official to attend an Aerodrome Certification course.		39
International Maritime Organisation	Sponsored air fare, accommodation and per diem for an official to attend a Marine Spatial Planning Working Group and an Annual Science Forum		28
United Nations	Sponsored air fare, accommodation and per diem for an official to attend a Global Initiative for West, Central and Southern Africa Conference		34
Transport Education and Training Authority	Sponsored air fare, accommodation and per diem for an official to attend a Regional Workshop on Managing Emergencies in the Oil and Gas Industry		33
	Transportation of 2 000 learners that attended the career expo hosted to commemorate the International Civil Aviation Day 2017		333
<b>Subtotal</b>		1,706	704
<b>TOTAL</b>		2,107	1,712



**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS**  
*for the year ended 31 March 2019*

**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 (Group major categories but list material items including name of organisation)	2018/19	2017/18
	R'000	R'000
<b>Made in kind</b>		
Wreaths and flowers for funerals of employees and their families and for hospitalised employees	-	2
<b>Made in cash</b>		
Sponsored an African Ports and Rail Evaluation Conference	10	-
<b>TOTAL</b>	10	2

**DEPARTMENT OF TRANSPORT**  
**VOTE 35**  
**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2019**

**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
		2018/19	2017/18	2018/19	2017/18	2018/19	2017/18	2018/19	2017/18	2018/19	2017/18	Yes/No
<b>National/Provincial Public Entity</b>												
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	23,069,130	(756,437)	(1,634,062)	(840,702)	No
Airports Company Ltd. Air Traffic and Navigation Services Company Ltd.	2	74.6%	74.6%	372,994,884	372,994,884	559,492	559,492	21,057,903	19,687,024	832,519	1,078,059	No
S.A. National Roads Agency Ltd. Road Traffic Management Corporation	3A	100.0%	100.0%	190,646,000	190,646,000	190,646	190,646	2,805,723	2,595,017	160,542	213,751	No
	3A	100.0%	100.0%	4,000	4,000	1,091,044	1,091,044	285,678,723	249,187,671	88,520	(4,987,360)	No
Cross Border Road Transport Agency	3A							678,487	323,719	192,546	(214,961)	No
Road Accident Fund	3A							63,106	(143,601)	181,026	39,244	No
Railway Safety Regulator	3A							(261,884,631)	(213,851,167)	(55,549,781)	(33,858,242)	No
South African Maritime Safety Authority	3A							18,959	15,282	19,763	4,954	No
South African Civil Aviation Safety Authority	3A							75,042	62,819	13,127	73,286	No
Ports Regulator	3A							339,304	333,116	3,896	44,829	No
Road Traffic Infringements Agency	3A							18,399	16,532	2,356	(418)	No
	3A							28,776	189,546	(20,129)	(5,139)	No
<b>TOTAL</b>				<u>4,811,903,324</u>	<u>4,811,903,324</u>	<u>6,089,441</u>	<u>6,089,441</u>	<u>71,948,921</u>	<u>57,659,521</u>	<u>(55,709,677)</u>	<u>(38,452,699)</u>	

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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	
		2018/19	2017/18	2018/19	2017/18	2018/19	2017/18	2018/19	2017/18
<b>Controlled entities</b>									
Passenger Rail Agency of South Africa Ltd.	Public transport	4,248,259	4,248,259	23,069,130	(756,437)				
Airports Company Ltd.	Airports	559,492	559,492	21,057,903	19,687,024				
Air Traffic and Navigation Services Company Ltd.	Air traffic control	190,646	190,646	2,805,723	2,595,017			4	7
S.A. National Roads Agency Ltd.	Roads	1,091,044	1,091,044	285,678,723	249,187,671				
Road Traffic Management Corporation	Road traffic			678,487	323,719				
Cross Border Road Transport Agency	Cross border			63,106	(143,601)				
Road Accident Fund	Road accidents			(261,884,631)	(213,851,167)				
Railway Safety Regulator	Rail safety			18,959	15,282				
South African Maritime Safety Authority	Maritime safety regulation			75,042	62,819				
South African Civil Aviation Safety Authority	Civil Aviation safety regulation			339,304	333,116			294	129
Ports Regulator	Ports regulation			18,399	16,532			25	25
Road Traffic Infringements Agency	Road traffic infringements			28,776	189,546				
Driving License Card Account	Driving license cards			329,764	534,894				922
								155	
<b>TOTAL</b>		<b>6,089,441</b>	<b>6,089,441</b>	<b>72,278,685</b>	<b>58,194,415</b>	<b>-</b>	<b>-</b>	<b>478</b>	<b>1,083</b>

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**ANNEXURE 3A**

**STATEMENT OF FINANCIAL GUARANTEES ISSUED AS AT 31 MARCH 2019 - LOCAL**

GUARANTOR INSTITUTION	Guarantee in respect of	Original guaranteed capital amount	Opening balance 1 April 2018	Guarantees draw downs during the year	Guaranteed repayments/ cancelled/ reduced during the year	Revaluation due to foreign currency movements	Closing balance 31 March 2019	Revaluations due to inflation rate movements	Accrued guaranteed interest for year ended 31 March 2019
		R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000
	<b>Other</b>								
S.A. National Roads Agency (SOC) Ltd.	Capital Market loans	31,910,000	24,267,698	41,000	31,083		24,277,615	9,270,077	477,434
S.A. National Roads Agency (SOC) Ltd.	SZ Bonds & Money Market Loans	6,000,000	5,478,879	1,196,000	1,436,000		5,238,879		197,773
S.A. National Roads Agency (SOC) Ltd.	N1 Loan	1,036,523	78,308		78,308		-		
	<b>Total</b>	<u>38,946,523</u>	<u>29,824,885</u>	<u>1,237,000</u>	<u>1,545,391</u>	<u>-</u>	<u>29,516,494</u>	<u>9,270,077</u>	<u>675,207</u>

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**ANNEXURE 3B**

**STATEMENT OF CONTINGENT LIABILITIES AS AT 31 MARCH 2019**

NATURE OF LIABILITY	Opening balance 1 April 2018	Liabilities incurred during the year	Liabilities paid/ cancelled/ reduced during the year	Liabilities recoverable (Provide details hereunder)	Closing balance 31 March 2019
	R'000	R'000	R'000	R'000	R'000
<b>Claims against the department</b>					
Claim for services rendered	364	16	224		156
Claim for breach of contract	54		54		-
Claim for extra works on Mthatha Airport	47,135	228			47,363
Claim for expenses	30,000		30,000		-
Claim for travel and accommodation expenses	2,930		1,587		1,343
Claim for training expenses	149				149
Claim for scrapping allowances and loss of income	-	6,331			6,331
<b>TOTAL</b>	<b>80,632</b>	<b>6,575</b>	<b>31,865</b>	<b>-</b>	<b>55,342</b>

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**ANNEXURE 4**  
**CLAIMS RECOVERABLE**

GOVERNMENT ENTITY	Confirmed balance outstanding		Unconfirmed balance outstanding		Total		Cash in transit at year end 2018/19*	
	31/03/2019	31/03/2018	31/03/2019	31/03/2018	31/03/2019	31/03/2018	Receipt date up to six (6) working days after year end	Amount
	R'000	R'000	R'000	R'000	R'000	R'000		R'000
<b>DEPARTMENTS</b>								
Department of Correctional Services			75	75	75	75		
Department of International Relations and Cooperation			192	192	192	192		
Department of Justice and Constitutional Development			50	2	50	2		
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			189	190	189	190		
Eastern Cape Department of Health			5	5	5	5		
Kwa-Zulu Natal Department of Human Settlements			4	4	4	4		
Kwa-Zulu Natal Office of the Premier			2	2	2	2		
Eastern Cape Department of Transport			61		61	-		
Department of Health			31		31	-		
Department of Basic Education			3		3			
Department of Labour			39		39			
Limpopo Department of Agriculture			1		1	-		
Department of Rural Development			146		146	-		
			-	-	1,316	988		-
<b>OTHER GOVERNMENT ENTITIES</b>								
Driving License Card Account			155	922	155	922		
Independent Ports Regulator			25	25	25	25		
South African Civil Aviation Authority			294	129	294	129		
Air Traffic and Navigation Services Company Ltd.			4	7	4	7		
			-	-	478	1,083		
<b>Total</b>			-	-	1,794	2,071		

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**ANNEXURE 5**  
**INTER-GOVERNMENT PAYABLES**

GOVERNMENT ENTITY	Confirmed balance outstanding		Unconfirmed balance outstanding		Total	
	31/03/2019	31/03/2018	31/03/2019	31/03/2018	31/03/2019	31/03/2018
	R'000	R'000	R'000	R'000	R'000	R'000
<b>DEPARTMENTS</b>						
<b>Current</b>						
Department of Public Works			42,270		42,270	-
<b>TOTAL INTERGOVERNMENTAL</b>	-	-	42,270	-	42,270	-

Cash in transit at year end 2018/19*	
Payment date up to six (6) working days before year end	Amount
	R'000

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**ANNEXURE 6**  
**INVENTORIES**

	2018/19		2017/18	
	Quantity	R'000	Quantity	R'000
<b>Inventories</b>				
Opening balance	446	65	502	57
Add/(Less): Adjustments to prior year balances	(10)	(10)		
Add: Additions/Purchases - Cash	210	35	6,564	10,423
Add: Additions - Non-cash			10	10
(Less): Disposals				
(Less): Issues	(99)	(22)	(6,630)	(10,425)
Add/(Less): Received current, not paid (Paid current year, received prior year)				
Add/(Less): Adjustments				
Closing balance	547	68	446	65



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**ANNEXURE 7A**

**INTER-ENTITY ADVANCES PAID (note 10.1)**

ENTITY	Confirmed balance outstanding		Unconfirmed balance outstanding		Total	
	31/03/2019	31/03/2018	31/03/2019	31/03/2018	31/03/2019	31/03/2018
	R'000	R'000	R'000	R'000	R'000	R'000
<b>NATIONAL DEPARTMENTS</b>						
Department of International Relations and Cooperation			29	5,769	29	5,769
Statistics South Africa	1,735	1,748			1,735	1,748
<b>Subtotal</b>	<b>1,735</b>	<b>1,748</b>	<b>29</b>	<b>5,769</b>	<b>1,764</b>	<b>7,517</b>
<b>PROVINCIAL DEPARTMENTS</b>						
Northern Cape Provincial Government			631	631	631	631
<b>Subtotal</b>	<b>-</b>	<b>-</b>	<b>631</b>	<b>631</b>	<b>631</b>	<b>631</b>
<b>OTHER INSTITUTIONS</b>						
Government Communications and Information Services		9,237	14,735		14,735	9,237
<b>Subtotal</b>	<b>-</b>	<b>9,237</b>	<b>14,735</b>	<b>-</b>	<b>14,735</b>	<b>9,237</b>
<b>TOTAL</b>	<b>1,735</b>	<b>10,985</b>	<b>15,395</b>	<b>6,400</b>	<b>17,130</b>	<b>17,385</b>