



transport

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Department:  
Transport  
REPUBLIC OF SOUTH AFRICA

# DEPARTMENT OF TRANSPORT

## VOTE NO. 40

## ANNUAL REPORT

## 2021/2022 FINANCIAL YEAR

## Table of Contents

<b>PART A: GENERAL INFORMATION .....</b>	<b>4</b>
1. DEPARTMENT GENERAL INFORMATION .....	5
2. LIST OF ABBREVIATIONS/ACRONYMS .....	6
3. FOREWORD BY THE MINISTER.....	18
4. DEPUTY MINISTER STATEMENT.....	21
5. REPORT OF THE ACCOUNTING OFFICER.....	26
6. STATEMENT OF RESPONSIBILITY AND CONFIRMATION OF ACCURACY FOR THE ANNUAL REPORT .....	49
7. STRATEGIC OVERVIEW.....	50
7.1 Vision .....	50
7.2 Mission .....	50
7.3 Values .....	50
8. LEGISLATIVE AND OTHER MANDATES.....	51
9. ORGANISATIONAL STRUCTURE .....	58
10. ENTITIES REPORTING TO THE MINISTER .....	59
<b>PART B: PERFORMANCE INFORMATION .....</b>	<b>63</b>
1. AUDITOR GENERAL’S REPORT: PREDETERMINED OBJECTIVES .....	64
2. OVERVIEW OF DEPARTMENTAL PERFORMANCE .....	65
2.1 Service Delivery Environment .....	65
2.2 Service Delivery Improvement Plan .....	67
2.3 Organisational environment.....	70
2.4 Key policy developments and legislative changes.....	72
3. ACHIEVEMENT OF INSTITUTIONAL IMPACTS AND OUTCOMES.....	73
4. INSTITUTIONAL PROGRAMME PERFORMANCE INFORMATION .....	98
5. TRANSFER PAYMENTS .....	197
5.1. Transfer payments to public entities.....	197
5.2. Transfer payments to all organisations other than public entities .....	199
6. CONDITIONAL GRANTS.....	201
6.1. Conditional grants and earmarked funds paid .....	201
6.2. Conditional grants and earmarked funds received .....	211
7. DONOR FUNDS .....	212
7.1 Donor Funds Received.....	212
8. CAPITAL INVESTMENT .....	212
8.1. Capital investment, maintenance and asset management plan .....	212

<b>PART C: GOVERNANCE .....</b>	<b>213</b>
1. INTRODUCTION .....	214
2. RISK MANAGEMENT .....	214
3. FRAUD AND CORRUPTION.....	216
4. MINIMISING CONFLICT OF INTEREST .....	218
5. CODE OF CONDUCT .....	219
6. HEALTH SAFETY AND ENVIRONMENTAL ISSUES .....	220
7. PORTFOLIO COMMITTEES .....	222
8. SCOPA RESOLUTIONS .....	222
9. PRIOR MODIFICATIONS TO AUDIT REPORTS .....	222
10. INTERNAL CONTROL UNIT .....	222
11. INTERNAL AUDIT AND AUDIT COMMITTEES .....	223
<b>PART D: HUMAN RESOURCE MANAGEMENT .....</b>	<b>234</b>
1. INTRODUCTION .....	235
2. OVERVIEW OF HUMAN RESOURCES.....	235
3. HUMAN RESOURCES OVERSIGHT STATISTICS .....	240
<b>PART E: FINANCIAL INFORMATION .....</b>	<b>265</b>
1. REPORT OF THE AUDITOR GENERAL.....	266
<b>Annexure – Auditor-general’s responsibility for the audit.....</b>	<b>271</b>
Financial statements .....	271
Communication with those charged with governance .....	271
<b>ANNUAL FINANCIAL STATEMENTS.....</b>	<b>273</b>

# PART A: GENERAL INFORMATION

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## 1. DEPARTMENT GENERAL INFORMATION

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## 2. LIST OF ABBREVIATIONS/ACRONYMS

ABBREVIATION/ACRONYM	DEFINITION
<b>A</b>	
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 and 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
ASFA	Airspace Safety Flight Data Analysis
ASLC	Air Services Licensing Council
ATM	Air Traffic Management
ATNS	Air Traffic and Navigation Services
AU	African Union
AV	Autonomous Vehicle
AVT	Autonomous Vehicle Technology
AVSEC	Aviation Security
<b>B</b>	
BAS	Basic Accounting System

ABBREVIATION/ACRONYM	DEFINITION
BARSA	Board of Airline Representatives of South Africa
B-BBEE	Broad-Based Black Economic Empowerment
BEE	Black Economic Empowerment
BRT	Bus Rapid Transit System
<b>C</b>	
CAASA	Commercial Airlines Association of Southern Africa
CAPEX	Capital Expenditure
CARCOM	Civil Aviation Regulations Committee
CASP-IC	Civil Aviation Safety Plan Implementation Committee
CAUAMC	Civil Aviation Upper Airspace Management Centre
C-BRTA	Cross-Border Road Transport Agency
CCO	Continuous Climb Operations
CDO	Continuous Descent Operations
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

ABBREVIATION/ACRONYM	DEFINITION
<b>D</b>	
DBSA	Development Bank of Southern Africa
DEA	Department of Environmental Affairs
DG	Director-General
DGOs	Dangerous Goods Operators
DLCA	Driver's Licence Card Account
DLCPF	Driver's Licence Card Production Facility
DLTC	Driving Licence Testing Centre
DM	District Municipality
DPSA	Department of Public Service and Administration
DORA	Division of Revenue Act
DoT	Department of Transport
DPME	Department of Monitoring and Evaluation
<b>E</b>	
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
ERT	Economic Regulation of Transport
ESB	Enterprise Service Bus
ESIEID	Economic, Sectors, Investment, Employment and Infrastructure Development
ETV	Emergency Towing Vehicle
EU	European Union
EV	Electric Vehicle



ABBREVIATION/ACRONYM	DEFINITION
EVT	Electric Vehicle Technology
EXCO	Executive Committee
<b>F</b>	
FIFA	Federation Internationale de Football Association
FS	Free State
<b>G</b>	
GA	General Aviation
GBVF	Gender Based Violence and Femicide
GDYC	Gender, Disability, Youth and Children
GFIP	Gauteng Freeway Improvement Project
GHG	Greenhouse Gases
GP	Gauteng Province
GTS	Greenhouse Transport Strategy
<b>H</b>	
HOD	Head of Department
HRD	Human Resources Development
HR	Human Resources
HFIS	Human Factor in the System
<b>I</b>	
IAAIIB	Independent Aircraft Accident and Incident Investigation Body
ICAD	International Civil Aviation Day
ICAO	International Civil Aviation Organization
ICT	Information and Communication Technology
ICTS	International Cooperation, Trade and Security Cluster
IDP	Integrated Development Plan

ABBREVIATION/ACRONYM	DEFINITION
IFMS	Integrated Financial Management System
IGR	Inter-Governmental Relations
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
ISA	Infrastructure South Africa
ISPS	International Ship and Port Security
IT HUB	Information Technology HUB
IT	Information Technology
ITP	Integrated Transport Planning
ITS	Intelligent Transport Systems
<b>J</b>	
JTA	Johannesburg Terminal Area
<b>K</b>	
KSD IRTP	King Sabatha Dalindyebo Integrated Rural Transport Plan
KZN	KwaZulu-Natal
<b>L</b>	
LCU	Live Capture Unit
LoS	Level of Service
LP	Limpopo Province

ABBREVIATION/ACRONYM	DEFINITION
LPG	Liquefied Petroleum Gas
LRIT	Long Range Identification and Tracking
<b>M</b>	
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 Executive Council
MEOSAR	Medium Orbit Search and Rescue
MEPC	Marine Environment Protection Committee
MIG	Municipal Infrastructure Grant
MINMEC	Ministers and Members of Executive Council
MLPS	Main Line Passenger Services
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
MFMA	Municipal Finance Management Act 56, of 2003
<b>N</b>	
NACS	National Anti-Corruption Strategy
NADP	National Airports Development Plan
NAMAs	Nationally Appropriate Mitigation Actions

ABBREVIATION/ACRONYM	DEFINITION
NAMP	National Airspace Master Plan
NASP	National Aviation Security Programme
NATFC	National Air Transport Facilitation Committee
NAVWG	National Autonomous Vehicle Working Group
NCATS	National Civil Aviation Transformation Strategy
NDC	Nationally Determined Contributors
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
NHTS	National Household Travel Survey
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

ABBREVIATION/ACRONYM	DEFINITION
<b>O</b>	
ODG	Office of the Director-General
OL	Operating Licence
OPEX	Operating Expenses
OTV	Old Taxi Vehicle
<b>P</b>	
PCCs	Ports Coordinating Committee
PDIs	Previously Disadvantaged Individuals
PEO	Public Entity Oversight
PEPFRA	Ports Economic Participation Framework
PFMA	Public Finance Management Act (Act No. 01 of 1999)
PFU	Project Finance Unit
PIARC	Permanent International Association of Road Congresses
PIDA	Programme for Infrastructure Development
PLTF	Provincial Land Transport Framework
PMU	Project Management Unit
POA	Programme of Action
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
PTNG	Public Transport Network Grant
PTOG	Public Transport Operations Grant

ABBREVIATION/ACRONYM	DEFINITION
PTS	Public Transport Strategy
<b>R</b>	
RAs	Road Authorities
RABS	Road Accident Benefit Scheme
RAMP	Road Asset Management Plan
RAF	Road Accident Fund
RCAM	Road Classification and Access Management
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
RPAS	Remote Piloted Aircraft System
RSR	Railway Safety Regulator
RTCs	Road Traffic Crashes
RTIA	Road Traffic Infringement Agency
RTMC	Road Traffic Management Corporation
RTRP	Revised Taxi Recap Programme
RTSSA	Rural Transport Strategy for South Africa
<b>S</b>	
SAATM	Single African Air Transport Market
SABOA	Southern African Bus Operators Association
SA	South Africa
SACAA	South African Civil Aviation Authority

ABBREVIATION/ACRONYM	DEFINITION
SABS	South African Bureau of Standards
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 Service
SAR	Search and Rescue
SARPs	Standards and Recommended Practices
SASAR	South African Search and Rescue
SATS	South African Transport Services
SBO	Small Bus Operators
SCM	Supply Chain Management
SDIP	Service Delivery Improvement Plan
SEIAs	Socio-Economic Impact Assessment System
SEZs	Special Economic Zones
SHERQ	Safety, Health, Environment Risk and Quality Policy
SITA	State Information Technology Agency
SIU	Special Investigations Unit
SLA	Service Level Agreement
SMME	Small Medium and Micro Enterprises
SOEs	State Owned Entities
SO	Strategic Objective
SOLAS	Safety of Life at Sea
SPCHD	Social Protection, Community and Human Development
SWOT	Strength, Weaknesses, Opportunities and Threats

<b>ABBREVIATION/ACRONYM</b>	<b>DEFINITION</b>
SSP	S'hamba Sonke Programme
STER	Single Transport Economic Regulator
STWC	Standards of Training Certification and Watch Keeping
<b>T</b>	
TAT	Transport Appeal Tribunal
TETA	Transport Education and Training Authority
TFR	Transnet Freight Rail
THC	Transaction Clearing House
TIS	Transport Information Systems
TKC	Trans Kalahari Corridor
TMA	Technical Control Areas
TMH	Technical Methods for Highways Manual
TNPA	Transnet National Ports Authority
TR	Treasury Regulations
TRP	Taxi Recapitalisation Programme
<b>U</b>	
UN	United Nations
UNDA	United Nation Decade of Action for Road Safety
UNFCC	United Nations Framework Convention on Climate Change
USOAP	Universal Safety Oversight Audit Programme
<b>V</b>	
VCI	Visual Condition Index
VTC	Vehicle Testing Centre
<b>W</b>	
WC	Western Cape



ABBREVIATION/ACRONYM	DEFINITION
WHO	World Health Organisation
WSP	Workplace Skills Plan

### **3. FOREWORD BY THE MINISTER**

I hereby present the Annual Report of the Department of Transport (DoT) for the 2021/22 financial year to Parliament. In presenting this Report, we are not only complying and accounting as required by the Public Finance Management Act (PFMA), but we do so to ensure provision of quality information to serve government, the transport sector and its integral industries, and the public in a manner that promotes usefulness, accuracy and integrity of information.

#### **Floods and Damage to Infrastructure**

While the human hand has caused immense damage to rail infrastructure over time, through vandalism and theft, the recent floods in KwaZulu-Natal, the Eastern Cape and the North West provinces, among others, have exacerbated these challenges, reversing substantial progress made. For example, floods in KwaZulu-Natal impacted negatively on the work already done for rail service recovery. The damages on the rail infrastructure have affected tunnels and canal bridges, rail tracks, drainage structures, signalling machinery and track equipment and electrical fibre, cables and UPS equipment. Cost estimates for repairs on perways, signalling, electricals, telecoms and stations approximate R2.8 billion. The Department, in partnership with the affected provinces, cities, SANRAL and PRASA, is on the ground to ensure that repairs to damaged infrastructure is prioritised within the medium term.

#### **Climate Change and resilient Infrastructure**

It is clear, as shall be the conclusion of many a departmental budget debate, that the recent floods in some of our provinces, most notably, KwaZulu-Natal, the Eastern Cape and the North West have been catastrophic and require the shoulders of all to the wheel of relief, recovery and rebuilding. The devastation brought about by the widespread floods has not only delivered costly damages to roads and other existing transport infrastructure but will cause major delays in the completion of ongoing or planned infrastructure projects.

#### **Building the Capabilities of the State**

We have previously committed to continuing to build the capabilities of the Department and those of the entities under its purview. We committed ourselves to this priority by ensuring that the right skills were appointed, especially at senior and executive levels. Today, this is well expressed in the appointments we have made to fill particularly critical posts.

## **Appointment of Chief Executive Officers (CEOs)**

Still on critical appointments, we are at varying advanced stages of appointing the CEO of SANRAL and RTIA, including the Board of SAMSA. To the extent of organically building the capabilities of the transport sector, we have also continued to recruit young talent, especially women and persons with disabilities either as interns or as new entrants into the public service. This has been accompanied by the consistent development of skills internally through bursary and other forms of assistance to staff and externally by recruiting young and unemployed applicants who want to develop their careers in the transport sector.

## **Security of Rolling Stock**

Protection of rail infrastructure and rolling stock is being addressed progressively, through the appointment of 3 100 in-house security staff that have been appointed by March 2021. In addition to in-house security staff, 2 000 private security staff have been secured through the Treasury-approved ACSA deviation by March 2022.

## **Rail Modernisation**

To date, the Rolling Stock Fleet Renewal Programme has produced over 100 new train sets, of which 68 have been deployed to the network in priority corridors. The balance of the train sets is housed at the Wolmerton Depot, and will be deployed to priority corridors as they are recovered.

PRASA's Corridor Recovery Plan has identified ten (10) priority corridors for resumption of services by December 2022. The 10 priority corridors are: Pienaarspoort - Pretoria, Leralla - Elandsfontein - Johannesburg, Naledi - Johannesburg, Mabopane - Belle Ombre - Pretoria, Saulsville - Pretoria, Pretoria – Kaalfontein, Daveyton - Dunswart - Germiston, Cape Town - Simon's Town (Wynberg & Athlone), Cape Town - Khayelitsha/Kapteinsklip, Durban – Umlazi (Dalbridge) and Durban – Kwamashu). Minimal services have already resumed in at least five (5) Of the corridors.

## **Rail Transport Sector Transformation**

The modernisation of our rail network has had benefits beyond the improvement of travel options and has had a visible impact in the creation of desperately needed jobs, contributing greatly to industry transformation by opening opportunities for many persons with disabilities, women and young people generally.

The Rolling Stock Fleet Renewal Programme has to date created over 1 154 jobs, 414 of whom are women, 809 youth and 16 are people with disabilities. Gibela has already spent R584 million in skills development since 2014. To date, 7 828 individuals have been trained against the overall target of 19 500 for the duration of the contract.

It should be pointed out that our commitment to the safety of persons in the transport environment is based on broader constitutional principles that place the responsibility of saving lives on all of us as government. It thus becomes our responsibility as the Department of Transport to ensure that we enable safe interactions with our operational environment as a whole. Encroachments into the road or rail reserve cause unnecessary risks to life and worse so if people decide to settle on a rail track or rail reserve.

### **Gauteng Freeway Improvement Project (GFIP)**

Compliance with the user-pay principle remained optimal, except on the SANRAL network impacted by e-tolling, i.e. Gauteng Freeway Improvement Project (GFIP). This section constitutes a small fraction of the SANRAL network. A decision of Cabinet on the GFIP e-tolling matter is extremely critical to enable SANRAL to leverage its balance sheet to raise capital for its catalytic projects (roads and bridges). The Department, in consultation with the National Treasury, remains fully committed to ensure that the funding and tariff structure is finalised and that this long-standing matter is addressed.

My sincere gratitude is extended to the Deputy Minister of Transport, Ms. Sindisiwe Chikunga (MP), the former Acting Director-General, Mr. Mthunzi Madiya, the current Acting Director-General, Mr. Ngwako Makaepa, Chairpersons of Boards of Directors of the transport sector State Owned Entities, their respective Board Members and Chief Executive Officers. 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. Finally, I would also like to express my gratitude to the entire transport industry and our respective stakeholders for their commitment.



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

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

On our deployment to the Department of Transport in 2019, we made several commitments to fix transport. Some of these commitments found their way into the Minister's Performance Agreement with the President of the Republic, President Cyril Ramaphosa. These commitments have been based on a dire need to resolve the challenges that have thrown a large part of the sector into life support and caused major parts of the transport sector to lose value among the people of South Africa.

In the first instance, we looked at our commitments as means of bringing South Africans together to find common solutions faced by the Transport sector. The different engagements we had with stakeholders across the sector attest to this commitment to build cohesion within the sector based on a common understanding of the sector's challenges. This is because we believe that only by working together can we build a better South Africa for all and an even better transport sector based on common values and common purpose – to make South Africa a better place for all.

This way we would build a Department and SOEs that are capable of carrying out the immense task of rebuilding the sector and the very economy it must give lifeblood to. We thus immediately understood that recruiting the necessary and qualified skills would save the sinking ship we have beheld with bated breath.

##### **Aviation safety and security**

South Africa is one of the first signatories to the Single African Air Transport Market (SAATM) and is playing an active role to ensure the full realization of the pledges signed by African States in this regard. South Africa has and is always prepared to avail expertise to African Civil Aviation Commission (AFCAC) to advance the economic development of air transport in the AFI Region.

To address changes that emerged over the years in the road, rail, maritime and aviation spaces, a revision of the White Paper on the National Transport Policy was initiated. The revision was mainly designed to broadly align the country to international, regional and continental transport trends.

The revised policy underwent wide consultations and was subsequently approved by Cabinet in February 2021.

## **Session of the International Civil Aviation Organisation (ICAO) Assembly**

South Africa will bid for re-election to Part II (States which make the largest contribution to the provision of facilities for international civil air navigation) of the Council of the International Civil Aviation Organization (ICAO), during the 41st ICAO Assembly scheduled to take place in Montreal, Canada from 27 September to 7 October 2022.

South Africa is in support of the Next Generation of Aviation Professionals (NGAP) initiative in the effort to mitigate the gap between the young and the senior aviation professionals who are facing the retirement cliff. South Africa is actively participating in efforts to reshape the Human Resources Development Fund (HRDF), which is aimed at addressing skills shortage in Africa.

South Africa is vigorously pursuing the economic development of air transport national, in the continent and worldwide.

## **Railway Safety and Security**

Towards finally formalising our approach to the management of the rail reserve we, we are pleased to report that rail reserve regulations to improve security measures were promulgated.

The effective implementation of these regulations will depend on intergovernmental cooperation and cannot be achieved solely by the Department of Transport or PRASA. This is especially important given the following inadequacies:

- Lack of cooperation by government authorities owning the various dangerous level crossings throughout the rail network in the country;
- Lack of implementation plans to reduce occurrences in the national rail network and safety measures by major railway operators.

It should be pointed out that our commitment to the safety of persons in the transport environment is based on broader constitutional principles that place the responsibility of saving lives on all of us as government.

It thus becomes our responsibility as the Department of Transport to ensure that we enable safe interactions with our operational environment as a whole. Encroachments into the road or rail reserve cause unnecessary risks to life and worse so if people decide to settle on a rail track or rail reserve.

## **Railway Safety Bill**

Among legislation before Parliament, is the Railway Safety Bill that seeks to repeal the National Railway Safety Regulator Act, 2002. The Act established the Railway Safety Regulator ("RSR") to oversee and promote safe railway operations through appropriate support, monitoring and enforcement guided by an enabling regulatory framework.

The Bill retains a number of elements of the present Act, endeavouring to provide greater clarity on a number of issues, and introduces new concepts designed to enhance railway safety. The Bill seeks to place the emphasis and focus on railway safety, and to recognise operators' role in managing and implementing safety measures, with the RSR promoting safety and ensuring compliance with such measures.

The Bill provides guidance on the governance of the RSR, seeks to remove perceived conflicts of interest, and provides a flexible framework for managing railway safety while proposing that the RSR must oversee a framework of safety critical grades. The Bill is currently before Parliament.

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

The Minister of Transport announced on 01 July 2021 that the AARTO roll out would be implemented in four (04) phases. Most of the activities in the implementation project schedule are close to completion, however, there are certain project risks that require appropriate monitoring to ensure that they are managed and do not materialize.

The implementation of the AARTO in two metropolitan areas will continue until the pronouncement of the Constitutional Court.

The recent Pretoria High Court judgment has a bearing on the AARTO rollout preparations; therefore, most of the outstanding activities have been put on hold pending the decision on the appeal at the Constitutional Court.

The programme team have already convened urgent meetings with all the stakeholders through the AARTO National Steering Committee to provide guidance pending the outcome of the Constitutional Court appeal; The Communication response plan is already in motion through the GCIS to provide the stakeholders with the AARTO information.

To address changes that emerged over the years in the road, rail, maritime and aviation spaces, a revision of the White Paper on the National Transport Policy was initiated. The revision was mainly designed to broadly align the country to international, regional and continental transport trends.

### **Public Transport Regulation**

We mentioned earlier that we have remained committed to fixing transport and because we have placed people at the centre of our strategies, it becomes only prudent of us to effectively tackle challenges that directly affect the scores of people who depend on public transport for their mobility and livelihoods.

In fact, at our last budget debate we stated that were we to achieve a 3-shift economy to accelerate our economic recovery, public transport would have to be fully responsive to the needs of the workers, with urgent implications for the roll out of integrated public transport.

### Transport Appeal Tribunal

- The Transport Appeal Amendment Bill, 2020 [B8-2020] was introduced to Parliament on 29 May 2020.
- The Bill is currently before the PCOT for processing.
- The PCOT published the Bill for public comments.
- Two comments have since been received and the Department is currently formulating responses thereof.

### National Land Transport Act

- The National Land Transport Amendment Bill has been presented to the Portfolio Committee on Transport and the process is still underway to finalize it.
- Draft regulations have been prepared and will be finalised once the National Land Transport Amendment Bill has been signed by the President into Law.



### Municipal Regulatory Entities (MREs)

- The National Land Transport Act empowers municipalities to establish MREs if they want to undertake issuance of operating Licence function within their jurisdiction. Currently provinces through Provincial Regulatory Entities are doing the function.

In spite of the challenges posed by the effects that COVID-19 pandemic wrought on most operations, we continue to seek avenues for the resolution of the triple challenges of poverty, inequality and unemployment that today disadvantage millions of young people, women and persons with disabilities. In general, the overall performance of the Department was encouraging given the disruptions of the pandemic. However, we look forward to further improvements in the new financial year.



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**Ms. Sindisiwe Chikunga, MP**  
**Deputy Minister of Transport**

## **5. REPORT OF THE ACCOUNTING OFFICER**

### **5.1 Overview of the operations of the department:**

#### **5.1.1 Overview of the results and challenges for the department, briefly commenting on significant events and projects for the year.**

During the period under review, notable progress was reported on a number of deliverables for the 2021/22 financial year. Some of these milestones reported per programme include:

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

All Information and Communications Technology (ICT) governance structures were reconstituted and met regularly during the period under review. Audit findings raised by the Office of the Auditor-General of South Africa (AGSA) on ICT governance were fully addressed. In terms of ICT service delivery matters, improvements are being effected and still work in progress.

Internal controls were monitored in financial and supply chain management, and in stakeholder coordination and compliance. Irregular and unauthorised expenditure have been put in check with the department not incurring any for the financial year. However, there are a few cases of potential irregular expenditure that are being assessed for verity. Nine cases of fruitless and wasteful expenditure, mainly as a result of no-shows related to travel, were recorded during the period under review. One (1) case was written off and eight (8) were transferred to debt.

Vacancy rate in the Department remains a challenge. A total of sixty-one (61) vacant positions were filled, against a target of fifty (50) for the financial year. However, the anticipated decline in the vacancy rate did not materialise due to a high turnover rate and unfunded positions. The turnover rate was impacted by, amongst others, number of deaths of employees, resignations, external transfers and retirements. The DoT will continue prioritising filling of vacant position to ensure attainment of a 10% or lower rate as prescribed by the state.

Revenue losses and regulatory restrictions experienced by the sector, as a result of the COVID-19 pandemic, impacted heavily on achievement of critical milestones in sector capital infrastructure programmes. State-Owned Entities (SOEs) impacted include the Passenger Rail Agency of South Africa (PRASA), the Airports Company South Africa (ACSA), the South African National Roads Agency Limited (SANRAL) and the Air Traffic Navigation Services (ATNS).

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

The freight to rail agenda is being addressed through the development of the approved Road Freight Strategy and its implementation plan. A migration plan, which assesses infrastructure readiness, condition and determination of commodities and quantities that could be carried by the rail sector, was also developed.

The establishment of the Transport Economic Regulator (TER) remains a critical target of the Department within the medium term. The Economic Regulation of Transport (ERT) Bill is currently being processed in Parliament, and it is anticipated that the Bill will be approved in the new financial year.

To ensure an adequate regulatory environment for the implementation of autonomous vehicle technology (AVT) in the country, a legislative gap analysis on the regulation of autonomous vehicles was conducted and a recommendation report has been developed. This report will guide the required amendment of legislation that will be prioritised within the medium term.

In the 2021/22 financial year, green procurement guidelines were developed to advance the sector target of reducing Greenhouse Gas emission within the medium term.

## **Programme 3: Rail Transport**

As part of ensuring a rail transport sector that is safe and secure, the Rail Safety Bill is currently being processed in Parliament. Once approved, the Act will guide implementation of intervention to ensure rail commuters, including rail infrastructure are safeguarded accordingly.

On the 23<sup>rd</sup> March 2022, Cabinet approved the White Paper on National Rail Policy that takes a holistic view on the development of the rail system. This Policy introduces radical structural reforms in the sector and also intends to place rail on a sound footing to play a meaningful role as a backbone of a seamlessly integrated transport value chain.

One of the highlights of the Policy relates to enabling investments in the rail network with specific attention to the exploitation of rail's genetic technologies to achieve renaissance in the following market spaces: heavy haul, heavy intermodal, which includes double-stacked containers, contemporary urban and regional rapid transit, as well as higher-speeds of 160 to 200km/h and high speeds up to 300 km/h.

The draft of the High-Speed Rail Corridor Framework was developed during the period under review. The Framework is due for submission to Cabinet in the 2022/23 financial year.

The Rolling Stock Fleet Renewal Programme has produced thirty-nine (39) new train sets during the 2021/22 financial year. Thirty-three (33) of the sets have been provisionally accepted while six (6) awaits fitment of parts before testing. The total number of train sets produced since inception of the programme is 85.

To date, five (5) priority corridors have been recovered and services have resumed. Four corridors are currently closed for repairs and will be returned to service within the new financial year. In KwaZulu Natal, two corridors (Umlazi-Durban and KwaMashu-Durban), which were impacted by the recent floods, are undergoing infrastructure clean up with a view to resume services within the financial year.

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

Implementation of the National Road Safety Strategy was monitored nationally and in nine provinces. Regulatory law enforcement interventions were commissioned to improve road safety and reduce road crashes and fatalities. Reduction of road crash fatalities amounted to 20.02 2021/22 financial year.

In November 2021, the Driving Licence Card Account (DLCA) experienced a machine breakdown due to flooding of the adjacent building, which caused an electrical surge. As at 20 January 2022, when the DLCA resumed production, the backlog in the production of driving licence cards that resulted from the machine breakdown was 639 000. As at 11 April 2022, a total of 628 000 cards had been produced, leaving a balance of 11 000 cards from baseline backlog recorded in January 2021. The accumulated backlog to date is 593 000. The DLCA is operating day and night shifts to address this backlog and to ensure that all road users have valid driving licenses.

National and provincial road networks were rehabilitated and maintained during the period under review. On the national front, the entire 22 266km of the SANRAL network was exposed to routine maintenance.

In line with the Provincial Road Maintenance Programme, the provincial road network was exposed to rehabilitation, maintenance, re-surfacing, resealing, blacktop patching, blading and re-gravelling

during the period under review. Over 310 239 job opportunities were reported, with some opportunities being for women, youth and persons with disabilities.

Compliance with the user-pay principle remained optimal, except on the SANRAL network impacted by e-tolling, i.e. Gauteng Freeway Improvement Project (GFIP). This section constitutes a small fraction of the SANRAL network. A decision on the GFIP tariff and funding structure is eminent within the financial, primarily to bring certainty to SANRAL's ability to continue operating as a going concern and also to the user-pay principle as a policy of government.

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

In the 2020/21 financial year, the South African Civil Aviation Authority (SACAA) initiated the process to review RPAS regulations. The target is to ensure that the review process is concluded within the medium term and that the regulatory framework for RPAS is optimised.

Over the medium term, the department, in collaboration with SACAA, the DoT will optimise the implementation of the Aviation Safety Strategy to ensure that the fatal accidents in general aviation are reduced.

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

In June 2021, President Ramaphosa announced the decision to corporatise the Transnet National Ports Authority as an independent subsidiary of Transnet. Following this pronouncement, an interim board was appointed, and relevant processes given effect to enable the establishment of the TNPA as an independent subsidiary. The finalisation of this process with the appointment of a permanent Board will give full effect to the provisions of the National Ports Act of 2005.

Implementation of Operation Phakisa 3-Foot Plan was also monitored during the period under review. A draft business case for the establishment of a National Shipping Company was developed as targeted. During the period under review, the draft National Maritime Security Strategy was developed.

## **Programme 7: Public Transport**

The implementation of Integrated Public Transport Networks (IPTNs) in various cities has not been without problems. Capacity challenges in some of the cities have given rise to complications that have either delayed or stalled progress.

During the 2021/22 financial year, a total of (7) cities are operational and are working towards expanding current services. Operating cities carry a combined average weekday passenger trips of 117 305. These cities include the City of Cape Town, George, Ekurhuleni, Johannesburg, Tshwane, Nelson Mandela Bay and Polokwane.

Rustenburg, Mangaung and eThekweni are working towards the launch of new services. eThekweni is currently experiencing challenges due to unsuccessful negotiations with taxi operators on the affected routes

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

Regarding implementation of the Revised Taxi Recapitalisation Programme, the number of vehicles scrapped was negatively affected due to slow uptake by the industry. A marketing drive to sensitise the public about taxi scrapping was delayed in different provinces due to the COVID-19 pandemic. A total of 2 234 old taxi vehicles (OTVs) were scrapped during the period under review. To ensure that uptake by the industry is improved, and that more OTVs are scrapped, the Department and TRSA will communicate directly with Taxi Associations and qualifying individual operators to get them to bring their old taxis for scrapping.

The Shova Kalula (Ride Easy) bicycle project is a national bicycle programme initiated by the Department of Transport as a pilot project in 2001, with the purpose of promoting and maximizing the use of bicycle as a low-cost mobility solution to poor communities, particularly in the rural areas. The project provides for distribution of bicycles to learners from poor households who walk more than 3 kilometres to their educational resource centres. During the period under review, a total of 11 349 bicycles were distributed across all nine (9) provinces.

To ensure sector compliance with the implementation of the National Strategic Plan (NSP) on Gender Based Violence and Femicide, the Department, in collaboration with SANTACO, provides an annual operational funding of R26 million, increased annually, to support some taxi industry programmes. Amongst the programmes supported by SANTACO, are campaigns to educate drivers on GBVF and to empower them in the job market. The taxi industry has also partnered with the Department of Women, Youth and Persons with Disabilities and Sonke Gender Justice to educate their members on GBVF matters. A MoU was signed in December 2021 to formalise this initiative and to set out the program of action.

### 5.1.2 Overview of the financial results of the department:

#### 5.1.2.1 Departmental receipts

Departmental receipts	2021/22			2020/21		
	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	1 733	727	(1 006)	506	645	139
Fines, penalties and forfeits	-		0	-		-
Interest, dividends and rent on land	130	215	85	40 050	114	(39 936)
Financial transactions in assets and liabilities	790	50 218	49 428	600	866	266
<b>Total</b>	<b>2 653</b>	<b>51 160</b>	<b>48 507</b>	<b>41 156</b>	<b>1 625</b>	<b>(39 531)</b>

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

An amount of R49,6 million was received from RSR as unspent funds and paid into the National Revenue Fund.

## 5.2 Programme Expenditure

**Administration** The programme underspent by R82,4 million on compensation of employees and on goods and services projects such automation tools for internal audit, slow spending on the document management solution, termination of the TRAC project at the university of Stellenbosch as well as other projects. Further contributing to the underspending on good and services is training and development due to less training, travel and subsistence due to less travelling and venues and facilities as most gatherings

are conducted virtually. A total amount of R403 thousand has been shifted from goods and services to fund the excess expenditure for the payment of vehicle licences, payment for leave gratuities as well as for debt written off.

*Transfers and Subsidies:* Underspent on transfers and subsidies due to less intake of students in the universities for bursaries to non-employees.

*Machinery and equipment:* The bid for the procurement of bulk laptops was approved and a service provider appointed however there is was delay with regards to the delivery due to global laptop shortage. The project on hardware refresh and switches has been delayed and will be deferred to the coming financial year. A total amount of R226 thousand has been shifted from machinery and equipment in this programme to the Integrated Transport Planning and rail transport programmes respectively to fund excess expenditure under machinery and equipment in those programmes.

***Integrated Transport Planning*** The programme underspent by R18.7 million on compensation of employees and on goods and services as internal capacity was utilised for other projects however the following projects: autonomous vehicles regulations, regional corridor strategy and freight transport model will be deferred to the coming financial year.

A total amount of R6.8 million has been shifted from goods and service in this programme to cover the excess expenditure on Programme: 5 Civil Aviation.

***Rail Transport*** The programme underspent by R28.2 million mainly on goods and services projects such as the appointment of a Housing Development Agency (HDA) on behalf of the Passenger Rail Agency of South Africa (PRASA) in the City of Cape Town. In terms of the implementation plan, the Department committed itself to enter into a Service Level Agreement (SLA) with the HDA as an implementing agent, to attend to the establishment of temporary residential areas and the resettlement of households residing in the PRASA railway reserves however there was a delay in signing of the service level agreement.

Other contributing factors to the underspending include projects such as the establishment of the Rail Economic Regulator and the National Rail Bill, which is still at consultation stages as well as other operational costs. A total amount of R37 thousand has been shifted from goods and services to fund leave gratuities under households and R13 thousand has been shifted within the programme to fund debt written off.



A total amount of R9.9 million has been shifted from goods and services in this programme to cover the excess expenditure on Programme 5: Civil Aviation.

**Road Transport** The programme underspent by R98.3 million mainly due to the non-payment of the Road Traffic Infringement Agency (RTIA) for the AARTO roll-out as a result of the court judgement to allow for other processes to unfold, funds will be declared as savings. Other contributing factors were goods and services projects such as the Programme Development for S'hamba Sonke, development of the Road Disaster Management Plan, Road Asset Management that will defer to the coming financial year as well as other projects.

A total amount of R605 thousand has been shifted within the programme to cover the excess expenditure under households for the payment of leave gratuities as well as for debt written off.

**Civil Aviation** The programme underspent by R18.3 million mainly on compensation of employees and goods and services due to less than anticipated spending on the watchkeeping services project, delays on projects such as the National aviation transformation strategy due to the moratorium by National Treasury, Correction Factor: ACSA and ATNS as well as other projects. Other contributing factors include less spending on the travel and subsistence due to less travelling and other operational items.

The programme has realised a saving on foreign membership fees as well as non-profit institutions. A total amount of R31,9 million has been shifted from goods and services within the programme to fund excess expenditure incurred under building and other fixed structures due to the payment of the court judgment for the refurbishment of Mthatha Airport, R120 thousand to households and R2 thousand for debt written off.

A total amount of R68 million has been shifted from various programmes to fund the excess expenditure due to court judgement against the department in favour of Ndorum Joint venture for the refurbishment of Mthatha Airport in this programme.

**Maritime Transport** The programme underspent by R32,6 million mainly on goods and services as a result of less than anticipated expenditure to the Oil Pollution Prevention project and internal capacity was utilised for projects such as the Review of the Merchant Shipping as well as the development of Maritime Transport policy and legislation. The programme also underspent due to the following projects: Feasibility Study on Tug Boat Services, automated vessel clearance, Marine Court of Enquiry which will be deferred to the coming financial year, including the IMO World Maritime parallel event which was suspended as a result of the covid-19 pandemic.

A total amount of R7 million has been shifted from goods and services in this programme to cover the excess expenditure on Programme: 5 Civil Aviation.

**Public Transport** The programme underspent by R243.8 million mainly on transfers and subsidies due to less intake on the taxi recapitalisation. The taxi scrapping project is a demand driven process, wherein qualifying taxi operators decide when and how they will deliver their old taxi vehicles for scrapping, some of the identified vehicles were precluded due to the lack of valid operating licenses. The branch is proposing that a “cut-off” date be proclaimed in order to force the taxi operators to deliver their qualifying old taxis for scrapping. Other contributing factors includes the underspending on goods and services projects such as the Public Transport Grant monitoring, Public Transport Safety Plan, Implementation of the IPTN's in district municipalities, National Land Transport Information Systems (NLTIS) upgrade as well as other projects.

The branch has since recommenced with the procurement process for the public transport grant monitoring project, however, it has been suspended due to the National Treasury directive to suspend advertisements of tenders following the Constitutional Court ruling on the Preferential Procurement Regulations. A total amount of R583 thousands has been shifted from goods and services within the programme to fund leave gratuities under households and debt written off.

A total amount of R44 million was also shifted from goods and services in this programme to fund excess expenditure on Programme 5: Civil Aviation.

**Direct Charge against the National Revenue Fund:** Savings have been realised on the membership fees to the International Oil Pollution Compensation Fund. Payments were processed as agreed with the IOPC Fund governing bodies for the 2021/22 financial year.

## 5.2.1 Virements /roll overs

### 5.2.1.1 Virements

Programme R'000	Compensation of Employees	Goods and Services	Interest and rent on land	Transfers and subsidies	Machinery and Equipment	Buildings and other fixed structures	Payments for Financial Asset	Total
Administration	-	(404)	-	348	(226)	-	56	(226)
Integrated Transport Planning	-	(7 017)	-	-	208	-	17	(6 793)
Rail Transport	-	(10 037)	-	24	18	-	13	(9 982)
Road Transport	-	(605)	-	579	-	-	26	
Civil Aviation	-	(31 927)	61 414	120	-	38 410	23	68 040

Programme R'000	Compensation of Employees	Goods and Services	Interest and rent on land	Transfers and subsidies	Machinery and Equipment	Buildings and other fixed structures	Payments for Financial Asset	Total
Maritime Transport	-	(7 004)	-	-	-	-	4	(7 000)
Public Transport	-	(44 623)	-	580	-	-	3	(44 040)
<b>Total</b>		<b>(101 617)</b>	<b>61 414</b>	<b>1 651</b>		<b>38 410</b>	<b>142</b>	

Savings and under expenditure on goods and services was shifted across programmes to cover over expenditure in Programme 5: Civil Aviation to fund the excess expenditure due to court judgement against the department in favour of Ndorum Joint venture for the refurbishment of Mthatha Airport in this programme.

A total amount of R101.6 million has been shifted from goods and services across programmes as follows:

- R61.4 million to fund interest and rent on land as a result of the long process of the court proceedings in the matter of Ndorum Joint venture for the refurbishment of Mthatha Airport;
- R1.7 million to fund transfers for payment of vehicle licences under provinces and municipalities as well as transfers to households for resignations and retirements that could not be anticipated;
- R38.4 million to fund building and other fixed structures for funds paid as a result of the court judgment against the department in favour of Ndorum Joint venture for the refurbishment of Mthatha Airport; and
- R142 thousands to fund debts written off on travel and subsistence due to no- shows as well as for excess on vehicle damages

### 5.3 Roll overs

Rollovers were requested as detailed in the table below:

Programme	R'000
<b>Programme 1: Administration</b>	
Payment for capital assets: Procurement of bulk laptops to refresh its IT hardware assets that have reached their five-year life span or more.	7 080
<b>Programme 3: Rail Transport</b>	
Appointment of a Housing Development Agency (HDA) on behalf of the Passenger Rail Agency of South Africa (PRASA) in the City of Cape Town, to attend to the establishment of temporary residential areas and the resettlement of households residing in the PRASA railway reserves.	20 695
<b>Total</b>	<b>27 775</b>

## 5.4 Unauthorised, fruitless and wasteful and irregular expenditure

### 5.4.1 Unauthorised expenditure

The cost of Electronic National Traffic Information system (eNaTIS) maintenance and operations resulted in unauthorised expenditure of R1,338,165,000, which was incurred in 2013/14, 2014/15 and 2016/17. Unauthorised expenditure of R980,375 was incurred in 2018/19 as expenditure that was incurred but not in accordance with the vote of the programme: Road Transport.

The Road Traffic Management Corporation took over the eNaTIS with effect from the 05<sup>th</sup> April 2017. Disciplinary processes commenced related to the unauthorised expenditure that was not in accordance with the vote of the programme: Road Transport.

National Treasury wrote a letter to the Standing committee on appropriation on the 15<sup>th</sup> November 2019, to review the unauthorised expenditure for all departments. No decision has been made to date. National Treasury to follow up on the matter.

No Unauthorised expenditure has been incurred for the period under review.

### 5.4.2 Fruitless and wasteful expenditure

Reconciliation:	Amount	Number
<b>Balance at 31 March 2021</b>	<b>68 561.34</b>	<b>47</b>
Prior period Error	(1 986.00)	-2
Additional cases in 2021/22	18 896.22	9
Written off in 2021/22	(3 132.00)	1
Transferred to debt in 2021/22	(39 347.55)	24
<b>Balance at 31 March 2022</b>	<b>42 992.01</b>	<b>29</b>

The department had forty-seven (47) cases amounting to R68.561.34 for the 2020/21 financial year. These comprised, amongst others, of:

- Two (2) cases amounting to R1.986 to correct the prior error,
- Nine (9) cases amounting to R18.896.22 were added in the 2021/22 financial year,
- One (1) case was written off, and
- Twenty-four (24) cases were transferred to debt.

By the end of the 2021/22 financial year, the department had twenty-nine (29) cases amounting to R42.992.01

### **5.4.3 Irregular Expenditure**

The department had a twenty-three (23) cases of irregular expenditure, amounting to R119.3 million, remaining at the beginning of the 2020/21 financial year. Of these cases:

- Disciplinary process had started on two (2) cases.
- National Treasury has been requested to condone three (3) cases,
- Five (5) cases are awaiting investigation report,
- The Accounting Officer has approved recommendations for two (2) cases that involve non-employees,
- Four (4) cases are still waiting submissions to the Bid Adjudication Committee,
- Confirmation of disciplinary steps, disciplinary and recovery processes must be started on five (5) cases.
- Two (2) cases have been condoned

This leaves a total of twenty-one (21) cases, amounting to R118.3 million, by the end of the 2021/22 financial year.

## **5.5 Future plans of the department**

For the remaining of the MTSF, the DoT will fast track programmes and projects to ensure that they meet the five-year targets as per the Revised Strategic Plan (2020 – 2025). The period will be guided by the re-prioritisation, adjusted budgets and austerity measures following the disruptions of COVID-19 in the past two years. The following plan covering the 2022/23 financial year and the coming three years will be prioritised per departmental implementation programmes.

### **5.5.1 Integrated Transport Planning**

- For the 2022/23 the department will be embarking on developing Economic Regulation Transport Bill for approval by Parliament

- A t Freight Migration Plan will be developed to facilitate transition of freight transportation from road to rail
- A Regional Integration Strategy will also be submitted to Cabinet in order to increase regional integration. As part of the sector's innovation drive.

### **5.5.2 Rail Transport**

- The department will improve rail transport efficiency by submitting the Private Sector Participation (PSP) Framework to Cabinet.
- To regulate and enhance rail safety and security, the Railway Safety Bill will be processed for approval by Parliament in the 2022/23 financial year.
- The DoT and PRASA will intensify implementation of its capital expenditure programme with focus on the Rolling Stock Fleet Renewal, the Modernisation and the Priority Rail Corridor Recovery programmes.

### **5.5.3 Road Transport**

- The department will continue with the implementation of the Road Safety Strategy in order to meet the target on the 25% reduction on road fatalities as indicated in the Strategic Plan.
- Finalisation of the General Laws Amendment Bill will be fast-tracked in the 2022/23 financial year.
- The DoT will finalise the Road Infrastructure Funding Policy and ensure submission to Cabinet.

### **5.5.4 Civil Aviation**

- Key infrastructure programmes implemented by entities, ACSA and ATNS, will assist in creating decent jobs and increasing access to an affordable and reliable transport system.
- The DoT and SACAA will maximise implementation and monitoring of the Aviation Safety Strategy with the objective of ensuring reduction of fatal accidents in the general aviation.

- South Africa introduced new regulations that will help regulate remotely-piloted aircraft systems (RPAS) in 01 July 2015. The new regulations are known as Part 101. Traditionally, remotely piloted aircraft systems were used primarily in military operations and referred to as drones. However, they can also be used for many other purposes outside of the military. Other uses include conservation efforts, aerial surveillance, scientific research, journalism, and many other commercial and non-commercial activities. The latter will assist in job creation but there should be a balance of the interest of aviation safety and security in managing RPAS within our country.

#### **5.5.5 Maritime Transport**

- The accelerated implementation of the Comprehensive Maritime Transport Policy will continue in the MTSF and the identified outputs i.e.; corporatisation of National Ports Authority (TNPA); Merchant Shipping Bill; greenhouse gas emission reduction; and the domestication of the MARPOL Annex VI in the Annual Performance Plan will each contribute in a particular way in achieving the outcomes and impact envisaged in the Strategic Plan.
- National Maritime Security Strategy is required to provide guidance to the security implementing agents and other stakeholders as and when they operate in the territorial waters of RSA. Safety programmes together with pollution prevention initiatives will assist the maritime sector to provide safer transport.

#### **5.5.6 Public Transport**

- The DoT will intensify the review of the public transport subsidy regime and develop a public transport funding model that levels the playing field by including taxi participation and enabling effective regulated competition.
- The pilot of integrated ticketing system will be rolled out in three cities with a view to expanding the roll out in all ten (10) cities within the medium term.
- The Revised Taxi Recapitalisation Programme will be used as a catalyst for change to the taxi industry's operating model, through the introduction of collaborative ownership, cooperatives and corporatisation.

- Infrastructure funding, through the Public Transport Network Grant and operational support, through the Public Transport Operations Grant, will be progressively integrated to incrementally bring about affordable, appropriate and quality public transport systems.

## **5.6 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, thirteen (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 the 28<sup>th</sup> February 2019. A new Public Private Partnership (PPP) process is underway to appoint a service provider to render Transport Fleet Services.

The department is working on a Public Private Partnership arrangement for the possible acquisition of emergency towing vessels (Tugboats) with the National Treasury. Two companies responded positively to the Request for Quotation (RFQ) process and the department went through the bids, analysed and did a comparison with the findings of the feasibility study. The two bids by the private sector concur with the feasibility study findings done by the department. The department will request the National Treasury to grant a full Treasury Approval 1 (TA1) and allow the department to proceed with the next step (to issue and Request for Proposal).

The department is also working towards the Public Private Partnership for the permanent accommodation for the department of transport. On the 10<sup>th</sup> December 2020 the department wrote to National Treasury to request the registration for the office accommodation as the PPP. On the 05<sup>th</sup> January 2021 National Treasury responded to the department approving the registration of the project. On the 03<sup>rd</sup> March 2021 the Accounting officer approved the appointment of the project officer for the accommodation as per the requirement of the PPP regulations.



## 5.7 Discontinued activities / activities to be discontinued

Activity	Reasons for discontinuance	Effect on the operations of, and service delivery by the department	Financial implications of discontinuing the activity
TRAC Programme for High School Learners will be discontinued in phases. The Kwa-Dukuza and Eerste Rivier Mobile Laboratories was terminated during 2019/20 and the last phase which is Hellen Franz School for the Disabled will be done during 2021.	The Department is exploring another line /core specific programme in collaboration with Department of Basic Education.	Discontinuation of the programme will allow the department to refocus its funding to scarce and critical skills in the transport sector.	Funds will be diverted to other educational programmes.

## 5.8 New or proposed activities

Activity	Reasons for new activities	Effect on the operations of the department	Financial implications of each new activity
Maputo Corridor Freight Logistics Integrated Business Case	As per Cabinet approved National Freight Logistics Strategy corridor mapping is of utmost importance	Enhance integrated planning and private sector participation	R3 million
National Freight Databank update	Annual freight flow update to determine freight movements	Policy determination, integrated planning and freight flow patterns within the Republic	R8 million over three years
All municipalities receiving the Public Transport Network Grant are now expected to implement response measures to COVID-19	To mitigate the spread of COVID-19 on public transport, during all Lockdown stages	Compliance with COVID-19 Public Transport Regulations and Directions	None for the Department  Municipalities can spend 15% of PTN Grant for COVID-19 measures

## 5.9 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:

- Compliance checking of all requests to be routed to BAC and/or Accounting Officer regarding procurement, including variations and deviations;
- Revised and optimized procurement delegations;
- Continuous review of SCM Circulars, Policies, Delegations and Processes to align with new directives issued by National Treasury;
- Regular issuing of Contract Management Register to all officials;
- Extensive engagement during Procurement Planning with all branches;
- Implementation of detailed checklists within the various SCM processes;
- Continuous support and engagement with end-users and budget controllers;
- Guidelines on bid processes issued;
- Segregation of duties for approvals of various processes, at different thresholds;
- Development of process flow documents and SOP's to manage SCM processes;
- Continuous engagement with Internal Audit, internal Control and Risk Management to identify possible risks in view of implementing steps to prevent irregular expenditure.
- Where appropriate, cases of irregular expenditure are referred to the department's legal services to determine whether any official can be held liable for the irregular expenditure.
- Cases of irregular expenditure are referred to the department's Directorate: Investigations and Forensics for investigation when an investigation is required.
- Relevant managers are requested to take disciplinary steps against officials who make or permits irregular expenditure.
- National Treasury is approached for condoning of irregular expenditure and is only approached once a legal opinion has been obtained where applicable, and disciplinary steps were considered.
- The Logis system monitors all payments against orders that are placed, and will detect payments that exceed the contract value.
- The Logis system will detect any payments that are approved for processing for which no order was placed.
- Payments for all procurements must be processed via Supply Chain Management so that any irregular procurement can be detected before payment.
- To prevent the occurrence of not completing the internal order and requisition forms, the Supply Chain Management component does not make any approval documents or letters of acceptance available until the internal order and requisition forms are completed.

## 5.10 Deviations

Project	Value of Contract	Reason for Deviation
Publishing of Road Accident Fund legislative amendments in Government Gazette	R 1 240 791.20	Sole supplier
Update financial implication on the feasibility study for the Tugboat PPP	R 225 278	Natural Continuation.
Manage the project of the resettlement of households residing within the PRASA rail networks within the City of Cape Town by the Housing Development Agency	R45 000 000	<p>The reason provided for the deviation is that HDA is a national public sector development agency accountable to the Minister of Human Settlements. In terms of the Housing Development Agency Act No. 23 of 2008, the HDA is mandated to expedite the processes of housing development by overcoming delivery challenges across all spheres of government.</p> <p>On 30 June 2021, the Acting Chief Procurement Officer at National Treasury approved a request for deviation from the normal procurement procedure to allow the DoT to appointment of HDA as an Implementation Agent.</p>

## 5.11 Expansions

Project	Value of Contract	Reason for Deviation
Office & Travel Services (PABX)	R 2 850 409,16	Extension of contract scope to include soft phones.
Travel Services	N/A	Additional time required to finalise the new bid so approved on 29/3/2021 to extend the contract on a month to month not exceeding six (6) months ending 30/09/2021. Approved on 29/9/2021 to extend again in 2021 for 3 months expiring 31/12/2021.
Redesign of NLTIS	R 14 939 420,00	Additional time is required to conclude the contract. Extended for two (2) months at no cost for period ending 31/10/2021. Approved on 28/10/2021 to extend for three (3) months until 31/01/2022 at no cost.
Implementation of the IPTN's in 2 District Municipalities (Capricorn District Municipality)	R 1 349 939,00	Additional time is required to conclude the contract. Extended for five (5) months at no cost for period ending 28/02/2022
Public Transport Subsidy Policy	R 3 628 708,00	Additional time is required to conclude the contract. Extended for three (3) months at no cost for period ending 31/12/2021. Extended again for six (6) months at a cost until 30/6/2022
Render Guarding Security Services	R 5 375 280,00	Extension of Contract value due to price adjustment based on the new statutory prices issued by National Bargaining Council for the Private Security Sector

Project	Value of Contract	Reason for Deviation
Develop the White Paper on National Rail Policy and the National Rail Bill	R 10 600 000,00	Additional time is required to conclude the contract. Extended for three (3) months at no cost for period ending 30/11/2021. Extended again for four (4) months at no cost until 31/3/2022. Further extended nine (9) months to 31/12/2022 at no cost.
Marine Pollution Prevention & Response Vessel capability (Standby Tug)	R 275 880 000,00	Additional time is required to conclude the new contract. Extension of two (2) months was approved by DG. Request to extend for further six (6) months to be approved by National Treasury via BAC/DG.
Watchkeeping services (MSI & COSPAS SARSAT services)	R 157 852 666,70	Additional time is required to conclude the new contract. Extension of one (1) month was approved by DG. Request to extend for further twenty-three (23) months to be approved by National Treasury via BAC/DG.
Supply and distribution of Shova Kalula bicycles, helmets, pumps, locks, safety reflector vests in Limpopo, North West and Gauteng	R 15 010 200,00	Additional time is required to conclude the contract. Extended for three (3) months at no cost for period ending 30/06/2022.
Supply and distribution of Shova Kalula bicycles, helmets, pumps, locks, safety reflector vests in Kwa-Zulu Natal, Mpumalanga and Western Cape	R 12 196 800,00	Additional time is required to conclude the contract. Extended for three (3) months at no cost for period ending 30/06/2022.

## 5.12 Events after the reporting date

The April 2022 floods have resulted in loss of lives, left hundreds homeless and unable to have access to basic amenities. Access to hospitals, schools, shops, clinics, and areas of work has been affected due to damages to roads, bridges, and rail network. Accesses have been rendered difficult and unsafe to utilise in the affected areas, causing great inconveniences to the affected communities.

After assessing the magnitude and severity of the impact of the severe weather events occurring in the KZN and other provinces that resulted in the loss of life and damage to property, infrastructure and the environment caused by heavy rain, flooding, strong winds, landslides etc., the National State of disaster was declared as announced on 18 April 2022.

Following the declaration, The National Department of Transport, established the Rapid Response Team (RRT) for a coordinated and focused approach to deal with access restoration in terms of Section 15(2)(a) of the Act, read with section 23(8), calling upon organs of state to further

strengthen support to existing structures to implement contingency arrangements and ensure that measures are put in place to enable the affected provinces to effectively deal with the effects of this disaster.

The following are the list of affected organs of states and the estimated costs of the damages:

List of all affected organs of state - Sector departments and state entities (infrastructure owners)	Summary: Type of infrastructure Infrastructural damages/ losses & disruption of services	Total estimated damages	Total amount contributed by relevant organ of state and other stakeholders	Shortfall amounts
		R'	R'	R'
EC Transport	Road infrastructure damages are road layers washed away road layers and drainage structures, mud slides, potholes, sinkholes, gravel loss, slip failures, and gabions & wing walls washed away	1 360 595 000	158 564 632	1 202 030 368
KZN Transport	Road infrastructure damages are road layers washed away road layers and drainage structures, mud slides, potholes, sinkholes, gravel loss, slip failures, and gabions & wing walls washed away	5 799 340 017	2 689 899 220	3 109 440 797
SANRAL	Abutment and approach failures. pavement failure, and sinkholes	970 000 000	970 000 000	-
<b>Total Road Infrastructure</b>		<b>8 129 935 017</b>	<b>3 818 463 852</b>	<b>4 311 471 165</b>
PRASA	On rail infrastructure damages includes unstable canal bridges and tunnels, rail tracks, blocked drainage structures, Rubble/debris washed onto the railway tracks, signalling machinery and track equipment, Relay rooms flooded, Electrical cables exposed, Fibre, cables and UPS equipment damaged	3 300 000 000	2 891 700 000	408 300 000
<b>Total: Transport Infrastructure</b>		<b>11 429 935 017</b>	<b>6 710 163 852</b>	<b>4 719 771 165</b>

The Department of Transport, through Rapid Response Team, coordinates disaster risk intervention, and the South African National Roads Agency Limited (SANRAL) has been appointed as the lead agent for prioritisation and implementation of strategic road network for both Eastern Cape and KwaZulu Natal provincial road authorities.

The process of further assessment is underway through SANRAL Technical Teams in various districts to determine and confirm the required funding and measures of intervention, for repair and reconstruction of damaged infrastructure. Therefore, it is recommended that;

- a) Other processes be undertaken concurrently to ensure SANRAL resource deployment through memorandum of understanding with the affected provinces is accelerated,
- b) Preliminary costing has already been determined, hence the process of identifying funding sources for recent flood disaster intervention should continue, while the further assessments process is also concluded to advice on the correct costing.
- c) Provincial Road Authorities continues to reprioritise own resources to restore access to social and health amenities, including key economic activities,
- d) The Department to continue to provide the necessary support to affected road authorities, especially KZN, E. Cape and Northwest, including unlocking resources for intervention
- e) The National Disaster Management Centre and National Treasury to continue to provide the required guidelines, to ensure the synchronisation of RRT efforts and broader Disaster Recovery Management policy context.

Given that the Appropriation Bill for 2022 has not yet been enacted, spending is governed by section 29 of the Public Finance Management Act (PFMA), spending on disaster recovery can continue within existing transfer lines to these entities as new transfer lines cannot be created, and earmarked allocations cannot be adjusted until the annual budget legislation is promulgated.

Amendments to the budget for 2022/23 may be proposed in the regular Adjusted Budget in 2022 and in the Medium-Term Budget for the following years to address disaster recovery.

## **5.13 Other**

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

#### 2018/19 B-BBEE Compliance

2018/19 BEE Verification process was completed and FORM: B-BBEE 1 was submitted to BEE Commission on the 14th of September 2021. The BEE verification company that was appointed is Empowerdex. The BEE verification report and scorecard were received from the BEE verification company. The BEE level that was achieved was level 6.

#### 2019/20 Compliance

The BEE verification company that was appointed for the BEE verification process is Ardent Business Partners. All the required documents were sent to Ardent for the calculation of points. The final scorecard and report were received and the project was completed.

#### 2020/21 Compliance

The BEE verification company that was appointed for the BEE verification process is Ardent Business Partners. All the required documents were sent to Ardent for the calculation of points. Calculations were made and points were allocated. Upon completion of the process, FORM: B-BBEE 1 and other required documents were submitted to BEE Commission. BEE Commission responded with a compliance letter. Following that, BEE Commission advised the Department to work on a plan to improve the Management Control points”.

#### 2021/22 Compliance

For the 2021/22 financial year, halting of procurement by National Treasury delayed the department to appoint the independent verification Agency, subsequent to recent National Treasury's advice to can procure, endeavors to procure the Agency has been re-initiated.

## **5.14 Acknowledgement/s or Appreciation**

I would like to express my sincere gratitude to the Minister of Transport, Mr. F. Mbalula, and the Deputy Minister, Ms S. Chikunga 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 and sign off**

The Annual Financial Statements set out on pages 265 to 359 have been approved by the Accounting Officer.



**Mr Mthunzi Madiya**

**Accounting Officer**

**Department of Transport**

**Date: 31/05/2022**



## 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 2022.

Yours faithfully



**Mr Mthunzi Madiya**

**Accounting Officer**

**Department of Transport**

**Date:** 31/03/2022

## 7. STRATEGIC OVERVIEW

### 7.1 Vision

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

### 7.2 Mission

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

### 7.3 Values

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

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

## 8 LEGISLATIVE AND OTHER MANDATES

LEGISLATION	PURPOSE
<b>Railways and Ports</b>	
<b>South African Transport Services Conditions and Service Act, 1988 (Act 41 of 1988)</b>	To provide for certain matters relating to the conditions of service of employees of the South African Transport Services.
<b>Legal Succession to the South African Transport Services Act, 1989 (Act 9 of 1989)</b>	To make provision for the formation of a company, for the legal succession to the South African Transport Services by the Company, for the establishment of the South African Rail Commuter Corporation Limited.
<b>National Railway Safety Regulator Act, 2002 (Act 16 of 2002)</b>	To provide for safety standards and regulatory practices for the protection of persons, property and the environment.
<b>National Ports Act, 2005 (Act 12 of 2005)</b>	To provide for the establishment of the National Ports Authority and the Ports Regulator; to provide for the administration of certain ports by the National Ports Authority.
<b>Roads</b>	
<b>Advertising on Roads and Ribbon Development Act, 1940 (Act 21 of 1940)</b>	To regulate the display of advertisements outside certain urban areas at places visible from public roads, and the depositing of disused machinery or refuse and the erection of structures near certain public roads.
<b>Administrative Adjudication of Road Offences Act, 1998</b>	To promote road traffic quality by providing for a scheme to discourage road traffic contraventions, to administratively deal with the adjudication of road traffic violations and implement a points demerit system.
<b>National Roads Act. 1972 (Act 09 of 1972)</b>	To regulate the display of advertisements outside certain urban areas at places visible from public roads, and the depositing or leaving of disused machinery or refuse and the erection, construction or laying of structures and other things near certain public roads, and the access to certain land from such roads.
<b>National Road Traffic Act (Act 93 of 1996)</b>	To regulate and provide for road traffic matters which shall apply uniformly throughout the Republic.
<b>National Road Safety Act, 1972 (Act 9 of 1972).</b>	To promote road safety; for that purpose, to establish a national road safety council and a central road safety fund.
<b>South African Roads Board Act, 1988 (Act 74 of 1988)</b>	To establish a South African Roads Board and a Toll Roads Committee and determine the functions of that board and of that committee.
<b>Transport Deregulation Act, 1988 (Act 80 of 1988)</b>	Transport Deregulation Act, 1988 (Act 80 of 1988) - to repeal the Transport (Co-ordination) Act, 1948; and to provide for the continued existence of, and the continuation of certain functions the National Transport Commission; for the transfer of certain powers, functions and duties of the National Transport Commission to the South African Roads Board and for the vesting of certain property of that commission in that board.

LEGISLATION	PURPOSE
<b>South African National Roads Agency Limited and National Roads, 1998 (Act 07 of 1998)</b>	To make provision for a national roads agency for the Republic 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
<b>National Environmental Management Act, 1998 (Act 108 of 1998)</b>	To provide for co-operative, environmental governance by establishing principles for decision-making on matters affecting the environment, institutions that will promote co-operative governance and procedures for co-ordinating environmental functions exercised by organs of state; and to provide for matters connected therewith.
<b>National Climate Change Response Policy White Paper, 2011</b>	To address both mitigation and adaptation in the short, medium and long term (up to 2050). GHG emissions are set to stop increasing at the latest by 2020-2025, to stabilise for up to 10 years and then to decline in absolute terms.
<b>Spatial Planning and Land Use Management Act</b>	To provide a framework for spatial planning and land use management in the Republic, to address past spatial and regulatory imbalances.
<b>Project and Construction Management Act, 2000 (Act 48 of 2000)</b>	To provide for the regulation of the relationship between the South African Council for the Project and Construction Management Professions and the Council for the Built Environment.
<b>Engineering Profession Act, 2000 (Act 46 of 2000)</b>	To provide for the registration of professionals, candidates and specified categories in the engineering profession.
<b>Construction Industry Development Board Act, 2000 (Act 38 of 2000)</b>	To implement an integrated strategy for the reconstruction, growth and development of the construction industry.
<b>Government Immovable Asset Management Act, 2007 (Act 17 of 2007)</b>	To ensure the coordination of the use of an immovable asset with the service delivery objectives of a national or provincial department.
<b>National Standards Act, 2008 (Act 8 of 2008)</b>	To provide for the development, promotion and maintenance of standardisation and quality in connection with commodities and the rendering of related conformity assessment services; and for that purpose, to provide for the continued existence of the SABS, as the peak national institution.
<b>Disaster Management Act, 2002 (Act 57 of 2002)</b>	To provide an integrated and coordinated disaster management policy that focuses on preventing or reducing the risk of disasters, mitigating the severity of disasters, emergency preparedness, rapid and effective response to disasters and post-disaster recovery; the establishment of national, provincial and municipal disaster management centres; disaster management volunteers; and matters incidental thereto.
<b>National Heritage Resource, 1999 (Act 25 of 1999)</b>	To promote good management of the national estate, and to enable and encourage communities to nurture and conserve their legacy so that it may be bequeathed to future generations.
<b>Mineral and Petroleum Resources Development (Act 28 of 2002)</b>	To make provision for equitable access to and sustainable development of the nation's mineral and petroleum resources.

LEGISLATION	PURPOSE
<b>Division of Revenue Act</b>	To provide for the equitable division of revenue raised nationally among the national, provincial and local spheres of government
<b>Motor Vehicles</b>	
<b>Road Transportation Act, 1977 (Act 74 of 1977)</b>	To provide for the control of certain forms of road transportation.
<b>Urban Transport Act, 1977 (Act 78 of 1977)</b>	To provide for the establishment of certain transport funds, metropolitan transport areas and metropolitan transport advisory boards and for the preparation and implementation of urban transport plans.
<b>Road Traffic Act, 1989 (Act 29 of 1989)</b>	Empowers traffic officers to stop vehicles and ascertain compliance with the road traffic rules and regulations.
<b>Financial Supervision of the Road Accident Fund Act, 1993 (Act 8 of 1993)</b>	To further regulate the affairs of the Multilateral Motor Vehicle Accidents Fund
<b>Road Accident Fund Act, 1996 (Act 56 of 1996)</b>	To provide for the establishment of the Road Accident Fund
<b>National Road Traffic Act, 1996 (Act 93 of 1996)</b>	To provide for road traffic matters which shall apply uniformly throughout the Republic.
<b>Cross-Border Road Transport Act, 1998 (Act 4 of 1998)</b>	To provide for co-operative and co-ordinated provision of advice, regulation, facilitation and law enforcement in respect of cross-border road transport by the public and private sectors.
<b>Transport Appeal Tribunal Act, 1998 (Act 39 of 1998)</b>	To provide for the establishment of the Transport Appeal Tribunal to consider and to decide appeals noted under the National Land Transport Act, 1998, and under the Cross-Border Road Transport Act, 1998.
<b>National Land Transport Interim Arrangements Act, 1998 (Act 45 of 1998)</b>	To make arrangements relating or relevant to transport planning and public road transport services within metropolitan transport areas declared under the Urban Transport Act, 1977.
<b>Administrative Adjudication of Road Traffic Offences Act, 1998 (Act 46 of 1998)</b>	It's an act of the Parliament of South Africa which introduces a point demerit system for violations of traffic law.
<b>Road Traffic Laws Rationalisation Act, 1998 (Act 47 of 1998)</b>	To repeal certain laws relating to road traffic applicable only in particular areas of the Republic in so far as they fall outside the functional areas mentioned in Schedules 4 and 5 to the Constitution.
<b>Road Accident Fund Commission Act, 1998 (Act 71 of 1998)</b>	To make recommendations regarding, a system for the payment of compensation or benefits, or a combination of compensation and benefits, in the event of the injury or death of persons in road accidents.
<b>Road Traffic Management Corporation Act, 1999 (Act 20 of 1999)</b>	To provide for the phasing in of private investment in road traffic.
<b>National Land Transport Transition Act, 2000 (Act 22 of 2000)</b>	To provide for the transformation and restructuring of the national land transport system of the Republic.

LEGISLATION	PURPOSE
<b>National Land Transport Act, 2009 (Act 05 of 2009)</b>	To provide further the process of transformation and restructuring the national land transport system initiated by the National Land Transport Transition Act, 2000 (Act No. 22 of 2000).
<b>Civil Aviation</b>	
<b>Airports Company Act, 1993 (Act No 44 of 1993)</b>	To provide for the transfer of certain assets and functions of the State to a public company to be established and for matters connected therewith.
<b>Airports Company Amendment Act, No. 17 of 2020</b>	To amend the Airports Company Act, 1993, so as to insert and amend certain definitions; to substitute certain expressions; to provide for the appointment and disqualification of members of the Committee; to provide for the vacation of office of members of the Committee; to provide for meetings of the Committee; to amend the period for the issuing of a permission; to provide for decisions of the Committee; to provide for the establishment of the Appeal Committee; to provide for appeals against the decisions of the Committee; to provide for the appointment and disqualification of members of the Appeal Committee; to provide for the vacation of office of members of the Appeal Committee; to provide for offences; and to provide for matters connected therewith .To provide for the establishment of a company and the transfer of the State’s shares in the company; to regulate certain activities at company airports.
<b>Air Services Licensing Act, 1990 (Act 115 of 1990)</b>	To provide the establishment of an Air Service Licensing Council; for the licensing and control of domestic air services.
<b>Air Traffic and Navigation Services Company Act, 1993(Act 45 of 1993)</b>	To provide for the transfer of certain assets and functions of the State to a public company to be established.
<b>Air Traffic and Navigation Services Company Amendment Act, No. 18 of 2020</b>	To amend the Air Traffic and Navigation Services Company Act, 1993, so as to insert new definitions; to provide for a subsidiary to perform functions inside and outside of the Republic; to provide for appeals against the decisions of the Committee; to provide for offences and penalties; to substitute certain expressions, citations and words; and to provide for matters connected therewith.
<b>Carriage by Air Act, 1946 (Act 47 of 1946)</b>	To give effect to a Convention for the unification of certain rules relating to international carriage by air; to make provision for applying the rules contained in the said Convention, subject to exceptions, adaptations and modifications, to carriage by air which is not international carriage within the meaning of the Convention.
<b>Civil Aviation Act, 2009 (Act 13 of 2009)</b>	To repeal, consolidate and amend the aviation laws giving effects to certain International Aviation Convention, to provide for the control and regulation of aviation with the Republic and to provide for the establishment of a South African Civil Aviation Authority with safety and security oversight function.
<b>Convention on the International Recognition of Rights in Aircraft Act, 1993 (Act 53 of 1993)</b>	To provide for the application in the Republic of the Convention on the International Recognition of Rights in Aircraft; to make special provision for the hypothecation of aircraft and shares in aircraft.

LEGISLATION	PURPOSE
<b>Convention on International Interests in Mobile Equipment Act, 2007 (Act 4 of 2007)</b>	To harmonize national laws with the principles underlying asset-based financing for mobile equipment – aircraft (through the Protocol), to protect the rights of manufacturers/financiers /lessors against third party claims and seizures in case of insolvency and to allow creditors speedy relief in the case of default by a debtor such as repossession of, selling or leasing of, or collection of income derived from the mobile equipment.
<b>International Air Services Act, 1993 (Act 60 of 1993)</b>	To provide for the establishment of an International Air Services Council; for the regulation and control of international air services.
<b>South African Civil Aviation Authority Levies Act,1998 (Act 41 of 1998)</b>	To provide for the imposition of levies by the South African Civil Aviation Authority.
<b>South African Maritime and Aeronautical Search and Rescue Act, 2002 (Act 44 of 2002)</b>	To incorporate the International Convention on Maritime Search and Rescue, 1979, and Annex 12 to the Convention on International Civil Aviation, 1944, into South African law; to establish the South African Maritime and Aeronautical Search and Rescue Organization.
<b>Convention on International interests in Mobile Equipment Act, 2007 (Act 4 of 2007)</b>	To enact the Convention on International interests in Mobile Equipment and the Protocol to the Convention on International Interests in Mobile Equipment on Matters Specific to Aircraft Equipment into law; and to provide for matters connected therewith.
<b>Shipping</b>	
<b>Ballast Water Management Bill, 2022</b>	To provide for the prevention of the introduction of alien and invasive species via ship’s ballast water and sediment, the implementation of the International Convention for the Control and Management of Ship’s Ballast Water and Sediment 2004, and matters related thereto.
<b>Merchant Shipping Act,1951 (Act 57 of 1951)</b>	To provide for the control of merchant shipping and matters incidental thereto.
<b>Comprehensive Maritime Transport Policy (CMTP)</b>	To facilitate growth and development of South Africa’s maritime transport system in support of socio-economic development of the country whilst contributing in international trade.
<b>National Commercial Ports Policy, 2002</b>	To enable the South African commercial ports system to be globally competitive; safe and secure, operating at internationally accepted levels of operational efficiency and serve the economy and meet the needs of port users in a manner that is economically and environmentally sustainable.
<b>Marine Traffic Act, 1981 (Act 2 of 1981)</b>	To regulate marine traffic in the Republic of South Africa; and to provide for matters connected therewith.
<b>Carriage of Goods by Sea Act,1986(Act 1 of 1986)</b>	To amend the law with respect to the carriage of goods by sea so as to govern the rights and responsibilities between the owners of the cargo being shipped and the persons or entities that transport the cargo for a fee.
<b>Marine Pollution (Prevention of Pollution from Ships), 1986 (Act 2 of 1986)</b>	To provide for the protection of the sea from pollution by oil and other harmful substances discharged from ships and to give effect to the International Convention for the Prevention of Pollution by ships

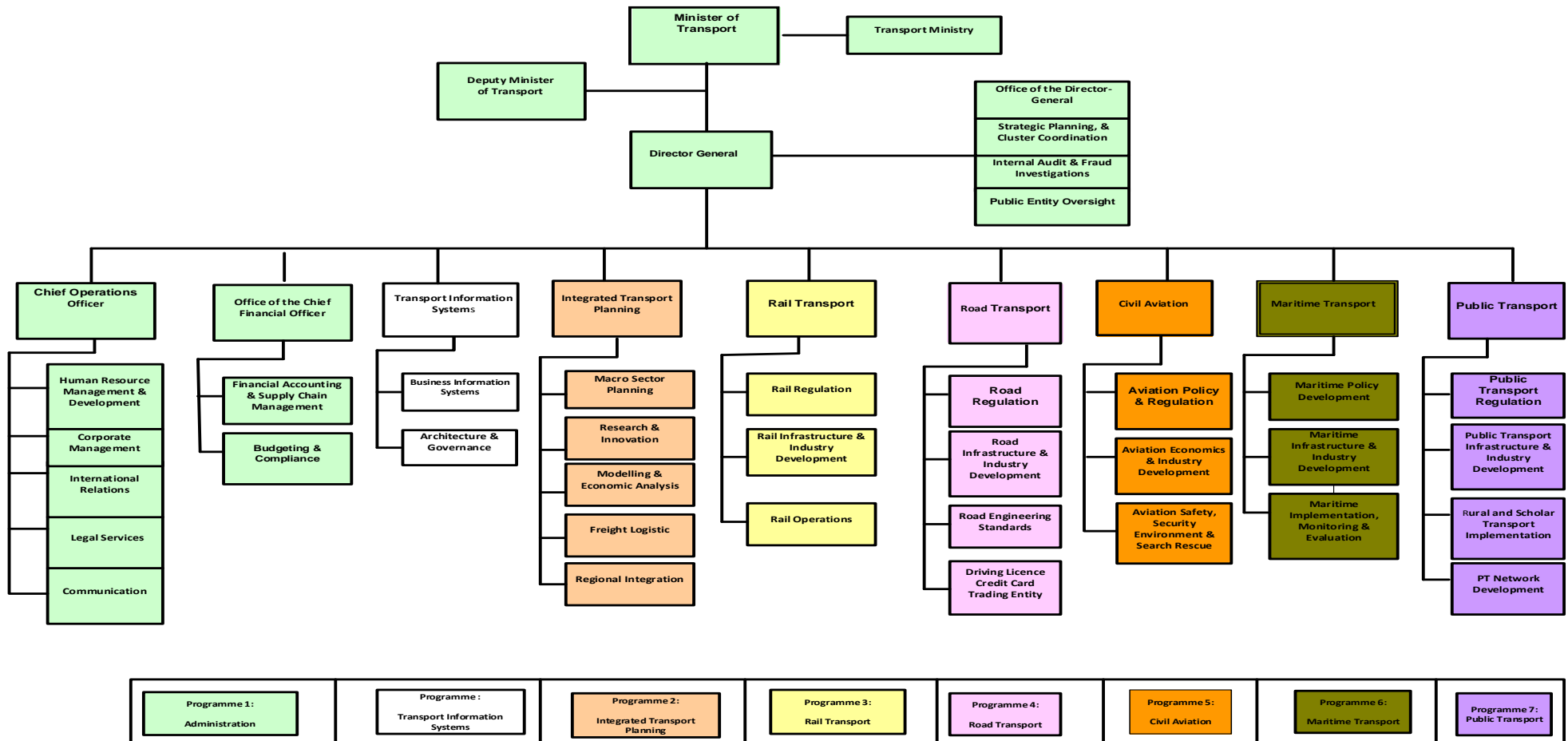
LEGISLATION	PURPOSE
	1973.
<b>Marine Oil Pollution (Preparedness, Response and Cooperation) Bill of 2022</b>	To provide for the regulation and management of the country's response to major marine oil pollution incidents at the country's coastal seas.
<b>Maritime Development Fund Bill, 2022</b>	The proposed fund, which will provide a path for maritime funding solutions, will aim to capacitate the maritime sector for SAMSA and the Ports Regulator of South Africa to fulfil their respective mandate.
<b>Shipping and Civil Aviation Laws Rationalisation Act, 1994 (Act 28 of 1994)</b>	To repeal certain laws relating to shipping and civil aviation.
<b>Wreck and Salvage Act, 1996 (Act 94 of 1996)</b>	To provide for the salvage of certain vessels and for the application in the. Republic of the International Convention of Salvage, 1989; and to provide for the repeal or amendment of certain provisions of the Merchant Shipping Act, 1951, and the amendment of the Admiralty Jurisdiction Regulation Act, 1983.
<b>South African Maritime Safety Act, 1998 (Act 5 of 1998)</b>	To provide for the establishment and functions of the South African Maritime Safety Authority.
<b>South African Maritime Safety Authority Levies Act, 1998 (Act 6 of 1998)</b>	To provide for the establishment and functions of the South African Maritime Safety Authority.
<b>Ship Registration Act, 1998 (Act 58 of 1998)</b>	To provide for the imposition of levies by the South African Maritime Safety Authority.
<b>Sea Transport Documents Act, 2000 (Act 65 of 2000)</b>	To regulate the position of certain documents relating to the carriage of goods by sea.
<b>Gender</b>	
<b>Beijing Declaration and Platform for Action, 1995</b>	Is an agenda for women's empowerment and considered the key global policy document on gender equality?
<b>Convention of the Elimination of all Discrimination against Women</b>	The Convention provides the basis for realising equality between women and men through ensuring women's equal access to, and equal opportunities in, political and public life including the right to vote and to stand for election, as well as education, health and employment.
<b>Employment Equity Act 1998 (No 55 of 1998)</b>	To ensure that everyone enjoys equal opportunity and fair treatment in the workplace.
<b>Framework on Gender Responsive Planning, Budgeting, Monitoring, Evaluation and Auditing, 2018</b>	It's a public policy tool that analyses central and local administrative budgets to assess gender funding gaps, identify actions to close them and ensure that national and local commitments to gender equality and women's empowerment are adequately funded.
<b>Gender Equality Strategic Framework, 2015</b>	Is aimed at achieving women's empowerment and gender equality in the workplace. Ensure a better quality of life for all women through improved and accelerated service delivery by the Public Service
<b>National Development Plan Vision 2030</b>	A long-term vision and plan for the country which aims to eliminate poverty and reduce inequality by



LEGISLATION	PURPOSE
	2030.
<b>National Strategic Plan on Gender-Based Violence and Femicide, 2020</b>	A long-term vision and plan for the country which aims to eliminate poverty and reduce inequality by 2030. The NSP aims to provide a multi-sectoral, coherent strategic policy and programming framework to strengthen a coordinated national response to the crisis of gender-based violence and femicide by the government of South Africa and the country as a whole.
<b>Sustainable Development Goals</b>	To achieve basic levels of goods and services for all, better redistribution of wealth and resources they are the blueprint to achieve a better and more sustainable future for all.
<b>Disability</b>	
<b>Handbook on Reasonable Accommodation of Employees with Disabilities in the Public Service, 2007</b>	To guide implementation of reasonable accommodation measures to uphold, support and promote the rights of persons with disabilities.
<b>Job Access Strategic Framework, 2006</b>	To transform the Public Sector to be inclusive of people with disabilities. It aims to promote social justice.
<b>United Nations Convention on the Rights of Persons with Disabilities</b>	To promote, protect and ensure the full and equal enjoyment of all human rights and fundamental freedoms by all persons with disabilities, and to promote respect for their inherent dignity.
<b>White Paper on the Rights of Persons with Disabilities</b>	Advocates for transforming the health system to improve the lives of disabled people by for instance removing communication and information barriers, reducing costs associated with care and skilling health personnel to provide equitable services to persons with disabilities.
<b>Youth</b>	
<b>National Youth Policy 2015 – 2020</b>	Is developed for all young people in South Africa, with a focus on redressing the wrongs of the past and addressing the specific challenges and immediate needs of the country's youth.
<b>National Child Care and Protection Policy, 2019</b>	To protect children's rights and their best interests. Placing the child as the first priority when dealing with all identified or suspected cases of child abuse. Empowering and educating children on their rights, personal safety and steps they can take, if there is a problem.

9 ORGANISATIONAL STRUCTURE

Organisational Structure for the Department of Transport  
February 2021



## 10 ENTITIES REPORTING TO THE MINISTER

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

Name of Entity	Legislative Mandate	Financial Relationship	Nature of Operations
	economic regulator of the ports system of South Africa		facilities and services, monitoring the industry's compliance with the regulatory framework, and hearing any complaints and appeals lodged with it.
Railway Safety Regulator (RSR)	<p>Established in terms of the National Railway Safety Regulator Act, 2002 (Act No. 16 of 2002) (as amended), and listed as Schedule 3B of the PFMA.</p> <p>The mandate of the RSR is to oversee and promote safe railway operations through appropriate support, monitoring and enforcement, guided by an enabling regulatory framework, including regulations.</p>	Transfer Payments	<p>Provide a conducive regulatory environment Improved levels of safety and security in the railway industry</p> <p>Sustainable institutional effectiveness</p>
Road Traffic Management Corporation (RTMC)	Road Traffic Management Corporation Act, 1999 (Act No. 20 of 1999)	Transfer payments	To enhance the overall quality of road traffic services provision, and in particular ensure safety, security, order, discipline and mobility on the roads
Road Traffic Infringement Agency (RTIA)	Administrative Adjudication of Road Traffic Offences (AARTO) Act, 1998 (Act No. 46 of 1998).	Transfer payments	To promote road traffic quality by providing for a scheme to discourage road traffic contraventions; facilitate adjudication of road infringements; and support the prosecution of the road traffic offences in terms of national and provincial laws relating to road traffic
Road Accident Fund (RAF)	Road Accident Fund Act, 1996 (Act No. 56 of 1996)	No transfer from the Department of Transport	To provide for the payment of compensation for loss or damages

Name of Entity	Legislative Mandate	Financial Relationship	Nature of Operations
			wrongfully caused by negligent driving of motor vehicles within the borders of the Republic
South African Civil Aviation Authority (SACAA)	South African Civil Aviation Authority Act, 1988 (Act No.4 of (1988))	Transfer Payments. The entity generates its revenue from levies and user charges. The transfer from the Department is for services rendered in aircraft accident and incident investigation.	To control and regulate civil aviation safety and security within the Republic
South African Maritime Safety Authority (SAMSA)	<p>It's responsible for executing the following legislative objectives as set out in the SAMSA Act No.05 of 1998:</p> <ul style="list-style-type: none"> <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 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>

Name of Entity	Legislative Mandate	Financial Relationship	Nature of Operations
			<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 Vessel</p>
South African National Roads Agency Limited (SANRAL)	South African National Roads Agency Limited and National Road Act, 1998 (Act No. 7 of 1998)	Transfer payments	To manage and control the Republic's national roads system and take charge amongst others of the development, maintenance and rehabilitation of national roads within the framework of government policy

# PART B: PERFORMANCE INFORMATION

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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 266 of the Report of the Auditor General, published as Part E: Financial Information.



## **2. OVERVIEW OF DEPARTMENTAL PERFORMANCE**

### **2.1 Service Delivery Environment**

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

These include, amongst others:

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

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

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

licences. This then necessitated extensions of validity period of driving licences, in a way to allow the backlog to be cleared.

## 2.2 Service Delivery Improvement Plan

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

### Main services and standards

Main services	Beneficiaries	Current/actual standard of service	Desired standard of service	Actual achievement
<p>Enhance all services related to Registered Driving Licence Testing Centres in the country by providing:</p> <ul style="list-style-type: none"> <li>• Conduct Inspections</li> <li>• Develop and review Operational Standards</li> <li>• Provide standard service level agreements</li> <li>• Effective Regulations and legislation for safety and standards</li> </ul>	<p>SA citizens &gt; 18 Learners &gt; 16 Foreigners &gt; 18 years of age and older</p>	<p>Daily: 5 days a week.</p> <p>Render driving licence related services at approximately 400 DLTC's</p> <p>Minimum Requirements for Service Delivery Standards for DLTC's, VTS's and RA's were published in the Government Gazette, on 20 November 2020 Nr 43913, for public comments</p> <p>Online pre-bookings for applications for learner and driver tests and renewal of licences are still only available in Gauteng (An average of 9 000 driving licence applications are received per day by the DLCA from approximately 400 DLTC'S in the RSA.</p>	<p>Online pre-bookings for applications for learner and driver tests and renewal of licences in the whole country at DLTC's.</p> <p>One set of operational standards for all DLTC's to conduct daily operations.</p> <p>Service level agreements to be implemented.</p> <p>Trained examiners to assist people with special needs.</p> <p>Online pre-bookings for applications for learner and driver tests, as well as renewal of driving licences and Professional Driver's Permit to reduce queues.</p> <p>Computerised processes are</p>	<p>Online pre-bookings for applications for learner and driver tests and renewal of licences are available in Gauteng at most DLTC's.</p> <p>A summary of the following transactions was done during the year at 397 DLTC's:</p> <p>DL: 2 275 870 LL: 700 591 TDL: 1 304 205 PrDp: 464 086</p> <p>Actual cards produced by DLCA for 2021/22: 2 275 870</p> <p>Operational standards approved by the IPPP and was published in the Government Gazette for public comment.</p> <p>Operational Standards are</p>

Main services	Beneficiaries	Current/actual standard of service	Desired standard of service	Actual achievement
			<p>under development e.g. online motor vehicle licence renewal Authorisation from titleholder to cross boarder</p> <p>Legislation and regulations to verify doctor registration, and use of eye test certificate received from licenced service provider.</p>	<p>based on the Batho Pele Principles</p> <p>Online pre-bookings for applications for learner and driver tests and renewal of licences are still only available in Gauteng.</p>

**Batho Pele arrangements with beneficiaries (Consultation access, etc.)**

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

### Service delivery information tool

Current/actual information tools	Desired information tools	Actual achievements
Provincial Websites Information Signage / Posters Provincial Websites	Provincial Websites Information Signage / Posters Provincial Websites	Provincial Websites Information Signage / Posters Provincial Websites
SA Learners Website SA Learners Website SA Learners Website	SA Learners Website SA Learners Website SA Learners Website	SA Learners Website SA Learners Website SA Learners Website
South African Government Services website (www.services.gov.za). Websites recognized by all citizens South African Government Services website	South African Government Services website (www.services.gov.za). Websites recognized by all citizens South African Government Services website	South African Government Services website (www.services.gov.za). Websites recognized by all citizens South African Government Services website
Service Charters Websites / Service Charters Approval received to launch one Service Charter in all DLTCs	Service Charters Websites / Service Charters Approval received to launch one Service Charter in all DLTCs	Service Charters Websites / Service Charters Approval received to launch one Service Charter in all DLTCs
National Call Centre Help Desk at the DLCA to manage queries on driver licences. Departmental Website email address info@dot.gov.za, where queries can be sent and responded to.	National Call Centre Help Desk at the DLCA to manage queries on driver licences. Departmental Website email address info@dot.gov.za, where queries can be sent and responded to.	National Call Centre Help Desk at the DLCA to manage queries on driver licences. Departmental Website email address info@dot.gov.za, where queries can be sent and responded to.

### Complaints mechanism

Current/actual complaints mechanism	Desired complaints mechanism	Actual achievements
Complaints Register Call centre (provincial and national) Call centre (provincial and national)	Complaints Register Call centre (provincial and national) Call centre (provincial and national)	Complaints Register Call centre (provincial and national) Call centre (provincial and national)
HELP Desk at the DLCA manages queries on driver licences Departmental website provides email address info@dot.gov.za, where queries can be sent to and responded to	Development of an application which can be downloaded by a user to a mobile device to enable the public to instantly complain about unsatisfactory services. Must still be developed by the RTMC	HELP Desk at the DLCA manages queries on driver licences Departmental website provides email address info@dot.gov.za, where queries can be sent to and responded to. Integrated Complaints Management Frame work was approved in 2017 and communicated to all DoT Staff

## **2.3 Organisational environment**

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. Modification and purification of the organisational structure is an ongoing intervention and will be prioritised to ensure efficient and effective performance of the department and improve service delivery. With the lessons learnt from the effects of the COVID-19 pandemic and its inherent restrictions, modifications to operations, which include working remotely, virtual meetings and management of leave, will remain key to ensuring business continuity and efficiency. The Department has continued to equip employees with necessary resources to optimise performance and mitigate the effects of the pandemic.

The department remains focused on addressing the vacancy rate through the filling critical positions and also ensuring that its oversight role on sector public entities is strengthened and stabilised. The simplified structure of the DoT puts extensive emphasis on modes of transport. Complementing this modal emphasis are two programmes that seek to provide strategic support to key programmes of the DoT, namely Administration and Integrated Transport Planning.

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

**Programme 2:** Integrated Transport Planning

**Programme 3:** Rail Transport

**Programme 4:** Road Transport

**Programme 5:** Civil Aviation

**Programme 6:** Maritime Transport

**Programme 7:** Public Transport

## **Impact of COVID-19 on internal Processes**

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

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

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

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

- 2.4.1 The decision to corporatise the Transnet National Ports Authority as an independent subsidiary of Transnet was announced by President Ramaphosa in June 2021. Following this pronouncement, an interim board was appointed, and relevant processes given effect to enable the establishment of the TNPA as an independent subsidiary. The finalisation of this process with the appointment of a permanent Board will give full effect to the provisions of the National Ports Act of 2005.
- 2.4.2 To address regulatory and capacity gaps that relate to South Africa's need for an efficient and cost-effective transport system, in order to raise economic growth and meet its social goals, the DoT is in the process of finalising the Economic Regulation of Transport (ERT) Act, which will affect the establishment of a Transport Economic Regulator (TER).
- 2.4.3 National Road Traffic Amendment Bill is currently serving before the Portfolio Committee of Parliament and finalising the A-list of the Bill for adoption and approval. The Bill seek to reduce the blood alcohol limit to zero with the result that no one on the road should be operating a motor vehicle whilst under the influence of alcohol and drugs.
- 2.4.4 The Railway Safety Bill seeks to improve the regulatory framework regulating safety in the Republic of South Africa in order to improve safety for passenger and freight. The Bill was processed through Cabinet and introduced to Parliament in March 2021.
- 2.4.5 The White Paper on National Rail Policy was approved by Cabinet in March 2022. The implementation of the Nation Policy will drive reduction in the cost of freight services at national level through the encouragement of modal shift from road to rail. It will also drive passenger mobility through higher levels of service and quality of service with increased intermodal connectivity.



### 3 ACHIEVEMENT OF INSTITUTIONAL IMPACTS AND OUTCOMES

#### 3.1 Progress made on the Strategic Plan 2020 – 2025

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

NDP Pillar 2: Capabilities of South Africans				
Priority 6: Social Cohesion and Safer Communities				
MTSF Programme: Safe Communities				
Sub-Programme: Safer Transport Systems				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE (MARCH 2019)	FIVE-YEAR TARGET <sup>1</sup>	PROGRESS AS AT 31 MARCH 2022
<b>Road Transport Safety</b>				
<b>Improved transport safety and security</b>	<ul style="list-style-type: none"> <li>% reduction in road crash fatalities</li> </ul>	<ul style="list-style-type: none"> <li>12 921 road crash fatalities</li> </ul>	<ul style="list-style-type: none"> <li>25% reduction <i>(Road crash fatalities reduced from 12 921 to 9 690)</i></li> </ul>	<ul style="list-style-type: none"> <li>20.2% reduction</li> </ul>
	<ul style="list-style-type: none"> <li>Number of driving licence cards produced</li> </ul>	<ul style="list-style-type: none"> <li>1 783 814 cards <i>(2020/21 financial year)</i></li> </ul>	<ul style="list-style-type: none"> <li>9 483 814 cards <i>(additional 6 500 000 cards targeted over the medium term)</i></li> </ul>	<ul style="list-style-type: none"> <li>2 275 876 cards produced during the 2021/22 financial year</li> </ul>
	<ul style="list-style-type: none"> <li>Turn-around time for issuance of driving licence cards reduced</li> </ul>	<ul style="list-style-type: none"> <li>42 days</li> </ul>	<ul style="list-style-type: none"> <li>10-14 days</li> </ul>	<ul style="list-style-type: none"> <li>Average turnaround time is 29 days</li> </ul>
	<ul style="list-style-type: none"> <li>Number of provinces achieving classification of traffic policing as 7 – day, 24 – hour job</li> </ul>	<ul style="list-style-type: none"> <li>New indicator</li> </ul>	<ul style="list-style-type: none"> <li>Nine (9) provinces</li> </ul>	<ul style="list-style-type: none"> <li>-</li> </ul>
	<ul style="list-style-type: none"> <li>Road traffic entities rationalised to improve efficiencies in law enforcement</li> </ul>	<ul style="list-style-type: none"> <li>Law enforcement functions shared between RTMC, C-BRTA, NPTR and RTIA with Provinces and Municipalities undertaking law</li> </ul>	<ul style="list-style-type: none"> <li>Rationalised entities where law enforcement is centrally co-ordinated to strengthen regulatory oversight.</li> </ul>	<ul style="list-style-type: none"> <li>Stakeholder consultations were conducted with Road Traffic Infringement Agency (RTIA), Road Traffic Management Corporation (RTMC) and Driving Licence Card Account</li> </ul>

<sup>1</sup> Target year for all Priority Focus Areas is March 2024 (unless specified otherwise)

NDP Pillar 2: Capabilities of South Africans				
Priority 6: Social Cohesion and Safer Communities				
MTSF Programme: Safe Communities				
Sub-Programme: Safer Transport Systems				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE (MARCH 2019)	FIVE-YEAR TARGET <sup>1</sup>	PROGRESS AS AT 31 MARCH 2022
		enforcement in line with their Constitutional mandates		
	<ul style="list-style-type: none"> <li>Dedicated public transport law enforcement capacity established</li> </ul>	<ul style="list-style-type: none"> <li>Provinces employ disparate systems for public transport law enforcement</li> </ul>	<ul style="list-style-type: none"> <li>Dedicated public transport law enforcement capacity established countrywide</li> </ul>	<ul style="list-style-type: none"> <li>-</li> </ul>
Rail Transport Safety				
Improved transport safety and security	<ul style="list-style-type: none"> <li>Reduction in reported rail safety occurrences (A-L category)</li> </ul>	1 400 rail safety occurrences	<ul style="list-style-type: none"> <li>Less than 977 rail safety occurrences</li> </ul>	<ul style="list-style-type: none"> <li>247 rail safety occurrences reported for the 2021/22 financial year</li> </ul>
	<ul style="list-style-type: none"> <li>Reduction in reported rail security occurrences (1-9 category)</li> </ul>	4 676 rail security occurrences	<ul style="list-style-type: none"> <li>Less than 2 405 rail security occurrences</li> </ul>	<ul style="list-style-type: none"> <li>1 705 rail security occurrences reported for the 2021/22 financial year</li> </ul>
	<ul style="list-style-type: none"> <li>% implementation of the national strategic plan to end Gender-Based Violence and Femicide (GBVF) in the rail transport sector</li> </ul>	New indicator	<ul style="list-style-type: none"> <li>100% implementation</li> </ul>	<ul style="list-style-type: none"> <li>Interventions to address GBVF in the rail sector were identified during the period under review.</li> <li>A GBVF Steering Committee inclusive of internal and external stakeholders was established to form a multidisciplinary team to drive PRASA's GBVF Strategy.</li> </ul>
Civil Aviation Safety				
Improved transport safety and security	<ul style="list-style-type: none"> <li>% reduction in fatal accidents in general aviation</li> </ul>	<ul style="list-style-type: none"> <li>20 fatal accidents</li> </ul>	<ul style="list-style-type: none"> <li>50% reduction</li> </ul> <p><i>(Fatal accidents in general aviation reduced from 20 to 10)</i></p>	<ul style="list-style-type: none"> <li>A decrease is observed in the number of fatal accidents when compared with the same period in the previous financial year. A total</li> </ul>

NDP Pillar 2: Capabilities of South Africans				
Priority 6: Social Cohesion and Safer Communities				
MTSF Programme: Safe Communities				
Sub-Programme: Safer Transport Systems				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE (MARCH 2019)	FIVE-YEAR TARGET <sup>1</sup>	PROGRESS AS AT 31 MARCH 2022
				<p>of twelve (12) fatal accidents were reported from 01 April 2021 to 31 March 2022, which indicate a decrease of four (4) fatal accidents, compared with the same period in the financial year 2020/21 financial year.</p> <ul style="list-style-type: none"> <li>A total of seventeen (17) cumulative fatalities were reported from 01 April 2021 to 31 December 2021, which indicate a decrease of six (6) fatalities, compared to the same period in the financial year 2020/21.</li> <li>A total of one hundred and sixty-one (161) accidents were reported from 01 April 2021 to 31 March 2022, which indicate an increase by sixty-four (64) accidents, when compared to the same period in the 2020/21 financial year.</li> </ul>
	<ul style="list-style-type: none"> <li>% reduction in rate of fatal accidents in scheduled commercial aviation</li> </ul>	Zero (0) fatal accidents	<ul style="list-style-type: none"> <li>0% rate of fatal accidents maintained in commercial aviation</li> </ul> <p><i>(Fatal accidents in scheduled</i></p>	<ul style="list-style-type: none"> <li>Zero (0) fatal accidents</li> </ul>

NDP Pillar 2: Capabilities of South Africans				
Priority 6: Social Cohesion and Safer Communities				
MTSF Programme: Safe Communities				
Sub-Programme: Safer Transport Systems				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE (MARCH 2019)	FIVE-YEAR TARGET <sup>1</sup>	PROGRESS AS AT 31 MARCH 2022
			<i>commercial aviation maintained at zero (0)</i>	
<b>Maritime Transport Safety</b>				
<b>Improved transport safety and security</b>	<ul style="list-style-type: none"> <li>% reduction in reportable maritime safety incidents rate</li> </ul>	Ten (10) reportable maritime safety incident rate	<ul style="list-style-type: none"> <li>50% reduction</li> <li><i>Reportable maritime safety incident rate reduced from 10 to 5 (and below)</i></li> </ul>	<ul style="list-style-type: none"> <li>12.6 reportable maritime safety incident rate. The total number of safety incidents has increased as compared to 2020</li> </ul>
	<ul style="list-style-type: none"> <li>% reduction in maritime fatality rate</li> </ul>	Two (2) maritime fatality rate	<ul style="list-style-type: none"> <li>50% reduction</li> <li><i>Below one (1) maritime fatality rate reduced from 2 to 1 (and below)</i></li> </ul>	<ul style="list-style-type: none"> <li>1.77 maritime fatality rate reported for all types of vessels.</li> <li>There was an increase of fatality incidents in 2021 as compared to 2020.</li> <li>Small commercial vessels recorded six (6) fatalities due to capsizing of the vessels</li> </ul>
	<ul style="list-style-type: none"> <li>% implementation of the national strategic plan to end Gender-Based Violence and Femicide (GBVF) in the maritime transport sector</li> </ul>	New indicator	<ul style="list-style-type: none"> <li>100% implementation</li> </ul>	<ul style="list-style-type: none"> <li>-</li> </ul>
<b>Public Transport Safety</b>				
<b>Improved transport safety and security</b>	<ul style="list-style-type: none"> <li>% implementation of the national strategic plan to end Gender-Based Violence and Femicide</li> </ul>	New indicator	<ul style="list-style-type: none"> <li>100% implementation</li> </ul>	<ul style="list-style-type: none"> <li>A MoU was signed with the Department of Women, Youth and Persons with Disabilities and Sonke Gender Justice in</li> </ul>

NDP Pillar 2: Capabilities of South Africans				
Priority 6: Social Cohesion and Safer Communities				
MTSF Programme: Safe Communities				
Sub-Programme: Safer Transport Systems				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE (MARCH 2019)	FIVE-YEAR TARGET <sup>1</sup>	PROGRESS AS AT 31 MARCH 2022
	(GBVF) in public transport (Taxi Industry)			<p>December 2021 to formalise this initiative that sets out the program of action.</p> <ul style="list-style-type: none"> <li>MoU signed with TransAid to run a pilot project in Western Cape on gender-based violence focusing on women empowerment and capacitation of women in the Taxi industry.</li> <li>SANTACO currently identifying challenges and gaps to develop a needs assessment.</li> <li>Campaigns to educate drivers on GBV and to empower more women into the job market of taxi drivers have been held at ranks in Gauteng, Limpopo, North West, Kwa Zulu Natal, Free State, Northern Cape provinces and Mpumalanga</li> </ul>
<b>Improved public transport safety</b>	<ul style="list-style-type: none"> <li>Number of old taxi vehicles scrapped</li> </ul>	72 653 old taxi vehicles scrapped	<ul style="list-style-type: none"> <li>89 025 old taxi vehicles<sup>2</sup> <i>(additional 10 542 OTVs to be</i></li> </ul>	<ul style="list-style-type: none"> <li>A total of 2 234 OTVs were scrapped during the 2021/22 financial year.</li> </ul>

<sup>2</sup> Target revised. Out of a balance of 58 120 OTVs, a system survey revealed that 46 869 OTVs did not have operating licenses and thus fall outside the criteria for scrapping. The remaining 11 251 OTVs with operating licenses will be targeted for scrapping.

NDP Pillar 2: Capabilities of South Africans				
Priority 6: Social Cohesion and Safer Communities				
MTSF Programme: Safe Communities				
Sub-Programme: Safer Transport Systems				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE (MARCH 2019)	FIVE-YEAR TARGET <sup>1</sup>	PROGRESS AS AT 31 MARCH 2022
			<i>scrapped within the medium term)</i>	<ul style="list-style-type: none"> <li>A total of 5 810 OTVs were scrapped since 2019, bringing the number of OTV scrapped to 78 483 since inception of the programme.</li> </ul>
	<ul style="list-style-type: none"> <li>Number of illegally converted panel vans into minibus-taxi scrapped as per the Public Protector report</li> </ul>	<ul style="list-style-type: none"> <li>-</li> </ul>	<ul style="list-style-type: none"> <li>1 986 vans</li> </ul>	<ul style="list-style-type: none"> <li>Sixty-four (64) illegally converted panel vans were scrapped during the 2021/22 financial year</li> </ul>
	<ul style="list-style-type: none"> <li>% reduction of incidents of personal safety, theft and vandalism of infrastructure in passenger rail environment</li> </ul>	<ul style="list-style-type: none"> <li>-</li> </ul>	<ul style="list-style-type: none"> <li>80% reduction of incidents of personal safety, theft and vandalism of infrastructure in passenger rail environment</li> </ul>	<ul style="list-style-type: none"> <li>-</li> </ul>

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

NDP Pillar 2: Capabilities of South Africans				
Priority 5: Spatial Integration, Human Settlements and Local Government				
MTSF Programme: Basic Service Delivery				
Sub-Programme: Public Transport				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE (MARCH 2019)	FIVE-YEAR TARGET	PROGRESS AS AT 31 MARCH 2022
<b>National Taxi Lekgotla Resolutions Implementation</b>				
<b>Improved accessibility, quality and reliability of public transport</b>	<ul style="list-style-type: none"> <li>Public transport funding scope expanded to incorporate the taxi industry</li> </ul>	<ul style="list-style-type: none"> <li>No direct operational subsidy for minibus taxis</li> <li>Capital subsidy through the Taxi Recapitalisation Programme</li> <li>Fragmented funding sources for land-based public transport</li> </ul>	<ul style="list-style-type: none"> <li>Revised Public Transport Subsidy Policy approved and implemented<sup>3</sup></li> <li>Public Transport Funding Model revised and implemented</li> </ul>	<ul style="list-style-type: none"> <li>Second draft Public Transport Subsidy Policy released in October 2021.</li> <li>The framework for the development of a Public Transport Funding Model was developed</li> </ul>
	<ul style="list-style-type: none"> <li>% ownership of the Taxi Scrapping Entity by the Taxi Industry</li> </ul>	New Indicator	<ul style="list-style-type: none"> <li>60% ownership</li> </ul> <i>(Framework for the taxi industry ownership of the Taxi Scrapping Entity developed and implemented)</i>	<ul style="list-style-type: none"> <li>The framework for the taxi industry ownership of the Scrapping Entity has been finalised, and the non-profit company is the chosen vehicle for this purpose.</li> </ul>
	<ul style="list-style-type: none"> <li>% implementation of taxi industry economic value chain opportunities in terms of the Re-Imagined Taxi Recapitalisation</li> </ul>	0	<ul style="list-style-type: none"> <li>60% implementation taxi industry economic value chain opportunities identified in the Framework implemented.</li> </ul>	<ul style="list-style-type: none"> <li>-</li> </ul>

<sup>3</sup> Target Revised. Subsidy Policy to be the key component of the Funding Model. Revision of the Funding Model is the function of the National Treasury.

<b>NDP Pillar 2: Capabilities of South Africans</b>				
<b>Priority 5: Spatial Integration, Human Settlements and Local Government</b>				
<b>MTSF Programme: Basic Service Delivery</b>				
<b>Sub-Programme: Public Transport</b>				
<b>PERFORMANCE OUTCOME</b>	<b>OUTCOME INDICATOR</b>	<b>BASELINE (MARCH 2019)</b>	<b>FIVE-YEAR TARGET</b>	<b>PROGRESS AS AT 31 MARCH 2022</b>
	Framework			
	<ul style="list-style-type: none"> <li>Economic thrust of the revised taxi recapitalisation programme broadened</li> </ul>	<ul style="list-style-type: none"> <li>New Indicator</li> </ul>	<ul style="list-style-type: none"> <li>Re-Imagined Taxi Recapitalisation Programme Framework that defines economic empowerment value chain opportunities developed and implemented</li> </ul>	<ul style="list-style-type: none"> <li>-</li> </ul>
	<ul style="list-style-type: none"> <li>Uniform business processes across Provincial Regulatory Entities (PREs)</li> </ul>	<ul style="list-style-type: none"> <li>New indicator</li> </ul>	<ul style="list-style-type: none"> <li>Standardised business processes across Provincial Regulatory Entities (PREs)</li> </ul>	<ul style="list-style-type: none"> <li>-</li> </ul>
	<ul style="list-style-type: none"> <li>Fully functional National Public Transport Regulator (NPTR)</li> </ul>	<ul style="list-style-type: none"> <li>New indicator</li> </ul>	<ul style="list-style-type: none"> <li>NPTR fully capacitated and operations</li> </ul>	<ul style="list-style-type: none"> <li>-</li> </ul>
<b>Integrated Public Transport Networks (IPTNs)</b>				
<b>Improved accessibility, quality and reliability of public transport</b>	<ul style="list-style-type: none"> <li>Number of cities operating integrated public transport networks</li> </ul>	6 cities	<ul style="list-style-type: none"> <li>10 cities</li> </ul>	<ul style="list-style-type: none"> <li>Seven (7) (Cape Town, George, Ekurhuleni, Johannesburg, Tshwane, and Nelson Mandela Bay and Polokwane) municipalities are operational and working towards expanding current services and three (3) (Mangaung, Rustenburg and eThekweni) are working towards the launch of new services.</li> </ul>
	<ul style="list-style-type: none"> <li>Number of average weekday passenger</li> </ul>	165 000	<ul style="list-style-type: none"> <li>200 000</li> </ul>	<ul style="list-style-type: none"> <li>Database was compiled for all seven (7) operational</li> </ul>



NDP Pillar 2: Capabilities of South Africans				
Priority 5: Spatial Integration, Human Settlements and Local Government				
MTSF Programme: Basic Service Delivery				
Sub-Programme: Public Transport				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE (MARCH 2019)	FIVE-YEAR TARGET	PROGRESS AS AT 31 MARCH 2022
	trips across cities operating IPTNs			<p>municipalities (City of Cape Town, Johannesburg, Tshwane, Ekurhuleni, Nelson Mandela Bay, George and Polokwane).</p> <ul style="list-style-type: none"> <li>A total of 117 305 average weekday passenger trips were reported</li> </ul>
	<ul style="list-style-type: none"> <li>% implementation of revised BRT specifications and technical norms and standards implemented</li> </ul>	New Indicator	<ul style="list-style-type: none"> <li>100% implementation of revised BRT specifications and technical norms (by March 2022)</li> </ul>	<ul style="list-style-type: none"> <li>Cities implementing IPTN suite of offerings guide</li> <li>George, Nelson Mandela Bay, Mangaung, Rustenburg and Polokwane implementing quality bus services with limited/scaled down infrastructure.</li> <li>Cape Town, Johannesburg, eThekweni, Ekurhuleni and Tshwane have BRT/BRT Lite Infrastructure</li> </ul>
	<ul style="list-style-type: none"> <li>% compliance with spatial referencing of IPTN Programme</li> </ul>	New indicator	<ul style="list-style-type: none"> <li>100% spatial referencing of all IPTN projects</li> </ul>	<ul style="list-style-type: none"> <li>Spatial Development Frameworks reviewed for 10 cities</li> </ul>
	<ul style="list-style-type: none"> <li>% compliance with universal design norms and standards</li> </ul>	<ul style="list-style-type: none"> <li>New indicator</li> </ul>	<ul style="list-style-type: none"> <li>100% compliance</li> </ul>	<ul style="list-style-type: none"> <li>Universal Design and Access Plans were developed by 10 cities</li> </ul>
	<ul style="list-style-type: none"> <li>Number of BRT operating hours per day</li> </ul>	16 hours	<ul style="list-style-type: none"> <li>20 hours</li> </ul>	<ul style="list-style-type: none"> <li>The hours of operation have been between 15 and 19 hours</li> </ul>

NDP Pillar 2: Capabilities of South Africans				
Priority 5: Spatial Integration, Human Settlements and Local Government				
MTSF Programme: Basic Service Delivery				
Sub-Programme: Public Transport				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE (MARCH 2019)	FIVE-YEAR TARGET	PROGRESS AS AT 31 MARCH 2022
				throughout the year.  • The performance is also dependent on passenger demand.
Rural and Scholar Transport				
Improved accessibility, quality and reliability of public transport	• Number of districts municipalities assisted with development of implementable IPTN Plans	• 6 district municipalities	• district municipalities	• 9 district municipalities assisted with IPTN plans  - <i>additional three (3) municipalities (Nkangala, Capricorn and Vhembe) assisted</i>  • Inception reports for the development of IPTN plans for Mopani and Gert Sibande District Municipalities were developed.
	• Number of bicycles distributed (Shova Kalula Bicycle Programme)	• 90 000 bicycles distributed	• 120 000 bicycles  <i>(Bicycles distributed to youth increase from 90 000 to 120 000)</i>	• 11 349 bicycles were distributed during the 20021/22 financial year
Rail Transport				
Improved accessibility, quality and reliability of public transport	• Number of passenger rail trips	• 6.9 million passenger trips <i>(2020/21 financial year)</i>	• 90.07 million passenger trips	• 16.69 million passenger rail trips were recorded during the 2021/22 financial year

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

NDP Pillar 1: A Strong and Inclusive Economy				
Priority 2: Economic Transformation and Job Creation				
MTSF Programme: Economy and Jobs				
Sub-Programme: Competitive and Accessible Markets				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE (MARCH 2019)	FIVE-YEAR TARGET	PROGRESS AS AT 31 MARCH 2022
<b>Road Transport</b>				
<b>Increased access to affordable and reliable transport systems</b>	<ul style="list-style-type: none"> <li>% compliance with the user-pay principle</li> </ul>	<ul style="list-style-type: none"> <li>Non-compliance currently limited to the SANRAL network under the Gauteng Freeway Improvement Project (GFIP)</li> </ul>	<ul style="list-style-type: none"> <li>100% compliance</li> <li>GFIP funding and tariff structure finalised</li> </ul>	<ul style="list-style-type: none"> <li>Compliance with the user-pay principle remains optimal, except on the SANRAL network impacted by e-tolling.</li> <li>100% compliance maintained at conventional toll plazas</li> <li>20% compliance in the GFIP network</li> <li>Cabinet yet to make final decision on the GFIP</li> </ul>
	<ul style="list-style-type: none"> <li>Gauteng Freeway Improvement Project funding and tariff structure implemented</li> </ul>	Non-compliance with the Gauteng Freeway Improvement Project (GFIP)	<ul style="list-style-type: none"> <li>Gauteng Freeway Improvement Project funding and tariff structure implemented</li> </ul>	<ul style="list-style-type: none"> <li>An option analysis exercise on GFIP has been conducted and a final decision is pending final consultations between the DoT, National Treasury and Cabinet.</li> </ul>
	<ul style="list-style-type: none"> <li>% of national road network maintained</li> </ul>	<ul style="list-style-type: none"> <li>Total network – 25 253 km (100% surfaced)</li> <li>- Good Conditions – 60%</li> <li>- Fair Condition – 36%</li> <li>Poor Condition – 4%</li> </ul>	<ul style="list-style-type: none"> <li>100%</li> </ul> <p><i>Overall Condition Index (OCI) of the national road network maintained as per the baseline</i></p>	<ul style="list-style-type: none"> <li>22 266 km of the national road network was exposed to routine maintenance during the period under review</li> </ul>
	<ul style="list-style-type: none"> <li>% of provincial road network maintained</li> </ul>	<ul style="list-style-type: none"> <li>Paved Roads – 46 548 km</li> <li>Gravel Roads - 226 273 km</li> </ul>	<ul style="list-style-type: none"> <li>5%</li> </ul>	<ul style="list-style-type: none"> <li>8 104 739 m2 of roads rehabilitated</li> </ul>

NDP Pillar 1: A Strong and Inclusive Economy				
Priority 2: Economic Transformation and Job Creation				
MTSF Programme: Economy and Jobs				
Sub-Programme: Competitive and Accessible Markets				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE (MARCH 2019)	FIVE-YEAR TARGET	PROGRESS AS AT 31 MARCH 2022
			<i>(Upgrading, rehabilitation, resealing, blacktop patching, blading and regravelling)</i>	<ul style="list-style-type: none"> <li>• 12 417 859 m2 of roads resealed</li> <li>• 2 919 331 m2 blacktop patching</li> <li>• 676 865 km of gravel roads bladed</li> </ul>
<b>Decent jobs sustained and created</b>	<ul style="list-style-type: none"> <li>• Number of jobs created through public infrastructure projects (SANRAL National Road Maintenance Programme)</li> </ul>	<ul style="list-style-type: none"> <li>• 12 000 jobs</li> </ul>	<ul style="list-style-type: none"> <li>• 33 500 jobs</li> </ul>	<ul style="list-style-type: none"> <li>• A total of 8 906 jobs were reported during the 2021/22 financial year</li> </ul>
	<ul style="list-style-type: none"> <li>• Number of jobs created through public infrastructure projects (Provincial Road Maintenance Programme)</li> </ul>	<ul style="list-style-type: none"> <li>• 900 000 jobs</li> </ul>	<ul style="list-style-type: none"> <li>• 1 111 151 jobs</li> </ul>	<ul style="list-style-type: none"> <li>• 310 239 jobs were created</li> <li>• 76 619 full-time equivalents</li> <li>• 89 457 youths (18 – 35)</li> <li>• 196 307 women</li> <li>• 1 489 persons with disabilities</li> </ul>
<b>Rail Transport</b>				
<b>Increased access to affordable and reliable transport systems</b>	<ul style="list-style-type: none"> <li>• Number of rail corridors rehabilitated</li> </ul>	<ul style="list-style-type: none"> <li>• New indicator</li> </ul>	<ul style="list-style-type: none"> <li>• Ten (10) priority corridors</li> </ul>	<ul style="list-style-type: none"> <li>• -</li> </ul>
	<ul style="list-style-type: none"> <li>• Number of new electric multiple unit (EMU) train sets provisionally accepted</li> </ul>	<ul style="list-style-type: none"> <li>• 23 train sets</li> </ul>	<ul style="list-style-type: none"> <li>• 240 train sets</li> </ul> <p><i>(additional 161 train sets targeted for the medium term)</i></p>	<ul style="list-style-type: none"> <li>• Thirty-nine (39) new train sets were produced during the 2021/22 financial year, bringing the total number of trains produced to 85.</li> </ul>

NDP Pillar 1: A Strong and Inclusive Economy				
Priority 2: Economic Transformation and Job Creation				
MTSF Programme: Economy and Jobs				
Sub-Programme: Competitive and Accessible Markets				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE (MARCH 2019)	FIVE-YEAR TARGET	PROGRESS AS AT 31 MARCH 2022
	<ul style="list-style-type: none"> <li>Number of correctly configured operational train sets (old and new)</li> </ul>	110 configured trains	<ul style="list-style-type: none"> <li>300 configured trains</li> </ul> <i>(additional 174 trains targeted for configuration in the medium term)</i>	<ul style="list-style-type: none"> <li>Additional sixteen (16) trains were configured since April 2019, bringing the total number of configured trains to one hundred and twenty-six (126)</li> </ul>
	<ul style="list-style-type: none"> <li>Number of stations revitalised (through functionality improvements, rebuilding and commercialisation)</li> </ul>	<ul style="list-style-type: none"> <li>Revised Indicator</li> </ul>	<ul style="list-style-type: none"> <li>216 stations</li> </ul>	<ul style="list-style-type: none"> <li>-</li> </ul>
	<ul style="list-style-type: none"> <li>Rail Signalling Improvement Programme implemented</li> </ul>	-	<ul style="list-style-type: none"> <li>Resignalling completed in Central Line (Western Cape) and Mabopane-Pretoria Line (Gauteng)</li> <li>KwaZulu Natal (KZN) re-signalling design finalised</li> </ul>	<ul style="list-style-type: none"> <li>Work on the Central Line remains suspended due to safety issues in particular the invasion of the informal settlement building on the railway lines and servitude. The project scope of work on all other areas of the network has been completed and the Western Cape Resignalling Project has been terminated.</li> <li>Project completion for the Mabopane corridor is at 98.5%. Accelerated scope of work has been completed to allow train service to run between Mabopane and Pretoria as well as Pretoria and Dewildt/Garankuwa</li> </ul>
	<ul style="list-style-type: none"> <li>Private Sector Participation</li> </ul>	Zero base	<ul style="list-style-type: none"> <li>Private Sector</li> </ul>	<ul style="list-style-type: none"> <li>Private Sector Participation</li> </ul>

<b>NDP Pillar 1: A Strong and Inclusive Economy</b>				
<b>Priority 2: Economic Transformation and Job Creation</b>				
<b>MTSF Programme: Economy and Jobs</b>				
<b>Sub-Programme: Competitive and Accessible Markets</b>				
<b>PERFORMANCE OUTCOME</b>	<b>OUTCOME INDICATOR</b>	<b>BASELINE (MARCH 2019)</b>	<b>FIVE-YEAR TARGET</b>	<b>PROGRESS AS AT 31 MARCH 2022</b>
	(PSP) Framework implemented		Participation (PSP) Framework developed and implemented	(PSP) Framework was processed for Ministerial approval for submission to Cabinet.  <ul style="list-style-type: none"> <li>• During the period under review, socio-economic impact assessment was conducted and the Framework was processed through the ESEID Cluster during the financial year.</li> </ul>
	<ul style="list-style-type: none"> <li>• High Speed Rail (HSR) Framework implemented</li> </ul>	<ul style="list-style-type: none"> <li>• Zero base</li> </ul>	<ul style="list-style-type: none"> <li>• High Speed Rail (HSR) Framework developed and implemented</li> </ul>	<ul style="list-style-type: none"> <li>• High-Speed Rail (HSR) Corridor Framework was processed for Ministerial approval for submission to Cabinet.</li> <li>• During the period under review, socio-economic impact assessment was conducted and the Framework was processed through the ESEID Cluster during the financial year.</li> </ul>
<b>Decent jobs sustained and created</b>	<ul style="list-style-type: none"> <li>• Number of jobs created through public infrastructure projects (PRASA Infrastructure Programmes)</li> </ul>	<ul style="list-style-type: none"> <li>• Zero base</li> </ul>	<ul style="list-style-type: none"> <li>• 33 000 (Direct and Indirect) jobs</li> </ul>	<ul style="list-style-type: none"> <li>• 1 347 jobs were created during the period under review.</li> </ul> <p>Additional jobs were created by the SMMEs participating on service recovery.</p>

<b>NDP Pillar 1: A Strong and Inclusive Economy</b>				
<b>Priority 2: Economic Transformation and Job Creation</b>				
<b>MTSF Programme: Economy and Jobs</b>				
<b>Sub-Programme: Competitive and Accessible Markets</b>				
<b>PERFORMANCE OUTCOME</b>	<b>OUTCOME INDICATOR</b>	<b>BASELINE (MARCH 2019)</b>	<b>FIVE-YEAR TARGET</b>	<b>PROGRESS AS AT 31 MARCH 2022</b>
				1 188 jobs were created through the Gibela Train manufacturing contracts, while 159 jobs are for signalling.
<b>Civil Aviation</b>				
<b>Decent jobs sustained and created</b>	<ul style="list-style-type: none"> <li>Number of jobs created through public infrastructure projects (ACSA Infrastructure Programme)</li> </ul>	<ul style="list-style-type: none"> <li>30 684 (direct and indirect jobs)</li> </ul>	<ul style="list-style-type: none"> <li>69 103 jobs supported</li> </ul>	<ul style="list-style-type: none"> <li>59 892 jobs supported</li> </ul>

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

NDP Pillar 1: A Strong and Inclusive Economy				
Priority 2: Economic Transformation and Job Creation				
MTSF Programme: Economy and Jobs				
Sub-Programme: Competitive and Accessible Markets				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE (MARCH 2019)	FIVE-YEAR TARGET	PROGRESS AS AT 31 MARCH 2022
Increased access to affordable and reliable transport systems	<ul style="list-style-type: none"> <li>% compliance with the National Ports Act (2005)</li> </ul>	<ul style="list-style-type: none"> <li>Non-compliance with the National Ports Act (2005) as a result of non-corporatisation of the National Ports Authority (TNPA)</li> </ul>	<ul style="list-style-type: none"> <li>100% <i>(Transnet National Ports Authority (TNPA) corporatized)</i></li> </ul>	<ul style="list-style-type: none"> <li>The status report on the corporatisation of TNPA finalised.</li> <li>The Department of Public Enterprises (DPE) is continuously working together with TNPA to implement section 3(3)(a) of the National Ports Act, which states that TNPA must be registered with the registrar of companies, with Transnet being the sole member and stakeholder.</li> <li>However, DPE has already gazetted, on 30 July 2021, in gazette number 666 of 44908, that the subsidiary will be National Ports Authority SOC Limited.</li> </ul>
	<ul style="list-style-type: none"> <li>Ports infrastructure constructed, refurbished and maintained</li> </ul>	<ul style="list-style-type: none"> <li>Operation Phakisa Oceans Economy</li> </ul>	<ul style="list-style-type: none"> <li>Operation Phakisa Oceans Economy Three-Foot Plan implemented</li> </ul>	<ul style="list-style-type: none"> <li>The business case and feasibility studies reports have been completed for the Boegoebaai Port and Small Harbours and conditional approval from National Treasury was secured.</li> </ul>



NDP Pillar 1: A Strong and Inclusive Economy				
Priority 2: Economic Transformation and Job Creation				
MTSF Programme: Economy and Jobs				
Sub-Programme: Competitive and Accessible Markets				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE (MARCH 2019)	FIVE-YEAR TARGET	PROGRESS AS AT 31 MARCH 2022
	<ul style="list-style-type: none"> <li>% compliance with adopted international maritime conventions</li> </ul>	<ul style="list-style-type: none"> <li>Draft Merchant Shipping Bill</li> </ul>	<ul style="list-style-type: none"> <li>100%</li> </ul> <p><i>(Merchant Shipping Bill promulgated and assented into law)</i></p>	<ul style="list-style-type: none"> <li>Merchant Shipping Bill processed at the ESIED Cluster</li> </ul>
	<ul style="list-style-type: none"> <li>Sustainable funding model for the enhancement of maritime capacity and capability developed</li> </ul>	<ul style="list-style-type: none"> <li>Draft Maritime Development Fund Bill</li> </ul>	<ul style="list-style-type: none"> <li>Maritime Development Fund Bill promulgated</li> </ul>	<ul style="list-style-type: none"> <li>Maritime Development Fund Bill submitted for Ministerial approval to submit to Cabinet</li> </ul>
	<ul style="list-style-type: none"> <li>Strategic national shipping capacity and capability improved</li> </ul>	<ul style="list-style-type: none"> <li>Draft Operating Model for a National Shipping Company</li> </ul>	<ul style="list-style-type: none"> <li>National Shipping Company established</li> </ul>	<ul style="list-style-type: none"> <li>The draft business case for the establishment of a National Shipping Company was developed</li> </ul>

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

NDP Pillar 1: A Strong and Inclusive Economy				
Priority 2: Economic Transformation and Job Creation				
MTSF Programme: Economy and Jobs				
Sub-Programme: Competitive and Accessible Markets				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE	FIVE-YEAR TARGET	PROGRESS AS AT 31 MARCH 2022
<b>Increased access to affordable and reliable transport systems</b>	<ul style="list-style-type: none"> <li>Transport Economic Regulator (TER) established</li> </ul>	<ul style="list-style-type: none"> <li>ERT Bill approved for submission to Cabinet</li> </ul>	<ul style="list-style-type: none"> <li>Transport Economic Regulator (TER) established and operationalized</li> </ul>	<ul style="list-style-type: none"> <li>Economic Regulation of Transport (ERT) Bill not yet approved by Parliament as targeted</li> </ul>
	<ul style="list-style-type: none"> <li>% increase in previously disadvantaged individuals with critical and scarce</li> </ul>	<ul style="list-style-type: none"> <li>1.9% Young Technical Talent, ATC, AME and aeronautical engineering disciplines</li> </ul>	<ul style="list-style-type: none"> <li>1.5%</li> </ul>	<ul style="list-style-type: none"> <li>-</li> </ul>

NDP Pillar 1: A Strong and Inclusive Economy				
Priority 2: Economic Transformation and Job Creation				
MTSF Programme: Economy and Jobs				
Sub-Programme: Competitive and Accessible Markets				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE	FIVE-YEAR TARGET	PROGRESS AS AT 31 MARCH 2022
	skills in technical aviation occupations	introduced at undergraduate levels		
	<ul style="list-style-type: none"> <li>Competitive ship registration system coordinated</li> </ul>	<ul style="list-style-type: none"> <li>Five merchant vessels registered on the South African Ship Register</li> </ul>	<ul style="list-style-type: none"> <li>Ten (10) merchant vessels registered on the South African Ship Register</li> </ul>	<ul style="list-style-type: none"> <li>-</li> </ul>

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

NDP Pillar 1: A Strong and Inclusive Economy				
Priority 2: Economic Transformation and Job Creation				
MTSF Programme: Economy and Jobs				
Sub-Programme: Innovation				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE (MARCH 2019)	FIVE-YEAR TARGET	PROGRESS AS AT 31 MARCH 2022
<b>Improved competitiveness through adoption of new technology</b>	<ul style="list-style-type: none"> <li>Integrated Automated Fare Collection Technology implemented</li> </ul>	<ul style="list-style-type: none"> <li>2011 Regulations on Integrated Fare System utilising inter-operable bank cards operational in Johannesburg, Cape Town, Tshwane, George and eThekweni IPTNs and the Gautrain</li> </ul>	<ul style="list-style-type: none"> <li>Single (Integrated) Electronic Ticketing System rolled out in selected government-subsidized public transport operators</li> </ul>	<ul style="list-style-type: none"> <li>Three cities (Polokwane, Rustenburg and Mangaung) ready to roll out pilots in 2022.</li> <li>Initial stages of a pilot phase commenced in Rustenburg and Polokwane whilst the approval of the Commercial Addendum to the MoA is being finalised between the municipalities and SANRAL</li> </ul>

NDP Pillar 1: A Strong and Inclusive Economy				
Priority 2: Economic Transformation and Job Creation				
MTSF Programme: Economy and Jobs				
Sub-Programme: Innovation				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE (MARCH 2019)	FIVE-YEAR TARGET	PROGRESS AS AT 31 MARCH 2022
	<ul style="list-style-type: none"> <li>Legislative framework for implementation of Autonomous Vehicle Technology</li> </ul>	<ul style="list-style-type: none"> <li>Zero base</li> </ul>	<ul style="list-style-type: none"> <li>Approved Regulations for implementation of Autonomous Vehicle Technology</li> </ul>	<ul style="list-style-type: none"> <li>Draft regulations for Autonomous Vehicle technology not developed.</li> <li>Literature review of the current environment was conducted</li> <li>The National Working Group on Autonomous Vehicle (NWGAV) was appointed</li> </ul>
	<ul style="list-style-type: none"> <li>Improved regulatory environment for Remotely-Piloted Aircraft System (RPAS)</li> </ul>	<ul style="list-style-type: none"> <li>Approved RPAS Regulations (2015)</li> </ul>	<ul style="list-style-type: none"> <li>Reviewed RPAS Regulations approved and implemented</li> </ul>	<ul style="list-style-type: none"> <li>SACAA, through the Civil Aviation Regulations Committee (CARCom), amended a number of Parts on the Civil Aviation Regulations relating to RPAS operations.</li> <li>The 24th Amendment of the Civil Aviation Regulations, 2022 were approved by the Ministerial</li> </ul>

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

NDP Pillar 2: Capabilities of South Africans				
Priority 5: Spatial Integration, Human Settlements and Local Government				
MTSF Programme: Environmental Management and Climate Change				
Sub-Programme: Reduction in Greenhouse Gas Emission and Pollution				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE (MARCH 2019)	FIVE-YEAR TARGET	PROGRESS AS AT 31 MARCH 2022
Emission of Greenhouse Gases reduced	<ul style="list-style-type: none"> <li>% reduction in greenhouse gas (GHG) emission</li> </ul>	<ul style="list-style-type: none"> <li>Approved Green Transport Strategy</li> <li>Transport sector accounts for 10.8% of the country's total emission</li> </ul> <p>2000 – 2017 GHG Inventory</p>	<ul style="list-style-type: none"> <li>1% reduction</li> </ul> <p><i>(Transport sector emissions reduced from 10.8% to 9.8% of the country's total emission)</i></p>	<ul style="list-style-type: none"> <li>Green Transport Strategy approved by Cabinet</li> <li>Green Procurement Guidelines for land transport was developed</li> </ul>
	<ul style="list-style-type: none"> <li>% freight moved from road to rail</li> </ul>	<ul style="list-style-type: none"> <li>6.1 million tons</li> </ul>	<ul style="list-style-type: none"> <li>10% of rail-friendly freight transferred from road to rail<sup>4</sup></li> </ul>	<ul style="list-style-type: none"> <li>Road freight transferred to rail decreased from 6.1 million tons to 5.3 million tons during the period under review</li> <li>Freight Rail currently moves approximately 220 million tons per annum</li> <li>Baseline draft of the Freight Migration Plan derived from the approved Road Freight Strategy</li> </ul>
Pollution incidents reduced	<ul style="list-style-type: none"> <li>% reduction in reportable maritime pollution incident rate</li> </ul>	<ul style="list-style-type: none"> <li>1.23 maritime pollution incident rate</li> </ul> <p><i>(35 maritime pollution incidents)</i></p>	<ul style="list-style-type: none"> <li>50% reduction</li> </ul> <p><i>(Reduce maritime pollution rate from 1.23 to 0.62)</i></p>	<ul style="list-style-type: none"> <li>1.12 maritime pollution incident rate reported for the 2021/22 financial year.</li> </ul>

<sup>4</sup> Target revised. Downscaling of the target takes into consideration the impact of COVID-19.

NDP Pillar 2: Capabilities of South Africans				
Priority 5: Spatial Integration, Human Settlements and Local Government				
MTSF Programme: Environmental Management and Climate Change				
Sub-Programme: Reduction in Greenhouse Gas Emission and Pollution				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE (MARCH 2019)	FIVE-YEAR TARGET	PROGRESS AS AT 31 MARCH 2022
		<i>reported in 2019.</i>		<ul style="list-style-type: none"> <li>Ports casualties for 2021/22 financial year were 107, which shows a decrease when compared to the 294 casualties recorded in 2020/21</li> </ul>

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

NDP Pillar 2: Capabilities of South Africans				
Priority 3: Education, Skills and Health				
MTSF Programme: Education and Training				
Sub-Programme: Skills Development				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE (MARCH 2019)	FIVE-YEAR TARGET	PROGRESS AS AT 31 MARCH 2022
Improved sector skills and capacity	<ul style="list-style-type: none"> <li>% reduction in vacancy rate</li> </ul>	14.7% (DoT)	<ul style="list-style-type: none"> <li>Vacancy rate decreased to 10% and below</li> </ul>	<ul style="list-style-type: none"> <li>Sixty-One (61) vacant positions were filled for the period under review.</li> <li>Vacancy rate is at 24% of the establishment.</li> </ul>
	<ul style="list-style-type: none"> <li>% of staff establishment trained as per the Department's Skills Plan</li> </ul>	326 employees trained	<ul style="list-style-type: none"> <li>30%</li> </ul>	<ul style="list-style-type: none"> <li>A total of 471 (71%) training interventions were coordinated during the period under review, reaching 219 warm bodies.</li> </ul>
	<ul style="list-style-type: none"> <li>Number of bursaries managed</li> </ul>	Average 147 per annum	<ul style="list-style-type: none"> <li>160</li> </ul>	<ul style="list-style-type: none"> <li>Forty-five (45) new bursaries were awarded</li> </ul>

NDP Pillar 2: Capabilities of South Africans				
Priority 3: Education, Skills and Health				
MTSF Programme: Education and Training				
Sub-Programme: Skills Development				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE (MARCH 2019)	FIVE-YEAR TARGET	PROGRESS AS AT 31 MARCH 2022
				<p>during the 2021/22 financial year.</p> <ul style="list-style-type: none"> <li>Total number of bursaries managed is 174.</li> </ul>
	<ul style="list-style-type: none"> <li>Number of interns employed</li> </ul>	Average 52 per annum	<ul style="list-style-type: none"> <li>50 interns</li> </ul>	<ul style="list-style-type: none"> <li>A total of sixty-eight (68) interns were appointed on 24-month contracts in the 2020/21 financial year.</li> <li>Eighteen (18) interns were placed in the Public Transport branch, while Fifty (50) were spread within various branches of the DoT.</li> <li>Six (4) interns exited the programme.</li> </ul>

NDP Pillar 3: A Capable State				
Priority 1: A Capable, Ethical and Developmental State				
MTSF Programme: A Capable and Honest Government				
Sub-Programme: Functional, efficient and integrated government				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE (MARCH 2019)	FIVE-YEAR TARGET	PROGRESS AS AT 31 MARCH 2022
<b>Improved governance and strengthened control environment</b>	<ul style="list-style-type: none"> <li>AGSA audit opinion as per the Public Audit Act (No. 25 of 2004)</li> </ul>	<ul style="list-style-type: none"> <li>Unqualified Audit Report with findings</li> </ul>	<ul style="list-style-type: none"> <li>Unqualified Audit Report with no material findings (Clean Audit Report)</li> </ul>	<ul style="list-style-type: none"> <li>Unqualified Audit Report with Findings (2020/21 financial year)</li> </ul>
	<ul style="list-style-type: none"> <li>Percentage elimination of wasteful and fruitless expenditure</li> </ul>	<ul style="list-style-type: none"> <li>New Indicator</li> </ul>	<ul style="list-style-type: none"> <li>100% elimination</li> </ul>	<p>Nine (9) new cases were reported in the 2021/22 financial year. Of the new cases, the following actions were taken:</p> <ul style="list-style-type: none"> <li>One (1) case amounting to R3.132 was written off; and</li> <li>Eight (8) cases amounting to R15 764.22 were transferred to debt.</li> </ul>
	<ul style="list-style-type: none"> <li>Percentage reduction of irregular expenditure</li> </ul>	<ul style="list-style-type: none"> <li>New Indicator</li> </ul>	<ul style="list-style-type: none"> <li>75% reduction</li> </ul>	<ul style="list-style-type: none"> <li>No Irregular Expenditure was incurred by the Department for the 2021/22 financial year</li> </ul>
	<ul style="list-style-type: none"> <li>Percentage reduction of unauthorised expenditure</li> </ul>	<ul style="list-style-type: none"> <li>New indicator</li> </ul>	<ul style="list-style-type: none"> <li>75% reduction</li> </ul>	<ul style="list-style-type: none"> <li>No unauthorised expenditure reported in the 2021/22 financial year</li> </ul>
	<ul style="list-style-type: none"> <li>Percentage implementation of the stakeholder plan</li> </ul>	<ul style="list-style-type: none"> <li>New Indicator</li> </ul>	<ul style="list-style-type: none"> <li>80% implementation</li> </ul>	<ul style="list-style-type: none"> <li>Stakeholder plan implemented</li> </ul>
	<ul style="list-style-type: none"> <li>Percentage resolution of reported incidents of corruption</li> </ul>	<ul style="list-style-type: none"> <li>New Indicator</li> </ul>	<ul style="list-style-type: none"> <li>95% resolution</li> </ul>	<ul style="list-style-type: none"> <li>26 allegations relating to fraud, corruption, financial irregularities, irregular appointments procurement</li> </ul>

NDP Pillar 3: A Capable State				
Priority 1: A Capable, Ethical and Developmental State				
MTSF Programme: A Capable and Honest Government				
Sub-Programme: Functional, efficient and integrated government				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE (MARCH 2019)	FIVE-YEAR TARGET	PROGRESS AS AT 31 MARCH 2022
				<p>irregularities were received.</p> <ul style="list-style-type: none"> <li>• Eleven (11) cases were finalized.</li> <li>• Five (05) cases were referred to other branches.</li> <li>• Three (03) cases are still under investigations.</li> </ul>
	<ul style="list-style-type: none"> <li>• Functionality of ethics structures and adequate capacity ensured</li> </ul>	<ul style="list-style-type: none"> <li>• New Indicator</li> </ul>	<ul style="list-style-type: none"> <li>• Ethics committees established and operationalised</li> </ul>	<ul style="list-style-type: none"> <li>• Departmental Ethics Management Policy developed and tabled at Ethics Committee in March 2022.</li> <li>• Appointment of Ethics Officers awaits approval</li> </ul>
	<ul style="list-style-type: none"> <li>• Percentage compliance to 30-day payment requirement monitored</li> </ul>	<ul style="list-style-type: none"> <li>• New Indicator</li> </ul>	<ul style="list-style-type: none"> <li>• 100% compliance</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
	<ul style="list-style-type: none"> <li>• Percentage accountability to Parliament</li> </ul>	<ul style="list-style-type: none"> <li>• New Indicator</li> </ul>	<ul style="list-style-type: none"> <li>• 100% accountability by DoT and sector SoEs</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
	<ul style="list-style-type: none"> <li>• Percentage response to Parliament questions</li> </ul>	<ul style="list-style-type: none"> <li>• New Indicator</li> </ul>	<ul style="list-style-type: none"> <li>• 100% responses to Parliament questions within stipulated timelines</li> </ul>	<ul style="list-style-type: none"> <li>• Overall response rate for Parliamentary questions for the period is at 86%.</li> </ul>



NDP Pillar 3: A Capable State				
Priority 1: A Capable, Ethical and Developmental State				
MTSF Programme: A Capable and Honest Government				
Sub-Programme: Functional, efficient and integrated government				
PERFORMANCE OUTCOME	OUTCOME INDICATOR	BASELINE (MARCH 2019)	FIVE-YEAR TARGET	PROGRESS AS AT 31 MARCH 2022
	<ul style="list-style-type: none"> <li>Updated shareholder compacts</li> </ul>	<ul style="list-style-type: none"> <li>New Indicator</li> </ul>	<ul style="list-style-type: none"> <li>Shareholder compacts updated annually</li> </ul>	<ul style="list-style-type: none"> <li>All Schedule 2 and 3A listed public entities of the Department of Transport concluded shareholder compacts and performance agreements for the 2021/22 financial year.</li> </ul>
	<ul style="list-style-type: none"> <li>Gender-responsive strategic plans and annual performance plans developed</li> </ul>	<ul style="list-style-type: none"> <li>New Indicator</li> </ul>	<ul style="list-style-type: none"> <li>Approved gender-responsive strategic plans and annual performance plans</li> </ul>	<ul style="list-style-type: none"> <li>Gender-responsive strategic plans and annual performance plans were developed and approved and were tabled in Parliament</li> </ul>
	<ul style="list-style-type: none"> <li>Gender-responsive quarterly and annual performance information reports developed</li> </ul>	<ul style="list-style-type: none"> <li>New Indicator</li> </ul>	<ul style="list-style-type: none"> <li>Approved sector quarterly and annual performance reports</li> </ul>	<ul style="list-style-type: none"> <li>Sector annual performance reports for the 2020/21 financial year were approved for tabling in Parliament</li> </ul>

## 4 INSTITUTIONAL PROGRAMME PERFORMANCE INFORMATION

### 4.1 Programme 1: ADMINISTRATION

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

#### 4.1.2 Sub-Programmes / Branches

4.1.2.1 Office of the Director-General (ODG)

4.1.2.2 Office of the Chief Operations Officer (COO)

4.1.2.3 Office of the Chief Financial Officer (CFO)

4.1.2.4 Office of the Chief Audit Executive (CAE)

4.1.2.5 Public Entity Oversight (PEO)

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

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

As was the case with the previous financial years, the focus has been put on governance indicators, primarily to drive the department towards a clean audit. To that effect, internal controls were monitored in financial and supply chain management, and in the areas of stakeholder coordination and compliance. Irregular and unauthorised expenditure have been put in check with the department not incurring any for the financial year. However, there are a few cases of potential irregular expenditure that are being assessed for verity. Nine cases of fruitless and wasteful expenditure, mainly as a result of no-shows related to travel, were recorded during the period under review. One (1) case was written off and eight (8) were transferred to debt.

Vacancy rate in the Department remains a challenge. During the period under review, a total of sixty-one (61) vacant positions were filled, against a target of fifty (50) for the financial year. However, the anticipated decline in the vacancy rate did not materialise due to a high turnover rate and unfunded positions. The turnover rate was impacted by, amongst others, number of deaths of employees, resignations, external transfers and retirements. The DoT will continue prioritising filling of vacant position to ensure attainment of a 10% or lower rate as prescribed by the state.

Interns who were employed on 24-month contracts in the 2021/22 financial year will be entering the final year of their contracts in the 2022/23 financial year. To date, six (6) interns have exited the programme as they attained gainful employment. A call for the next batch of interns has been made and preparations are in place to ensure that this process is seamless and without any hindrance.

In line with the departmental bursary programme, approximately 174 employees have been provided with financial assistance in the period under review.

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

In January 2022, the DoT hosted a sector-wide planning session, primarily to align the plan and interventions of the department and those of its implementation agents. The objective was to create a clear line of sight between the legislative and policy interventions and the service delivery space to ensure that our people experience satisfactory change as they access and use transport products and services.

#### 4.1.4 Report Against the Originally Tabled Annual Performance Plan

##### 4.1.4.1 Sub-Programme: Office of the Director-General

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
<b>Improved governance and strengthened control environment</b>	Implementation of the stakeholder plan	Percentage implementation of the stakeholder plan	-	-	100% implementation of the stakeholder plan	<p>The annual status report on the implementation of the stakeholder plan was developed as targeted. Among stakeholder engagement held, the following are notable:</p> <ul style="list-style-type: none"> <li>• DoT/Sector Strategic Planning Session</li> <li>• Road Maintenance Indaba</li> <li>• Portfolio Committee on Transport (PCoT) meetings</li> <li>• Committee of Transport Officials (CoTO) and MinMEC meetings</li> <li>• Chief Executive Officers (CEOs) and Shareholder Committee meetings</li> <li>• Cabinet Cluster meetings (ESIEID, JCPS and ICTS)</li> </ul>	None	None

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
	Adequacy of responses to Parliament questions	Percentage responses to Parliament questions within stipulated timelines			100% responses to Parliament questions	<p>Annual Report on the status of responses to Parliamentary questions was developed as targeted. The report, for the period February 2021 to December 2021 indicates the following:</p> <ul style="list-style-type: none"> <li>One hundred and seven (107) questions, comprising of ninety-seven (97) written and ten (10) oral, were received from the National Assembly. <ul style="list-style-type: none"> <li>One hundred and four (104) questions were responded to.</li> <li>Three (03) questions were not answered</li> <li>97% response rate to National Assembly questions</li> </ul> </li> <li>Forty-seven (47) questions were received from the National Council of Provinces (NCoP)</li> </ul>	<p>Responses not received for some questions</p> <p>Responses for some questions not received within stipulated timelines</p>	<p>Most of the questions not responded to (and/or where responses were received late) were as a result of secondary information sourced from sector entities and provinces.</p> <p>In some cases, validation of such data was prolonged thus resulting in delays.</p>

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
						<ul style="list-style-type: none"> <li>- Forty-six (46) questions were responded to.</li> <li>- One (1) question was not responded to.</li> <li>- 98% response rate to the NCOP questions</li> </ul> <p>Overall response rate for the period under review stood at 97%.</p>		

#### 4.1.4.2 Sub-Programme: Strategic Planning, Monitoring and Evaluation

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
<b>Improved governance and strengthened control environment</b>	DoT Gender-Responsive Strategic Plan	Revised DoT Strategic Plan approved by Executive Authority	DoT Strategic Plan (2020-2025) approved and tabled in Parliament	Revised DoT Strategic Plan (2020-2025) approved and tabled in Parliament	Approved Revised DoT Strategic Plan (2020-2025) implemented	<p>Progress report on the implementation of the DoT Revised Strategic Plan (2020-2025) was developed as targeted. The report highlights, amongst others, that:</p> <ul style="list-style-type: none"> <li>• Key planned infrastructure programmes were negatively impacted by the COVID-19 pandemic;</li> <li>• There was an adjustment</li> </ul>	None	None

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
						<p>made to the fiscal framework of government, resulting in cuts to allocated budgets and reprioritisation.</p> <ul style="list-style-type: none"> <li>There was noticeable downscaling and/or reduction in performance targets, mainly as part of mitigating the effects of the pandemic</li> </ul> <p>For the remainder of the current MTEF, baseline allocations would be used to provide for the rapidly changing economic conditions and enable spending on the COVID-19 response. The Revised Strategic Plan 2020 – 2025 was subsequently tabled in Parliament.</p>		
	DoT Gender-Responsive Annual Performance Plan	DoT Annual Performance Plan approved by Executive Authority	Approved Annual Performance Plan (2020/21)	Annual Performance Plan (2021/22) approved	Annual Performance Plan (2022/23) approved	<p>The DoT Annual Performance Plan 2022/23 was approved by the Executive Authority and subsequently submitted to Parliament for tabling.</p> <p>In line with the implementation</p>	None	None

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
						of the Annual Performance Plan, there is a need to align the department's legislative and policy work with service delivery outputs and outcomes, particularly those performed through provinces and state-owned entities.		
	DoT Gender-Responsive Annual Report	DoT Annual Report approved by Executive Authority	Approved Annual Report (2018/19)	Annual Report (2019/20) approved	Annual Report (2020/21) approved	<p>The DoT Annual Report (2020/21) was approved and submitted to Parliament for tabling in September 2021.</p> <p>The Department of Transport achieved an overall unqualified audit with material findings in its financial statements.</p> <p>With regard to the audit of predetermined objectives, the department recorded an unqualified audit with no material findings.</p>	None	None



4.1.4.3 Sub-Programme: Chief Audit Executive (CAE)

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
Improved governance and strengthened control environment	Resolution of reported incidents of corruption	Percentage resolution of reported incidents of corruption	-	-	95% resolution of reported incidents of corruption	<p>Annual Report on steps taken to ensure resolution of reported incidents of corruption was developed. The report indicates that:</p> <ul style="list-style-type: none"> <li>• 26 allegations relating to fraud, corruption, financial irregularities, irregular appointments procurement irregularities were received.</li> <li>• Eleven (11) cases were finalised.</li> <li>• Five (05) cases were referred to other branches.</li> <li>• Three (03) cases are still under investigations.</li> <li>• Two (02) cases were withdrawn.</li> <li>• Five (05) cases are still under being assessed to determine merits and jurisdictions.</li> </ul>	None	None

#### 4.1.4.4 Public Entity Oversight

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
<b>Improved governance and strengthened control environment</b>	Shareholder compacts for sector state-owned entities	Updated Shareholder compacts for sector state-owned entities	-	-	Shareholder compacts of sector state-owned entities updated for the financial year	Annual report on the status of shareholder compacts was developed. The Report indicates that: <ul style="list-style-type: none"> <li>All Schedule 2 and 3A listed public entities of the Department of Transport concluded shareholder compacts and performance agreements for the 2021/22 financial year.</li> </ul>	None	None
<b>Increased access to affordable and reliable transport systems</b>	Implementation of the PRASA Modernisation Programme	Selected stations on identified priority rail corridors modernised	-	Annual Analysis Report on the PRASA Modernisation Programme	Analysis Report on the PRASA Modernisation Programme <ul style="list-style-type: none"> <li>Central Line (WC) and</li> <li>Mabopane-Pretoria Line (GP)</li> </ul>	The Analysis Report on the PRASA Modernisation Programme was developed. The report indicates that: <ul style="list-style-type: none"> <li>There was an overall negative impact on planned project timelines and capital intervention programmes due to the onset of COVID-19 pandemic and the pronouncement of the national lockdown and its restrictions.</li> </ul>	None	None

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
						<ul style="list-style-type: none"> <li>• During this period, the issuing of all tenders was placed on hold, which contributed to delays in procurement. The construction industry could only resume partial work once lockdown restrictions were eased to level 3.</li> <li>• Priority corridors (Central Line in Cape Town and Mabopane Corridor in Tshwane) were impacted by vandalism and theft of infrastructure, during the lockdown period.</li> <li>• Engagements are ongoing with the City of Cape Town and the Western Cape Government to seek a consolidated approach in addressing illegal occupation of the railway reserve in Langa that is affecting the progress of the modernisation programme on the Central Line in Cape</li> </ul>		

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
						<p>Town.</p> <ul style="list-style-type: none"> <li>The Mabopane-Pretoria Corridor was closed off for a period of 90 days, from the 15<sup>th</sup> August 2021, for maintenance and upgrades, and also to wall off railway infrastructure. Limited train services resumed on the line in January 2022</li> </ul>		
<b>Decent jobs sustained and created</b>	Jobs created through PRASA infrastructure programmes	Number of jobs created	-	Annual Analysis Report on jobs created through PRASA Infrastructure Programmes	Analysis Report on jobs created through PRASA Infrastructure Programmes <ul style="list-style-type: none"> <li>10 000 jobs</li> </ul>	<p>The Analysis Report on jobs created through PRASA Infrastructure Programmes was developed. The report indicates that:</p> <ul style="list-style-type: none"> <li>A total of 1 154 jobs were created through the Rolling Stock Renewal Programme. This consisted of 414 women, 809 Youth and 16 Persons with disabilities.</li> <li>Additional jobs were also recorded through the signalling programme in Gauteng and Western Cape.</li> <li>Adherence to COVID-19</li> </ul>	<ul style="list-style-type: none"> <li>Lower than targeted jobs created</li> </ul>	<ul style="list-style-type: none"> <li>Continued Impact of COVID-19 pandemic on infrastructure programmes</li> </ul>

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
						restriction protocols resulted in PRASA contracting 370 platform marshals.		
<b>Improved accessibility, quality and reliability of public transport</b>	Rail passenger trips	Number of rail passenger trips	-	Annual Analysis Report on PRASA Rail Operations	Analysis Report on PRASA Rail Operations <ul style="list-style-type: none"> <li>69 million passenger rail trips</li> </ul>	The Analysis Report on PRASA rail operations was developed. The report indicates that: <ul style="list-style-type: none"> <li>Total number of passenger rail trips recorded was 16.69 million for the 2021/22 financial year.</li> </ul>	Lower than targeted passenger trips	Some corridors were the part of the financial year due repair work as a result of theft and vandalism of rail infrastructure
<b>Improved transport safety and security</b>	Reduction in rail safety and security occurrences	Number of rail safety occurrences reported	1 400 rail safety occurrences reported	Annual Analysis Report on the State of Rail Safety in South Africa	Annual Report on reported rail safety occurrences <ul style="list-style-type: none"> <li>748 occurrences</li> </ul>	The Annual Report on reported rail safety occurrences was developed. The report indicates that: <ul style="list-style-type: none"> <li>A total of 247 safety occurrences were reported for the 2021/22 financial year.</li> </ul>	None	None
		Number of rail security occurrences reported	4 676	Annual analysis of rail security occurrences	Annual Report on reported rail security occurrences <ul style="list-style-type: none"> <li>4 258 occurrences</li> </ul>	The Annual report on reported rail security occurrences. The report indicates that: <ul style="list-style-type: none"> <li>A total of 1 705 occurrences were reported for the 2021/22 financial year.</li> </ul>	None	None

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
						<ul style="list-style-type: none"> <li>These included, amongst others, rolling stock vandalism, electrical cable theft and malicious damage to property.</li> </ul>		
	Implementation of the national strategic plan to end gender-based violence	Programmes to address gender-based violence in the rail transport sector implemented	-	-	Annual Report on the implementation of programmes addressing violence against women, youth and persons with disabilities in the rail transport sector	<p>Annual Report on the implementation of programmes addressing violence against women, youth and persons with disabilities in the rail transport sector was developed.</p> <p>The report indicates that:</p> <ul style="list-style-type: none"> <li>Interventions to address GBVF in the rail sector were identified during the period under review.</li> <li>A GBVF Steering Committee inclusive of internal and external stakeholders was established to form a multidisciplinary team to drive PRASA's GBVF Strategy</li> </ul>	None	None

#### 4.1.4.5 Office of the Chief Operations Officer

##### 4.1.4.5.1 Sub-Programme: Human Resource Management and Development

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
<b>Functional, Efficient and Integrated Government</b>	Filling of vacant positions	Number of vacant positions filled	80 vacant positions filled	17 vacant positions filled	50 vacant positions filled	<p>Sixty-One (61) vacant positions were filled for the period under review.</p> <p>Positions filled consisted of:</p> <ul style="list-style-type: none"> <li>• Thirty-six (36) males</li> <li>• Twenty-five (25) females</li> <li>• Seven (7) youth and</li> <li>• Zero (0) persons with disabilities</li> </ul> <p>As at 31 March 2022, the vacancy rate of the department was at 24.31%</p>	<p>The over achievement recorded was as a result of internal fast-tracking processes implemented during the 2021/22 financial year.</p>	<p>Reason for slower decrease in the vacancy rate is as a result of high turnover rate in the department.</p> <p>During the period under review the following were recorded:</p> <ul style="list-style-type: none"> <li>• Five (5) deaths</li> <li>• Sixteen (16) resignations</li> <li>• Thirteen (13) contract expiries</li> <li>• Six (6) retirements</li> <li>• Eight (8)</li> </ul>

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
								external transfers
	Functionality of ethics structures and adequate capacity	Ethics committees established and operationalised	-	-	Operations of departmental ethics committees monitored	Annual Report on the status and operations of ethics committees in the Department was developed as targeted. The Ethics Management Policy was tabled at the Ethics Committee in March 2022.  Appointment of Ethics Officers awaits approval.	None	None
	Implementation of the Transport Skills Programme	% of employees trained in line with the Workplace Skills Plan	413 employees trained	10% of employees trained	50% of employees trained	A total of 471 (71%) training interventions were coordinated during the period under review.	Training interventions conducted covered 219 employees, meaning that some employees attended more than one training intervention. Employees trained included:  • Eighty-two	Interventions conducted were based on overall demand for training.  Although the target for training was exceeded, the headcount of employees trained remained low at 219 (33%)



Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
							<ul style="list-style-type: none"> <li>(82) males;</li> <li>• One hundred and seventy-one (171) females;</li> <li>• Forty-eight (48) youth; and</li> <li>• Two (2) persons with disability.</li> </ul>	
		Number of bursaries managed	147 bursaries managed	140 bursaries managed	160 bursaries managed	<p>A total of 174 bursaries are currently being managed internally.</p> <ul style="list-style-type: none"> <li>• Forty-five (45) new bursaries were awarded during the 2021/22 financial year.</li> <li>• Nineteen (19) bursaries were awarded in the first semester and twenty-six (26) in the second semester.</li> </ul> <p>Beneficiaries include:</p> <ul style="list-style-type: none"> <li>• One hundred and six (106) females;</li> <li>• Sixty-eight (68) males.</li> </ul>	None	None

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
						<ul style="list-style-type: none"> <li>One (1) person with disability.</li> </ul> <p>Further categorisation of beneficiaries is as follows:</p> <ul style="list-style-type: none"> <li>One hundred and seventy-one (171) africans</li> <li>Two (2) indians</li> <li>One (1) whites</li> <li>One (1) person with disability</li> </ul>		
		Number of interns employed	Management of the Internship Programme for contracted batch of interns	50 interns employed and placed	<i>(Management of contracted interns)</i>	<p>Annual status report on the Internship Programme was developed.</p> <p>A total of sixty-eight (68) interns were appointed on 24-month contracts in the 2020/21 financial year.</p> <p>Eighteen (18) interns were placed in the Public Transport branch, whilst fifty (50) were placed within various branches of the DoT.</p> <p>Of the 68 interns:</p> <ul style="list-style-type: none"> <li>Thirty-five (35) are African</li> </ul>	None	None

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
						<p>males and</p> <ul style="list-style-type: none"> <li>• Thirty-three (33) are African females.</li> </ul> <p>Six (06) interns have resigned from the internship to take up permanent employment elsewhere.</p>		

#### 4.1.4.6 Office of the Chief Financial Officer

##### 4.1.4.6.1 Sub Programme: Budgeting and Compliance

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
<b>Improved governance and strengthened control environment</b>	Implementation of action plan to address audit findings	Percentage implementation of action plans to address audit findings	Annual Progress Report on the implementation of action plan to address audit findings	100% implementation of action plans to address audit findings	100% implementation of action plans to address audit findings	<p>Progress report on the implementation of action plan to address audit findings raised by the AGSA for the 2020/21 financial year was monitored through the Audit Committee as targeted during the period under review.</p> <p>During the period under</p>	None	None

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
						<p>review, a total of twenty-five (25) findings were reported by the Office of the Auditor-General of South Africa (AGSA) in the final management letter. As at the end of the financial year, twenty (20) findings had been successfully resolved and five (5) were given adequate attention.</p> <p>Additional thirty (30) findings were reported by Internal Audit for the period under review. Twenty-four (24) findings were successfully completed and six (6) were given adequate attention.</p>		

#### 4.1.4.6.2 Sub Programme: Financial Administration and Supply Chain Management

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
<b>Improved governance and</b>	Elimination of wasteful and fruitless	Percentage reduction of cases of	-	-	25% reduction of cases of wasteful and	Annual Report on steps taken to reduce wasteful and fruitless expenditure in	None	None

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
<b>strengthened control environment</b>	expenditure	wasteful and fruitless expenditure			fruitless expenditure	<p>the Department was developed. The report indicates:</p> <ul style="list-style-type: none"> <li>As at 31 March 2022, the department had 47 cases, with a total value of R 68 561.34.</li> </ul> <p>Nine (9) new cases were reported in the 2021/22 financial year. Of the new cases, the following actions were taken:</p> <ul style="list-style-type: none"> <li>One (1) case amounting to R3.132 was written off; and</li> <li>Eight (8) cases amounting to R15 764.22 were transferred to debt.</li> </ul>		
	Reduction of irregular expenditure	Percentage reduction of cases of irregular expenditure	-	-	25% reduction of cases of irregular expenditure	<p>Annual Report on steps taken to reduce irregular expenditure was developed.</p> <p>The report indicates that no Irregular Expenditure was incurred by the Department for the period under review.</p>	None	None

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
						However, there are potential cases currently under assessment.		
	Compliance to 30-day payment requirement	Percentage compliance to 30-day payment requirement	-	-	100% compliance to 30-day payment requirement	<p>Annual Report on steps taken to ensure compliance to the 30-day payment requirement was developed.</p> <p>The Report indicates that thirty-three (33) invoices were not paid within 30 days as prescribed during the period under review.</p>	Invoices processed after 30 days and in some cases payments are still outstanding	<ul style="list-style-type: none"> <li>• Five (5) invoices were processed late due to the Travel With Flair (TWF) payments that were prioritised and staff leave absence during the festive period (December 2021 and January 2022).</li> <li>• Sixteen (16) invoices were paid late due to the requirement for SCM officials to isolate.</li> </ul>

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
								<ul style="list-style-type: none"> <li>• Nine (9) invoices were processed late due to leave absence of signatories and non-attachment of the contract extension.</li> <li>• Two (2) invoices were paid late due to the unavailability of the signatories, who were based in North West Province as part of the Administration Team.</li> </ul>

#### 4.1.5 Strategy to overcome areas of under performance

Red flags were identified during the period under review. Deliverables that were lagging behind were identified and given stringent attention to ensure that they meet their targets as set out in the Annual Performance Plan. All deliverables in Programme 1 (Administration) were on track and did not need any focused attention during the period under review.

#### 4.1.6 Linking Performance with Budgets

##### 4.1.6.1 Sub-Programme Expenditure

Sub- Programme Name	2021/2022			2020/2021		
	Final Appropriation	Actual Expenditure	(Over)/Under Expenditure	Final Appropriation	Actual Expenditure	(Over)/Under Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000
<b>1.1 Ministry</b>	37 778	34 591	3 187	43 803	31 878	11 925
<b>1.2 Management</b>	79 999	54 553	25 446	76 039	49 865	26 174
<b>1.3 Corporate Services</b>	255 874	204 387	51 487	217 437	187 898	29 539
<b>1.4 Communications</b>	35 558	33 290	2 268	39 198	21 391	17 807
<b>1.5 Office Accommodation</b>	112 729	112 729	-	93 303	93 303	-
<b>Total</b>	<b>521 938</b>	<b>439 550</b>	<b>82 388</b>	<b>469 780</b>	<b>384 335</b>	<b>85 445</b>



#### 4.1.7 DoT REPORT ON THE RESPONSE TO COVID-19 – INTERNAL INTERVENTIONS

Budget Programme	Intervention	Geographic Location (Province / District / Local Municipality)	No. of Beneficiaries	Disaggregation of Beneficiaries	Total Budget Allocation per Intervention	Budget Spent per Intervention	Contribution to Outputs in the APP (where applicable)	Immediate Outcome
<b>Programme 1: Administration (Office of the Chief Operations Officer) - Employee Health and Wellness (Financial)</b>	Procurement of Occupational Health Safety (OHS) Personal Protection Equipment (PPEs) for the Department	Forum Building 159 Struben Street Pretoria, Gauteng	+/- 700 DoT employees	N/A	R100 000 000	R858 464	N/A	Mitigated risk of infection and spread of the COVID-19 virus for employees.
<b>Programme 1: Administration (Office of the Chief Operations Officer) - Employee Health and Wellness (Non-Financial)</b>	<ul style="list-style-type: none"> <li>Coordinating of the DoT COVID-19 Steering Committee Meetings</li> <li>COVID-19 Isolation / Quarantine Room in the Department</li> <li>Managing the use of a dedicated COVID-19 e-mail for enquiries and concerns regarding the management and containment of COVID-19 in the Department, as well as reporting of all COVID-19 related cases</li> <li>Updating of the OHS Risk Assessment</li> <li>Updating of the COVID-19</li> </ul>	Forum Building 159 Struben Street Pretoria, Gauteng	+/- 700 DoT employees	N/A	Operational Budget	Operational Budget	N/A	<ul style="list-style-type: none"> <li>Optimal monitoring of COVID-19 interventions</li> <li>Mitigated risk of infection and spread of the COVID-19 virus</li> <li>Promotion of Health and Safety awareness in the workplace</li> <li>Enhanced contact tracing of suspected and/or confirmed COVID-19 cases</li> </ul>

Budget Programme	Intervention	Geographic Location (Province / District / Local Municipality)	No. of Beneficiaries	Disaggregation of Beneficiaries	Total Budget Allocation per Intervention	Budget Spent per Intervention	Contribution to Outputs in the APP (where applicable)	Immediate Outcome
	Screening Tool to Electronic Screening tool to reduce paper dependency <ul style="list-style-type: none"> <li>Ensuring compliance to OHS protocols and measures in relation to COVID-19 and;</li> </ul>							

#### **4.1.7.1 NARRATIVE REPORT ON THE DoT' INTERNAL COVID-19 INTERVENTIONS**

##### **Introduction**

The COVID-19 interventions outlined in the table above refers. The DoT Quarterly Performance Report in implementing of the COVID-19 interventions in addition to continuous service delivery programmes, covers the internal programme (Employees at Forum Building).

##### **Determination of Beneficiaries**

The beneficiaries as stated in the table are employees of the Department of Transport, service beneficiaries visiting the building for various reasons, contractors, service providers, clients, customers, etc.

##### **Challenges Encountered During Implementation**

- Shortage of staff, i. e. Human Resources (OHS Practitioner, EHW, etc.) Insufficient staff to cater for the implementation of COVID-19 intervention both internally as well as externally.
- Some employees not adhering to OHS protocols and tempering with precautionary measure equipments.
- Delays in the gradual movement from paper base to virtual means of communication in the Department.
- Possible stigmatization of reported cases

##### **Plans to Mitigate Challenges in Subsequent Quarters**

- Continue to monitor compliance of staff to OHS Precautionary Measures.
- Continue to communicate recent information to staff, use of e-mails, posters, etc. Install signage in strategic areas e.g. entrances, lifts, etc. to enhance adherence to social distancing. Continue to enforce adherence to measures such as screening, sanitizing, and wearing of masks.
- Encourage virtual platforms for meetings rather than physical meetings.
- Enhance implementation of COVID-19 intervention and compliance to OHS protocols and precautionary measures in the Department.
- COVID-19 is business unusual, the new normal should be embraced so as to enhance service delivery and keep abreast with recent information on the pandemic.
- Less use of paper-based communication be encouraged.
- Continue to create awareness on stigma, confidentiality, and human rights issues.

**Learnings from Implementation of Interventions** (What worked well, what did not work well, and recommendations for improvement)

- Training of more frontline employees
- Implement use of digital screening and registration to curb waiting period at entry points
- Creating awareness of vaccination and having vaccination campaigns onsite.

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

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

### **4.2.2 Sub-Programmes**

- 4.2.2.1.1 Macro Sector Planning
- 4.2.2.1.2 Research and Innovation
- 4.2.2.1.3 Modelling and Economic Analysis
- 4.2.2.1.4 Regional Integration
- 4.2.2.1.5 Freight Logistics
- 4.2.2.1.6 Transport Information Systems (TIS)

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

The rest of the world is confronted with the changing world towards the fourth industrial revolution. The transport sector is not immune to these technological advances. As a result, as the world migrates towards autonomous vehicle technology, our regulatory framework needs to be optimised to ensure our readiness to ensure that the country remains competitive towards what the world will be offering, and that it is in a position to trade and operate the vehicles with autonomous technology. Legislative gap analysis in the regulation of autonomous vehicles was conducted and a recommendation report has been developed.

Addressing the effects of the transport sector on the environment remain another key objective of the Department. To that effect, Climate Change Policy of 2011 prescribed that the sector develops a sectoral response strategy, which culminated with the development of the Green Transport Strategy (GTS) 2018-2050. The main emphasis of the strategy was to lower the carbon footprint of the transport sector by implementing a basket of measures that would significantly alter the trajectory of the emission profile of the transport sector. In the 2021/22 financial year, green procurement guidelines were developed to advance the sector target of reducing Greenhouse Gas emission within the medium term.

Another intervention that will not only advance the emission reduction agenda, but also alleviate the load carried on our roads is the development and implementation of the Freight Migration Plan. Through this plan, rail-friendly cargo will be determined, including allowable quantities for the road to rail split. A key

determinant for the attainment of this target is the readiness of rail infrastructure to carry freight that is currently being moved on roads. The DoT, DPE and Transnet will continue engaging until this target is achieved.

The establishment of the Transport Economic Regulator (TER) is another intervention that will play a vital role in improving technical, operational and pricing efficiency in sectors characterised by monopolies and have substantial and positive economy-wide impacts by helping to reduce the cost of trade and improve the overall competitiveness of the country. The Economic Regulation of Transport (ERT) Bill is being processed through Parliament, and it is anticipated that the Bill will be approved and assented into law within the medium term.

#### 4.2.4 Report Against the Originally Tabled Annual Performance Plan

##### 4.2.4.1 Sub-Programme: Macro Sector Planning

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
<b>Functional, Efficient and Integrated Government</b>	Sector participation and contribution to the District Development Model (DDM)	Percentage achievement of commitments in "One Plans" of District Municipalities	-	-	Draft "One Plans" developed in King Cetshwayo and Mangaung District Municipalities	<p>Annual Progress Report on the development of draft "One Plans" for King Cetshwayo and Umgungundlovu District Municipalities was developed.</p> <p>The Department of Transport District Development Model 2021/2022 Annual Performance Report focused on King Cetshwayo and Umgungundlovu District Municipalities as well as the rest of the other fifty (50) DDM jurisdictions.</p>	None	Mangaung was replaced with Umgungundlovu District Municipality due to appointment of the new Deputy Minister who is attached to the Umgungundlovu District Municipality

4.2.4.2 Sub-Programme: Research and Innovation

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
<b>Improved competitiveness through adoption of new technology</b>	Regulations for Autonomous Vehicle Technology	Regulations for Autonomous Vehicle Technology approved	Literature review on Autonomous Vehicle Technology	Guidelines for testing, licencing and legislation of Autonomous vehicle technology developed	Draft Regulations for Autonomous Vehicle Technology developed	<p>Draft regulations for Autonomous Vehicle technology not developed as targeted. During the period under review, the following were done:</p> <ul style="list-style-type: none"> <li>Literature review conducted on the current legislative environment;</li> <li>National Working Group on Autonomous Vehicle (NWGAV) appointed;</li> <li>Existing regulations, as well as the legislations on Autonomous Vehicle Technology assessed; and</li> <li>Recommendations for the amendment of legislation and regulations on Autonomous Vehicle Technology developed.</li> </ul>	Recommendations developed will be used to address Road Transport legislative and regulatory gaps to accommodate Autonomous Vehicle Technology.	Prolonged stakeholder consultations
<b>Natural</b>	Implementation	Carbon	Awareness	Draft	Draft	<b>Green Procurement</b>	None	None



Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
<b>resources managed and impact of climate change minimised</b>	of the Green Transport Strategy	Emission Transition Plan implemented	campaigns conducted on the Green Transport Strategy	Framework for the alignment of Electric Vehicles Regulations developed	Procurement Guidelines for land transport developed	Guidelines for land transport were developed as targeted during the period under review.		

#### 4.2.4.3 Sub-Programme: Modeling and Economic Analysis

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
<b>Increased access to affordable and reliable transport systems</b>	Establishment of the Single Transport Economic Regulator (STER)	Economic Regulation of Transport (ERT) Bill approved by Parliament	Economic Regulation of Transport (ERT) Bill approved for submission to Cabinet	Economic Regulation of Transport (ERT) Bill approved by Cabinet (for introduction to Parliament)	Economic Regulation of Transport (ERT) Bill approved by Parliament	Economic Regulation of Transport (ERT) Bill not yet approved by Parliament as targeted.	The ERT Bill is still being processed in Parliament.	Prolonged Parliamentary deliberations than was initially anticipated due to the complex nature of the Bill.
<b>Improved accessibility, quality and reliability of public transport</b>	National Household Travel Survey (NHTS) Report	National Household Travel Survey (NHTS) conducted	NHTS Pilot Survey conducted and data collected	Statistical release of the NHTS Analytical Report	NHTS reports produced for all provinces	National Household Travel Survey (NHTS) reports were developed for all nine (9) provinces as targeted during the period under review.	None	None

4.2.4.4 Sub-Programme: Regional Integration

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
<b>Increased regional integration and trade</b>	Regional Integration Strategy (RIS)	Regional Integration Strategy approved by Cabinet	Regional Integration Strategy Framework developed	Benchmarking exercise conducted on the Regional Integration Strategy	Draft Regional Integration Strategy developed	<p>The draft Regional Integration Strategy developed as targeted. The key strategic objectives of the Regional Integration Strategy amongst others include;</p> <ul style="list-style-type: none"> <li>• Increase trade in transport and related services between South Africa and the rest of the region</li> <li>• Deploy strategic trade policies to ensure sustainability of the domestic transport sector</li> <li>• Streamline institutional arrangements to create an enabling environment for impactful regional transport integration programme or agenda</li> <li>• Contribute to the transformation of the country's transport sector by broadening participation in</li> </ul>	None	None

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
						<p>the regional transport market</p> <ul style="list-style-type: none"> <li>Strengthen human resource capacity to manage a transversal regional transport Integration programme.</li> </ul>		

#### 4.2.4.5 Sub-Programme: Freight Logistics

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
<b>Increased access to affordable and reliable transport systems</b>	Implementation of the Road Freight Strategy	Freight Migration Plan (Road to Rail) implemented	-	-	Freight Migration Plan (Road to Rail) developed	Baseline draft of the freight migration plan, derived from the approved Road Freight Strategy, was developed as targeted.	Stakeholder consultations not optimal	Consultation with Department of Public Enterprise (DPE) and Transnet is key to finalising the Freight Road to Rail Migration Plan.

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
								Part of the critical path is the anticipated assessment on Infrastructure readiness, and the determination of commodities, conditions and quantities that could be moved from road to rail.

#### 4.2.5 Strategy to overcome areas of under performance

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

#### 4.2.5.1 Development of regulation for autonomous vehicle technology

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. Though regulations were not developed as targeted, a legislative gap analysis process was conducted and a comprehensive recommendation report was produced. These recommendations will lead probable amendment of legislation and the development of regulations within the medium term.

#### 4.2.6 Linking Performance with Budgets

##### 4.2.6.1 Sub-Programme Expenditure

Sub- Programme Name	2021/2022			2020/2021		
	Final Appropriation	Actual Expenditure	(Over)/Under Expenditure	Final Appropriation	Actual Expenditure	(Over)/Under Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000
2.1 Macro Sector Planning	14 088	9 660	4 428	16 188	9 886	6 302
2.2 Freight Logistics	15 497	11 433	4 064	16 860	10 721	6 139
2.3 Modelling and Economic Analysis	17 869	16 483	1 386	21 861	12 777	9 084
2.4 Regional Integration	10 538	7 968	2 570	15 299	7 175	8 124
2.5 Research and Innovation	17 956	13 145	4 811	13 546	12 096	1 450
2.6 Integrated Transport Planning Administration Support	7 479	6 051	1 428	6 317	4 959	1 358
<b>Total</b>	<b>83 427</b>	<b>64 740</b>	<b>18 687</b>	<b>90 071</b>	<b>57 614</b>	<b>32 457</b>

### **4.3 Programme 3: RAIL TRANSPORT**

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

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

**4.3.2.1** Rail Regulation

**4.3.2.2** Rail Infrastructure and Industry Development

**4.3.2.3** Rail Operations

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

##### **Railway Safety Bill**

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

##### **National Rail Policy**

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

##### **Development of a Private Sector Participation (PSP) Framework**

South Africa finds itself in a situation where the country's State-Owned Companies (SOC's) are not able to drive the level of public sector infrastructure investment required due to high levels of borrowings and gearing facing these companies. The need for the development of a PSP Framework for the railway sector to create a conducive environment for private sector participation has been identified in the South African

Reconstruction and Recovery Plan. A draft PSP Framework has been developed and consulted with key stakeholder in Government. It covers broad railways PSP issues, ranging from different forms of participation, the South African PSP context, as well as lessons learned from other countries. It also discusses basic principles that guide public authorities wanting to pursue public private sector participation. The ESIEID Cluster approved the framework for submission to Cabinet in the 2021/22 financial year.

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

South Africa, like many other developing countries has ambitions to develop excellent transport systems, including the HSR. The need for efficient public transport systems is central to thriving global economies, who have embraced environmentally friendly modes. The honourable President of the country, C.M Ramaphosa expressed such ambition during his State of the Nation Address of June 2019, in support of the mobility objectives of the National Development Plan. A draft HSR Corridor Framework has been developed, using existing literature on Multi Criteria Assessment (MCA) prioritisation methods in transportation, to develop a draft HSR Framework that determines the evaluation criteria to be used in a MCA prioritisation method in South Africa to prioritise potential HSR corridors. The ESIEID Cluster approved the framework for submission to Cabinet in the 2021/22 financial year.

#### 4.3.4 Report Against the Originally Tabled Annual Performance Plan

##### 4.3.4.1 Sub-Programme: Rail Regulation

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
<b>Improved transport safety and security</b>	Railway Safety Act	Railway Safety Bill approved by Parliament	Railway Safety Bill approved by Cabinet for introduction to Parliament	Railway Safety Bill submitted to Parliament	Railway Safety Bill approved by Parliament	Railway Safety Bill was introduced in Parliament in March 2021.	None	None
<b>Improved rail legislative and policy environment guiding rail developments</b>	National Rail Act	National Rail Bill approved by Parliament	-	-	National Rail Bill approved for submission to Cabinet	The National Rail Bill was not approved for submission to Cabinet as targeted.  During the period under review, the White Paper on the National Rail Policy, which was a dependency deliverable for the Bill, was approved by Cabinet in March 2022.	National Rail Bill was not approved for submission to Cabinet	The progression of the National Rail Bill was dependent on approval of the White Paper on National Rail Policy by Cabinet.



#### 4.3.4.2 Sub-Programme: Rail Infrastructure and Industry Development

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
Increased access to affordable and reliable transport systems	Private Sector Participation (PSP) Framework	Private Sector Participation (PSP) Framework approved by Cabinet	-	Draft Private Sector Participation (PSP) Framework developed	Private Sector Participation (PSP) Framework approved for submission to Cabinet	Private Sector Participation (PSP) Framework was processed for Ministerial approval for submission to Cabinet.  During the period under review, socio-economic impact assessment was conducted and the Framework was processed through the ESEID Cluster.	None	None
	High-Speed Rail (HSR) Corridor Framework	High-Speed Rail (HSR) Corridor Framework approved by Cabinet	-	High-Speed Rail (HSR) Corridor Framework developed	High-Speed Rail (HSR) Corridor Framework approved for submission to Cabinet	High-Speed Rail (HSR) Corridor Framework was processed for Ministerial approval for submission to Cabinet.  During the period under review, socio-economic impact assessment was conducted and the Framework was processed through the ESEID Cluster.	None	None
	Implementation of the Rolling	Number of new train sets	-	Analysis Report on the	Analysis Report on the Rolling	Analysis Report on the Rolling Stock Fleet Renewal	None	None

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
	Stock Fleet Renewal Programme	rolled-out on priority corridors		Rolling Stock Fleet Renewal Programme	Stock Fleet Renewal Programme <ul style="list-style-type: none"> <li>• 35 train sets</li> </ul>	Programme was developed as targeted. <ul style="list-style-type: none"> <li>• A total of thirty-three (33) trains were provisionally accepted during the period under review.</li> <li>• Additional six (6) trains were completed but awaits fitment of components.</li> <li>• Total number of trains produced were thirty-nine (39) for the financial year.</li> </ul>		

#### 4.3.5 Strategy to overcome areas of under performance

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

**4.3.5.1** Progression of the National Rail Bill was dependent on the approval of the National Rail Policy, which was approved by Cabinet in the 2021/22 financial year. In the 2022/23 financial year, the Bill will be prioritised towards approval and assentment into law.

#### 4.3.6 Performance in relation to Standardised Outputs and Output Indicators

##### 4.3.6.1 Rail Infrastructure and Job Creation

Institution	Output Indicator	Annual Target	Reported Actual Performance as at 31 March 2022	Source of Data
Passenger Rail Agency of South Africa (PRASA)	<ul style="list-style-type: none"> <li>Number of new train sets rolled-out in priority corridors</li> </ul>	<ul style="list-style-type: none"> <li>35 new train sets</li> </ul>	<p>As at 31 March 2022, a total of 33 new trains had been provisionally accepted. However additional 6 trains were completed and could not be accepted as they had some components that still needed to be fitted.</p> <p>The total number of completed trains came to 39 for the 2021/22 financial year.</p>	Passenger Rail Agency of South Africa (PRASA) Preliminary Quarter 4 Performance Information Report (2021/22)
	<ul style="list-style-type: none"> <li>Number of stations modernised</li> </ul>	<ul style="list-style-type: none"> <li>Stations on the Central Line (WC) and the Mabopane-Pretoria Line (GP)</li> </ul>	<p>PRASA is currently on the process of service recovery on the priority corridors.</p> <p>Station improvement and revitalisation were done in order to allow for the service resumption in priority corridors.</p>	
	<ul style="list-style-type: none"> <li>Number of jobs created</li> </ul>	<ul style="list-style-type: none"> <li>10 000</li> </ul>	<p>A total of 1 347 direct jobs were created.</p> <p>Additional jobs were created by the participating SMME's on service recovery.</p> <p>1 188 jobs were created through the Gibela Train manufacturing contracts, while 159 jobs were for signalling.</p>	
	<ul style="list-style-type: none"> <li>Number of full-time equivalents (FTEs) created</li> </ul>	<ul style="list-style-type: none"> <li>0</li> <li><i>(Gibela is in partnership with various institutions of higher learning)</i></li> </ul>	<p>-</p> <ul style="list-style-type: none"> <li>210 bursaries were awarded for student in various learning institutions.</li> </ul>	
	<ul style="list-style-type: none"> <li>Number of youths (18-35)</li> </ul>	<ul style="list-style-type: none"> <li>6 000</li> </ul>	<ul style="list-style-type: none"> <li>809 youth were employed to date.</li> </ul>	

Institution	Output Indicator	Annual Target	Reported Actual Performance as at 31 March 2022	Source of Data
	employed			
	• Number of women employed	• 2 000	• 414 women were employed to date.	
	• Number of persons with disabilities employed	• 50	• 15 Black people with disability were employed	

#### 4.3.6.2 Rail Operations and Safety

Institution	Output Indicator	Annual Target	Reported Actual Performance As At 31 March 2022	Source Of Data
Passenger Rail Agency of South Africa (PRASA)	• Number of passenger rail trips	• 69 million passenger rail trips	• 16.69 million passenger rail trips	Passenger Rail Agency of South Africa (PRASA) Preliminary Quarter 4 Performance Information Report (2021/22)
	• Number of rail safety occurrences reported	• 748 rail safety occurrences	• 247 rail safety occurrences were reported	
	• Number of rail security occurrences reported	• 4 258 rail security occurrences	• 1 705 rail security occurrences were reported	

#### 4.3.7 Linking Performance with Budgets

##### 4.3.7.1 Sub-Programme Expenditure

Sub- Programme Name	2021/2022			2020/2021		
	Final Appropriation	Actual Expenditure	(Over)/Under Expenditure	Final Appropriation	Actual Expenditure	(Over)/Under Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000
3.1 Rail Regulation	12 321	8 887	3 434	17 312	7 945	9 367
3.2 Rail Infrastructure and Industry Development	27 824	6 197	21 627	7 683	6 803	880
3.3 Rail Operations	11 299	10 400	899	13 847	10 131	3 716
3.4 Rail Oversight	16 739 120	16 739 120	-	9 556 560	9 556 560	-
3.5 Rail Administration Support	5 856	3 575	2 281	4 003	2 863	1 140
<b>Total</b>	<b>16 796 420</b>	<b>16 768 179</b>	<b>28 241</b>	<b>9 599 405</b>	<b>9 584 302</b>	<b>15 103</b>

#### **4.4 Programme 4: ROAD TRANSPORT**

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

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

**4.4.2.1** Road Engineering Standards

**4.4.2.2** Road Infrastructure and Industry Development

**4.4.2.3** Road Regulation

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

##### **Compliance with the User-Pay Principle**

The user-pay principle simply implies that the road user is aware of their road user costs and therefore pay the correct price for the road use. When it comes to the financing of roads through tolling, this principle remains government policy

Currently, compliance with the user-pay principle at conventional toll plazas is 100%. The only area where there is non-compliance is on the SANRAL network where the Gauteng Freeway Improvement Project (GFIP) was implemented. Compliance on this network is 20%. A decision on the funding and tariff structure of this network is still pending.

##### **National and Provincial Road Maintenance Programmes**

Upgrading, refurbishment and maintenance of national and provincial roads were executed during the period under review. The national network under SANRAL has increased to 22 262 km, with the latest network proclamations and survey data being used. For the mid term, 22 262 km of the SANRAL network was exposed to routine maintenance.

The S'hamba Sonke Provincial Road Maintenance Programme has continued to prioritise rehabilitation and re-surfacing of surfaced roads, blacktop patching, blading and re-gravelling of gravel roads. The Roads Indaba, hosted with key stakeholders in the 2021/22 financial year, has acknowledged the dire state of our roads and the need for urgent intervention. This need has been exacerbated by the recent floods that have caused extreme damage to infrastructure in KwaZulu Natal, Eastern Cape and North West provinces. The

department, in partnership with affected provinces, municipalities and SANRAL, have been engaging with the objective of finding an integrated approach towards repairs to damaged infrastructure.

A 50% reduction of road fatalities remains a target of the department and sector over the medium term. The DoT, in partnership with the Department of Planning, Monitoring and Evaluation (DPME), have commissioned an implementation evaluation of the National Road Safety Strategy, primarily to improve efficiencies in the coordination of the strategy. The evaluation exercise will commence in the 2023/24 financial year.

#### 4.4.4 Report Against the Originally Tabled Annual Performance Plan

##### 4.4.4.1 Sub: Programme: Road Transport Regulation

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
<b>Improved transport safety and security</b>	Reduction of road crashes and fatalities	Implementation of the National Road Safety Strategy monitored	Monitoring of the National Road Safety Strategy	Monitoring of the National Road Safety Strategy	Annual Monitoring Report on the implementation of the National Road Safety Strategy	<p>Annual monitoring report on the implementation of the National Road Safety Strategy was developed as targeted.</p> <p>The Analysis Report captured regulatory law enforcement interventions commissioned nationally to improve road safety and reduce road crashes and fatalities.</p> <p>The following interventions were recorded in 2021/22 financial year:</p> <ul style="list-style-type: none"> <li>• 15 433 K78 roadblocks were conducted</li> </ul>	None	None

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
						<ul style="list-style-type: none"> <li>• 6 638 616 vehicles were stopped and checked</li> <li>• 1 264 479 road users were issued with traffic fines</li> <li>• 28 421 drivers arrested for various offences</li> <li>• 22 621 vehicles were discontinued</li> <li>• 15 218 were impounded</li> </ul> <p>With regard to the reported 626 138 traffic fines, the leading offences included, amongst others:</p> <ul style="list-style-type: none"> <li>• 172 289 traffic</li> </ul>		



Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
						<p>signal violations</p> <ul style="list-style-type: none"> <li>• 154 920 driving above speed limit</li> <li>• 137 538 operating on the road with unlicensed vehicles</li> <li>• 110 540 driving without driving licences</li> <li>• 50 852 driving vehicles with worn out tyres</li> </ul> <p>Regarding the reported 52 113 road users who were arrested, the main offences included speeding, drunken driving, reckless driving, overloading, false driving</p>		

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
						<p>documentation and operating on roads without permits.</p> <p>The analysis report indicated the following identified challenges amongst others:</p> <ul style="list-style-type: none"> <li>• Vehicle speeding a common aspect in fatal and non-fatal crashes;</li> <li>• Drinking and driving is also a challenge particularly in suburban roads;</li> <li>• Overloaded vehicles are a cost concern as overloaded leading to high maintenance and repair of road</li> </ul>		

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
						infrastructure. • Overloading threatens road safety and contribute to fatal accidents.		
	Streamlined and reviewed Road Transport Entities legislation	General Laws Amendment Bill approved by Parliament	Draft due diligence report finalised	Final due diligence report completed and submitted to the Minister	Draft General Laws Amendment Bill developed	Stakeholder consultations were initiated and inputs were considered  Draft General Laws Amendment Bill was developed as targeted	None	None
		Road Traffic Law Enforcement Entities integrated into one	-	-	Stakeholder consultations conducted on the integration of RTMC, RTIA and DLCA	Stakeholder consultations were conducted with:  • Road Traffic Infringement Agency (RTIA), • Road Traffic Management Corporation (RTMC) and	None	None

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
						<ul style="list-style-type: none"> <li>• Driving Licence Card Account</li> </ul> <p>The progress report indicates the following rationalisation deliverables;</p> <ul style="list-style-type: none"> <li>• Inception report on the key activities of the rationalisation processes;</li> <li>• Stakeholder plan;</li> <li>• Development of a due diligence report;</li> <li>• Development of a detailed report with recommendations and draft legislation.</li> </ul>		
	Amendment of the National Road Traffic	National Road Traffic (NRT) Amendment Bill approved	-	Draft National Road Traffic Amendment Bill submitted	Draft National Road Traffic Amendment Bill approved	The National Road Traffic Amendment is currently serving before the Portfolio	None	None

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
	(NRT) Act	by Parliament		to Cabinet	by Cabinet for introduction to Parliament	Committee of Parliament and finalising the A-list of the Bill for adoption and approval.		
<b>Improved governance and strengthened control environment</b>	National Anti-Fraud and Corruption Strategy for the Road Traffic Environment	National Anti-Fraud and Corruption Strategy for the Road Traffic Environment approved by Cabinet	Comprehensive stakeholder consultations conducted on the draft National Anti-Fraud and Corruption Strategy for the Road Traffic Environment	Draft National Anti-Fraud and Corruption Strategy for the Road Traffic Environment	Draft National Anti-Fraud and Corruption Strategy for the Road Traffic Environment approved for submission to Cabinet	National Anti-Fraud and Corruption (NACS) Strategy for the Road Traffic Environment Strategy was not submitted for Ministerial approval to Cabinet as targeted.  The department is in the process of aligning the strategy with the latest version of the NACS that was published in November 2020.  A process to have the road traffic environment anti-fraud and corruption	NACS not submitted to Cabinet	A resolution was adopted to align the NACS for the Road Traffic Environment with the Cabinet-approved NACS that was published in November 2020.

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
						interventions incorporated into the approved national strategy has been initiated.		

#### 4.4.4.2 Sub-Programme: Road Infrastructure and Industry Development

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviation
Increased access to affordable and reliable transport systems	Road Infrastructure Funding Policy	Road Infrastructure Funding Policy implemented	-	-	Draft Road Infrastructure Funding Policy developed	Stakeholder consultations were conducted and the inputs were incorporated into the draft Policy.  The draft Road Infrastructure Funding Policy has subsequently been finalised.	None	None

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviation
	Expansion and maintenance of national roads	Surfaced roads maintained	-	Annual Analysis Report on the SANRAL Road Maintenance Programme	Analysis Report on the SANRAL Road Maintenance Programme	Annual Analysis Report on the SANRAL Road Maintenance Programme was not submitted as targeted.  22 266 km of the SANRAL network was exposed to routine maintenance in the 2021/22 financial year.	Portfolio of evidence submitted not in line with the technical indicator descriptions.  Change in the national road network length due to new road proclamations.	Analysis report was not signed due to perceived imminent audit risk.  Latest network proclamations and survey data has been used.
	Maintenance of provincial roads	Surfaced roads maintained Gravel roads maintained	Provincial Road Maintenance Programme monitored	Annual Analysis Report on the Provincial Road Maintenance Programme	Annual Monitoring Report on the Provincial Road Maintenance Programme	Annual monitoring report on the Provincial Road Maintenance Programme was developed as targeted.  The Report indicates that: <ul style="list-style-type: none"> <li>• 4 424 506 m<sup>2</sup> were re-sealed</li> <li>• 4 964 km of roads</li> </ul>	None	None

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviation
						<ul style="list-style-type: none"> <li>were re-gravelled</li> <li>• 1 337 983 m<sup>2</sup> of roads were patched</li> <li>• 322 674 km of gravel roads were bladed</li> <li>• 5 002 248 m<sup>2</sup> rehabilitated</li> <li>• 217 km gravel road upgrade to surface road</li> </ul>		
<b>Decent jobs sustained and created</b>	Jobs created through the SANRAL Road Maintenance Programme	Number of jobs created	-	Analysis Report on jobs created through the SANRAL Road Maintenance Programme	Analysis Report on jobs created through the SANRAL Road Maintenance Programme <ul style="list-style-type: none"> <li>• 10 000 jobs</li> </ul>	<b>Annual Analysis Report on jobs created through the SANRAL Road Maintenance Programme was not submitted as targeted</b>  A total of 8 906 jobs were reported, consisting of 4 339 youth, 2 406 females and 61 persons with disabilities.	Portfolio of evidence submitted not in line with the technical indicator descriptions.	Analysis report was not signed due to perceived imminent audit risk.
	Jobs created through the	Number of jobs created	-	Analysis Report on	Annual Monitoring	Annual monitoring report on jobs	None	None



Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviation
	Provincial Roads Maintenance Programme			jobs created through the Provincial Road Maintenance Programme	Report on jobs created through the Provincial Road Maintenance Programme • 209 904 jobs	created through the Provincial Road Maintenance Programme was developed as targeted. The Report indicates that:  <ul style="list-style-type: none"> <li>• 310 239 jobs were created</li> <li>• 76 619 full-time equivalents</li> <li>• 89 457 youths (18 – 35)</li> <li>• 196 307 women</li> <li>• 1 489 persons with disabilities</li> </ul>		

#### **4.4.5 Strategy to overcome areas of under performance**

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

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

A dedicated recovery plan was developed in the Fourth Quarter and progress was monitored to ensure that the deliverable is back on track to meet the annual target. Following extensive engagement, a recommendation was adopted that the strategy for the road traffic environment be incorporated into the national strategy that was approved by Cabinet in November 2020. This change of scope will be fast tracked in the 2022/23 financial year.

#### 4.4.6 Performance in relation to Standardised Outputs and Output Indicators

##### 4.4.6.1 Road Regulations

Institution	Output Indicator	Annual Target	Reported Actual Performance As At 31 March 2022	Source Of Data
Road Traffic Management Corporation (RTMC) and Provincial Department of Transport	<b>Transport Safety and Compliance</b>			Road Traffic Management Corporation (RTMC) Preliminary Annual Data
	• Number of road users reached	• 4 608	• 6 100	
	• Number of schools involved in road safety education programme	• 2 564	• 2 781	
	<b>Transport Administration and Licensing</b>			
	• Number of compliance inspections conducted	• 300 Dangerous Goods operators • 380 Driving Licence Testing Centres • 500 Vehicle Testing Stations	• 312 • 392 • 500	
	<b>Law Enforcement</b>			
	• Number of speed operations conducted	• 80 580	• 70 883	
	• Number of vehicles weighed	• 3 276 160	• 2 437 853	
• Number of drunken driving operations conducted	• 62 416	• 11 131		
• Number of vehicle	• 10 288 900	• 7 603 669		

Institution	Output Indicator	Annual Target	Reported Actual Performance As At 31 March 2022	Source Of Data
	stopped and checked			

#### 4.4.6.2 Road Infrastructure and Job Creation

Institution	Output Indicator	Annual Target	Reported Actual Performance As At 31 March 2022	Source Of Data
<b>South African National Roads Agency Limited (SANRAL)</b>	• Total kilometres of surfaced roads maintained ( <i>routine maintenance</i> )	• 22 253 km	• 22 266 km of the national road network was exposed to routine maintenance during the period under review.	SANRAL Preliminary Quarter 4 Performance Information Report
	• Kilometres of roads upgraded ( <i>strengthened, improved or new</i> )	• 600 km	• 93.254 km	
	• Kilometres of roads resurfaced	• 1 000 km	• 493.189 km	
	• Number of jobs created	• 10 000 jobs	• 8 906 jobs	
	• Number of full-time equivalents (FTEs) created	• 10 000 FTEs	• -	
	• Number of youths (18-35) employed	• 5 200 youths	• 4 339 youth	
	• Number of women employed	• 2 600 women	• 2 406 females	
	• Number of persons with disabilities employed	• 50 persons with disabilities	• 61 persons with disabilities.	
<b>Provincial Department of Transport (PDTs)</b>	<b>Planning</b> • Number of kilometres of surfaced roads visually assessed as per the applicable TMH manual	• 10 000 km	0 – no visual assessments conducted	Provincial Department of Transport (PDTs) Preliminary Performance Information Report

Institution	Output Indicator	Annual Target	Reported Actual Performance As At 31 March 2022	Source Of Data
	<ul style="list-style-type: none"> <li>Number of kilometres of gravel roads visually assessed as per the applicable TMH Manual</li> </ul>	<ul style="list-style-type: none"> <li>30 000 km</li> </ul>	<ul style="list-style-type: none"> <li>0 – no visual assessments conducted</li> </ul>	
	<p><b>Construction</b></p> <ul style="list-style-type: none"> <li>Number of kilometres of gravel roads upgraded to surfaced roads</li> </ul>	<ul style="list-style-type: none"> <li>200 km</li> </ul>	<ul style="list-style-type: none"> <li>217 km gravel road upgrade to surface road</li> </ul>	
	<p><b>Maintenance</b></p> <ul style="list-style-type: none"> <li>Number of kilometres of surfaced roads rehabilitated</li> </ul>	<ul style="list-style-type: none"> <li>2 053 km</li> </ul>	<ul style="list-style-type: none"> <li>5 002 248 m<sup>2</sup> rehabilitated</li> </ul>	
	<ul style="list-style-type: none"> <li>Number of square metres of surfaced roads resealed</li> </ul>	<ul style="list-style-type: none"> <li>5 429 km</li> </ul>	<ul style="list-style-type: none"> <li>4 424 506 m<sup>2</sup> were re-sealed</li> </ul>	
	<ul style="list-style-type: none"> <li>Number of kilometres of gravel roads re-gravelled</li> </ul>	<ul style="list-style-type: none"> <li>6 695 km</li> </ul>	<ul style="list-style-type: none"> <li>4 964 km of roads were re-gravelled</li> </ul>	
	<ul style="list-style-type: none"> <li>Number of square metres of blacktop patching</li> </ul>	<ul style="list-style-type: none"> <li>1 239 500 m<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>1 337 983 m<sup>2</sup> of roads were patched</li> </ul>	
	<ul style="list-style-type: none"> <li>Number of kilometres of gravel roads bladed</li> </ul>	<ul style="list-style-type: none"> <li>604 250 km</li> </ul>	<ul style="list-style-type: none"> <li>322 674 km of gravel roads were bladed</li> </ul>	
	<ul style="list-style-type: none"> <li>Number of job opportunities created</li> </ul>	<ul style="list-style-type: none"> <li>209 904 jobs</li> </ul>	<ul style="list-style-type: none"> <li>310 239 jobs were created</li> </ul>	
	<ul style="list-style-type: none"> <li>Number of full-time</li> </ul>	<ul style="list-style-type: none"> <li>44 457 FTEs</li> </ul>	<ul style="list-style-type: none"> <li>76 619 full-time equivalents</li> </ul>	

Institution	Output Indicator	Annual Target	Reported Actual Performance As At 31 March 2022	Source Of Data
	equivalents (FTEs) created			
	• Number of youths (18-35) employed	• 12 000 youths	• 89 457 youths (18 – 35)	
	• Number of women employed	• 2 000 women	• 196 307 women	
	• Number of persons with disabilities employed	• 50 persons with disabilities	• 1 489 persons with disabilities	

#### 4.4.7 Linking Performance with Budgets

##### 4.4.7.1.1 Sub-Programme Expenditure

Sub- Programme Name	2020/2021			2019/2020		
	Final Appropriation	Actual Expenditure	(Over)/Under Expenditure	Final Appropriation	Actual Expenditure	(Over)/Under Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000
4.1 Road Regulation	45 508	39 929	5 580	282 496	282 019	477
4.2 Road Infrastructure and Industry Development	33 005	18 295	14 710	22 716	17 067	5 649
4.3 Road Oversight	34 109 365	34 044 299	65 066	32 954 351	32 952 556	1 795
4.4 Road Administration Support	9 847	8 312	1 535	12 613	12 613	-
4.5 Road Engineering Standards	24 252	12 858	11 394	23 325	21 610	1 715
<b>Total</b>	<b>34 221 977</b>	<b>34 123 692</b>	<b>98 285</b>	<b>33 295 501</b>	<b>33 285 865</b>	<b>9 636</b>

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

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

### **4.5.2 Sub- Programmes**

**4.5.2.1** Aviation Policy and Regulation

**4.5.2.2** Aviation Safety, Security Environment and Search & Rescue

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

Through the infrastructure build programme at the Airports Company South Africa (ACSA), a sizeable number of job opportunities has been targeted for the medium term. In the 2021/22 financial year, ACSA has reported actual performance of 16 378 job opportunities supported. Opportunities supported were 2 027 lower than the target of 18 405, and this was due to underperformance in the organisation's CAPEX.

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

Over the medium term, the department, in collaboration with SACAA, will optimise the implementation of the Aviation Safety Strategy to ensure that the fatal accidents in general aviation are reduced.

#### 4.5.4 Report Against the Originally Tabled Annual Performance Plan

##### 4.5.4.1 Sub-Programme: Aviation Policy and Regulation

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
<b>Decent jobs sustained and created</b>	Jobs created through the ACSA Infrastructure Programme	Number of jobs created	-	Annual Analysis Report on jobs created through ACSA Infrastructure Programme	Analysis Report on jobs created through ACSA Infrastructure Programme • 18 405 jobs	The Analysis Report on jobs created through ACSA Infrastructure Programme was developed.  The report indicates that a total 16 378 job opportunities were supported during the 2021/22 financial year.	Job opportunities supported were 2 027 jobs lower than the target of 18 405 jobs.	Under-expenditure of CAPEX.
<b>Improved competitiveness through adoption of new technology</b>	Reviewed Regulations for Remotely-Piloted Aircraft System (RPAS)	Reviewed regulations for Remotely-Piloted Aircraft System (RPAS) approved	-	Review of Regulations for Remotely-Piloted Aircraft System (RPAS) monitored	Reviewed Regulations for Remotely-Piloted Aircraft System (RPAS) approved	SACAA, through the Civil Aviation Regulations Committee (CARCom), amended a number of Parts on the Civil Aviation Regulations relating to RPAS operations.  The 24th Amendment of the Civil Aviation Regulations, 2022 were subsequently submitted for Ministerial concurrence.  The remaining Parts relating to RPAS detection system and RPAS counter-measure	None	None



Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
						system, which would address the risks that exist with regard to RPAS operations, are still being deliberated at CARCom and will probably be included in the 26th proposed Amendment of the Civil Aviation Regulations, 2022.		

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

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
<b>Improved transport safety and security</b>	Reduction in fatal accidents in Aviation	Percentage reduction in fatal accident in the Aviation sector	-	Annual Analysis Report on the State of Aviation Safety in South Africa	Annual Analysis Report on the State of Aviation Safety in South Africa <ul style="list-style-type: none"> <li>• 10% reduction</li> </ul>	The Annual Analysis Report on aviation incidents and accidents was developed as targeted. <ul style="list-style-type: none"> <li>• A decrease is observed in the number of fatal accidents when compared with the same period in the previous financial year.</li> <li>• A total of twelve (12) fatal</li> </ul>	None	None

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
						<p>accidents were reported from 01 April 2021 to 31 March 2022, which indicate a decrease of four (4) fatal accidents, compared with the same period in the financial year 2020/21 financial year.</p> <ul style="list-style-type: none"> <li>• A total of seventeen (17) cumulative fatalities were reported from 01 April 2021 to 31 December 2021, which indicate a decrease of six (6) fatalities, compared to the same period in the financial year 2020/21.</li> <li>• A total of one hundred and sixty-one (161) accidents were reported from 01 April 2021 to 31 March 2022, which indicate an increase by sixty-four (64) accidents, when compared to the same period in the 2020/21 financial year.</li> </ul>		
	<i>South African Maritime and</i>	<i>South African Maritime and</i>	<i>Draft South African</i>	<i>Socio-economic</i>	<i>Draft South African Maritime</i>	<i>The South African Maritime and Aeronautical Search and Rescue</i>	<i>Amendment process could</i>	<i>The submission to request the</i>

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
	<i>Aeronautical Search and Rescue Amendment Act</i>	<i>Aeronautical Search and Rescue Amendment Bill approved by Parliament</i>	<i>Maritime and Aeronautical Search and Rescue Amendment Bill endorsed by SASAR Executive Committee</i>	<i>impact assessment conducted on the South African Maritime and Aeronautical Search and Rescue Amendment Bill</i>	<i>and Aeronautical Search and Rescue Amendment Bill approved for submission to Cabinet</i>	<i>Amendment Bill was not submitted to the ICTS Cluster as was targeted.  Following scrutinisation of the draft Amendment Bill by the Office of the State Law Adviser (OSLA), it was recommended that the nature and extent of proposed amendments were such that a new Bill be drafted that repeals the principal Act.  The process of redrafting the South African Maritime and Aeronautical Search and Rescue Amendment Bill is under way.</i>	<i>not proceed due to recommendations of the OSLA</i>	<i>removal of the Amendment Bill from the APP was approved  The revised indicator will be prioritised in 2022/23 financial year.</i>
	<i>A functional Aviation Safety Investigation Board</i>	<i>A functional Aviation Safety Investigation Board established</i>	-	-	-	-	-	-

#### **4.5.5 Strategy to overcome areas of under performance**

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

##### **4.5.5.1 Review of RPAS Regulations**

A dedicated recovery plan was developed in the Fourth Quarter and progress was monitored to ensure that the deliverable is back on track to meet the annual target. The 24th Amendment of the Civil Aviation Regulations, 2022 were subsequently submitted for Ministerial concurrence.

##### **4.5.5.2 South African Maritime and Aeronautical Search and Rescue Amendment Act**

Following scrutinisation of the draft Amendment Bill by the Office of the State Law Adviser (OSLA), it was recommended that the nature and extent of proposed amendments were such that a new Bill be drafted that repeals the principal Act. The process to redraft the Bill has been initiated.

#### 4.5.6 Performance in relation to Standardised Outputs and Output Indicators

##### 4.5.6.1 Aviation Infrastructure, Job Creation and Innovation

Institution	Output Indicator	Annual Target	Reported Actual Performance As At 31 March 2022	Source Of Data
Airports Company South Africa (ACSA)	• Number of jobs created	• 18 405	• 16 378 job opportunities were created	ACSA Performance Information Report
	• Number of full-time equivalents (FTEs) created	• 2 400		
	• Number of youths (18-35) employed	• Baseline - FY2019/20 – 38.6%		
	• Number of women employed	• Baseline - FY2019/20 – 45.5%		
	• Number of persons with disabilities employed	• Baseline - FY2019/20 – 2.5%		

##### 4.5.6.2 Aviation Innovation

Institution	Output Indicator	Annual Target	Reported Actual Performance As At 31 March 2022	Source Of Data
South African Civil Aviation Authority (SACAA)	• Review Regulations for Remotely-Piloted Aircraft System (RPAS)	• Reviewed Regulations for Remotely-Piloted Aircraft System (RPAS) approved	<p>SACAA, through the Civil Aviation Regulations Committee (CARCom), amended a number of Parts on the Civil Aviation Regulations relating to RPAS operations.</p> <p>The 24th Amendment of the Civil Aviation Regulations, 2022 were subsequently submitted for Ministerial concurrence.</p>	SACAA Preliminary Performance Information Report

#### 4.5.6.3 Aviation Safety

Institution	Output Indicator	Annual Target	Reported Actual Performance As At 31 March 2022	Source Of Data
South African Civil Aviation Authority	<ul style="list-style-type: none"> <li>Number of fatal accidents recorded in scheduled commercial aviation</li> </ul>	<ul style="list-style-type: none"> <li>0</li> </ul>	Zero	SACAA Preliminary Performance Information Report
	<ul style="list-style-type: none"> <li>% reduction in fatal accidents recorded in general aviation</li> </ul>	<ul style="list-style-type: none"> <li>10% reduction</li> </ul>	<ul style="list-style-type: none"> <li>A decrease is observed in the number of fatal accidents when compared with the same period in the previous financial year. A total of twelve (12) fatal accidents were reported from 01 April 2021 to 31 March 2022, which indicate a decrease of four (4) fatal accidents, compared with the same period in the financial year 2020/21 financial year.</li> <li>A total of seventeen (17) cumulative fatalities were reported from 01 April 2021 to 31 December 2021, which indicate a decrease of six (6) fatalities, compared to the same period in the financial year 2020/21.</li> <li>A total of one hundred and sixty-one (161) accidents were reported from 01 April 2021 to 31 March 2022, which indicate an increase by sixty-four (64) accidents, when compared to the same period in the 2020/21 financial year.</li> </ul>	

#### 4.5.7 Linking Performance with Budgets

##### 4.5.7.1 Sub-Programme Expenditure

Sub- Programme Name	2021/2022			2020/2021		
	Final Appropriation	Actual Expenditure	(Over)/Under Expenditure	Final Appropriation	Actual Expenditure	(Over)/Under Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000
5.1 Aviation Policy and Regulations	125 152	121 879	3 273	27 619	25 427	2 192
5.2 Aviation Economic Analysis and Industry Development	11 250	9 102	2 148	15 242	6 811	8 431
5.3 Aviation Safety, Security Environment and Search and Rescue	68 151	64 227	3 924	65 485	55 750	9 735
5.4 Aviation Oversight	353 651	345 003	8 648	2 556 387	2 549 546	6 841
5.5 Aviation Administration Support	6 118	5 821	297	6 116	4 674	1 442
<b>Total</b>	<b>564 322</b>	<b>546 032</b>	<b>18 290</b>	<b>2 670 849</b>	<b>2 642 208</b>	<b>28 641</b>

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

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

### **4.6.2 Sub-Programmes**

**4.6.2.1** Maritime Policy and Legislation

**4.6.2.2** Maritime Infrastructure and Industry Development

**4.6.2.3** Maritime Implementation, Monitoring and Evaluation

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

#### **Corporatisation of the National Ports Authority**

Impact assessment study conducted to inform the decision on the most appropriate approach to corporatisation. Consensus was achieved through comprehensive stakeholder consultation.

In June 2021, the President, announced the decision to corporatise TNPA as an independent subsidiary of Transnet SOC Ltd. Following the pronouncement, an interim board was appointed, a Memorandum of Incorporation (Moi) was finalised and the establishment of TNPA as an independent subsidiary of Transnet was gazetted in July 2021.

To ensure that all requisite statutory and legal requirements are addressed, a project plan was developed.

#### **Operation Phakisa Oceans Economy**

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

- The establishment of the National Ports Authority as an independent subsidiary of Transnet provided a boost for investor confidence;



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

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

#### 4.6.4 Report Against the Originally Tabled Annual Performance Plan

##### 4.6.4.1 Sub-Programme: Maritime Policy and Legislation

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
<b>Increased access to affordable and reliable transport systems</b>	Maritime Development Fund (MDF) Bill	Maritime Development Fund (MDF) Bill approved by Parliament	-	Draft Maritime Development Fund Bill developed	Maritime Development Fund Bill approved for submission to Cabinet	Maritime Development Fund Bill submitted for Ministerial approval to submit to Cabinet  The Socio-economic impact assessment was conducted and Maritime Development Fund Bill was processed through the ESEID Cluster.	None	None
<b>Improved regulatory environment</b>	Merchant Shipping Act	Merchant Shipping Bill approved by Parliament	-	Merchant Shipping Bill approved by Cabinet	Merchant Shipping Bill approved for submission to Cabinet	Ministerial approval not obtained to submit the Merchant Shipping Bill to Cabinet.  During the period under review, the State Law Advisor inputs were considered and incorporated into the Bill. Socio-economic impact assessment was also conducted on the Bill.	Bill not processed through the ESIEID Cluster	Prolonged State Law Adviser processes.
<b>Natural resources managed and impact of climate change</b>	Domestication of the MARPOL Annex VI	MARPOL Annex VI implemented	-	Marine Pollution Prevention Amendment Bill	Marine Pollution Prevention Amendment Bill (incorporating	Notice of intention to introduce the Marine Pollution Prevention Amendment Bill (incorporating Annexes IV and VI) to Parliament was gazetted on 11	None	None

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
minimised				(incorporating Annexes IV and VI) approved for submission to Cabinet	Annexes IV and VI) approved by Parliament	October 2021.		

#### 4.6.4.2 Sub-Programme: Maritime Infrastructure and Industry Development

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
Increased access to affordable and reliable transport systems	Corporatisation of Transnet National Ports Authority (TNPA)	Transnet National Ports Authority (TNPA) corporatised	-	Status Report produced on the corporatisation of the Transnet National Ports Authority (TNPA)	Status Report on the corporatisation of the Transnet National Ports Authority (TNPA)	The status report on the corporatisation of TNPA finalised.  The Department of Public Enterprises (DPE) is continuously working together with TNPA to implement section 3(3)(a) of the National Ports Act, which states that TNPA must be registered with the registrar of companies, with Transnet being the sole member and stakeholder.	None	None

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
						<p>However, DPE has already gazetted, on 30 July 2021, in gazette number 666 of 44908, that the subsidiary will be National Ports Authority SOC Limited.</p> <p>Transnet was requested to submit a section 54(2)(a) of the Public Financial Management Act (PFMA) as it is required in the establishment of a company.</p> <p>The DPE is in the process of seeking an external legal opinion on how this subsidiary phase of the Ports Act can be implemented in such a way that the Companies Act and the subsidiary financial statements are all aligned.</p> <p>Although the corporatisation process is underway, the implementation thereof should be seamless and not have an adverse impact on the Group.</p>		

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
						<p>The Memorandum of Incorporation (MOI) is also being finalised.</p> <p>The DPE has since advertised a call for nominations to establish the TNPA Board on 13 October 2021 and the Department of Transport is awaiting finalisation of that process as part of oversight on the implementation of the National Ports Act.</p>		
	Implementation of the Operation Phakisa Oceans Economy Three-Foot Plan	Operation Phakisa Oceans Economy Three-Foot Plan monitored	-	Consolidated Report on Operation Phakisa 3-Foot Plan developed	Annual Analysis Report on Operation Phakisa	<p>The Annual Analysis Report on the Boegoebaai Port and Small Harbours was developed.</p> <p>The business case and feasibility studies reports have been completed and conditional approval from National Treasury was secured.</p> <p>Treasury approval 1 (TA1) has been obtained with the request to proceed with TA2 A with a form of Request for Qualification QFQ process.</p>	None	None
	Operating	Operating	-	Operating	Business Case	The draft business case for the	None	None

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
	Model for a National Shipping Company	Model for a National Shipping Company approved by Cabinet		Model for a National Shipping Company developed	for the Model for a National Shipping Company developed	establishment of a National Shipping Company was developed.		

#### 4.6.4.3 Sub-Programme: Maritime Implementation, Monitoring and Evaluation

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
<b>Improved transport safety and security</b>	Reduction in Maritime Safety Incident Rate	Analysis Report on reportable maritime safety incident rate	-	Annual Analysis report on maritime safety incident rate	Annual Analysis report on maritime safety incident rate)	Annual Analysis report on maritime safety incident rate was developed.  The report indicates that there were 108 incidents during 2021.  The total number of safety incidents has increased as compared to 2020.	None	None
	Reduction in Maritime Fatality Rate	Analysis Report on reportable maritime	-	Annual Analysis report on maritime	Annual Analysis report on maritime fatality rate	Annual Analysis Report on maritime fatality rate was developed.	None	None

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
		fatality rate		fatality rate		<p>The report indicates that there was an increase of fatality incidents in 2021 as compared to 2020.</p> <p>Small Commercial Vessels recorded 6 fatalities due to capsizing of the vessels</p>		
	National Maritime Security Strategy	National Maritime Security Strategy (NMSS) approved by Cabinet	-	-	National Maritime Security Strategy developed	Draft National Maritime Security Strategy was developed	None	None
<b>Pollution incidents reduced</b>	Reduction in Maritime Pollution Incident Rate	Analysis Report on maritime pollution rate	-	Annual Analysis Report on maritime pollution rate	Annual Analysis Report on maritime pollution rate	<p>Annual analysis report on maritime pollution incidents was developed</p> <p>The report indicates that ports casualties for 2021/22 financial year were 107, which shows a decrease when compared to the 294 casualties recorded in 2020/21.</p> <p>This was due to improvement in safety life at sea, coastal patrol,</p>	None	None

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
						compliance with international and national legislation and rapid response from Emergency Towing Vessel (ETV)		

#### 4.6.5 Strategy to overcome areas of under performance

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

##### 4.6.5.1 Submission of the Merchant Shipping Bill to Cabinet

A dedicated recovery plan was developed in the Fourth Quarter and progress was monitored to ensure that the deliverable is back on track to meet the annual target. Following prolonged engagements with the Office of the State Law Adviser (OSLA), the Bill subsequently concluded the SEIAS process and progressed to the ESIED Cluster. In the 2022/23 financial year, the Bill will be processed through the ICTS Cluster before submission to Cabinet.



#### 4.6.6 Performance in relation to Standardised Outputs and Output Indicators

##### 4.6.6.1 Maritime Safety

Institution	Output Indicator	Annual Target	Reported Actual Performance As At 31 March 2022	Source Of Data
South African Maritime Safety Authority (SAMSA)	<ul style="list-style-type: none"> <li>Reportable maritime safety incident rate recorded for all types of vessels</li> </ul>	<ul style="list-style-type: none"> <li>Below ten (10) reportable maritime safety incident rate</li> </ul>	<ul style="list-style-type: none"> <li>12.6 reportable maritime safety incident rate</li> </ul>	South African Maritime Safety Authority (SAMSA) Preliminary Performance Information Report
	<ul style="list-style-type: none"> <li>Reportable maritime fatality rate recorded for all types of vessels</li> </ul>	<ul style="list-style-type: none"> <li>Below two (2) reportable maritime fatality rate</li> </ul>	<ul style="list-style-type: none"> <li>1.77 maritime fatality rate reported for all types of vessels</li> </ul>	

##### 4.6.6.2 Maritime Pollution reduction

Institution	Output Indicator	Annual Target	Reported Actual Performance As At 31 March 2022	Source Of Data
South African Maritime Safety Authority (SAMSA)	<ul style="list-style-type: none"> <li>Maritime pollution incident rate for all types of vessels</li> </ul>	<ul style="list-style-type: none"> <li>Below two (2) maritime pollution rate</li> </ul>	<ul style="list-style-type: none"> <li>1.12 maritime pollution incident rate</li> </ul>	South African Maritime Safety Authority (SAMSA) Preliminary Performance Information Report

#### 4.6.7 Linking Performance with Budgets

##### 4.6.7.1 Sub-Programme Expenditure

Sub- Programme Name	2021/2022			2020/2021		
	Final Appropriation	Actual Expenditure	(Over)/Under Expenditure	Final Appropriation	Actual Expenditure	(Over)/Under Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000
6.1 Maritime Policy Development	12 248	12 248	-	13 008	13 008	-
6.2 Maritime Infrastructure and Industry Development	6 408	5 381	1 027	14 123	7 196	6 927
6.3 Implementation, Monitoring and Evaluations	81 761	52 099	29 662	71 062	71 062	-
6.4 Maritime Oversight	43 291	41 906	1 385	43 124	42 007	1 117
6.5 Maritime Administration Support	4 469	3 966	503	3 301	2 503	798
<b>Total</b>	<b>148 177</b>	<b>115 600</b>	<b>32 577</b>	<b>144 618</b>	<b>135 776</b>	<b>8 842</b>

## **4.7 Programme 7: Public Transport**

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

### **4.7.2 Sub-Programme**

**4.7.2.1** Public Transport Network Development

**4.7.2.2** Public Transport Regulation

**4.7.2.3** Public Transport Industry Development

**4.7.2.4** Rural and Scholar Transport Implementation

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

#### **Integrated Public Transport Network (IPTN) Programme**

In pursuit of the sector's desired outcome of an affordable, safe, universally accessible and reliable public transport, to date, seven (07) cities (Johannesburg, Tshwane, Ekurhuleni, Cape Town, George, Polokwane and Nelson Mandela Bay) are successfully operating integrated public transport networks (IPTNs) and carry a combined 117 305 average passenger trips. The cities are also planning expansions to other areas.

Two (2) cities – Mangaung and Rustenburg, are at an advanced stage in launching their pilot phases; and one (1) city – eThekweni, is still lagging behind in terms of readiness to launch its pilot phase. The profile of the jobs created, spans across the infrastructure implementation and public transport operations components of IPTN's in the 2021/22 financial year (As at December 2021) indicates the following:

- 355 youth females employed
- 1 143 youth males employed
- 399 females over 35 years employed
- 907 males over 35 years employed

#### **Integrated Ticketing System**

As part of value-add to the public transport value chain, a gap analysis on the regulatory framework for national automated fare collection was conducted, and a concept for an Integrated Public Transport Ticketing / Fare Collection System was developed.

Three (3) cities, Polokwane, Mangaung and Rustenburg, are ready to roll out the Single (integrated) electronic ticketing system pilots, awaiting the official launch of the IPTN pilot. Rustenburg and Polokwane have already commenced with the initial stages of the pilot of the Automated Fare Ticketing (AFT) system using SANRAL as a clearing hub.

### **Revised Taxi Recapitalisation Programme (RTRP)**

In March 2019, the Department of Transport appointed TRSA to implement and manage the RTRP. Of the 63 241 remaining old taxis to be scrapped, only 16 372 have operating licences.

A total of 5 810 taxis have been scrapped since March 2019, and a balance of 10 562 remains. In order to scrap the remaining 10 562 old taxis, the Department would require a budget of R1.4 billion.

A Memorandum has been submitted to request that a cut-off date be proclaimed in order to force the taxi operators to bring in the old taxis for scrapping. This is mainly to address the low uptake from operators that has seen the number of taxis scrapped declining during the period under review. The nature of the scrapping process impacts on the uptake since it is dependent on voluntary submission of applications, applicants meeting the qualification criteria and budget allocation (TRP budget allocation average R350 million/annum).

### **Cross Border Passenger Operations: Lesotho and South Africa**

The long-standing implementation impasse regarding cross-border passenger operations between the two member states, RSA and Lesotho, has been on-going for approximately 22 years. Several attempts have been made to resolve the issue, however there has been no meeting of minds on the way forward. The two Ministerial Teams for South Africa and in Lesotho have been established.

The South African Ministerial task team met on the 14<sup>th</sup> October 2021. As part of the programme of action of the last Ministerial Task Team meeting, it was resolved that a joint visit to the border posts needed to be conducted with the Lesotho counterparts. A national Ministerial task team has been formed to deal with the matter.

It is proposed that a Bilateral Agreement be signed between the two countries to resolve the outstanding cross border operations matters. The two countries are conducting an analysis of the operations, that should inform a proposal of a quota arrangement between operators in South Africa and Lesotho. These matters will be part of the Bilateral Agreement.

## Implementation of Taxi Lekgotla Resolutions

In the 2020/21 financial year, the Department hosted a National Taxi Lekgotla, of which the objective was to assess progress and related challenges in the implementation of the National Taxi Task Team (NTTT) Recommendations that were published in 1996 and to forge a new roadmap that would put the taxi industry on a sustainable path going forward. The Lekgotla presented an opportunity to develop a feasible programme of action to set the industry on a sustainable path and take the transformation of the taxi industry to its logical conclusion.

The Lekgotla emerged with momentous commitments towards the realisation of a truly united and empowered taxi industry, and implementation of Lekgotla resolutions will contribute to a national programme to improve public transport focusing on two pillars of improving the safety of passengers using the taxi mode and the transformation and empowerment of the taxi industry. The following resolutions, under each of the four themes, were adopted as part of a commitment by the taxi industry towards a renewed blueprint for public transport:

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

can be reassessed. Such moratorium should be premised on the principle that once a Province completes the relevant processes to determine demand and supply and are able to determine the number of operating licences required, such moratorium may be lifted. Industry committed to the implementation of industry sectorial determination and compliance with labour laws. There was also a commitment to strengthen law enforcement in a consistent manner that affirms the supremacy of the rule of law and ensure respect for the rules of the road and eliminate the culture of lawlessness.

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

### **Taxi Industry Empowerment Model**

A framework to guide an inclusive Taxi Scrapping Entity (TSE) ownership structure for the entire taxi industry irrespective of affiliation has been developed. The empowerment structure will be used as a vehicle to plan, establish, provide funding and implement projects and initiatives for the benefit of the entire taxi industry irrespective of affiliation.

A Memorandum of Incorporation (MOI), which will provide the guidelines to ensure that the Non-Profit Company (NPO) complies with all the prescripts in order to ensure good corporate governance, is being finalised. The Industry, through its 60% interest in the TSE, will benefit from two revenue streams from TRSA being dividends declared from profits generated by the TSE through the scrapping of old taxi vehicles and revenue from commercial initiatives implemented.

### **Shova Kalula Bicycle Distribution Programme**

The Shova Kalula (Ride Easy) bicycle project is a national bicycle programme initiated by the Department of Transport as a pilot project in 2001, with the purpose of promoting and maximizing the use of bicycle as a low cost mobility solution to poor communities, particularly in the rural areas. The project provides for distribution of bicycles to learners from poor households who walk more than 3 kilometres to their educational resource centres. The Department distributed over 100 000 bicycles to learners in all provinces since the inception of the programme in 2001.

## **National Scholar Transport Programme**

The National Learner Transport Policy was approved by Cabinet in May 2015. The overarching objective of the policy is to improve access to quality education by providing safe, decent, effective, integrated and sustainable learner transport. The policy provides that national government will oversee the implementation of the policy in consultation with relevant stakeholders, including provinces, municipalities and School Governing Bodies (SGBs).

In the implementation of the National Learner Transport Policy, 2015, Government has been implementing the National Learner Transport Programme to provide learners who live more than 5km with transport to schools. Currently, the programme is managed inconsistently across provinces. In some provinces, the programme is managed and implemented by the Department of Transport in collaboration with the provincial Department of Education, while in other provinces, the Department of Basic Education is the lead.

In terms of demand, the total number of learners that require learner transport nationally is 776 114.

#### 4.7.4 Report Against the Originally Tabled Annual Performance Plan

##### 4.7.4.1 Sub-Programme: Public Transport Network Development

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
<b>Improved competitiveness through adoption of new technology</b>	Integrated Single Ticketing System for all government-subsidized public transport operators	Integrated Single Ticketing System implemented	-	Reviewed Regulations for Integrated Single Ticketing System approved	Pilot phase of the Integrated Single Ticketing System rolled out on subsidised public transport operations	The initial stages of a pilot phase commenced in Rustenburg and Polokwane whilst the approval of the Commercial Addendum to the MoA is being finalised between the municipalities and SANRAL  Waxd Mobile and Naked Scientist are vendors for Rustenburg and Polokwane respectively, as captured in the Transactions report.	None	None
<b>Improved accessibility, quality and reliability of public transport</b>	Implementation of the Integrated Public Transport Network (IPTN) Programme	Number of cities operating integrated public transport networks	Integrated Public Transport Network (IPTN) Programme monitored  • 6 cities operating IPTNs	Integrated Public Transport Network (IPTN) Programme monitored  • 7 cities operating IPTNs	Integrated Public Transport Network (IPTN) Programme monitored  • 9 cities operating IPTNs	Integrated Public Transport Network (IPTN) Programme monitored in 9 cities operating IPTNs  Seven (7) (Cape Town, George, Ekurhuleni, Johannesburg, Tshwane, and Nelson Mandela Bay and Polokwane) municipalities are operational and working towards expanding current services and three (3)	None	None



Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
						(Mangaung, Rustenburg and eThekweni) are working towards the launch of new services.		
	Average weekday passenger trips across cities operating IPTNs	Number of average weekday passenger trips across cities operating IPTNs	-	-	200 000 average week day passenger trips in nine (9) cities	Annual Status Report on the Average weekday passenger trips of the IPTN programme was developed.  Database was compiled for all seven (7) operational municipalities (City of Cape Town, Johannesburg, Tshwane, Ekurhuleni, Nelson Mandela Bay, George and Polokwane). A total of 117 305 average passenger trips were reported	None	None
	Revised BRT specification and technical norms and standards	Revised BRT specification and technical norms and standards implemented	-	-	Ten (10) cities engaged on revised IPTN norms and standards	Stakeholder consultation on revised IPTN specifications and technical norms and standards were conducted with ten (10) IPTNs cities on the 28 <sup>th</sup> of March 2022.	None	None
	Compliance	Percentage	-	-	25%	Annual Status Report on	None	None

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
	with spatial referencing of IPTN Programme	compliance with spatial referencing of IPTN Programme			compliance with spatial referencing of IPTN Programme	<p>spatial referencing of the IPTN programme was developed.</p> <p>Spatial Development Frameworks for 10 cities were reviewed</p>		
	Compliance with universal design norms and standards	Percentage compliance with universal design norms and standards	-	-	Nine (9) cities operating IPTNs complying with universal design norms and standards	Universal Design and Access Plans were developed by ten (10) cities and these were reviewed to develop an Annual Status Report on compliance with universal design norms and standards	None	None
	Public Transport access and reliability	Increased operational hours of BRTs	-	-	Operational hours of BRTs increased to 16 hours (demand-driven)	<p>Annual Status Report on operational hours of BRTs developed</p> <p>The report indicates that the hours of operation have been between 15 and 19 hours throughout the year.</p> <p>The performance is also dependent on passenger demand.</p>	None	None

#### 4.7.4.2 Sub-Programme: Public Transport Regulation

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
Improved accessibility, quality and reliability of public transport	Transport Appeal Tribunal (TAT) Amendment Act	Transport Appeal Tribunal (TAT) Amendment Bill approved by Parliament	Draft Transport Appeal Tribunal (TAT) Amendment Bill tabled in Cabinet	Transport Appeal Tribunal Amendment Bill processed through Parliament	Transport Appeal Tribunal (TAT) Amendment Bill processed through Parliament	Transport Appeal Tribunal (TAT) Amendment Bill was introduced in Parliament on the 29 <sup>th</sup> May 2020	None	None

#### 4.7.4.3 Sub-Programme: Public Transport Industry Development

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
Improved accessibility, quality and reliability of public transport	Public Transport Funding Model	Approved Public Transport Funding Model implemented	-	-	Existing Public Transport Funding Model reviewed	As part of the review process, a framework for the development of a Public Transport Funding Model was developed	None	Framework guiding the process and components of the Funding Model is required prior to development

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
	Implementation of Taxi Lekgotla (2020) Resolutions	Framework for the taxi industry ownership of the Scrapping Entity implemented (60% ownership)	-	-	Framework for the taxi industry ownership of the Taxi Scrapping Entity developed	<p>The framework for the taxi industry ownership of the Scrapping Entity has been finalised.</p> <p>The Non-Profit Company is the chosen vehicle for this purpose.</p>	None	None
	Public Transport Operations Grant Monitoring	Public Transport Operations monitored in provinces	Public Transport operations monitored in provinces	Annual Monitoring Report on public transport operations in provinces	Annual Monitoring Report on public transport operations in provinces	<p>The Annual Monitoring Report on Public Transport Operations were monitored in provinces.</p> <ul style="list-style-type: none"> <li>• 114 121 routes subsidised;</li> <li>• 198 675 693 kilometres subsidised; and</li> <li>• 5 048 996 trips subsidised.</li> </ul>	None	None

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
<b>Improved transport safety and security</b>	Implementation of the Revised Taxi Recapitalisation Programme	Number of old taxi vehicles scrapped	1 860 old taxi vehicles scrapped	Annual progress Report on projected taxis scrapped  (Projected scrapping of 1 400 old taxi vehicles)	Annual progress report on projected taxis scrapped  (Projected scrapping of 3 500 old taxi vehicles)	Annual progress report on the taxis scrapped was developed.  A total of 2 234 OTVs were scrapped during the 2021/22 financial year.	Target is demand driven and dependant on uptake by the industry.	The Department and TRSA communicate directly with Taxi Associations and qualifying individual operators to get them to bring in their old taxis for scrapping.  The operators are also encouraged on an on-going basis.
	Implementation of the national strategic plan to end gender-	Programmes to address gender-based violence in the taxi	-	-	Annual Report on the implementation of programmes addressing violence	Annual Report on the implementation of programmes addressing violence against women, youth and persons with disabilities in the taxi	None	None

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
	based violence	industry implemented			against women, youth and persons with disabilities in the taxi industry	<p>industry was developed</p> <p>The report indicates that:</p> <ul style="list-style-type: none"> <li>• A MoU was signed with the Department of Women, Youth and Persons with Disabilities and Sonke Gender Justice in December 2021 to formalise this initiative that sets out the program of action.</li> <li>• MoU signed with TransAid to run a pilot project in Western Cape on gender-based violence focusing on women empowerment and capacitation of women in the Taxi industry.</li> <li>• SANTACO currently identifying challenges and gaps to develop a needs assessment.</li> </ul>		

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
						<ul style="list-style-type: none"> <li>Campaigns to educate drivers on GBV and to empower more women into the job market of taxi drivers have been held at ranks in Gauteng, Limpopo, North West, Kwa Zulu Natal, Free State, Northern Cape provinces and Mpumalanga.</li> </ul>		

#### 4.7.4.4 Sub-Programme: Rural and Scholar Transport Implementation

Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
Improved accessibility, quality and reliability of public transport	Integrated Public Transport Network (IPTN) plans in District municipalities	Number of District Municipalities assisted with IPTN plans	Two (2) <ul style="list-style-type: none"> <li>• Amathole District Municipality</li> <li>• Capricorn District Municipality</li> </ul>	-	<ul style="list-style-type: none"> <li>• Inception reports for development of IPTN plans developed for two district municipalities</li> <li>• Mopani District Municipality</li> <li>• Gert Sibande district municipality</li> </ul>	Inception reports for the development of IPTN plans for Mopani and Gert Sibande District Municipalities were developed.	None	None
	Shova Kalula Bicycle Distribution Programme	Number of bicycles distributed in rural municipalities	8 000 bicycles distributed	6 000 bicycles distributed	10 000 bicycles distributed	<p>11 349 bicycles were distributed during the period under review</p> <p>Bicycles are distributed to provinces and schools based on the state of readiness of provinces with regard to submission lists of learners and schools to the Department.</p> <p>Most of provinces submitted</p>	More than targeted bicycles distributed to provinces	Increased demand for bicycles



Outcome	Output	Output Indicator	Audited Actual Performance 2019/2020	Audited Actual Performance 2020/2021	Planned Annual Target 2021/2022	Actual Achievement 2021/2022	Deviation from planned target to Actual Achievement 2021/2022	Reasons for deviations
						lists of learners and schools on time, resulting in the deliveries of bicycles to those provinces.		

#### 4.7.5 Strategy to overcome areas of under performance

Red flags were identified during the period under review. Deliverables that were lagging behind were identified and given stringent attention to ensure that they meet their targets as set out in the Annual Performance Plan. All deliverables in Programme 7 (Public Transport) were on track and did not need any focused attention during the period under review.

#### 4.7.6 Performance in relation to Standardised Outputs and Output Indicators

##### 4.7.6.1 Public Transport Operations

Institution	Output Indicator	Annual Target	Reported Actual Performance As At 31 March 2022	Source Of Data
Provincial Departments of Transport (PDTs)	<b>Transport Operations</b>			Provincial Departments of Transport Preliminary Performance Information Reports
	• Number of routes subsidised	• 616	• 114 121	
	• Number of kilometres subsidised	• 183 740 442	• 198 675 693	
	• Number of trips subsidised	• 4 632 739	• 5 048 996	

#### 4.7.7 Linking Performance with Budgets

##### 4.7.7.1 Sub-Programme Expenditure

Sub- Programme Name	2021/2022			2020/2021		
	Final Appropriation	Actual Expenditure	(Over)/Under Expenditure	Final Appropriation	Actual Expenditure	(Over)/Under Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000
7.1 Public Transport Regulation	34 266	24 264	10 002	49 760	28 437	21 323
7.2 Rural and Scholar Transport	35 885	30 019	5 866	43 228	17 926	25 302
7.3 Public Transport Industry Development	206 723	142 289	64 434	192 001	181 874	10 127
7.4 Public Transport Oversight	12 786 433	12 630 199	156 234	12 532 726	12 532 726	-
7.5 Public Transport Administration Support	16 327	10 204	6 123	75 611	40 490	35 121
7.6 Public Transport Network Development	9 643	8 510	1 133	14 526	8 141	6 385
<b>Total</b>	<b>13 089 277</b>	<b>12 845 485</b>	<b>243 792</b>	<b>12 907 852</b>	<b>12 809 594</b>	<b>98 258</b>

# **NARRATIVE REPORT ON THE DoT' INTERNAL/ EXTERNAL COVID-19 INTERVENTIONS**

## **Introduction**

The COVID-19 interventions outlined in the table above refers. The DoT Quarterly Performance Report in implementing of the COVID-19 interventions in addition to continuous service delivery programmes, covers the internal programme (Employees at Forum Building).

## **Determination of Beneficiaries**

The beneficiaries as stated in the table are employees of the Department of Transport, service beneficiaries visiting the building for various reasons, contractors, service providers, clients, customers, etc.

## **Challenges Encountered During Implementation**

- Shortage of staff, i.e. Human Resources (OHS Practitioner, EHW, etc.) Insufficient staff to cater for the implementation of COVID-19 intervention both internally as well as externally.
- Some employees not adhering to OHS protocols and tempering with precautionary measure equipments
- Delays in the gradual movement from paper base to virtual means of communication in the Department.
- Possible stigmatization of reported cases

## **Plans to Mitigate Challenges in Subsequent Quarters**

- Continue to monitor compliance of staff to OHS Precautionary Measures.
- Continue to communicate recent information to staff, use of e-mails, posters, etc. Install signage in strategic areas e.g. entrances, lifts, etc. to enhance adherence to social distancing. Continue to enforce adherence to measures such as screening, sanitizing, and wearing of masks.
- Encourage virtual platforms for meetings rather than physical meetings.
- Enhance implementation of COVID-19 intervention and compliance to OHS protocols and precautionary measures in the Department.
- COVID-19 is business unusual, the new normal should be embraced so as to enhance service delivery and keep abreast with recent information on the pandemic.
- Less use of paper-based communication be encouraged.

- Continue to create awareness on stigma, confidentiality, and human rights issues

**Learnings from Implementation of Interventions** (What worked well, what did not work well, and recommendations for improvement)

- Training of more frontline employees
- Implement use of digital screening and registration to curb waiting period at entry points
- Creating awareness of vaccination and having vaccination campaigns onsite

## 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.

Name of Public Entity	Key Outputs of the public entity	Amount transferred to the public entity	Amount spent by the public entity	Achievements of the public entity
Airports Company South Africa (ACSA)	Maintenance and upgrading of airports infrastructure and related operations	No Transfer from the Department of Transport	No Transfer from the Department of Transport	Refer to the Annual Reports of Entities
Air Traffic Navigation Services (ATNS)	Provision of air traffic management solutions and related services	No Transfer from the Department of Transport	No Transfer from the Department of Transport	
Cross-Border Road Transport Agency	Regulation of cross border road transport freight and passenger industry	No Transfer from the Department of Transport	No Transfer from the Department of Transport	
Passenger Rail Agency of South Africa (PRASA)	To ensure that rail commuter services are provided in the public interest and to provide for the long-haul passenger rail and bus services within, to and from the Republic in terms of the principles set out in section 4 of the National Land Transport Act, 2000(Act no 22 of 2000)	R16,669,462,000	R16,669,462,000	
Ports Regulator of South Africa (PR)	Regulate pricing and other aspects of economic regulations thus promoting equal access to ports facilities and services; monitor industry's compliance with regulatory framework	R40,966,000	R40,966,000	

Name of Public Entity	Key Outputs of the public entity	Amount transferred to the public entity	Amount spent by the public entity	Achievements of the public entity
Railway Safety Regulator (RSR)	To oversee and promote safe railway operations through appropriate support, monitoring and enforcement, guided by enabling regulatory framework and regulations.	R69,657,000	R69,657,000	
Road Traffic Management Corporation (RTMC)	Road traffic management through coordination of traffic law enforcement and road safety interventions.	R217,322,000	R217,322,000	
Road Traffic Infringement Agency (RTIA)	Facilitation of adjudication of traffic infringements	R159,446,000	R159,446,000	
Road Accident Fund (RAF)	Compensation of users of SA roads for loss of damage caused by negligent driving of motor vehicles within the borders of SA.	No Transfer from the Department of Transport	No Transfer from the Department of Transport	
South African Civil Aviation Authority (SACAA)	Control, promotion, regulation, support, development, enforcement and improvement of civil aviation safety and security.	R277,600,000	R277,600,000	
South African Maritime and Safety Authority (SAMSA)	Governing authority tasked to investigate maritime accidents/incidents and provide marine related services on behalf of government as well as to Government.	No Transfer from the Department of Transport	No Transfer from the Department of Transport	
South African National Road Agency Limited (SANRAL)	Maintenance, upgrading and expansion on national road network.	R21,621,212,000	R21,621,212,000	
Transport Education and Training Authority (TETA)	Facilitate skills development and training in different economic sectors of South Africa.	R1,443,000	R1,443,000	

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

This section provides information on transfer payments made to provinces, municipalities, departmental agencies (excl. public entities), higher education institutions, public corporations, private enterprises, foreign governments, non-profit institutions and households. This excludes payments to public entities, as it is included in the previous section. In this section also provide information on where funds were budgeted to be transferred but transfers were not made and the reasons for not transferring funds.

Departments are requested to provide the name of the transferee, the purpose for which these funds were transferred, did the department comply with S38 1(j), the amount transferred, the amount spent from the transfer received by the transferee, (excluding individuals or social grant payments) and the reasons for unspent funds by the transferee. Departments must also comment on monthly monitoring systems or the lack thereof to monitor spending on such transfers. If such monitoring did take place, departments must provide details of difficulties experienced and what steps (if any) were taken to rectify such difficulties.

The table below reflects the transfer payments made for the period 1 April 2021 to 31 March 2022

Name of transferee	Type of organisation	Purpose for which the funds were used	Did the dept. comply with s 38 (1) (j) of the PFMA	Amount transferred (R'000)	Amount spent by the entity	Reasons for the funds unspent by the entity
COSPAS/SARSAT	International Organisation	Membership Fees	N/A	798	798	N/A
International Civil Aviation Organisation	International Organisation	Membership Fees	N/A	3 361	3 361	N/A
Indian Ocean Memorandum of Understanding	International Organisation	Membership Fees	N/A	372	372	N/A
International Maritime Organisation	International Organisation	Membership Fees	N/A	739	739	N/A
African Civil Aviation Commission	International Organisation	Membership Fees	N/A	3 097	3 097	N/A
South African Development Community Aviation Safety Organisation	International Organisation	Membership Fees	N/A	3 026	3 026	N/A
South African	International	Membership	N/A	158	158	N/A

Name of transferee	Type of organisation	Purpose for which the funds were used	Did the dept. comply with s 38 (1) (j) of the PFMA	Amount transferred (R'000)	Amount spent by the entity	Reasons for the funds unspent by the entity
Development Community Civil Aviation Organisation	Organisation	Fees				
International Oil Pollution Compensation Fund	International Organisation	Membership Fees	N/A	3 372	3 372	N/A
National Sea Rescue Institute	Search and Rescue	Search and Rescue	Yes	2 884	2 884	N/A
SANTACO	Taxi Cooperative	Taxi Industry	Yes	26 473	26 473	N/A
Off Road Rescue Unit	Search and Rescue	Search and Rescue	Yes	108	108	N/A
The Mountain Club of South Africa	Search and Rescue	Search and Rescue	Yes	108	108	N/A
National Emergency Communications Division of the South African Radio League	Search and Rescue	Search and Rescue	Yes	108	108	N/A
K9 Search and Rescue Association	Search and Rescue	Search and Rescue	Yes	103	103	N/A
Taxi Recapitalisation	Taxi Operators	Taxi Recapitalisation	N/A	308 384	308 384	N/A
Leave Gratuity	Employees	Retirement benefits	N/A	2 067	2 067	N/A
Bursaries (non-employees)	Non-employees	Educational and Career Support	N/A	9 542	9 542	N/A

Transfer payments that were budgeted for in the period 1 April 2021 to 31 March 2022, but no transfer payments were made.

- None



## 6 CONDITIONAL GRANTS

### 6.1. Conditional grants and earmarked funds paid

The tables below detail the conditional grants and earmarked funds paid by the department.

#### Conditional Grant 1: Public Transport Network Grant (PTNG)

<b>Department/ Municipality to whom the grant has been transferred</b>	Cape Town, Ekurhuleni, eThekweni, George, Johannesburg, Mangaung, Mbombela, Msunduzi, Nelson Mandela Bay, Polokwane, Rustenburg, Tshwane.
<b>Purpose of the grant</b>	To provide funding for accelerated construction and improvement of public and non-motorised transport infrastructure that form part of a municipal integrated public transport network and to support the planning, regulation, control, management and operations of fiscally and financially sustainable municipal public transport network services.
<b>Expected outputs of the grant</b>	<p><b>Network Operations Component</b></p> <ul style="list-style-type: none"> <li>○ Number of average weekday passenger trips carried on Public Transport Network Grant (PTNG) 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 as a proportion of the network's public operating hours</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 the national Department of Transport (DoT) in consultation with National Treasury 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> <li>○ Plans and detailed design related to IPTN infrastructure and operations.</li> </ul>
<b>Actual outputs achieved</b>	<ul style="list-style-type: none"> <li>● <b>Cape Town:</b> (IPTN vehicle fleet = Arctic. bus: 44, 12-13m bus: 101, 9m midi-bus: 101) - Average weekday passenger trips, 50,241; Passengers per network vehicle per average weekday, 234;</li> </ul>

	<p>Percentage of total City-wide households within 500 meters of an IPTN service currently in operation, 23,6%. Average quarterly percentage farebox coverage for direct operating costs, 38,7%; Average quarterly (PTNG funds) percentage coverage for indirect operating costs, 59,2%.</p> <ul style="list-style-type: none"> <li>• <b>Ekurhuleni:</b> (IPTN vehicle fleet = 12-13m bus: 40) - Average weekday passenger trips. 5,448; Passengers per network vehicle per average weekday, 186; Percentage of total City-wide households within 500 meters of an IPTN service currently in operation, 1,09%. Average quarterly percentage farebox coverage for direct operating costs, 27%; Average quarterly, PTNG funds, percentage coverage for indirect operating costs, 97%.</li> <li>• <b>eThekweni:</b> Corridor 1 scope: 27km &amp; 14 stations, 42% complete; Corridor 3 scope: 26 km 14 stations, 98.7% complete; Corridor 9 scope: 14.5km &amp; 12 stations, 24% complete; Midway crossing feeder facility construction, 99% complete; Upgraded existing depots 100% complete; Temporary terminal 100% complete; IFMS equipment installed at 10 Stations; CCTV installation, 100% complete at all stations; Fibre installation, 100% complete.</li> <li>• <b>George:</b> Road rehabilitation: Rosedale street 100% of 790 meters; Makriel street 100% of 340 meters; Tabata section 1, 100% of 750 meters. [(IPTN vehicle fleet = 12-13 meters bus: 58, minibus: 34). Average weekday passenger trips, 15 443; Passengers per network vehicle per average weekday, 193; Percentage of total City-wide households within 500 meters of an IPTN service currently in operation, 55%. Average quarterly percentage farebox coverage for direct operating costs, 23%; Average quarterly, PTNG funds, percentage coverage for indirect operating costs, 97%.</li> <li>• <b>Johannesburg:</b> Selby depot phase 2B at practical completion, Alex depot phase 1 at practical completion, Park station at 90%, Watt and Conhill stations at practical completion, Watt Interchange at practical completion. [(IPTN vehicle fleet = Arctic. 18+ meters bus: 80; 12-13 meters bus: 193). Average weekday passenger trips, 34,939; Passengers per network vehicle per average weekday, 123; Percentage of total City-wide households within 500 meters of an IPTN service currently in operation, 11,40%; Average quarterly percentage farebox coverage for direct operating costs, 15%; Average quarterly (PTNG funds) percentage coverage for indirect operating costs, 100%.</li> <li>• <b>Mangaung:</b> Fort Hare trunk route section 1, construction progress 87%; Fort Hare trunk route section 2, construction progress 82%; Chief Moroka link, construction progress 95%; Moshoeshoe trunk route part A, construction progress 63%; Moshoeshoe trunk route part B, construction progress 52%; Bus depot phase 1 civil works construction progress, 70%.</li> <li>• <b>Nelson Mandela Bay:</b> Standford Rd/N2 Bridge widening and construction of pedestrian crossing, 100%; Upgrade/construction of</li> </ul>
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	<p>sidewalks, 100%. [(IPTN vehicle fleet = Artic. 18+ meters bus: 8; 12-13 meters bus: 1; Minibus: 26). Average weekday passenger trips, 2,516; Passengers per network vehicle per average weekday, 72; Percentage of total citywide households within 500 meters of an IPTN service currently in operation, 21,2%. Average quarterly percentage farebox coverage for direct operating costs, 13.1%.</p> <ul style="list-style-type: none"> <li>• <b>Polokwane:</b> Station civil works, construction progress, 91% complete; Civil works at depot, construction progress 49% complete; Sandriver bridge construction progress 32% complete; Trunk route construction progress 72 % complete.</li> <li>• <b>Rustenburg:</b> Interim service agreement, negotiations 85% progress.</li> <li>• <b>Tshwane:</b> Line 1A: WP6 (Capital Park Bridges) 100% complete; Wonderboom Intermodal Facility (Hector Peterson Station) 93% complete. [(IPTN vehicle fleet = Artic. 18+ meters bus: 4; 12-13 meters bus: 22.) Average weekday passenger trips, 7,045; Passengers per network vehicle per average weekday, 214; Percentage of total City-wide households within 500 meters of an IPTN service currently in operation, 2.1%. Average quarterly percentage farebox coverage for direct operating costs, 7%; Average quarterly (PTNG funds) percentage coverage for indirect operating costs, 58%.</li> </ul>																										
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<b>Amount transferred (R'000)</b>	<table border="1"> <tr> <td>Nelson Mandela Bay</td> <td>R 218, 487</td> </tr> <tr> <td>Mangaung</td> <td>R 223, 648</td> </tr> <tr> <td>Ekurhuleni</td> <td>R 628, 569</td> </tr> <tr> <td>City of Johannesburg</td> <td>R 894, 690</td> </tr> <tr> <td>City of Tshwane</td> <td>R 675, 462</td> </tr> <tr> <td>eThekwini</td> <td>R 772, 712</td> </tr> <tr> <td>Polokwane</td> <td>R 178, 544</td> </tr> <tr> <td>Rustenburg</td> <td>R 213, 649</td> </tr> <tr> <td>City of Cape Town</td> <td>R 948, 640</td> </tr> <tr> <td>George</td> <td>R 209, 976</td> </tr> <tr> <td>Mbombela</td> <td>R 198, 256</td> </tr> <tr> <td>Msunduzi</td> <td>R 11, 900</td> </tr> <tr> <td><b>Total R'000</b></td> <td><b>R 5, 174, 533</b></td> </tr> </table>	Nelson Mandela Bay	R 218, 487	Mangaung	R 223, 648	Ekurhuleni	R 628, 569	City of Johannesburg	R 894, 690	City of Tshwane	R 675, 462	eThekwini	R 772, 712	Polokwane	R 178, 544	Rustenburg	R 213, 649	City of Cape Town	R 948, 640	George	R 209, 976	Mbombela	R 198, 256	Msunduzi	R 11, 900	<b>Total R'000</b>	<b>R 5, 174, 533</b>
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<p><b>Reasons for the funds unspent by the entity</b></p>	<p>The municipal sphere's financial year annually runs for 3 more months after the end of the national financial year therefore, the unspent funds are likely to be spent thus increasing the expended amount to date.</p> <p><b>Mbombela and Msunduzi were transferred an in-year reallocation, respectively, on the 28<sup>th</sup> March 2022 to finally settle their multi-year contractual commitments following their suspension from the 2020 MTEF funding to date.</b></p>																										
<p><b>Monitoring mechanism by the transferring department</b></p>	<ul style="list-style-type: none"> <li>• Monthly or bimonthly progress meetings with IPTN implementing municipalities,</li> <li>• Funded municipalities submit to the transferring officer, monthly expenditure, quarterly performance and annual programme evaluation reports.</li> <li>• Dedicated portfolio managers that oversee IPTN implementing municipalities.</li> <li>• Monitoring IRPTN/IPTN implementation progress in line with the National Land Transport Act (NLTA) and the Public Transport Strategy (PTS).</li> <li>• Verification of financial and performance reports from municipalities by conducting at least one site visit per annum.</li> <li>• Allocation of grant funds based on stated priorities through an allocation mechanism (criteria) agreed to by the NDoT and National Treasury.</li> </ul>																										

**Conditional Grant 2: Provincial Road Maintenance Grant (PRMG)**

<p><b>Department/ Municipality to whom the grant has been transferred</b></p>	<p><b>Department Of Transport</b></p>
<p><b>Purpose of the grant</b></p>	<ul style="list-style-type: none"> <li>• To supplement provincial investments for road infrastructure maintenance (routine, periodic and special maintenance)</li> <li>• To ensure that all roads are classified as per the Road Infrastructure Strategic Framework for South Africa (RISFSA) and the technical recommendations for highways, and the Road Classification and Access Management guidelines</li> <li>• To implement and maintain road asset management systems (RAMS)</li> <li>• To supplement provincial projects for the repair of roads and bridges damaged by unforeseen incidents including natural disasters</li> <li>• To improve road safety with a special focus on pedestrian safety in rural areas.</li> </ul>

<p><b>Expected outputs of the grant</b></p>	<ul style="list-style-type: none"> <li>• Final road asset management plan (RAMP) and tabled project list for the 2022 medium term expenditure framework (MTEF) in a table B5 format finalised by 31 March 2022.</li> <li>• Network condition assessment and determination of priority projects list from the road asset management systems (RAMS)</li> <li>• The following actual delivery related measures against 2022/23 targets defined in the final road asset management plan RAMP and annual performance plan (APP) for each province: <ul style="list-style-type: none"> <li>○ number of m<sup>2</sup> of surfaced roads rehabilitated (quarterly)</li> <li>○ number of m<sup>2</sup> of surfaced roads resurfaced (overlay or reseal)</li> <li>○ number of m<sup>2</sup> of blacktop patching (including pothole repairs)</li> <li>○ number of kilometres of gravel roads re-gravelled</li> <li>○ number of kilometres of gravel roads bladed</li> <li>○ number of kilometres of gravel roads upgraded (funded from provincial equitable share)</li> </ul> </li> <li>• The following performance, based on national job creation indicators: <ul style="list-style-type: none"> <li>○ number of jobs created</li> <li>○ number of full time equivalents created</li> <li>○ number of youths employed (age 18 – 35)</li> <li>○ number of women employed</li> <li>○ number of people living with disabilities employed</li> <li>○ Number of small, medium micro enterprises contracted on the provinces' contractor development programme</li> </ul> </li> </ul> <p><b>Updated road condition data (paved and unpaved) including instrumental/automated road survey data, traffic data, safety audit report and bridge conditions</b></p>									
<p><b>Actual outputs achieved</b></p>	<table border="1"> <tr> <td><b>No of Km Paved Roads VCI conducted</b></td> <td><b>No of Km un-Paved Roads VCI conducted</b></td> </tr> <tr> <td>37 021 km VCIs were conducted</td> <td>57 561 km were conducted</td> </tr> <tr> <td><b>Physical Indicators</b></td> <td><b>Social Indicators</b></td> </tr> <tr> <td> <ul style="list-style-type: none"> <li>• Number of kilometers upgraded = 1 511 (i.e. 528 9231 m<sup>2</sup>)</li> <li>• 4 097 490 m<sup>2</sup> (1 171 effective km) of roads were re-sealed</li> <li>• 5 366 km of roads were re-gravelled</li> <li>• 1 362 043 m<sup>2</sup> (389 effective km) of roads were patched</li> </ul> </td> <td> <ul style="list-style-type: none"> <li>• Work opportunities = 311 116</li> <li>• Number of work opportunities created for Women = 222 123</li> <li>• Number of work opportunities created for Youth = 67 765</li> <li>• Number of work opportunities created for Persons with Disabilities = 1 544</li> </ul> </td> </tr> </table>	<b>No of Km Paved Roads VCI conducted</b>	<b>No of Km un-Paved Roads VCI conducted</b>	37 021 km VCIs were conducted	57 561 km were conducted	<b>Physical Indicators</b>	<b>Social Indicators</b>	<ul style="list-style-type: none"> <li>• Number of kilometers upgraded = 1 511 (i.e. 528 9231 m<sup>2</sup>)</li> <li>• 4 097 490 m<sup>2</sup> (1 171 effective km) of roads were re-sealed</li> <li>• 5 366 km of roads were re-gravelled</li> <li>• 1 362 043 m<sup>2</sup> (389 effective km) of roads were patched</li> </ul>	<ul style="list-style-type: none"> <li>• Work opportunities = 311 116</li> <li>• Number of work opportunities created for Women = 222 123</li> <li>• Number of work opportunities created for Youth = 67 765</li> <li>• Number of work opportunities created for Persons with Disabilities = 1 544</li> </ul>	<p>Medium Micro enterprises contracted on the provinces' contractor development programme</p>
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<p><b>Reasons if amount as per DORA not transferred</b></p>	<p>The total amount allocated to provinces for the year 2021/22 was R11 936 559. During the year, stopping of allocation of a total sum of R144 654 in terms S18 of the Division of Revenue Act, 2021 (Act No. 9 Of 2021) was applied to Gauteng, Free State and KwaZulu-Natal, and reallocation of the same amount, after stopping of allocation in terms of S19 of the Division of Revenue Act, 2021 (Act No.9 of 2021) was applied to Mpumalanga, Northern Cape, North West and Western Cape.</p> <p>Section 18 was applied due to non-performance of the KPI by the affected provinces and reallocated to Provinces that displayed satisfactory performance. Below is a detail of the effect of the initial and adjusted allocation to various Provinces.</p>																																												
<p><b>Amount spent by the department/ municipality (R'000)</b></p>	<p><b>Transferred by Department = R11 936 559 000.00</b> <b>Spent by Provinces = R10 509 327 185</b></p> <table border="1" data-bbox="643 1406 1410 1877"> <thead> <tr> <th>Province</th> <th>2021/22 Final Allocation R'000</th> <th>Final Expenditure</th> </tr> </thead> <tbody> <tr> <td>Eastern Cape</td> <td>1 677 797</td> <td>1 676 905</td> </tr> <tr> <td>Free State</td> <td>1 445 082</td> <td>1 249 558</td> </tr> <tr> <td>Gauteng</td> <td>715 362</td> <td>598 899</td> </tr> <tr> <td>KwaZulu-Natal</td> <td>2 090 534</td> <td>1 953 253</td> </tr> <tr> <td>Limpopo</td> <td>1 333 213</td> <td>726 033</td> </tr> <tr> <td>Mpumalanga</td> <td>1 116 337</td> <td>1 115 106</td> </tr> <tr> <td>Northern Cape</td> <td>1 296 240</td> <td>1 296 240</td> </tr> <tr> <td>North West</td> <td>1 119 553</td> <td>715 176</td> </tr> <tr> <td>Western Cape</td> <td>1 142 442</td> <td>1 142 442</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>11 936 559</b></td> <td><b>10 509 327</b></td> </tr> </tbody> </table>	Province	2021/22 Final Allocation R'000	Final Expenditure	Eastern Cape	1 677 797	1 676 905	Free State	1 445 082	1 249 558	Gauteng	715 362	598 899	KwaZulu-Natal	2 090 534	1 953 253	Limpopo	1 333 213	726 033	Mpumalanga	1 116 337	1 115 106	Northern Cape	1 296 240	1 296 240	North West	1 119 553	715 176	Western Cape	1 142 442	1 142 442	<b>TOTAL</b>	<b>11 936 559</b>	<b>10 509 327</b>											
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<p><b>Reasons for the funds unspent by the entity</b></p>	<p>The expenditure figures are reported as final from the national IRM report as obtained from National Treasury, following the discovery of discrepancies with final figures. The National Treasury takes cognisance of the fact that these may have been caused by glitches in the IRM system. The provinces have reported cases of supply chain challenges and delays in implementation of projects due to the effects of the Covid-19 regulations, with some indicating that they have applied for rollovers through their Provincial Treasuries.</p>
<p><b>Monitoring mechanism by the transferring department</b></p>	<ul style="list-style-type: none"> <li>• The National Department of Transport (DOT) as a Transferring Officer for a schedule 4 conditional grant on the Provincial Road Maintenance Grant, and in terms of the Division of Revenue Act of 2021/22 has the responsibility, to monitor the financial and non-financial performance of the programmes partially or fully funded by an allocation in Part A of Schedule 4, in accordance with subsection (2) and the applicable framework, comply with DoRA by monitoring compliance through bilaterals and project site inspection in the provinces. In addition, provinces are expected to meet the minimum requirements in order to continuously receive tranches on a quarterly basis.</li> <li>• To address performance challenges by provinces, the Department held high-level engagements with affected provinces as required by Sec 9 (1) (b) to (e) of the 2020/21 of the Division of Revenue Act. Some of the common matters included in the discussion's performance challenges on the Financial, Physical, Social, Contractor Development and KPI and Safety appraisal and how improvement to assist provinces on their financial and non-financial performance.</li> <li>• Regarding tracking down actual progress on project implementation, the following methodology and approach re used to monitor and evaluate projects:             <ol style="list-style-type: none"> <li>(a) Projects were selected from the IRM using the risk profile (based on high spending) from the previous month for inspection,</li> <li>(b) Pre and post inspection meetings are held to discuss amongst other aspects of the project relating to budget allocated and expenditure,</li> <li>(c) DoT staff, together with the Provincial project management team will convene a project briefing with the province and project consultants to obtain a broader perspective on the project before going on project site.</li> <li>(d) The DoT team is afforded the opportunity to interview project contractors, beneficiaries and local communities to determine how they perceive the project. Information obtained was included in the site inspection report.</li> <li>(e) The 2021/22 Provincial Roads Maintenance Grant Framework is then used as a tool for compliance by provinces as well as a tool to measure the socio-economic impact assessment of the project.</li> </ol> </li> </ul>



**Conditional Grant 3: Rural Road Asset Management System (RRAMS)**

<b>Department/ Municipality to whom the grant has been transferred</b>	44 District Municipalities have benefited from the grant in 2021/22 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.
<b>Expected outputs of the grant</b>	Improved road condition data, traffic data and bridge condition data on municipal rural roads to guide infrastructure maintenance and investments, resulting in reduced vehicle costs.
<b>Actual outputs achieved</b>	Road condition data, structures and traffic data is available. The RAMS data is being cleaned and updated.
<b>Amount per amended DORA</b>	R109 870 000
<b>Amount transferred (R'000)</b>	R109 870 000
<b>Reasons if amount as per DORA not transferred</b>	All funds were transferred as per DORA
<b>Amount spent by the department/ municipality (R'000)</b>	R 44 729 000
<b>Reasons for the funds unspent by the entity</b>	The Municipalities spent an average of 41% of the funds that were transferred because of covid19 impact which delayed procurement as well as implementation. It must be noted that the municipal financial year ends in June.
<b>Monitoring mechanism by the transferring department</b>	National Department of Transport monitors the implementation of RAMS through the following processes or measures: <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 and Bi-lateral Meetings</li> <li>• Ensuring DMs complies with the conditions of the grant in terms of data submission and other reporting requirements.</li> </ul>

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

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

Furthermore, graduates are now becoming skilled in the work they are doing. The DM's need to reach agreement on how these graduates will be taken up after the training period, with clear guidelines on their salary expectations and contractual arrangements.

**Transfers made to Local Municipalities Rural Road Asset Management System Grant (RRAMS)**

Name of Transferee	Type of Organisation	Purpose for Which the Funds Were Used	Did the Department Comply with S38 (1)(j) of the PFMA	Amount Transferred (R'000)	Amount Spent by the Entity	Reasons for the Funds Unspent by the Entity
Alfred Nzo	Municipality	Rural Road Asset Management Grant	N/A	2 340	1652	The Municipalities spent an average of 41% of the funds that were transferred because of covid19 impact which delayed procurement as well as implementation. It must be noted that the municipal financial year ends in June.
Amajuba	Municipality		N/A	2 255	550	
Amatole	Municipality		N/A	3 003	256	
Bojanala Platinum	Municipality		N/A	2 416	2 303	
Cape Winelands	Municipality		N/A	2 748	0	
Capricorn	Municipality		N/A	2 475	2475	
Central Karoo	Municipality		N/A	1 963	90	
Chris Hani	Municipality		N/A	3 300	1 354	
Dr Kenneth Kaunda	Municipality		N/A	2 514	2 159	
Dr Ruth Segomotsi Mompati	Municipality		N/A	2 498	850	
Ehlanzeni	Municipality		N/A	2 403	199	
Fezile Dabi	Municipality		N/A	2 236	1 252	
Frances Baard	Municipality		N/A	2 576	12	
Garden Route	Municipality		N/A	2 478	410	
Gert Sibande	Municipality		N/A	2 365	851	
Sekhukhune	Municipality		N/A	2 341	0	
Harry Gwala	Municipality		N/A	2 275	1 400	
iLembe	Municipality		N/A	2 321	1 908	
Joe Gqabi	Municipality		N/A	2 233	0	
John Taolo Gaetsewe	Municipality		N/A	2 027	1 213	
Lejweleputswa	Municipality		N/A	2 332	1 523	
Mopani	Municipality		N/A	2 255	1 133	
Namakwa	Municipality		N/A	2 967	1 746	
Ngaka Modiri Molema	Municipality		N/A	2 596	291	
Nkangala	Municipality		N/A	2 228	1 432	
OR Tambo	Municipality		N/A	3 002	0	
Overberg	Municipality		N/A	2 708	1 889	
Pixley Ka Seme	Municipality		N/A	3 076	792	
Sarah Baartman	Municipality		N/A	2 289	1 403	
Sedibeng	Municipality		N/A	2 489	1 764	
Thabo Mofutsanyana	Municipality		N/A	2 458	1 300	
Ugu	Municipality		N/A	2 721	0	
uMgungundlovu	Municipality		N/A	2 586	0	
uMkhanyakude	Municipality	N/A	2 682	0		
Umzinyathi	Municipality	N/A	2 330	1 862		
Uthukela	Municipality	N/A	2 543	0		
Vhembe	Municipality	N/A	2 299	1 692		
Waterberg	Municipality	N/A	2 179	1 7870		
West Coast	Municipality	N/A	2 586	1 963		

Name of Transferee	Type of Organisation	Purpose for Which the Funds Were Used	Did the Department Comply with S38 (1)(j) of the PFMA	Amount Transferred (R'000)	Amount Spent by the Entity	Reasons for the Funds Unspent by the Entity
West Rand	Municipality		N/A	2 651	459	
Xhariep	Municipality		N/A	2 196	2 007	
ZF Mqacawu	Municipality		N/A	2 930	1 840	
Zululand	Municipality		N/A	2 416	896	

## 6.2. Conditional grants and earmarked funds received

The table/s below details the conditional grants and ear marked funds received during for the period 1 April 2021 to 31 March 2022.

- None

### Conditional Grant 4: TRANSPORT OPERATIONS GRANT

<b>Department who transferred the</b>	Provincial Department of Transport
<b>Purpose of the grant</b>	To provide supplementary funding towards public transport services provided by department of transport
<b>Expected outputs of the grant</b>	<ul style="list-style-type: none"> <li>• Number of routes subsidised 184 616</li> <li>• Number of kilometres subsidised 183 740 442</li> <li>• Number of trips subsidised 4 632 739</li> </ul>
<b>Actual outputs achieved</b>	<ul style="list-style-type: none"> <li>• Number of routes subsidised 120 157</li> <li>• Number of kilometres subsidised 211 430 735</li> <li>• Number of trips subsidised 5 416 290</li> </ul>
<b>Amount per amended DORA</b>	R 7,1 billion
<b>Amount received (R'000)</b>	R 7,1 billion
<b>Reasons if amount as per DORA was not received</b>	N/A
<b>Amount spent by the department (R'000)</b>	R 6,5 billion
<b>Reasons for the funds unspent by the entity</b>	Gauteng Province: Four contracts not in operational
<b>Reasons for deviations on performance</b>	<ul style="list-style-type: none"> <li>• The contracts are old</li> <li>• Penalties levied on contracts that are not operating as per minimum requirements/standards</li> </ul>
<b>Measures taken to improve performance</b>	Some tendered contracts monitored
<b>Monitoring mechanism by the receiving department</b>	PTOG Monthly, Quarterly and Annual Performance and Evaluation report

## 7 DONOR FUNDS

### 7.1 Donor Funds Received

<b>Name of donor</b>	Transport Education & Training Authority
<b>Full amount of the funding</b>	R1 497 600.00
<b>Period of the commitment</b>	January 2021 to January 2022
<b>Purpose of the funding</b>	For placement of 18 interns for on-the- job training
<b>Expected outputs</b>	Improved employability to the unemployed graduates
<b>Actual outputs achieved</b>	Partly, as the internship contracts for the 18 interns are still in progress however one intern has already got a permanent appointment.
<b>Amount received (R'000)</b>	R1 228 429.00
<b>Amount spent by the department (R'000)</b>	R1 228 429.00
<b>Reasons for the funds unspent</b>	All the claimed tranches were utilized.
<b>Monitoring mechanism by the donor</b>	Submission of mandatory reports and site visits before any tranche can be claimed.

## 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 the 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 taxpayer.

## 2. RISK MANAGEMENT

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

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

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

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

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

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

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

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

The Committee held its meetings as follows:

- 24 June 2021
- 30 June 2021
- 30 September 2021
- 28 January 2022
- 01 April 2022

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

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

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

All the risk governance structures held their meetings quarterly.

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

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

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

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

#### **3.1 Fraud Prevention Plan**

The department fraud prevention plan is the pillar in respect of proactive detection of fraud and corruption risks, and profiling of the department areas of vulnerability to internal and external fraud risks. Through fraud risk assessments, department is able to identify high fraud risks areas and develop mitigation plans to address emerging fraud risks. Department 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 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 considers (pride, greed, and entitlement) 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 scorecard 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 processes giving effect to fraud prevention plan and involves profiling of the business units or branch based on



number of allegation 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 is 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.

Fraud advisories are issued to management with the view to assist management to develop anti-corruption mitigation plans to mitigate realised fraud.

### **3.2 Mechanism in place to protect whistle blower**

All whistle blowers are timeously encouraged to report fraud and corruption to Internal Audit and to Public Service Commission and they are not subjected to any form of victimization or any occupational detriment. We have walk in whistle blowers who report fraud and corruption directly to our office and we give them assurance that they will not be victimized. As part of fraud scorecard, we also assessed whether the department has a conducive environment to report allegation of fraud and corruption and whether employees feels safe to report allegation of any irregularities without any fear of victimization. There are many cases brought by employees who opted to remain anonymous.

### **3.3 How cases are reported and actions taken;**

There are various processes of reporting cases within the organisation.

- **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.

- Thirty-five (35) allegations were reported through various sources and out of 35 allegations reported ten cases were found to be without merits and were closed from the allegation register.
- Ten (10) cases were finalised and eight (8) cases were referred to other business units for further handling and processing
- Six (6) cases are currently on reporting stage while one case rolls over to another financial year.

### **3.4 Actions taken**

All matters referred to Internal Audit and Forensic Investigations are investigated and referred to Labour Relations to institute disciplinary hearing and to SAPS to institute Criminal Case. 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	Current Compliant Status
Approved SHERQ Policy	The Occupational Health and Safety Act 85 Of 1993 requires an employer to have such a policy in the workplace.	<p>The SHERQ Policy enables the Department to:</p> <ul style="list-style-type: none"> <li>• Keep into account the health of its employees</li> <li>• Create reliability among the Employee base</li> <li>• A written approved policy promotes an effective OHS program.</li> </ul>	The SHERQ Policy has been approved.
Appointment of all statutory OHS appointees.	<p>Employers are charged with certain functions and responsibilities in terms of the Occupational Health and Safety Act</p> <p>The person who bears the responsibility must take reasonable measures to ensure that the appointee complies with his or her obligation, as far as is reasonably practicable since the person making the appointment still fulfils a supervisory function.</p>	The employer must make certain legal appointments in accordance with the sections and regulations of the OHSA in order to ensure legal compliance.	<p>The appointment of designated person in terms of section 16(2) of the OHS ACT 85 of 1993 not yet completed due the vacancy of the COO position.</p> <p>Health and Safety Representatives have been appointed.</p> <p>The appointment of Fire Marshalls has not been concluded due to certificates of the trained officials has not been received as yet.</p> <p>The appointment of First Aiders can only be concluded once certificates have been issued. The appointments are made from the date of the certificates are issued.</p>
OHS Committee meetings	Section 19 of the OHSA states that Health and Committee must meet regularly at least once every three months, but also at any other time if a need arises.	Quarterly OHS Committee meetings serves as a platform for OHS matters of non-compliance and enforcement of Health and safety legislation are discussed and recommendations made to the management for implementation.	Four (4) OHS Committee Meetings successfully conducted and the minutes are available.

Environmental Health and Safety Issues	Brief Descriptions	Effect it has on the Department	Current Compliant Status
Risk assessments	Risk assessments are conducted to identify, eliminate or reduce hazards at the work place. A risk assessment tool and checklist are usually used when conducting risk assessment with recommendation and severity of the risk and hazards identified.	Risk assessment helps the Department to understand the types of risks employees are exposed to and implement control or corrective measures to deal with them.	Risk assessments were conducted, and the findings are discussed with stakeholders and forwarded to the Landlord (DELTA) for interventions.
Evacuation Drills	Drills are generally unannounced so they are realistic and educational. The department will schedule a drill in advance by coordinating with all key role players so that date and time may be known for the drill to avoid unnecessary disruptions to operations.	Evacuation drills help the building occupants to prepare to respond to a variety of building emergencies. Occupants should be prepared for a number of anticipated building emergencies some of which will require immediate or delayed evacuation.	An evacuation drill exercise was conducted on the 3 <sup>rd</sup> November 2021.  The Contingency plan was reviewed and was approved by the City of Tshwane Fire Department.
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 within 7 days of occurrence.	An Injury on Duty Standard Operating Plan was developed and shared with all staff.  Awareness sessions on reporting Injury on duty have been conducted.
Effectiveness of First Aid programme	First aiders require consistent training.	First aid training teaches employees how to properly use first aid kits and to stay calm during an emergency.	The Department currently has trained 11 employees as competent First Aiders in the theory aspect and the practical component of the training is planned for in the new financial year.  Each floor is allocated with enough reliable first aid boxes. Pictograms of First Aiders are displayed in the Department.

## 7. PORTFOLIO COMMITTEES

Refer to the Budget Review and Recommendation Report (BRRR) of the Portfolio Committee on Transport (PCoT) - 16 November 2021.

## 8. SCOPA RESOLUTIONS

None

## 9. PRIOR MODIFICATIONS TO AUDIT REPORTS

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

## 10. INTERNAL CONTROL UNIT

During the 2021/22 financial year, the Internal Control Unit developed action plans to address deficiencies identified during the regularity audit conducted by the Auditor-General of South Africa (AGSA) and followed-up with management on progress regarding the implementation of such plans. Progress reports on implementation of action plans were presented to both EXCO and the Audit Committee.

Internal Control Unit also conducted compliance reviews focusing on PFMA and Treasury Regulations. Any non-compliance identified during the review was reported to the affected Directorates and Chief Directorates.

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

## **11. INTERNAL AUDIT AND AUDIT COMMITTEES**

### **Strategic Objective of Internal Audit:**

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

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

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

- Special assignments (management requests); and
- Forensic Investigations.

### **Summary of audit work done**

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

- Information Technology General Controls Review
- Governance Review
- Consequence Management Review
- DORA Review on Public & Road Transport Grants
- Recruitment, Selection and Retention of employees
- Policy Development Review (Consulting Engagement)
- Supply Chain Management Review
- IT Software License Management Review
- Assets Management Review
- Review of performance information (1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> & 4<sup>th</sup> Quarters)
- Review of performance information (Annual Review 2021/22)
- Interim Financial Statements Review (1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> Quarters)
- Annual Financial Statements Review 2021/22
- Strategic Planning and APP Development Review
- AGSA 2021 Audit Report Follow-up
- Occupational Health and Safety Follow-up



- Public Entity Oversight Follow-up
- IT Governance Follow-up
- Contract Management 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.

## **12. AUDIT COMMITTEE REPORT**

We are pleased to present our report for the financial year ended 31 March 2022.

### **Audit Committee Responsibility**

The Audit Committee has an independent role as required by Treasury Regulation 3.1. The Audit Committee has complied with its responsibilities arising from Section 38(1)(a)(ii) of the Public Finance Management Act (PFMA) and Treasury Regulation 3.1.13. The Audit Committee has adopted appropriate formal terms of reference as its Audit Committee Charter, which is reviewed annually, it has regulated its affairs in compliance with this charter and has discharged all its responsibilities as contained therein.

### Audit Committee Members and Attendance

The Audit Committee comprises of nine (9) independent members who have sufficient qualifications and experience to render the required Audit Committee function as stipulated in the committee terms of reference.

Name	Qualifications	Internal or external	If internal, position in the Department	Date appointed	Date resigned	No. of Meetings attended
Dr. Charles Motau	Doctor Technologiae: Computer Science and Data Processing, Master Degree in Business Leadership, Master Degree in Information Technology, Bachelor of Commerce, Higher Diploma in Computer Auditing, Certificate in Information Technology Project Management, Certificate in Executive Leadership, Certificate in Human Resource Management, Certificate in Digital Transformation Strategy	External	Not Applicable	01 February 2020	Active	6
Ms. Shaila Hari	BCompt Hons, Public Sector Governance & M.Inst.D	External	Not Applicable	01 February 2020	Active	6
Mr. Luyanda Mansfield Mangquku	CA(SA), MBL, BCompt Hons	External	Not Applicable	01 February 2020	Active	6
Mr. Nades Kandan	Masters (Ins Dire) Higher Diploma IT Audit MDP Management CRISC IEDP (Finance)	External	Not Applicable	01 February 2020	Active	6
Mr. Victor Nondabula	MBA Finance & International Business MA Political Science BA (Hons) Political Science Diploma Financial Management	External	Not Applicable	01 February 2020	Active	6

Name	Qualifications	Internal or external	If internal, position in the Department	Date appointed	Date resigned	No. of Meetings attended
Adv. Lufuno Tokyo Nevondwe	LLM, LLB	External	Not Applicable	01 February 2020	Active	6
Ms. Veronica Elizabeth Du Preez	B.A, BCom, MBL, CIA	External	Not Applicable	01 February 2020	Active	6
Ms. Miseria Nyathi	MBA, BCom Hons (Finance)	External	Not Applicable	01 February 2020	Active	6
Ms. Fikile Judith Mudau	BCom, Certificate, Management Development (Municipal Finance)	External	Not Applicable	01 February 2020	Active	6

## **The Effectiveness of Internal Control**

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

The Audit Committee provided oversight on the operations and business activities of the Department through the quarterly reporting processes by Management as well as the internal audit reviews as prioritised in the approved risk-based Annual Audit Operational Plan. The systems of internal control within the Department have improved substantially from the previous financial year and most Auditor-General of South Africa (AGSA) prior year findings were addressed and confirmed by the AGSA during the current year audit. Based on the assessment and reports provided, although there have been improvements from the previous year, the Department still needs to improve its internal control processes relating to consequence management.

## **Internal Audit**

The Department has and maintains an independent internal audit function under the control and direction of the Audit committee as required by Section 38(1)(a)(ii) of the PFMA. The Audit Committee is satisfied with the activities of the internal audit function including its annual work programme, coordination with the external auditors and the reports of significant investigations and follow-up on management corrective action plans. Based on the Internal Audit reports, there are indications that systems of internal control were adequate in most areas. However, there is still room for improvement in areas where control deficiencies and deviations from prescripts and policies were highlighted.

In terms of Section 38(1)(a)(ii) of the PFMA the Director-General has to maintain an effective, efficient and transparent systems of financial, risk management and internal control. The internal audit function in executing its plan has performed its risk based audits to ensure that material risks are identified and recommendations were made to management. Based on the reviews conducted, it was noted that the risk management function in the department is maturing and risk management structures are also functioning as per the approved terms of reference.

The Audit Committee has noted an improvement on the filling of vacancies in senior management level where historically there was little movement but actions have been taken to fill those vacancies. However, the Department has not yet quantified its risk appetite and risk tolerance

levels to adequately address/respond and reduce the impact of critical and significant risks identified to an acceptable level. Although the business continuity strategy has been developed, not all business continuity plans have been finalised and the disaster recovery plans are not yet effectively tested.

**The main activities undertaken by the Audit Committee during the financial year under review, include:**

The AC reviewed and/or performed oversight over:

- i. Three Quarterly Interim Financial Statements and unaudited Annual Financial Statements (AFS) before submission to the AGSA on 31 May 2022;
- ii. Monitoring and implementation of corrective action plans to address AGSA and Internal audit findings;
- iii. The appropriateness of the accounting policies, practices and the potential changes thereon tabled at the ARC meetings;
- iv. The effectiveness of the system of risk management including fraud prevention and anti-corruption strategies;
- v. The process to ensure compliance with relevant laws and regulations;
- vi. In-year monitoring reports on the Department operations including Information and Communication Technology (ICT) and Human Resources Management (HRM) governance;
- vii. The Quarterly Performance Information Reports and the Annual Report prior to submission to the AGSA and final publication; and
- viii. The plans, work and reports of the Internal Audit and the AGSA.

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

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

## **Evaluation of Financial Statements**

The Committee has:

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

## **Compliance with laws and regulations**

Section 38(1)(h) of the PFMA required that the Director-General must comply, and ensure compliance by the department with the provisions of the PFMA and any other applicable legislation. The Audit Committee noted that the department did not incur any material non-compliance with the Supply Chain Management prescripts thereby preventing irregular expenditure. The management is encouraged to maintain this status and to go further and address other non-material issues before they escalate to material non-compliance. The only material non-compliance finding raised by the AGSA related to non-compliance with section 38(1)(h) of the PFMA in so far as consequence management is concerned. Furthermore, during the 2021/22 financial year, the committee:

- Considered the system and processes the Department use to ensure compliance to regulations.
- Monitored compliance with key applicable laws and regulations.
- Reviewed both internal and external audit reports to identify any compliance issues and encouraged the management to put controls to prevent these non-material compliance risks from recurring.
- Noted that due to resource constraints, the department has deployed a decentralised compliance management system where management is responsible to manage compliance risks within their areas of operations as opposed to the centralised enterprise-wide compliance management system.

## **Information and Communication Technology (ICT) Governance**

The Audit Committee reviewed the progress with respect to the ICT Governance in line with the ICT Policy Framework issued by the Department of Public Service and Administration.

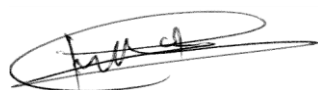
Although there was progress on the ICT Internal Controls, with previous audit findings addressed, the Audit Committee reports that additional improvement is required to ensure the reliability, availability, and confidentiality of information resources. The Audit Committee is also concerned that the Information Technology Disaster Recovery Plan was not reviewed and tested and weaknesses in Information Security.

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

The Department presented its Annual Financial Statements (AFS) for the year ended 31 March 2022 for audit purposes by AGSA within the required period. The Audit committee noted with appreciation the improvement in financial reporting from the previous year which led to an unqualified audit opinion. 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. The audit further revealed that the Department needs to improve its monitoring and reporting processes in relation to performance information together with compliance management in relation to consequence management as required by section 38(1)(h) of the PFMA, specifically, taking into account the AGSA framework on what will constitute material non-compliance in this area.

### **Appreciation**

The Audit Committee expresses its appreciation to the Director-General, Senior Management team, Internal Audit and the Auditor-General of South Africa, all levels of management and staff of the department for their continued support, cooperation and dedication during the 2021-22 financial year.



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**Dr. Charles Motau (AMBCI)**  
**Chairperson of the Audit Committee**  
**Department of Transport**  
**Date: 05 August 2022**



### 13. B-BBEE COMPLIANCE PERFORMANCE INFORMATION

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

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

# PART D: HUMAN RESOURCE MANAGEMENT

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## 1. INTRODUCTION

The Department's Human Resource Management and Development approach has to comply with the Constitution of the Republic of South Africa of 1996, Public Service Act of 1994 as amended, Public Service Regulations, 2016 as amended, Labour Relations Act, 1995 (Act 66 of 1995) as amended, Basic Conditions of Employment, 1997 (Act 75 of 1997), Skills Development Act, 1998 (Act 97 of 1998), Skills Development Act, 1998 (Act 97 of 1998), Skills Development Levies Act, 1999 (Act 9 of 1999), OHS Act, 1993, (Act 85 of 1993), National Skills Development Strategy and the collective agreements signed in the Public Service Coordinating Bargaining Council (PSCBC) and General Public Service Sectoral Bargaining Council (GPSSBC).

The Department's ability to attract and retain the right skilled personnel and retain its talent is critical factor towards the achievement of its strategic goals. The Department has developed the Human Resource Plan which is aligned with the strategic goals of the department. The Plan focuses on:

- Recruitment and retention of suitably qualified and skilled workforce
- Promoting the Employment Equity plan
- Promotion of ethical behaviour and integrity;
- Promoting sound labour relations and maintain fair employee relation process.

## 2. OVERVIEW OF HUMAN RESOURCES

### 2.1 The status of human resources in the department.

The total establishment of the department consist of 876 posts and 663 of these posts were filled as at 31 March 2022. A total of R417.848 million (83.6% of the allocated CoE budget) was spent on compensation of employees. As of 31 March 2022, the department had a total number of 67 employees additional to the staff establishment. This figure includes 58 graduates' interns.

The department's vacancy rate remains high, however at top management level, vacancies were reduced with the appointment of three (3) Deputy Directors-General in the 2021/22 financial year. The position of Director-General became vacant with effect from 1 November 2021 after the contract expiry of the previous incumbent. The department is in the process of filling the position. Progress was made with the filling of other senior managers (SMS). A total of seventeen (17) SMS

positions were filled during the 2021/22 financial year. Internal appointments/promotions for the financial year in 2021/22 financial year were 34.

The turnover rate of permanent employees decreased from 7.8% in the financial year 2020/21 to 6.56% in the financial year 2021/22. The majority of terminations were due to resignation of sixteen (16) employees (2.18%). The department lost five (5) employees due to death and other reasons for staff leaving the department were retirement of six (6) employees (0.82%), transfer of eight (8) employees to other government departments and contract expiry of thirteen (13) employees.

The Employment Equity status of the department, as at 31 March 2022, was as follows:

- African Males (40.9%),
- African females (53.9%),
- White males (1.2%),
- White females (1.8%),
- Indian males (0.40%), Indian females (0.81%),
- Coloured males (0.68%) and
- Coloured females (0.68%).

The number of employees with disabilities for 2020/21 financial year increased from twelve (12 - 1.6%) to thirteen (13 - 1.8%) in the financial year 2021/22.

During the leave cycle: 1 January 2021 to 31 December 2021, a total number of 1 693 of days were used as sick leave compared to 2 156 days used during the 2020 leave cycle. The number of employees who utilised sick leave were 311 in 2021 compared to 416 in 2020.

The number of employees utilising incapacity leave increased from 5 to 7 in the 2021 leave cycle. The increase on utilisation of incapacity leave might be attributed to complications related to illness due to the COVID-19 pandemic. Employees utilising the incapacity leave are on salary levels 12 and below.

In compliance with the Public Service Regulations, 2016 and the DPSS Directives, 99% of all designated categories of employees disclosed their financial interests and the necessary disciplinary steps are being taken for non-complying employees.

## **2.2 Human resource priorities for the year under review and the impact of these:**

From the Human Resource Development perspective, the 5-Year Human Resource Development was collated, approved and submitted to Department of Public Service & Administration in line with the Human Resource Development Strategic Framework in the Public Service. A total of **471** training interventions for **219 (31%)** employees were conducted during the reporting period in line with the mandatory Workplace Skills Plan for 2021/22 financial year.

Furthermore, forty-five (45) new bursaries were awarded to serving employees and a total of 174 existing bursaries were managed. In an effort to capacitate the transport sector and address the provisions of the 2019/2024 Medium- Term Strategic Framework in terms of youth empowerment, a total of 330 bursaries were granted to the unemployed youth pursuing transport related qualifications within the thirteen (13) universities which have a partnership with the Department of Transport. 109 students from this programme graduated within the reporting period. Through these partnerships with Institutions of Higher Learning, the department continue its commitment to influence the inclusion of scarce and critical skills programmes/qualifications in the core modes of transport such as Civil Aviation, Maritime, Rail, Roads, etc as part of achieving the provisions of the National Development Plan.

As a means to provide learners support to students pursuing their studies in these thirteen (13) universities, an engagement session was also held successfully between the Minister, the Deputy Minister of Transport and DOT funded students. A total of 154 students attended physically whereas 68 students attended online.

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

In building the skills pipeline for the transport sector, the department signed Memorandum of Agreements with thirteen (13) universities. This programme aims to enhance the development of skills in high demand which are scarce and critical within the sector as well as to improve the research capacity within the transport sector through the provision of grants/ bursaries to the unemployed youth from the disadvantaged communities.

Most of the graduates from this programme are placed within the National and Provincial departments of Transport as well as Municipalities as interns upon completion of their studies and later absorbed in various posts when job opportunities become available. A total of sixty-eight (68)

interns were recruited during 2021/22 of which 50 were placed within the department and eighteen (18) placed at various Municipalities across provinces. Six interns have exited the programme.

## **2.4 Employee performance management.**

### **2.4.1 Compliance with submission of Performance Agreements:**

- For employees on Salary Level 12 and below, a total **555 of 558 (99%)** submitted their performance agreements within stipulated timelines. The figure for SMS was **92 of 97 (95%)**.
- Request for disciplinary action for the non-compliant employees were issued to the Branch managers. No report has been received on the outcome as yet.

### **2.4.2 Compliance with submission of Half-Yearly Performance Reviews:**

- 527 of 555 employees (95%) on Salary Level 12 & below, as well as 90 of the 97(93%) SMS members submitted their half-yearly assessments within stipulated timelines.

### **2.4.3 Payment of performance incentives for 2020/21:**

- The 2020/21 Annual Performance Assessment reports were submitted in which 555 of 574 (97%) from employees at level 12 and below as well as 82 of 97 (88%) complied.
- Performance incentives for all the qualifying employees (Salary Levels 1 – 16) were successfully paid before the deadline of 31 December 2021 and 31 March 2022 respectively, as stipulated by the Department of Public Service and Administration (DPSA).

## **2.5 Employee wellness programmes**

COVID-19 had an impact on internal processes in the department, this was due to a global health crisis and an international economic threat caused by the virus. Due to regulatory restrictions and lockdowns that were implemented as a means to curb the spread of the virus, a wide array of unique and fundamental challenges was generated for employers and employees across the globe. The Department of Transport and sector entities were not an exception. The lockdown resulted in fundamental transformation of a number of business processes, and in some cases, impacted heavily on business continuity.

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

The Department had to act promptly to acknowledge and mitigate risks associated with business continuity, while developing and applying sustainable solutions. The DoT had to adapt its operations by managing employees working remotely and also created an environment for virtual engagements on online platforms. Some divisions of the establishment were not ready for this change and did not have contingency mechanisms with appropriate technical support. This posed a critical risk, particularly to achievement of predetermined performance targets.

However, since all the regulations and directions made in terms of the disaster management act, following the declaration of the national state of disaster in response to COVID-19 were repealed employees were recalled back to the workplace under normal working conditions. There has therefore been an increase in business continuity as compared to the previous financial year.

### 3. HUMAN RESOURCES OVERSIGHT STATISTICS

#### 3.1 Personnel related expenditure

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

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

*Table 3.1.1 Personnel expenditure by programme for the period 1 April 2021 and 31 March 2022*

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)
<b>ASSETS &amp; LIABILITIES</b>	0.00	0.00	0.00	0.00	0.00%	0.00
<b>DTR: ADMINISTRATION</b>	438 801.00	215 696.00	0.00	0.00	49.20%	563.00
<b>DTR: CIVIL AVIATION</b>	544 337.00	36 237.00	0.00	0.00	6.70%	684.00
<b>DTR: DIRECT CHARGE AGAINST THE NRF</b>	3 372.00	0.00	0.00	0.00	0.00%	0.00
<b>DTR: INTEGRATED TRANSPORT PLANNING</b>	64 737.00	52 088.00	0.00	0.00	80.50%	766.00
<b>DTR: MARITIME TRANSPORT</b>	114 454.00	23 770.00	0.00	0.00	20.80%	820.00
<b>DTR: PUBLIC TRANSPORT</b>	12 845 453.00	58 482.00	0.00	0.00	0.50%	579.00
<b>DTR: RAIL TRANSPORT</b>	16 768 212.00	27 649.00	0.00	0.00	0.20%	922.00
<b>DTR: ROAD TRANSPORT</b>	34 123 694.00	64 581.00	0.00	0.00	0.20%	734.00
<b>Total</b>	<b>64 903 059.00</b>	<b>478 503.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.70%</b>	<b>636.00</b>



Table 3.1.2 Personnel costs by salary band for the period 1 April 2021 and 31 March 2022

Salary band	Personnel expenditure including transfers (R'000)	% of total personnel cost	No. of employees	Average personnel cost per employee (R'000)
Lower skilled (Levels 1-2)	24.00	0.00%	0	0.00
Skilled (level 3-5)	13 235.00	2.70%	47	281 596.00
Highly skilled production (levels 6-8)	104 630.00	21.00%	243	430 576.00
Highly skilled supervision (levels 9-12)	209 266.00	41.90%	261	801 785.00
Senior and Top management (levels 13-16)	135 201.00	27.10%	102	1 325 500.00
Contract (Levels 3-5)	1 198.00	0.20%	6	199 667.00
Contract (Levels 6-8)	6 724.00	1.30%	65	103 446.00
Contract (Levels 9-12)	3 356.00	0.70%	3	1 118 667.00
Contract (Levels 13 – 16)	13 025.00	2.60%	6	2 170 833.00
Periodical Remuneration	3 241.00	0.60%	19	170 579.00
<b>Total</b>	<b>489 901.00</b>	<b>98.10%</b>	<b>752</b>	<b>651 464.00</b>

Table 3.1.3 Salaries, Overtime, Home Owners Allowance and Medical Aid by programme for the period 1 April 2021 and 31 March 2022

Programme	Salaries		Overtime		Home Owners Allowance		Medical Aid	
	Amount (R'000)	Salaries as a % of personnel costs	Amount (R'000)	Overtime as a % of personnel costs	Amount (R'000)	HOA as a % of personnel costs	Amount (R'000)	Medical aid as a % of personnel costs
DTR: ADMINISTRATION	187 231.00	84.10%	2 037.00	0.90%	4 965.00	2.20%	6 767.00	3%
DTR: CIVIL AVIATION	30 168.00	81.90%	35.00	0.10%	757.00	2.10%	1 188.00	3.20%
DTR: INTEGRATED TRANSPORT PLANNING	45 162.00	85.90%	44.00	0.10%	873.00	1.70%	1 545.00	2.90%
DTR: MARITIME TRANSPORT	22 098.00	86.10%	139.00	0.50%	521.00	2.00%	726.00	2.80%
DTR: PUBLIC TRANSPORT	50 682.00	83.60%	0.00%	0.00%	1 045.00	1.70%	1 676.00	2.80%
DTR: RAIL TRANSPORT	23 887.00	86.20%	29.00	0.10%	408.00	1.50%	949.00	3.40%
DTR: ROAD TRANSPORT	58 257.00	79.60%	7.00	0.00%	1 239.00	1.70%	2 062.00	2.80%
<b>Total</b>	<b>417 484.00</b>	<b>83.60%</b>	<b>2 290.00</b>	<b>0.50%</b>	<b>9 807.00</b>	<b>2.00%</b>	<b>14 914.00</b>	<b>3%</b>

*Table 3.1.4 Salaries, Overtime, Home Owners Allowance and Medical Aid by salary band for the period 1 April 2021 and 31 March 2022*

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)	22.00	78.60%	0.00	0.00%	0.00	0.00%	0.00	0.00%
Skilled (level 3-5)	9 604.00	72.30%	323.00	2.40%	704.00	5.30%	1 467.00	11.10%
Highly skilled production (levels 6-8)	82 365.00	78.20%	1 047.00	1.00%	3 850.00	3.70%	7 511.00	7.10%
Highly skilled supervision (levels 9-12)	180 324.00	83.50%	902.00	0.40%	2 846.00	1.30%	4 981.00	2.30%
Senior management (level 13-16)	120 490.00	88.00%	0.00	0.00%	2 246.00	1.60%	955.00	0.70%
Contract (Levels 3-5)	1 139.00	93.40%	0.00	0.00%	25.00	2.00%	0.00	0.00%
Contract (Levels 6-8)	6 550.00	96.30%	18.00	0.30%	36.00	0.50%	0.00	0.00%
Contract (Levels 9-12)	3 148.00	93.70%	0.00	0.00%	0.00	0.00%	0.00	0.00%
Contract (Levels 13-16)	12 208.00	93.00%	0.00	0.00%	100.00	0.80%	0.00	0.00%
Periodical Remuneration	1 635.00	49.70%	0.00	0.00%	0.00	0.00%	0.00	0.00%
<b>Total</b>	<b>417 484.00</b>	<b>83.60%</b>	<b>2 290.00</b>	<b>0.50%</b>	<b>9 807.00</b>	<b>2.00%</b>	<b>14 914.00</b>	<b>3.00%</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 2022*

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, and Transport Information Systems)	434	324	25.34%	48
<b>Programme 2</b> (Integrated Transport Planning)	80	68	15%	0
<b>Programme 3</b> (Rail Transport)	36	29	19.44%	0
<b>Programme 4</b> (Road Transport)	117	88	24.79%	1
<b>Programme 5</b> (Civil Aviation)	69	47	31.88%	0
<b>Programme 6</b> (Maritime Transport)	45	31	31.11%	0
<b>Programme 7</b> (Public Transport)	95	76	20%	18
<b>Total</b>	<b>876</b>	<b>663</b>	<b>24.31%</b>	<b>67</b>

*Table 3.2.2 Employment and vacancies by salary band as on 31 March 2022*

Salary band	Number of posts on approved establishment	Number of posts filled	Vacancy Rate	Number of employees additional to the establishment
Lower skilled (1-2)	0	0	0%	0
Skilled (3-5)	71	53	25.35%	0
Highly skilled production (6-8)	313	244	22.04%	66
Highly skilled supervision (9-12)	343	267	22.16%	0
Senior management (13-16)	149	99	33.56%	1
<b>Total</b>	<b>876</b>	<b>663</b>	<b>24.31%</b>	<b>67</b>

*Table 3.2.3 Employment and vacancies by critical occupations as on 31 March 2022*

- None

### 3.3 Filling of SMS Posts

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

*Table 3.3.1 SMS post information as on 31 March 2022*

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	0%	1	0%
Salary Level 16	0	0	0%	0	0%
Salary Level 15	10	7	70%	3	30%
Salary Level 14	38	26	68.42%	12	31.58%
Salary Level 13	100	66	66%	34	34%
<b>Total</b>	<b>149</b>	<b>99</b>	<b>66.44%</b>	<b>50</b>	<b>33.56%</b>

*Table 3.3.2 SMS post information as on 30 September 2021*

SMS Level	Total number of funded SMS posts	Total number of SMS posts filled	% of SMS posts filled	Total number of SMS posts vacant	% of SMS posts vacant
Director-General/ Head of Department	1	1	100%	0	0%
Salary Level 16	0	0	0%	0	0%
Salary Level 15	10	4	40%	6	60%
Salary Level 14	38	29	76.32%	9	23.68%
Salary Level 13	101	66	65.35%	35	34.65%
<b>Total</b>	<b>150</b>	<b>100</b>	<b>66.67%</b>	<b>50</b>	<b>33.33%</b>

*Table 3.3.3 Advertising and filling of SMS posts for the period 1 April 2021 and 31 March 2022*

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	1	0	0
Salary Level 16	0	0	0
Salary Level 15	0	0	0
Salary Level 14	0	0	0
Salary Level 13	0	0	0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>

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 2021 and 31 March 2022

- None

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 2021 and 31 March 2022

- 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 2021 and 31 March 2022

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)	71	0	0	0	0	0	0
Highly skilled production (Levels 6-8)	313	4	1.3%	0	0	0	0
Highly skilled supervision (Levels 9-12)	343	4	1.2%	0	0	0	0
Senior Management Service Band A	100	0	0	0	0	0	0
Senior Management Service Band B	38	0	0	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
<b>Total</b>	<b>876</b>	<b>8</b>	<b>2.5%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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 2021 and 31 March 2022*

Gender	African	Asian	Coloured	White	Total
Female	0	0	0	0	0
Male	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Employees with a disability					0

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 2021 and 31 March 2022*

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

*Table 3.4.4 Profile of employees who have salary levels higher than those determined by job evaluation for the period 1 April 2021 and 31 March 2022*

- None

Total number of Employees whose salaries exceeded the grades determine by job evaluation	None
--	------

### 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 2021 and 31 March 2022*

Salary band	Number of employees at beginning of period-1 April 2021	Appointments and transfers into the department	Terminations and transfers out of the department	Turnover rate
Lower skilled (Levels 1-2)	47	2	3	6.38%
Skilled (Levels3-5)	250	1	9	3.60%
Highly skilled production (Levels 6-8)	263	11	7	2.66%
Highly skilled supervision (Levels 9-12)	58	1	4	1.72%
Senior Management Service Bands A	28	2	0	6.90%
Senior Management Service Bands B	3	1	1	33.34%
Senior Management Service Bands C	3	0	0	0%
Senior Management Service Bands D	7	4	4	57.14%
Contracts	56	18	10	17.86%
<b>Total</b>	<b>715</b>	<b>40</b>	<b>38</b>	<b>80%</b>

**Table 3.5.2 Annual turnover rates by critical occupation for the period 1 April 2021 and 31 March 2022**

**None.**

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 2021 and 31 March 2022**

Termination Type	Number	% of Total Resignations
Death	5	0.68%
Resignation	16	2.18%
Expiry of contract	13	1.77%
Dismissal – operational changes	0	0%
Dismissal – misconduct	0	0%
Dismissal – inefficiency	0	0%
Discharged due to ill-health	0	0%
Retirement	6	0.82%
Transfer to other Public Service Departments	8	1.09%
Other	0	0%
<b>Total</b>	<b>14</b>	<b>6.56%</b>
<b>Total number of employees who left as a % of total employment</b>		<b>6.56%</b>

**Table 3.5.4 Promotions by critical occupation for the period 1 April 2021 and 31 March 2022**

- None

**Table 3.5.5 Promotions by salary band for the period 1 April 2021 and 31 March 2022**

Salary Band	Employees 1 April 2021	Promotions to another salary level	Salary bands promotions as a % of employees by salary level	Progressions to another notch within a salary level	Notch progression as a % of employees by salary bands
Lower skilled (Levels 1-2)	0	0	0%	0	0%
Skilled (Levels 3-5)	47	2	4.25%	44	93.61%
Highly skilled production (Levels 6-8)	250	10	4%	249	99.60%
Highly skilled supervision (Levels 9-12)	263	8	3.04%	257	97.72%
Senior Management (Level 13-16)	92	14	15.22%	92	100%
Contract (Level 3-5)	7	0	0%	5	71.43%
Contract (Level 6-8)	56	0	0%	6	10.71%
Contract (Level 9-12)	5	0	0%	4	80%
Contract (Levels 13-16)	12	0	0%	5	41.67%

Salary Band	Employees 1 April 2021	Promotions to another salary level	Salary bands promotions as a % of employees by salary level	Progressions to another notch within a salary level	Notch progression as a % of employees by salary bands
<b>Total</b>	<b>732</b>	<b>34</b>	<b>4.64%</b>	<b>671</b>	<b>91.67%</b>

### 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 2022*

Occupational category	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Legislators, senior officials and managers	47	0	2	2	32	0	2	3	88
Professionals	26	0	0	0	23	1	0	0	50
Technicians and associate professionals	113	2	1	3	150	1	5	4	279
Clerks	89	3	0	1	169	1	0	7	270
Service and sales workers	16	0	0	0	6	0	0	0	22
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	2	0	0	0	0	0	0	0	2
Elementary occupations	7	0	0	0	15	0	0	0	22
<b>Total</b>	<b>300</b>	<b>5</b>	<b>3</b>	<b>6</b>	<b>395</b>	<b>3</b>	<b>7</b>	<b>14</b>	<b>733</b>
<b>Employees with disabilities</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>13</b>

*Table 3.6.2 Total number of employees (including employees with disabilities) in each of the following occupational bands as on 31 March 2022*

Occupational band	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Top Management	6	0	0	0	1	0	0	0	7
Senior Management	46	0	3	2	34	0	3	4	92
Professionally qualified and experienced specialists and mid-management	117	0	0	4	143	2	3	3	272
Skilled technical and academically qualified workers, junior management, supervisors,	100	5	0	0	196	3	0	6	310



Occupational band	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
foreman and superintendents									
Semi-skilled and discretionary decision making	31	0	0	0	21	0	0	0	52
Unskilled and defined decision making	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>300</b>	<b>5</b>	<b>3</b>	<b>6</b>	<b>395</b>	<b>5</b>	<b>6</b>	<b>13</b>	<b>733</b>

*Table 3.6.3 Recruitment for the period 1 April 2021 to 31 March 2022*

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	2	0	0	0	2	0	0	0	4
Professionally qualified and experienced specialists and mid-management	0	0	0	0	0	0	0	0	0
Skilled technical and academically qualified workers, junior management, supervisors, foreman and superintendents	8	0	0	0	5	0	0	0	13
Semi-skilled and discretionary decision making	10	0	0	0	10	0	0	0	20
Unskilled and defined decision making	2	0	0	0	3	0	0	0	5
<b>Total</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>
<b>Employees with disabilities</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

*Table 3.6.4 Promotions for the period 1 April 2021 to 31 March 2022*

Occupational band	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Top Management	2	0	0	0	0	0	0	0	2
Senior Management	7	0	0	0	4	0	1	0	12
Professionally qualified and experienced specialists and mid-management	0	0	0	0	0	0	0	0	0
Skilled technical and academically qualified workers, junior management, supervisors, foreman and superintendents	4	0	0	0	3	0	0	0	7
Semi-skilled and	5	0	0	0	6	0	0	0	11

Occupational band	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
discretionary decision making									
Unskilled and defined decision making	1	0	0	0	1	0	0	0	2
<b>Total</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>34</b>
<b>Employees with disabilities</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

*Table 3.6.5 Terminations for the period 1 April 2021 to 31 March 2022*

Occupational band	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Top Management	2	0	0	0	0	0	0	0	2
Senior Management	2	0	0	0	3	0	0	0	5
Professionally qualified and experienced specialists and mid-management	0	0	0	0	0	0	0	0	0
Skilled technical and academically qualified workers, junior management, supervisors, foreman and superintendents	3	0	0	0	4	0	0	2	9
Semi-skilled and discretionary decision making	13	0	0	0	15	0	0	1	29
Unskilled and defined decision making	1	0	0	0	2	0	0	0	3
<b>Total</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>48</b>
<b>Employees with Disabilities</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

*Table 3.6.6 Disciplinary action for the period 1 April 2021 to 31 March 2022*

Disciplinary action	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Authorised payment	2	0	0	1	0	0	0	0	3

*Table 3.6.7 Skills development for the period 1 April 2021 to 31 March 2022*

Occupational category	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Legislators, senior officials and managers	6	0	1	0	11	0	0	0	18
Professionals	14	0	0	0	19	0	2	1	36
Technicians and associate professionals	11	0	0	1	24	0	0	0	36
Clerks	21	2	0	0	34	0	0	0	57
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

Occupational category	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Plant and machine operators and assemblers	0	0	0	0	0	0	0	0	0
Elementary occupations	27	0	0	0	32	0	0	0	59
<b>Total</b>	<b>79</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>120</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>206</b>
Employees with disabilities	0	1	0	0	0	0	0	0	1

### 3.7 Signing of Performance Agreements by SMS Members

*Table 3.7.1 Signing of Performance Agreements by SMS members as on 31 May 2022*

SMS Level	Total number of funded SMS posts	Total number of SMS members	Total number of signed performance agreements	Signed performance agreements as % of total number of SMS members
Director-General/ Head of Department	1	1	1	100%
Salary Level 16	1	1	1	100%
Salary Level 15	4	4	4	100%
Salary Level 14	29	28	27	96%
Salary Level 13	70	62	59	95%
<b>Total</b>	<b>105</b>	<b>96</b>	<b>92</b>	<b>95%</b>

*Table 3.7.2 Reasons for not having concluded Performance agreements for all SMS members as on 31 March 2022*

Reasons
Reasons for not concluding Performance Agreements were not provided to the Directorate: HRD&PMDS. In the event no valid/good reason(s) provided, it is regarded as non-compliance in terms of the DPSA prescripts

*Table 3.7.3 Disciplinary steps taken against SMS members for not having concluded Performance agreements as on 31 March 2022*

Reasons
<ul style="list-style-type: none"> <li>All non-compliant SMS members forfeited their respective performance incentives as consequence management, in line with the PMDS Directives.</li> <li>HR released letters to respective Heads of Departments (DDGs) to institute disciplinary measures against SMS members who failed to comply. To-date, no action taken, and no disciplinary steps have been reported to HR.</li> </ul>

### 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 2021 to 31 March 2022*

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	135	293	46.10	1 083.44	8 025
Female	208	391	53.20	1 344.43	6 464
<b>Asian</b>					
Male	2	3	66.70	54.65	27 326
Female	3	7	42.90	48.53	16 176
<b>Coloured</b>					
Male	3	5	60.00	11.17	3 723
Female	1	2	50.00	2.98	2 980
<b>White</b>					
Male	4	6	66.70	76.65	19 162
Female	9	13	69.20	77.20	8 578
<b>Total</b>	<b>365</b>	<b>720</b>	<b>51%</b>	<b>2 755.45</b>	<b>7 368.00</b>

*Table 3.8.2 Performance Rewards by salary band for personnel below Senior Management Service for the period 1 April 2021 to 31 March 2022*

Salary band	Beneficiary Profile			Cost		Total cost as a % of the total personnel expenditure
	Number of beneficiaries	Number of employees	% of total within salary bands	Total Cost (R'000)	Average cost per employee	
Lower Skilled (Levels 1-2)	27,00	47,00	57,40	53,34	1 975,00	0.01%
Skilled (level 3-5)	153,00	243,00	63,00	488,21	3 191,00	0.10%
Highly skilled production (level 6-8)	145,00	261,00	55,60	1 153,52	7 955,00	0.24%
Highly skilled supervision (level 9-12)	0,00	6,00	0,00	0,00	0,00	0.00%
<b>Total</b>	<b>1,00</b>	<b>65,00</b>	<b>1,50</b>	<b>2,38</b>	<b>2 378,00</b>	<b>0.00%</b>

Table 3.8.3 Performance Rewards by critical occupation for the period 1 April 2021 to 31 March 2022

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	11,00	28,00	39,30	54,94	4 995,00
HUMAN RESOURCES CLERKS	8,00	10,00	80,00	27,38	3 422,00
MESSENGERS PORTERS AND DELIVERERS	5,00	7,00	71,40	10,62	2 124,00
HUMAN RESOURCES & ORGANISAT DEVELOPM & RELATE PROF	2,00	2,00	100,00	14,95	7 476,00
RISK MANAGEMENT AND SECURITY SERVICES	0,00	1,00	0,00	0,00	0,00
AVIATION RELATED	3,00	6,00	50,00	34,84	11 612,00
FINANCE AND ECONOMICS RELATED 7	3,00	3,00	100,00	58,73	19 575,00
LOGISTICAL SUPPORT PERSONNEL	0,00	2,00	0,00	0,00	0,00
NATURAL SCIENCES RELATED	1,00	2,00	50,00	11,67	11 670,00
OTHER ADMINISTRAT & RELATED CLERKS AND ORGANISERS	33,00	114,00	28,90	172,34	5 222,00
OTHER OCCUPATIONS	1,00	3,00	33,30	11,67	11 670,00
LEGAL RELATED	1,00	3,00	33,30	3,61	3 613,00
FINANCIAL AND RELATED PROFESSIONALS	0,00	3,00	0,00	0,00	0,00
DIPLOMATS	1,00	1,00	100,00	5,52	5 520,00
ADMINISTRATIVE RELATED	25,00	39,00	64,10	292,97	11 719,00
BIOLOGISTS BOTANISTS ZOOLOGISTS & REL PROFESSIONAL	0,00	2,00	0,00	0,00	0,00
COMMUNICATION AND INFORMATION RELATED	3,00	6,00	50,00	23,82	7 940,00
SECRETARIES & OTHER KEYBOARD OPERATING CLERKS	79,00	105,00	75,20	228,49	2 892,00
LIBRARY MAIL AND RELATED CLERKS	1,00	1,00	100,00	2,33	2 333,00

Critical occupation	Beneficiary Profile			Cost	
	Number of beneficiaries	Number of employees	% of total within occupation	Total Cost (R'000)	Average cost per employee
CLEANERS IN OFFICES WORKSHOPS HOSPITALS ETC.	0,00	3,00	0,00	0,00	0,00
HUMAN RESOURCES RELATED 20	4,00	7,00	57,10	55,30	13 826,00
TRADE/INDUSTRY ADVISERS & OTHER RELATED PROFESSION	1,00	2,00	50,00	25,49	25 489,00
HEAD OF DEPARTMENT/CHIEF EXECUTIVE OFFICER	0,00	2,00	0,00	0,00	0,00
COMPUTER PROGRAMMERS	0,00	2,00	0,00	0,00	0,00
LANGUAGE PRACTITIONERS INTERPRETERS & OTHER COMMUN	0,00	1,00	0,00	0,00	0,00
REGULATORY INSPECTORS	2,00	2,00	100,00	20,11	10 056,00
MATERIAL-RECORDING AND TRANSPORT CLERKS	0,00	3,00	0,00	0,00	0,00
OTHER ADMINISTRATIVE POLICY AND RELATED OFFICERS	122,00	230,00	53,00	831,48	6 815,00
SENIOR MANAGERS	35,00	84,00	41,70	765,22	21 863,00
CLIENT INFORM CLERKS (SWITCHB RECEIPT INFORM CLERKS)	2,00	9,00	22,20	4,68	2 338,00
COMPUTER SYSTEM DESIGNERS AND ANALYSTS	1,00	4,00	25,00	3,67	3 666,00
ENGINEERS AND RELATED PROFESSIONALS	1,00	1,00	100,00	11,67	11 670,00
OTHER INFORMATION TECHNOLOGY PERSONNEL	9,00	12,00	75,00	44,20	4 911,00
LIGHT VEHICLE DRIVERS	0,00	1,00	0,00	0,00	0,00
MOTOR VEHICLE DRIVERS	0,00	1,00	0,00	0,00	0,00
SECURITY GUARDS 35	12,00	19,00	63,20	26,42	2 201,00
FOOD SERVICES AIDS AND WAITERS	7,00	11,00	63,60	10,81	1 544,00

Critical occupation	Beneficiary Profile			Cost	
	Number of beneficiaries	Number of employees	% of total within occupation	Total Cost (R'000)	Average cost per employee
LIBRARIANS AND RELATED PROFESSIONALS	1,00	1,00	100,00	2,52	2 524,00
<b>Total</b>	<b>374</b>	<b>733</b>	<b>51</b>	<b>2 755.45</b>	<b>7 368.00</b>

*Table 3.8.4 Performance related rewards (cash bonus), by salary band for Senior Management Service for the period 1 April 2021 to 31 March 2022*

Salary band	Beneficiary Profile			Cost		Total cost as a % of the total personnel expenditure
	Number of beneficiaries	Number of employees	% of total within salary bands	Total Cost (R'000)	Average cost per employee	
Band A	36,00	68,00	52,90	737,76	20 493,40	0,90
Band B	11,00	30,00	36,70	311,88	28 353,10	0,60
Band C	0,00	7,00	0,00	0,00	0,00	0,00
Band D	0,00	3,00	0,00	0,00	0,00	0,00
<b>Total</b>	<b>47,00</b>	<b>108,00</b>	<b>43,50</b>	<b>1 049,65</b>	<b>22 332,90</b>	<b>0,70</b>

### 3.9 Foreign Workers

*Table 3.9.1 Foreign workers by salary band for the period 1 April 2021 and 31 March 2022*

Salary band	01 April 2021		31 March 2022		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%
Contract (level 9-12)	1	50%	1	50%	0	0%
Contract (level 13-16)	2	100%	2	100%	0	0%
<b>Total</b>	<b>0</b>	<b>0%</b>	<b>0</b>	<b>0%</b>	<b>0</b>	<b>0%</b>

*Table 3.9.2 Foreign workers by major occupation for the period 1 April 2021 and 31 March 2022*

Major occupation	01 April 2021		31 March 2022		Change	
	Number	% of total	Number	% of total	Number	% Change
Administrative Office Workers	1	50%	1	50%	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 2021 to 31 December 2021*

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)	161	65.20%	33	10.60%	5	152.00
Highly skilled production (levels 6-8)	621	77.90%	125	40.20%	5	893.00
Highly skilled supervision (levels 9 -12)	639	83.90%	105	33.80%	6	1 847.00
Top and Senior management (levels 13-16)	206	93.70%	28	9%	7	953.00
Contract (Level 3-5)	0	0%	0	0%	0	0.00
Contract (Level 6-8)	49	65.30%	18	5.80%	3	20.00
Contract (Level 9-12)	9	100%	1	0.30%	9	25.00
Contract (Levels 13-16)	8	100%	1	0.30%	8	35.00
<b>Total</b>	<b>1 693</b>	<b>80.70%</b>	<b>311</b>	<b>100%</b>	<b>5</b>	<b>3 925.00</b>

*Table 3.10.2 Disability leave (temporary and permanent) for the period 1 January 2021 to 31 December 2021*

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)
Highly skilled production (Levels 6-8)	363	100%	4	57.10%	91	516.00
Highly skilled supervision (Levels 9-12)	37	100%	3	42.90%	12	104.00
<b>Total</b>	<b>400</b>	<b>100%</b>	<b>7</b>	<b>100%</b>	<b>57</b>	<b>620.00</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 2021 to 31 December 2021*

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)	1 056	54	20
Highly skilled production (Levels 6-8)	5 773	256	23
Highly skilled supervision (Levels 9-12)	6 545	272	24
Senior management (Levels 13-16)	2 374	103	23
Contract (Level 3-5)	87	10	10
Contract (Level 6-8)	87	9	10
Contract (Level 9-12)	78	6	13
Contract (Levels 13-16)	103	10	10
<b>Total</b>	<b>16 695</b>	<b>781</b>	<b>21</b>

*Table 3.10.4 Capped leave for the period 1 January 2021 to 31 December 2022*

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 2022
Lower skilled (Levels 1-2)	0	0	0	0
Skilled Levels 3-5)	0	0	0	0
Highly skilled production (Levels 6-8)	0	0	0	0
Highly skilled supervision (Levels 9-12)	0	0	0	0
Senior management (Levels 13-16)	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</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 2021 and 31 March 2022*

Reason	Total amount (R'000)	Number of employees	Average per employee (R'000)
Annual – Discounting with Resignation (Work days)	647.00	10	64 700.00
Annual – Discounting: Unused Vacation Credits (Work days)	1 033.00	13	79 462.00
Annual – Gratuity: Death/Retirement/Medical Retirement (Work days)	362.00	4	90 500.00
Capped – Gratuity: Death/Retirement/Medical Retirement (Work days)	904.00	4	226 000.00
<b>Total</b>	<b>2 946.00</b>	<b>31</b>	<b>115 165.50</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. All staff irrespective of their employment level are therefore provided with Employee Health and Wellness cards to access counselling services.	The HIV/AIDS and TB Policy and operational plan is being implemented in the Transport sector.  Employees and Peer Counsellors have been trained on the HIV/AIDS and TB Management Programme. Confidentiality underpins the HIV/AIDS and TB programme through policy and its implementation.
Information dissemination and awareness arranged for all categories of employees indiscriminately. HCT, TB and other Health Risk Assessments are conducted on site. Participants are then advised on their health and referred for further intervention as per need.	Information is circulated via e-mail; lift news, e-care website, posters and education sessions to dispel myths and misconceptions about HIV/AIDS and TB.

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

Question	Yes	No	Details, if yes
1. Has the department designated a member of the SMS to implement the provisions contained in Part VI E of Chapter 1 of the Public Service Regulations, 2001? If so, provide her/his name and position.	X		Ms Vivian Sibeko 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.	X		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>• Assistant Director: SHERQ;</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.	X		The Department has introduced a Wellness Programme with the following elements:  Provide an effective framework for health promotion and preventative mechanism amongst employees;  Provide a confidential and professional counselling service to all employees and members of their immediate families through a 24/7 telephone call centre and face-to-face psycho-social counselling
			<ul style="list-style-type: none"> <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>	X		<ul style="list-style-type: none"> <li>• Transport Sector HIV/AIDS Committee has been established</li> <li>• Ms V. Sibeko, Ms D. Bohloho, Ms T Morabe , Ms P Ndou and Ms N. Mofokeng - Department of Transport</li> <li>• Mr J. Phiri - SAMSA</li> <li>• Ms M. Van Biljong - 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. Sibiyi - RSR</li> <li>• Ms R. Shuping - DOH</li> <li>• Ms L. Peter - RAF</li> <li>• Mr S. Mabele - ILO</li> <li>• Ms L. Pillay - North Star Alliance</li> <li>• Mr K.Ngubane - TETA</li> <li>• Ms M. Chonco - UNTU</li> <li>• Ms P. Nxumalo - Mpumalanga Provincial Department of Transport</li> <li>• Ms T. Odiyame-Tyake - Gauteng Provincial Department of Transport</li> <li>• Ms L. Lebone - URC SA</li> </ul>
<p>5. Has the department reviewed its employment policies and practices to ensure that these do not unfairly discriminate against employees on the basis of their HIV status? If so, list the employment policies/practices so reviewed.</p>	X		<p>SHERQ Policy Bereavement Policy Wellness Policies HIV/AIDS and TB Management</p>
<p>6. Has the department introduced measures to protect HIV-positive employees or those perceived to be HIV-positive from discrimination? If so, list the key elements of these measures.</p>	X		<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 popularised 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</li> </ul>

Question	Yes	No	Details, if yes
			<p>from across the spectrum of employees, they receive on-going training.</p> <ul style="list-style-type: none"> <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.	X		DoT Employees are encouraged to undergo HIV Counselling and Testing (HCT) at all levels.
8. Has the department developed measures/indicators to monitor & evaluate the impact of its health promotion programme? If so, list these measures/indicators.	X		<p>Conducting of regular health risk screenings and HCT and reporting on these.</p> <ul style="list-style-type: none"> <li>• Access to on-going psycho-social counselling provided through self and managerial referral to the contracted EHW external service provider.</li> <li>• Monitoring of the programme through feedback from beneficiaries.</li> <li>• 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 utilized.</li> </ul> <p>The review is done with stakeholders in the transport sector in terms of progress made before the new operational plan is developed.</p>

### 3.12 Labour Relations

*Table 3.12.1 Collective agreements for the period 1 April 2021 and 31 March 2022*

<b>Total number of Collective agreements</b>	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 2021 and 31 March 2022*

Outcomes of disciplinary hearings	Number	% of total
Correctional counselling	0	0
Verbal warning	1	1
Written warning	1	1
Final written warning	2	2
Suspended without pay	0	0
Fine	0	0
Demotion	0	0
Dismissal	0	0
Not guilty	0	0
Case withdrawn	0	0
<b>Total</b>	<b>4</b>	<b>4</b>

Outcomes of disciplinary hearings	Number	% of total
Total number of Disciplinary hearings finalised		None

*Table 3.12.3 Types of misconduct addressed at disciplinary hearings for the period 1 April 2021 and 31 March 2022*

- None

*Table 3.12.4 Grievances logged for the period 1 April 2021 and 31 March 2022*

Grievances	Number	% of Total
Number of grievances resolved	8	8
Number of grievances not resolved	4	4
<b>Total number of grievances lodged</b>	<b>11</b>	<b>11</b>

*Table 3.12.5 Disputes logged with Councils for the period 1 April 2021 and 31 March 2022*

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

*Table 3.12.6 Strike actions for the period 1 April 2021 and 31 March 2022*

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</b>

*Table 3.12.7 Precautionary suspensions for the period 1 April 2021 and 31 March 2022*

Number of people suspended	1
Number of people whose suspension exceeded 30 days	1
Average number of days suspended	168
Cost of suspension (R'000)	R208 99,84

### 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 2021 and 31 March 2022*

Occupational category	Gender	Number of employees as at 1 April 2021	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	37	0	30	8	<b>38</b>
	Male	51	0	42	4	<b>46</b>
Professionals	Female	24	0	30	15	<b>45</b>
	Male	26	0	28	10	<b>38</b>
Technicians and associate professionals	Female	160	0	150	15	<b>165</b>
	Male	119	0	109	33	<b>142</b>
Clerks	Female	177	0	125	33	<b>158</b>
	Male	93	0	77	20	<b>97</b>
Service and sales workers	Female	6	0	5	2	<b>7</b>
	Male	16	0	11	5	<b>16</b>
Skilled agriculture and fishery workers	Female	0	0	0	0	<b>0</b>
	Male	0	0	0	0	<b>0</b>
Craft and related trades	Female	0	0	0	0	<b>0</b>

Occupational category	Gender	Number of employees as at 1 April 2021	Training needs identified at start of the reporting period			
			Learnerships	Skills Programmes & other short courses	Other forms of training	Total
workers	Male	0	0	0	0	0
Plant and machine operators and assemblers	Female	0	0	0	0	0
	Male	0	0	0	0	0
Elementary occupations	Female	15	0	27	3	30
	Male	7	0	13	1	14
Sub Total	Female	419	0	367	76	443
	Male	312	0	280	73	353
<b>Total</b>		<b>731</b>	<b>0</b>	<b>647</b>	<b>149</b>	<b>796</b>

Table 3.13.2 Training provided for the period 1 April 2021 and 31 March 2022

Occupational category	Gender	Number of employees as at 1 April 2021	Training provided within the reporting period			
			Learnerships	Skills Programmes & other short courses	Other forms of training	Total
Legislators, senior officials and managers	Female	37	0	11	10	21
	Male	51	0	7	6	13
Professionals	Female	24	0	22	18	40
	Male	26	0	14	12	26
Technicians and associate professionals	Female	160	0	24	24	48
	Male	119	0	12	19	31
Clerks	Female	177	0	34	52	86
	Male	93	0	23	27	50
Service and sales workers	Female	6	0	0	0	0
	Male	16	0	0	4	4
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	15	0	32	0	32
	Male	7	0	27	2	29
Sub Total	Female	419	0	123	104	227
	Male	312	0	83	70	153
<b>Total</b>		<b>731</b>	<b>0</b>	<b>206</b>	<b>174</b>	<b>380</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 2021 and 31 March 2022

Nature of injury on duty	Number	% of total
Required basic medical attention only	0	0%
Temporary Total Disablement	0	0%
Permanent Disablement	0	0%
Fatal	0	0%
<b>Total</b>	<b>0</b>	<b>0%</b>

### 3.15 Utilisation of Consultants

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

- (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 2021 and 31 March 2022

Project title	Total number of consultants that worked on project	Duration (work days)	Contract value in Rand
Freight Transport model: Passenger Demand Model	1 (Pegasys Pty Ltd)	1 095	R 4 276 804.00

Table 3.15.2 Analysis of consultant appointments using appropriated funds, in terms of Historically Disadvantaged Individuals (HDIs) for the period 1 April 2021 and 31 March 2022

Project title	Percentage ownership by HDI groups	Percentage management by HDI groups	Number of consultants from HDI groups that work on the project
Freight Transport model: Passenger Demand Model	<ul style="list-style-type: none"> <li>• 25% ownership by black people</li> <li>• 25% ownership by black women</li> <li>• 5% ownership by black youth</li> </ul>	-	<ul style="list-style-type: none"> <li>• 5% owned The Tom Queba Memorial Fund</li> <li>• 75% owned by Pegasys International Holdings</li> <li>• 20% owned by Maprolus</li> </ul>

Table 3.15.3 Report on consultant appointments using Donor funds for the period 1 April 2021 and 31 March 2022

- None

Table 3.15.4 Analysis of consultant appointments using Donor funds, in terms of Historically Disadvantaged Individuals (HDIs) for the period 1 April 2021 and 31 March 2022

- None

### 3.16 Severance Packages

*Table 3.16.1 Granting of employee-initiated severance packages for the period 1 April 2021 and 31 March 2022*

Salary band	Number of applications received	Number of applications referred to the MPSA	Number of applications supported by MPSA	Number of packages approved by department
Lower skilled (Levels 1-2)	0	0	0	0
Skilled Levels 3-5)	0	0	0	0
Highly skilled production (Levels 6-8)	0	0	0	0
Highly skilled supervision (Levels 9-12)	0	0	0	0
Senior management (Levels 13-16)	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



## PART E: FINANCIAL INFORMATION

---

## 1. REPORT OF THE AUDITOR GENERAL

This is the auditor's report as issued by AGSA.

### Report of the auditor-general to Parliament on vote no. 40 Department of Transport

<b>Report on the audit of the financial statements</b>
--

#### Opinion

I have audited the financial statements of the Department of Transport set out on page 265 to 359, which comprise the appropriation statement, statement of financial position as at 31 March 2022, statement of financial performance, statement of changes in net asset and cash flow statement for the year then ended, as well as notes to the financial statements, including a summary of significant accounting policies.

In my opinion, the financial statements present fairly, in all material respects, the financial position of the Department of Transport as at 31 March 2022, and its financial performance and cash flows for the year then ended in accordance with the Modified Cash Standard (MCS) and the requirements of the Public Finance Management Act, 1999 (Act No. 1 of 1999) (PFMA) and the Division of Revenue Act, 2021 (Act No. 9 of 2021) (Dora).

#### Basis for opinion

I conducted my audit in accordance with the International Standards on Auditing (ISAs). My responsibilities under those standards are further described in the auditor-general's responsibilities for the audit of the financial statements section of my report.

I am independent of the department in accordance with the International Ethics Standards Board for Accountants' International code of ethics for professional accountants (including International Independence Standards) (IESBA code) as well as other ethical requirements that are relevant to my audit in South Africa. I have fulfilled my other ethical responsibilities in accordance with these requirements and the IESBA code.

I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

#### Emphasis of matter

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

### **Underspending of the budget**

As disclosed in the appropriation statement, the department materially underspent the budget by R530,5 million. This mainly related to the underspending of programme 4: road transport and programme 7: public transport.

### **Other matter**

I draw attention to the matter below.

### **Unaudited supplementary schedules**

The supplementary information set out on pages XX to XX does not form part of the financial statements and is presented as additional information. I have not audited these schedules and, accordingly, I do not express an opinion on them.

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

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.

In preparing the financial statements, the accounting officer is responsible for assessing the department's ability to continue as a going concern, disclosing, as applicable, matters relating to going concern and using the going concern basis of accounting unless the appropriate governance structure either intends to liquidate the department or to cease operations, or has no realistic alternative but to do so.

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

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.

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

## Report on the audit of the annual performance report

### Introduction and scope

In accordance with the Public Audit Act 25 of 2004 (PAA) and the general notice issued in terms thereof, I have a responsibility to report on the usefulness and reliability of the reported performance information against predetermined objectives for selected programmes presented in the annual performance report. I performed procedures to identify material findings but not to gather evidence to express assurance.

My procedures address the usefulness and reliability of the reported performance information, which must be based on the department's approved performance planning documents. I have not evaluated the completeness and appropriateness of the performance indicators included in the planning documents. My procedures do not examine whether the actions taken by the department enabled service delivery. My procedures do not extend to any disclosures or assertions relating to the extent of achievements in the current year or planned performance strategies and information in respect of future periods that may be included as part of the reported performance information. Accordingly, my findings do not extend to these matters.

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 department's annual performance report for the year ended 31 March 2022:

Programmes	Pages in the annual performance report
Programme 4 – Road Transport	141 – 158

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.

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

Programme 4 – road transport.

### Other matters

I draw attention to the matters below.

### **Achievement of planned targets**

Refer to the annual performance report on pages 98 to 196 for information on the achievement of planned targets for the year and management's explanations provided for the under/over achievement of targets.

### **Adjustment of material misstatements**

I identified material misstatements in the annual performance report submitted for auditing. These material misstatements were in the reported performance information of Programme 4 – Road transport. As management subsequently corrected the misstatements, I did not raise any material findings on the usefulness and reliability of the reported performance information.

## **Report on the audit of compliance with legislation**

### **Introduction and scope**

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

The material finding on compliance with specific matters in key legislation is as follows:

### **Consequence management**

I was unable to obtain sufficient appropriate audit evidence that disciplinary steps were taken against some of the officials who had incurred irregular expenditure as required by section 38(1)(h)(iii) of the PFMA. This was due to proper and complete records that were not maintained as evidence to support the investigations into irregular expenditure. This relates to five cases from thirteen cases that were identified in the prior year that were not adequately addressed.

## **Other information**

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.

My opinion on the financial statements and findings on the reported performance information and compliance with legislation do not cover the other information and I do not express an audit opinion or any form of assurance conclusion on it.

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 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.

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

### Internal control deficiencies

I considered internal control relevant to my audit of the financial statements, reported performance information and compliance with applicable legislation; however, my objective was not to express any form of assurance on it. The matters reported below are limited to the significant internal control deficiencies that resulted in the basis for the opinion, the findings on compliance with legislation included in this report.

Although management has made progress in addressing consequence management cases, there are five cases which are still not adequately addressed. Management did not adequately review and monitor compliance with applicable laws and regulations to ensure that non-compliance with consequence management legislation are promptly identified and addressed.

### Other reports

I draw attention to the following engagements conducted by various parties which had, or could have, an impact on the matters reported in the department's financial statements, reported performance information, compliance with applicable legislation and other related matters. This report did not form part of my opinion on the financial statements or my findings on the reported performance information or compliance with legislation.

The Special Investigations Unit (SIU) conducted an investigation into the procurement of personal protective equipment (PPE) to the taxi industry in response to the outbreak of the COVID-19 global pandemic in respect of the National State of Disaster, as declared by Government Notice No. 313 of 15 March 2020. The investigation spans primarily the period from 01 January to 23 July 2020. At the date of this report, the SIU finalised the investigation and concluded that the allegations of impropriety and maladministration were valid. The department is awaiting the outcome of the review application from SIU.

*Auditor-General*

Pretoria

31 July 2022



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 relating to events or conditions that may cast significant doubt on the ability of the department to continue as a going concern. If I conclude that a material uncertainty exists, I am required to draw attention in my auditor’s report to the related disclosures in the financial statements about the material uncertainty or, if such disclosures are inadequate, to modify my opinion on the financial statements. My conclusions are based on the information available to me at the date of this auditor’s report. However, future events or conditions may cause the department to cease operating as a going concern
  - evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and determine whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation

### **Communication with those charged with governance**

3. I communicate with the accounting officer regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that I identify during my audit.

4. I also provide the accounting officer with a statement that I have complied with relevant ethical requirements regarding independence, and to communicate with them all relationships and other matters that may reasonably be thought to bear on my independence and, where applicable, actions taken to eliminate threats or safeguards applied.



**ANNUAL FINANCIAL STATEMENTS**

**Department of Transport  
Vote 40**

**Annual Financial Statements**

**for the year ended 31 March 2022**

Appropriation Statement	275
Notes to the Appropriation Statement	296
Statement of Financial Performance	302
Statement of Financial Position	303
Statement of Changes in Net Assets	304
Cash Flow Statement	305
Accounting Policies	306
Notes to the Annual Financial Statements	313
Statement of Conditional Grants paid to the Provinces	334
Statement of Conditional Grants paid to the Municipalities	337
Annexures	340
Annexure 1A	340
Annexure 1B	343
Annexure 1C	344
Annexure 1D	345
Annexure 1E	346
Annexure 1F	346
Annexure 2A	348
Annexure 2B	349
Annexure 3A	350
Annexure 3B	351
Annexure 4	352
Annexure 5	354
Annexure 6	355
Annexure 7	356
Annexure 8A	357
Annexure 11	358

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2022*

Appropriation per programme									
Voted funds and Direct charges	2021/22							2020/21	
	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. <b>Administration</b>	522,164	-	(226)	521,938	439,550	82,388	84.2%	469,780	384,336
2. <b>Integrated Transport Planning</b>	90,219	-	(6,792)	83,427	64,740	18,687	77.6%	90,071	57,614
3. <b>Rail Transport</b>	16,806,402	-	(9,982)	16,796,420	16,768,179	28,241	99.8%	9,599,405	9,584,302
4. <b>Road Transport</b>	34,221,977	-	-	34,221,977	34,123,692	98,285	99.7%	31,472,160	31,459,985
5. <b>Civil Aviation</b>	496,282	-	68,040	564,322	546,031	18,291	96.8%	2,670,849	2,642,208
6. <b>Maritime Transport</b>	155,177	-	(7,000)	148,177	115,600	32,577	78.0%	144,618	135,776
7. <b>Public Transport</b>	13,133,317	-	(44,040)	13,089,277	12,845,485	243,792	98.1%	12,907,852	12,809,594
8. <b>Direct Charge against the National Revenue Fund</b>	11,602	-	-	11,602	3,372	8,230	29.1%	10,997	-
<b>TOTAL</b>	<b>65,437,140</b>	<b>-</b>	<b>-</b>	<b>65,437,140</b>	<b>64,906,649</b>	<b>530,491</b>	<b>99.2%</b>	<b>57,365,732</b>	<b>57,073,815</b>
<b>Reconciliation with Statement of Financial Performance</b>									
<b>Add:</b>									
Departmental receipts				51,160				1,625	
<b>Actual amounts per Statement of Financial Performance (Total Revenue)</b>				<b>65,488,300</b>				<b>57,367,357</b>	
<b>Actual amounts per Statement of Financial Performance Expenditure</b>						<b>64,906,649</b>			<b>57,073,815</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**APPROPRIATION STATEMENT**  
**for the year ended 31 March 2022**

Appropriation per economic classification	2021/22							2020/21	
	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>1,393,949</b>	<b>(33,577)</b>	<b>(6,626)</b>	<b>1,353,746</b>	<b>1,099,211</b>	<b>254,535</b>	<b>81.2%</b>	<b>1,351,539</b>	<b>1,078,290</b>
Compensation of employees	542,578	-	-	542,578	479,550	63,028	88.4%	534,161	471,527
Salaries and wages	491,117	(6,000)	-	485,117	424,038	61,079	87.4%	476,287	416,530
Social contributions	51,461	6,000	-	57,461	55,512	1,949	96.6%	57,874	54,997
Goods and services	851,371	(33,577)	(68,040)	749,754	558,247	191,507	74.5%	817,378	606,763
Administrative fees	3,173	(2,306)	-	867	635	232	73.2%	42,121	41,920
Advertising	23,455	473	-	23,928	23,498	430	98.2%	21,345	9,631
Minor assets	2,413	(1,154)	-	1,259	561	698	44.6%	906	188
Audit costs: External	12,795	(5,055)	-	7,740	7,739	1	100.0%	5,981	5,941
Bursaries: Employees	3,093	(1,065)	-	2,028	2,028	-	100.0%	2,931	1,730
Catering: Departmental activities	2,250	566	-	2,816	1,083	1,733	38.5%	2,495	1,125
Communication (G&S)	83,245	(15,464)	-	67,781	65,244	2,537	96.3%	61,059	54,581
Computer services	24,457	(9,313)	-	15,144	15,124	20	99.9%	16,395	15,827
Consultants: Business and advisory services	417,762	(19,537)	(62,711)	335,514	196,325	139,189	58.5%	322,082	233,255
Infrastructure and planning services	69,277	-	-	69,277	43,073	26,204	62.2%	62,644	62,644
Legal services	11,584	1,299	-	12,883	12,883	-	100.0%	3,071	3,071
Contractors	4,138	1,075	-	5,213	4,241	972	81.4%	4,280	3,483
Agency and support / outsourced services	752	(460)	-	292	292	-	100.0%	212	203
Entertainment	754	(596)	-	158	158	-	100.0%	904	90
Fleet services (including government motor transport)	-	435	-	435	435	-	100.0%	313	312
Inventory: Clothing material and accessories	-	355	-	355	355	-	100.0%	277	277
Inventory: Other supplies	23,934	(711)	(5,000)	18,223	17,016	1,207	93.4%	22,671	10,115
Consumable supplies	2,100	(650)	-	1,450	970	480	66.9%	65,356	32,921
Consumable: Stationery, printing	7,589	(1,091)	-	6,498	4,125	2,373	63.5%	5,377	2,882

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**APPROPRIATION STATEMENT**  
**for the year ended 31 March 2022**

Appropriation per economic classification	2021/22							2020/21	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
and office supplies									
Operating leases	66,912	43,516	-	110,428	110,428	-	100.0%	91,569	91,563
Property payments	8,359	371	-	8,730	8,729	1	100.0%	13,120	9,868
Travel and subsistence	63,458	(18,558)	-	44,900	35,933	8,967	80.0%	53,797	18,530
Training and development	8,462	(4,016)	-	4,446	3,280	1,166	73.8%	2,613	1,524
Operating payments	3,423	(937)	-	2,486	1,404	1,082	56.5%	4,037	1,496
Venues and facilities	7,986	(754)	(329)	6,903	2,688	4,215	38.9%	11,809	3,573
Rental and hiring	-	-	-	-	-	-	-	13	13
Interest and rent on land	-	-	61,414	61,414	61,414	-	100.0%	-	-
Interest (Incl. interest on unitary payments (PPP))	-	-	61,414	61,414	61,414	-	100.0%	-	-
<b>Transfers and subsidies</b>	<b>64,003,782</b>	<b>1,651</b>	<b>-</b>	<b>64,005,433</b>	<b>63,763,594</b>	<b>241,839</b>	<b>99.6%</b>	<b>53,677,777</b>	<b>53,659,110</b>
Provinces and municipalities	24,341,770	15	-	24,341,785	24,341,785	-	100.0%	21,714,421	21,714,421
Provinces	19,057,367	-	-	19,057,367	19,057,367	-	100.0%	17,216,915	17,216,915
Provincial Revenue Funds	19,057,367	-	-	19,057,367	19,057,367	-	100.0%	17,216,915	17,216,915
Municipalities	5,284,403	15	-	5,284,418	5,284,418	-	100.0%	4,497,506	4,497,506
Municipal bank accounts	5,284,403	15	-	5,284,418	5,284,418	-	100.0%	4,497,506	4,497,506
Departmental agencies and accounts	22,452,602	-	-	22,452,602	22,387,646	64,956	99.7%	21,045,298	21,045,298
Departmental agencies	22,452,602	-	-	22,452,602	22,387,646	64,956	99.7%	21,045,298	21,045,298
Foreign governments and international organisations	32,850	-	-	32,850	14,923	17,927	45.4%	31,138	14,245
Public corporations and private enterprises	16,669,462	-	-	16,669,462	16,669,462	-	100.0%	10,609,515	10,609,515
Public corporations	16,669,462	-	-	16,669,462	16,669,462	-	100.0%	9,474,515	9,474,515
Subsidies on products and production (pc)	16,669,462	-	-	16,669,462	16,669,462	-	100.0%	9,474,515	9,474,515
Private enterprises	-	-	-	-	-	-	-	1,135,000	1,135,000
Other transfers to private	-	-	-	-	-	-	-	1,135,000	1,135,000

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2022*

Appropriation per economic classification	2021/22							2020/21	
	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
enterprises									
Non-profit institutions	29,791	-	-	29,791	29,784	7	100.0%	28,236	28,236
Households	477,307	1,636	-	478,943	319,994	158,949	66.8%	249,169	247,395
Social benefits	234	1,834	-	2,068	2,067	1	100.0%	2,890	2,890
Other transfers to households	477,073	(198)	-	476,875	317,927	158,948	66.7%	246,279	244,505
<b>Payments for capital assets</b>	<b>39,409</b>	<b>31,784</b>	<b>6,626</b>	<b>77,819</b>	<b>43,702</b>	<b>34,117</b>	<b>56.2%</b>	<b>11,032</b>	<b>11,032</b>
Buildings and other fixed structures	-	31,784	6,626	38,410	38,410	-	100.0%	-	-
Buildings	-	31,784	6,626	38,410	38,410	-	100.0%	-	-
Machinery and equipment	39,409	-	-	39,409	5,292	34,117	13.4%	7,671	7,671
Transport equipment	-	749	-	749	749	-	100.0%	-	-
Other machinery and equipment	39,409	(749)	-	38,660	4,543	34,117	11.8%	7,671	7,671
Software and other intangible assets	-	-	-	-	-	-	-	3,361	3,361
<b>Payment for financial assets</b>	-	<b>142</b>	-	<b>142</b>	<b>142</b>	-	<b>100.0%</b>	<b>2,325,384</b>	<b>2,325,383</b>
	<b>65,437,140</b>	-	-	<b>65,437,140</b>	<b>64,906,649</b>	<b>530,491</b>	<b>99.2%</b>	<b>57,365,732</b>	<b>57,073,815</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**APPROPRIATION STATEMENT**  
**for the year ended 31 March 2022**

<b>Programme 1: Administration</b>									
	<b>2021/22</b>							<b>2020/21</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>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>Sub programme</b>									
1. <b>Ministry</b>	38,627	(849)	-	37,778	34,591	3,187	91.6%	43,803	31,879
2. <b>Management</b>	94,815	(14,816)	-	79,999	54,553	25,446	68.2%	76,039	49,865
3. <b>Corporate Services</b>	285,100	(29,000)	(226)	255,874	204,387	51,487	79.9%	217,437	187,898
4. <b>Communications</b>	37,886	(2,328)	-	35,558	33,290	2,268	93.6%	39,198	21,391
5. <b>Office Accommodation</b>	65,736	46,993	-	112,729	112,729	-	100.0%	93,303	93,303
	<b>522,164</b>	<b>-</b>	<b>(226)</b>	<b>521,938</b>	<b>439,550</b>	<b>82,388</b>	<b>84.2%</b>	<b>469,780</b>	<b>384,336</b>
<b>Economic classification</b>									
<b>Current payments</b>	<b>470,802</b>	<b>(404)</b>	<b>-</b>	<b>470,398</b>	<b>424,531</b>	<b>45,867</b>	<b>90.2%</b>	<b>448,673</b>	<b>365,004</b>
Compensation of employees	253,172	-	-	253,172	215,347	37,825	85.1%	237,561	206,891
Salaries and wages	231,244	(3,419)	-	227,825	190,340	37,485	83.5%	213,199	182,546
Social contributions	21,928	3,419	-	25,347	25,007	340	98.7%	24,362	24,345
Goods and services	217,630	(404)	-	217,226	209,184	8,042	96.3%	211,112	158,113
Administrative fees	3,031	(2,336)	-	695	588	107	84.6%	2,006	1,903
Advertising	22,423	(767)	-	21,656	21,635	21	99.9%	19,436	8,541
Minor assets	1,592	(966)	-	626	354	272	56.5%	392	148
Audit costs: External	12,795	(5,055)	-	7,740	7,739	1	100.0%	5,980	5,941
Bursaries: Employees	3,093	(1,065)	-	2,028	2,028	-	100.0%	2,931	1,730
Catering: Departmental activities	975	185	-	1,160	438	722	37.8%	1,113	398
Communication (G&S)	7,025	(1,108)	-	5,917	5,085	832	85.9%	5,814	5,215
Computer services	22,557	(8,836)	-	13,721	13,721	-	100.0%	14,828	14,260
Consultants: Business and advisory services	3,527	(2,422)	-	1,105	1,105	-	100.0%	6,201	1,426
Legal services	11,584	1,299	-	12,883	12,883	-	100.0%	2,818	2,818
Contractors	2,867	640	-	3,507	3,321	186	94.7%	2,729	2,687

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2022*

<b>Programme 1: Administration</b>									
	2021/22							2020/21	
	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
Agency and support / outsourced services	752	(460)	-	292	292	-	100.0%	212	203
Entertainment	754	(596)	-	158	158	-	100.0%	904	90
Fleet services (including government motor transport)	-	435	-	435	435	-	100.0%	313	312
Inventory: Clothing material and accessories	-	-	-	-	-	-	-	277	277
Consumable supplies	1,609	(510)	-	1,099	796	303	72.4%	3,275	3,061
Consumable: Stationery, printing and office supplies	4,728	(1,663)	-	3,065	1,321	1,744	43.1%	2,930	1,382
Operating leases	65,736	41,863	-	107,599	107,599	-	100.0%	88,368	88,368
Property payments	8,359	339	-	8,698	8,697	1	100.0%	13,078	9,827
Travel and subsistence	31,213	(13,100)	-	18,113	16,856	1,257	93.1%	29,186	8,005
Training and development	6,997	(4,236)	-	2,761	2,461	300	89.1%	953	731
Operating payments	2,569	(1,002)	-	1,567	743	824	47.4%	2,825	646
Venues and facilities	3,444	(1,043)	-	2,401	929	1,472	38.7%	4,530	131
Rental and hiring	-	-	-	-	-	-	-	13	13
<b>Transfers and subsidies</b>	<b>14,131</b>	<b>348</b>	<b>-</b>	<b>14,479</b>	<b>11,764</b>	<b>2,715</b>	<b>81.2%</b>	<b>15,686</b>	<b>13,912</b>
Provinces and municipalities	-	15	-	15	15	-	100.0%	-	-
Municipalities	-	15	-	15	15	-	100.0%	-	-
Municipal bank accounts	-	15	-	15	15	-	100.0%	-	-
Departmental agencies and accounts	1,443	-	-	1,443	1,443	-	100.0%	1,368	1,368
Departmental agencies	1,443	-	-	1,443	1,443	-	100.0%	1,368	1,368
Households	12,688	333	-	13,021	10,306	2,715	79.1%	14,318	12,544
Social benefits	234	531	-	765	764	1	99.9%	2,018	2,018



**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2022*

<b>Programme 1: Administration</b>									
	2021/22							2020/21	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Other transfers to households	12,454	(198)	-	11,924	9,542	2,382	80.0%	12,300	10,526
<b>Payments for capital assets</b>	<b>37,231</b>	<b>-</b>	<b>(226)</b>	<b>37,005</b>	<b>3,199</b>	<b>33,806</b>	<b>8.6%</b>	<b>4,787</b>	<b>4,787</b>
Machinery and equipment	37,231	-	(226)	37,005	3,199	33,806	8.6%	4,787	4,787
Transport equipment	-	749	-	749	749	-	100.0%	-	-
Other machinery and equipment	37,231	(749)	(226)	36,256	2,450	33,806	6.8%	4,787	4,787
<b>Payment for financial assets</b>	<b>-</b>	<b>56</b>	<b>-</b>	<b>56</b>	<b>56</b>	<b>-</b>	<b>100.0%</b>	<b>634</b>	<b>633</b>
	<b>522,164</b>	<b>-</b>	<b>(226)</b>	<b>521,938</b>	<b>439,550</b>	<b>82,388</b>	<b>84.2%</b>	<b>469,780</b>	<b>384,336</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2022*

<b>Programme 2: Integrated Transport Planning</b>									
	2021/22							2020/21	
	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>Macro Sector Planning</b>	16,088	-	(2,000)	14,088	9,660	4,428	68.6%	16,188	9,886
2. <b>Freight Logistics</b>	18,139	(642)	(2,000)	15,497	11,433	4,064	73.8%	16,860	10,721
3. <b>Modelling and Economic Analysis</b>	20,869	-	(3,000)	17,869	16,483	1,386	92.2%	21,861	12,777
4. <b>Regional Integration</b>	9,343	1,195	-	10,538	7,968	2,570	75.6%	15,299	7,175
5. <b>Research and Innovation</b>	17,314	642	-	17,956	13,145	4,811	73.2%	13,546	12,096
6. <b>Integrated Transport Planning Administration Support</b>	8,466	(1,195)	208	7,479	6,051	1,428	80.9%	6,317	4,959
	<b>90,219</b>	<b>-</b>	<b>(6,792)</b>	<b>83,427</b>	<b>64,740</b>	<b>18,687</b>	<b>77.6%</b>	<b>90,071</b>	<b>57,614</b>
<b>Economic classification</b>									
<b>Current payments</b>	<b>89,942</b>	<b>(17)</b>	<b>(7,000)</b>	<b>82,925</b>	<b>64,239</b>	<b>18,686</b>	<b>77.5%</b>	<b>89,356</b>	<b>56,899</b>
Compensation of employees	58,137	-	-	58,137	52,089	6,048	89.6%	57,250	51,734
Salaries and wages	54,468	(2,366)	-	52,102	46,054	6,048	88.4%	51,214	45,703
Social contributions	3,669	2,366	-	6,035	6,035	-	100.0%	6,036	6,031
Goods and services	31,805	(17)	(7,000)	24,788	12,150	12,638	49.0%	32,106	5,165
Administrative fees	70	2	-	72	7	65	9.7%	76	1
Advertising	530	767	-	1,297	1,262	35	97.3%	909	327
Minor assets	-	-	-	-	-	-	-	93	-
Catering: Departmental activities	160	62	-	222	64	158	28.8%	178	5
Communication (G&S)	863	44	-	907	796	111	87.8%	781	682
Computer services	-	3	-	3	3	-	100.0%	3	3
Consultants: Business and advisory services	25,349	(1,942)	(7,000)	16,407	5,740	10,667	35.0%	24,513	2,897

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2022*

<b>Programme 2: Integrated Transport Planning</b>									
	2021/22							2020/21	
	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
Contractors	-	8	-	8	7	1	87.5%	-	-
Consumable supplies	-	10	-	10	10	-	100.0%	32	10
Consumable: Stationery, printing and office supplies	359	80	-	439	370	69	84.3%	240	31
Travel and subsistence	3,543	122	-	3,665	2,705	960	73.8%	3,620	648
Training and development	430	452	-	882	729	153	82.7%	704	506
Operating payments	171	2	-	173	54	119	31.2%	221	55
Venues and facilities	330	373	-	703	403	300	57.3%	736	-
<b>Transfers and subsidies</b>	-	-	-	-	-	-	-	<b>178</b>	<b>178</b>
Households	-	-	-	-	-	-	-	178	178
Social benefits	-	-	-	-	-	-	-	178	178
<b>Payments for capital assets</b>	<b>277</b>	-	<b>208</b>	<b>485</b>	<b>484</b>	<b>1</b>	<b>99.8%</b>	<b>537</b>	<b>537</b>
Machinery and equipment	277	-	208	485	484	1	99.8%	537	537
Other machinery and equipment	277	-	208	485	484	1	99.8%	537	537
<b>Payment for financial assets</b>	-	<b>17</b>	-	<b>17</b>	<b>17</b>	-	<b>100.0%</b>	-	-
	<b>90,219</b>	-	<b>(6,792)</b>	<b>83,427</b>	<b>64,740</b>	<b>18,687</b>	<b>77.6%</b>	<b>90,071</b>	<b>57,614</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**APPROPRIATION STATEMENT**  
**for the year ended 31 March 2022**

<b>Programme 3: Rail Transport</b>									
	<b>2021/22</b>							<b>2020/21</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>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>Sub programme</b>									
1. Rail Regulation	22,321	-	(10,000)	12,321	8,887	3,434	72.1%	17,312	7,945
2. Rail Infrastructure and Industry Development	27,824	-	-	27,824	6,197	21,627	22.3%	7,683	6,803
3. Rail Operations	11,299	-	-	11,299	10,400	899	92.0%	13,847	10,131
4. Rail Oversight	16,739,119	1	-	16,739,120	16,739,120	-	100.0%	9,556,560	9,556,560
5. Rail Administration Support	5,839	(1)	18	5,856	3,575	2,281	61.0%	4,003	2,863
	<b>16,806,402</b>	<b>-</b>	<b>(9,982)</b>	<b>16,796,420</b>	<b>16,768,179</b>	<b>28,241</b>	<b>99.8%</b>	<b>9,599,405</b>	<b>9,584,302</b>
<b>Economic classification</b>									
<b>Current payments</b>	<b>67,153</b>	<b>(37)</b>	<b>(10,000)</b>	<b>57,116</b>	<b>28,874</b>	<b>28,242</b>	<b>50.6%</b>	<b>42,614</b>	<b>27,511</b>
Compensation of employees	30,798	-	-	30,798	27,649	3,149	89.8%	28,567	26,887
Salaries and wages	27,828	(448)	-	27,380	24,275	3,105	88.7%	25,238	23,558
Social contributions	2,970	448	-	3,418	3,374	44	98.7%	3,329	3,329
Goods and services	36,355	(37)	(10,000)	26,318	1,225	25,093	4.7%	14,047	624
Administrative fees	23	-	-	23	1	22	4.3%	23	-
Advertising	50	-	-	50	-	50	-	50	-
Minor assets	6	-	-	6	-	6	-	10	10
Catering: Departmental activities	30	-	-	30	-	30	-	30	-
Communication (G&S)	508	(37)	-	471	315	156	66.9%	438	360
Consultants: Business and advisory services	34,601	(3)	(10,000)	24,598	573	24,025	2.3%	11,808	-
Consumable supplies	7	-	-	7	-	7	-	7	2
Consumable: Stationery, printing and office supplies	200	3	-	203	28	175	13.8%	240	78
Travel and subsistence	860	(60)	-	800	249	551	31.1%	1,299	102

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**APPROPRIATION STATEMENT**  
**for the year ended 31 March 2022**

<b>Programme 3: Rail Transport</b>									
	<b>2021/22</b>							<b>2020/21</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>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>
Training and development	20	-	-	20	-	20	-	20	-
Operating payments	-	60	-	60	59	1	98.3%	40	40
Venues and facilities	50	-	-	50	-	50	-	82	32
<b>Transfers and subsidies</b>	<b>16,739,119</b>	<b>24</b>	<b>-</b>	<b>16,739,143</b>	<b>16,739,144</b>	<b>(1)</b>	<b>100.0%</b>	<b>9,556,580</b>	<b>9,556,580</b>
Departmental agencies and accounts	69,657	-	-	69,657	69,657	-	100.0%	82,045	82,045
Departmental agencies	69,657	-	-	69,657	69,657	-	100.0%	82,045	82,045
Public corporations and private enterprises	16,669,462	-	-	16,669,462	16,669,462	-	100.0%	9,474,515	9,474,515
Public corporations	16,669,462	-	-	16,669,462	16,669,462	-	100.0%	9,474,515	9,474,515
Subsidies on products and production (pc)	16,669,462	-	-	16,669,462	16,669,462	-	100.0%	9,474,515	9,474,515
Households	-	24	-	24	25	(1)	104.2%	20	20
Social benefits	-	24	-	24	25	(1)	104.2%	20	20
<b>Payments for capital assets</b>	<b>130</b>	<b>-</b>	<b>18</b>	<b>148</b>	<b>148</b>	<b>-</b>	<b>100.0%</b>	<b>211</b>	<b>211</b>
Machinery and equipment	130	-	18	148	148	-	100.0%	211	211
Other machinery and equipment	130	-	18	148	148	-	100.0%	211	211
<b>Payment for financial assets</b>	<b>-</b>	<b>13</b>	<b>-</b>	<b>13</b>	<b>13</b>	<b>-</b>	<b>100.0%</b>	<b>-</b>	<b>-</b>
	<b>16,806,402</b>	<b>-</b>	<b>(9,982)</b>	<b>16,796,420</b>	<b>16,768,179</b>	<b>28,241</b>	<b>99.8%</b>	<b>9,599,405</b>	<b>9,584,302</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2022*

<b>Programme 4: Road Transport</b>									
	<b>2021/22</b>							<b>2020/21</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>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>Sub programme</b>									
1. <b>Road Regulation</b>	43,600	1,908	-	45,508	39,928	5,580	87.7%	82,014	82,013
2. <b>Road Infrastructure and Industry Development</b>	36,197	(3,192)	-	33,005	18,295	14,710	55.4%	18,187	14,161
3. <b>Road Oversight</b>	34,109,365	-	-	34,109,365	34,044,299	65,066	99.8%	31,351,720	31,344,564
4. <b>Road Administration Support</b>	8,575	1,272	-	9,847	8,312	1,535	84.4%	7,644	7,644
5. <b>Road Engineering Standards</b>	24,240	12	-	24,252	12,858	11,394	53.0%	12,595	11,603
	<b>34,221,977</b>	<b>-</b>	<b>-</b>	<b>34,221,977</b>	<b>34,123,692</b>	<b>98,285</b>	<b>99.7%</b>	<b>31,472,160</b>	<b>31,459,985</b>
<b>Economic classification</b>									
<b>Current payments</b>	<b>112,064</b>	<b>(605)</b>	<b>-</b>	<b>111,459</b>	<b>78,185</b>	<b>33,274</b>	<b>70.1%</b>	<b>127,777</b>	<b>115,602</b>
Compensation of employees	66,652	-	-	66,652	64,580	2,072	96.9%	75,547	63,373
Salaries and wages	57,488	937	-	58,425	56,839	1,586	97.3%	65,749	55,851
Social contributions	9,164	(937)	-	8,227	7,741	486	94.1%	9,798	7,522
Goods and services	45,412	(605)	-	44,807	13,605	31,202	30.4%	52,230	52,229
Administrative fees	42	-	-	42	11	31	26.2%	10	10
Advertising	116	-	-	116	-	116	-	-	-
Minor assets	177	-	-	177	48	129	27.1%	16	16
Catering: Departmental activities	705	-	-	705	166	539	23.5%	38	38
Communication (G&S)	1,626	(195)	-	1,431	901	530	63.0%	782	782
Computer services	1,900	(495)	-	1,405	1,385	20	98.6%	1,559	1,559
Consultants: Business and advisory services	24,548	(5)	-	24,543	-	24,543	-	44,375	44,374
Contractors	572	(168)	-	404	114	290	28.2%	91	91

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2022*

<b>Programme 4: Road Transport</b>									
	2021/22							2020/21	
	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	-	155	-	155	155	-	100.0%	-	-
Consumable supplies	110	-	-	110	6	104	5.5%	19	19
Consumable: Stationery, printing and office supplies	781	284	-	1,065	903	162	84.8%	681	681
Travel and subsistence	13,999	(499)	-	13,500	9,541	3,959	70.7%	4,290	4,290
Training and development	400	-	-	400	-	400	-	20	20
Operating payments	61	59	-	120	116	4	96.7%	229	229
Venues and facilities	375	259	-	634	259	375	40.9%	120	120
<b>Transfers and subsidies</b>	<b>34,109,365</b>	<b>579</b>	<b>-</b>	<b>34,109,944</b>	<b>34,044,988</b>	<b>64,956</b>	<b>99.8%</b>	<b>31,343,491</b>	<b>31,343,491</b>
Provinces and municipalities	12,046,429	-	-	12,046,429	12,046,429	-	100.0%	10,575,770	10,575,770
Provinces	11,936,559	-	-	11,936,559	11,936,559	-	100.0%	10,467,334	10,467,334
Provincial Revenue									
Funds	11,936,559	-	-	11,936,559	11,936,559	-	100.0%	10,467,334	10,467,334
Municipalities	109,870	-	-	109,870	109,870	-	100.0%	108,436	108,436
Municipal bank accounts	109,870	-	-	109,870	109,870	-	100.0%	108,436	108,436
Departmental agencies and accounts	22,062,936	-	-	22,062,936	21,997,980	64,956	99.7%	20,767,584	20,767,584
Departmental agencies	22,062,936	-	-	22,062,936	21,997,980	64,956	99.7%	20,767,584	20,767,584
Households	-	579	-	579	579	-	100.0%	137	137
Social benefits	-	579	-	579	579	-	100.0%	137	137
<b>Payments for capital assets</b>	<b>548</b>	<b>-</b>	<b>-</b>	<b>548</b>	<b>493</b>	<b>55</b>	<b>90.0%</b>	<b>892</b>	<b>892</b>
Machinery and equipment	548	-	-	548	493	55	90.0%	892	892
Other machinery and equipment	548	-	-	548	493	55	90.0%	892	892
<b>Payment for financial assets</b>	<b>-</b>	<b>26</b>	<b>-</b>	<b>26</b>	<b>26</b>	<b>-</b>	<b>100.0%</b>	<b>-</b>	<b>-</b>
	<b>34,221,977</b>	<b>-</b>	<b>-</b>	<b>34,221,977</b>	<b>34,123,692</b>	<b>98,285</b>	<b>99.7%</b>	<b>31,472,160</b>	<b>31,459,985</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**APPROPRIATION STATEMENT**  
**for the year ended 31 March 2022**

<b>Programme 5: Civil Aviation</b>									
	<b>2021/22</b>							<b>2020/21</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>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>Sub programme</b>									
1. <b>Aviation Policy and Regulations</b>	33,081	24,031	68,040	125,152	121,879	3,273	97.4%	27,619	25,427
2. <b>Aviation Economic Analysis and Industry Development</b>	16,749	(5,499)	-	11,250	9,102	2,148	80.9%	15,242	6,811
3. <b>Aviation Safety, Security Environment and Search and Rescue</b>	87,101	(18,950)	-	68,151	64,227	3,924	94.2%	65,485	55,750
4. <b>Aviation Oversight</b>	353,651	-	-	353,651	345,002	8,649	97.6%	2,556,387	2,549,546
5. <b>Aviation Administration Support</b>	5,700	418	-	6,118	5,821	297	95.1%	6,116	4,674
	<b>496,282</b>	<b>-</b>	<b>68,040</b>	<b>564,322</b>	<b>546,031</b>	<b>18,291</b>	<b>96.8%</b>	<b>2,670,849</b>	<b>2,642,208</b>
<b>Economic classification</b>									
<b>Current payments</b>	<b>195,915</b>	<b>(31,927)</b>	<b>61,414</b>	<b>225,402</b>	<b>215,630</b>	<b>9,772</b>	<b>95.7%</b>	<b>168,856</b>	<b>145,084</b>
Compensation of employees	46,952	-	-	46,952	37,181	9,771	79.2%	46,913	38,537
Salaries and wages	43,238	(646)	-	42,592	32,959	9,633	77.4%	42,365	34,017
Social contributions	3,714	646	-	4,360	4,222	138	96.8%	4,548	4,520
Goods and services	148,963	(31,927)	-	117,036	117,035	1	100.0%	121,943	106,547
Administrative fees	-	6	-	6	6	-	100.0%	2	2
Advertising	50	122	-	172	171	1	99.4%	71	71
Minor assets	243	(162)	-	81	81	-	100.0%	35	-
Audit costs: External	-	-	-	-	-	-	-	1	-
Catering: Departmental activities	60	26	-	86	86	-	100.0%	417	274
Communication (G&S)	71,343	(14,148)	-	57,195	57,195	-	100.0%	51,939	46,661
Computer services	-	11	-	11	11	-	100.0%	5	5



**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**APPROPRIATION STATEMENT**  
**for the year ended 31 March 2022**

<b>Programme 5: Civil Aviation</b>									
	2021/22							2020/21	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Consultants: Business and advisory services	66,973	(10,869)	-	56,104	56,104	-	100.0%	59,787	56,601
Contractors	204	483	-	687	687	-	100.0%	580	580
Consumable supplies	304	(157)	-	147	147	-	100.0%	180	113
Consumable: Stationery, printing and office supplies	1,142	(828)	-	314	314	-	100.0%	628	53
Operating leases	576	803	-	1,379	1,379	-	100.0%	1,464	1,458
Property payments	-	32	-	32	32	-	100.0%	42	41
Travel and subsistence	6,607	(6,139)	-	468	468	-	100.0%	4,731	534
Training and development	306	(232)	-	74	74	-	100.0%	340	-
Operating payments	342	(62)	-	280	280	-	100.0%	225	133
Venues and facilities	813	(813)	-	-	-	-	-	1,496	21
Interest and rent on land	-	-	61,414	61,414	61,414	-	100.0%	-	-
Interest (Incl. interest on unitary payments (PPP))	-	-	61,414	61,414	61,414	-	100.0%	-	-
<b>Transfers and subsidies</b>	<b>299,841</b>	<b>120</b>	<b>-</b>	<b>299,961</b>	<b>291,471</b>	<b>8,490</b>	<b>97.2%</b>	<b>176,686</b>	<b>171,817</b>
Departmental agencies and accounts	277,600	-	-	277,600	277,600	-	100.0%	155,479	155,479
Departmental agencies	277,600	-	-	277,600	277,600	-	100.0%	155,479	155,479
Foreign governments and international organisations	18,923	-	-	18,923	10,440	8,482	55.2%	17,937	13,068
Non-profit institutions	3,318	-	-	3,318	3,311	7	99.8%	3,143	3,143
Households	-	120	-	120	120	-	100.0%	127	127
Social benefits	-	120	-	120	120	-	100.0%	127	127
<b>Payments for capital assets</b>	<b>526</b>	<b>31,784</b>	<b>6,626</b>	<b>38,936</b>	<b>38,907</b>	<b>29</b>	<b>99.9%</b>	<b>557</b>	<b>557</b>
Buildings and other fixed structures	-	31,784	6,626	38,410	38,410	-	100.0%	-	-

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**APPROPRIATION STATEMENT**  
**for the year ended 31 March 2022**

<b>Programme 5: Civil Aviation</b>									
	<b>2021/22</b>							<b>2020/21</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>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>
Buildings	-	31,784	6,626	38,410	38,410	-	100.0%	-	-
Machinery and equipment	526	-	-	526	497	29	94.5%	557	557
Other machinery and equipment	526	-	-	526	497	29	94.5%	557	557
<b>Payment for financial assets</b>	-	<b>23</b>	-	<b>23</b>	<b>23</b>	-	<b>100.0%</b>	<b>2,324,750</b>	<b>2,324,750</b>
	<b>496,282</b>	-	<b>68,040</b>	<b>564,322</b>	<b>546,031</b>	<b>18,291</b>	<b>96.8%</b>	<b>2,670,849</b>	<b>2,642,208</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**APPROPRIATION STATEMENT**  
**for the year ended 31 March 2022**

<b>Programme 6: Maritime Transport</b>									
	<b>2021/22</b>							<b>2020/21</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>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>Sub programme</b>									
1. <b>Maritime Policy Development</b>	12,574	1,674	(2,000)	12,248	12,248	-	100.0%	13,008	13,008
2. <b>Maritime Infrastructure and Industry Development</b>	13,362	(1,954)	(5,000)	6,408	5,381	1,027	84.0%	14,123	7,196
3. <b>Implementation, Monitoring and Evaluations</b>	81,477	284	-	81,761	52,099	29,662	63.7%	71,062	71,062
4. <b>Maritime Oversight</b>	43,291	-	-	43,291	41,906	1,385	96.8%	43,124	42,007
5. <b>Maritime Administration Support</b>	4,473	(4)	-	4,469	3,966	503	88.7%	3,301	2,503
	<b>155,177</b>	<b>-</b>	<b>(7,000)</b>	<b>148,177</b>	<b>115,600</b>	<b>32,577</b>	<b>78.0%</b>	<b>144,618</b>	<b>135,776</b>
<b>Economic classification</b>									
<b>Current payments</b>	<b>111,478</b>	<b>(4)</b>	<b>(7,000)</b>	<b>104,474</b>	<b>73,170</b>	<b>31,304</b>	<b>70.0%</b>	<b>103,206</b>	<b>95,391</b>
Compensation of employees	24,599	-	-	24,599	24,223	376	98.5%	27,503	27,503
Salaries and wages	21,002	1,069	-	22,071	21,751	320	98.6%	24,824	24,824
Social contributions	3,597	(1,069)	-	2,528	2,472	56	97.8%	2,679	2,679
Goods and services	86,879	(4)	(7,000)	79,875	48,947	30,928	61.3%	75,703	67,888
Administrative fees	7	6	-	13	6	7	46.2%	3	3
Advertising	71	351	-	422	351	71	83.2%	700	692
Minor assets	95	(35)	-	60	43	17	71.7%	60	14
Catering: Departmental activities	70	278	-	348	314	34	90.2%	382	305
Communication (G&S)	393	3	-	396	320	76	80.8%	354	292
Computer services	-	1	-	1	1	-	100.0%	-	-
Consultants: Business and advisory services	12,126	(1,621)	(7,000)	3,505	4	3,501	0.1%	5,990	163

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2022*

<b>Programme 6: Maritime Transport</b>									
	2021/22							2020/21	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Infrastructure and planning services	69,277	-	-	69,277	43,073	26,204	62.2%	62,644	62,644
Legal services	-	-	-	-	-	-	-	253	253
Contractors	-	112	-	112	112	-	100.0%	80	80
Inventory: Clothing material and accessories	-	200	-	200	200	-	100.0%	-	-
Consumable supplies	70	5	-	75	9	66	12.0%	28	10
Consumable: Stationery, printing and office supplies	50	965	-	1,015	1,014	1	99.9%	57	56
Operating leases	600	850	-	1,450	1,450	-	100.0%	1,737	1,737
Travel and subsistence	3,830	(1,557)	-	2,273	1,456	817	64.1%	2,372	922
Training and development	-	-	-	-	-	-	-	267	267
Operating payments	280	(32)	-	248	114	134	46.0%	456	352
Venues and facilities	10	470	-	480	480	-	100.0%	320	98
<b>Transfers and subsidies</b>	<b>43,291</b>	-	-	<b>43,291</b>	<b>42,077</b>	<b>1,214</b>	<b>97.2%</b>	<b>41,026</b>	<b>39,999</b>
Departmental agencies and accounts	40,966	-	-	40,966	40,966	-	100.0%	38,822	38,822
Departmental agencies	40,966	-	-	40,966	40,966	-	100.0%	38,822	38,822
Foreign governments and international organisations	2,325	-	-	2,325	1,111	1,214	47.8%	2,204	1,177
<b>Payments for capital assets</b>	<b>408</b>	-	-	<b>408</b>	<b>349</b>	<b>59</b>	<b>85.5%</b>	<b>386</b>	<b>386</b>
Machinery and equipment	408	-	-	408	349	59	85.5%	386	386
Other machinery and equipment	408	-	-	408	349	59	85.5%	386	386
<b>Payment for financial assets</b>	-	<b>4</b>	-	<b>4</b>	<b>4</b>	-	<b>100.0%</b>	-	-
	<b>155,177</b>	-	<b>(7,000)</b>	<b>148,177</b>	<b>115,600</b>	<b>32,577</b>	<b>78.0%</b>	<b>144,618</b>	<b>135,776</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**APPROPRIATION STATEMENT**  
**for the year ended 31 March 2022**

<b>Programme 7: Public Transport</b>									
	<b>2021/22</b>							<b>2020/21</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>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>Sub programme</b>									
1. <b>Public Transport Regulation</b>	48,306	-	(14,040)	34,266	24,264	10,002	70.8%	49,760	28,437
2. <b>Rural and Scholar Transport</b>	42,257	(1,372)	(5,000)	35,885	30,019	5,866	83.7%	43,228	17,926
3. <b>Public Transport Industry Development</b>	222,720	3	(16,000)	206,723	142,289	64,434	68.8%	192,001	181,874
4. <b>Public Transport Oversight</b>	12,786,433	-	-	12,786,433	12,630,199	156,234	98.8%	12,532,726	12,532,726
5. <b>Public Transport Administration Support</b>	14,958	1,369	-	16,327	10,204	6,123	62.5%	75,611	40,490
6. <b>Public Transport Network Development</b>	18,643	-	(9,000)	9,643	8,510	1,133	88.3%	14,526	8,141
	<b>13,133,317</b>	<b>-</b>	<b>(44,040)</b>	<b>13,089,277</b>	<b>12,845,485</b>	<b>243,792</b>	<b>98.1%</b>	<b>12,907,852</b>	<b>12,809,594</b>
<b>Economic classification</b>									
<b>Current payments</b>	<b>346,595</b>	<b>(583)</b>	<b>(44,040)</b>	<b>301,972</b>	<b>214,582</b>	<b>87,390</b>	<b>71.1%</b>	<b>371,057</b>	<b>272,799</b>
Compensation of employees	62,268	-	-	62,268	58,481	3,787	93.9%	60,820	56,602
Salaries and wages	55,849	(1,127)	-	54,722	51,820	2,902	94.7%	53,698	50,031
Social contributions	6,419	1,127	-	7,546	6,661	885	88.3%	7,122	6,571
Goods and services	284,327	(583)	(44,040)	239,704	156,101	83,603	65.1%	310,237	216,197
Administrative fees	-	16	-	16	16	-	100.0%	40,001	40,001
Advertising	215	-	-	215	79	136	36.7%	179	-
Minor assets	300	9	-	309	35	274	11.3%	300	-
Catering: Departmental activities	250	15	-	265	15	250	5.7%	337	105
Communication (G&S)	1,487	(23)	-	1,464	632	832	43.2%	951	589
Computer services	-	3	-	3	3	-	100.0%	-	-
Consultants: Business and advisory services	250,638	(2,675)	(38,711)	209,252	132,799	76,453	63.5%	169,408	127,794
Contractors	495	-	-	495	-	495	-	800	45

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2022*

<b>Programme 7: Public Transport</b>									
	2021/22							2020/21	
	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	23,934	(711)	(5,000)	18,223	17,016	1,207	93.4%	22,671	10,115
Consumable supplies	-	2	-	2	2	-	100.0%	61,815	29,706
Consumable: Stationery, printing and office supplies	329	68	-	397	175	222	44.1%	601	601
Travel and subsistence	3,406	2,675	-	6,081	4,658	1,423	76.6%	8,299	4,029
Training and development	309	-	-	309	16	293	5.2%	309	-
Operating payments	-	38	-	38	38	-	100.0%	41	41
Venues and facilities	2,964	-	(329)	2,635	617	2,018	23.4%	4,525	3,171
<b>Transfers and subsidies</b>	<b>12,786,433</b>	<b>580</b>	<b>-</b>	<b>12,787,013</b>	<b>12,630,778</b>	<b>156,235</b>	<b>98.8%</b>	<b>12,533,133</b>	<b>12,533,133</b>
Provinces and municipalities	12,295,341	-	-	12,295,341	12,295,341	-	100.0%	11,138,651	11,138,651
Provinces	7,120,808	-	-	7,120,808	7,120,808	-	100.0%	6,749,581	6,749,581
Provincial Revenue									
Funds	7,120,808	-	-	7,120,808	7,120,808	-	100.0%	6,749,581	6,749,581
Municipalities	5,174,533	-	-	5,174,533	5,174,533	-	100.0%	4,389,070	4,389,070
Municipal bank accounts	5,174,533	-	-	5,174,533	5,174,533	-	100.0%	4,389,070	4,389,070
Public corporations and private enterprises	-	-	-	-	-	-	-	1,135,000	1,135,000
Private enterprises	-	-	-	-	-	-	-	1,135,000	1,135,000
Other transfers to private enterprises	-	-	-	-	-	-	-	1,135,000	1,135,000
Non-profit institutions	26,473	-	-	26,473	26,473	-	100.0%	25,093	25,093
Households	464,619	580	-	465,199	308,964	156,235	66.4%	234,389	234,389
Social benefits	-	580	-	580	579	1	99.8%	410	410
Other transfers to households	464,619	-	-	464,619	308,385	156,234	66.4%	233,979	233,979
<b>Payments for capital assets</b>	<b>289</b>	<b>-</b>	<b>-</b>	<b>289</b>	<b>122</b>	<b>167</b>	<b>42.2%</b>	<b>3,662</b>	<b>3,662</b>
Machinery and equipment	289	-	-	289	122	167	42.2%	301	301

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**APPROPRIATION STATEMENT**  
*for the year ended 31 March 2022*

<b>Programme 7: Public Transport</b>									
	2021/22							2020/21	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Other machinery and equipment	289	-	-	289	122	167	42.2%	301	301
<b>Payment for financial assets</b>	-	<b>3</b>	-	<b>3</b>	<b>3</b>	-	<b>100.0%</b>	-	-
	<b>13,133,317</b>	-	<b>(44,040)</b>	<b>13,089,277</b>	<b>12,845,485</b>	<b>243,792</b>	<b>98.1%</b>	<b>12,907,852</b>	<b>12,809,594</b>

<b>Programme 8: Direct Charge against the National Revenue Fund</b>									
	2021/22							2020/21	
	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>	11,602	-	-	11,602	3,372	8,230	29.1%	10,997	-
	<b>11,602</b>	-	-	<b>11,602</b>	<b>3,372</b>	<b>8,230</b>	<b>29.1%</b>	<b>10,997</b>	-
<b>Economic classification</b>									
<b>Transfers and subsidies</b>	<b>11,602</b>	-	-	<b>11,602</b>	<b>3,372</b>	<b>8,230</b>	<b>29.1%</b>	<b>10,997</b>	-
Foreign governments and international organisations	11,602	-	-	11,602	3,372	8,230	29.1%	10,997	-
	<b>11,602</b>	-	-	<b>11,602</b>	<b>3,372</b>	<b>8,230</b>	<b>29.1%</b>	<b>10,997</b>	-

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**NOTES TO THE APPROPRIATION STATEMENT**  
*for the year ended 31 March 2022*

**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-G) to the Annual Financial Statements.

**2 Detail of specifically and exclusively appropriated amounts voted (after Virement):**

Detail of these transactions can be viewed in note 1 (Annual Appropriation) to the Annual Financial Statements.

**3 Detail on payments for financial assets**

Detail of these transactions per programme can be viewed in the note to Payments for financial assets to the Annual Financial Statements.

**4 Explanations of material variances from Amounts Voted (after virement):**

**4.1 Per Programme:**

Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Approp.
R'000	R'000	R'000	%

Programme Name

Administration	521,938	439,549	82,389	15.80%
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The programme underspent by R82,4 million on compensation of employees, and on goods and services projects such automation tools for internal audit, slow spending on the document management solution, termination of the TRAC project at the University of Stellenbosch as well as other projects. Further contributing to the underspending on good and services is training and development due to less training, travel and subsistence due to less travelling and venues and facilities as most gatherings are conducted virtually. The underspending on transfers and subsidies was due to less intake of students in the universities on bursaries to non-employee and on machinery and equipment as the bid for the procurement of bulk laptops was approved and a service provider appointed, however there was a delay with regards to the delivery, due to global laptop shortages. The project on hardware refresh and switches has been delayed and will be deferred to the coming financial year. A total amount of R403 million has been shifted from goods and services to fund the excess expenditure for the payment of vehicle licence, payment for leave gratuities as well as for debt written off.



**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**NOTES TO THE APPROPRIATION STATEMENT**  
*for the year ended 31 March 2022*

Programme Name				
Integrated Transport Planning	83,427	64,740	18,687	22%

The programme underspent by R18.7 million on compensation of employees and on goods and services as internal capacity was utilised for other projects however the following projects: autonomous vehicles regulations, regional corridor strategy and freight transport model will be deferred to the coming financial year. A total amount of R6.8 million has been shifted from goods and service in this programme to cover the excess expenditure on Programme 5: Civil Aviation.

Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Approp.
R'000	R'000	R'000	%

Programme Name				
Rail Transport	16,796,420	16,768,179	28,241	0.0%

The programme underspent by R28.2 million mainly on goods and services projects such as the appointment of a Housing Development Agency (HDA) on behalf of the Passenger Rail Agency of South Africa (PRASA) in the City of Cape Town. In terms of the implementation plan, the Department committed itself to enter into a Service Level Agreement (SLA) with the HDA as an implementing agent, to attend to the establishment of temporary residential areas and the resettlement of households residing in the PRASA railway reserves however there was a delay in signing of the service level agreement. Other contributing factors to the underspending includes projects such as the establishment of the Rail Economic Regulator and the National Rail Bill which is still at consultation stages as well as other operational costs. A total amount of R37 thousand has been shifted from goods and services to fund leave gratuities under households and R13 thousands shifted within the programme to fund debt written off. A total amount of R9.9 million has been shifted from goods and services in this programme to cover the excess expenditure on Programme 5: Civil Aviation.

Programme Name				
Road Transport	34,221,977	34,123,692	98,285	0%

The programme underspent by R98.3 million mainly due to the non-payment of the Road Traffic Infringement Agency (RTIA) for the AARTO roll-out as a result of the court judgement to allow for other processes to unfold, funds will be declared as savings. Other contributing factors were goods and services projects such as the Programme Development for S'hamba Sonke, development of the Road Disaster Management Plan, Road Asset Management which shall be deferred to the coming financial year as well as other projects. A total amount of R605 thousand has been shifted within the programme to cover the excess expenditure under households for the payment of leave gratuities as well as for debt written off.

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**NOTES TO THE APPROPRIATION STATEMENT**  
*for the year ended 31 March 2022*

Programme Name	Final Appropriation  R'000	Actual Expenditure  R'000	Variance  R'000	Variance as a % of Final Approp. %
Civil Aviation	564,322	546,032	18,290	3%

The programme underspent by R18.3 million mainly on compensation of employees and goods and services due to less than anticipated spending on the watchkeeping services project, delays on project such as the National aviation transformation strategy, Correction Factor: ACSA and ATNS as well as other projects. Other contributing factors include less spending on the travel and subsistence due to less travelling and other operational items. The programme has realised a saving on foreign membership fees as well as non-profit institutions. A total amount of R31,9 million has been shifted from goods and services within the programme to fund excess expenditure incurred under building and other fixed structure due to the payment of the court judgment for the refurbishment of Mthatha Airport, R120 thousands to households and R2 thousands for debt written off. A total amount of R68 million has been shifted from various programmes to fund the excess expenditure due to court judgement against the department in favour of Ndorum Joint venture for the refurbishment of Mthatha Airport in this programme.

Programme Name				
Maritime Transport	148,177	115,600	32,577	22%

The programme underspent by R32,6 million mainly on goods and services as a result of less than anticipated expenditure to the Oil Pollution Prevention project and internal capacity was utilised for projects such as the Review of the Merchant Shipping as well as the development of Maritime Transport policy and legislation. The programme also underspent due to the following projects: Feasibility Study on Tug Boat Services, automated vessel clearance, Marine Court of Enquiry which will be deferred to the coming financial year, including the IMO World Maritime parallel event which was suspended as a result of the COVID-19 pandemic. A total amount of R7 million has been shifted from goods and services in this programme to cover the excess expenditure on Programme 5: Civil Aviation.

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**NOTES TO THE APPROPRIATION STATEMENT**  
*for the year ended 31 March 2022*

Programme Name	Final Appropriation  R'000	Actual Expenditure  R'000	Variance  R'000	Variance as a % of Final Approp. %
Public Transport	13,089,277	12,845,485	243,792	2%

The programme underspent by R243.8 million mainly on transfers and subsidies due to less intake on the taxi recapitalisation which is demand driven. The taxi scrapping project is a demand driven process, wherein qualifying taxi operators decide when and how they will deliver their old taxi vehicles for scrapping, some of the identified vehicles were precluded due to the lack of valid operating licenses. The branch is proposing that a "cut-off" date be proclaimed in order to force the taxi operators to deliver their qualifying old taxis for scrapping. Other contributing factors includes the underspending on goods and services projects such as the Public Transport Grant monitoring, Public Transport Safety Plan, Implementation of the IPTN's in district municipalities, National Land Transport Information Systems (NLTIS) upgrade as well as other projects. The branch has since recommenced with the procurement process for the public transport grant monitoring project, however, it has been suspended due to the National Treasury directive to suspend advertisements of tenders following the ConCourt ruling on the Preferential Procurement Regulations. A total amount of R583 thousand has been shifted from goods and services within the programme to fund leave gratuities under households and debt written off. An amount of R44 million was also shifted from goods and services in this programme to fund excess expenditure on Programme 5: Civil Aviation.

Programme Name				
Direct Charge against the National Revenue Fund	11,602	3,372	8,230	71%

Savings have been realised on the membership fees to the International Oil Pollution Compensation Fund. Payments were processed as agreed with the IOPC Fund governing bodies for the 2021/22 financial year.

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**NOTES TO THE APPROPRIATION STATEMENT**  
*for the year ended 31 March 2022*

4.2 Per economic classification:	Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Approp.
	R'000	R'000	R'000	%
<b>Current expenditure</b>				
Compensation of employees	542,578	479,550	63,028	12%
Goods and services	749,754	558,247	191,507	26%
Interest and rent on land	61,414	61,414	-	-
<b>Transfers and subsidies</b>				
Provinces and municipalities	24,341,785	24,341,785	-	0%
Departmental agencies and accounts	22,452,602	22,387,646	64,956	0%
Public corporations and private enterprises	16,669,462	16,669,462	-	0%
Foreign governments and international organisations	32,850	14,924	17,926	55%
Non-profit institutions	29,791	29,784	7	0%
Households	478,943	319,993	158,950	33%
<b>Payments for capital assets</b>				
Machinery and equipment	38,410	38,410	-	0%
Software and other intangible assets	39,409	5,292	34,117	87%
<b>Payments for financial assets</b>	142	142	-	0%

**Compensation of Employees**

Compensation of Employees underspent due to vacant posts that could not be filled in the 2021/22 financial year. The annual performance plan target of the department was to fill 50 posts for the 2021/22 financial year. A total of 61 posts were filled as at the end of the 2021/22 financial year. It should be noted that most of the posts that were filled during the financial year were through internal promotions and this including the recorded resignations, retirements and transfers outside the Department which contributed to the underspending on compensation of employees.

**Goods and Services**

Goods and services was under spent across programmes due to non-spending on a number of projects. The procurement plan was reviewed and revised to improve the spending on projects, however, due to delayed procurement, other projects could not be finalised by the end of the financial year and those projects will be deferred to the coming financial year. Other projects were done in house and have performed as targeted.

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**NOTES TO THE APPROPRIATION STATEMENT**  
*for the year ended 31 March 2022*

**Transfers and subsidies:**

**Departmental agencies and accounts**

Transfers to the departmental agencies and account underspent due to the non-payment of the Road Traffic Infringement Agency (RTIA) for the AARTO roll-out as a result of the court judgement to allow for other processes to unfold, funds will be declared as a saving.

**Foreign governments and international organisations**

Underspent on foreign memberships due to less membership fees paid for the year, as well as savings realised on the membership fees to the International Oil Pollution Compensation Fund. Payments were processed as agreed with the IOPC Fund governing bodies for the 2021/22 financial year.

**Non-profit institutions**

Underspent on funds transferred to the K9 Search and Rescue Association, funds were paid as agreed with the association.

**Households**

Less taxis scrapped for the financial year. The taxi scrapping project is a demand driven process, wherein qualifying taxi operators decide when and how they will deliver their old taxi vehicles for scrapping. Some of the identified vehicles are precluded due to the lack of valid operating licenses. The branch is proposing that a "cut-off" date be proclaimed in order to force the taxi operators to deliver their qualifying old taxis for scrapping. Overspent on payment for leave gratuities due to resignations and retirement not anticipated.

Payment for capital assets:

**Machinery and Equipment**

Underspent on machinery and equipment as the bid for the procurement of bulk laptops was approved and a service provider appointed however there was delay with regards to the delivery due to global laptop shortage. The project on hardware refresh and switches has been delayed and will be deferred to the coming financial year.

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**STATEMENT OF FINANCIAL PERFORMANCE**  
*for the year ended 31 March 2022*

	Note	2021/22 R'000	2020/21 R'000
<b>REVENUE</b>			
Annual appropriation	1	65,437,140	57,365,732
Departmental revenue	2	51,160	1,625
<b>TOTAL REVENUE</b>		<b>65,488,300</b>	<b>57,367,357</b>
<b>EXPENDITURE</b>			
<b>Current expenditure</b>			
Compensation of employees	3	479,550	471,527
Goods and services	4	558,247	606,763
Interest and rent on land	5	61,414	-
<b>Total current expenditure</b>		<b>1,099,211</b>	<b>1,078,290</b>
<b>Transfers and subsidies</b>			
Transfers and subsidies	7	63,763,594	53,659,110
<b>Total transfers and subsidies</b>		<b>63,763,594</b>	<b>53,659,110</b>
<b>Expenditure for capital assets</b>			
Tangible assets	8	43,702	7,671
Intangible assets	8	-	3,361
<b>Total expenditure for capital assets</b>		<b>43,702</b>	<b>11,032</b>
<b>Payments for financial assets</b>	6	142	2,325,383
<b>TOTAL EXPENDITURE</b>		<b>64,906,649</b>	<b>57,073,815</b>
<b>SURPLUS/(DEFICIT) FOR THE YEAR</b>		<b>581,651</b>	<b>293,542</b>
<b>Reconciliation of Net Surplus/(Deficit) for the year</b>			
Voted Funds		530,491	291,917
Departmental revenue and NRF Receipts	15	51,160	1,625
<b>SURPLUS/(DEFICIT) FOR THE YEAR</b>		<b>581,651</b>	<b>293,542</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**STATEMENT OF FINANCIAL POSITION**  
*as at 31 March 2022*

	Note	2021/22 R'000	2020/21 R'000
<b>ASSETS</b>			
<b>Current Assets</b>		<b>1,348,963</b>	<b>1,360,210</b>
Unauthorised expenditure	9	1,339,145	1,339,145
Cash and cash equivalents	10	371	9,908
Prepayments and advances	11	6,977	6,281
Receivables	12	2,470	4,876
<b>Non-Current Assets</b>		<b>8,418,403</b>	<b>8,422,427</b>
Investments	13	8,414,191	8,414,191
Receivables	12	4,212	8,236
<b>TOTAL ASSETS</b>		<b>9,767,366</b>	<b>9,782,637</b>
<b>LIABILITIES</b>			
<b>Current Liabilities</b>		<b>1,351,860</b>	<b>1,367,496</b>
Voted funds to be surrendered to the Revenue Fund	14	530,491	(578,418)
Departmental revenue and NRF Receipts to be surrendered to the Revenue Fund	15	45	946
Bank overdraft	16	730,521	1,629,312
Payables	17	90,803	315,656
<b>Non-Current Liabilities</b>			
Payables	18	94	62
<b>TOTAL LIABILITIES</b>		<b>1,351,954</b>	<b>1,367,558</b>
<b>NET ASSETS</b>		<b>8,415,412</b>	<b>8,415,079</b>
<b>Represented by:</b>			
Capitalisation reserve		8,414,191	8,414,191
Recoverable revenue		1,221	888
<b>TOTAL</b>		<b>8,415,412</b>	<b>8,415,079</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**STATEMENT OF CHANGES IN NET ASSETS**  
*for the year ended 31 March 2022*

<b>NET ASSETS</b>	<b>Note</b>	<b>2021/22</b>	<b>2020/21</b>
		<b>R'000</b>	<b>R'000</b>
<b>Capitalisation Reserves</b>			
Opening balance		8,414,191	6,089,441
Movement in Equity		-	2,324,750
Closing balance		<u><b>8,414,191</b></u>	<u><b>8,414,191</b></u>
<b>Recoverable revenue</b>			
Opening balance		888	964
Transfers		<b>333</b>	<b>(76)</b>
Debts revised		(48)	(50)
Debts recovered (included in departmental receipts)		(314)	(254)
Debts raised		695	228
Closing balance		<u><b>1,221</b></u>	<u><b>888</b></u>
<b>TOTAL</b>		<u><u><b>8,415,412</b></u></u>	<u><u><b>8,415,079</b></u></u>



**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**CASH FLOW STATEMENT**  
*for the year ended 31 March 2022*

	Note	2021/22 R'000	2020/21 R'000
<b>CASH FLOWS FROM OPERATING ACTIVITIES</b>			
Receipts		<b>66,066,718</b>	<b>56,497,022</b>
Annual appropriated funds received	1.1	66,015,558	56,495,397
Departmental revenue received	2	50,945	1,511
Interest received	2.2	215	114
Net (increase)/ decrease in working capital		(223,143)	378,022
Surrendered to Revenue Fund		(52,061)	(330,124)
Current payments		(1,037,797)	(1,078,290)
Interest paid	5	(61,414)	-
Payments for financial assets	6	(142)	(2,325,383)
Transfers and subsidies paid	7	(63,763,594)	(53,659,110)
<b>Net cash flow available from operating activities</b>	<b>19</b>	<b>928,567</b>	<b>(517,863)</b>
<b>CASH FLOWS FROM INVESTING ACTIVITIES</b>			
Payments for capital assets	8	(43,702)	(11,032)
(Increase)/ decrease in investments		-	(2,324,750)
(Increase)/decrease in non-current receivables		4,024	301
<b>Net cash flows from investing activities</b>		<b>(39,678)</b>	<b>(2,335,481)</b>
<b>CASH FLOWS FROM FINANCING ACTIVITIES</b>			
Increase/ (decrease) in net assets		333	2,324,674
Increase/ (decrease) in non-current payables		32	(124)
<b>Net cash flows from financing activities</b>		<b>365</b>	<b>2,324,550</b>
Net increase/ (decrease) in cash and cash equivalents		889,254	(528,794)
Cash and cash equivalents at beginning of period		(1,619,404)	(1,090,610)
<b>Cash and cash equivalents at end of period</b>	<b>20</b>	<b>(730,150)</b>	<b>(1,619,404)</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**ACCOUNTING POLICIES**  
*for the year ended 31 March 2022*

**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 40**  
**ACCOUNTING POLICIES**  
*for the year ended 31 March 2022*

<b>7</b>	<b>Revenue</b>
<b>7.1</b>	<p><b>Appropriated funds</b></p> <p>Appropriated funds comprise 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>	<b>Departmental revenue</b>
	Departmental revenue is recognised in the statement of financial performance when received and is subsequently paid into the relevant revenue fund, unless stated otherwise.
	Any amount owing to the relevant revenue fund at the reporting date is recognised as a payable in the statement of financial position.
<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 40**  
**ACCOUNTING POLICIES**  
*for the year ended 31 March 2022*

<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>
<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> <p>Prepayments and advances are expensed prior to the receipt of the goods or service if the prepayment or advance is material, was budgeted for as an expense in the year in which the actual prepayment or advance was made and when the funds are utilised in accordance with the contractual arrangement.</p>
<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>
<b>13</b>	<p><b>Financial assets</b></p>
<b>13.1</b>	<p><b>Financial assets (not covered elsewhere)</b></p>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**ACCOUNTING POLICIES**  
*for the year ended 31 March 2022*

	<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>Payables recognised in the statement of financial position are recognised at cost.</p>
<b>15</b>	<p><b>Capital Assets</b></p>
<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>
<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>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**ACCOUNTING POLICIES**  
*for the year ended 31 March 2022*

	<p>Internally generated intangible assets are recorded in the notes to the financial statements when the department commences the development phase of the project.</p> <p>Where the cost of intangible assets cannot be determined reliably, the intangible capital assets are measured at fair value and where fair value cannot be determined; the intangible assets are measured at R1.</p> <p>All assets acquired prior to 1 April 2002 (or a later date as approved by the OAG) may be recorded at R1.</p> <p>Intangible assets are subsequently carried at cost and are not subject to depreciation or impairment.</p> <p>Subsequent expenditure of a capital nature forms part of the cost of the existing asset when ready for use.</p>
<b>16</b>	<b>Provisions and Contingents</b>
<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>Capital Commitments</b></p> <p>Capital commitments are recorded at cost in the notes to the financial statements.</p>
<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> </ul>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**ACCOUNTING POLICIES**  
*for the year ended 31 March 2022*

	<ul style="list-style-type: none"> <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 or written off.</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, not condoned and removed or written off.</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 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>
<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>Principal-Agent arrangements</b></p> <p>The department is party to principal-agent arrangements for the scrapping of taxis and for municipal services. In terms of the arrangements the department is the principal and is responsible for the cost of scrapping taxis and the cost of municipal services plus a management fee. All related revenues, expenditures, assets and liabilities have been recognised or recorded in terms of the relevant policies listed herein. Additional disclosures have been provided in the notes to the financial statements where appropriate.</p>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**ACCOUNTING POLICIES**  
*for the year ended 31 March 2022*

<b>23</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>24</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>25</b>	<p><b>Related party transactions</b></p> <p>Related party transactions within the Minister's portfolio are recorded in the notes to the financial statements when the transaction is not at arm's length.</p> <p>The number of individuals and the full compensation of key management personnel is recorded in the notes to the financial statements.</p>
<b>26</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>27</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>28</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>



**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2022**

1

1.1 Annual Appropriation	2021/22			2020/21		Funds not requested / not received
Programmes	Final Appropriation R'000	Actual Funds Received R'000	Funds not requested / not received R'000	Final Appropriation R'000	Appropriation Received R'000	R'000
Administration	522,164	435,521	86,643	469,780	470,979	(1,199)
Integrated Transport Planning	90,219	57,006	33,213	90,071	90,827	(756)
Rail Transport	16,806,402	15,410,361	1,396,041	9,599,405	10,980,343	(1,380,938)
Road Transport	34,221,977	33,974,499	247,478	31,471,099	31,707,463	(236,364)
Civil Aviation	496,282	2,944,387	(2,448,105)	2,673,698	194,103	2,479,595
Maritime Transport	155,177	149,184	5,993	141,769	141,769	-
Public Transport	13,133,317	13,032,998	100,319	12,908,913	12,909,913	(1,000)
Direct charge against the National Revenue Fund	11,602	11,602	-	10,997	-	10,997
<b>Total</b>	<b>65,437,140</b>	<b>66,015,558</b>	<b>(578,418)</b>	<b>57,365,732</b>	<b>56,495,397</b>	<b>870,335</b>

Funds are requested each month based on the expected cash outflows.

An amount of R578,418,000 was received in the 2021/22 financial year as funds not requested/received in the 2020/21 financial year.

2 Departmental Revenue	Note	2021/22 R'000	2020/21 R'000
Sales of goods and services other than capital assets	2.1	727	645
Interest, dividends and rent on land	2.2	215	114
Transactions in financial assets and liabilities	2.3	50,218	866
<b>Departmental revenue collected</b>		<b>51,160</b>	<b>1,625</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>727</b>	<b>645</b>
Sales by market establishment		80	84
Administrative fees		469	389
Other sales		178	172
<b>Total</b>		<b>727</b>	<b>645</b>
<b>2.2 Interest, dividends and rent on land</b>	2		
Interest		215	114
<b>Total</b>		<b>215</b>	<b>114</b>
<b>2.3 Transactions in financial assets and liabilities</b>	2		
Other Receipts including Recoverable Revenue		50,218	866
<b>Total</b>		<b>50,218</b>	<b>866</b>

An amount of R49,6 million was received from RSR as unspent funds and paid into the National Revenue Fund.

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**  
*for the year ended 31 March 2022*

**2.4 Cash received not recognised (not included in the main note) - 2021/22**

Name of entity	Amount received R'000	Amount paid to Revenue Fund R'000	Balance R'000
Gauteng Province	620,022	620,022	-
Free State Province	772	772	-
Mpumalanga Province	35,881	35,881	-
Eastern Cape Province	19,175	19,175	-
Northern Cape Province	5,402	5,402	-
North West Province	882	-	882
Limpopo Province	82,994	-	82,994
KwaZulu-Natal Province	12,629	12,629	-
Ports Regulator	6,830	-	6,830
<b>Total</b>	<b>784,587</b>	<b>693,881</b>	<b>90,706</b>

**Cash received not recognised (not included in the main note) - 2020/21**

Name of entity	Amount received R'000	Amount paid to Revenue Fund R'000	Balance R'000
Gauteng Province	421,689	421,689	-
Free State Province	54	54	-
Mpumalanga Province	2,260	-	2,260
Eastern Cape Province	9,532	-	9,532
Northern Cape Province	1	-	1
Limpopo Province	289,466	-	289,466
North West Province	14,232	-	14,232
<b>Total</b>	<b>737,234</b>	<b>421,743</b>	<b>315,491</b>

Cash received not recognised comprises of unspent funds surrendered by the Ports Regulator and conditional grants that were unspent and surrendered by the Provinces to the department. The amount of R 90,706 million will be surrendered in the new financial year.

	Note	2021/22 R'000	2020/21 R'000
<b>3 Compensation of Employees</b>			
<b>3.1 Salaries and wages</b>			
Basic salary		317,540	318,598
Performance award		2,768	4,250
Service Based		1,484	1,549
Compensative/circumstantial		5,961	6,302
Periodic payments		1,689	1,265
Other non-pensionable allowances		94,596	84,566
<b>Total</b>		<b>424,038</b>	<b>416,530</b>
<b>3.2 Social Contributions</b>			
<b>Employer contributions</b>			
Pension		40,329	40,648
Medical		14,896	14,229
Bargaining council		109	71
Insurance		178	49
<b>Total</b>		<b>55,512</b>	<b>54,997</b>
<b>Total compensation of employees</b>		<b>479,550</b>	<b>471,527</b>
Average number of employees		664	677

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2022**

	Note	2021/22 R'000	2020/21 R'000
<b>4 Goods and services</b>			
Administrative fees		635	41,920
Advertising		23,498	9,631
Minor assets	4.1	561	188
Bursaries (employees)		2,028	1,730
Catering		1,083	1,125
Communication		65,244	54,581
Computer services	4.2	15,124	15,827
Consultants: Business and advisory services		196,325	233,255
Infrastructure and planning services		43,073	62,644
Legal services		12,883	3,071
Contractors		4,241	3,483
Agency and support / outsourced services		292	203
Entertainment		158	90
Audit cost – external	4.3	7,739	5,941
Fleet services		435	312
Inventory	4.4	17,371	10,392
Consumables	4.5	5,095	35,803
Operating leases		110,428	91,563
Property payments	4.6	8,729	9,868
Travel and subsistence	4.7	35,933	18,530
Venues and facilities		2,688	3,573
Training and development		3,280	1,524
Other operating expenditure	4.8	1,404	1,509
<b>Total</b>		<b>558,247</b>	<b>606,763</b>

**Major variances**

Administrative fees: Decreased in the 2021/22 due to a R40 million that was paid as a management fee to the NEF for the Taxi Covid Relief fund in 2020/21

Audit costs: Due to the extension of the 2020/21 audit and the timing of the billing, the audit costs increased by R1,8 million

Communications: R11 million was paid more on Watchkeeping services due to price escalations in 2021/22

Computer services: Decreased in the 2021/22 due to a R4,7 million that was paid for the Microsoft license renewal in 2020/21

Consultants: Decreased due to the payment done in the 2021/22 financial year for SIU.

Infrastructure & planning services: R20 million was paid less on the Marine Pollution Prevention & Response Vessel in 2021/22, due to credits received for commercial days

Consumables: Decrease due to less funds spent on Covid related cleaning material, sanitisers and medical supplies

Inventory Other Supplies: Paid R7 million more on the Shova Kalula Bicycle project in 2021/22

Operating leases: Increased, due to the building lease invoices for February & March 2020 paid in 2021/22

Property payments: Decreased due to the Security Services contract that was reclassified under Contractors in 2021/22

Advertising, Bursaries, Stationary and office supplies, Training, Legal fees and Travel and subsistence: Increased due to easing of the Covid restrictions. Staff gradually returned back to the office and therefore more was spent on these items for the 2021/22 year.

<b>4.1 Minor assets</b>	4		
<b>Tangible assets</b>		<b>561</b>	<b>188</b>
Machinery and equipment		561	188
<b>Total</b>		<b>561</b>	<b>188</b>
<b>4.2 Computer services</b>	4		
SITA computer services		4,501	3,097
External computer service providers		10,623	12,730
<b>Total</b>		<b>15,124</b>	<b>15,827</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2022**

	Note	2021/22 R'000	2020/21 R'000
<b>4.3 Audit cost – external</b>	4		
Regularity audits		7,739	5,941
<b>Total</b>		<b>7,739</b>	<b>5,941</b>
<b>4.4 Inventory</b>	4		
Clothing material and accessories		355	277
Other supplies	4.4.1	17,016	10,115
<b>Total</b>		<b>17,371</b>	<b>10,392</b>
<b>4.4.1 Other Supplies</b>			
Assets for distribution		17,016	10,115
Other assets for distribution		17,016	10,115
<b>Total</b>		<b>17,016</b>	<b>10,115</b>
<b>4.5 Consumables</b>	4		
Consumable supplies		970	32,921
Uniform and clothing		196	694
Household supplies		162	21,963
Communication accessories		-	175
IT consumables		299	131
Other consumables		313	9,958
Stationery, printing and office supplies		4,125	2,882
<b>Total</b>		<b>5,095</b>	<b>35,803</b>
<b>4.6 Property payments</b>	4		
Property maintenance and repairs		146	75
Other		8,583	9,793
<b>Total</b>		<b>8,729</b>	<b>9,868</b>
<b>4.7 Travel and subsistence</b>	4		
Local		32,506	16,617
Foreign		3,427	1,913
<b>Total</b>		<b>35,933</b>	<b>18,530</b>
<b>4.8 Other operating expenditure</b>	4		
Professional bodies, membership and subscription fees		129	105
Resettlement costs		66	50
Other		1,209	1,354
<b>Total</b>		<b>1,404</b>	<b>1,509</b>
<b>4.9 Remuneration of members of a commission or committee (Included in Consultant: Business and advisory services)</b> (Treasury Regulation 20.2.4)			
<b>Name of Commission / Committee</b>	<b>No. of members</b>	<b>2021/22 R'000</b>	<b>2020/21 R'000</b>
Air Services Licensing Council	5	1,297	3,309
Audit Committee	8	570	673
Risk Committee	1	83	83
SANSBOC	9	42	60
The Regulating Committee for ACSA and ATNS	5	997	1,879
Transport Appeal Tribunal	8	511	706
<b>TOTAL</b>		<b>3,500</b>	<b>6,710</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**  
*for the year ended 31 March 2022*

	Note	2021/22 R'000	2020/21 R'000
<b>5 Interest and Rent on Land</b>			
Interest paid		61,414	-
		<b>61,414</b>	<b>-</b>
<b>6 Payments for financial assets</b>			
Purchase of equity		-	2,324,750
Debts written off	6.1	142	633
<b>Total</b>		<b>142</b>	<b>2,325,383</b>
Payment for financial assets to the value of R2.3 billion was paid to ACSA for purchase of equity in the 2020/21 financial year.			
<b>6.1 Debts written off</b>	6		
<b>Nature of debts written off</b>			
Other debt written off			
Travel and subsistence		43	2
Excess on vehicle damages		82	-
Northern Cape Provincial Department		-	631
Stolen Laptop		17	-
<b>Total debt written off</b>		<b>142</b>	<b>633</b>
<b>7 Transfers and Subsidies</b>			
Provinces and municipalities	37, 38	24,341,785	21,714,421
Departmental agencies and accounts	ANNEXURE 1B	22,387,646	21,045,298
Foreign governments and international organisations	ANNEXURE 1D	14,923	14,245
Public corporations and private enterprises	ANNEXURE 1C	16,669,462	10,609,515
Non-profit institutions	ANNEXURE 1E	29,784	28,236
Households	ANNEXURE 1F	319,994	247,395
<b>Total</b>		<b>63,763,594</b>	<b>53,659,110</b>
<b>8 Expenditure for capital assets</b>			
<b>Tangible assets</b>		<b>43,702</b>	<b>7,671</b>
Buildings and other fixed structures	35	38,410	-
Machinery and equipment	33.1	5,292	7,671
<b>Intangible assets</b>		<b>-</b>	<b>3,361</b>
Software	34.1	-	3,361
<b>Total</b>		<b>43,702</b>	<b>11,032</b>
<b>8.1 Analysis of funds utilised to acquire capital assets - 2021/22</b>			
		<b>Voted Funds R'000</b>	<b>TOTAL R'000</b>
<b>Tangible assets</b>		<b>43,702</b>	<b>43,702</b>
Buildings and other fixed structures	33.1	38,410	38,410
Machinery and equipment	33.1	5,292	5,292
<b>Total</b>		<b>43,702</b>	<b>43,702</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**  
*for the year ended 31 March 2022*

**8.2 Analysis of funds utilised to acquire capital assets - 2020/21**

	<b>Voted Funds R'000</b>	<b>TOTAL R'000</b>
<b>Tangible assets</b>	<b>7,671</b>	<b>7,671</b>
Machinery and equipment	7,671	7,671
<b>Intangible assets</b>	<b>3,361</b>	<b>3,361</b>
Software	3,361	3,361
<b>Total</b>	<b>11,032</b>	<b>11,032</b>

	<b>Note</b>	<b>2021/22 R'000</b>	<b>2020/21 R'000</b>
<b>8.3 Finance lease expenditure included in Expenditure for capital assets</b>			
<b>Tangible assets</b>			
Machinery and equipment		2,652	2,536
<b>Total</b>		<b>2,652</b>	<b>2,536</b>

**9 Unauthorised Expenditure**

<b>9.1 Reconciliation of unauthorised expenditure</b>			
Opening balance		1,339,145	1,339,145
<b>Closing balance</b>		<b>1,339,145</b>	<b>1,339,145</b>

**Analysis of closing balance**

Unauthorised expenditure awaiting authorisation		1,339,145	1,339,145
<b>Total</b>		<b>1,339,145</b>	<b>1,339,145</b>

Details of the unauthorised expenditure were included in monthly reports to the National Treasury.

On 14 March 2019, National Treasury requested a breakdown of the overspending per financial year, as well as extracts from the financial statements for those years, which was provided.

On 1 November 2019, the Budget Office of the National Treasury indicated that they are preparing their recommendations to Parliament for a Hearing expected to take place during November 2019.

On 19 January 2022, the Department wrote an email to National Treasury requesting progress on the matter. National Treasury indicated that the (previous) Minister of Finance has written to Parliament to deal with the unauthorised expenditure, but awaits their response. National Treasury has submitted their assessment to Parliament.

**9.2 Analysis of unauthorised expenditure awaiting authorisation per economic classification**

Current		1,339,145	1,339,145
<b>Total</b>		<b>1,339,145</b>	<b>1,339,145</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2022**

	Note	2021/22 R'000	2020/21 R'000
<b>9.3 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 the vote or main division		980	980
<b>Total</b>		<b>1,339,145</b>	<b>1,339,145</b>

Unauthorised expenditure incurred because of the eNatis system that was unfunded in the following years:

2013/14 - R768,355,000

2014/15 - R392,842,000

2016/17 - R176,968,000

Unauthorised expenditure incurred because the expenditure was not in accordance with the vote of the Programme: Road Transport on an Arrive alive Campaign in the 2018/19 financial year to the value of R980,375.

**10 Cash and Cash Equivalents**

Cash on hand		28	28
Investments (Domestic)		343	9,880
<b>Total</b>		<b>371</b>	<b>9,908</b>

The amount of cash on hand held by the department is available for use

**11 Prepayments and Advances**

Prepayments (Not expensed)	11.2	1,704	89
Advances paid (Not expensed)	11.1	5,273	6,192
<b>Total</b>		<b>6,977</b>	<b>6,281</b>

**11.1 Advances paid (Not expensed)**

	Note	Balance as at 1 April 2021 R'000	Less: Amount expensed in current year R'000	Add/Less: Other R'000	Add: Current Year advances R'000	Balance as at 31 MARCH 2022 R'000
National departments	11	(35)	(12,402)		10,000	(2,437)
Other institutions		6,227	(16,957)		18,440	7,710
<b>Total</b>		<b>6,192</b>	<b>(29,359)</b>	-	<b>28,440</b>	<b>5,273</b>

The Department of International Relations and Cooperation and Government Communications and Information Services required advance payments before services are rendered to the department.

	Note	Balance as at 1 April 2020 R'000	Less: Amount expensed in current year R'000	Add/Less: Other R'000	Add: Current Year advances R'000	Balance as at 31 MARCH 2021 R'000
<b>Advances paid (Not expensed)</b>						
National departments	11	3,089	(13,128)	-	10,004	(35)
Provincial departments		631	(631)	-	-	-
Other institutions		3,973	(6,429)	-	8,683	6,227
<b>Total</b>		<b>17,130</b>	<b>(20,188)</b>	-	<b>18,687</b>	<b>6,192</b>

The Department of International Relations and Cooperation and Government Communications and Information Services required advance payments before services are rendered to the department.

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2022**

**11.2 Prepayments (Not expensed)**

Note	Balance as at 1 April 2021	Less: Amount expensed in current year	Add/Less: Other	Add: Current Year prepayment s	Balance as at 31 MARCH 2022
	R'000	R'000	R'000	R'000	R'000
11					
Listed by economic classification					
Transfers and subsidies	89	(308,385)	-	310,000	1,704
<b>Total</b>	<b>89</b>	<b>(308,385)</b>	<b>-</b>	<b>310,000</b>	<b>1,704</b>

The Taxi Scrapping Administrator required advance payments for the scrapping allowance payable for the scrapping of taxis.

Note	Balance as at 1 April 2020	Less: Amount expensed in current year	Add/Less: Other	Add: Current Year prepayment s	Balance as at 31 MARCH 2021
	R'000	R'000	R'000	R'000	R'000
<b>Prepayments (Not expensed)</b>					
11					
Listed by economic classification					
Transfers and subsidies	59,068	(233,979)	-	175,000	89
<b>Total</b>	<b>59,068</b>	<b>(233,979)</b>	<b>-</b>	<b>175,000</b>	<b>89</b>

The Taxi Scrapping Administrator required advance payments for the scrapping allowance payable for the scrapping of taxis.

**11.3 Advances paid (Expensed)**

	Balance as at 1 April 2021	Less: Received in the current year	Add/Less: Other	Add: Current Year advances	Amount as at 31 MARCH 2022
	R'000	R'000	R'000	R'000	R'000
Public entities	-	-	-	-	-
<b>Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
	Balance as at 1 April 2020	Less: Received in the current year	Add/Less: Other	Add: Current Year advances	Amount as at 31 MARCH 2021
	R'000	R'000	R'000	R'000	R'000
Public entities	-	(1,175,000)	-	1,175,000	-
<b>Total</b>	<b>-</b>	<b>(1,175,000)</b>	<b>-</b>	<b>1,175,000</b>	<b>-</b>

In the 2020/21 financial year, the Department entered into a principal-agent arrangement with the National Empowerment Fund. Advance payments were made to the National Empowerment Fund to process Covid relief payments to registered taxi operators. An amount of R1,135 billion was made available for the relief payments and an amount of R40 million was paid as a management fee. The full amount of the advance was expensed in the 2020/21 financial year, as the amount was material, was budgeted for as an earmarked expense in the financial year and is being utilised in accordance with the contractual arrangement.

For the 2021/22 financial year, a total of 7,296 taxi license owners received the R5,000 taxi relief funds, at a cost of R36,480,000.00. This left a balance of R1,098,520,000.00 remaining. On the management fee, an amount of R11,766,877.00 was spent, which left a balance of R28,233,123.00 remaining.

Advance payments to the Department of Statistics South Africa to conduct a National Household Travel Survey totalled R75,828,744.15. The full amount of the advance was expensed in the 2019/20 financial year, as the amount was material, was budgeted for as an earmarked expense in the financial year and is being utilised in accordance with the contractual



**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2022**

arrangement.

For the 2020/21 financial year, an amount of R9,220,525.73 was spent with a remaining balance of R25,973,922.79

For the 2021/22 financial year, an amount of R47,426.15 was credited, which left a balance of R26,021,348.94 remaining.

		2021/22			2020/21		
	Note	Current R'000	Non- current R'000	Total R'000	Current R'000	Non- current R'000	Total R'000
<b>12 Receivables</b>							
Claims recoverable	12.1	2,173	2,020	4,193	4,350	6,237	10,587
Recoverable expenditure	12.2	-	151	151	317	-	317
Staff debt	12.3	141	970	1,111	187	1,134	1,321
Other receivables	12.1	156	1,071	1,227	22	865	887
<b>Total</b>		<b>2,470</b>	<b>4,212</b>	<b>6,682</b>	<b>4,876</b>	<b>8,236</b>	<b>13,112</b>
					<b>Note</b>	<b>2021/22 R'000</b>	<b>2020/21 R'000</b>
<b>12.1 Claims recoverable</b>					12		
National departments						1,492	1,929
Provincial departments						98	98
Public entities						2,603	8,560
<b>Total</b>						<b>4,193</b>	<b>10,587</b>
<b>12.2 Recoverable expenditure (disallowance accounts)</b>					12		
Salary overpayments						151	317
<b>Total</b>						<b>151</b>	<b>317</b>
<b>12.3 Staff debt</b>					12		
Overpayments and state guarantees						147	191
Subsistence and travel						32	21
Other - telephone and tax debt						448	421
Excess on vehicle damages and loss of assets						77	90
Bursary debt						407	599
<b>Total</b>						<b>1,111</b>	<b>1,322</b>
<b>12.4 Other receivables</b>					12		
Ex personnel - overpayments and State guarantees						413	127
Subsistence and travel						9	7
Fraud						363	345
Other						383	348
VAT overcharged						43	43
Paid to wrong supplier						16	16
<b>Total</b>						<b>1,227</b>	<b>886</b>
<b>12.5 Fruitless and wasteful expenditure</b>					12		
Opening balance						-	-
Less amounts recovered						(40)	(3)
Less amounts written off						(3)	(74)
Transfers from note 28 Fruitless and Wasteful expenditure						43	77
<b>Total</b>						<b>-</b>	<b>-</b>
<b>12.6 Impairment of receivables</b>							
Estimate of impairment of receivables						1,337	6,372
<b>Total</b>						<b>1,337</b>	<b>6,372</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.

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**  
*for the year ended 31 March 2022*

	Note	2021/22 R'000	2020/21 R'000
<b>13 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.		2,884,242	559,492
Air Traffic and Navigational Services Company Ltd.		190,646	190,646
S.A. National Roads Agency (SOC) Ltd.		1,091,044	1,091,044
<b>Total</b>		<u><u>8,414,191</u></u>	<u><u>6,089,441</u></u>
<b>Total non-current</b>		<u><u>8,414,191</u></u>	<u><u>6,089,441</u></u>
<b>Analysis of non-current investments</b>			
Opening balance		8,414,191	6,089,441
Additions in cash		-	2,324,750
<b>Closing balance</b>		<u><u>8,414,191</u></u>	<u><u>8,414,191</u></u>
<b>14 Voted Funds to be Surrendered to the Revenue Fund</b>			
Opening balance		(578,418)	324,330
Transfer from statement of financial performance (as restated)		530,491	291,917
Voted funds not requested/not received		578,418	(870,335)
Paid during the year		-	(324,330)
<b>Closing balance</b>		<u><u>530,491</u></u>	<u><u>(578,418)</u></u>
<b>15 Departmental revenue and NRF Receipts to be surrendered to the Revenue Fund</b>			
Opening balance		946	5,115
Transfer from Statement of Financial Performance (as restated)		51,160	1,625
Paid during the year		(52,061)	(5,794)
<b>Closing balance</b>		<u><u>45</u></u>	<u><u>946</u></u>
<b>16 Bank Overdraft</b>			
Consolidated Paymaster General Account		730,521	1,629,312
<b>Total</b>		<u><u>730,521</u></u>	<u><u>1,629,312</u></u>
The bank overdraft is mainly attributable to unauthorised expenditure, under expenditure against budget and prepayments and advances.			
<b>17 Payables - current</b>			
Clearing accounts	17.1	90	146
Other payables	17.2	90,713	315,510
<b>Total</b>		<u><u>90,803</u></u>	<u><u>315,656</u></u>
<b>17.1 Clearing accounts</b>	17		
Income tax		90	146
<b>Total</b>		<u><u>90</u></u>	<u><u>146</u></u>
<b>17.2 Other payables</b>	17		
Salary payments		7	19
Unspent Conditional Grants from Provinces		90,706	315,491
<b>Total</b>		<u><u>90,713</u></u>	<u><u>315,510</u></u>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2022**

	Note	2021/22			Total R'000	2020/21 Total R'000
		One to two years R'000	Two to three years R'000	More than three years R'000		
<b>18 Payables – non-current</b>						
Other payables	18.1	94	-	-	94	62
<b>Total</b>		<b>94</b>	<b>-</b>	<b>-</b>	<b>94</b>	<b>62</b>
				<b>Note</b>	<b>2021/22</b>	<b>2020/21</b>
<b>18.1 Other payables</b>				18	R'000	R'000
Appeal deposits					94	62
<b>Total</b>					<b>94</b>	<b>62</b>
<b>19 Net cash flow available from operating activities</b>						
Net surplus/(deficit) as per Statement of Financial Performance					581,651	293,542
Add back non cash/cash movements not deemed operating activities					346,916	(811,405)
(Increase)/decrease in receivables					2,406	2,285
(Increase)/decrease in prepayments and advances					(696)	60,480
Increase/(decrease) in payables – current					(224,853)	315,257
Expenditure on capital assets					43,702	11,032
Surrenders to Revenue Fund					(52,061)	(330,124)
Voted funds not requested/not received					578,418	(870,335)
<b>Net cash flow generated by operating activities</b>					<b>928,567</b>	<b>(517,863)</b>
Funds of R578,418 million not received in the 2020/21 financial year, were only received in the 2021/22 financial year.						
<b>20 Reconciliation of cash and cash equivalents for cash flow purposes</b>						
Consolidated Paymaster General account					(730,521)	(1,629,312)
Cash on hand					28	28
Cash with commercial banks (Local)					343	9,880
<b>Total</b>					<b>(730,150)</b>	<b>(1,619,404)</b>
				<b>Note</b>	<b>2021/22</b>	<b>2020/21</b>
<b>21 Contingent liabilities and contingent assets</b>					R'000	R'000
<b>21.1 Contingent liabilities</b>						
<b>Liable to</b>						
Other guarantees				Annex 3A	42,023,094	37,378,106
Claims against the department				Annex 3B	348,889	450,961
Intergovernmental payables (unconfirmed balances)				Annex 5	41,933	32,928
<b>Total</b>					<b>42,413,916</b>	<b>37,861,995</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

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2022**

reimbursement. For claims against the Department, there is a possibility of the reimbursement of legal costs, depending on a court order. For intergovernmental payables, there is a possibility that amounts could be credited, but not reimbursed.

	Note	2021/22 R'000	2020/21 R'000
<b>22 Capital commitments</b>			
Machinery and equipment		8,048	678
<b>Total</b>		<b>8,048</b>	<b>678</b>

**23 Accruals and payables not recognised**

**23.1 Accruals**

**Listed by economic classification**

	30 days	30+ days	Total	Total
Goods and services	15,642	45,988	61,630	39,270
Transfers and subsidies	-	104	104	-
Capital assets	295	51	346	74
Other	383	272	655	395
<b>Total</b>	<b>16,320</b>	<b>46,415</b>	<b>62,735</b>	<b>39,739</b>

**Listed by programme level**

	Note	2021/22 R'000	2020/21 R'000
Programme 1		32,774	32,623
Programme 2		447	91
Programme 3		107	3
Programme 4		16,815	1,535
Programme 5		5,605	4,841
Programme 6		6,160	258
Programme 7		827	388
<b>Total</b>		<b>62,735</b>	<b>39,739</b>

Material accruals include the building lease, SIU invoices, Watchkeeping services, Oil Pollution Prevention and Ultimate Travel services not yet paid for at the end of the reporting period.

**23.2 Payables not recognised**

**Listed by economic classification**

	30 days	30+ days	Total	Total
Goods and services	327	675	1,002	27,738
Capital assets	24	-	24	6
<b>Total</b>	<b>351</b>	<b>675</b>	<b>1,026</b>	<b>27,744</b>

**Listed by programme level**

	Note	2021/22 R'000	2020/21 R'000
Programme 1		500	21,385
Programme 2		57	88
Programme 3		28	12
Programme 4		321	280
Programme 5		20	3,895
Programme 6		21	90
Programme 7		79	1,994
<b>Total</b>		<b>1,026</b>	<b>27,744</b>

Material payables not recognised include cellular phone claims and travel related payments that were not yet paid for at the end of the reporting period.

	Note	2021/22 R'000	2020/21 R'000
<b>24 Employee benefits</b>			
Leave entitlement		31,578	36,262
Service bonus		11,797	11,590
Performance awards		-	2,684
Capped leave commitments		9,300	10,270
Other		323	385
<b>Total</b>		<b>52,998</b>	<b>61,191</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**  
*for the year ended 31 March 2022*

<b>25</b>	<b>Lease commitments</b>			
	<b>25.1</b>	<b>Finance leases</b>		
		<b>2021/22</b>	<b>Machinery and equipment R'000</b>	<b>Total R'000</b>
		Not later than 1 year	3,112	3,112
		Later than 1 year and not later than 5 years	1,527	1,527
		<b>Total lease commitments</b>	<b>4,639</b>	<b>4,639</b>
		<b>2020/21</b>	<b>Machinery and equipment R'000</b>	<b>Total R'000</b>
		Not later than 1 year	1,602	1,602
		Later than 1 year and not later than 5 years	743	743
		<b>Total lease commitments</b>	<b>2,345</b>	<b>2,345</b>

A general description of the material leasing arrangements: A lease is classified as a finance lease if it transfers substantially all the risks and rewards incidental to ownership. Material leasing arrangements are leases of photocopier machines and cellular telephones. For photocopier 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.

		<b>Note</b>	<b>2021/22 R'000</b>	<b>2020/21 R'000</b>
<b>26</b>	<b>Accrued departmental revenue</b>			
	Transactions in financial assets and liabilities		1,222	888
	<b>Total</b>		<b>1,222</b>	<b>888</b>
	<b>Analysis of accrued departmental revenue</b>			
	<b>26.1</b>			
	Opening balance		888	964
	Less: Amounts received		361	303
	Add: Amounts recognised		695	227
	<b>Closing balance</b>		<b>1,222</b>	<b>888</b>
<b>27</b>	<b>Irregular expenditure</b>			
	<b>27.1</b>			
	<b>Reconciliation of irregular expenditure</b>			
	Opening balance		119,283	119,724
	Less: Prior year amounts condoned		(976)	-
	Less: Prior year amounts not condoned and removed		-	(265)
	Less: Amounts recoverable (current and prior year)		-	(176)
	<b>Closing balance</b>		<b>118,307</b>	<b>119,283</b>
	<b>Analysis of awaiting condonation per age classification</b>			
	Prior years		118,307	119,283
	<b>Total</b>		<b>118,307</b>	<b>119,283</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2022**

		<b>2021/22</b>	
		<b>R'000</b>	
<b>27.2</b>	<b>Details of irregular expenditure condoned</b>		
	<b>Incident</b>	<b>Condoned by</b>	
	No procurement processes were followed to appoint a service provider for an event	<b>(condoning authority)</b>	
	No approval for not obtaining at least 3 quotes in 36 cases	National Treasury	66
		National Treasury	910
	<b>Total</b>		<b>976</b>
<b>27.3</b>	<b>Details of irregular expenditure under assessment (not included in the main note)</b>	<b>2021/22</b>	
	<b>Incident</b>	<b>R'000</b>	
	Cleaning contract	6,633	
	Allegation of procurement irregularities	576	
	Procurement in respect of allocation of BEE scores	351	
	Allegation of procurement irregularities in IT	506	
	SIU Report	24,731	
	<b>Total</b>	<b>32,797</b>	
<b>28</b>	<b>Fruitless and wasteful expenditure</b>	<b>Note</b>	<b>2021/22</b>
			<b>R'000</b>
			<b>2020/21</b>
			<b>R'000</b>
<b>28.1</b>	<b>Reconciliation of fruitless and wasteful expenditure</b>		
	Opening balance		115
	Prior period error		(2)
	Fruitless and wasteful expenditure – relating to prior year	28.3	30
	Fruitless and wasteful expenditure – relating to current year	28.3	1
	Less: Amounts recoverable	12.5	(3)
	Less: Amounts written off	12.5, 28.4	(74)
	<b>Closing balance</b>		<b>67</b>
<b>28.2</b>	<b>Details of current and prior year fruitless and wasteful expenditure – added current year (under determination and investigation)</b>		<b>2021/22</b>
			<b>R'000</b>
	<b>Incident</b>	<b>Disciplinary steps taken/criminal proceedings</b>	
	9 Cases of "no shows"	To be transferred to debt	19
	<b>Total</b>		<b>19</b>
<b>28.3</b>	<b>Details of fruitless and wasteful expenditure recoverable</b>		
	<b>Incident</b>		
	24 Cases of no shows transferred to debt		40
	<b>Total</b>		<b>40</b>
<b>28.4</b>	<b>Details of fruitless and wasteful expenditure written off</b>		
	<b>Incident</b>		
	1 "no shows" was written off, because the official did not forfeit his/her cover as per TR 12		3
	<b>Total</b>		<b>3</b>
<b>28.5</b>	<b>Prior period error</b>	<b>Note</b>	<b>2020/21</b>
			<b>R'000</b>
	Nature of prior period error		
	2 cases were transferred to debts (2017/18 and 2018/19)	28.1	(2)
	<b>Total</b>		<b>(2)</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2022**

<b>28.6</b>	<b>Details of fruitless and wasteful expenditure under investigation (not in the main note)</b>	
	<b>Incident</b>	
	Court judgment - Interest paid to Ndorum JV for the upgrade to the Mthatha Airport	61,414
	NLTIS - Service provider had to wait 3 months for IT participation in the project	1,757
	<b>Total</b>	<u><u>63,171</u></u>

	Note	2021/22 R'000	2020/21 R'000
<b>29</b>	<b>Related party transactions</b>		
	<b>Revenue received</b>		
	Transactions in financial assets and liabilities	18,133	11,504
	<b>Total</b>	<u><u>18,133</u></u>	<u><u>11,504</u></u>
	<b>Payments made</b>		
	Goods and services	118,808	53,269
	Payments for financial assets	12,176	2,333,949
	<b>Total</b>	<u><u>130,984</u></u>	<u><u>2,387,218</u></u>
	<b>Year end balances arising from revenue/payments</b>		
	Receivables from related parties	2,603	8,560
	<b>Total</b>	<u><u>2,603</u></u>	<u><u>8,560</u></u>
	<b>Other</b>		
	Guarantees issued/received		
	S.A. National Roads Agency (SOC) Ltd.	42,023,094	37,378,106
	<b>Total</b>	<u><u>42,023,094</u></u>	<u><u>37,378,106</u></u>

**Related party relationships**

Name of related party	Relationship	Types of transaction
Air Traffic and Navigation Services Company Ltd.	Public Entity	Not applicable
South African National Roads Agency Ltd.	Public Entity	Transfer payments
Road Traffic Management Corporation	Public Entity	Transfer payments
South African Civil Aviation Authority	Public Entity	Transfer payments and goods and services
South African Maritime Safety Authority	Public Entity	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 and transactions in financial assets and liabilities
Railway Safety Regulator	Public Entity	Transfer payments
Ports Regulator	Public Entity	Transfer payments
Road Traffic Infringement Agency	Public Entity	Transfer payments and transactions in financial assets and liabilities
Airports Company Ltd.	Public Entity	Not applicable
Cross Border Road Transport Agency	Public Entity	Transactions in financial assets and liabilities
Road Accident Fund	Public Entity	Transactions in financial assets and liabilities

	No. of Individuals	2021/22 R'000	2020/21 R'000
<b>30</b>	<b>Key management personnel</b>		
	Political office bearers (provide detail below)	3	4,475
	Level 15 to 16	10	13,335
	Level 14	35	44,788
	<b>Total</b>	<u><u>63,728</u></u>	<u><u>73,044</u></u>

**Key management personnel (Parliament/Legislatures)**

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2022**

Other	3	4,475	4,365
<b>Total</b>		<u>4,475</u>	<u>4,365</u>

	Note	2021/22 R'000	2020/21 R'000
<b>31 Provisions</b>			
Long service awards		323	385
Provision for performance bonus		-	2,684
<b>Total</b>		<u>323</u>	<u>3,069</u>

At this stage the department is not able to reliably measure the long term portion of the long service awards.

**31.1 Reconciliation of movement in provisions - 2021/22**

	Long Service Awards R'000	Performance Bonus R'000	Total provisions R'000
Opening balance	385	2,684	3,069
Increase in provision	312	71	383
Settlement of provision	(363)	(2,755)	(3,118)
Unused amount reversed	(11)	-	(11)
<b>Closing balance</b>	<u>323</u>	<u>-</u>	<u>323</u>

**Reconciliation of movement in provisions - 2020/21**

	Long Service Awards R'000	Performance Bonus R'000	Total provisions R'000
Opening balance	307	7,574	7,881
Increase in provision	385	2,684	3,069
Settlement of provision	(327)	(4,253)	(4,580)
Change in provision due to change in estimation of inputs	20	(3,321)	(3,301)
<b>Closing balance</b>	<u>385</u>	<u>2,684</u>	<u>3,069</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. In terms of the 2019 performance framework, no 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.

**32 Non-adjusting events after reporting date**

An estimate of the financial effect of the subsequent non-adjusting events:  
To address the effects of the April 2022 flood disaster:

**Road Infrastructure:**

EC Transport	1,360,595
KZN Transport	5,799,340
SANRAL	970,000

**Transport Infrastructure:**

PRASA	3,300,000
<b>Total</b>	<u>11,429,935</u>

Because the Appropriation Bill for 2022 has not yet been enacted, spending is governed by section



**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**  
*for the year ended 31 March 2022*

29 of the Public Finance Management Act (PFMA), spending on disaster recovery can continue within existing transfer lines to these entities as new transfer lines cannot be created, and earmarked allocations cannot be adjusted until the annual budget legislation is promulgated.

Amendments to the budget for 2022/23 may be proposed in the regular Adjusted Budget in 2022 and in the Medium Term Budget for the following years to address disaster recovery.

**33 Movable Tangible Capital Assets**

**MOVEMENT IN MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2022**

	Opening balance R'000	Value adjustments R'000	Additions R'000	Disposals R'000	Closing balance R'000
<b>HERITAGE ASSETS</b>	<b>170</b>	-	-	-	<b>170</b>
Heritage assets	170	-	-	-	170
<b>MACHINERY AND EQUIPMENT</b>	<b>79,524</b>	-	<b>2,676</b>	<b>(362)</b>	<b>81,838</b>
Transport assets	6,721	-	749	-	7,470
Computer equipment	45,668	-	1,171	(101)	46,738
Furniture and office equipment	17,375	-	654	-	18,029
Other machinery and equipment	9,760	-	102	(261)	9,601
<b>TOTAL MOVABLE TANGIBLE CAPITAL ASSETS</b>	<b>79,694</b>	-	<b>2,676</b>	<b>(362)</b>	<b>82,008</b>

**33.1 Movement for 2020/21**

**MOVEMENT IN MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2021**

	Opening balance R'000	Prior period error R'000	Additions R'000	Disposals R'000	Closing balance R'000
<b>HERITAGE ASSETS</b>	<b>170</b>	-	-	-	<b>170</b>
Heritage assets	170	-	-	-	170
<b>MACHINERY AND EQUIPMENT</b>	<b>71,791</b>	<b>2,975</b>	<b>5,134</b>	<b>(376)</b>	<b>79,524</b>
Transport assets	6,721	-	-	-	6,721
Computer equipment	40,780	1,112	4,118	(342)	45,668
Furniture and office equipment	16,115	1,140	126	(6)	17,375
Other machinery and equipment	8,175	723	890	(28)	9,760
<b>TOTAL MOVABLE TANGIBLE CAPITAL ASSETS</b>	<b>71,961</b>	<b>2,975</b>	<b>5,134</b>	<b>(376)</b>	<b>79,694</b>

**33.1.1 Prior period error**

**Note**

**2020/21  
R'000**

Relating to 2015/16 (affecting the opening balance)

2,975

Add back assets written-off in 2016

2,975

**Total**

**2,975**

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**  
*for the year ended 31 March 2022*

**33.2 Minor assets**

**MOVEMENT IN MINOR ASSETS PER THE ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2022**

	Machinery and equipment R'000	Total R'000
Opening balance	19,485	19,485
Additions	560	560
Disposals	(2)	(2)
<b>TOTAL MINOR ASSETS</b>	<b>20,043</b>	<b>20,043</b>
	<b>Machinery and equipment</b>	<b>Total</b>
Number of R1 minor assets	147	147
Number of minor assets at cost	11,599	11,599
<b>TOTAL NUMBER OF MINOR ASSETS</b>	<b>11,746</b>	<b>11,746</b>

**Minor assets**

**MOVEMENT IN MINOR ASSETS PER THE ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2021**

	Machinery and equipment R'000	Total R'000
Opening balance	17,958	17,958
Prior period error	1,866	1,866
Additions	189	189
Disposals	(528)	(528)
<b>TOTAL MINOR ASSETS</b>	<b>19,485</b>	<b>19,485</b>
	<b>Machinery and equipment</b>	<b>Total</b>
Number of R1 minor assets	146	146
Number of minor assets at cost	9,892	9,892
<b>TOTAL NUMBER OF MINOR ASSETS</b>	<b>10,038</b>	<b>10,038</b>

**33.2.1 Prior period error**

**Note**

**2020/21  
R'000**

Relating to 2015/16 (affecting the opening balance)  
Add back assets written-off in 2016  
**Total**

1,866  
1,866  
1,866

**33.3 Movable assets written off**

**MOVABLE ASSETS WRITTEN OFF FOR THE YEAR ENDED 31 MARCH 2022**

	Machinery and equipment R'000	Total R'000
Assets written off	751	751
<b>TOTAL MOVABLE ASSETS WRITTEN OFF</b>	<b>751</b>	<b>751</b>

**MOVABLE ASSETS WRITTEN OFF FOR THE YEAR ENDED 31 MARCH 2021**

	Machinery and equipment R'000	Total R'000
Assets written off	84	84
<b>TOTAL MOVABLE ASSETS WRITTEN OFF</b>	<b>84</b>	<b>84</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**  
*for the year ended 31 March 2022*

34 Intangible Capital Assets	MOVEMENT IN INTANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2022				
	Opening balance R'000	Value adjustments R'000	Additions R'000	Disposals R'000	Closing balance R'000
SOFTWARE	77,410	-	-	-	77,410
<b>TOTAL INTANGIBLE CAPITAL ASSETS</b>	<b>77,410</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>77,410</b>

34.1 Movement for 2020/21	MOVEMENT IN INTANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2021				
	Opening balance R'000	Prior period error R'000	Additions R'000	Disposals R'000	Closing balance R'000
SOFTWARE	74,080	-	3,330	-	77,410
<b>TOTAL INTANGIBLE CAPITAL ASSETS</b>	<b>74,080</b>	<b>-</b>	<b>3,330</b>	<b>-</b>	<b>77,410</b>

35 Immovable Tangible Capital Assets	MOVEMENT IN IMMOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2022				
	Opening balance R'000	Value adjustments R'000	Additions R'000	Disposals R'000	Closing balance R'000
<b>BUILDINGS AND OTHER FIXED STRUCTURES</b>	<b>353,434</b>	<b>-</b>	<b>38,410</b>	<b>-</b>	<b>391,844</b>
Other fixed structures	353,434	-	38,410	-	391,844
<b>TOTAL IMMOVABLE TANGIBLE CAPITAL ASSETS</b>	<b>353,434</b>	<b>-</b>	<b>38,410</b>	<b>-</b>	<b>391,844</b>

The Department can now transfer the capital expenditure on the upgrade of the Mthatha Airport to the Eastern Cape Department of Transport, as the contractor was paid in full after a lengthy court case.

**Movement for 2020/21**

35.1 Movement for 2020/21	MOVEMENT IN IMMOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2021				
	Opening balance R'000	Prior period error R'000	Additions R'000	Disposals R'000	Closing balance R'000
<b>BUILDINGS AND OTHER FIXED STRUCTURES</b>	<b>353,434</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>353,434</b>
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>

**35.2 Capital Work-in-progress**  
**CAPITAL WORK-IN-PROGRESS AS AT 31 MARCH 2022**

Note	Opening Balance 1 April 2021 R'000	Current Year WIP R'000	Ready for use (Assets to the AR) / Contracts terminated R'000	Closing Balance 31 March 2022 R'000
Annexure 7				

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**  
*for the year ended 31 March 2022*

Intangible assets	14,566	-	-		14,566
<b>TOTAL</b>	<b>14,566</b>	<b>-</b>	<b>-</b>		<b>14,566</b>

**CAPITAL WORK-IN-PROGRESS AS AT 31 MARCH 2021**

Note	Opening Balance R'000	Prior period error R'000	Current Year WIP R'000	Ready for use (Assets to the AR) / Contracts terminated R'000	Closing Balance 31 March 2021 R'000	
Annexure 7						
Intangible assets	11,205	-	3,361	-	14,566	
<b>TOTAL</b>	<b>11,205</b>	<b>-</b>	<b>3,361</b>	<b>-</b>	<b>14,566</b>	

The software is still under development. It will only be removed once it has been completed and transferred to the provinces. The Accounting Officer did not approve the extension of the current service provider and a new service provider will be appointed.

		2021/22 R'000	2020/21 R'000
<b>36</b>	<b>Principal-agent arrangements</b>		
	<b>36.1 Department acting as the principal</b>		
	<b>Fees paid:</b>		
	Anthus Services 84	-	122,936
	Property Management Trading Entity	244	211
	Taxi relief scheme - National Empowerment Fund	-	40,000
	<b>Cost of taxis scrapped and municipal fees:</b>		
	Cost of taxis scrapped	-	233,979
	Cost of municipal fees	4,886	4,724
	Taxi relief scheme - National Empowerment Fund	-	1,135,000
	<b>Total</b>	<b>5,130</b>	<b>1,536,850</b>

**A description of the nature, circumstances, significant judgment applied, significant terms and conditions, any significant risks and benefits relating to the arrangements with the agents:**

**Taxi Scrapping Administrator (Anthus Services 84) and Cost of taxis scrapped:**

Taxi Scrapping Administrator and cost of taxis scrapped were removed from Principal-agent arrangements, as it was incorrectly disclosed. A prior period error adjustment was done in Note 37.

**Municipal services - Property Management Trading Entity:**

Client departments occupying properties are liable for the municipal services charges incurred in utilising those properties. The Property Management Trading Entity offers a service of paying the municipal service charges on behalf of the client departments and then recovering those costs directly from the client department.

**Taxi relief scheme - National Empowerment Fund (NEF):**

The taxi relief scheme is intended to assist the taxi operators to mitigate the effect of Covid-19. The NEF has the means to process the payments to all the compliant and registered taxi operators. The NEF undertook to provide the Department three months after the termination of the contract with audited financial statements, detailing the cost breakdown of the expenditure incurred towards the payments made to the taxi operators and drivers.

A Memorandum of Agreement was signed for a period of six months, effective from the 29th of March 2021. A notice of intention to extend was served on the NEF and the Department is currently in negotiations regarding financial implications of the extension. An addendum will be drafted once these engagements have been finalised.

**A discussion of the resource or cost implications for the principal if the principal-agent**

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**  
*for the year ended 31 March 2022*

**arrangement is terminated:**

**Municipal services - Property Management Trading Entity:**

If the principal-agent agreement is terminated, the department will remain liable for municipal service charges paid on behalf of the department as well as the management fee charged by the Property Management Trading Entity.

**Taxi relief scheme - National Empowerment Fund:**

If the principal-agent agreement is terminated, the department will be responsible to make the payments to the 250,000 plus taxi operators.

***A discussion of the resources that are under the custodianship of the agent and whether or not those resources have been recognised or recorded by the agent:***

**Municipal services - Property Management Trading Entity:**

The Property Management Trading Entity did not hold resources of the department under its custodianship.

**Taxi relief scheme - National Empowerment Fund:**

The resources that are under the custodianship of the agent are advance payments that were made by the department to enable the agent to process the relief payments to the operators. These resources are recognised and recorded by the agent. The details of the resources are listed under the advances expensed note 11.

**37 Prior period errors**

		2020/21		
	Note	Amount before error correction R'000	Prior period error R'000	Restated amount R'000
<b>37.1 Correction of prior period errors</b>				
<i>Other: (e.g. Irregular expenditure, fruitless and wasteful expenditure, etc.)</i>				
Principal-agent arrangements	36.1	356,915	(356,915)	-
<b>Net effect</b>		<b>356,915</b>	<b>(356,915)</b>	<b>-</b>

Taxi Scrapping Administrator (Anthus Services 84) and cost of taxis scrapped were removed from Principal-agent arrangements, as it was incorrectly disclosed. Fees paid to agents and the cost of taxis scrapped amounted to R356.153 million in 2019/20.

**38 COVID-19 Response Expenditure**

	Note	2021/22 R'000	2020/21 R'000
	ANNEXURE 11		
Goods and services		373	32,130
Expenditure for capital assets		-	17
<b>Total</b>		<b>373</b>	<b>32,147</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2022**

39

**STATEMENT OF CONDITIONAL GRANTS PAID TO THE PROVINCES**

Name of Province / Grant	GRANT ALLOCATION				TRANSFER			SPENT				2020/21	
	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	%	R'000
<b>Summary by province</b>													
Eastern Cape	1,961,600	-	-	1,961,600	1,961,600	-	-	1,961,600	1,960,708	892	100%	1,737,814	
Free State	1,804,039	-	(45,190)	1,758,849	1,758,849	-	(45,190)	1,758,849	1,563,325	195,524	89%	1,599,988	
Gauteng	3,509,384	-	(51,773)	3,457,611	3,457,611	-	(51,773)	3,457,611	2,886,203	571,408	83%	3,276,954	
KwaZulu-Natal	3,453,137	-	(47,691)	3,405,446	3,405,446	-	(47,691)	3,405,446	3,405,446	-	100%	3,089,687	
Limpopo	1,757,360	-	-	1,757,360	1,757,360	-	-	1,757,360	1,752,329	5,031	100%	1,571,272	
Mpumalanga	1,787,114	-	43,396	1,830,510	1,830,510	-	43,396	1,830,510	1,788,518	41,992	98%	1,634,800	
Northern Cape	1,331,163	-	28,931	1,360,094	1,360,094	-	28,931	1,360,094	1,353,312	6,782	100%	1,171,746	
North West	1,221,880	-	28,931	1,250,811	1,250,811	-	28,931	1,250,811	848,083	402,728	68%	1,094,052	
Western Cape	2,231,690	-	43,396	2,275,086	2,275,086	-	43,396	2,275,086	2,275,086	-	100%	2,040,602	
	<b>19,057,367</b>	<b>-</b>	<b>-</b>	<b>19,057,367</b>	<b>19,057,367</b>	<b>-</b>	<b>-</b>	<b>19,057,367</b>	<b>17,833,010</b>	<b>1,224,357</b>		<b>17,216,915</b>	
<b>Summary by grant</b>													
Provincial Road Maintenance Grant	11,936,559	-	-	11,936,559	11,936,559	-	-	11,936,559	11,162,705	773,854	94%	10,467,334	
Public Transport Operations Grant	7,120,808	-	-	7,120,808	7,120,808	-	-	7,120,808	6,670,305	450,503	94%	6,749,581	
	<b>19,057,367</b>	<b>-</b>	<b>-</b>	<b>19,057,367</b>	<b>19,057,367</b>	<b>-</b>	<b>-</b>	<b>19,057,367</b>	<b>17,833,010</b>	<b>1,224,357</b>		<b>17,216,915</b>	

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2022**

39 STATEMENT OF CONDITIONAL GRANTS PAID TO THE PROVINCES

Name of Province / Grant	GRANT ALLOCATION				TRANSFER			SPENT				2020/21
	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 Grant</b>												
Eastern Cape	1,677,797	-	-	1,677,797	1,677,797	-	-	1,677,797	1,676,905	892	100%	1,468,807
Free State	1,490,271	-	(45,190)	1,445,081	1,445,081	-	(45,190)	1,445,081	1,249,558	195,523	86%	1,302,578
Gauteng	767,135	-	(51,773)	715,362	715,362	-	(51,773)	715,362	580,450	134,912	81%	677,663
KwaZulu-Natal	2,138,225	-	(47,691)	2,090,534	2,090,534	-	(47,691)	2,090,534	2,090,534	-	100%	1,843,325
Limpopo	1,333,213	-	-	1,333,213	1,333,213	-	-	1,333,213	1,333,213	-	100%	1,169,237
Mpumalanga	1,072,941	-	43,396	1,116,337	1,116,337	-	43,396	1,116,337	1,078,058	38,279	97%	957,859
Northern Cape	1,267,309	-	28,931	1,296,240	1,296,240	-	28,931	1,296,240	1,294,720	1,520	100%	1,111,222
North West	1,090,622	-	28,931	1,119,553	1,119,553	-	28,931	1,119,553	716,825	402,728	64%	969,637
Western Cape	1,099,046	-	43,396	1,142,442	1,142,442	-	43,396	1,142,442	1,142,442	-	100%	967,006
	<b>11,936,559</b>	<b>-</b>	<b>-</b>	<b>11,936,559</b>	<b>11,936,559</b>	<b>-</b>	<b>-</b>	<b>11,936,559</b>	<b>11,162,705</b>	<b>773,854</b>		<b>10,467,334</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2022**

39

**STATEMENT OF CONDITIONAL GRANTS PAID TO THE PROVINCES**

Name of Province / Grant	GRANT ALLOCATION				TRANSFER			SPENT				2020/21	
	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	%	R'000
<b>Public Transport Operations Grant</b>													
Eastern Cape	283,803	-	-	283,803	283,803	-	-	283,803	283,803	-	100%	269,007	
Free State	313,768	-	-	313,768	313,768	-	-	313,768	313,767	1	100%	297,410	
Gauteng	2,742,249	-	-	2,742,249	2,742,249	-	-	2,742,249	2,305,753	436,496	84%	2,599,291	
KwaZulu-Natal	1,314,912	-	-	1,314,912	1,314,912	-	-	1,314,912	1,314,912	-	100%	1,246,362	
Limpopo	424,147	-	-	424,147	424,147	-	-	424,147	419,116	5,031	99%	402,035	
Mpumalanga	714,173	-	-	714,173	714,173	-	-	714,173	710,460	3,713	99%	676,941	
Northern Cape	63,854	-	-	63,854	63,854	-	-	63,854	58,592	5,262	92%	60,524	
North West	131,258	-	-	131,258	131,258	-	-	131,258	131,258	-	100%	124,415	
Western Cape	1,132,644	-	-	1,132,644	1,132,644	-	-	1,132,644	1,132,644	-	100%	1,073,596	
	<b>7,120,808</b>	-	-	<b>7,120,808</b>	<b>7,120,808</b>	-	-	<b>7,120,808</b>	<b>6,670,305</b>	<b>450,503</b>		<b>6,749,581</b>	

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.



**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2022**

40

**STATEMENT OF CONDITIONAL GRANTS AND OTHER TRANSFERS TO MUNICIPALITIES**

Name of Municipality	2021/22							2020/21	
	GRANT ALLOCATION				TRANSFER				
	DoRA and other transfers	Roll Overs	Adjustments	Total Available	Actual Transfer	Funds Withheld	Re-allocations by National Treasury or National Department	Division of Revenue Act	Actual Transfer
	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000
Cape Town	2,288,640	-	(1,340,000)	948,640	948,640	-	-	750,771	750,771
Ekurhuleni	628,569	-	-	628,569	628,569	-	-	569,224	569,224
eThekweni	772,712	-	-	772,712	772,712	-	-	622,595	622,595
George	183,379	-	26,597	209,976	209,976	-	26,597	152,069	152,069
Johannesburg	1,064,843	-	(170,153)	894,690	894,690	-	(170,153)	655,416	655,416
Mangaung	223,648	-	-	223,648	223,648	-	-	192,433	192,433
Mbombela	-	-	198,256	198,256	198,256	-	198,256	20,000	20,000
Msunduzi	-	-	11,900	11,900	11,900	-	11,900	134,000	134,000
Nelson Mandela	285,087	-	(66,600)	218,487	218,487	-	(66,600)	349,386	349,386
Polokwane	178,544	-	-	178,544	178,544	-	-	147,323	147,323
Rustenburg	213,649	-	-	213,649	213,649	-	-	164,282	164,282
Tshwane	675,462	-	-	675,462	675,462	-	-	631,571	631,571
Alfred Nzo	2,340	-	-	2,340	2,340	-	-	2,309	2,309
Amajuba	2,255	-	-	2,255	2,255	-	-	2,223	2,223
Amatole	3,003	-	-	3,003	3,003	-	-	2,964	2,964
Bojanala Platinum	2,416	-	-	2,416	2,416	-	-	2,383	2,383
Cape Winelands	2,748	-	-	2,748	2,748	-	-	2,711	2,711
Capricorn	2,475	-	-	2,475	2,475	-	-	2,443	2,443
Central Karoo	1,963	-	-	1,963	1,963	-	-	1,948	1,948
Chris Hani	3,300	-	-	3,300	3,300	-	-	3,252	3,252
Dr Kenneth Kaunda	2,514	-	-	2,514	2,514	-	-	2,480	2,480
Dr Ruth Segomotsi	2,498	-	-	2,498	2,498	-	-	2,464	2,464
Garden Route	2,478	-	-	2,478	2,478	-	-	2,445	2,445
Ehlanzeni	2,403	-	-	2,403	2,403	-	-	2,371	2,371
Fezile Dabi	2,236	-	-	2,236	2,236	-	-	2,206	2,206

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2022**

40

**STATEMENT OF CONDITIONAL GRANTS AND OTHER TRANSFERS TO MUNICIPALITIES**

Name of Municipality	2021/22							2020/21	
	GRANT ALLOCATION				TRANSFER			Division of Revenue Act	Actual Transfer
	DoRA and other transfers	Roll Overs	Adjustments	Total Available	Actual Transfer	Funds Withheld	Re-allocations by National Treasury or National Department		
	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000
Frances Baard	2,576	-	-	2,576	2,576	-	-	2,543	2,543
Gert Sibande	2,365	-	-	2,365	2,365	-	-	2,334	2,334
Sekhukhune	2,341	-	-	2,341	2,341	-	-	2,310	2,310
Sisonke/Harry Gwala	2,275	-	-	2,275	2,275	-	-	2,245	2,245
iLembe	2,321	-	-	2,321	2,321	-	-	2,291	2,291
Ukhahlamba / Joe Gqabi	2,233	-	-	2,233	2,233	-	-	2,203	2,203
John Taolo Gaetsewe	2,027	-	-	2,027	2,027	-	-	2,000	2,000
Lejweleputswa	2,332	-	-	2,332	2,332	-	-	2,300	2,300
Mopani	2,255	-	-	2,255	2,255	-	-	2,225	2,225
Namakwa	2,967	-	-	2,967	2,967	-	-	2,928	2,928
Ngaka Modiri Molema	2,596	-	-	2,596	2,596	-	-	2,561	2,561
Nkangala	2,228	-	-	2,228	2,228	-	-	2,198	2,198
OR Tambo	3,002	-	-	3,002	3,002	-	-	2,962	2,962
Overberg	2,708	-	-	2,708	2,708	-	-	2,670	2,670
Pixley Ka Seme	3,076	-	-	3,076	3,076	-	-	3,034	3,034
Sarah Baartman	2,289	-	-	2,289	2,289	-	-	2,258	2,258
Sedibeng	2,489	-	-	2,489	2,489	-	-	2,456	2,456
Thabo Mofutsanyana	2,458	-	-	2,458	2,458	-	-	2,426	2,426
Ugu	2,721	-	-	2,721	2,721	-	-	2,685	2,685
uMgungundlovu	2,586	-	-	2,586	2,586	-	-	2,552	2,552
Umkhanyakude	2,682	-	-	2,682	2,682	-	-	2,645	2,645
Umzinyathi	2,330	-	-	2,330	2,330	-	-	2,300	2,300
Uthukela	2,543	-	-	2,543	2,543	-	-	2,508	2,508
King Cetshwayo	2,584	-	-	2,584	2,584	-	-	2,550	2,550
Vhembe	2,299	-	-	2,299	2,299	-	-	2,268	2,268

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**NOTES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2022**

40

**STATEMENT OF CONDITIONAL GRANTS AND OTHER TRANSFERS TO MUNICIPALITIES**

Name of Municipality	2021/22							2020/21	
	GRANT ALLOCATION				TRANSFER				
	DoRA and other transfers	Roll Overs	Adjustments	Total Available	Actual Transfer	Funds Withheld	Re-allocations by National Treasury or National Department	Division of Revenue Act	Actual Transfer
	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000
Waterberg	2,179	-	-	2,179	2,179	-	-	2,151	2,151
West Coast	2,586	-	-	2,586	2,586	-	-	2,579	2,579
West Rand	2,651	-	-	2,651	2,651	-	-	2,615	2,615
Xhariep	2,196	-	-	2,196	2,196	-	-	2,167	2,167
ZF Mqacawu	2,930	-	-	2,930	2,930	-	-	2,890	2,890
Zululand	2,416	-	-	2,416	2,416	-	-	2,383	2,383
	<b>6,624,403</b>	-	<b>(1,340,000)</b>	<b>5,284,403</b>	<b>5,284,403</b>	-	-	<b>4,497,506</b>	<b>4,497,506</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.

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2022**

ANNEXURE 1A													
STATEMENT OF CONDITIONAL GRANTS AND OTHER TRANSFERS TO MUNICIPALITIES													
Name of Municipality	GRANT ALLOCATION				TRANSFER			SPENT				2020/21	
	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
Cape Town	2,288,640	-	(1,340,000)	948,640	948,640	-	-	948,640	651,689	296,951	69%	750,771	750,771
Ekurhuleni	628,569	-	-	628,569	628,569	-	-	628,569	472,614	155,955	75%	569,224	569,224
eThekweni	772,712	-	-	772,712	772,712	-	-	772,712	606,730	165,982	79%	622,595	622,595
George	183,379	-	26,597	209,976	209,976	-	26,597	209,976	145,133	64,843	69%	152,069	152,069
Johannesburg	1,064,843	-	(170,153)	894,690	894,690	-	(170,153)	894,690	298,818	595,872	33%	655,416	655,416
Mangaung	223,648	-	-	223,648	223,648	-	-	223,648	155,329	68,319	69%	192,433	192,433
Mbombela	-	-	198,256	198,256	198,256	-	198,256	198,256	-	198,256	0%	20,000	20,000
Msunduzi	-	-	11,900	11,900	11,900	-	11,900	11,900	47,453	(35,553)	399%	134,000	134,000
Nelson	285,087	-	(66,600)	218,487	218,487	-	(66,600)	218,487	84,654	133,833	39%	349,376	349,386
Polokwane	178,544	-	-	178,544	178,544	-	-	178,544	92,758	85,786	52%	147,323	147,323
Rustenburg	213,649	-	-	213,649	213,649	-	-	213,649	107,207	106,442	50%	164,282	164,282
Tshwane	675,462	-	-	675,462	675,462	-	-	675,462	507,907	167,555	75%	631,571	631,571
Alfred Nzo	2,340	-	-	2,340	2,340	-	-	2,340	1,652	688	71%	2,309	2,309
Amajuba	2,255	-	-	2,255	2,255	-	-	2,255	2,255	-	100%	2,223	2,223
Amatole	3,003	-	-	3,003	3,003	-	-	3,003	1,456	1,547	48%	2,964	2,964
Bojanala	2,416	-	-	2,416	2,416	-	-	2,416	2,303	113	95%	2,383	2,383
Cape	2,748	-	-	2,748	2,748	-	-	2,748	-	2,748	0%	2,711	2,711
Capricorn	2,475	-	-	2,475	2,475	-	-	2,475	2,475	-	100%	2,443	2,443
Central Karoo	1,963	-	-	1,963	1,963	-	-	1,963	1,564	399	80%	1,948	1,948
Chris Hani	3,300	-	-	3,300	3,300	-	-	3,300	1,858	1,442	56%	3,252	3,252
Dr Kenneth	2,514	-	-	2,514	2,514	-	-	2,514	2,284	230	91%	2,480	2,480
Dr Ruth	2,498	-	-	2,498	2,498	-	-	2,498	2,036	462	82%	2,464	2,464
Garden Route	2,478	-	-	2,478	2,478	-	-	2,478	1,834	644	74%	2,445	2,445
Ehlanzeni	2,403	-	-	2,403	2,403	-	-	2,403	199	2,204	8%	2,371	2,371
Fezile Dabi	2,236	-	-	2,236	2,236	-	-	2,236	1,711	525	77%	2,206	2,206
Frances Baard	2,576	-	-	2,576	2,576	-	-	2,576	2,369	207	92%	2,543	2,543

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2022**

ANNEXURE 1A													
STATEMENT OF CONDITIONAL GRANTS AND OTHER TRANSFERS TO MUNICIPALITIES													
Name of Municipality	GRANT ALLOCATION				TRANSFER			SPENT				2020/21	
	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
Gert Sibande	2,365	-	-	2,365	2,365	-	-	2,365	1,703	662	72%	2,334	2,334
Sekhukhune	2,341	-	-	2,341	2,341	-	-	2,341	-	2,341	0%	2,310	2,310
Sisonke/Harry	2,275	-	-	2,275	2,275	-	-	2,275	2,184	91	96%	2,245	2,245
iLembe	2,321	-	-	2,321	2,321	-	-	2,321	2,321	-	100%	2,291	2,291
Ukhahlamba /	2,233	-	-	2,233	2,233	-	-	2,233	-	2,233	0%	2,203	2,203
John Taolo	2,027	-	-	2,027	2,027	-	-	2,027	1,588	439	78%	2,000	2,000
Lejweleputswa	2,332	-	-	2,332	2,332	-	-	2,332	2,046	286	88%	2,300	2,300
Mopani	2,255	-	-	2,255	2,255	-	-	2,255	1,133	1,122	50%	2,225	2,225
Namakwa	2,967	-	-	2,967	2,967	-	-	2,967	2,166	801	73%	2,928	2,928
Ngaka Modiri	2,596	-	-	2,596	2,596	-	-	2,596	291	2,305	11%	2,561	2,561
Nkangala	2,228	-	-	2,228	2,228	-	-	2,228	1,746	482	78%	2,198	2,198
OR Tambo	3,002	-	-	3,002	3,002	-	-	3,002	865	2,137	29%	2,962	2,962
Overberg	2,708	-	-	2,708	2,708	-	-	2,708	1,889	819	70%	2,670	2,670
Pixley Ka Seme	3,076	-	-	3,076	3,076	-	-	3,076	1,303	1,773	42%	3,034	3,034
Sarah	2,289	-	-	2,289	2,289	-	-	2,289	1,403	886	61%	2,258	2,258
Sedibeng	2,489	-	-	2,489	2,489	-	-	2,489	1,917	572	77%	2,456	2,456
Thabo	2,458	-	-	2,458	2,458	-	-	2,458	2,405	53	98%	2,426	2,426
Ugu	2,721	-	-	2,721	2,721	-	-	2,721	-	2,721	0%	2,685	2,685
uMgungundlovu	2,586	-	-	2,586	2,586	-	-	2,586	777	1,809	30%	2,552	2,552
Umkhanyakude	2,682	-	-	2,682	2,682	-	-	2,682	45	2,637	2%	2,645	2,645
Umzinyathi	2,330	-	-	2,330	2,330	-	-	2,330	1,972	358	85%	2,300	2,300
Uthukela	2,543	-	-	2,543	2,543	-	-	2,543	-	2,543	0%	2,508	2,508
King	2,584	-	-	2,584	2,584	-	-	2,584	427	2,157	17%	2,550	2,550
Vhembe	2,299	-	-	2,299	2,299	-	-	2,299	2,055	244	89%	2,268	2,268
Waterberg	2,179	-	-	2,179	2,179	-	-	2,179	2,179	-	100%	2,151	2,151
West Coast	2,586	-	-	2,586	2,586	-	-	2,586	2,768	(182)	107%	2,579	2,579
West Rand	2,651	-	-	2,651	2,651	-	-	2,651	1,476	1,175	56%	2,615	2,615

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2022**

<b>ANNEXURE 1A</b>													
<b>STATEMENT OF CONDITIONAL GRANTS AND OTHER TRANSFERS TO MUNICIPALITIES</b>													
Name of Municipality	GRANT ALLOCATION				TRANSFER			SPENT				2020/21	
	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
Xhariep	2,196	-	-	2,196	2,196	-	-	2,196	2,196	-	100%	2,167	2,167
ZF Mqcawu	2,930	-	-	2,930	2,930	-	-	2,930	2,810	120	96%	2,890	2,890
Zululand	2,416	-	-	2,416	2,416	-	-	2,416	896	1,520	37%	2,383	2,383
Vehicle	-	-	-	-	15	-	-	15	15	-	0%	-	-
<b>Total</b>	<b>6,624,403</b>	<b>-</b>	<b>(1,340,000)</b>	<b>5,284,403</b>	<b>5,284,41</b>	<b>-</b>	<b>-</b>	<b>5,284,418</b>	<b>3,236,864</b>	<b>2,047,55</b>		<b>4,497,49</b>	<b>4,497,50</b>
					<b>8</b>					<b>4</b>		<b>6</b>	<b>6</b>

All conditional grants were transferred to the primary banking details of the municipalities.

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS**  
*for the year ended 31 March 2022*

<b>ANNEXURE 1B</b>							
<b>STATEMENT OF TRANSFERS TO DEPARTMENTAL AGENCIES AND ACCOUNTS</b>							
<b>Department/ Agency / Account</b>	<b>TRANSFER ALLOCATION</b>				<b>TRANSFER</b>		<b>2020/21</b>
	<b>Adjusted appropriation</b>	<b>Roll Overs</b>	<b>Adjustments</b>	<b>Total Available</b>	<b>Actual Transfer</b>	<b>% of Available funds transferred</b>	<b>Final Appropriation</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>
South African National Roads Agency Ltd.	21,621,212	-	-	21,621,212	21,621,212	100%	20,400,264
Railway Safety Regulator	69,657	-	-	69,657	69,657	100%	82,045
South African Civil Aviation Authority	277,600	-	-	277,600	277,600	100%	155,479
Transport Education and Training Authority	1,443	-	-	1,443	1,443	100%	1,368
Road Traffic Management Corporation	217,322	-	-	217,322	217,322	100%	240,606
Ports Regulator	40,966	-	-	40,966	40,966	100%	38,822
Road Traffic Infringements Agency	224,402	-	-	224,402	159,446	71%	88,214
Cross-Border Road Transport Agency	-	-	-	-	-		38,500
<b>Total</b>	<b>22,452,602</b>	<b>-</b>	<b>-</b>	<b>22,452,602</b>	<b>22,387,646</b>		<b>21,045,298</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2022**

<b>ANNEXURE 1C</b>									
<b>STATEMENT OF TRANSFERS/SUBSIDIES TO PUBLIC CORPORATIONS AND PRIVATE ENTERPRISES</b>									
<b>Name of Public Corporation / Private Enterprise</b>	<b>TRANSFER ALLOCATION</b>				<b>EXPENDITURE</b>				<b>2020/21</b>
	<b>Adjusted appropriation Act</b>	<b>Roll Overs</b>	<b>Adjustments</b>	<b>Total Available</b>	<b>Actual Transfer</b>	<b>% of Available funds transferred</b>	<b>Capital</b>	<b>Current</b>	<b>Final Appropriation</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>R'000</b>
<b>Public corporations</b>									
<b>Transfers</b>	<b>16,669,462</b>	-	-	<b>16,669,462</b>	<b>16,669,462</b>	<b>100.0%</b>	<b>9,746,209</b>	<b>6,923,253</b>	<b>9,474,515</b>
Passenger Rail Agency of South Africa Ltd.	16,669,462	-	-	16,669,462	16,669,462	100.0%	9,746,209	6,923,253	9,474,515
<b>Private enterprises</b>									
<b>Transfers</b>	-	-	-	-	-	-	-	-	<b>1,135,000</b>
National Empowerment Fund Trust	-	-	-	-	-	-	-	-	1,135,000
<b>TOTAL</b>	<b>16,669,462</b>	-	-	<b>16,669,462</b>	<b>16,669,462</b>	<b>100.0%</b>	<b>9,746,209</b>	<b>6,923,253</b>	<b>10,609,515</b>



**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS**  
*for the year ended 31 March 2022*

<b>ANNEXURE 1D</b>							
<b>STATEMENT OF TRANSFERS TO FOREIGN GOVERNMENT AND INTERNATIONAL ORGANISATIONS</b>							
<b>Foreign Government / International Organisation</b>	<b>TRANSFER ALLOCATION</b>				<b>EXPENDITURE</b>		<b>2020/21</b>
	<b>Adjusted appropriation Act</b>	<b>Roll Overs</b>	<b>Adjustments</b>	<b>Total Available</b>	<b>Actual Transfer</b>	<b>% of Available funds transferred</b>	<b>Final Appropriation</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>Transfers</b>							
COSPAS / SARSAT	629	-	-	629	798	127%	597
International Civil Aviation Organisation	5,351	-	-	5,351	3,361	63%	5,072
Indian Ocean Memorandum of Understanding	421	-	-	421	372	88%	399
International Maritime Organisation	1,904	-	-	1,904	739	39%	1,805
African Civil Aviation Commission	6,193	-	-	6,193	3,097	50%	5,870
International Oil Pollution Compensation Fund	11,602	-	-	11,602	3,372	29%	10,997
South African Development Community Aviation Safety Organisation	6,678	-	-	6,678	3,026	45%	6,330
South African Development Community Civil Aviation Organisation	72	-	-	72	158	219%	68
<b>Total</b>	<b>32,850</b>	<b>-</b>	<b>-</b>	<b>32,850</b>	<b>14,923</b>		<b>31,138</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS**  
*for the year ended 31 March 2022*

<b>ANNEXURE 1E</b>							
<b>STATEMENT OF TRANSFERS TO NON-PROFIT INSTITUTIONS</b>							
<b>Non-profit Organisations</b>	<b>TRANSFER ALLOCATION</b>				<b>EXPENDITURE</b>		<b>2020/21</b>
	<b>Adjusted appropriation Act</b>	<b>Roll Overs</b>	<b>Adjustments</b>	<b>Total Available</b>	<b>Actual Transfer</b>	<b>% of Available funds transferred</b>	<b>Final Appropriation</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>Transfers</b>							
National Sea Rescue Institute	2,882	-	-	2,882	2,884	100%	2,731
SANTACO	26,473	-	-	26,473	26,473	100%	25,093
Off Road Rescue Unit	109	-	-	109	108	99%	103
The Mountain Club of South Africa	109	-	-	109	108	99%	103
National Emergency Communications Division of the South African Radio League	109	-	-	109	108	99%	103
K9 Search and Rescue Association	109	-	-	109	103	94%	103
<b>Total</b>	<b>29,791</b>	<b>-</b>	<b>-</b>	<b>29,791</b>	<b>29,784</b>		<b>28,236</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS**  
*for the year ended 31 March 2022*

<b>ANNEXURE 1F</b>							
<b>STATEMENT OF TRANSFERS TO HOUSEHOLDS</b>							
<b>Households</b>	<b>TRANSFER ALLOCATION</b>				<b>EXPENDITURE</b>		<b>2020/21</b>
	<b>Adjusted appropriation Act</b>	<b>Roll Overs</b>	<b>Adjustments</b>	<b>Total Available</b>	<b>Actual Transfer</b>	<b>% of Available funds transferred</b>	<b>Final Appropriation</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>Transfers</b>							
Taxi recapitalisation	464,619	-	-	464,619	308,385	66%	208,559
Leave gratuity	234	-	-	234	2,067	883%	222
Bursaries (non-employees)	12,454	-	-	12,454	9,542	77%	12,300
<b>Total</b>	<b>477,307</b>	<b>-</b>	<b>-</b>	<b>477,307</b>	<b>319,994</b>		<b>221,081</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2022**

<b>ANNEXURE 2A</b>												
<b>STATEMENT OF INVESTMENTS IN AND AMOUNTS OWING BY/TO NATIONAL/PROVINCIAL PUBLIC ENTITIES</b>												
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
		2021/22	2020/21	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21	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	71,690,266	22,625,283	(3,273,958)	2,846,517	No
Airports Company Ltd.	2	74.6%	74.6%	375,319,634	375,319,634	2,884,242	2,884,242	19,695,160	20,711,212	(1,001,078)	(2,568,735)	No
Air Traffic and Navigation Services Company Ltd.	2	100.0%	100.0%	190,646,000	190,646,000	190,646	190,646	1,930,402	2,320,352	(390,293)	(578,572)	No
S.A. National Roads Agency Ltd.	3A	100.0%	100.0%	4,000	4,000	1,091,044	1,091,044	349,985,086	340,151,899	9,833,189	380,782	No
Road Traffic Management Corporation	3A							915,496	875,185	69,552	133,447	No
Cross Border Road Transport Agency	3A							175,540	143,353	31,923	48,265	No
Road Accident Fund	3A							(14,519,540)	(13,486,180)	1,314,409	3,151,172	No
Railway Safety Regulator	3A							67,627	62,556	5,072	2,613	No
South African Maritime Safety Authority	3A							113,827	76,148	37,653	(15,951)	No
South African Civil Aviation Safety Authority	3A							398,072	288,083	109,989	(139,376)	No
Ports Regulator	3A							39,389	38,989	6,778	6,807	No
Road Traffic Infringements Agency	3A							361,261	242,309	119,043	205,606	No
<b>TOTAL</b>				<b>4,814,228,074</b>	<b>4,814,228,074</b>	<b>8,414,191</b>	<b>8,414,191</b>	<b>430,852,586</b>	<b>374,049,189</b>	<b>6,862,279</b>	<b>3,472,575</b>	

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2022**

<b>ANNEXURE 2B</b>											
<b>STATEMENT OF INVESTMENTS IN AND AMOUNTS OWING BY/TO ENTITIES (continued)</b>											
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			
		2021/22	2020/21	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21		
<b>Controlled entities</b>											
Passenger Rail Agency of South Africa Ltd.	Public transport	4,248,259	4,248,259	71,690,266	22,625,283			1,281	973		
Airports Company Ltd.	Airports	2,884,242	2,884,242	19,695,160	20,711,212						
Air Traffic and Navigation Services Company Ltd.	Air traffic control	190,646	190,646	1,930,402	2,320,352						
S.A. National Roads Agency Ltd. Road Traffic Management Corporation	Roads Road traffic	1,091,044	1,091,044	349,985,086	340,151,899				5,066		
Cross Border Road Transport Agency	Cross border			915,496	875,185						
Road Accident Fund	Road accidents			175,540	143,353				577		
Railway Safety Regulator	Rail safety			(14,519,540)	(13,486,180)				141		
South African Maritime Safety Authority	Maritime safety regulation			67,627	62,556						
South African Civil Aviation Safety Authority	Civil Aviation safety regulation			113,827	76,148			427	172		
Ports Regulator	Ports regulation			398,072	288,083				635		
Road Traffic Infringements Agency	Road traffic infringements			39,389	38,989						
Driving License Card Account	Driving license cards			361,261	242,309			432			
				442,203	409,594			463	996		
<b>TOTAL</b>		<b>8,414,191</b>	<b>8,414,191</b>	<b>431,294,789</b>	<b>374,458,783</b>			<b>-</b>	<b>-</b>	<b>2,603</b>	<b>8,560</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS**  
*for the year ended 31 March 2022*

<b>ANNEXURE 3A</b>									
<b>STATEMENT OF FINANCIAL GUARANTEES ISSUED AS AT 31 MARCH 2022 - LOCAL</b>									
<b>Guarantor Institution</b>	<b>Guarantee in respect of</b>	<b>Original guaranteed capital amount</b>	<b>Opening balance 1 April 2021</b>	<b>Guarantees draw downs during the year</b>	<b>Guaranteed repayments/ cancelled/ reduced during the year</b>	<b>Revaluation due to foreign currency movements</b>	<b>Closing balance 31 MARCH 2022</b>	<b>Revaluations due to inflation rate movements</b>	<b>Accrued guaranteed interest for year ended 31 MARCH 2022</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>R'000</b>	<b>R'000</b>
<b>Other</b>									
S.A. National Roads Agency (SOC) Ltd.	Capital Market loans	31,910,000	23,160,774	3,692,160	61,640	-	26,791,294	9,477,050	526,763
S.A. National Roads Agency (SOC) Ltd.	SZ Bonds & Money Market Loans	6,000,000	5,229,194	1,200,000	1,202,200	-	5,226,994	-	993
<b>Total</b>		<b>37,910,000</b>	<b>28,389,968</b>	<b>4,892,160</b>	<b>1,263,840</b>	<b>-</b>	<b>32,018,288</b>	<b>9,477,050</b>	<b>527,756</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2022**

<b>ANNEXURE 3B</b>					
<b>STATEMENT OF CONTINGENT LIABILITIES AS AT 31 MARCH 2022</b>					
Nature of Liability	Opening balance 1 April 2021	Liabilities incurred during the year	Liabilities paid/ cancelled/ reduced during the year	Liabilities recoverable (Provide details hereunder)	Closing balance 31 MARCH 2022
	R'000	R'000	R'000	R'000	R'000
<b>Claims against the department</b>					
Claims for services rendered	68,817	-	-		68,817
Claim for extra works on Mthatha Airport	47,848	-	47,848		-
Claim for travel and accommodation expenses	6,531	-	6,205		326
Claim for training expenses	149	-	13		136
Claim for scrapping allowances and loss of income	7,260	464	-		7,724
Claim for non-adjustment and late gazetting of toll fees	310,695	-	38,819		271,876
Dispute of unfair labour practice relating to benefits	10	-	-		10
Claims for damages as a result of the wrongful and unlawful arrest	400	-	400		-
Awaiting the Constitutional Court ruling on 2020 Salary adjustments	9,251	-	9,251		-
<b>TOTAL</b>	<b>450,961</b>	<b>464</b>	<b>102,536</b>	<b>-</b>	<b>348,889</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2022**

ANNEXURE 4								
CLAIMS RECOVERABLE								
Government Entity	Confirmed balance outstanding		Unconfirmed balance outstanding		Total		Cash in transit at year end 2021/22	
	31/03/2022	31/03/2021	31/03/2022	31/03/2021	31/03/2022	31/03/2021	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

**DEPARTMENTS**

Department of Correctional Services			75	75	75	75		
Department of International Relations and Cooperation			261	192	261	192		
Department of Justice and Constitutional Development			51	51	51	51		
S.A. National Defense Force			2	2	2	2		
South African Police Services			25	488	25	488		
North West Department of Public Works			28	28	28	28		
Department of State Security			653	190	653	190		
Eastern Cape Department of Health			5	5	5	5		
Kwa-Zulu Natal Department of Human Settlements			4	4	4	4		
Eastern Cape Department of Transport			61	61	61	61		
Department of Basic Education			2	3	2	3		
Department of Labour			39	39	39	39		
Department of Water and Sanitation			69	-	69	-		
Department of Rural Development			23	23	23	23		
Department of Public Service and Administration			43	729	43	729		
Department of Science and Technology			141	4	141	4		
Department of Higher Education and Training			108	133	108	133		
			-	-	1,590	2,027		-



**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2022**

ANNEXURE 4								
CLAIMS RECOVERABLE								
Government Entity	Confirmed balance outstanding		Unconfirmed balance outstanding		Total		Cash in transit at year end 2021/22	
	31/03/2022	31/03/2021	31/03/2022	31/03/2021	31/03/2022	31/03/2021	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>OTHER GOVERNMENT ENTITIES</b>								
Driving License Card Account			463	996	996	996		
South African Civil Aviation Authority			-	635	-	635		
Cross Border Road Transport Agency			-	577	-	577		
Passenger Rail Agency of South Africa			1,281	1,064	1,281	1,064		
Road Accident Fund			-	50	-	50		
South African National Roads Agency (SOC) Ltd.			-	5,066	-	5,066		
South African Maritime Safety Authority		172	427	-	427	172		
Road Traffic Infringements Agency			432	-	432	-		
		<b>172</b>	<b>2,603</b>	<b>8,388</b>	<b>2,603</b>	<b>8,560</b>		<b>-</b>
<b>Total</b>		<b>172</b>	<b>4,193</b>	<b>10,415</b>	<b>4,193</b>	<b>10,587</b>		<b>-</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS**  
**for the year ended 31 March 2022**

<b>ANNEXURE 5</b>								
<b>INTER-GOVERNMENT PAYABLES</b>								
<b>GOVERNMENT ENTITY</b>	<b>Confirmed balance outstanding</b>		<b>Unconfirmed balance outstanding</b>		<b>Total</b>		<b>Cash in transit at year end 2021/22</b>	
	<b>31/03/2022</b>	<b>31/03/2021</b>	<b>31/03/2022</b>	<b>31/03/2021</b>	<b>31/03/2022</b>	<b>31/03/2021</b>	<b>Payment date up to six (6) working days before year end</b>	<b>Amount</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>R'000</b>
<b>DEPARTMENTS</b>								
<b>Current</b>								
Department of Public Works	27,636	43,301	41,933	32,928	69,569	76,229	31 March 2022	15,385
<b>TOTAL INTERGOVERNMENTAL</b>	<b>27,636</b>	<b>43,301</b>	<b>41,933</b>	<b>32,928</b>	<b>69,569</b>	<b>76,229</b>		<b>15,385</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS**  
*for the year ended 31 March 2022*

**ANNEXURE 6**  
**INVENTORIES**

**INVENTORIES FOR THE YEAR ENDED 31 MARCH 2022**

Opening balance  
Add: Additions/Purchases – Cash  
(Less): Issues  
**Closing balance**

Clothing material & accessories	Other Supplies	TOTAL
R'000	R'000	R'000
277	6,763	7,040
355	17,016	17,371
(325)	(19,503)	(19,828)
<b>307</b>	<b>4,276</b>	<b>4,583</b>

**INVENTORIES FOR THE YEAR ENDED 31 MARCH 2021**

Opening balance  
Add/(Less): Adjustments to prior year balances  
Add: Additions/Purchases – Cash  
(Less): Issues  
**Closing balance**

Clothing material & accessories	Other Supplies	TOTAL
R'000	R'000	R'000
-	9,399	9,399
196	-	-
277	10,115	10,392
(196)	(12,751)	(12,751)
<b>277</b>	<b>6,763</b>	<b>7,040</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS**  
*for the year ended 31 March 2022*

**ANNEXURE 7**

**MOVEMENT IN CAPITAL WORK IN PROGRESS**

**MOVEMENT IN CAPITAL WORK IN PROGRESS FOR THE YEAR ENDED 31 MARCH 2022**

	Opening balance	Current Year Capital WIP	Ready for use (Asset register) / Contract terminated	Closing balance
	R'000	R'000	R'000	R'000
<b>SOFTWARE</b>	14,566	-	-	14,566
Software	14,566	-	-	14,566
<b>TOTAL</b>	<b>14,566</b>	<b>-</b>	<b>-</b>	<b>14,566</b>

Expenditure on the redesign of the National Land Transport Information System was capitalised as work in progress until the project is complete, since the research cost, development cost and the cost of the perpetual licence cannot be separated.

**MOVEMENT IN CAPITAL WORK IN PROGRESS FOR THE YEAR ENDED 31 MARCH 2021**

	Opening balance	Prior period error	Current Year Capital WIP	Ready for use (Asset register) / Contract terminated	Closing balance
	R'000	R'000	R'000	R'000	R'000
<b>SOFTWARE</b>	11,205	-	3,361	-	14,566
Software	11,205	-	3,361	-	14,566
<b>TOTAL</b>	<b>11,205</b>	<b>-</b>	<b>3,361</b>	<b>-</b>	<b>14,566</b>

Expenditure on the redesign of the National Land Transport Information System was capitalised as work in progress until the project is complete, since the research cost, development cost and the cost of the perpetual licence cannot be separated.

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS**  
*for the year ended 31 March 2022*

<b>ANNEXURE 8A</b>						
<b>INTER-ENTITY ADVANCES PAID (note 10.1)</b>						
<b>ENTITY</b>	<b>Confirmed balance outstanding</b>		<b>Unconfirmed balance outstanding</b>		<b>Total</b>	
	<b>31/03/2022</b>	<b>31/03/2021</b>	<b>31/03/2022</b>	<b>31/03/2021</b>	<b>31/03/2022</b>	<b>31/03/2021</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>NATIONAL DEPARTMENTS</b>						
Department of International Relations and Cooperation	-	-	(2,437)	(35)	(2,437)	(35)
<b>Subtotal</b>	<b>-</b>	<b>-</b>	<b>(2,437)</b>	<b>(35)</b>	<b>(2,437)</b>	<b>(35)</b>
<b>OTHER INSTITUTIONS</b>						
Government Communications and Information Services	7,710	6,227	-	-	7,710	6,227
<b>Subtotal</b>	<b>7,710</b>	<b>6,227</b>	<b>-</b>	<b>-</b>	<b>7,710</b>	<b>6,227</b>
<b>TOTAL</b>	<b>7,710</b>	<b>6,227</b>	<b>(2,437)</b>	<b>(35)</b>	<b>5,273</b>	<b>6,192</b>

**DEPARTMENT OF TRANSPORT**  
**VOTE 40**  
**ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS**  
*for the year ended 31 March 2022*

<b>ANNEXURE 11</b>																		
<b>COVID 19 RESPONSE EXPENDITURE</b>																		
<b>Per quarter and in total</b>																		
<b>Expenditure per economic classification</b>	<b>April</b>	<b>May</b>	<b>Jun</b>	<b>Sub total</b>	<b>Jul</b>	<b>Aug</b>	<b>Sept</b>	<b>Sub total</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Sub total</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Sub total</b>	<b>2021/22</b>	<b>2020/21</b>
	<b>2021</b>	<b>2021</b>	<b>2021</b>	<b>Q1</b>	<b>2021</b>	<b>2021</b>	<b>2021</b>	<b>Q2</b>	<b>2021</b>	<b>2021</b>	<b>2021</b>	<b>Q3</b>	<b>2022</b>	<b>2022</b>	<b>2022</b>	<b>Q4</b>	<b>TOTAL</b>	<b>TOTAL</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>R'000</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>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>	<b>R'000</b>
<b>Goods services</b>	-	-	226	226	-	-	133	133	-	-	-	-	-	-	14	14	373	32,130
Catering: Departmental Activities	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	381
Consumable Supplies	-	-	196	196	-	-	133	133	-	-	-	-	-	-	14	14	343	22,121
Consumable: Stationary, Printing & Office supplies	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12
Inventory: Clothing material & Accessories	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	277
Minor Assets	-	-	30	30	-	-	-	-	-	-	-	-	-	-	-	-	30	-
Property Payments	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9,306
Travel and Subsistence	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33
<b>Expenditure for capital assets</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Machinery & Equipment	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL COVID 19 RESPONSE EXPENDITURE</b>	-	-	226	226	-	-	133	133	-	-	-	-	-	-	14	14	373	32,130