

DEPARTMENT OF TRANSPORT

VOTE NO. 35

ANNUAL REPORT

2019/2020 FINANCIAL YEAR

Contents

PART A: GENERAL INFORMATION	4
1. DEPARTMENT GENERAL INFORMATION	5
2. LIST OF ABBREVIATIONS/ACRONMYS.....	6
3. FOREWORD BY MINISTER	14
4. DEPUTY MINISTER STATEMENT	16
5. REPORT OF THE ACCOUNTING OFFICER	20
6. STATEMENT OF RESPONSIBILITY AND CONFIRMATION OF ACCURACY FOR THE ANNUAL REPORT.....	50
7. STRATEGIC OVERVIEW	51
7.1 Vision.....	51
7.2 Mission.....	51
7.3 Values.....	51
8. LEGISLATIVE AND OTHER MANDATES	51
9. ORGANISATIONAL STRUCTURE	54
10. ENTITIES REPORTING TO THE MINISTER	55
PART B: PERFORMANCE INFORMATION.....	61
1. AUDITOR GENERAL'S REPORT: PREDETERMINED OBJECTIVES.....	62
2. OVERVIEW OF DEPARTMENTAL PERFORMANCE	63
2.1 Service Delivery Environment	63
2.3 Organisational Environment	68
2.4 Key policy developments and legislative changes.....	69
3. PRIORITY FOCUS AREAS.....	73
4. PERFORMANCE INFORMATION BY PROGRAMME.....	75
4.1 OVERVIEW	75
PERFORMANCE AGAINST PLANNED ANNUAL TARGETS	76
4.2 Programme 1: ADMINISTRATION	77
4.3 Programme 2: INTEGRATED TRANSPORT PLANNING	86
4.5 Programme 3: RAIL TRANSPORT	93
4.5 Programme 4: ROAD TRANSPORT.....	98
4.6 Programme 5: CIVIL AVIATION	105
4.7 Programme 6: MARITIME TRANSPORT	112
4.8 Programme 7: PUBLIC TRANSPORT	118
5. TRANSFER PAYMENTS.....	124
5.1. Transfer payments to public entities	124
5.2. Transfer payments to all organisations other than public entities.....	128

6	CONDITIONAL GRANTS	131
	6.1. Conditional grants and earmarked funds paid.....	131
	6.2. Conditional grants and earmarked funds received.....	166
7	DONOR FUNDS	166
	7.1. Donor Funds Received	166
8	CAPITAL INVESTMENT	166
	8.1. Capital Investment, Maintenance and Asset Management Plan.....	166
	PART C: GOVERNANCE	167
1.	INTRODUCTION	168
2.	RISK MANAGEMENT	168
3.	FRAUD AND CORRUPTION	171
4.	MINIMISING CONFLICT OF INTEREST	174
5.	CODE OF CONDUCT	174
6.	HEALTH SAFETY AND ENVIRONMENTAL ISSUES	175
7.	PORTFOLIO COMMITTEES	178
8.	SUMMARY OF REPORTING REQUESTS	208
9.	SCOPA RESOLUTIONS	211
10.	PRIOR MODIFICATIONS TO AUDIT REPORTS	211
	• None	211
11.	INTERNAL CONTROL UNIT	212
12.	INTERNAL AUDIT AND AUDIT COMMITTEES	213
13.	AUDIT COMMITTEE REPORT	218
	PART D: HUMAN RESOURCE MANAGEMENT	221
1.	INTRODUCTION	222
2.	OVERVIEW OF HUMAN RESOURCES	222
3.	HUMAN RESOURCES OVERSIGHT STATISTICS	228
	PART E: FINANCIAL INFORMATION	268
1.	REPORT OF THE AUDITOR-GENERAL	269
2.	Annual Financial Statements for the year ended 31 March 2020	277

PART A: GENERAL INFORMATION

1. DEPARTMENT GENERAL INFORMATION

PHYSICAL ADDRESS: Forum Building
159 Struben Street
Pretoria

POSTAL ADDRESS: Private Bag X193
Pretoria
0001

TELEPHONE NUMBER/S: 027 12 309 3000 / 3893

FAX NUMBER: 027 12 309 3590

EMAIL ADDRESS: communication@dot.gov.za

WEBSITE ADDRESS : www.transport.gov.za

ISBN NUMBER: 978-0-621-48573-8

RP NUMBER: RP 247/2020

2. LIST OF ABBREVIATIONS/ACRONMYS

A

AARTO	Administrative Adjudication of Road Traffic Offences Act
AASA	Airlines Association of South Africa
ABS	Anti-lock Braking System
ACSA	Airports Company of South Africa
AFCAC	African Civil Aviation Commission
AFI	African 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
ASLC	Air Services Licensing Council
ATM	Air Traffic Management
ATNS	Air Traffic and Navigation Services
AU	African Union
AVSEC	Aviation Security

B

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

C

CAASA	Commercial Airlines Association of Southern Africa
CARCOM	Civil Aviation Regulations Committee
CAUAMC	Civil Aviation Upper Airspace Management Centre
C-BRTA	Cross-Border Road Transport Agency
CEO	Chief Executive Officer
CFO	Chief Financial Officer
CI	Corporate Identity
CIO	Chief Information Officer
CLC	Civil Liability Convention
COLTO	Committee of Land Transport Officials
COO	Chief Operations Officer
COP17	17th Conference of Parties to the United Nations Framework Convention on Climate Change (UNFCCC)
COTO	Committee of Transport Officials
CSIR	Council for Scientific and Industrial Research
CSSS	Comprehensive Social Security System
CNG	Compressed Natural Gas

D

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

E

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

F

FIFA	Federation Internationale de Football Association
FS	Free State

G

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

H

HOD	Head of Department
HRD	Human Resources Development
HR	Human Resources

I

IAAIB	Independent Aircraft Accident and Incident Investigation Body
ICAD	International Civil Aviation Day
ICAO	International Civil Aviation Organization
ICT	Information and Communication Technology

IDP	Integrated Development Plan
IFMS	Integrated Financial Management System
ILO	International Labour Organisation
IMO	International Maritime Organisation
IOPC	International Oil Pollution Compensation
IPAP II	Industrial Policy Action Plan
IPTNs	Integrated Public Transport Networks
IR	International Relations
IRERC	Interim Economic Rail Economic Regulator Capacity
IRPTNs	Integrated Rapid Public Transport Networks
ISPS	International Ship and Port Security
IT HUB	Information Technology HUB
IT	Information Technology
ITP	Integrated Transport Planning

K

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

L

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

M

M&E	Monitoring and Evaluation
MARETEC	Maritime International Relations and Cooperation Committee
MARPOL	International Convention for the Prevention of Pollution from Ships
MBMs	Market Based Measures
MEC	Member of the Executive Council

MEOSAR	Medium Orbit Search and Rescue
MEPC	Marine Environment Protection Committee
MINMEC	Ministers and Members of Executive Council
MoU	Memorandum of Understanding
MP	Member of Parliament
MRCC	Maritime Rescue Coordination Centre
MRO	Maintenance, Repairs and Overhaul
MSAC	Marine Safety Advisory Council
MTEF	Medium Term Expenditure Framework
MTSF	Medium Term Strategic Framework

N

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

O

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

P

PCCs	Ports Coordinating Committee
PDIs	Previously Disadvantaged Individuals
PEPFRA	Ports Economic Participation Framework
PFMA	Public Finance Management Act (Act No. 01 of 1999)
PFU	Project Finance Unit
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
PTOG	Public Transport Operations Grant
PTS	Public Transport Strategy

R

RABS	Road Accident Benefit Scheme
RAF	Road Accident Fund
RER	Rail Economic Regulator
RFP	Request for Proposals
RIFSA	Road Infrastructure Strategic Framework for South Africa
RISFSA	Road Infrastructure Strategic Framework for South Africa

RMC	Risk Management Committee
ROI	Return on Investment
RSR	Railway Safety Regulator
RTIA	Road Traffic Infringement Agency
RTMC	Road Traffic Management Corporation
RTSSA	Rural Transport Strategy for South Africa

S

SABOA	Southern African Bus Operators Association
SA	South Africa
SABS	South African Bureau of Standards
SACAA	South African Civil Aviation Authority
SACU	South African Customs Union
SADC	Southern African Development Community
SAMSA	South African Maritime Safety Authority
SANRAL	South African National Roads Agency Limited
SANTACO	South African National Taxi Council
SAPS	South African Police Service
SAR	Search and Rescue
SARPs	Standards and Recommended Practices
SATS	South African Transport Services
SBO	Small Bus Operators
SCM	Supply Chain Management
SEIAS	Socio-Economic Impact Assessment System
SG	Strategic Goal
SHERQ	Safety, Health, Environment Risk and Quality Policy
SITA	State Information Technology Agency
SIU	Special Investigations Unit
SLA	Service Level Agreement
SOEs	State Owned Entities
SO	Strategic Objective
SSP	S'hamba Sonke Programme
STER	Single Transport Economic Regulator
STWC	Standards of Training Certification and Watch Keeping

T

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

U

UN	United Nations
UNFCCC	United Nations Framework Convention on Climate Change

V

VCI	Visual Condition Index
-----	------------------------

W

WC	Western Cape
WHO	World Health Organisation

3. FOREWORD BY MINISTER

As I present the Annual Report of the Department of Transport for the 2019/20 financial year, I take note that this year, 2020, marks 26 years of our democracy. Even at this juncture, it is still mostly concerning that the triple scourges of inequality, unemployment and poverty continue to reign. It is for that reason that, as a sector, we recommit and double our efforts to contribute to the transition from a society characterised by these ills, and to ensure that all citizens of South Africa not only appreciate, but start to experience the vision of the National Development Plan.

It is also important to highlight that the 2019/20 financial year, in terms of definition, represents the first implementation year of the five-year performance cycle of the Medium-Term Strategic Framework (2019-2024), following the ushering in of the 6th Administration of the democratic South Africa. To that regard, Transport, in line with the approved apex priorities of government, remains a critical part of the Economic Sectors, Investment, Employment and Infrastructure Development Cluster, and its mandate is located firmly within the ANC's economic plan articulated in the 2019 Election Manifesto.

In prefacing the outline of the key priorities for the Transport sector over the next 5 years, the statement of the ANC's Economic Transformation Committee, issued on 24 February 2019 was instructive. The statement provides that *"The economic focus of the Manifesto plots an expansive set of actions that will serve to rebalance economic power in favour of the majority of South Africans. The Manifesto crystalizes the ANC Resolutions on Economic Policy. It aims to address concretely the pressing economic needs of millions in our country who continue to suffer deprivation and to ensure that everybody in South Africa gets a fair share of the benefits of economic development"*.

The Manifesto further provides a set of proposed actions across a range of economic policy issues, sectoral issues, trade, macroeconomic, regulatory, and environmental issues. It pays particular attention to strategies that are aimed at pro-poor growth, reversal of underdevelopment, promotion of sustainable livelihoods and providing a firm foundation for the economy in the era of the fourth industrial revolution. These policy interventions would need to be complemented by catalytic actions on the part of the State, through all spheres of Government and relevant State-Owned Entities.

The organising principle behind the Manifesto is that economic outcomes must overwhelmingly create jobs, eradicate poverty and reduce inequality. A key component of

this principle is the need to demonstrate responsible stewardship over the country's resources through growth, clean governance, innovation and empowerment.

At the start of the cycle, I identified five (5) strategic thrusts that sought to define the work of the Department and the political agenda for the medium term. These thrusts, coupled with the 'Khawuleza' ethos in the delivery of transport services to our people, became the guiding features that steered our focus areas. These thrusts included:

- Safety (and security) as an enabler of service delivery;
- Public transport that enables social emancipation and an economy that works;
- Infrastructure build that stimulates economic growth and job creation;
- Building a maritime nation, elevating the oceans economy;
- Accelerating transformation towards greater economic participation.

During the period under review, we have made optimal strides in delivering on our targeted performance. Notable progress, which put the Department and the sector on a positive trajectory, was recorded in various modes of transport. Bar the impact of the novel coronavirus, which compressed our performance towards the end of the financial year, several key milestones were reach in our pursuit of the desired impact of a *'Competitive, Efficient, Accessible, Reliable and Safe transport system that enables socio-economic growth and development'*.

This report will thus seek to give Parliament and the public an overview of how the Department performed during the financial year under review, and also provide an account of how resources that were allocated to the Department of Transport were utilised in fulfilling our statutory functions. The report is divided into a number of sections, each with a specific purpose reflecting statutory duties and what has been achieved. We have sought to include the right amount of detail, striking a balance between transparency and readability, ensuring that the report meets technical requirements and is of use to readers who are not health professionals.



Mr Fikile A. Mbalula, MP
Minister of Transport

4. DEPUTY MINISTER STATEMENT

The financial year in question is marked not only by the deployment of a new (6th) administration to further the work of government as we continue to ensure we respond to the supreme ideals of our constitution on which our developmental and transformational work rests. As a country, we have laboured towards achievement of these ideals. From the onset of our democracy in 1994, the RDP had correctly shed light on the nature of the old South Africa we must destroy. It states:

‘Our history has been a bitter one dominated by colonialism, racism, apartheid, sexism and repressive labour practices. The result is that poverty and degradation exist side by side with modern cities and a developed mining, industrial and commercial infrastructure. Our income distribution is racially distorted and ranks as one of the most unequal in the world. Women are still subject to innumerable forms of discrimination and bias; rural people and youth are marginalised. A combination of lavish wealth and abject poverty characterises our society’

It is certainly this reality we had set out to radically transform and a reality we continue to fight through our progressive Strategic and Annual Plans. The 2019/2020 financial year, as well as the installation of the 6th Administration are driven by a great focus on government’s apex priorities that seek, amongst others, to accelerate economic development and growth for greater employment creation as well as place greater emphasis on transformation and economic inclusion across all sectors. The DoT responded to these areas by redefining the priorities of Annual Performance Plan in order to respond to these priority areas as specified; and this Annual Report provides a clear path for understanding the 6th Administration’s proposed trajectory.

A large measure of the strategic thrust of the Department has, over the financial year in question, been on the correction of challenges related to reliable public transport provision, infrastructure build, easing the cost of doing business, or improving the legislative and regulatory framework amongst others. Yet these macro elements have been accompanied by a variety of actions that have been enablers in their own right, such as executive appointments, both within the DoT and its entities variously across modes.

The Department of Transport (DoT) found greater stability through the appointment of a Director-General (DG), significant of which has been the DGs appointment of a Deputy Director General in the area of Entity Oversight, ensuring that the department’s oversight

role on sector public entities is strengthened and stabilised. The absence of stability and leadership in this area had seriously hamstrung oversight at the level of delivery where it matters most.

Further administrative improvements can be seen in the revitalisation of other entities such as the National Public Transport Regulator and the Transport Appeals Tribunal allowing for more effective and efficient regulation of public transport, including the regulation of tourism operators. The Transport Appeals Tribunal Amendment Bill is today before parliament, and once approved will enable a broader and much open interface between the DoT and public transport operators. As regards road traffic management and road safety, we have, through President Cyril Ramaphosa, launched the AARTO Amendment Act to change road user behaviour and curtail infringements.

The DoT and its entities continue to make important inroads into the economic and social transformation of the transport sector as a whole, transformation of which must see a more balanced demographic representation across the sector, especially to bring meaningful participation of black women, youth and persons with disabilities.

Broader economic participation continues to be promoted and grown through a number of instruments such as gender equity within the DoT and SOEs, promoting the participation of women at senior managerial levels, and through the economic empowerment of women in various transport industries, while encouraging localisation through the easing of supply chain process to prioritise local businesses in the procurement of goods and services.

The DoT should be commended for its stance on gender- based violence and its support for actions that fight this scourge in our society. A significant event in this regard has been the Department's hosting of the July Men's Month: Men Empowerment Workshop that brought together men in the sector to deliberate on issues affecting women where key focus was Gender-based Violence (GBV). Further improvements in this programme should include a closer look at gender- based violence in the public transport environment. We are hopeful that the beefing up of rail security will go a long way in addressing gender-based violence in this area and the same should apply to the taxi sub-sector.

While the transport sector remains generally untransformed, and thus excluding the majority of South Africans from meaningful participation, some subsectors such as civil aviation and

maritime, including rail and road freight and logistics are worst affected, especially in their wide exclusion of women.

To the extent of promoting these sectors among previously disadvantaged groups, the DoT and SOEs have amongst other actions continued to implement awareness programmes across schools and among communities. The annual celebrations of both the International Maritime Day as well as the International Civil Aviation Day continue to draw large numbers of learners for both awareness and education on the nature of opportunities in these sectors, including community members. For example, the civil aviation career expo held in Polokwane in 2019 was supported by over a dozen organisations and it reached one thousand four hundred and eighty-one (1 481) learners invited from high schools predominately located in historically disadvantaged communities of the host province.

Our cause to transform civil aviation education and training sector has begun to bear tangible fruit through finalisation of a business case for a government-owned aviation academy, which will if successful contribute significantly to accelerated transformation of the sector by focusing resources on candidates from previously disadvantaged groups who remain excluded by the sector.

The financial year under review involved, amongst others also a countrywide set of women empowerment summits led by the (Transport Education and Training Authority (TETA) to highlight not only challenges faced by business and other women in the sector, but inversely also to inform women of the opportunities in the sector. Related efforts have seen the Department's support for other women-oriented programmes such as the Women in Maritime Summit, which arrived at important resolutions regarding the participation of women in that sector.

While access to education remains an important and broadly exercised right, mobility for many learners in rural areas and farmlands is still a challenge, forcing many learners to walk long distances between home and school. To the extent of resolving this challenge among those that do not qualify for scholar transport, the DoT continues to care and lend a hand by providing bicycles to such learners. On the other hand, a great deal of work is being done to better the regulation and standardisation of scholar transport for the improvement of learner transport safety.

International relations, both bilateral and multi-lateral remain an important front in the operations of the DoT. The bilateral have ensured that we not only continue to make new partnerships for critically important exchanges on best practices and technologies, but also conclude essential Memoranda of Understanding (MOUs) on skills development and employment opportunities for South Africans. The skilling programmes are an important pillar and priority of government across sectors to ensure equitable distribution of skills and thus transformation.

At a multilateral level, it is worth noting that the DoT and its SOEs have kept South Africa's flag flying high with election to Councils of both the International Civil Maritime Organization (IMO) and the International Civil Aviation Organization (ICAO), strategically important organizations in the governance of both global waters and global skies. In the road transport sector, South African public servants find high acclaim as with our representation in the Permanent International Association of Road Congresses (PIARC), which brings together governments, regional authorities, collective members and individual representatives from 122-member countries; with the aim of promoting international cooperation on issues related to roads and road transport.

It is our belief that in spite of the challenges posed by the COVID 19 pandemic on most of our operations, we will 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.



Ms Dikeledi P. Magadzi, MP
Deputy Minister of Transport

5. REPORT OF THE ACCOUNTING OFFICER

5.1 OVERVIEW OF THE OPERATIONS OF THE DEPARTMENT

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

5.1.1.1 Administration

A. Human Resource Development & Employee Performance Management

- **Skills Programme:** A headcount of 413/648 (63%) of employees have been trained in line with the 2019/20 Workplace Skills Plan (WSP). This exceeds the 50% target for the financial year.

At least three (3) female senior managers graduated in absentia on Post Graduate Certificate in Business and Strategic Leadership in Cranfield University, London on the 28 June 2019 sponsored by Transport Education and Training Authority (TETA).

- **Bursary Scheme:** 168 bursaries were managed of which 73 new bursaries awarded during the financial year exceeding the set target of 50. These include 29 Masters and 03 Doctoral degree programmes. 24 bursars completed their qualifications in various fields.
- **Internship Programme:** Out of the fifty two (52) interns appointed on a 24 months contract (2018/2020), 29 interns secured permanent (21) and contract (8) jobs (i.e. 56%) before the expiry of their internship contracts. Recruitment and selection process for the filling 50 internship posts for the period 2020/22 was finalized and placement scheduled for 01 April 2020 was interrupted by the Covid-19 National Disaster lockdown.
- **Scholarship Programme:** Two employees participated in the international scholarships during the financial year. The first employee completed his Master's Degree in International Development and Internship Programme at the International Management Graduate School in Japan, through the Japan International Co-operation Agency(JICA) Initiative whereas the second employee

is currently pursuing his studies in Master's Degree in Information and Communication Engineering at the Dalian Maritime University (Information Science and Technology College), through the China Ministry of Transport's Scholarship Council Initiative.

- **University Programme:** Thirteen (13) Memorandum of Agreements entered with various Universities were managed in which 302 students were enrolled and 189 students graduated during 2019 academic year. Budget spent on this programme amount to R12,236,240.
- Three (3) mobile laboratories were funded through the University of Stellenbosch, servicing schools in KwaDukuza, in KZN, Eerste Rivier in Western Cape and Hellen Franz School of the disabled in Limpopo. The programme aimed to improve Maths and Science to the previously disadvantaged youths that would serve as a feeder to universities that DoT has partnered with. 1,143 learners participated during the financial year.
- **Career Outreach Programme:** Ten (10) targeted Career outreach sessions were conducted during the reporting period were 6,476 school learners were reached across various provinces.

B. Performance Management & Development System (PMDS):

- **Compliance in the submission of Performance Agreements:**
 - Employees at salary level 12 and below: 586 of 586 submitted= 100%
 - SMS members: 94 of 94 submitted= 100%
- **Compliance in the submission of Half-Yearly Performance Reviews:**
 - Employees at salary level 12 and below: 589 of 591 submitted= 99%
 - SMS members: 94 of 94 submitted submitted= 100%

- **Payment of performance incentives for 2018/19:**
 - Performance incentives for all the qualifying employees at salary level 1 – 14 (i.e. employees at salary levels 12 & below to Chief Director level) were successfully paid before the DPSA timeline of 31 December 2019.
 - The 2018/19 moderation process for senior managers at Deputy Directors-General level scheduled for the fourth quarter was interrupted by the pronouncement of the Covid-19 National Disaster and the subsequent lockdown.

5.1.1.2 Integrated Transport Planning

Regional Integration

- Submitted Framework for the Development of the Regional Transport Integration Strategy to stakeholders for consultation.

Modelling and Economics Analysis

- Cabinet approved the Economic Regulation of Transport Bill (Commonly referred to as the Single Transport Economic Regulation Bill). The aim of the Bill (when it becomes Law) is to ensure competition and access in the transport sector through regulation of monopolies.
- The National Household Travel Survey (NHTS) has been completed and will be launched during the October transport month. The survey was done through Statistics South Africa.

Challenges:

- Main challenges have been the filling of vacant posts in the branch over the 2019/20 financial year. The delays in bid processes further delayed execution of critical projects for the current year.

Freight Logistics

- Finalised the Road Freight Strategy Implementation Plan.
- Started the process of developing the National Freight Databank Update.

Challenges:

- Freight Logistics projects to be delayed due to the Covid19 pandemic.
- Bid adjudication process implementation impacted adversely on the implementation of the Freight Logistics project implementation.

5.1.1.3 Rail Transport

- **National Rail Bill**

The Draft White Paper on National Rail policy has been widely consulted with all stakeholders and is supported by critical stakeholders. The Draft White Paper will proceed to Cabinet once fully endorsed by the Director General and the Minister of Transport.

The National Rail Bill was not submitted to Parliament for approval for public consultations due to the fact that the Draft White Paper on National Rail Policy has not been approved by Cabinet. The Rail Policy is the basis on which the National Rail Bill is drafted with the intention of facilitating and enforcing implementation of the approved Rail Policy.

Issues of contention with critical stakeholders needed to be resolved prior to submission of the Draft White Paper to Cabinet for approval as they will be the implementers of the rail policy.

Change in political leadership also led to a delay as the new leadership of the Department needed to be consulted and be in support of the Draft White Paper before it is submitted to Cabinet for approval.

- **Railway Safety Bill**

The Railway Safety Bill was presented to the National Economic & Labour Council (NEDLAC) in order to source inputs from labour and business constituencies. NEDLAC recommended the submission of the Bill to Cabinet for further processing.

Cabinet approved the submission of the Bill for submission to Parliament towards the end of the 2019/2020 financial year. A Notice of Intention to introduce the Bill to Parliament was also published in the Government Gazette.

- **Rail Economic Regulation**

Currently, the bulk of the freight rail network is owned by Transnet Freight Rail (TFR), which has an effective monopoly on freight rail movements on the network. The Passenger Rail Agency of South Africa (PRASA) owns a smaller network which interconnects with TFR's network, and runs passenger trains on part of the TFR network. The access arrangements between the major operators are problematic and have given rise to disputes over accessing the network, service levels and payment arrangements. The current environment is also not conducive to private sector participation and does not provide regulatory certainty.

To address these challenges, the Draft White Paper on National Rail Policy envisages providing a conducive environment for private sector participation in rail operations and the Economic Regulation of Transport Bill will introduce a legal framework which promotes competition on the rail network. Both these initiatives have potential to substantially improve the efficiency and output of the sector. The manner in which rail access guidelines are structured should thus also take into account the need to begin migrating the rail governance system towards one in which dependent regulation plays a primary role, and competition is enabled.

The international rail environment was reviewed in terms of benchmarking appropriate rail access arrangement and a report entitled Rail Access and Pricing Regime Approach for South Africa was developed in collaboration with the

Department of Public Enterprises and National Treasury in May 2019. A further report was developed in March 2020 dealing with Rail Access Guidelines for South Africa to provide guidance on the issues that need to be covered when rail access arrangements are crafted. It should be noted that any access regime guidelines proposed does not envisage a once of intervention to address the network access problems in the sector, but sets out the first steps towards the introduction of a rail access regime.

- **The New Rolling Stock Renewal Programme**

The Rolling Stock Fleet Renewal Programme is the catalyst for the transformation of Metrorail services and public transport as a whole. It has been designed to achieve a number of key Government objectives including the delivery of quality services to citizens, revitalisation of South Africa's rail engineering industry through local manufacturing and ensuring local content (65% minimum local content is set) as part of the Government's Industrial Policy Action Plan (IPAP2), employment creation and skills development as well as Broad-Based Black Economic Empowerment (BBBEE).

The programme includes three main deliverables namely; Arrival of two test train sets and eighteen completed train sets from Brazil for deployment on the PRASA network, construction of a local Factory in Dunnottar Park, Ekurhuleni, and Manufacturing of 580 train-sets in the local factory. PRASA entered into two contracts with Gibela Rail Transport Consortium (Gibela) in April 2014, a Manufacture and Supply Agreement (MSA) for the acquisition of 600 trainsets, duration - 10 years and a Technical Support and Spares Supply Agreement (TSSSA), duration - 18 years. The two test trains and eighteen train sets were delivered to PRASA prior to the financial year 2019/20, and are already operational on the PRASA Network.

The train sets manufactured in Brazil were delivered to PRASA prior to the financial year 2019/20, as well as the completion of the construction of the local factory which signified the ramp up for local manufacturing of trains. By the end of March 2020, PRASA had received a total of 31 of the 580 New Trains to be manufactured at the local factory. During the financial year 2019/20, a delay in the delivery programme by ten trains, was experienced and Gibela is working on

building mitigation measures to prevent any further re-occurrence. Plans to finance and develop a Supplier Park within the factor site are on-going, in parallel to the finalisation of the sublease agreement. By the end of the financial year 2019/20 a total of 1 177 jobs were created across various categories, for both manufacture and maintenance activities. The skills development component of the programme has benefitted 1 822 individuals through bursaries, internships and artisanal training and learnerships, partnerships with universities and TVET colleges, work based training focusing on employees. A Community development and skills programme which focuses on addressing the scarce skills gaps, has benefitted a total of 1676.

5.1.1.4 Road Transport

- Implementation of the S'hamba Sonke Provincial Road Maintenance Programme was monitored through site inspections, bilateral consultations and progress reports.
- The final draft of the Due Diligence Report on the Review of Founding Legislations of Road Entities was developed.
- As part of implementation of the National Road Safety Strategy, the following were done:
 - Easter Road Safety Campaign launched and conducted
 - Education and Awareness Campaign programmes
 - Interfaith programmes and taxi rank activations
 - Passenger and driver education awareness, youth programmes, cyclist education and alcohol awareness campaigns
 - Road Safety Education and awareness campaigns
 - Road Safety cycling education and awareness campaign
 - Women in Traffic Law-Enforcement Road Safety Dialogue
 - Festive season Arrive Alive 24/7 road safety campaign launched and conducted
 - Festive season road safety education and awareness campaigns (Passenger and driver safety, Alcohol and fatigue awareness, seatbelt & child restraint awareness, pedestrian safety campaigns)

- Overload road safety operations conducted on major and busy national routes
- The final draft of the National Anti-Fraud and Corruption Strategy was developed.
- The Draft National Road Traffic Amendment Bill was approved by Cabinet.

5.1.1.5 Civil Aviation

Aviation Economic Analysis and Industry Development

- A Business Case for a Government-owned Aviation Academy was developed.
- Aviation Economics and Regulation: The Airports Company Amendment Bill and Air Traffic and Navigation Services Company Amendment Bill were re-introduced in Parliament under the Sixth Administration. Subsequently, these Bills were passed by the National Assembly and transmitted to the National Council of Provinces (NCOP) for concurrence. The afore-mentioned Amendment Bills are section 75 Bills, which means that they do not necessarily affect the Provinces.
- During the 2019/20 financial year, the department successfully solicited the interest of Limpopo Provincial Government in hosting the annual commemoration of International Civil Aviation Day (ICAD). Through this gesture, the Limpopo Province took the baton of hosting ICAD from Mpumalanga Province that was the previous year's host. "75 Years of Connecting the World" was the approved theme that guided the worldwide commemoration of ICAD. In ensuring that ICAD 2019 translated into meaningful auctioning the values espoused in the said theme, festivities were spread over two days: 06 - 07 December 2019. The host venue was Polokwane International Airport and is also the administrative seat of Gateway Airports Authority Limited (GAAL) responsible for managing all airports in the Limpopo Province.

The highlights of the first day was the career expo supported by over a dozen organisations and it reached one thousand four hundred and eighty one (1 481) learners invited from high schools predominately located in historically disadvantaged communities of the host province. Ninety even (97) educators who accompanied these learners benefited from the Transport Education Training

Authority sponsored educator's workshop. Its outcome was empowerment of educators to assist the learners in making informed decisions when choosing relevant subjects to enhance their career pathways into aviation.

The highlights of the second day included observing ICAD through a formal programme. This activity was graced by political principals from local, district, provincial and national spheres of government. Whilst selected dignitaries offered messages of support, the Honourable Minister of Transport delivered a keynote address. In addition, the department established rapport with a young female student pilot born and bred in Limpopo Province but has a shortfall in completing her training towards Commercial Pilot Licence. Efforts are underway to assist her to secure a sponsorship. Due to inclement weather conditions, an air show open to the public at no cost was cancelled.

40th International Civil Aviation Organization (ICAO) Assembly

- During the 2019/2020 financial year, the Minister of Transport, Hon. Fikile Mbalula, MP, successfully led the South African delegation comprised of officials from the Department of Transport (DOT); Department of Tourism (Tourism); Department of Environmental Affairs (DEA); Department of Home Affairs (DOHA); Department of International Relations and Cooperation (DIRCO), State Security Agency (SSA); South African Police Service (SAPS); Air Traffic and Navigation Services (ATNS); Airports Company South Africa (ACSA); South African Civil Aviation Authority (SACAA), Airlines Association of Southern Africa (AASA), South African Airways (SAA); South African Revenue Service (SARS) and the South African Weather Service (SAWS) during the 40th Triennial Assembly of the International Civil Aviation Organization (ICAO), held during the period 24 September to 4 October 2019, in Montreal, Canada.

At the Assembly Ms Poppy Khoza, the Director of Civil Aviation Authority was elected as the second Vice-President of the ICAO Assembly.

Minister Mbalula signed the Protocol to Amend the Convention on Offences and Certain Other Acts Committed on Board Aircraft on behalf of the Government of South Africa. By signing the Montreal Protocol, the Minister was merely officially acknowledging the act of signature, which, is the first step of a two-tier process.

South Africa will be expected to proceed with the second step and ratify the Protocol.

Minister Mbalula amongst others signed Bilateral Agreements with Jamaica and Malaysia.

South Africa was re-elected to the Council of ICAO as one of the 36 Member States that constitute the Council, under Part II, these are States, which makes the largest contribution to the provision of facilities for international civil air navigation.

Aviation Policy and Regulations

- A socio-economic impact assessment certificate was obtained for the Air Services Bill.
- The Draft South African Maritime and Aeronautical Search and Rescue Amendment Bill was submitted to the South African Search and Rescue Executive Committee for approval.

5.1.1.6 Maritime Transport

- Finalised the Marine Energy Efficiency Programme.
- Analysed request for qualification proposal / submission for the Salvage Tug building project.
- Successfully ensured South Africa's readiness for International Maritime Organisation mandatory audits.
- Completed the assessment of the state of public Maritime Education and Training facilities.
- Stakeholder engagement completed on the development of SADC Coastal Shipping Agreement.
- Merchant Shipping Bill approved by Cabinet for public consultation.
- FOSAD Clusters approved Amendment of the Marine Pollution Prevention Bill (Annex IV and VI) - for tabling at Cabinet and further processing to Parliament.

- Commemoration of the World Maritime Day 2019 under the theme - 'Empowering Women in the Maritime Community' and plans underway for the 2020 World Maritime Day Parallel Event.
- Successfully completed Maritime Security Audits (audits done every 5th year) and assessed new Security Plans for the next cycle. The Director-General has approved new Security Plans as revised and issued ISPS compliance certificates to all eight commercial ports.

5.1.1.7 Public Transport

- Integrated Public Transport Networks (IPTN) were funded and monitored in thirteen (13) cities (Ekurhuleni, Mbombela, Nelson Mandela Bay, Johannesburg, Cape Town, George, Durban, Polokwane, Msunduzi, Mangaung, Rustenburg, Buffalo City and Tshwane) by end March 2020. 6 cities are operational, namely Ekurhuleni, Tshwane, Johannesburg, Cape Town, George and Nelson Mandela Bay.
- The draft Operational Licence Strategies were developed as a critical part of the development of detailed network plans in two (2) district municipalities (Vhembe and Nkangala District Municipalities). The detailed plans could not be completed during the year.
- With regard to the Shova Kalula bicycle project, 2,252 bicycles have been distributed in eight provinces.
- A survey was conducted on the extent of illegal taxi operations in South Africa.
- The Transport Appeal Tribunal Amendment Bill was approved by Cabinet and the Bill was gazetted for introduction to Parliament.

Challenges:

- Low expenditure trends in municipalities due to supply chain and procurement weaknesses, unstable and poorly capacitated and performing municipalities.

6 Overview of the financial results of the department:

6.1 Departmental receipts

Departmental receipts	2019/2020			2018/2019		
	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	730	1,462	732	1,378	1,328	(50)
Fines, penalties and forfeits	82		(82)			
Interest, dividends and rent on land	297,370	42,593	(254,777)	280,004	110,144	(169,860)
Financial transactions in assets and liabilities	28,604	278,786	250,182	419	118,823	118,404
Total	326,786	322,841	(3,945)	281,801	230,295	(51,506)

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

Dividends received were less than expected by R254.8 million due to less dividends received from the Airports Company South Africa Ltd. than expected, and expected revenue from surpluses surrendered exceeded expectations by R250.2 million for the year due to surpluses surrendered by the Driving License Card Account.

6.2 Programme Expenditure

Programme Name	2019/2020			2018/2019		
	Final Appropriation	Actual Expenditure	(Over)/ Under Expenditure	Final Appropriation	Actual Expenditure	(Over)/Under Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000
Administration	419,337	412,741	6,596	434,094	379,809	54,285
Integrated Transport Planning	152,936	139,950	12,986	89,982	71,375	18,607
Rail Transport	16,560,839	16,560,238	601	15,887,279	15,873,693	13,586
Road Transport	33,295,501	33,285,865	9,636	30,098,760	30,067,108	31,652
Civil Aviation	224,345	178,820	45,525	182,253	167,718	14,535
Maritime Transport	135,250	132,879	2,371	129,126	123,993	5,133
Public Transport	13,416,923	13,178,118	238,805	13,009,800	12,509,758	500,042
Direct charge against Revenue Fund	10,424	2,614	7,810	10,200	2,976	7,224
Total	64,215,555	63,891,225	324,330	59,841,494	59,196,430	645,064

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

Administration under spent R6.6 million on Compensation of Employees due to posts that could not be filled.

The net under expenditure in the Programme of R23.7 million, excluding the under expenditure on Compensation of Employees, was shifted across Programmes to cover over expenditure in the Programme: Road Transport.

Before the virement to Road Transport, savings, under- and over expenditure on Goods and Services amounted to a net amount of R25.1 million. Communications was over spent due to expenditure on October Transport Month and Road Safety Campaigns, Office Accommodation was over spent due to invoices that were received late for the previous financial year, and the Ministry was also over spent. Corporate Services saved funds and under spent on a number of projects. Management saved funds and under spent on projects, mainly on forensic and internal audit services. The savings were mainly due to cost saving measures.

Funds of R1.8 million was shifted within the Programme from Goods and Services to cover over expenditure on Transfers to Households, Payments for Capital Assets and Payments for Financial Assets while R23.3 million and R0.4 million was shifted across Programmes from Goods and Services and Transfers to Households respectively to the Programme: Road Transport.

Integrated Transport Planning under spent R2.9 million on Compensation of Employees due to posts that could not be filled.

Before a virement to the Programme: Road Transport, Goods and Services was under spent by R23.7 million due to non or slow spending on a number of projects: Corridor Freight Development, National Transport Planning Databank, Multi Modal Transport Planning and Coordination Act, Freight Transport Model, Single Transport Economic Regulator, Regional Corridor Strategy, Procedures, Computations and Recovery of Overloading Costs.

An amount of R13.3 million was shifted across Programmes to cover over expenditure in the Programme: Road Transport and R0.3 million was shifted within the Programme to cover over expenditure on Payments for Capital Assets, leaving a remaining R10.1 million that was under spent on Goods and Services.

Rail Transport under spent R0.6 million on Compensation of Employees due to posts that could not be filled.

Relating to Goods and Services, the Programme saved funds because work on the White Paper for Rail Transport was done in-house and under spent on a number of projects due to slow or non-spending: Review Branch Line Strategy, PRASA Intervention Strategy, Establish Rail Economic Regulator and the National Rail Safety Amendment Bill.

R12.9 million was shifted across Programmes to cover over expenditure in the Programme: Road Transport and R0.2 million was shifted within the Programme to cover over expenditure on Payments for Capital Assets, leaving no unutilised funds under Goods and Services.

Road Transport under spent R9.6 million on Compensation of Employees due to posts that could not be filled.

Goods and Services was over spent by R214.7 million, mainly due to expenditure related to the maintenance of the Electronic National Traffic Information System (eNaTIS) in previous years and an investigation related to the eNaTIS. A number of projects were under spent, including Programme Development for S'hamba Sonke and Decade of Action for Road Safety, and the Programme saved on operational expenditure.

An amount of R0.8 million was shifted within the Programme from Goods and Services to cover over expenditure on Transfers to Households and Payments for Capital Assets. A total of R221.6 million was shifted across Programmes to Road Transport to cover the over expenditure on Goods and Services and Payments for Financial Assets of R6.1 million, which was also related to the eNaTIS.

Civil Aviation under spent R4.8 million on Compensation of Employees due to posts that could not be filled.

Savings on Goods and Services amounted to R57.6 million, mainly due to savings on Watchkeeping Services, which was over budgeted for due to the indicative contract amount at the time of budgeting before negotiations reduced the contract price. The Programme also saved funds on operational expenditure.

Goods and Services was also under spent by R4.5 million, mainly due to non-expenditure on a number of projects: Establishment of an Appeals Committee, Regional Search and Rescue Conference, Business Case for the Development of an Aviation Academy, Correction Factors for Aviation Regulation, International Air Services Licensing Council and Implementation of the Airlift Strategy.

An amount of R2.5 million was shifted within the Programme from Goods and Services to cover over expenditure on international memberships and leave gratuities and R19 million was shifted across Programmes to cover over expenditure in Road Transport, leaving net savings of R40.6 million on Goods and Services.

Maritime Transport under spent R1.3 million on Compensation of Employees due to posts that could not be filled.

Goods and Services was under spent by a net amount of R2 million. Oil Pollution Prevention Services was over spent, while little or no expenditure was incurred on a Feasibility Study on Tug Boat Services, Policy related projects, events that were planned such as the IMO World Maritime Day Parallel event and World Maritime Day and other projects.

To cover over expenditure on Payments for Capital Assets, R0.4 million was shifted from Goods and Services and another R1.5 million was shifted across Programmes to cover over expenditure in Road Transport, leaving only R.09 million unutilised under Goods and Services.

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

Public Transport under spent R1.5 million on Compensation of Employees due to posts that could not be filled.

Transfer Payments were under spent by R196.7 million due to the withholding of a Public Transport Network Grant of R98.2 million from a Municipality and slow spending on taxi recapitalisation which is demand driven (R98.5 million), after R78.6 million was shifted from Transfer Payments to Households across Programmes to cover over expenditure in Road Transport.

Savings on Goods and Services amounted to R4.5 million on operational expenditure while under expenditure on a range of projects amounted to R122.8 million before R72.6 million was shifted across Programmes to cover over expenditure in Road Transport and R3.5 million was shifted within the Programme to Transfers to Households. The remaining under expenditure on Goods and Services amounted to R51.2 million, being earmarked funds for Grant Monitoring that was not spent of R40 million and R11.2 million for expenditure that was reclassified as capital expenditure.

Other projects that were under spent under Goods and Services included Empowerment of Small Bus Operators, Moloto Bus Contract Design, Public Transport Safety Plan, Taxi Scrapping Administration (due to late invoices), Technical Oversight and Support for Public Transport, National Land Transport Information System Upgrade , National Public Transport Regulator, North West Intervention, Shova Kalula Bicycle Programme, Implementation of Integrated Public Transport Networks and other smaller projects.

Direct Charge against the National Revenue Fund: Savings amounted to R7.8 million due to over budgeting of the expected contributions to the International Oil Pollution Compensation Fund.

6.3 Virements/roll overs

Virements

Programme	Goods and services	Households	Payments for Financial Assets	Total
	R'000	R'000	R'000	R'000
Administration	(23,296)		(405)	(23,701)
Integrated Transport Planning	(13,290)			(13,290)
Rail Transport	(12,943)			(12,943)
Road Transport	215,543		6,077	221,620
Civil Aviation	(19,000)			(19,000)
Maritime Transport	(1,521)			(1,521)
Public Transport	(72,591)	(78,574)		(151,165)
Total	72,902	(78,574)	5,672	-

Savings and under expenditure was shifted across programmes to cover over expenditure in Programme 4: Road Transport as a result of expenditure emanating from previous financial years related to the maintenance of the Electronic National Traffic Information System (eNaTIS) and a related investigation.

Roll overs

Rollovers were requested as detailed in the table below:

Programme	R'000
Programme 5: Civil Aviation	
From: Programme 5 Civil Aviation Goods and Services: Reduced contract amount which resulted in a saving in Watchkeeping Services	
To: Programme 6 Maritime Transport Goods and Services: Acquisition of INMARSAT Fleet broadband Satellite communication system for SAMSA	537
To: Programme 7 Public Transport Goods and Services: Covid-19 disaster response for transport	40,000
Programme 7: Public Transport	
From: Programme 7 Public Transport Transfers and Subsidies: Public Transport Network Grant withheld from Nelson Mandela Bay	
To: Programme 7 Public Transport Transfers and Subsidies: Public Transport Network Grant to Nelson Mandela Bay	98,163
From: Programme 7 Public Transport Transfers and Subsidies: Taxi Scrapping which is demand driven, hence fewer taxis were scrapped than anticipated	
To: Programme 6 Maritime Transport Goods and Services: IMO World Maritime Parallel Event	13,000
To: Programme 4 Road Transport Goods and Services: Arrive Alive campaigns	184,265
Total	335,965

7 Unauthorised, fruitless and wasteful and irregular expenditure

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 5 April 2017. Disciplinary processes commenced related to the unauthorised expenditure that was not in accordance with the vote of the programme: Road Transport.

Fruitless and wasteful expenditure

30 New cases of fruitless and wasteful expenditure relating to “no shows” were declared in the financial year amounting to R53,000, of which 3 cases amounting to R4,000 were transferred to debt and 27 cases amounting to R49,000 are to be transferred to debt. 26 Cases amounting to R77,000 from previous financial years were transferred to debt and 7 cases amounting to R8,000 were written off.

48 Cases of fruitless and wasteful expenditure remained at the end of the financial year amounting to R115,000. Of these cases, 45 cases amounting to R64,000 will be transferred to debt, 2 cases totalling R1,000 are expected to be resolved and a legal opinion is awaited for 1 case amounting to R50,000.

Two cases amounting to R482,000 of alleged over payments are to be investigated to confirm fruitless and wasteful expenditure.

Irregular Expenditure

In the financial year, irregular expenditure amounting to R5,164,000 was declared for officials who over claimed sessional allowances (R299,000) of which R122,000 were transferred to debt, accommodation and transport booked without approved travel authorisation forms (R900,000), which were handed over to Labour Relations to arrange

for disciplinary steps to be taken, R2,869,000 from investigations that were concluded and R1.096 million for non-compliance with local content regulations. The National Treasury condoned one case that amounted to R637,459,000.

Irregular expenditure for 22 cases amounting to R113.7 million remained at the end of the financial year. Of these cases, the Bid Adjudication Committee recommended to approach National Treasury to condone 1 case amounting to R0.5 million, disciplinary processes are ongoing in 4 cases amounting to R46.9 million, recommendations of investigation reports must be implemented in 7 cases amounting to R6.6 million, National Treasury did not condone 4 cases amounting to R57 million, 2 cases amounting to R0.6 million are to be considered at the Bid Adjudication Committee, a forensic report is being reviewed in 1 case of R0.5 million, National Treasury requested that 1 case of R0.3 million should be further investigated to decide whether the case can be condoned, 1 case of R0.2 million will be transferred to debt and 1 case amounting to R1.1 million was declared as a result of the audit, which must be considered for investigation.

Nine (09) cases amounting to R77.5 million are still under assessment.

8 Future plans of the department

Integrated Transport Planning

- The Department to engage in the stakeholder consultation process of the Single Transport Economic Regulator Bill after approval by the Portfolio Committee of Transport.
- The National Household Travel Survey to be launched during the October Transport Month.
- The Transport Demand Model to be executed during the 2020/21 financial year.
- The study of the impact of COVID-19 to be executed during the 2020/21 financial year.
- BEE verification report to be undertaken for the 2018/19 financial year.

- To enhance the sector contribution to environmental protection, implementation of the Green Transport Strategy will be intensified to ensure reduction of Greenhouse Gas emission by the sector is reduced in line with the national target of 42%. This will be achieved through a sector-specific carbon emission transition plan.
- The transformation agenda of SANRAL's Horizon 2030 should be replicated across all Transport entities.

Rail Transport

- The department and the Railway Safety Regulator will target reducing rail accidents and incidents, with the aim to reduce fatality weighted injuries by 12.5%.
- The department will target to revitalise rural rail Branchlines to make rural economies more competitive by enabling provision of transport to some of the far-flung communities. These Branchlines will not only benefit commuters but will also contribute to the proposed modal shift to rail for freight thus alleviating pressure on the road network.
- The department and PRASA will intensify implementation of its capital expenditure programme with focus on three programmes, the Rolling Stock Fleet Renewal programme, the Station Modernisations programme and the Rail Signalling Improvement programme.

Road Transport

- Roll-out of the AARTO Amendment Act and the introduction of the revamped 365-day campaign (which will encompass 24/7 traffic law enforcement) to decrease road accidents and fatalities.
- The challenges faced by the Gauteng Freeway Improvement Project should be resolved.
- Develop a legislative framework for implementation of autonomous vehicle technology.

- Over the medium term the finalisation and approval of the Road Access Development Plan will be prioritised.
- A Centralised Data Repository is planned for management, storage, quality control, processing and evaluation of data on roads for prioritization of projects ranging from road safety to capacity improvement and pavement maintenance and to determine whether appropriate maintenance strategies were selected.
- Enforcement of grant conditions and/or strengthening of conditions is envisaged to ensure optimal impact of the grants.
- Automation of manual operations in the driving licence application environment.
- Roll out of a Virtual (Digital) Driving Licence Card.

Civil Aviation

- **Aviation transformation:**

In ensuring that the Department contributes meaningfully to the Medium Term Strategic Framework, the Branch: Civil Aviation was mandated to lead the process that will facilitate aviation transformation. Subsequently, it has a standing performance indicator on aviation transformation of which in the department's Annual Performance Plan of 2019/20 the target was to develop a Business Case for a government owned National Aviation Academy. This target was successfully delivered despite limited in-house human resources. A three phased approach was mapped out to carry out preparatory work of which phase one (1) has been completed.

Amongst others, the objective of developing the Business Case was to investigate a few scenarios from which to select one to model the proposed National Aviation Academy that would service both the country and the continent of Africa. One of the activities of phase (2) includes canvassing academia as the strategic partner of choice. This activity is expected to run parallel to the process of reviewing the Memorandum of Agreements that the department has entered into with selected

Universities. The essence is to manage the University programme such that aviation becomes a fully-fledged discipline at tertiary levels.

- **Development of Regulations from the amended Airports Company Act and ATNS Company Act**

One of the future plans in relation to the Airports Company Amendment Bill and Air Traffic and Navigation Systems Company Amendment Bill is that the department will, as soon as the two said Bills are signed into law by the President and promulgated for implementation, develop the regulations. The latter will complement the Acts in order to, inter alia, improve transparency of the economic regulatory framework, predictability and the quality of decisions. The regulations will also enable some of the clauses in the Amendment Bills to be implementable.

- An Aviation Safety Investigation Board for aircraft accident and incident investigation will be established during the medium term.
- Regulations for Remotely-Piloted Aircraft Systems, popularly referred to as Drones, will be reviewed.
- The department will endeavour to seek Cabinet's consideration and approval of the National Airports Development Plan, which will guide both overall network planning and the development of individual airports integrated within their broader spatial and transport contexts.

Maritime Transport

- Enhancing South Africa's Shipping Register
- Rolling out coastal shipping and creating partnerships to ensure sustainable support systems to enable effective implementation. The end-goal is to have a SADC region-wide coastal shipping market.
- Open up new economic opportunities by maximising the use of inland waterways.
- Develop a framework for a national shipping carrier in South Africa.

- The department will focus on ensuring 100% compliance with the International Ship and Port Facility Security (ISPS) Code, which encompasses a set of measures to enhance security of ships and port facilities.
- The department will aim to reduce stowaways by addressing inadequacies in security and watch keeping. Stringent measures will be put in place to ensure that no unauthorised personnel are able to gain access to vessels.
- Over the medium term, the department plans to acquire a pollution prevention tug that will ensure timeous responses to emergency callouts and high risk maritime emergencies.

Public Transport

- Review 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.
- Launch Integrated Public Transport Network Plans in Rustenburg, Mangaung and Polokwane.
- Implement an integrated ticketing solution deployed across road-based and rail public transport modes.
- 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.

9 Public Private Partnerships

A Transport Fleet Services Public Private Partnership was entered into during November 2006 to render vehicle fleet services to six Government departments. Over time, 13 Government departments are now participating in the contract. Services that are provided for in the contract include long-term vehicle rentals, short-term day-to-day vehicle rentals, short medium term vehicle rentals, a 24-hour Call Centre, chauffeur and point-to-point driven services, an internet based fleet management system with an electronic log book, and a fuel management system. The National Treasury approved the extension of the contact up to 28 February 2019. A new Public Private Partnership (PPP) process is underway to appoint a service provider to render Transport Fleet Services.

The department is 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 a Request for Proposal).

10 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.
Three municipalities, namely Buffalo City, Mbombela and Msunduzi have been suspended as recipients of the Public Transport Network Grant (PTNG) from 2020/21	Continued delays in launching operations Constrained financial envelope	None	None for the Department

11 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

- **Supply chain management**

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

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

- Where appropriate, cases of irregular expenditure are referred to the department's legal services to determine whether any official can be held liable for the irregular expenditure.
- Cases of irregular expenditure are referred to the department's Directorate: Investigations and Forensics for investigation when an investigation is required.
- Relevant managers are requested to take disciplinary steps against officials who make or permits irregular expenditure.
- The Bid Adjudication Committee will not consider condoning irregular expenditure until a legal opinion has been obtained where applicable and disciplinary steps were considered.
- The 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.
- Sundry payments that could have originated via Supply Chain Management are checked to confirm the procurement process that was followed.

- **Gifts and Donations received in kind from non-related parties**

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

Name of organisation	Nature of Gift, Donation or Sponsorship	R'000
Received in cash		
Transport Education and Training Authority	Transportation of 1 481 learners together with 97 educators that attended the career expo to commemorate the International Civil Aviation Day 2019 at Polokwane International Airport, Polokwane Province	425
Received in kind		
International Maritime Organisation	Sponsored airfare, accommodation and per diem for an official to attend a Djibouti Code of Conduct Regional Workshop on Best Practices for Information Sharing and Maritime Domain Awareness.	21
Indian Ocean Rim Association	Sponsored airfare, accommodation and ground transport for an official to attend a training programme on Sustainable Development for Ports and Shipping in the Indian Ocean Region for Maritime Connectivity".	31
German Development Cooperation	Sponsored travel expenses, accommodation and per diem for an official to participate in a Marine Spatial Planning Study Tour.	44
VW South Africa	Provision of vehicles utilized during the 2019 Presidential Inauguration.	100
Toyota South Africa	Provision of vehicles utilized during the 2019 Presidential Inauguration.	658
BMW South Africa	Partial Sponsorship of vehicles utilized during the 2019 Presidential Inauguration.	1,268
China Ministry of Transport	Sponsored an official to study for a Master's degree in Information and Communication Engineering from September 2019 to July 2021. The sponsorship covers return flights, visa costs, visit costs, tuition and application fees, on-campus accommodation, comprehensive medical insurance and protection scheme and a monthly living allowance.	490
International Maritime Organisation	Sponsored airfare and accommodation for an official to attend a conference on Sustainable Maritime	22

Name of organisation	Nature of Gift, Donation or Sponsorship	R'000
	Development	
International Maritime Organisation	Sponsored airfare, accommodation and per diem for an official to attend a regional meeting on Capacity Building Coordination for Enhanced Maritime Security in the West Indian Ocean and Gulf of Aden	21
BMW South Africa	Partial Sponsorship of vehicles utilized during the 2019 World Economic Forum in Cape Town	1,433
Total		4,513

- **Exemptions and deviations received from the National Treasury**

Deviations

Project	Value of Contract	Reason for Deviation
Renting of 98 luxury vehicles for the RSA presidential inauguration	1,336,104.00	The Department will realize a cost saving of R2,091,587.60
Rental of 121 luxury vehicles for the World Economic Forum usage	3,678,677.03	The Department will realize a cost saving of approximately 50%
Leasing of 260 busses for the North West Transport Investment	Not stated	Urgency and dire situation on bus service provided at Atteridgeville, Mabopane and Hammanskraal

Expansions

None

12 Events after the reporting date

Before the reporting date, a National State of Disaster was gazetted on 15 March 2020 as a result of the spread of the Covid-19 virus, which led to a national lockdown (Alert level 5), which was in place from midnight 26 March to 30 April 2020. The Alert levels of the lockdown and related regulations were subsequently amended, but are still in place at the time of this report. The regulations related to Covid-19 mainly restricted certain economic activities and the movement of people.

The declaration of a National State of Disaster and the subsequent lockdown led to urgent and immediate actions that were taken by the department to prevent or alleviate the spread of the virus. Although orders were placed on suppliers to provide goods and services for this purpose, there were no financial implications on the reporting period as the goods and services were provided and invoiced after the end of the financial year.

By 29 June 2020, the following orders were placed to prevent or alleviate the spread of the virus:

Activity	R'000 Cost
Assistance to Department of Basic Education by providing sanitisers and disinfectant to Scholar Transport	5,182
Assistance to the taxi industry and commuters	25,142
Extension of Cleaning Contract to include Covid-19 required interventions	1,039
Personal Protective Equipment for the department	882
Total	32,245

On 24 June 2020, a Special Adjusted Budget was tabled in Parliament as Government's response to address challenges related to the Covid-19 pandemic. The Special Adjusted Budget proposed the following amendments to the department's budget, amounting to a net decrease in budget allocations to the department of R4.6 billion in 2020/2021:

Details	R'000	R'000	R'000
	Downward revisions	Reallocations	2020/21 Total Net Change
Goods and services: Reduction in non-essential goods and services such as travel and reprioritisation towards protective equipment and sanitiser for taxi industry and project management fees to implementing agent	(99,580)	29,780	(69,800)
Taxi recapitalisation: Reduction in the number of taxis to be scrapped this year	(250,000)	–	(250,000)
Provincial roads maintenance grant: Delay in planned construction projects	(1,755,840)	–	(1,755,840)
Public transport network grant: Delay in planned construction projects	(2,998,069)	1,095,794	(1,902,275)
Passenger Rail Agency of South Africa: Rolling stock fleet renewal programme: Underspending in capital projects means that the agency has sufficient cash balances to minimise the impact on planned projects	(1,021,348)	–	(1,021,348)
South African National Roads Agency: Capital – non-toll roads: Delay in planned construction projects	(1,095,961)	–	(1,095,961)
Taxi relief fund: Once-off payment to taxi operators	–	1,135,000	1,135,000
Revenue support to the Railway Safety Regulator: To cover the reduction in revenue due to restrictions on economic activity	–	15,800	15,800
Revenue support to the Passenger Rail Agency of South Africa: To cover the reduction in revenue due to restrictions on economic activity	(1,260,577)	1,260,577	–
Revenue support to the South African National Roads Agency: To cover the reduction in revenue due to restrictions on economic activity. Additional support to pay debt that was due	(2,839,336)	2,839,336	–

Details	R'000	R'000	R'000
	Downward revisions	Reallocations	2020/21 Total Net Change
Revenue support to the Road Traffic Infringement Agency: To cover the reduction in revenue due to restrictions on economic activity	–	200,000	200,000
Revenue support to the Cross-Border Road Transport Agency: To cover the reduction in revenue due to restrictions on economic activity	–	104,000	104,000
Total	(11,320,711)	6,680,287	(4,640,424)

Further amendments to the budget for 2020/2021 may be proposed in the regular Adjusted Budget in 2020 and in the Medium Term Budget for the following years to address the spread of Covid-19, which cannot be determined at this stage.

To date, suppliers confirmed that they would be able to deliver on existing contracts without undue delay due to the lockdown and no debtors requested debt relief or postponement of debt repayments due to the lockdown. Although the effects of the lockdown affected economic activities, the department does not foresee delays in current projects undertaken or delays in debt collection or an increase in impairment of debts due to the lockdown at this stage.

A number of planned projects will however be delayed or postponed due to the reduction of budget allocations as detailed above:

- COVID-19 has delayed planned projects and expenditure in municipal Integrated Public Transport Network projects. Municipalities in their revised Budget Applications for 2020/21, will have to show delayed milestones and targets and the impact on their operational revenue and how they will recover from the delays due to COVID-19.

13 Other

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

At this stage, the department is unable to report on its compliance with B-BBEE as required by section 13G (1) of the B-BBEE Act. The verification process is however under way and as soon as this process is completed, the department will be able to report on its compliance.

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

15 Approval and sign off

The Annual Financial Statements set out on pages 277 to 403 have been approved by the Accounting Officer.



Mr Alec Moemi

Accounting Officer

Date: 30/09/2020

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 2020.

Yours faithfully



Accounting Officer

Mr. Alec Moemi

Date: 30 September 2020

7. STRATEGIC OVERVIEW

7.1 Vision

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

7.2 Mission

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

7.3 Values

The core values of the department are:

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

8. LEGISLATIVE AND OTHER MANDATES

Railways and Harbours

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

Roads

- Advertising on Roads and Ribbon Development Act, 1940 (Act 21 of 1940)
- National Roads Act, 1972 (Act 54 of 1971)

- South African National Roads Agency Limited and National Roads Act, 1998 (Act 07 of 1998)

Motor Vehicles

- Urban Transport Act, 1977 (Act 78 of 1977)
- Road Accident Fund Act, 1996 (Act 56 of 1996)
- National Road Traffic Act, 1996 (Act 93 of 1996)
- Cross Border Road Transport Act, 1998 (Act 4 of 1998)
- Transport Appeal Tribunal Act, 1998 (Act 39 of 1998)
- Administrative Adjudication of Road Traffic Offences Act, 1998 (Act 46 of 1998)
- Road Accident Fund Commission Act, 1998 (Act 71 of 1998)
- Road Traffic Management Corporation Act, 1999 (Act 20 of 1999)
- National Land Transport Act, 2009 (Act 05 of 2009)

Civil Aviation

- Airports Company Act, 1993 (Act 44 of 1993)
- Air Services Licensing Act, 1990 (Act 115 of 1990)
- Air Traffic and Navigation Services Company Act, 1993 (Act 45 of 1993)
- Carriage by Air Act, 1946 (Act 17 of 1946)
- Civil Aviation Act, 2009 (Act 13 of 2009)
- Convention on the International Recognition of Rights in Aircraft Act, 1993 (Act 59 of 1993)
- Convention on International Interests in Mobile Equipment Act, 2007 (Act 4 of 2007)
- International Air Services Act, 1993 (Act 60 of 1993)
- South African Civil Aviation Authority Levies Act, 1998 (Act 41 of 1998)
- South African Maritime and Aeronautical Search and Rescue Act, 2002 (Act 44 of 2002)

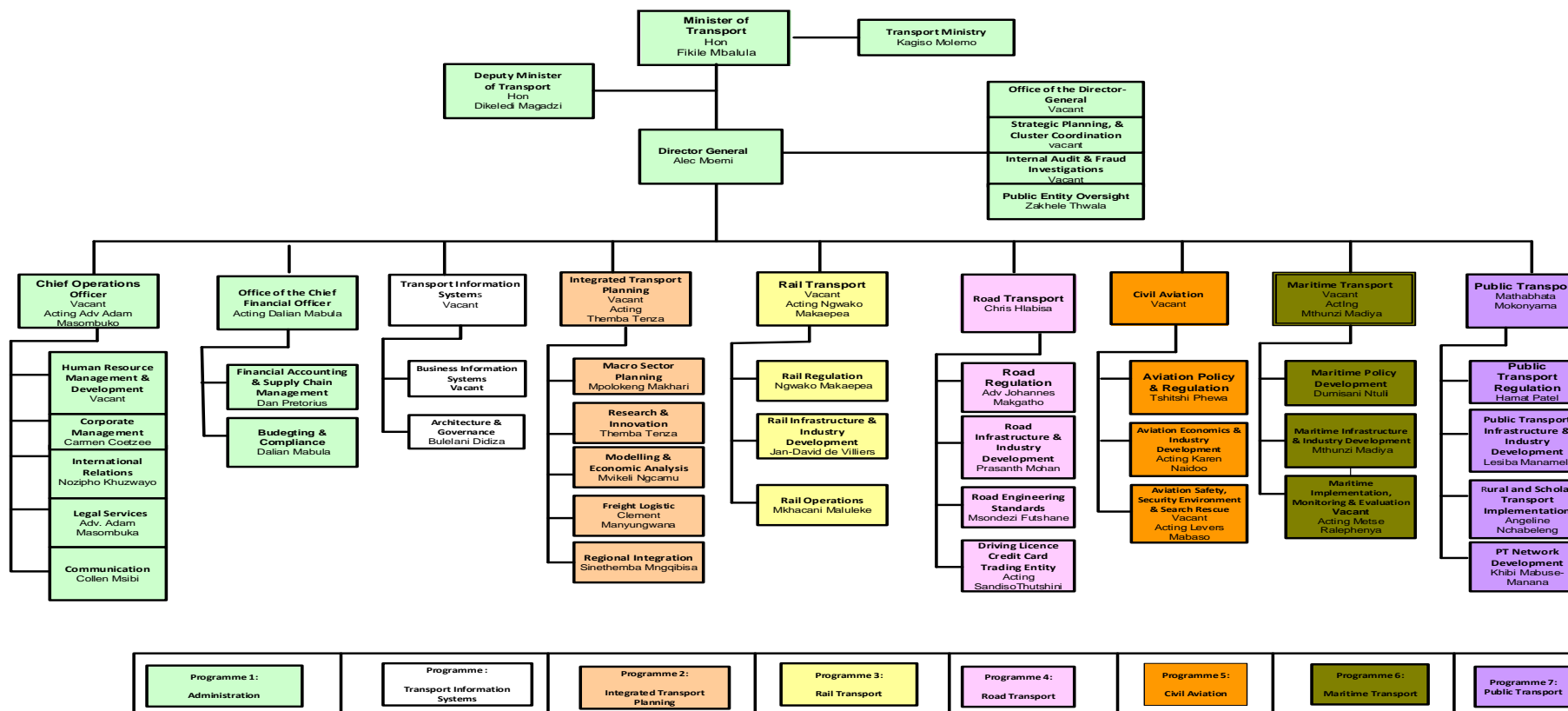
Shipping

- Merchant Shipping Act, 1951 (Act 57 of 1951)

- Merchant Shipping (Civil Liability) Act, 2013 (Act 25 of 2013)
- Merchant Shipping (International Oil Pollution Compensation Administration) Act, 2013 (Act 35 of 2013)
- Merchant Shipping (International Oil Pollution Compensation Contribution) Act, 2013 (Act 36 of 2013)
- Marine Traffic Act, 1981 (Act 2 of 1981)
- Marine Zones Act, 1994 (Act 15 of 1994)
- Carriage of Goods by Sea Act, 1986 (Act 1 of 1986)
- Marine Pollution (Prevention of Pollution from Ships), 1986 (Act 2 of 1986)
- Shipping and Civil Aviation Laws Rationalisation Act, 1994 (Act 28 of 1994)
- Wreck and Salvage Act, 1996 (Act 94 of 1996)
- South African Maritime Safety Act, 1998 (Act 5 of 1998)
- South African Maritime Safety Authority Levies Act, 1998 (Act 6 of 1998)
- Ship Registration Act, 1998 (Act 58 of 1998)
- Sea Transport Documents Act, 2000 (Act 65 of 2000)

9. ORGANISATIONAL STRUCTURE

Organisational Structure for the Department of Transport
March 2020



10. ENTITIES REPORTING TO THE MINISTER

The table below indicates the entities that report to the Minister.

Name of Entity	Legislative Mandate	Financial Relationship	Nature of Operations
Airports Company South Africa SOC Limited (ACSA)	Airports Company Act, 1993 (Act No.44 of 1993)	No Transfer from the Department of Transport	To own and operate the republic's nine principal airports and provide airlines with world-class safe and secure airports infrastructure
Air Traffic and Navigation Services (ATNS)	Air Traffic and Navigation Services Company Act, 1993 (Act No.45 of 1993)	No Transfer from the Department of Transport	To provide for the establishment, development, provision, maintenance management and operation of air navigation infrastructure and air navigation services
Cross-Border Road Transport Agency (C-BRTA)	Cross-Border Road Transport Agency Act, 1998 (Act No. 4 of 1998)	No transfer from the Department of Transport	To provide for cooperative and coordinated provision of advice, regulation, facilitation and law enforcement in respect of cross-border road transport by the public and private sectors.
Passenger Rail Agency of South Africa	The primary focus of the Passenger Rail Agency of South Africa (PRASA), as an arm of the	Transfer Payments	To ensure that rail commuter services are provided in the public interest and to provide for the

Name of Entity	Legislative Mandate	Financial Relationship	Nature of Operations
	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.		long-haul passenger rail and bus services within, to and from the Republic in terms of the principles set out in section 4 of the National Land Transport Act, 2000 (Act No. 22 of 2000)
Ports Regulator of SA	It’s a schedule 3A public entity established in terms of the National Ports Act No;12 of 2005 which mandates the entity to function as an economic regulator of the ports system of South Africa	Transfer Payments	The entity performs functions that relate mainly to regulating pricing and other aspects of economic regulation, promoting equal access to ports facilities and services, monitoring the industry’s compliance with the regulatory framework, and hearing any complaints and appeals lodged with it.
Railway Safety Regulator	Established in terms of the National Railway Safety Regulator Act, 2002 (Act No. 16	Transfer Payments	Provide a conducive regulatory environment

Name of Entity	Legislative Mandate	Financial Relationship	Nature of Operations
	<p>of 2002) (as amended), and listed as Schedule 3B of the PFMA.</p> <p>The mandate of the RSR is to oversee and promote safe railway operations through appropriate support, monitoring and enforcement, guided by an enabling regulatory framework, including regulations.</p>		<p>Improved levels of safety and security in the railway industry</p> <p>Sustainable institutional effectiveness</p>
Road Traffic Management (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

Name of Entity	Legislative Mandate	Financial Relationship	Nature of Operations
			offences in terms of national and provincial laws relating to road traffic
Road Accident Fund (RAF)	Road Accident Fund Act, 1996 (Act No. 56 of 1996)	No transfer from the Department of Transport	To provide for the payment of compensation for loss or damages wrongfully caused by negligent driving of motor vehicles within the borders of the Republic
South African Civil Aviation Authority (SACAA)	South African Civil Aviation Authority Act, 1988 (Act No.4 of (1988)	Transfer Payments. The entity generates its revenue from levies and user charges. The transfer from the Department is for services rendered in aircraft accident and incident investigation.	To control and regulate civil aviation safety and security within the Republic
South African Maritime Safety Authority (SAMSA)	It's responsible for executing the following legislative objectives as set out in the SAMSA Act No.05 of 1998: <ul style="list-style-type: none"> • To ensure safety of life and property at sea • To prevent and combat 	The entity generates most of its revenue from levies, which constitute more than 80.3 per cent of total revenue, charged to foreign ships calling on South African ports.	<p>Develop maritime –undertake activities to cause the maritime transport system to grow, transform and support sustainable development.</p> <p>Promote maritime- undertake activities to support and actively</p>

Name of Entity	Legislative Mandate	Financial Relationship	Nature of Operations
	<p>pollution of the marine environment by ships; and</p> <ul style="list-style-type: none"> • To promote the Republic's maritime interests. 		<p>encourage the registration of ships onto SA ship registry.</p> <p>Authorise maritime- undertake activities to register and authorise people, vessels equipment, courses, agencies, recognised organizations, training institutions and shipping organizations.</p> <p>Monitor compliance – monitor the compliance of all the authorised maritime actors through audits surveillance, support survey and inspection activities ,</p> <p>Enforce compliance- compel observance of compliance through fines, detentions, warnings, administering of conventions and any other disincentives for non - compliance</p> <p>Manage compliance- undertake activities to manage maritime</p>

Name of Entity	Legislative Mandate	Financial Relationship	Nature of Operations
			transport outcomes such as incident management, accident management and maritime interventions through among others the Emerging Towing Vessel
South African National Roads Agency Limited (SANRAL)	South African National Roads Agency Limited and National Road Act, 1998 (Act No. 7 of 1998)	Transfer payments	To manage and control the Republic's national roads system and take charge amongst others of the development, maintenance and rehabilitation of national roads within the framework of government policy

PART B: PERFORMANCE INFORMATION

1. AUDITOR GENERAL'S REPORT: PREDETERMINED OBJECTIVES

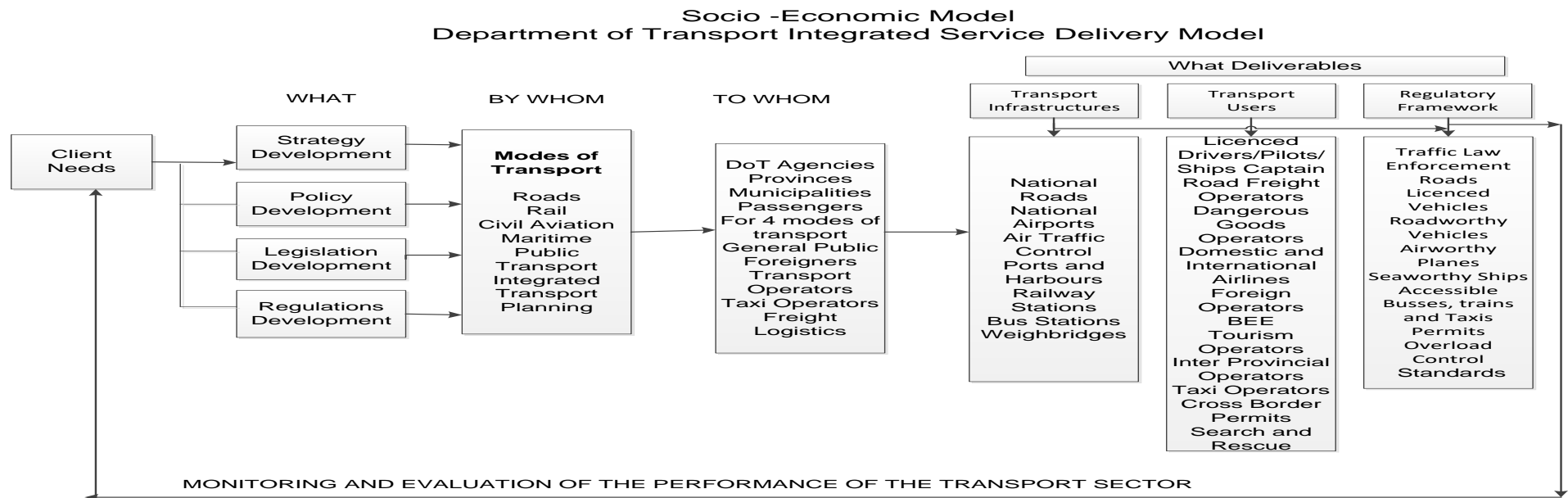
The AGSA currently performs certain audit procedures on the performance information to provide reasonable assurance in the form of an audit conclusion. The audit conclusion on the performance against predetermined objectives is included in the report to management, with material findings being reported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

Refer to page 271 of the Report of the Auditor General, published as Part E: Financial Information.

2. OVERVIEW OF DEPARTMENTAL PERFORMANCE

2.1 Service Delivery Environment

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



2.2 Service Delivery Improvement Plan

The department has completed a Service Delivery Improvement Plan (SDIP). The tables below highlight the service delivery plan and the achievements to date.

Main Services and Standards

Main services	Beneficiaries	Current/actual standard of service	Desired standard of service	Actual achievement
<p>Enhance all services related to Registered Driving Licence Testing Centres in the country by providing:</p> <ul style="list-style-type: none"> • Conduct Inspections • Develop and review Operational Standards • Provide standard service level agreements • Effective Regulations and legislation for safety and standards 	<p>RSA citizens > 18 Learners > 16 Foreigners > 18 years of age and older</p>	<p>Daily: 5 days a week.</p> <p>Some DLTC's render learner licence tests on Saturdays for Secondary School learners.</p> <p>Render driving licence related services at 418 DLTC's</p> <p>Minimum Requirements for Service Delivery Standards for DLTC's, VTS's and RA's have been developed and approved, awaiting publication.</p> <p>Online pre-bookings for applications for learner and driver tests and renewal of licences are now available in</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</p>	<p>Online pre-bookings for applications for learner and driver tests and renewal of licences are now available in Gauteng at most DLTC's. An evaluation report is awaited from Gauteng Province on the outcome of the pilot.</p> <p>Operational standards approved by the IPPP and will be published in the new financial year.</p> <p>Online pre-bookings for applications for learner and driver tests and renewal of licences are</p>

Main services	Beneficiaries	Current/actual standard of service	Desired standard of service	Actual achievement
		<p>Gauteng at most sites (An average of 9000 driving licence applications are received per day by the DLCA from 410 DLTC'S in the RSA.</p> <p>On average 7440 licences are produced per day by the DLCA)</p>	<p>Professional Driver's Permit to reduce queues</p> <p>Computerised processes e.g. computerised learner's licence test in the whole country.</p> <p>Mobile services in rural areas.</p>	only available in Gauteng.

Batho Pele Arrangements with Beneficiaries

Current/actual arrangements	Desired arrangements	Actual achievements
Suggestion Boxes	Call centre (provincial and national). Electronic customer survey and complaint /	Some Suggestion Boxes
Complaints Register		Complaints Register

Current/actual arrangements	Desired arrangements	Actual achievements
Manual surveys	compliment management system at all DLTC's	<p>Inspectors do inspections at DLTC's and issues are discussed with the station managers.</p> <p>Department receives calls directly from clients and deal with them individually and where necessary refers them to provinces.</p> <p>Manual customer surveys are conducted during unannounced visits</p> <p>Some Suggestion Boxes</p> <p>Complaints Register</p>

Service Delivery Information Tool

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

Complaints Mechanism

Current/actual complaints mechanism	Desired complaints mechanism	Actual achievements
Complaints Register	Call centre (provincial and national)	Call centre (provincial and national)
<p>HELP Desk at the DLCA manages queries on driver licences</p> <p>Departmental website provides email address info@dot.gov.za, where queries can be sent to and responded to.</p>	<p>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</p>	<p>HELP Desk at the DLCA manages queries on driver licences</p> <p>Departmental website provides email address info@dot.gov.za, where queries can be sent to and responded to.</p>

2.3 Organisational Environment

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

The internal challenge of alignment and optimal use of resources (human, financial, facilities and equipment) remains a prickly issue that the Department continues to deal with. The main intervention of modifying and purifying the organisational structure is on course and will be prioritised to ensure efficient and effective performance of the department and improve service delivery. The department remains focused on addressing the vacancy rate through the filling critical positions; and also ensuring that its oversight role on sector public entities is strengthened and stabilised.

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

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

Programme 2: Integrated Transport Planning

Programme 3: Rail Transport

Programme 4: Road Transport

Programme 5: Civil Aviation

Programme 6: Maritime Transport

Programme 7: Public Transport

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

An investigation was conducted by the Directorate: Organisational Development, which recommended that the Public Entity Oversight function should be coordinated from the Office of the Director General. This recommendation was supported by the findings of the Organisational Functional Analysis that was conducted during 2018/2019, which also found that a coordination function for Public Entity Oversight would be better placed within the Office of the Director General. The unit Programme Management in the Office of the Director General became dormant due to functional areas managing their own projects. Staff that were placed in this unit were transferred to other branches where their skills could be utilised. Therefore, the post of Chief Director: Programme Management was abolished and the Chief Director: Public Entity Oversight Coordination was created. The 20 Public Entity Oversight staff members that resided within 5 branches, the 4 transport modes and administration and finance were transferred to the Chief Directorate: Public Entity Oversight during December 2019.

2.4 Key policy developments and legislative changes

The Department of Transport has 7 Bills that are being processed through Parliament and the Bill are hereby listed as follows:

- 1) Road Accident Benefit Scheme Bill, 2017 [B17B-2017]
- 2) Airports Company Amendment Bill, 2018 [B5B-2018]
- 3) Air Traffic Navigation Services Company Amendment Bill, 2018 [B6B-2018]
- 4) Civil Aviation Bill, 2018 [B44-2018]
- 5) Economic Regulation of Transport Bill, 2020 [B1-2020]
- 6) Transport Appeal Tribunal Amendment Bill, 2020 [B8-2020]
- 7) National Road Traffic Amendment Bill, 2020 [B7-2020]

Administrative Adjudication of Road Traffic Offences (AARTO) Amendment Bill

- President Cyril Ramaphosa has signed the AARTO Bill into law. It is now called the AARTO Amendment Act, 2019 (Act No. 4 of 2019) and will come into operation on a date that will be confirmed by announcement in the Government Gazette.

National Land Transport (NLT) Amendment Bill, 2016 [B7D-2016]

The NLT Amendment Bill was approved by the Parliament and was sent to the President on 10 March 2020 for assent.

To amend the National Land Transport Act, 2009, to insert certain definitions and amend others; to provide for non-motorised and accessible transport; to bring the Act up to date with developments since the implementation of the Act; to provide for certain powers of provinces to conclude contracts for public transport services; to expand the powers of the Minister to make regulations and introduce safety measures; to prescribe criteria and requirements for municipalities to enter into contracts for public transport services; to amend other transport-related legislation to bring it into line with the Act; and to clarify or simplify various provisions or solve problems that have arisen since the implementation of the Act; and to provide for matters connected therewith.

The National Land Transport Amendment Bill (NLT Amendment Bill) was introduced in Parliament during 2016. Deliberations by the Portfolio Committee was finalized and the NLT Amendment Bill was adopted by the National Assembly. The NLT Amendment Bill also served before the Select Committee and deliberation was finalized. The Select Committee made further amendments and sent it back to the Portfolio Committee for concurrence. However, on **07 May 2019** during the 5th Parliament the Bill lapsed. The Bill was revived by the 6th Parliament on **29 October 2019** and the Department is expected to brief the Portfolio Committee on Transport on the Bill on the 11 February 2020.

The Bill is waiting to be signed into law.

Road Accident Benefit Scheme, 2017 (B17B – 2017)

To Provide for a social security scheme for the victims of road accidents; Establish the Road Accident Benefit Scheme Administration to administer and implement the scheme; to provide a set of defined benefits on a no-fault basis to persons for bodily injury or death cause by or arising from road accidents; to exclude liability of certain persons otherwise liable for damages in terms of the common law; and to provide for matters connected therewith.

The Road Accident Benefit Scheme Bill (RABS Bill) was approved by Cabinet and introduced in Parliament. Deliberations by the Portfolio Committee was finalized and the RABS Bill was sent to the National Assembly for debate and adopted. 07 May 2019 during the 5th Parliament the Bill lapsed. The Bill was revived by the 6th Parliament on 29 October 2019. On the 18 February 2020 the Department is expected to brief the Portfolio Committee on Transport on the Bill.

Airports Company Amendment Bill, 2018 [B5B – 2018]

To amend the Airports Company Act, 1993 so as to insert new definitions; to substitute certain expression ; to provide for appointment and disqualification for membership of the Regulating Committee; to provide for vacation of members of Regulating Committee; to provide for the meetings of the Regulating Committee; to amend the period for issuing of permission; to provide for decision of the Regulating Committee; to provide for the establishment of Appeal Committee; to provide for appointment and disqualification for membership of the Appeal Committee; to provide for vacation of members of Appeal Committee and to provide for matters connected herewith.

The Airports Company Amendment Bill was approved by Cabinet and introduced in Parliament. Deliberations by the Portfolio Committee was finalized. The Portfolio Committee approved the Airports Company Amendment Bill to be sent to the National Assembly for debate and adoption. However, on 07 May 2019 during the 5th Parliament the Bill lapsed. However, the Bill was revived by the 6th Parliament on 29 October 2019. On the 11th February 2020, the Department briefed the Portfolio Committee on Transport on the Bill.

Air Traffic Navigation Services Company Amendment Bill, 2017 [B6B – 2017]

To amend the Air Traffic and Navigation Services Company Act, 1993 so as to insert new definitions; to substitute certain expression; to provide for appointment and disqualification for membership of the Regulating Committee; to provide for vacation of members of Regulating Committee; to provide for the meetings of the Regulating Committee; to amend the period for issuing of permission; to provide for decision of the Regulating Committee; to provide for the establishment of Appeal Committee; to provide for appointment and disqualification for membership of the Appeal Committee; to provide for vacation of members of Appeal Committee and to provide for matters connected herewith.

The Air Traffic Navigation Services Company Amendment Bill was approved by Cabinet and introduced in Parliament. Deliberations by the Portfolio Committee was finalized. The Portfolio Committee approved the Air Traffic Navigation Services Company Amendment Bill to be sent to the National Assembly for debate and adoption. However, on 07 May 2019 during the 5th Parliament the Bill lapsed The Bill was revived by the 6th Parliament on 29 October 2019. On the 11 February 2020 the Department briefed the Portfolio Committee on Transport on the Bill.

Civil Aviation Amendment Bill, 2018 [B44 – 2018]

To amend the Civil Aviation Act, 2009, so as to amend existing, and insert new, definitions; to rectify references to certain Ministries and Government Departments; to amend Chapter 4 of the Act so as to make provision for the operational independence of aircraft accident and incident investigation; to rectify the provision regarding the establishment of the South African Civil Aviation Authority; to give the South African Civil Aviation Authority environmental protection oversight function; to do away with the requirement for the development of a corporate governance plan; to make provision for an employee of the Department to be a member of the Civil Aviation Authority Board; to amend the provisions relating to the appointment and removal of the Commissioner for Civil Aviation and matters related to his or her functions and responsibilities; to amend the provisions relating to the performance agreement between the Minister and the Aviation Safety Investigation Board; to clarify the provisions dealing with conflict of interest; to provide for the designation of the Chairperson of the National Aviation Security Committee and matters connected with the operations of the Committee; to delete the provisions dealing with compliance notices; to amend the provisions dealing with appeals; to authorise the Minister to issue exemptions and to prescribe additional offences and additional enforcement mechanisms; to extend the powers of the Minister to make regulations; to move the procedures for the establishment of consultative structures to the regulations; and to provide for matters connected therewith.

The Civil Aviation Amendment Bill was approved by Cabinet and introduced in Parliament. The Civil Aviation Amendment Bill is before the Portfolio Committee on Transport and during November 2019 the Bill was presented by the Department. Public hearing on the Bill will held on 3-4 March 2020 and the Department responded by 10 March 2020.

3. PRIORITY FOCUS AREAS

The work of the Department for the 2019/20 financial year was implemented under the following priority focus areas:

- **Safety as an Enabler of Service Delivery**

Transport is not only an economic and a social function, but also carries massive safety and security responsibilities. The sector has a concomitant obligation to take reasonable measures to ensure the safety of users (and security of freight) in its operational environment.

- **Public Transport that Enables Social Emancipation and an Economy that Works**

An efficient, affordable, safe and reliable public transport system is a pre-requisite if transport has to play its role as a driver of economic activity and enabler of economic output. In order to achieve this, seamless integration must be realised across modes. Transport is undoubtedly the golden thread that binds all the elements of the economic value chain together.

- **Infrastructure Build that Stimulates Economic Growth and Job Creation**

Investment in infrastructure over the medium term will be vital to address challenges of infrastructure maintenance and expansion to ensure stabilisation of the economy and creation of new opportunities for growth, equity and employment.

- **Building a Maritime Nation, Elevating the Oceans Economy**

As a maritime nation with approximately 2 800 kilometres of coastline, which is strategically located on one of the busiest shipping routes, surrounded by three oceans on the eastern, western and southern seaboard, we are steadfast on our commitment to position the oceans economy as a strategic contributor to economic stimulation and growth. The bulk of South Africa's trade is seaborne and accounts for more than 80% of the country's trade. Our eight (8) commercial ports play a very critical and strategic role in our socio-economic development as well the economies of the land-locked neighbouring States. These dynamics places our ports and shipping lanes at the integral

and nodal point in the value chain system.

- **Accelerating Transformation towards Greater Economic Participation**

Transformation of the South African construction, engineering, aviation, maritime sectors in line with national transformation imperatives, in a manner that broadens economic participation, economic growth and job creation will remain the main objective in the sector's transformation agenda, as will be the sector's contribution to broad-based black economic empowerment, skills development and the growth of small, medium, macro enterprises and co-operatives, with a particular bias towards township and rural economies.

- **Innovation that advances Efficiencies and Supports a Continuous Improvement Model**

Traditional methods of overcoming critical transport and infrastructure challenges are increasingly subject to technology-based disruptions, creating new opportunities. In the case of the fourth (4th) Industrial revolution, the accelerating pace of technology diffusion and its updates, the convergence of multiple technologies towards human-centric goals, or common applications, and the emergence of global platforms are disrupting traditional transport and infrastructure development models.

- **Environmental Protection – Recovering and Maintaining a healthy Natural Environment**

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

- **Improved Efficiency and Effectiveness of Support Services**

A key objective for the Department and the sector will be to maximise performance by strengthening internal support functions and ensuring good governance and a sound internal control environment.

4. PERFORMANCE INFORMATION BY PROGRAMME

4.1 OVERVIEW

In this organisational performance report, the Department of Transport (DoT) presents its annual non-financial performance for the period 01 April 2019 to 31 March 2020, against planned deliverables as reflected in the approved DoT Annual Performance Plan 2019/20.

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

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

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

PERFORMANCE AGAINST PLANNED ANNUAL TARGETS

ANNUAL PERFORMANCE				
PROGRAMME	TOTAL NUMBER OF ANNUAL TARGETS	NUMBER OF TARGETS ACHIEVED	NUMBER OF TARGETS NOT ACHIEVED	PERFORMANCE LEVEL
1. ADMINISTRATION (ODG, COO, CFO)	4	3	1	75%
2. INTEGRATED TRANSPORT PLANNING	4	4	0	100%
3. RAIL TRANSPORT	3	3	0	100%
4. ROAD TRANSPORT	5	5	0	100%
5. CIVIL AVIATION	3	3	0	100%
6. MARITIME TRANSPORT	6	5	1	83%
7. PUBLIC TRANSPORT	4	3	1	75%
TOTAL	29	26	3	90%

4.2 Programme 1: ADMINISTRATION

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

Branches

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

Programme Strategic Objectives

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

Administration: Performance against predetermined indicators and targets

Strategic Objective 1.3: Enhance socio-economic transformation of the transport sector					
Objective Statement: To promote equality and equity within the sector through the coordination of empowerment initiatives for disadvantaged population groups (Women, Disabled, Youth and Children)					
PERFORMANCE INDICATOR	2019/20 ANNUAL TARGET	ANNUAL PROGRESS	REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS	MODERATED ASSESSMENT PERFORMANCE RATING
1.3.1.2 Number of Community Outreach Campaigns conducted on Gender, Disability, Youth and Children (GDYC)	Ten (10) Community Outreach Campaigns conducted	<p>A total of nine (9) community outreach programme on GDYC were conducted during the period under review. These include:</p> <ul style="list-style-type: none"> • <u>May Children Month</u>: Cleaning material and groceries donated to the Childhood Cancer Foundation South Africa • <u>June Youth Month</u>: Aviation Youth Show hosted at the Thebe ya Tlhajwe Secondary School at Koffiekraal Village, North West, where about five hundred (500) learners from high schools in the Madikwe District attended. • <u>July Men's Month</u>: Men Empowerment Workshop hosted in July 2019, where males in the sector deliberated on key topical issues affecting men in the 	One (1) outreach programme scheduled for March 2020 was cancelled due to declaration of the COVID 19 Disaster.	The Community Outreach Programme will continue in the 2020/21 financial year.	

Strategic Objective 1.3: Enhance socio-economic transformation of the transport sector					
Objective Statement: To promote equality and equity within the sector through the coordination of empowerment initiatives for disadvantaged population groups (Women, Disabled, Youth and Children)					
PERFORMANCE INDICATOR	2019/20 ANNUAL TARGET	ANNUAL PROGRESS	REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS	MODERATED ASSESSMENT PERFORMANCE RATING
		<p>country. Key to the discussions on the day was Gender-based violence (GBV).</p> <ul style="list-style-type: none"> • <u>August Women Month</u>: Women's Day Celebration hosted in August 2019. The event coincided with the celebration of 25 years of Democracy in South Africa and the Beijing +25 Platform of Action; and also highlighted the 65th anniversary of the Women's Charter – focusing on human rights such as the right to vote, right to own land and property. • <u>Casual Day</u>: Commemorated in support of persons with disabilities. R1 500.00 was raised through selling of stickers, and the funds were handed to Tshwane for the Blind, which is an organisation that takes care of people with visual impairment. 			

Strategic Objective 1.3: Enhance socio-economic transformation of the transport sector					
Objective Statement: To promote equality and equity within the sector through the coordination of empowerment initiatives for disadvantaged population groups (Women, Disabled, Youth and Children)					
PERFORMANCE INDICATOR	2019/20 ANNUAL TARGET	ANNUAL PROGRESS	REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS	MODERATED ASSESSMENT PERFORMANCE RATING
		<ul style="list-style-type: none"> • <u>November Disability Rights Awareness Month:</u> Community outreach programme conducted for Rivoni Special School learners (Vhembe, Limpopo) to raise awareness on sector opportunities particularly to learners with disabilities. • <u>16 Days Campaign on No Violence against Women and Children:</u> Workshop hosted to sensitise officials on issues relating to gender-based violence and sexual harassment in the workplace. • <u>International Civil Aviation Day:</u> Career exhibition programme hosted for approximately 2 000 learners from different schools in Limpopo and other youth that have completed their matric studies, to showcase career opportunities in the civil aviation space. 			

Strategic Objective 7.1: Provide strategic support and corporate services					
Objective Statement: To coordinate functions of human resource management and development, communications, information technology, legal and strategic planning in support of DoT programmes					
PERFORMANCE INDICATOR	2019/20 ANNUAL TARGET	ANNUAL PROGRESS	REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS	MODERATED ASSESSMENT PERFORMANCE RATING
7.1.1.1 DoT Human Resources Development (HRD) Strategy Framework implemented annually	Human Resource Development Framework implemented	<p>A Human Resource Development (HRD) Monitoring Report for 2019/20 was compiled and submitted to the Department of Public Service and Administration (DPSA) in March 2020.</p> <ul style="list-style-type: none"> • During the period under review, a total of 413 (63%) employees were trained in line with the Workplace Skills Programme (WSP) of the Department. This exceeded the set target of 50% of staff establishment. • Interviewing and selection of fifty (50) interns were successfully coordinated. This also exceeded the target of 5% of the establishment as set out by the DPSA. • Seventy-three (73) new bursaries were awarded to deserving employees, exceeding the set 	None	<ul style="list-style-type: none"> • The submission of 2020/21 Annual HRD implementation plan was postponed to 30 October 2020 as per the DPSA circular to that effect. • The process of finalising the appointment of interns was interrupted by the declaration of the Covid-19 National Disaster. 	

Strategic Objective 7.1: Provide strategic support and corporate services					
Objective Statement: To coordinate functions of human resource management and development, communications, information technology, legal and strategic planning in support of DoT programmes					
PERFORMANCE INDICATOR	2019/20 ANNUAL TARGET	ANNUAL PROGRESS	REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS	MODERATED ASSESSMENT PERFORMANCE RATING
		target of 50. Total number of bursaries currently managed by the DoT is 168.			
Strategic Objective 7.2: Ensure good governance and a sound internal control environment					
Objective Statement: To render financial administration, supply chain management, risk management, internal audit, budgeting and management accounting services to the DoT					
PERFORMANCE INDICATOR	2019/20 ANNUAL TARGET	ANNUAL PROGRESS	REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS	MODERATED ASSESSMENT PERFORMANCE RATING
7.2.1.1 Financial governance compliance and control improved	Action plans to address audit findings developed and monitored	The Annual Monitoring Report on the implementation of action plans was developed. Progress on implementation of action plans to address audit findings presented to the Audit Committee in March 2020.	None	None	
7.2.1.2 Implementation of the DoT Risk Management Strategy monitored	Annual Monitoring Report on the implementation of the Risk Management Strategy developed	The Annual Monitoring Report on the implementation of the Risk Management Strategy developed as targeted.	None	None	

Strategic Objective 7.2: Ensure good governance and a sound internal control environment					
Objective Statement: To render financial administration, supply chain management, risk management, internal audit, budgeting and management accounting services to the DoT					
PERFORMANCE INDICATOR	2019/20 ANNUAL TARGET	ANNUAL PROGRESS	REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS	MODERATED ASSESSMENT PERFORMANCE RATING
		Progress on implementation of Risk Management Strategy reported to the Audit Committee in March 2020.			

STRATEGY TO OVERCOME UNDER-PERFORMANCE

Red flags were identified during the period under review. Deliverables that were lagging behind were identified and given stringent attention to ensure that they meet their targets as set out in the Annual Performance Plan. The only deliverable in Programme 1 (Administration) that did not meet its annual target was:

- Community Outreach Campaigns on Gender, Disability, Youth and Children.

Nine (9) campaigns were conducted against a target of ten (10). One campaign, scheduled for Quarter 4, was not conducted due to the declaration of the Covid 19 Disaster.

CHANGES TO PLANNED TARGETS

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

PROGRAMME EXPENDITURE

Sub- Programme Name	2019/20			2018/19		
	Final	Actual	(Over)/Under Expenditure	Final	Actual	(Over)/Under Expenditure
	Appropriation	Expenditure	R'000	Appropriation	Expenditure	R'000
	R'000	R'000	R'000	R'000	R'000	R'000
1.1 Ministry	45 889	45 889	-	48 938	45 157	3 781
1.2 Management	53 052	52 443	609	75 752	61 530	14 222
1.3 Corporate Services	214 612	211 253	3 359	227 585	212 537	15 048
1.4 Communications	40 036	37 408	2 628	35 642	27 988	7 654
1.5 Office Accommodation	65 748	65 748	-	46 177	32 597	13 580
Total	419 337	412 741	6 596	434 094	379 809	54 85

4.3 Programme 2: INTEGRATED TRANSPORT PLANNING

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

Sub-Programmes

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

Programme Strategic Objectives

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

INTEGRATED TRANSPORT PLANNING: PERFORMANCE AGAINST PREDETERMINED INDICATORS AND TARGETS

Strategic Objective 1.1: Facilitate integrated macro-transport systems planning to guide investments in the sector					
Objective Statement: To formulate and implement national transport macro-planning legislation, policies and strategies.					
PERFORMANCE INDICATOR	2019/20 ANNUAL TARGET	ANNUAL PROGRESS	REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS	MODERATED ASSESSMENT PERFORMANCE RATING
1.1.2.1 Transport sector ICT Strategy approved by March 2022	Benchmark exercise conducted on the Transport sector ICT Strategy	A desktop benchmarking exercise on how different countries implement sector ICT strategies was conducted. Five countries (Canada, United State of America (USA), United Kingdom (UK), Malaysia and Australia) were used as benchmarks for the exercise. A benchmark report on existing sector ICT strategies was the developed as targeted.	None	The findings and recommendations of the benchmarking exercise were comprehensive, and as a result a study tour was deemed unnecessary.	

Strategic Objective 1.2: Promote national, regional and continental integration of transport infrastructure and operations					
Objective Statement: To develop and implement strategies to enhance seamless movement of freight and passengers across all modes of transport					
PERFORMANCE INDICATOR	2019/20 ANNUAL TARGET	ANNUAL PROGRESS	REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS	MODERATED ASSESSMENT PERFORMANCE RATING
1.2.2.1 Ministerial approval to submit the Regional	Regional Integration Framework developed	Consultations on the Regional Integration Framework Inception Report were conducted with the	None	None	

Strategic Objective 1.2: Promote national, regional and continental integration of transport infrastructure and operations					
Objective Statement: To develop and implement strategies to enhance seamless movement of freight and passengers across all modes of transport					
PERFORMANCE INDICATOR	2019/20 ANNUAL TARGET	ANNUAL PROGRESS	REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS	MODERATED ASSESSMENT PERFORMANCE RATING
Integration Strategy to Cabinet secured by March 2022		<p>following stakeholders:</p> <ul style="list-style-type: none"> • DoT Programmes • Road Traffic Management Corporation (RTMC) • Rail Safety Regulator (RSR) • South African Maritime Safety Authority (SAMSA) • South African National Roads Agency Limited (SANRAL) • South African Civil Aviation Authority (SACAA) • Air Traffic Navigation Services (ATNS) • Passenger Rail Agency of South Africa (PRASA) • Department of Trade and Industry (the DTI) • Road Freight Association (RFA). <p>Stakeholder inputs were duly considered as targeted and the draft Regional Integration Framework developed.</p>			

Strategic Objective 1.3: Enhance socio-economic transformation of the transport sector					
Objective Statement: To standardise economic regulations and enhance participation and inclusion of key stakeholders in mainstream sector interventions.					
PERFORMANCE INDICATOR	2019/20 ANNUAL TARGET	ANNUAL PROGRESS	REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS	MODERATED ASSESSMENT PERFORMANCE RATING
1.3.2.1 Literature Review on the Pathway for Autonomous Vehicle Technology Implementation conducted by March 2020	Literature Review conducted on the Pathway for Autonomous Vehicle Technology Implementation in South Africa	<p>Literature review on the Pathway for Autonomous Vehicle Technology Implementation in South Africa conducted on the following:</p> <ul style="list-style-type: none"> • Concept of Autonomous Vehicles Technology • Detailed preparation process conducted across countries towards Autonomous Vehicle Technology implementation • Roles and players of institutions involved in the implementation of Autonomous Vehicle Technology • Analysis of the pathway for implementing Autonomous Vehicles Technology in South Africa. 	None	None	
1.3.2.2 Single Transport Economic	- (STER Bill submitted to Cabinet)	The updated Economic Regulation of Transport (ERT) Bill approved by	None	None	

Strategic Objective 1.3: Enhance socio-economic transformation of the transport sector					
Objective Statement: To standardise economic regulations and enhance participation and inclusion of key stakeholders in mainstream sector interventions.					
PERFORMANCE INDICATOR	2019/20 ANNUAL TARGET	ANNUAL PROGRESS	REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS	MODERATED ASSESSMENT PERFORMANCE RATING
Regulator (STER) Bill submitted to Parliament by March 2021		Cabinet in November 2019. A Gazetted Notice of Intention (Notice No. 1575) to introduce ERT Bill to Parliament in terms of Rule 241(1) (b) of the National Assembly issued on the 06 th December 2019.			

STRATEGY TO OVERCOME UNDER-PERFORMANCE

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

- Benchmarking Exercise on the Sector ICT Strategy

A dedicated recovery plan was developed in the Fourth Quarter and progress was monitored to ensure that the deliverable records comprehensive progress towards attainment of key milestones. The exercise was successfully executed and the draft Benchmarking Report was developed as targeted.

CHANGES TO PLANNED TARGETS

Following a change in government administration during the financial year under review, the DoT Annual Performance Plan 2019/20 was revised to ensure alignment with the seven apex priorities of the 6th Administration. Following the revision, the following performance interventions were removed from the annual targets:

- **Development of the Travel Demand Management Strategic Framework**

Finalisation of the Framework was targeted for March 2022. For the financial year under review, the annual target was to conduct a feasibility study.

- **Development and implementation of the Maputo Integrated Freight Corridor Business Case**

The target for the development of the Business Case was March 2020, and implementation was scheduled to resume in April 2021.

Targeting for the two interventions will be re-assessed in line with priorities of the Medium Term Strategic Framework and the apex priorities of the 6th Administration.

PROGRAMME EXPENDITURE

Sub- Programme Name	2019/20			2018/19		
	Final	Actual	(Over)/Under Expenditure	Final	Actual	(Over)/Under Expenditure
	Appropriation	Expenditure		Appropriation	Expenditure	
	R'000	R'000	R'000	R'000	R'000	R'000
2.1 Macro Sector Planning	11 405	10 342	1 063	15 930	11 777	4 153
2.2 Freight Logistics	13,393	12,088	1 305	18 988	11 454	7 534
2.3 Modelling and Economic Analysis	93 368	89 345	4 023	19 286	15 620	3 666
2.4 Regional Integration	10 892	10 698	194	14 019	11 927	2 092
2.5 Research and Innovation	16 894	13 074	3 820	16 271	15 896	375
2.6 Integrated Transport Planning Administration Support	6 984	4 403	2 581	5 488	4 701	787
Total	152 936	139 950	12 986	89 982	71 75	18 07

4.5 Programme 3: RAIL TRANSPORT

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

Sub-Programmes

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

Programme Strategic Objectives

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

RAIL TRANSPORT: PERFORMANCE AGAINST PREDETERMINED INDICATORS AND TARGETS

Strategic Objective 1.5: Enhance performance, efficiency and reliability of the rail transport sector					
Objective Statement: To develop and implement interventions aimed at improving transport operations. Key during the MTSF is to finalise and implement the National Rail Policy and National Rail Act by 2019. The Policy will aim to guide development of the rail sector; and to align and revitalise the industry in line with rail's global development trajectory.					
PERFORMANCE INDICATOR	2019/20 ANNUAL TARGET	ANNUAL PROGRESS	REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS	MODERATED ASSESSMENT PERFORMANCE RATING
1.5.3.1 Draft Guidelines on Rail Access Regime developed by March 2020	Draft Guidelines on Rail Access Regime developed	International benchmarking on Rail Access Regime Guidelines was conducted. Final Draft of the Guidelines on Rail Access Regime developed as targeted.	None	None	
1.5.3.2 Implementation of the Branchline Model for Private Sector Participation (PSP) monitored	Implementation of the Private Sector Participation (PSP) Framework monitored	A monitoring report on the implementation of the PSP Framework on Branchlines was developed as targeted. Transnet identified ten (10) branchlines that they have approved for concessioning. The rationale for the ten branchlines is based on support for economic growth in rural and agricultural spaces, utilisation of under-used rail assets, leveraging private investment and to grow freight activity on the main lines.	None	None	

Strategic Objective 2.1: Regulate and enhance transport safety and security					
Objective Statement: To develop and implement interventions aimed at enhancing transport safety and security. Critical over the MTSF is to have the National Railway Safety Regulator Act completed, approved and implemented by 2019.					
PERFORMANCE INDICATOR	2019/20 ANNUAL TARGET	ANNUAL PROGRESS	REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS	MODERATED ASSESSMENT PERFORMANCE RATING
2.1.3.1 Ministerial approval to submit the Railway Safety Bill to Cabinet secured by March 2020	Draft Railway Safety Bill approved for submission to Cabinet	<p>Railway Safety Bill approved by Cabinet for submission to Parliament.</p> <p>The Bill seeks to strengthen the safety of our railway and ensure rail becomes an attractive mode of transport that is also able to positively contribute to the economy.</p>	None	None	

STRATEGY TO OVERCOME UNDER-PERFORMANCE

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

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

CHANGES TO PLANNED TARGETS

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

PROGRAMME EXPENDITURE

Sub- Programme Name	2019/20			2018/19		
	Final	Actual	(Over)/Under Expenditure	Final	Actual	(Over)/Under Expenditure
	Appropriation	Expenditure	R'000	Appropriation	Expenditure	R'000
	R'000	R'000	R'000	R'000	R'000	R'000
3.1 Rail Regulation	10 514	10 128	386	19 835	11 856	7 979
3.2 Rail Infrastructure and Industry Development	7 229	7 229	-	9 814	6 995	2 819
3.3 Rail Operations	13 471	13 471	-	11 701	9 454	2 247
3.4 Rail Oversight	16 525 743	16 525 743	-	15 841 986	15 841 986	-
3.5 Rail Administration Support	3 882	3 667	215	3 943	3 402	541
Total	16 560 839	16 560 238	601	15 887 279	15 873 693	13 586

4.5 Programme 4: ROAD TRANSPORT

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

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

Programme Strategic Objectives

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

ROAD TRANSPORT: PERFORMANCE AGAINST PREDETERMINED INDICATORS AND TARGETS

Strategic Objective 1.4: Ensure a sustainable transport infrastructure network					
Objective Statement: To develop and monitor implementation of policies aimed at ensuring construction and maintenance of transport infrastructure. Critical in the MTSF is to have the Roads Policy approved and implemented by 2019. The Policy will aim to provide a common purpose with respect to the management of roads in South Africa and also address fragmentation of the historical road management approach at various spheres of government; while aligning roads delivery with socio-economic priorities of the country.					
PERFORMANCE INDICATOR	2019/20 ANNUAL TARGET	ANNUAL PROGRESS	REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS	MODERATED ASSESSMENT PERFORMANCE RATING
1.4.4.1 Construction and maintenance of provincial roads monitored in line with the approved budget	Overall implementation of the SSP monitored in line with the PRMG budget	Implementation of the S'hamba Sonke Provincial Road Maintenance Programme monitored through site inspections, bilateral consultations and progress reports compiled as targeted.	None	None	
Strategic Objective 2.1 Regulate and enhance transport safety and security					
Objective Statement: To develop and implement interventions aimed at enhancing transport safety and security. Critical within the MTSF is to have the National Road Safety Strategy approved and implemented by 2019. The Strategy will serve as a blue print for all road safety interventions that need to be implemented to create safer roads.					
PERFORMANCE INDICATOR	2019/20 ANNUAL TARGET	ANNUAL PROGRESS	REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS	MODERATED ASSESSMENT PERFORMANCE RATING
2.1.4.1 Ministerial approval to submit the Draft Bill for Founding Legislations of Road	Final Due Diligence Report developed on the review of Founding Legislations of Road Entities	Final draft of the Due Diligence Report on the Review of Founding Legislations of Road Entities developed as targeted.	None	None	

Strategic Objective 2.1 Regulate and enhance transport safety and security					
Objective Statement: To develop and implement interventions aimed at enhancing transport safety and security. Critical within the MTSF is to have the National Road Safety Strategy approved and implemented by 2019. The Strategy will serve as a blue print for all road safety interventions that need to be implemented to create safer roads.					
PERFORMANCE INDICATOR	2019/20 ANNUAL TARGET	ANNUAL PROGRESS	REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS	MODERATED ASSESSMENT PERFORMANCE RATING
Entities to Cabinet secured by March 2021					
2.1.4.2 Implementation of the 2016-2030 National Road Safety Strategy monitored	Implementation of the National Road Safety Strategy (NRSS) monitored	<p>As part of implementation of the National Road Safety Strategy, the following were done:</p> <ul style="list-style-type: none"> • Easter Road Safety Campaign launched and conducted • Education and Awareness Campaign programmes • Interfaith programmes and taxi rank activations • Passenger and driver education awareness, youth programmes, cyclist education and alcohol awareness campaigns • Road Safety Education and awareness campaigns 	None	None	

Strategic Objective 2.1 Regulate and enhance transport safety and security					
Objective Statement: To develop and implement interventions aimed at enhancing transport safety and security. Critical within the MTSF is to have the National Road Safety Strategy approved and implemented by 2019. The Strategy will serve as a blue print for all road safety interventions that need to be implemented to create safer roads.					
PERFORMANCE INDICATOR	2019/20 ANNUAL TARGET	ANNUAL PROGRESS	REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS	MODERATED ASSESSMENT PERFORMANCE RATING
		<ul style="list-style-type: none"> • Road Safety cycling education and awareness campaign • Women in Traffic Law-enforcement Road Safety Dialogue • Festive season Arrive Alive 24/7 road safety campaign launched and conducted • Festive season road safety education and awareness campaigns (Passenger and driver safety, Alcohol and fatigue awareness, seatbelt & child restraint awareness, pedestrian safety campaigns) • Overload (Malayishas) road safety operations conducted on major and busy national routes 			
2.1.4.3 Ministerial approval to submit the National Anti-Fraud and	Final draft National Anti-Fraud and Corruption Strategy developed	Consultations on the draft National Anti-Fraud and Corruption Strategy were conducted with Freight Logistics Stakeholders	None	None	

Strategic Objective 2.1 Regulate and enhance transport safety and security					
Objective Statement: To develop and implement interventions aimed at enhancing transport safety and security. Critical within the MTSF is to have the National Road Safety Strategy approved and implemented by 2019. The Strategy will serve as a blue print for all road safety interventions that need to be implemented to create safer roads.					
PERFORMANCE INDICATOR	2019/20 ANNUAL TARGET	ANNUAL PROGRESS	REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS	MODERATED ASSESSMENT PERFORMANCE RATING
Corruption Strategy for Road Traffic Environment to Cabinet secured by March 2021		The final draft of the National Anti-Fraud and Corruption Strategy developed as targeted during the period under review			
2.1.4.4 Ministerial approval to submit the Draft National Road Traffic Amendment Bill to Cabinet secured by March 2020	Draft National Road Traffic Amendment Bill approved for submission to Cabinet	Draft National Road Traffic Amendment Bill was approved by Cabinet during the period under review. Processes are currently underway to introduce the Bill to Parliament.	None	None	

STRATEGY TO OVERCOME UNDER-PERFORMANCE

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

- Development of the National Anti-Fraud and Corruption Strategy for the Road Traffic Environment.

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. Consultations on the draft Strategy were conducted and the draft Strategy finalised accordingly.

CHANGES TO PLANNED TARGETS

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

PROGRAMME EXPENDITURE

Sub- Programme Name	2019/20			2018/19		
	Final	Actual	(Over)/Under Expenditure	Final	Actual	(Over)/Under Expenditure
	Appropriation	Expenditure		Appropriation	Expenditure	
	R'000	R'000	R'000	R'000	R'000	R'000
4.1 Road Regulation	282 496	282 019	477	47 656	46 002	1 654
4.2 Road Infrastructure and Industry Development	22 716	17 067	5 649	27 905	16 582	11 323
4.3 Road Oversight	32 954 351	32 952 556	1 795	29 988 198	29 979 767	8 431
4.4 Road Administration Support	12 613	12 613	-	8 943	7 949	994
4.5 Road Engineering Standards	23 325	21 610	1 715	26 058	16 808	9 250
Total	33 295 501	33 285 865	9 636	30 098 760	30 067 108	31 52

4.6 Programme 5: CIVIL AVIATION

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

Sub-Programmes

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

Programme Strategic objectives

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

CIVIL AVIATION: PERFORMANCE AGAINST PRE-DETERMINED INDICATORS AND TARGETS

Strategic Objective 1.5: Enhance performance, efficiency and reliability of the transport sector					
Objective Statement: Develop and implement policies and promulgate Acts that are set to drive investments for the maintenance and strategic expansion of the transport infrastructure network, and support the development of transport asset management systems in rural and provincial authorities. The definitive drive of these interventions is to improve the efficiency, capacity and competitiveness of transport operations in all modes.					
PERFORMANCE INDICATOR	2019/20 ANNUAL TARGET	ANNUAL PROGRESS	REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS	MODERATED ASSESSMENT PERFORMANCE RATING
1.5.5.3 Ministerial approval to submit the Air Services Bill to Cabinet secured by March 2021	Air Services Bill submitted to DPME for Socio Economic Impact Assessment (SEIAs)	<p>The following progress was recorded during the period under review:</p> <ul style="list-style-type: none"> • Draft Air Services Bill presented to the ESEID Cluster in May 2019, and the Bill was approved to proceed to Cabinet Committee • Draft Air Services Bill was presented at GCAC Committee on the 30 May 2019 and was noted to proceed to the ICTS Cluster. • Consultations on the draft Bill conducted with ACSA, ATNS, BARSAs, SACAA, GATCSA, SAWS and SAAF. • Stakeholder inputs considered and the Bill duly updated. • The Air Services Bill was 	None	None	

Strategic Objective 1.5: Enhance performance, efficiency and reliability of the transport sector					
Objective Statement: Develop and implement policies and promulgate Acts that are set to drive investments for the maintenance and strategic expansion of the transport infrastructure network, and support the development of transport asset management systems in rural and provincial authorities. The definitive drive of these interventions is to improve the efficiency, capacity and competitiveness of transport operations in all modes.					
PERFORMANCE INDICATOR	2019/20 ANNUAL TARGET	ANNUAL PROGRESS	REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS	MODERATED ASSESSMENT PERFORMANCE RATING
		submitted to DPME for socio-economic impact assessment and SEIAS certificate was duly obtained as targeted.			

Strategic Objective 2.1: Regulate and enhance transport safety and security					
Objective Statement: Develop and implement policies and strategies that seek to reduce accidents and incidents in the road, rail, aviation and maritime environment.					
PERFORMANCE INDICATOR	2019/20 ANNUAL TARGET	ANNUAL PROGRESS	REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS	MODERATED ASSESSMENT PERFORMANCE RATING
2.1.5.1 Ministerial approval to submit the South African Maritime and Aeronautical Search and Rescue Amendment Bill to Cabinet secured by March 2021	Draft South African Maritime and Aeronautical Search and Rescue Amendment Bill submitted to the SASAR Executive Committee	The following progress was recorded during the period under review: <ul style="list-style-type: none"> • A gap analysis was conducted on the SASAR Act. • Stakeholder consultations on the Bill conducted with SASAR Executive Committee, SAMSA, MRCC, ATNS, ARCC, SANDF, Telkom, SACAA, SAPS, DHA, 	None	None	

Strategic Objective 2.1: Regulate and enhance transport safety and security					
Objective Statement: Develop and implement policies and strategies that seek to reduce accidents and incidents in the road, rail, aviation and maritime environment.					
PERFORMANCE INDICATOR	2019/20 ANNUAL TARGET	ANNUAL PROGRESS	REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS	MODERATED ASSESSMENT PERFORMANCE RATING
		COMAIR, BARSA, NDoH and SAWS <ul style="list-style-type: none"> • Draft Amendment Bill reviewed by all stakeholders and inputs incorporated into the updated draft. • A Working Paper requesting the SASAR Executive Committee's endorsement of the draft South African Maritime and Aeronautical Search and Rescue Amendment Bill was approved. 			

Strategic Objective 5: Increased contribution to job creation					
Objective Statement: Create an enabling environment for employment opportunities in the transport sector through the implementation of labour-intensive interventions and off-takes of ancillary support programmes					
PERFORMANCE INDICATOR	2019/20 ANNUAL TARGET	ANNUAL PROGRESS	REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS	MODERATED ASSESSMENT PERFORMANCE RATING
5.1.5.1 Ministerial approval to submit the Business Case for a Government-	Business Case for a Government-owned Aviation Academy developed	The following progress was recorded during the period under review: <ul style="list-style-type: none"> • A concept paper on the aviation 	None	None	

Strategic Objective 5: Increased contribution to job creation					
Objective Statement: Create an enabling environment for employment opportunities in the transport sector through the implementation of labour-intensive interventions and off-takes of ancillary support programmes					
PERFORMANCE INDICATOR	2019/20 ANNUAL TARGET	ANNUAL PROGRESS	REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS	MODERATED ASSESSMENT PERFORMANCE RATING
owned Aviation Academy to Cabinet secured by March 2021		<p>training landscape in South Africa and a draft Business Case for a Government-owned Aviation Academy were developed</p> <ul style="list-style-type: none"> • Targeted stakeholder consultations facilitated with SACAA, ATNS and ACSA with a view to solicit inputs on the option models generated for the Aviation Academy • Stakeholder inputs considered and the Business Case for a Government-owned Aviation Academy duly updated as targeted. 			

STRATEGY TO OVERCOME UNDER-PERFORMANCE

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

- Socio-economic impact assessment of the Air Services.

A dedicated recovery plan was developed in the Fourth Quarter and progress was monitored to ensure that the deliverable meets its annual targets. Stakeholder consultations conducted and inputs considered. The Bill was re-submitted to the State Law Advisor in November 2019, and submitted to the Department of Planning, Monitoring and Evaluation for socio-economic impact assessment.

CHANGES TO PLANNED TARGETS

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

PROGRAMME EXPENDITURE

Sub- Programme Name	2019/20			2018/19		
	Final	Actual	(Over)/Under Expenditure	Final	Actual	(Over)/Under Expenditure
	Appropriation	Expenditure		Appropriation	Expenditure	
	R'000	R'000	R'000	R'000	R'000	R'000
5.1 Aviation Policy and Regulations	26 330	25 313	1 017	28 310	28 021	289
5.2 Aviation Economic Analysis and Industry Development	8 400	6 811	1 589	14 184	10 349	3 835
5.3 Aviation Safety, Security Environment and Search and Rescue	102 598	61 049	41 549	73 870	66 391	7 479
5.4 Aviation Oversight	75 024	73 654	1 370	59 900	58 456	1 444
5.5 Aviation Administration Support	11 993	11 993	-	5 989	4 501	1 488
Total	224 345	178 820	45 525	182 253	167 718	14 535

4.7 Programme 6: MARITIME TRANSPORT

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

Sub-Programmes

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

Programme Strategic Objectives

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

MARITIME TRANSPORT: PERFORMANCE AGAINST PREDETERMINED INDICATORS AND TARGETS

Strategic Objective 1.5: Enhance performance, efficiency and reliability of the transport sector					
Objective Statement: To develop and implement interventions aimed at improving transport operations. Critical within the current MTSF is to ensure approval and implementation of the Maritime Transport Policy by 2019.					
PERFORMANCE INDICATOR	2019/20 ANNUAL TARGET	ANNUAL PROGRESS	REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS	MODERATED ASSESSMENT PERFORMANCE RATING
1.5.6.1 Programme on Maritime Education and Training Improvement developed by March 2021	Assessment of the state of the Public Maritime Education and Training Institutions conducted	<p>The following progress was recorded during the period under review:</p> <ul style="list-style-type: none"> • Desktop analysis conducted on the state of Public Maritime Education and Training Institutions. Focus institutions were Durban University of Technology (DUT) and the Maritime School of Excellence (MSoE) • Draft report on the state of Public Maritime Education and Training Institution developed as targeted. 	None	None	
1.5.6.2 Draft SADC Agreement on Coastal Shipping developed by March 2020	SADC Coastal Shipping Agreement (SADC-SA) developed	<p>Situational analysis conducted on the Southern African Development Community (SADC) Coastal Shipping</p> <p>A Draft Coastal Shipping Agreement developed as targeted.</p>	None	None	

Strategic Objective 2.1: Regulate and enhance transport safety and security					
Objective Statement: To develop and implement interventions aimed at enhancing transport safety and security in line with international standards. Critical within the MTSF is to ensure the approval and implementation of the Merchant Shipping Bill.					
PERFORMANCE INDICATOR	2019/20 ANNUAL TARGET	ANNUAL PROGRESS	REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS	MODERATED ASSESSMENT PERFORMANCE RATING
2.1.6.1 Ministerial approval to submit the Merchant Shipping Bill to Cabinet secured by March 2020	Merchant Shipping Bill approved for submission to Cabinet	Merchant Shipping Bill was submitted to and approved by Cabinet for public comments.	None	None	
2.1.6.2 State of readiness analysis for mandatory IMO audits conducted by March 2020	State of Readiness Analysis for mandatory IMO Audits conducted	Trial audits to assess the state of readiness for mandatory IMO audits undertaken as targeted during the period under review.	None	None	

Strategic Objective 6.3 Reduce the level of pollution at sea					
Objective Statement: To reduce level of pollution at sea through implementation of conventions and legislation					
PERFORMANCE INDICATOR	2019/20 ANNUAL TARGET	ANNUAL PROGRESS	REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS	MODERATED ASSESSMENT PERFORMANCE RATING
6.3.6.1 Ministerial approval to submit the Marine Pollution Prevention Amendment Bill to Cabinet secured by March 2020	Marine Pollution Prevention Amendment Bill approved for submission to Cabinet	Draft Marine Pollution Amendment Bill developed and submitted to NEDLAC Ministerial approval to submit the Draft Marine Pollution Amendment Bill to Cabinet was not secured.	GCAC meeting for sub-committee of ITCS Cluster was postponed due to COVID-19 Disaster Declaration	The matter has been prioritised for the first sitting of the GCAC sub-committee.	
6.3.6.2 Maritime	Maritime Energy	Stakeholder consultations conducted			

Strategic Objective 6.3 Reduce the level of pollution at sea					
Objective Statement: To reduce level of pollution at sea through implementation of conventions and legislation					
PERFORMANCE INDICATOR	2019/20 ANNUAL TARGET	ANNUAL PROGRESS	REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS	MODERATED ASSESSMENT PERFORMANCE RATING
Energy Efficiency Programme developed by March 2020	Efficiency Programme developed	on the concept document of the Maritime Energy Efficiency Programme and stakeholder inputs considered Maritime Energy Efficiency Programme developed as targeted.			

STRATEGY TO OVERCOME UNDER-PERFORMANCE

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

- Analysis of state of readiness for mandatory IMO audit
- Assessment of the state of the Public Maritime Education and Training Institutions
- Development of the SADC Coastal Shipping Agreement
- Submission of the Draft Merchant Bill to Cabinet
- Submission of the Marine Pollution Prevention Amendment Bill to Cabinet

A dedicated recovery plan was developed in the Fourth Quarter and progress was monitored to ensure that the deliverables are back on track to meet annual targets. As at the end of the financial year, only the submission of the Marine Pollution Prevention Amendment Bill to Cabinet was not achieved due to delays in consultations with the State Law Advisor and FOSAD Cluster. Consultations will be prioritised in the new financial year to ensure finalisation and submission of the Bill to Cabinet.

CHANGES TO PLANNED TARGETS

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

PROGRAMME EXPENDITURE

Sub- Programme Name	2019/20			2018/19		
	Final	Actual	(Over)/Under Expenditure	Final	Actual	(Over)/Under Expenditure
	Appropriation	Expenditure		Appropriation	Expenditure	
	R'000	R'000	R'000	R'000	R'000	R'000
6.1 Maritime Policy Development	10 398	10 398	-	11 765	11 613	152
6.2 Maritime Infrastructure and Industry Development	10 607	10 040	567	9 897	7 579	2 318
6.3 Implementation, Monitoring and Evaluations	67 488	67 488	-	72 605	71 783	822
6.4 Maritime Oversight	41 355	39 676	1 679	29 798	28 556	1 242
6.5 Maritime Administration Support	5 402	5 277	125	5 061	4 462	599
Total	135 250	132 879	2 371	129 126	123 993	5 133

4.8 Programme 7: PUBLIC TRANSPORT

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

Sub-Programmes

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

Programme Strategic Objectives

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

PUBLIC TRANSPORT: PERFORMANCE AGAINST PREDETERMINED INDICATORS AND TARGETS

Strategic Objective 3.1: Provide integrated rural transport infrastructure and services					
Objective Statement: To develop and implement policies and strategies geared at improving provision of quality public transport infrastructure and services in rural areas. Critical within the MTSF is approval and implementation of the Rural Transport Strategy and the Learner Transport Policy by 2019.					
PERFORMANCE INDICATOR	2019/20 ANNUAL TARGET	ANNUAL PROGRESS	REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS	MODERATED ASSESSMENT PERFORMANCE RATING
3.1.7.1 Integrated Public Transport Network (IPTN) plans developed in district municipalities annually	Detailed Network (IPTN) plans developed in two (2) district municipalities: <i>Amathole and Capricorn DM's</i>	Detailed Integrated Public Transport Network (IPTN) plans not developed in the two district municipalities as a targeted.	Amathole IPTN Plan process delayed due to internal approval processes. The contract for Capricorn District Municipality is awaiting final signatures.	The development of IPTN plans for the two district municipalities will be prioritised in the 2020/21 financial year.	
Strategic Objective 4.1: Promote sustainable public transport					
Objective Statement: To facilitate and promote the provision of sustainable public transport, through the use of safe and compliant vehicles and developing empowerment systems for the sector. Critical within the current MTSF is approval and implementation of the Integrated Public Transport Turnaround Plan and the Taxi Recapitalisation Programme					
PERFORMANCE INDICATOR	2019/20 ANNUAL TARGET	ANNUAL PROGRESS	REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS	MODERATED ASSESSMENT PERFORMANCE RATING
4.1.7.1 Implementation of the revised Taxi Recapitalisation	Survey conducted on the extent of illegal taxi operations in South Africa	The survey on the extent of illegal taxi operations conducted on the eNaTIS and data analysed and findings have been consolidated.	None	None	

Strategic Objective 4.1: Promote sustainable public transport					
Objective Statement: To facilitate and promote the provision of sustainable public transport, through the use of safe and compliant vehicles and developing empowerment systems for the sector. Critical within the current MTSF is approval and implementation of the Integrated Public Transport Turnaround Plan and the Taxi Recapitalisation Programme					
PERFORMANCE INDICATOR	2019/20 ANNUAL TARGET	ANNUAL PROGRESS	REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS	MODERATED ASSESSMENT PERFORMANCE RATING
Programme monitored		Preliminary findings provide that 47% of old taxi vehicles are in the Gauteng province and 24% in KZN.			

Strategic Objective 4.2: Improve public transport access and reliability					
Objective Statement: To facilitate the development and implementation of Integrated Public Transport Networks (IPTNs) in identified municipalities by 2019.					
PERFORMANCE INDICATOR	2019/20 ANNUAL TARGET	ANNUAL PROGRESS	REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS	MODERATED ASSESSMENT PERFORMANCE RATING
4.2.7.1 Integrated Public Transport Networks (IPTNs) funded and monitored in selected cities	IPTN's monitored in thirteen (13) cities (Ekurhuleni, Mbombela, Nelson Mandela Bay, Johannesburg, Cape Town, George, Durban, Polokwane, Msunduzi, Mangaung, Rustenburg, Buffalo City and Tshwane IPTNs)	Bilateral progress engagements conducted with all implementing municipalities and progress reports duly reviewed during the period under review. Six (6) cities (Johannesburg, Tshwane, Ekurhuleni, Cape Town, George and Nelson Mandela Bay) are operational, operating a combined 143 000 average passenger trips.	None	None	

Strategic Objective 4.3: Regulate Public Transport					
Objective Statement: To transform land transport systems through development and implementation of legislation, institutional building and planning. Critical over the current MTSF is the approval and implementation of the National Land Transport Amendment Act by 2019.					
PERFORMANCE INDICATOR	2019/20 ANNUAL TARGET	ANNUAL PROGRESS	REASON FOR DEVIATION	CORRECTIVE MEASURE & ADDITIONAL COMMENTS	MODERATED ASSESSMENT PERFORMANCE RATING
4.3.7.1 Transport Appeal Tribunal (TAT) Amendment Bill submitted to Parliament by March 2020	Transport Appeal Tribunal (TAT) Amendment Bill submitted to Parliament	The Transport Appeal Tribunal (TAT) Amendment Bill was approved by Cabinet in February 2020. The Bill was duly gazetted for introduction to Parliament.	None	None	

STRATEGY TO OVERCOME UNDER-PERFORMANCE

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

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

A dedicated recovery plan was developed in the Third and Fourth Quarters and progress was monitored extensively to ensure that the deliverable is back on track to meet annual target. Draft detailed network plans were developed for the two district municipalities as targeted.

CHANGES TO PLANNED TARGETS

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

PROGRAMME EXPENDITURE

Sub- Programme Name	2019/20			2018/19		
	Final	Actual	(Over)/Under Expenditure	Final	Actual	(Over)/Under Expenditure
	Appropriation	Expenditure		Appropriation	Expenditure	
	R'000	R'000	R'000	R'000	R'000	R'000
7.1 Public Transport Regulation	40 944	40 903	41	54 077	25 111	28 966
7.2 Rural and Scholar Transport	24 800	24 335	465	40 385	11 518	28 867
7.3 Public Transport Industry Development	171 896	131 675	40 221	172 529	84 805	87 724
7.4 Public Transport Oversight	13 157 274	12 960 557	196,717	12 711 099	12 369 277	341 822
7.5 Public Transport Administration Support	10 844	10 135	709	11 737	8 728	3 009
7.6 Public Transport Network Development	11 165	10 513	652	19 973	10 319	9 654
Total	13 416 923	13 178 118	238 805	13 009 800	12 509 758	500 042

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	Services rendered by 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 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 (C-BRTA)	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	To ensure that rail commuter	R16,462,213,000	R16,462,213,000	

Name of Public Entity	Services rendered by the public entity	Amount transferred to the public entity	Amount spent by the public entity	Achievements of the public entity
Agency of South Africa (PRASA)	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 (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	R36,774,000	R36,774,000	
Railway Safety Regulator (RSR)	To oversee and promote safe railway operations through appropriate support, monitoring and enforcement, guided by enabling regulatory framework and regulations	R63,522,000	R63,522,000	
Road Traffic	Road traffic management	R210,228,000	R210,228,000	

Name of Public Entity	Services rendered by the public entity	Amount transferred to the public entity	Amount spent by the public entity	Achievements of the public entity
Management Corporation (RTMC)	through coordination of traffic law enforcement and road safety interventions			
Road Traffic Infringement Agency (RTIA)	Facilitation of adjudication of traffic infringements	R7,770,000	R7,770,000	
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	No transfer from the Department of Transport	No transfer from the Department of Transport	
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	No transfer from the Department of Transport	No transfer from the Department of Transport	

Name of Public Entity	Services rendered by the public entity	Amount transferred to the public entity	Amount spent by the public entity	Achievements of the public entity
	to Government			
South African National Road Agency Limited (SANRAL)	Maintenance, upgrading and expansion of national road network	R21,177,224,000	R21,177,224,000	

5.2. Transfer payments to all organisations other than public entities

Transfers to Foreign Government and International Organisations

The table below reflects the transfer payments made for the period 1 April 2019 to 31 March 2020

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 R'000	Reasons for the funds unspent by the entity
COSPAS / SARSAT	International organisation	Membership fees	N/a	720	720	N/a
International Civil Aviation Organisation	International organisation	Membership fees	N/a	4,591	4,591	N/a
Indian Ocean Memorandum of Understanding	International organisation	Membership fees	N/a	365	365	N/a
International Maritime Organisation	International organisation	Membership fees	N/a	726	726	N/a
African Civil Aviation Commission	International organisation	Membership fees	N/a	7,686	7,686	N/a
International Oil Pollution Compensation Fund	International organisation	Membership fees	N/a	2,614	2,614	N/a
South African Development Community Aviation Safety Organisation	International organisation	Membership fees	N/a	6,349	6,349	N/a
South African Development Community Civil Aviation Organisation	International organisation	Membership fees	N/a	74	74	N/a
Total				23,125	23,125	

Transfers to Non-Profit Institutions

The table below reflects the transfer payments made for the period 1 April 2019 to 31 March 2020

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 R'000	Reasons for the funds unspent by the entity
National Sea Rescue Institute	Search and rescue	Search and rescue	Yes	2,589	2,589	N/a
SANTACO	Taxi Cooperative	Taxi industry	Yes	23,785	23,785	N/a
Off Road Rescue Unit	Search and rescue	Search and rescue	Yes	98	98	N/a
The Mountain Club of South Africa	Search and rescue	Search and rescue	Yes	98	98	N/a
National Emergency Communications Division of the South African Radio League	Search and rescue	Search and rescue	Yes	98	98	N/a
K9 Search and Rescue Association	Search and rescue	Search and rescue	Yes	98	98	N/a
Total				26,766	26,766	

Transfers to Households

The table below reflects the transfer payments made for the period 1 April 2019 to 31 March 2020

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 R'000	Reasons for the funds unspent
Taxi recapitalisation	Taxi operators	Taxi recapitalisation	N/a	240,932	240,932	N/a
Leave gratuity	Employees	Leave gratuity	N/a	3,023	3,023	N/a
Gifts and donations	Community organisation	Educational and career support	N/a	100	100	N/a
Bursaries (non-employees)	Non-employees	Educational and career support	N/a	10,100	10,100	N/a
Total				254,155	254,155	

6 CONDITIONAL GRANTS

6.1. Conditional grants and earmarked funds paid

The table below describes each of the conditional grants and earmarked funds paid by the Department. At the time of compiling this annual report, not all provinces were able to provide their detailed reports due to office closures during the COVID 19 Lockdown restrictions.

Provincial Road Maintenance Grant (PRMG)

Department/ Municipality to whom the grant has been transferred	Provincial Departments of Transport
Purpose of the grant	<ul style="list-style-type: none"> • To supplement provincial investments for road infrastructure maintenance (routine, periodic and special maintenance) • To ensure that all roads are classified as per the Road Infrastructure Strategic Framework for South Africa and the technical recommendations for highways, and the Road Classification and Access Management guidelines • To implement and maintain Road Asset Management Systems (RAMS) • To supplement provincial projects for the repair of roads and bridges damaged by unforeseen incidents including natural disasters • To improve the state of the road network serving electricity generation infrastructure • To improve road safety with a special focus on pedestrian safety in rural areas
Expected outputs of the grant	<ul style="list-style-type: none"> • Final Road Asset Management Plan (RAMP) and tabled project list for the 2019 medium term expenditure framework (MTEF) in a Table B5 format by 29 March 2019 • Network condition assessment and determination of projects priority list from the RAMS <p>The following delivery related measures were planned against 2019/20 targets in the final RAMP and annual performance plan (APP) for each province:</p> <ul style="list-style-type: none"> • Number of m2 of surfaced roads rehabilitated (quarterly) • Number of m2 of surfaced roads resurfaced (overlay or reseal) • Number of m2 of blacktop patching (including pothole repairs) • Number of kilometres of gravel roads re-gravelled • Number of kilometres of gravel roads bladed • Number of kilometres of gravel roads upgraded (funded from provincial equitable share)

Provincial Road Maintenance Grant (PRMG)

	<p>The following performance measures were planned based on national job creation indicators</p> <ul style="list-style-type: none"> • Number of jobs created • Number of full time equivalents created • Number of youths employed (18 — 35) • Number of women employed • Number of people living with disabilities employed <p>Reporting on the provinces' contractor development programme</p> <ul style="list-style-type: none"> • Number of small medium micro enterprises contracted <p>Updated road condition data (paved and unpaved) including instrumental/ automated road survey data, traffic data, safety audit report and bridge conditions</p>
<p>Planning Outputs:</p> <p>Physical Outputs:</p> <p>Job Creation Outputs:</p> <p>Contractor Development:</p>	<ul style="list-style-type: none"> • All provinces developed/updated the Road Asset Management Plan • 22 232 kilometres (km) of surfaced roads visually assessed as per the applicable TMH manual • 26 575 kilometres (km) of gravel roads visually assessed as per the applicable TMH manual • 3 267 714 of m2 of surfaced roads rehabilitated (<i>effectively 934 km</i>) • 6 330 463 of m2 of surfaced roads resurfaced (overlay or reseal) (<i>effectively 1809 km</i>) • 1 947 598 of m2 of blacktop patching (including pothole repairs) (<i>effectively 556 km</i>) • 3 743 kilometres (km) of gravel roads re-gravelled • 378 458 kilometres (km) of gravel roads bladed • 190 kilometres (km) of gravel roads upgraded (funded from provincial equitable share) • 142 908 number of jobs created • 56 659 number of full time equivalents created • 45 452 number of youth employed (18 – 35) • 94 701 number of women employed • 504 number of people living with disabilities • 340 number of small medium micro enterprises were contracted
Actual outputs achieved	Planning, Physical, Job Creation & Contractor Development
Amount per amended DORA (R'000)	11,442,398
Amount transferred (R'000):	11,442,398
Eastern Cape	1,544,272
Free State	1,340,137
Gauteng	767,506
KwaZulu-Natal	1,882,781
Limpopo	1,158,253
Mpumalanga	1,572,126
Northern Cape	1,146,470
North West	990,802

Provincial Road Maintenance Grant (PRMG)

Western Cape	1,040,051
Total	11,442,398
Reasons if amount as per DORA not transferred	N/a
Amount spent by the department/ municipality	
Eastern Cape	1,509,667
Free State	1,340,130
Gauteng	767,355
KwaZulu-Natal	1,882,781
Limpopo	873,136
Mpumalanga	1,572,126
Northern Cape	1,146,470
North West	990,802
Western Cape	1,040,051
Total	11,122,518
Reasons for the funds unspent by the entity	Unforeseen project delays during implementation and/or in some cases due to planning delays or the procurement related delays.
Monitoring mechanism by the transferring department	<p>Department of Transport monitors the implementation of PRMG through the following processes or measures:</p> <ul style="list-style-type: none"> • There are quarterly bilateral meetings with provinces; • Sites are selected and inspected based on risk profiling (sampling) of the reports; • The Department receives copies of data and reports that are captured on the following official Government web-based reporting systems: <ul style="list-style-type: none"> ○ eQPR system managed by DPME, ○ EPWP system managed by the DPW&I ○ IRM system managed by the National Treasury • The Project Managers have on-going engagements with provincial counterparts: <ul style="list-style-type: none"> ○ to ensure Provinces comply with the conditions of the grant in terms of data submission and other reporting requirements ○ to query and validate the data and reports received; ○ to provide technical support and guidance

Public Transport Operations Grant (PTOG)

Department/ Municipality to whom the grant has been transferred	Provincial Departments of Transport
Purpose of the grant	To provide supplementary funding towards public transport services provided by provincial departments of transport
Expected outputs of the grant	<ul style="list-style-type: none"> • Number of vehicles subsidised • Number of cumulative annual vehicles subsidised • Number of trips operated • Number of passengers subsidised • Number of kilometres subsidised • Number of employees
Actual outputs achieved	<ul style="list-style-type: none"> • 6 353 vehicles subsidised • 76 239 cumulative annual vehicles subsidised • 5 705 862 trips operated • 271 508 666 passengers subsidised • 225 349 765 kilometres subsidised • 13 104 employees
Amount per amended DORA (R'000)	6,325,755
Amount transferred (R'000):	
Eastern Cape	252,115
Free State	278,735
Gauteng	2,436,074
KwaZulu-Natal	1,168,099
Limpopo	376,790
Mpumalanga	634,434
Northern Cape	56,723
North West	116,603
Western Cape	1,006,182
Total	6,325,755
Reasons if amount as per DORA not transferred	N/a
Amount spent by the department/ municipality (R'000):	
Eastern Cape	252,115
Free State	278,735
Gauteng	2,014,536
KwaZulu-Natal	1,168,099
Limpopo	359,600
Mpumalanga	632,179
Northern Cape	56,722
North West	102,372
Western Cape	1,006,182
Total	5,870,540
Reasons for the funds unspent by the entity	Reduced spending emanates from some contracts being relinquished by operators in Gauteng (Boksburg), including the

	interruption of services specifically in North West Transport Investment as well as penalties imposed for non-performance in other provinces.
Monitoring mechanism by the transferring department	Certified monthly performance reports are submitted by provinces to the Department within 25 days after the month following the operation, and quarterly performance reports within 30 days after the end of each quarter using the reporting format developed by Department to ensure that funds have been used for its intended purpose.

Public Transport Network Grant (PTNG)

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

Public Transport Network Grant (PTNG)

<p>Actual outputs achieved</p>	<ul style="list-style-type: none"> • Buffalo City: 4.2 km of Qumza highway upgraded (main transfer route in Mdantsane) • Cape Town: Phase 1B extension into Montague Gardens, Century City and Summer Greens includes construction of 4.12 km of dedicated bus lanes, six stations, one depot extension, six feeder bus priority intersection improvements, 77 open feeder stops, and 15 trunk stops • Ekurhuleni: 234 street lighting poles completed • eThekweni: Q Nandi construction 90 per cent complete. Dinkleman Road construction 23 per cent complete. Ntuzuma Interim Depot construction at 50 per cent and Pinetown Interim Depot construction at 20 per cent • George: roads rehabilitation on Nelson Mandela Boulevard, Courtenay Road, Caledon Street, Mission Street, Park Street, Merriman Street and Memorium Street. 99 bus shelters installed and lighting fitted in 55 shelters. Upgrading of traffic signals system on main corridors completed • Johannesburg: 0.4 km of 16.6 km of 1C of roadways have been constructed. Heritage Bridge completed. Construction of 10 stations 85 per cent complete • Mangaung: Botshabelo, Thaba Nchu and the central business district (CBD) non-motorised construction completed • Mbombela: R40 Tshwane University of Technology, Rob Ferreira and R40 Bosch Street and Central public transport facilities completed • Msunduzi: 1km of right of way completed • Nelson Mandela Bay: Phase 2 construction of Lindsey Road/Keeton Street complete. Construction of bus shelters underway • Polokwane: construction underway for trunk route and trunk extensions in Seshego, feeder routes in the city, civil works for bus depot and day time layover facility. Construction of control centre shell is 97 per cent complete. 21 (12-meter) buses have been assembled and branded. Installation of automated fare collection (AFC) devices on buses begun • Rustenburg: CBD trunk and three CBD station platforms completed. A new contractor was appointed for the construction for 18 stations, both open and closed which are 50 per cent complete. Negotiations for procurement of 30 buses with bus service provider in progress • Tshwane: construction of phase 2B in Atterbury between Lois and January Masilela 86 per cent complete. Construction of Capital Park bridge 17 per cent complete. Wonderboom intermodal facility bulk earthworks and civil works 54 per cent complete. Wonderboom temporary turn around and taxi holding area 7 per cent completed
---------------------------------------	---

Public Transport Network Grant (PTNG)

Amount per amended DORA (R'000)	6,370,085
Amount transferred (R'000):	
Buffalo City	234,466
Cape Town	1,311,645
Ekurhuleni	679,153
Ethekwini	765,349
George	245,626
Johannesburg	1,068,766
Mangaung	229,596
Mbombela	198,919
Msunduzi	226,665
Nelson Mandela	199,980
Polokwane	332,433
Rustenburg	218,911
Tshwane	658,576
Total	6,370,085
Reasons if amount as per DORA not transferred	An amount of R 98, 163 for Nelson Mandela Bay was not transferred, following an instruction to DoT from the National Treasury not to transfer.
Amount spent by the department/ municipality	3,062,127
Buffalo City	104,650
Cape Town	642,202
Ekurhuleni	567,380
Ethekwini	397,063
George	73,847
Johannesburg	288,490
Mangaung	112,594
Mbombela	126,984
Msunduzi	77,484
Nelson Mandela	78,634
Polokwane	59,674
Rustenburg	74,248
Tshwane	458,877
Total	3,062,127
Reasons for the funds unspent by the entity	The municipal sphere's financial year annually runs for 3 more months after the end of the national financial year therefore, the unspent funds are likely to be spent thus increasing the expended amount to date.

Public Transport Network Grant (PTNG)

Monitoring mechanism by the transferring department	<ul style="list-style-type: none"> • Monthly or bimonthly progress meetings with IPTN implementing municipalities, • Funded municipalities submit to the transferring officer, monthly expenditure, quarterly performance and annual programme evaluation reports. • Dedicated portfolio managers that oversee IPTN implementing municipalities. • Monitoring IRPTN/IPTN implementation progress in line with the National Land Transport Act (NLTA) and the Public Transport Strategy (PTS). • Verification of financial and performance reports from municipalities by conducting at least one site visit per annum. • Allocation of grant funds based on stated priorities through an allocation mechanism (criteria) agreed to by the NDoT and National Treasury
--	--

Rural Road Asset Management Systems Grant (RRAMS)

Department/ Municipality to whom the grant has been transferred	District Municipalities
Purpose of the grant	To assist district municipalities to set up rural RAMS, and collect road, bridge and traffic data on municipal road networks in line with the Road Infrastructure Strategic Framework for South Africa (RISFSA)
Expected outputs of the grant	<ul style="list-style-type: none"> • Road condition data (paved and unpaved) • Traffic data • Data on condition of structures as per Technical Methods for Highways (TMH) 19 (including bridges and culverts) • Prioritised project list for roads to inform Municipal Infrastructure Grant project selection
Actual outputs achieved	Districts municipalities are at various stages of data collection in compliance with asset management data collection frequencies as per the RIFSA
Amount per amended DORA (R'000)	113,891
Amount transferred (R'000):	
Alfred Nzo	2,426
Amajuba	2,337
Amatole	3,113
Bojanala Platinum	2,504
Cape Winelands	2,849
Capricorn	2,566
Central Karoo	2,035
Chris Hani	3,421
Dr Kenneth Kaunda	2,606
Dr Ruth Segomotsi Mompoti	2,589
Garden Route	2,569

Rural Road Asset Management Systems Grant (RRAMS)

Ehlanzeni	2,491
Fezile Dabi	2,318
Frances Baard	2,670
Gert Sibande	2,451
Sekhukhune	2,427
Sisonke/Harry Gwala	2,358
iLembe	2,406
Ukhahlamba / Joe Gqabi	2,315
John Taolo Gaetwewe	2,101
Lejweleputswa	2,417
Mopani	2,338
Namakwa	3,076
Ngaka Modiri Molema	2,691
Nkangala	2,310
OR Tambo	3,112
Overberg	2,807
Pixley Ka Seme	3,188
Sarah Baartman	2,373
Sedibeng	2,580
Thabo Mofutsanyana	2,548
Ugu	2,821
uMgungundlovu	2,681
Umkhanyakude	2,780
Umzinyathi	2,415
Uthukela	2,636
King Cetshwayo	2,678
Vhembe	2,383
Waterberg	2,259
West Coast	2,681
West Rand	2,748
Xhariep	2,276
ZF Mqcawu	3,037
Zululand	2,504
Total	113,891
Reasons if amount as per DORA not transferred	N/a
Amount spent by the department/ municipality (R'000):	
Alfred Nzo	4,146
Amajuba	634
Amatole	3,086
Bojanala Platinum	2,170
Cape Winelands	0
Capricorn	1,031
Central Karoo	0
Chris Hani	0

Rural Road Asset Management Systems Grant (RRAMS)

Dr Kenneth Kaunda	1,288
Dr Ruth Segomotsi Mompoti	1,082
Garden Route	818
Ehlanzeni	2,066
Fezile Dabi	1,565
Frances Baard	1,918
Gert Sibande	2,306
Sekhukhune	1,655
Sisonke/Harry Gwala	301
iLembe	1,300
Ukhahlamba / Joe Gqabi	0
John Taolo Gaetwee	549
Lejweleputswa	3,160
Mopani	2,053
Namakwa	2,441
Ngaka Modiri Molema	843
Nkangala	2,146
OR Tambo	2,497
Overberg	11
Pixley Ka Seme	2,701
Sarah Baartman	1,045
Sedibeng	261
Thabo Mofutsanyana	1,858
Ugu	584
uMgungundlovu	1,697
Umkhanyakude	1,780
Umzinyathi	675
Uthukela	3,646
King Cetshwayo	2,270
Vhembe	2,298
Waterberg	2,147
West Coast	1,289
West Rand	1,813
Xhariep	2,595
ZF Mqacawu	2,948
Zululand	1,585
Total	70,258
Reasons for the funds unspent by the entity	The municipalities spent an average of 61.6% of the funds that were transferred due to the capital nature of most of the expenditure.
Monitoring mechanism by the transferring department	<ul style="list-style-type: none"> • Bilateral meetings with municipalities • Scheduled quarterly meetings

Rural Road Asset Management Systems Grant (RRAMS)

The table below reflects the transfer payments made during 2019/20 municipal financial year. These payments were transferred and/or processed by National Department of Transport to District Municipalities in two tranches, first one in September 2019 and the second one end of February 2020.

The funds were used in accordance with RRAMS grant conditions, a detailed analysis of activities carried out with the funds and reasons for funds unspent by the entity, if any, can be found in Section 6.1 The expenditure reported herein is obtained from the latest monthly (March 2020) reports where available since the municipal year end is only ending in June 2020. Not all municipalities were able to provide detailed reports up to the end of the third quarter due to unavailability during the COVID 19 Lockdown restrictions.

Receiving Officers		Amount Transferred (R'000)	Amount Spent by the entity (R'000)
NW	Bojanala	R 2 584.00	R 711.00
NW	Dr Ruth Segomotsi Mompoti	R 2 589.00	R 1 082.00
NW	Ngaka Modiri Molema	R 2 691.00	R 0.00
NW	Dr Kenneth Kaunda	R 2 602.00	R 1 189.00
NC	John Taolo	R 2 101.00	R 1 346.00
NC	Namakwa	R 3 037.00	R 1 629.00
NC	Frances Baard	R 2 670.00	R 773.00
NC	Pixley Ka Seme	R 3 188.00	R 1 272.00
NC	ZF Mqacawu	R 3 037.00	R 2 364.00
MP	Ehlanzeni	R 2 491.00	R 312.00
MP	Gert Sibande	R 2 451.00	R 58.00
MP	Nkangala	R 2 310.00	R 1 834 00
LP	Vhembe	R 2 383 00	R 1 263 00
LP	Mopani	R 2 338.00	R 791.00
LP	Waterberg	R 2 259.00	R 603.00
LP	Sekhukhune	R 2 427 00	R 0 00
LP	Capricorn	R 2 566 00	R 0 00
KZN	Uthukela	R 2 636.00	R 2 180 00
KZN	uMgungundlovu	R 2 681 00	R 115 00
KZN	Zululand	R 2 504.00	R 1 619 00

Receiving Officers		Amount Transferred (R'000)	Amount Spent by the entity (R'000)
KZN	Amajuba	R 2 377 00	R 429 00
KZN	Ilembe	R 2 406.00	R 1 299.00
KZN	Harry Gwala	R 2 358 00	R 888 00
KZN	Ugu	R 2 821 00	R 0 00
KZN	Uthungulu	R 2 678 00	R 1 654 00
KZN	Umkhanyakude	R 2 780 00	R 2 169 00
KZN	Umzinyathi	R 2 415 00	R 420 00
FS	Xhariep	R 2 276 00	R 1 669 00
FS	Fezile Dabi	R 2 318.00	R 1 628 00
FS	Letshweleputswa	R 2 417 00	R 1 579 00
FS	Thabo Mofutsanyana	R 2 548 00	R 986 00
EC	Alfred Nzo	R 2 426 00	R 1 653 00
EC	Joe Gqabi	R 2 315 00	R 0.00
EC	OR Tambo	R 3 112 00	R 1 572 00
EC	Amathole	R 3 113 00	R 2 185 00
EC	Chris Hani	R 3 421 00	R 0.00
EC	Sara Baartman	R 2 373 00	R 0 00
WC	Central Karoo	R 2 035 00	R 0 00
WC	Cape Winelands	R 2 849.00	R 36.00
WC	Eden	R 2 569 00	R 0 00
WC	Overberg	R 2 807 00	R 0 00
WC	West Coast	R 2 681 00	R 748 00
GP	Sedibeng	R 2 588 00	R 231 00
GP	West Rand	R 2 748 00	R 1 610 00

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

Department/Municipality to whom the grant has been transferred	44 District Municipalities have benefited from the grant in 2019/20 Medium Term Expenditure Framework (MTEF).
Purpose of the grant	To assist rural district municipalities set up rural RAMS, and collect road, bridges and traffic data on municipal road network in line with the Road Infrastructure Strategic Framework for South Africa (RISFSA).
Expected outputs of the Grant	Updated road condition data, traffic data and bridge condition data on municipal rural roads to guide infrastructure maintenance and investments, resulting in reduced vehicle costs.
Monitoring mechanism by the transferring officer	National Department of Transport monitors the implementation of RRAMS through the following processes or measures: <ul style="list-style-type: none"> • Various types of meetings are scheduled between NDoT, Provincial Road Authorities and DMs. For example, Quarterly Progress Meetings, National RRAMS Meetings, and Workshops • Ensuring DMs complies with the conditions of the grant in terms of data submission and other reporting requirements. • Analysing data integrity, quality and checking compliance to standards. • Providing guidance on sustainable RAMS operations and standards • Facilitating training to LMs and assist them to acquire RRAMS data from DMs or DOT.

The table below details the ear marked funds to each District Municipality during 2018/19 municipal financial year i.e. from July 2018 to June 2019.

EASTERN CAPE MUNICIPALITIES

RRAMS (ALFRED NZO DISTRICT)	
Actual outputs of the grant achieved	Updated road condition and traffic data is available. RISFSA classification has been completed.
Amount per Amended DORA	R 2 426.00
Amount Transferred (R'000)	2 426.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 776.00
Reasons for funds unspent by the entity	The expenditure reported is as of March 2020, the DM remaining expenditure will be spent before the end of the Quarter 4 or financial year.

RRAMS (JOE GQABI DISTRICT)	
Actual outputs of the grant achieved	The DM has been struggling to perform due to the slow procurement process of the appointment of a new service provider.
Amount per Amended DORA	R 2 315.00
Amount Transferred (R'000)	R 2 315.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 2 315.00
Reasons for funds unspent by the entity	The municipality did not have a technical capacity as indicated above.

RRAMS (OR TAMBO DISTRICT)	
Actual outputs of the grant achieved	Updated road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated
Amount per Amended DORA	R 3 112.00
Amount Transferred (R'000)	R 3 112.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 1 540.00
Reasons for funds unspent by the entity	This report is up to the 3 rd Quarter performance and their performance is satisfactory.

RRAMS (AMATHOLE DISTRICT)	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R 3 113.00
Amount Transferred (R'000)	R 3 113.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 928.00
Reasons for funds unspent by the entity	The DM will be able to complete the allocation by the end of the financial year. The expenditure indicated here is up to the 3 rd Quarter.

RRAMS (CHRIS HANI DISTRICT)	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R 3 421.00
Amount Transferred (R'000)	R 3 421.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 3 421.00
Reasons for funds unspent by the entity	The DM did not have a service provider to provide RRAMS technical assistance. The DM is unlikely to spend all the allocation this financial year.

RRAMS (SARAH BAARTMAN DISTRICT)	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R 2 373.00
Amount Transferred (R'000)	R 2 373.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 2 373. 00
Reasons for funds unspent by the entity	The DM does not have a service provider to assist the DM with technical expertise, DoT is assisting in accelerating the process but the department is certain that the allocation will not be spent in full by the end of the financial year.

FREE STATE MUNICIPALITIES

RRAMS (XHARIEP DISTRICT)	
Actual outputs of the grant achieved	Updated road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated
Amount per Amended DORA	R 2 276.00
Amount Transferred (R'000)	R 2 276.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 607.00
Reasons for funds unspent by the entity	The expenditure reported is as of March 2020, the unspent funds are planned to be spent before the end of the Quarter 4 or financial year.

RRAMS (FEZILE DABI DISTRICT)	
Actual outputs of the grant achieved	Updated road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R 2 318.00
Amount Transferred (R'000)	R 2 318.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 690.00
Reasons for funds unspent by the entity	The expenditure reported is as of March 2020, the unspent funds are planned to be spent before the end of the Quarter 4 or financial year.

RRAMS (LEJWELEPUTSWA DISTRICT)	
Actual outputs of the grant achieved	Updated road condition data and traffic data is available. RISFSA classification has been completed. The RRAMS data is being updated.
Amount per Amended DORA	R 2 417.00
Amount Transferred (R'000)	R 2 417.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 838.00
Reasons for funds unspent by the entity	The expenditure reported is as of March 2020, the unspent funds are planned to be spent before the end of the Quarter 4 or financial year.

RRAMS (THABO MOFUTSANYANA DISTRICT)	
Actual outputs of the grant achieved	Updated road condition data and traffic data is available. RISFSA classification has been completed. The RRAMS data is being updated.
Amount per Amended DORA	R 2 548.00
Amount Transferred (R'000)	R 2 548.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 1 562.00
Reasons for funds unspent by the entity	The expenditure reported is as of March 2020, the unspent funds are planned to be spent before the end of the Quarter 4 or financial year.

GAUTENG MUNICIPALITIES

RRAMS (SEDIBENG DISTRICT)	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification is also completed.
Amount per Amended DORA	R 2 580.00
Amount Transferred (R'000)	R 2 580.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 2 349.00
Reasons for funds unspent by the entity	The expenditure in the DM has been slow. The municipality is planning to implement the programme on its own as the contract with the service provider has come to an end. The department is not positive that all the remaining allocation will be spent by the end of the year.

RRAMS (WEST RAND DISTRICT)	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed.
Amount per Amended DORA	R 2 748.00
Amount Transferred (R'000)	R 2 748.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 1 138.00
Reasons for funds unspent by the entity	The expenditure reported is as of March 2020, the unspent funds are planned to be spent before the end of the Quarter 4 or financial year.

KWA-ZULU NATAL MUNICIPALITIES

RRAMS (UTHUKELA DISTRICT)	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R 2 636.00
Amount Transferred (R'000)	R 2 636.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 456.00
Reasons for funds unspent by the entity	The expenditure reported is as of March 2020, the unspent funds are planned to be spent before the end of the Quarter 4 or financial year.

RRAMS (uMGUNGUNDLOVU DISTRICT)	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R 2 681.00
Amount Transferred (R'000)	R 2 681.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 2 266.00
Reasons for funds unspent by the entity	The DM had contractual challenges which are now over, however the remaining expenditure might not be spent if full by the end of the municipal year.

RRAMS (ZULULAND DISTRICT)	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data has been updated.
Amount per Amended DORA	R 2 504.00
Amount Transferred (R'000)	R 2 504.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 885.00
Reasons for funds unspent by the entity	The expenditure reported is as of March 2020, the unspent funds are planned to be spent before the end of the Quarter 4 or financial year.

RRAMS (AMAJUBA DISTRICT)	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R 2 337.00
Amount Transferred (R'000)	R 2 337.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R 1 908.00
Reasons for funds unspent by the entity	The expenditure reported is as of March 2020, the DM's remaining expenditure might not be spent in full before the end of the Quarter 4 or financial year. The municipality has been implementing the programme on its own at a slow pace.

RRAMS (ILEMBE DISTRICT)	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R 2 406.00
Amount Transferred (R'000)	R 2 406.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 1 107.00
Reasons for funds unspent by the entity	The expenditure reported is as of March 2020, the DM remaining expenditure will be spent before the end of the Quarter 4 or financial year.

RRAMS (HARRY GWALA DISTRICT)	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R 2 558.00
Amount Transferred (R'000)	R 2 558.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 1 670.00
Reasons for funds unspent by the entity	The expenditure reported is as of March 2020, the DM remaining expenditure might be spent before the end of the Quarter 4 or financial year.

RRAMS (UGU DISTRICT)	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R 2 821.00
Amount Transferred (R'000)	R 2 821.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 2 821.00
Reasons for funds unspent by the entity	The DM had serious contractual issues and DoT had to intervene but still progress is very slow as a result the total allocation will not be spent by the end of the financial year.

RRAMS (KING CETSHWAYO DISTRICT)	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R 2 678.00
Amount Transferred (R'000)	R 2 678.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 1 024.00
Reasons for funds unspent by the entity	The expenditure reported is as of March 2020, the DM remaining expenditure will be spent before the end of the Quarter 4 or financial year.

RRAMS (UMKHANAYAKUDE DISTRICT)	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R 2 780.00
Amount Transferred (R'000)	R 2 780.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 671.00
Reasons for funds unspent by the entity	The expenditure reported is as of March 2020, the DM remaining expenditure will be spent before the end of the Quarter 4 or financial year.

RRAMS (UMZINYATHI DISTRICT)	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R 2 280.00
Amount Transferred (R'000)	R 2 280.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 1 351.00
Reasons for funds unspent by the entity	The expenditure reported is as of March 2019, the DM remaining expenditure will be spent before the end of the Quarter 4 or financial year.

LIMPOPO MUNICIPALITIES

RRAMS (VHEMBE DISTRICT)	
Actual outputs of the grant achieved	Updated road condition and traffic data is available. RISFSA classification has been completed.
Amount per Amended DORA	R 2 383.00
Amount Transferred (R'000)	R 2 383.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 1 120.00
Reasons for funds unspent by the entity	The expenditure reported is as of March 2020, the DM remaining expenditure will be spent before the end of the Quarter 4 or financial year.

RRAMS (MOPANI DISTRICT)	
Actual outputs of the grant achieved	Continuous update of road condition data and traffic data is. RISFSA classification has been completed.
Amount per Amended DORA	R 2 338.00
Amount Transferred (R'000)	R 2 338.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 1 547.00
Reasons for funds unspent by the entity	The expenditure reported is as of March 2020 but the progress is very slow and as a department we are not sure if the whole allocation shall have been spent by the year.

RRAMS (WATERBERG DISTRICT)	
Actual outputs of the grant achieved	Road condition data and traffic data is available, although updates on the information is required. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R 2 259.00
Amount Transferred (R'000)	R 2 259.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 1 654.00
Reasons for funds unspent by the entity	The expenditure in this DM has been slow due to tax related issues of the service provider, hopefully the DM will be able to spend all the allocation after the issue has been rectified.

RRAMS (SEKHUKHUNE DISTRICT)	
Actual outputs of the grant achieved	There has been slow progress in the performance of the municipality due to contractual challenges.
Amount per Amended DORA	R 2 291.00
Amount Transferred (R'000)	R 2 291.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 1 948.00
Reasons for funds unspent by the entity	This DM had contractual challenges with the previous service provider which led to delays in the appointment of the current one hence there has been a slow expenditure. Therefore, the DM is unlikely to spend the remaining amount.

RRAMS (CAPRICORN DISTRICT)	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R 2 566.00
Amount Transferred (R'000)	R 2 566.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R2 566.00
Reasons for funds unspent by the entity	The DM contract with the service provider ended last financial year and decided to implement the programme in house however there has been some challenges to permanently absorb the graduates to continue with the programme. Hence the slow expenditure. The DM will not be able to spend the remaining allocation by the end of the financial year.

MPUMALANGA MUNICIPALITIES

RRAMS (GERT SIBANDE DISTRICT)	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The DM has a functional RAMS system and the RAMS data is being updated.
Amount per Amended DORA	R 2 451.00
Amount Transferred (R'000)	R 2 451.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 2 393.00
Reasons for funds unspent by the entity	The DM's expenditure has been very slow since the beginning of the new financial year. DoT had a meeting with the DM to

	try and assist. The DM remaining expenditure will not be spent before the end of the year.
--	--

RRAMS (NKANGALA DISTRICT)	
Actual outputs of the grant achieved	Road condition data and traffic data is still within the acceptable range and is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R 2 310.00
Amount Transferred (R'000)	R 2 310.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 467.00
Reasons for funds unspent by the entity	The expenditure reported is as of March 2020 and the whole remaining expenditure will be spent by the end financial year.

RRAMS (EHLANZENI DISTRICT)	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The DM has a functional RAMS system and the RAMS data is being updated.
Amount per Amended DORA	R 2 491.00
Amount Transferred (R'000)	R 2 491.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 2 179.00
Reasons for funds unspent by the entity	The DM expenditure has been slow due to late finalisation to extend the contract of the service provider. The remaining amount may require a roll-over application.

NORTHERN CAPE MUNICIPALITIES

RRAMS (JOHN TAOLO GAETSEWE DISTRICT)	
Actual outputs of the grant achieved	Updated road condition data and traffic data is available. RISFSA classification has been completed.
Amount per Amended DORA	R 2 101.00
Amount Transferred (R'000)	R 2 101.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 755.00
Reasons for funds unspent by the entity	The expenditure reported is as of March 2020, however the DM has just appointed a new service provider and might not spent the whole allocation.

RRAMS (NAMAKWA DISTRICT)	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R 3 076.00
Amount Transferred (R'000)	R 3 076.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 1 447.00
Reasons for funds unspent by the entity	The expenditure reported is as of March 2020 but the progress is very slow and as a department we are not sure if the whole allocation shall have been spent by the year.

RRAMS (FRANCES BAARD DISTRICT)	
Actual outputs of the grant achieved	Road network extent is being updated, Road condition. RCAM classification has been completed.
Amount per Amended DORA	R 2 670.00
Amount Transferred (R'000)	R 2 670.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 1 897.00
Reasons for funds unspent by the entity	The expenditure reported is as of March 2020, the unspent funds are planned to be spent before the end of the Quarter 4 or financial year.

RRAMS (PIXLEY KA SEME DISTRICT)	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R 3 188.00
Amount Transferred (R'000)	R 3 188.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 1 916.00
Reasons for funds unspent by the entity	The expenditure reported is as of March 2020, the unspent funds are planned to be spent before the end of the Quarter 4 or financial year.

RRAMS (ZF MGCAWU DISTRICT)	
Actual outputs of the grant achieved	Condition assessment done and structures identified. RISFSA and RCAM classification completed.
Amount per Amended DORA	R 3 037.00
Amount Transferred (R'000)	R 3 0376.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 673.00
Reasons for funds unspent by the entity	The expenditure reported is as of March 2020, the DM remaining expenditure will be spent by the end of the Quarter 4 or financial year.

NORTH WEST MUNICIPALITIES

RRAMS (BOJANALA PLATINUM DISTRICT)	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R 2 504.00
Amount Transferred (R'000)	R 2 504.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 1 793.00
Reasons for funds unspent by the entity	The DM had financial challenges which led to the go slow of the service provider hence there has been slow expenditure. Hopefully the entire budget will be spent after all delayed invoices have been paid.

RRAMS (NGAKA MODIRI MOLEMA DISTRICT)	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R 2 691.00
Amount Transferred (R'000)	R 2 691.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 2 691.00
Reasons for funds unspent by the entity	The DM appointed the service provider very late and some of the allocation might need to be rolled-over to the next financial year.

RRAMS (DR. RUTH SEGOMOTSI MOMPATI DISTRICT)	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R 2 589 00
Amount Transferred (R'000)	R 2 589 00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA
Amount unspent by the department/municipality (R'000)	R 1 507.00
Reasons for funds unspent by the entity	The expenditure reported is as of March 2020, the DM remaining expenditure will be spent before the end of the Quarter 4 or financial year.

RRAMS (DR KENNETH KAUNDA DISTRICT)	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R 2 602.00
Amount Transferred (R'000)	R 2 602.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 1 413.00
Reasons for funds unspent by the entity	The expenditure reported is as of March 2020, the DM remaining expenditure will be spent before the end of the Quarter 4 or financial year.

WESTERN CAPE MUNICIPALITIES

RRAMS (CENTRAL KAROO DISTRICT)	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R 2 035.00
Amount Transferred (R'000)	R 2 035.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 2 035.00
Reasons for funds unspent by the entity	The DM does not have a service provider hence the non-expenditure report and the allocation will not be spent before the end of the Quarter 4 or financial year.

RRAMS (CAPE WINELADS DISTRICT)	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R 2 849.00
Amount Transferred (R'000)	R 2 849.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 2 813.00
Reasons for funds unspent by the entity	The DM is in a process of appointing the service provider and the remaining allocation will not be spent before the end of the financial year.

RRAMS (EDEN DISTRICT)	
Actual outputs of the grant achieved	Road condition data and traffic data is available. The RAMS data is being updated.
Amount per Amended DORA	R 2 569.00
Amount Transferred (R'000)	R 2 569.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 2 569.00
Reasons for funds unspent by the entity	The DM is in a process of appointing the service provider and the remaining allocation will not be spent before the end of the financial year.

RRAMS (OVERBERG DISTRICT)	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R 2 807.00
Amount Transferred (R'000)	R 2 807.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 2 807.00
Reasons for funds unspent by the entity	The DM is in a process of appointing the service provider and the remaining allocation will not be spent before the end of the financial year.

RRAMS (WEST COAST DISTRICT)	
Actual outputs of the grant achieved	Road condition data and traffic data is available. RISFSA classification has been completed. The RAMS data is being updated.
Amount per Amended DORA	R 2 681.00
Amount Transferred (R'000)	R 2 681.00
Reasons if amount as per DORA not transferred	All funds were transferred as per DORA.
Amount unspent by the department/municipality (R'000)	R 1 933.00
Reasons for funds unspent by the entity	The DM is in a process of appointing the service provider and the remaining allocation will not be spent before the end of the financial year.

6.2. Conditional grants and earmarked funds received

None

7 DONOR FUNDS

7.1. Donor Funds Received

None

8 CAPITAL INVESTMENT

8.1. Capital Investment, Maintenance and Asset Management Plan

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

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

Assets are physically verified at least once per financial year.

PART C: GOVERNANCE

1. INTRODUCTION

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

2. RISK MANAGEMENT

The Department has a Risk Management Policy and Strategy

DoT has adopted an enterprise-wide risk management approach as outlined in the Public Sector Risk Management Framework. This approach is implemented by employees at every level of the department and applied in strategic formulation. It is also designed to identify potential events that may affect the department, and thus ensures that risks experienced are kept within its risk appetite, in order to provide reasonable assurance regarding achievement of the department's objectives.

The Department has developed an enterprise risk management strategic framework and policies, which guide the process of identifying and managing risks. These documents are reviewed regularly to ensure that they remain up to date and relevant with the government-wide strategic direction.

Management develops an annual risk management implementation plan that is endorsed, noted and approved by the Risk Management Committee, Audit Committee and the Director General (Accounting Officer).

Every employee at DoT has a role to play in ensuring effective implementation of the enterprise risk management framework and policies, and the management of risks. Details on the roles and responsibilities of each category of employee are outlined in the approved risk management framework and policies.

Risk management has been incorporated into the performance agreements and work plans of all DDGs and forms quarterly performance and risk management status review meeting, where all (operational, fraud and strategic) risks are reported and reviewed.

The Department has adopted a formal approach of identifying and managing risks. Risk identification is detailed in the Department's risk identification and assessment methodology approved by the Director General, the Department has developed and approved a Combined Assurance Framework that outlines the various lines of defense or available assurance providers of the Department. A combined assurance plan has been developed and approved, and is monitored and reviewed on a quarterly basis.

The Department conducts regular risk assessments to determine the effectiveness of its risk management strategy and to identify new and emerging risks.

Risk Assessments

This is a systematic process that is used to: quantify or qualify the level of risk exposure associated with a specific threat or event that DoT is facing; decide on risk treatment strategies available to the Department. Risks are assessed on the basis of the likelihood of such a risk occurring and the impact of its occurrence on the particular objective (strategic or operational). The assessment is performed: at the inherent risk level, in the absence of controls; at the residual risk level, in cases where there are internal controls.

Management has developed a risk identification and assessment methodology that aims to outline the processes of risk identification and assessment (with related rating) within the Department.

Risks are identified at both strategic and operational level. To this end, risks at the strategic level are linked to the goals, objectives and key performance indicators for each programme, while the operational risks are linked to the operational objectives of the programme and sub-programmes.

With regard to the management of risks; risks are assessed regularly through the formalized and inclusive workshop approach, which is supplemented by analysis of expert reports (AGSA, Internal Audit, etc.) and historical data analysis.

The results of the risk assessments are formally documented in the risk register. Furthermore, management action plans or mitigation plans are developed for key risks (significant risks), which are also reviewed and monitored on a quarterly basis in the relevant governance structures. The risk treatment or mitigation plans for key or significant risks are

time-bound and allocated to certain individuals as risk owners and action owners at the high management level for purposes of implementation and reporting.

Risk Management Committee that advises management on the overall system of risk management, especially the mitigation of unacceptable levels of risk.

The Department has established different reporting structures, to ensure that risks are properly managed, monitored, reviewed and reported.

The structural configurations are as follows:

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

- a) The RMC assists the Accounting Officer with his risk oversight responsibility by reviewing the system of risk management such as Risk Management Policy Framework, Implementation Plans and the development of Strategic Risk Register and monitoring of the risk management process at strategic and operational levels during the reporting period/ year. Over and above the aforementioned, the Committee monitors and reviews the significant risks facing the Department on a quarterly basis.
- b) Director-General, where all risk management activities of the Department (including the significant risks) are reported through the quarterly risk management committee report, as per the risk management implementation plan and Risk Management Committee Terms of reference/Charter.
- c) Executive authority, where the significant risks and risk management activities are reported through the bi-annual audit committee report.

The Audit Committee advises the department on risk management and independently monitors the effectiveness of the system of risk management.

The AC discharges its responsibilities and consists of nine (9) independent members including the chairperson.

This Committee exercise its oversight by ensuring that the Department appropriately addresses all the key risk areas including;

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

During the 2019/20 reporting period/ year, Risk Management remained a consistent Audit Committee Agenda item to ensure that the committee engages on risk issues.

The Department sees progress in the management of risks, whether this has transmitted into improvements in the department's performance, and if not, what it plans on doing to address this problem

The Department takes steps to measure the value of risk management in the Department's performance through the following indicators:

- a) Robust risk reporting on risks identified and analysed at all levels of the department during branch EXCO, Risk Management Committee and Audit Committee meetings.
- b) Visible and quantifiable improvements in the Achievement of Quarterly targets and overall departmental performance.

The process to monitor implementation of risk mitigation plans on the strategic risks is ongoing throughout the year to ensure that visible and quantifiable improvements on the department's performance is realized. The Department is committed to ensuring that risk management is continuously embedded within its planning processes, decision making structures where risk management is a standing agenda item in all branch and Chief Directorates meetings and included in all operational procedures of the department each financial year.

3. FRAUD AND CORRUPTION

The Department's fraud prevention plan and the progress made in implementing the fraud prevention plan:

The Department's Fraud Prevention Plan is the pillar in respect of proactive detection of fraud and corruption risks, and profiling of the Department's areas of vulnerability to internal

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

- Fraud Scoring Card and Fraud Health processes are conducted taking into account fraud drivers or enablers (opportunity, pressure, and rationalization) and drivers for Executive Fraud triangles are also considered (Pride, greed, and entitlement) and are assessed to determine the level of commitment on the part of Executive management to address fraud risks and vulnerability in respect of the department to fraud and corruption.
- Fraud score-card report is issued highlighting areas of vulnerability and the department level or position based on the score rating from level one to ten. Fraud Health Profile is another process giving effect to fraud prevention plan and involves profiling of the business units or branch based on number of allegations reported about the branch, risks associated with the branch and based on information assessed about a certain branch, profile is created which will indicate whether the branch has a poor health status or a good health status to fraud and if it has a poor health status to fraud or corruption, mitigation plans are put in place to address fraud and corruption risks.
- Management and all employees have signed pledges to demonstrate their commitment against the department stance of zero tolerance on fraud and corruption within their areas of operation.
- Fraud check: Assessment of fraud risk using ACFE baseline of 100 % point to calculate fraud risk exposure based on risk matrix. If the score line is less than 100% baseline, fraud risk is considered high and requires management mitigation plan. Fraud check tool has been adopted by the Internal Audit unit and has assisted management to identify residual fraud risks and emerging fraud risks.

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

Mechanism in place to report fraud and corruption and how they operate

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

How these cases are reported and what action is taken

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

- Management referral: management may refer any matter that they feel requires forensic investigation to the Office of Chief Audit Executive for investigation
- Employees' referral: employees may refer any matter to Internal Audit for Investigation
- Anonymous emails: management and employees may refer any matter using dedicated anonymous email referral method to Internal Audit for Investigation
- Members of the public: Any member of Public may refer any matter for investigation either through hotline or direct referrals to the office of Director General
- Anonymous reporting: Whistle blowers may report matter to the Public Service Commission through a dedicated hotline.

Actions taken

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

4. MINIMISING CONFLICT OF INTEREST

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

- The implementation of Standard Bidding Documents, including the SBD 4 Form – Declaration of interest for all procurement as a measure to minimise conflict of interest in SCM; and the SBD 9 Form – Suppliers' previous performance with government. SBD Forms are required for all procurements above R500 000.00. Prospective suppliers or service providers are required to declare any interest and previous performance and this considered in evaluation and adjudication processes.
- Members of Bid Evaluation and Adjudication Committees are also required to sign necessary declaration of interest forms prior to participating in evaluation and adjudication processes. Where interest is declared, respective members are requested to recuse themselves from participating in SCM processes.
- The Financial Disclosure Framework is guided by key principles in the Code of Conduct, Chapter 2 of the Public Service Regulations, 2001. In accordance with Chapter 3 of the Public Service Regulations, 2001, all members of the SMS were sensitised to disclose their financial interests. The objective was to identify any conflict of interest in order to promote just and fair administrative actions of officials in senior positions and thereby to protect the public service from actions that may be detrimental to its functioning and that may constitute unlawful administrative actions as a result of ulterior motives. Any SMS member who fails to disclose a financial interest or who wilfully provides incorrect or misleading details will be found guilty of misconduct.

5. CODE OF CONDUCT

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

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

6. HEALTH SAFETY AND ENVIRONMENTAL ISSUES

Environmental Health and Safety issues	Brief descriptions	Effect it has on the department	Our current compliant status
6.1 Approved SHERQ Policy	The Occupational Health and Safety Act 85 Of 1993 requires an employer to have such a policy in the workplace.	<p>The SHERQ Policy enables the Department to:</p> <ul style="list-style-type: none"> • Keep into account the health of its employees • Create reliability among the Employee base • A written approved policy promotes an effective OHS program. 	<p>The policy has been reviewed.</p> <p>A draft SHERQ Policy is in the process of approval.</p>
6.2 Appointment of all statutory OHS appointees.	<p>Employers are charged with certain functions and responsibilities in terms of the Occupational Health and Safety Act</p> <p>The person who bears the responsibility must take reasonable measures to ensure that the appointee complies with his or her obligation, as far as is reasonably practicable since the person making the appointment still fulfils a supervisory function.</p>	The employer must make certain legal appointments in accordance with the sections and regulations of the OHSA in order to ensure legal compliance.	<p>Appointment of designated person in terms of section 16(2) of the OHS ACT 85 of 1993 not yet completed due to instability i.e. acting positions.</p> <p>Appointments of the Health and safety Representatives, Committee members, First Aiders, Fire Marshall are in progress.</p>

Environmental Health and Safety issues	Brief descriptions	Effect it has on the department	Our current compliant status
6.3 OHS Committee meetings	Section 19 of the OHSA states that Health and Committee must meet regularly at least once every three months, but also at any other time if a need arises.	Quarterly OHS Committee meetings serves as a platform for OHS matters of non-compliance and enforcement of Health and safety legislation are discussed and recommendations made to the management for implementation.	Quarterly OHS Committee Meetings successfully held and minutes are available.
6.4 Risk assessments	Risk assessments are conducted to identify, eliminate or reduce hazards at the work place. A risk assessment tool and checklist are usually used when conducting risk assessment with recommendation and severity of the risk and hazards identified.	Risk assessment helps the Department to have an understanding of the types of risks employees are exposed to and implement control or corrective measures to deal with them.	Risk assessment tool developed and the findings are discussed with stakeholders and forwarded to the Landlord (DELTA) for interventions.
6.5 Evacuation Drills	Drills are generally unannounced so they are realistic and educational. The department will schedule a drill in advance by coordinating with all key role players so that date and time may be known for the drill to avoid unnecessary disruptions to operations.	Evacuation drills help the building occupants to prepare to respond to a variety of building emergencies. Occupants should be prepared for a number of anticipated building emergencies some of which will require immediate or delayed evacuation.	An evacuation drill planned to be conducted in March for the financial year in conjunction with the landlord, could not be conducted due to COVID-19. Reviewed emergency plan submitted to the Fire brigade department for approval.
6.6 Reporting of Injury on Duties and Occupational	Accidents in the workplace can cause a lot of stress and anxiety.	No matter how small the injury is, it must be reported at least with 7 days of occurrence.	The reporting system of the Department is functional. Currently there are no reported incidents requiring investigation.

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

7. PORTFOLIO COMMITTEES

BUDGETARY REVIEW AND RECOMMENDATION REPORT (BRRR) OF THE PORTFOLIO COMMITTEE ON TRANSPORT, DATED 22 OCTOBER 2019

The Portfolio Committee on Transport (“the Committee”), having considered the performance and submission to National Treasury (NT) for the medium-term period of the Department of Transport (“the Department”) and its entities, reports as follows:

Introduction

The period under review took place against the backdrop of the initial phase of the implementation of the National Development Plan (NDP) (2014-2019). As part of its contribution to the NDP, the transport sector had to identify interventions aimed at accelerating service delivery, increasing sector job opportunities, rural development and skills development. Key priorities in this regard included investments in public transport, maintenance of roads and rail investments. These had a direct bearing on the Government’s drive to respond to the challenges of poverty, unemployment and inequality.

Mandate of the Committee

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

Purpose of the Budgetary Review and Recommendation Report

Section 77(3) of the Constitution stipulates that an Act of Parliament must provide for a procedure to amend money bills before Parliament. This constitutional provision gave effect to the Money Bills Amendment Procedure and Related Matters Act (No. 9 of 2009). The Act gives Parliament powers to amend money Bills and other legislative proposals submitted by

the Executive whenever the Executive deems it necessary to do so. The Act therefore makes it obligatory for Parliament to assess the Department's budgetary needs and shortfalls against the Department's operational efficiency and performance.

This review seeks to establish whether the Department and its entities have achieved their aims and objectives, as set out in their Strategic Plans, as well as whether they continue to fulfil their constitutional mandates within the year under review. As this is the last BRRR emanating from work done and overseen during the 5th Parliament term, the focus will be on highlighting the key achievements made, as well as challenges encountered during the 2013/14, 2014/15, 2015/16, 2016/17, 2017/18 and 2018/19 financial years, as reported in the Department's and entities' 2013/14, 2014/15, 2015/16, 2016/17, 2017/18 and 2018/19 Annual Reports and APPs.

7.1 Observations and recommendations from the Budget Vote Report 2019

7.1.1 The Committee made the following observations:

7.1.1.1 General

The Committee noted that there were some errors in the tabled APP for 2019/20 which the Department undertook to correct. Furthermore, there was a concern that a number of targets contained in the APP had no target delivery dates or finalisation dates and that some dates indicated under new targets for the Maritime Transport Programme had been pointed out by the Department as being incorrect.

7.1.1.2 Use of consultants

The overall allocation to compensation of employees increases from R496.7 million in 2018/19 to R534.7 million in 2019/20. This year, expenditure on consultants (business and advisory services) is set to increase from R266.2 million to R463.8 million (which, shockingly, is almost equal to the overall allocation to compensation of employees for the previous budget cycle), indicating an above-inflation increase of 65.6 percent.

The exponential increase for consultants (business and advisory services) is linked to changes in the Integrated Transport Planning and Public Transport programmes. Conversely, funding for the use of consultants in the Maritime Transport programme declines

from R17.0 million in 2018/19 to R9.7 million in 2019/20 (a decrease of 45.8 percent in real terms).

The Committee was adamant that the Department cannot continue spending this much of the budget on consultants, especially while government is required to work towards a reduction in the wage bill, a reduction in the use of consultants and a drive towards ensuring that internal capacity of the Department and its entities is strengthened.

7.1.1.3 Public Transport Network Grant (PTNG)

The budget allocation for the PTNG increased from R6.3 billion in 2018/19 to R6.5 billion in 2019/20. The Committee noted that the implementation and/or rollout of these projects differ in each municipality despite past targets having been for operations to begin in nine cities by the end of 2018/19 whereas the actual progress indicated in the APP of 2019/20 was that only six had begun operations (one of which is a pilot of a small scale service). The Committee further raised concerns regarding the progress on the planned targets for roll-out of the IPTNs in the municipalities when such progress is compared to the billions of allocated funds already spent on the projects.

It was noted that the Department had issued an instruction to scale down plans and big ticket infrastructure in these projects, but to rather optimise modal technologies based on realistic demand volumes. Designed projects or earlier plans in smaller cities have been amended to focus mostly on supplying new vehicles, few stations and shelters/stops and other related infrastructure such as depots.

It was noted that the Department will be working on a Regional Integration Strategy as a new indicator in the APP for 2019/20 and that this is targeted to be submitted to Cabinet by March 2022.

7.1.1.4 Provincial Road Maintenance Grant (PRMG)

The Committee observed that the budget allocation for the PRMG: roads maintenance component increased from R10.3 billion in 2018/19 to R10.6 billion in 2019/20. The PRMG: Disaster relief component decreased from R210.0 million in 2018/19 to R206.2 million in 2019/20. The PRMG: Mpumalanga coal haulage roads maintenance component increased significantly from R501.1 million in 2018/19 to R526.2 million in 2019/20.

During its presentation, the Department indicated that a trend had emerged over the past few years whereby some Provinces would decrease their allocation of provincial funds to road projects in years where the PRMG grant transferred from the Department had an increased allocation. The Committee noted its concern of such practices and indicated that this must come to an end as there should be guidelines by which the Department would support grant allocation increases based on reciprocated commitments in funding and spending capacity from the provinces for these road maintenance projects.

7.1.1.5 Moloto Road upgrade and Moloto Development Corridor

For SANRAL, R3.3 billion is allocated over the medium term for the upgrade of the R573 (Moloto Road).

The Committee noted the decrease in the budget allocation from R1.8 billion in 2018/19 to R1.7 billion in 2019/20 for the Moloto Road upgrade. The Committee noted that there has been progress regarding the R573 Moloto Road that connects the three provinces of Gauteng, Mpumalanga and Limpopo. During the year under review, the relevant Provincial Departments for Mpumalanga and Limpopo provinces had transferred their sections of the road to SANRAL, while the relevant Department in the Gauteng province had not yet done so.

The Committee, however, was pleased to be informed by the Minister on 10 October 2019 that Gauteng had finally signed and agreed to transfer the remaining section of the Moloto Road to SANRAL and the full extent of the planned work could commence. The Committee was, however, concerned about the slow progress of this originally planned five-year upgrade project and also noted that the rail portion of the Development Corridor project has slowed despite the PRASA Corporate Plan of 2018/19 indicating that for 2018/19 the entity will target to finalise funding with the Department and NT by the Second Quarter. It was further noted with concern that neither the budget allocation nor the Department's APP for 2019/20 makes any mention of the Moloto (Rail) Development Corridor.

The Department indicated to the Committee that fiscal constraints were affecting the rail portion of the Moloto Corridor project and that the focus had been shifted to prioritise the R573 Moloto Road project. Treasury had not allocated funds to the rail project due to affordability concerns and there had been discussions that this project may have to move to

the PICC. In this regard, the Department indicated that the Minister of Transport and the Minister of Finance will be meeting to discuss this issue.

During the 2018/19 budget briefing, the Department indicated that it has concluded a review and assessment of the Putco Moloto subsidised bus services contract, which included a detailed census to determine current demand. The outcome of this review and whether or not a new contract would be introduced to replace the current one based on the outcome of the passenger census and the current demand had not been presented to the Committee yet.

7.1.1.6 Non-toll road network

The budget allocation for the non-toll network increased (more than doubled) from R5.1 billion in 2018/19 to R12.3 billion in 2019/20. During the previous year, the Department had to ensure that SANRAL does not default on payments related to the GFIP and therefore had to shift/transfer funds in order to do so. This year, the funding allocation to the GFIP project has been significantly reduced and allowed for the increase in budget to the non-toll road network.

The Committee noted that the following non-toll road projects were planned for the MTEF 2019 – 2022:

- N12 Johannesburg to Klerksdorp
- N2 Richards Bay to Ermelo
- N2 Botrivier to Port Elizabeth
- N12 Benoni to Witbank
- R72/N2 Port Elizabeth to East London
- R300 Cape Town Ring Road.

7.1.1.7 Vacancies and Acting Positions

The Committee noted that the end of term for members of boards at various entities are near, that some boards were not fully constituted which may affect their performance and reporting, that some advertisements were already published for filling these vacancies, and that PRASA still had an interim board.

The Committee highlighted a serious concern regarding the Ports Regulator's expenditure that is expected to increase at an average annual rate of 10.2 percent, from R31.1 million in 2018/19 to R41.7 million in 2021/22, mainly driven by two additional personnel to its economic regulation programme. The Committee was of the view that it is concerning that such a massive increase is intended to only be used for two additional personnel.

It was further noted that numerous vacancies also still exist in the Department and in the executive of its entities, which led to an increase in the reliance on acting placements and could have contributed to further instability in the Department and entities. This remains a concern to the Committee as these issues have been highlighted over several years by the Committee, as well as the AGSA.

In this regard, the Committee wanted to highlight that the recommendations made by the AGSA for the Budget Review of 2017/18 as expressed in the Annual Report(s) of 2017/18 indicated that the root causes for entities with negative outcomes were:

- Key management posts are vacant or filled with staff in acting positions, which contributes to lack of accountability;
- The governance structures in some of the entities are not fully constituted which results in ineffective oversight;
- Where an action plan had been put in place, it was not monitored at the appropriate level and the lack of progress was not escalated for further intervention by senior management;
- There is a slow response in addressing ongoing deficiencies with compliance to laws and regulations and lack of consequence management in respect of staff that do not perform their allocated responsibilities; and
- Some entities lack the discipline of ensuring that internal controls to ensure that accurate and complete financial reporting and compliance to laws and regulation are adhered to.

The Department reported on progress in filling board vacancies, as well as senior management vacancies in the Department. The Committee was concerned that the Department could not indicate a timeframe by when these vacancies will be filled.

7.1.1.8 Scholar Transport

The Committee noted the increase in budget allocation to the Rural and Scholar Transport sub-programme under Programme 7. However, the Committee also noted the emphasis in the Budget Review documents, under the headline of Portfolio Committee on Basic

Education, that together with relevant authorities, the Department should fast track the implementation of plans to allocate ring-fenced funds for learner transport. The NT is part of the task team on this issue. The ring-fencing can only happen once a policy decision is taken on whether the function lies with the Department of Basic Education or the Department.

Furthermore, under the heading of Scholar Transport, it was indicated that government conducted a study on the delivery of scholar transport services during 2018. A steering committee with members from the Department of Basic Education; the Department; the Department of Planning, Monitoring and Evaluation; and NT has been established to take this work forward. The report revealed several data gaps and inconsistencies in the way services are delivered and reported on in different provinces, making it difficult to establish a common national approach to improving the service. Two work streams were indicated to be established during 2019. The first will deal with the data gaps and attempt to determine whether the function should be led by the transport or basic education sector. The second work stream will deal with the costing of the service and will provide input during 2020.

The Committee raised concerns regarding the challenges faced by rural learners in obtaining access to scholar transport. Furthermore, concerns were raised regarding the modes or types of transport provided to learners which are not suitable or safe for the transportation of learners and often leads to overloading and contraventions of road traffic laws.

Concerns were also raised regarding the lack of uniformity in scholar transport provision in the various provinces and challenges faced in the management, financing, implementation and oversight over scholar transport.

7.1.1.9 SANRAL funding concerns as well as impact of GFIP thereon

The Committee continues to raise concerns regarding the going concern status of SANRAL due to poor collection on GFIP e-toll project. The Committee also noted the massive decrease in funding to the SANRAL: GFIP from R6.3 billion in 2018/19 to R550.5 million in 2019/20.

The Committee was hopeful that delays would be minimised in implementation of critical projects which were in the past delayed due to toll resistance. The Committee also noted delays in various SANRAL projects due to contractors withdrawing from some sites because of local community protest regarding these projects. The Committee indicated that the

Department should ensure that projects rolled out in communities make use of the skills within that community and that SANRAL and provincial departments responsible for roads and transport matters implement an Inter-Governmental Relations Strategy to assist in resolving these issues.

The Committee was optimistic about the possible progress in rolling out the possible R128 billion investment in road infrastructure projects which includes:

- N1-N2 Winelands Project
- N2 Wild Coast Highway Project
- N2 Durban South to North Project
- N3 Gauteng Durban Corridor Project/Van Reenen Development Project (formerly indicated as the De Beers Pass project)
- N3 Pietermaritzburg to Durban Project.

The Committee was concerned that one of the key focus areas indicated by SANRAL for 2018/19 was the cooperation with the Department on developing a fresh Toll Roads Policy and that this has not yet been finalised.

7.1.1.10 PRASA Modernisation project

The Committee noted a significant increase in budget to PRASA Capital from R91.9 million in 2018/19 to R600 million in 2019/20, as well as the PRASA: Rolling Stock Fleet Renewal budget going from R4.7 billion in 2018/19 to R5.8 billion in 2019/20.

The Committee expressed the hope that the current interim board will not allow the allocated funds to PRASA Capital to lie idle again as in previous years but that this will be wisely spent where services are in most dire need.

The Committee was of the view that until and unless the current service and safety concerns are adequately addressed, the modernisation project will not be able to progress as more budget has to be spent on refurbishment of vandalised and outdated coaches and infrastructure to ensure services are able to run.

The Committee noted with concern that the performance in and expenditure of budget of R2.4 billion for the station modernisation programme runs the risk of being delayed due to the cancellation by NT of all station modernisation contracts.

The Committee was adamant that the signalling system and telecommunication upgrades projects were of utmost importance to prevent a repeat of the rail collisions experience during the last two years.

7.1.1.11 Taxi Recapitalisation Project (TRP)

The Committee noted the targeted implementation of the recommendations of the TRP by March 2020. However, the revised policy has to date not been presented to the Committee. The revision and implementation of the policy therefore appears to be delayed and the targets set for implementation of the project have failed to be accurate in recent years due to a reduced uptake thereof by the industry. The current project has no termination date which creates no urgency for compliance or uptake of the project.

Furthermore, the Committee is concerned that the Department may not be utilising the data it has from the operating licence and permit databases to identify and contact owners of vehicles that may be qualifying for scrapping. The Committee indicated that the value allocated for pay out to the industry in terms of the project is perceived as insufficient by the industry to warrant an uptake in the project and hopes were expressed that the reviewed project will remedy this, as well as the need to ensure a taxi (maintenance) services value chain exists.

The Committee also noted the recent Public Protector Report 37 of 2018/19 on the Illegal Conversion of Toyota Quantum Panel Vans into Mini Bus Taxis and that the findings might impact this programme. (The Committee must still consider this report and table its own report in the House).

7.1.1.12 Funding Models and Turn-around Strategies of Entities

The Committee is concerned that the funding models and/or turn-around strategies of the entities are not being processed or implemented as a matter of urgency (or that there appears to be new strategies submitted every six months), which, if left to continue as is, will lead to financial ruin of these entities and a lack of service delivery to citizens.

7.1.1.13 Legislative Programme impact on Entities

The Committee noted that a review was planned of the founding legislation of road entities by March 2020. It further noted that the Civil Aviation Amendment Bill that was tabled in November 2018 may need to be revived by the 6th Parliament, as well as the RABS Bill and National Land Transport Act Amendment Bill that were not finalised during the tenure of the 5th Parliament.

The Committee also indicated its anticipation for the tabling of the long-awaited STER Bill and noted the progress reported by the Department on this. The Committee noted that there is a need to receive a full and comprehensive list of legislation that is proposed which would include the current status of progress on these matters.

From the Department's amended Strategic Plan (presented in 2018/19), the Committee also noted that in the current 2019/20 financial year, the Department intended to bring the Merchant Shipping Bill to Parliament, as well as the TAT Amendment Bill. The Committee also noted that during the next financial year, the Department intended to meet the following targets:

- Submitting the draft Maritime Transport Sector Development Council Bill to Cabinet by March 2020;
- Developing the Railway Safety Bill for submission to Cabinet by March 2020;
- Submitting the draft National Road Traffic Amendment Bill to Cabinet by March 2020;
- Submission of the Transport Appeal Tribunal Amendment Bill to Cabinet by March 2020;
- Submitting the STER Bill to Parliament by March 2020;
- Submitting the Air Services Licencing Amendment Bill and International Air Services Amendment Bill to Cabinet by March 2021;
- Implementation of the National Rail Act by 2020/21;
- Implementation of the Railway Safety Act by 2020/21;
- Draft Bill for Founding Legislations of Road Entities to Parliament by 2020/21; and
- Developing the South African Maritime and Aeronautical Search and Rescue Amendment Bill for submission to Cabinet by March 2021.

The Committee continues to urge the Department to plan for the tabling of legislation to Parliament early enough in the five-year planning cycle to prevent the lapsing of bills and the rush to process these in the outer years of the Parliament cycle.

7.1.1.14 Optimal use of revenue generating streams of entities

The Committee noted that some entities, such as ACSA and PRASA, that have access to property do not make optimal use of possible advertising revenue or retail revenue generating streams.

7.1.1.15 Road Safety Programmes

The Committee noted the reported decrease in the 2019 Easter Holiday Road Death statistics, even though this year the holiday fell outside of the school holiday time period and that may have affected the statistics. The Committee noted the implementation of road safety programmes by various road transport entities.

7.1.1.16 Increased Promotion Required of Universal Access

The Committee noted the Department's commitment in the medium term, to continuing with the planning and construction of universally accessible IPTNs and Bus Rapid Transit (BRT) systems in identified local and metropolitan municipalities.

However, universal access is the goal of enabling all citizens to reach every destination served by their public street and pathway system and is not limited to access by persons using automobiles. Travel by bicycle, walking, or wheelchair to every destination is accommodated in order to achieve transportation equity, maximize independence, and improve community liveability. Wherever possible, the Committee continues to urge that the Department ensures the promotion of the need to have road and transport facilities designed to allow safe travel by young, old, and disabled persons who may have diminished perceptual or ambulatory abilities. By using design to maximize the percentage of the population who can travel independently, it becomes much more affordable for society to provide paratransit services to the remainder with special needs.

The Committee, therefore, was of the view that the Public Transport, Road and Rail Programmes do not make sufficient provision for the promotion of universal access as the 2018/19 APP appeared to only focus on the IPTN rollout with such service considerations and that this type of access may be further constrained with scaling down of IPTN infrastructure with regard to stations or stops, as well as the suspension of some rail station modernisation contracts.

7.1.2 The Committee recommended that the Minister ensure:

7.1.2.1 General

The Department correct all errors and inconsistencies or contradictions pointed out in their tabled APP for 2019/20.

7.1.2.2 Use of consultants

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

7.1.2.3 Public Transport Network Grant (PTNG)

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

7.1.2.4 Provincial Roads Maintenance Grant (PRMG): Road maintenance component

The Department monitor the expenditure of the Roads maintenance component of the PRMG and briefs Parliament quarterly on progress, as well as the breakdown of the 2019/20 budget allocation per province.

7.1.2.5 Moloto Road upgrade and Development Corridor

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

7.1.2.6 Non-toll road network

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

7.1.2.7 Vacancies and Acting Positions

That the appointments are made with due consideration of gender parity principles for all critical vacancies that need to be filled in Senior Management, as well as throughout all levels of the Department, executive of the entities, as well as board vacancies.

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

7.1.2.8 Scholar Transport

Once the work-streams have determined the best suited department for the project, that the Scholar Transport Policy and regulation thereof is rolled out uniformly and monitored by the relevant department.

Until such determination is finalised, the Department must ensure that one set of regulations is set out and implemented nationally on scholar transport norms and standards, which must be done through regular meetings with and cooperation with the Department of Basic Education. The Department should also hold regular engagements with Provincial Departments with which the function resides to assist in improving scholar transport, as well as report back to the Committee on progress on a quarterly basis.

7.1.2.9 SANRAL funding concerns, as well as impact of GFIP thereon

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

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

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

7.1.2.10 PRASA Modernisation project

That PRASA improves their current services and safety through the rollout of the turnaround strategy in a manner that would allow for the entity to focus further on the modernisation project. The entity should also indicate progress towards the devolution of authority to regions for effective management and rail operations through quarterly reports on the above to the Committee. PRASA should ensure that quarterly briefings are presented to the Committee regarding updates and progress on its rolling stock fleet renewal programme, the refurbishment of coaches, as well as the upgrading of signalling systems.

7.1.2.11 Taxi Recapitalisation Project

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

7.1.2.12 Funding Models and Turn-around Strategies of Entities

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

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

7.1.2.13 Legislative Programme impact on Entities

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

The Department is requested to submit a full and comprehensive list of legislation that is proposed which would include the current status of progress on these matters within 60 days from the adoption of the report by the House.

7.1.2.14 Optimal use of revenue generating streams of entities

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

7.1.2.15 Road Safety Programmes

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

7.1.2.16 Increased Promotion Required of Universal Access

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

7.2 Observations and recommendations from the Strategic Plan and APP Report 2019

The Budget Vote debate of the Department took place on 9 July 2019. Due to the fact that the Department and entities tabled their APPs on 2 July 2019 and the limited timeframe within which to engage on these between tabling and the Vote, the Committee, therefore, was not able to receive briefings on the APPs of the Department's entities prior to the Budget Vote Debate. Accordingly, the Committee engaged on the APP and Budget Allocations for 2019/20 with the Department on 3 July 2019 and undertook to schedule presentations by the Department's entities on a later date in order to receive briefings on their amended and/or new Strategic Plans, and (specifically for the entities) 2019/20 Corporate Plans or APPs.

The Committee subsequently met with the entities of the Department, including the NSRI, from 27 August 2019 to 10 September 2019 on their 2019/20 Budgets, APPs and Corporate Plans.

The Committee has not finalised its 2019 Report on these matters, however, the matters raised during their engagements with the entities on their plans for the 2019/20 financial year were taken into consideration and raised during the engagements with the entities and the Department for purposes of completing the BRRR.

7.3 Recommendations made by the AGSA for the Budgetary Review and Recommendation Report for the 2018/19 financial year

The role of the AGSA is to reflect on the audit work performed to assist the Committee in its oversight role of assessing the performance of the entities taking into consideration the objective of the Committee to produce a BRRR.

The AGSA recommends the following to the Department and its entities:

- Permanent boards in entities with a mix of appropriate skills and competencies should be appointed (repeat recommendation);
- Executive management positions should be filled with appropriately skilled and experienced personnel (repeat recommendation);
- Develop and implement action plans to address audit findings (repeat recommendation); and
- Implementation of a culture of consequence management (repeat recommendation).

The AGSA recommends the following to Committee:

- Monitoring and regular follow-up with the executive authority and the accounting officer/authority on:
 - Appointment of permanent boards and audit committees to ensure that they are fully constituted with members with the appropriate skills and experience for effective governance and oversight over the entities;
 - Management of vacancies to ensure stability of leadership; and
 - Progress on action plans put in place by the entities to address undesirable audit outcomes.
 - The culture of consequence management should be enforced in the portfolio.

7.4 The Committee recommendations for the 2018/19 financial year Budgetary Review and Recommendation Report

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

7.4.1 Recommendations specific to the Department and of General Application to entities

7.4.1.1 Due to the observation that the Department indicated the exact same measures to address AGSA findings as it had in previous year, the Committee implores the Minister to ensure that stronger measures are put in place to address the audit findings effectively and that they are implemented in a manner that will ensure that the Department improves its audit outcome for the 2019/20 financial year. In relation to this recommendation, it is imperative that the Department strengthen its oversight over the entities and report on progress made to remedy all matters raised by the AGSA;

7.4.1.2 The advertising and filling of board, CEO, as well as senior management vacancies, as indicated in the paragraphs above, should be prioritised in the Department and the affected entities. In order to achieve the SONA 2018 commitment made by Government to changing the way boards of SOEs are appointed, the positions filled should be with people who have the relevant expertise, experience and integrity to serve in these vital positions. This will allow the Department as well as the entities to operate and report effectively, and do so within the parameters of applicable legislation. The Department, with its entities, must report on current efforts underway to finalise the filling of posts and ensure that it presents an implementable strategy to address future vacancies;

7.4.1.3 The Department must implement sufficient measures to ensure that it achieves all the annual performance targets that it sets itself. The Department should ensure that the targets set in their Strategic Plans and APPs going forward adhere to the AGSA's SMART principles and ensure that sufficient records are available to prove that those targets had been met. Management in the Department should ensure that it is possible to validate the processes and systems that produce the indicator to enable them to produce the required evidence (through improved record keeping) supporting their reported performance. Conversely, they should adhere to the requirements of the Framework for Managing Programme Performance Information (FMPPI) to ensure that all indicators are well defined and verifiable and that all targets are specific and measurable i.e. the nature and required level of performance is clearly specified and measurable. The Committee also requested that the Department and its entities move towards the development of key performance targets that would have tangible and measurable results that show actual and/or improved service delivery to all transport stakeholders;

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

7.4.1.4.1 Officials who caused the Department or its entities to incur irregular, fruitless and wasteful expenditure should be subjected to disciplinary procedures, and where applicable implement the appropriate measures provided for in terms of sections 81 to 86 of the PFMA. Section 81(1) stipulates that: *“an accounting officer for a department or a constitution institution commits an act of financial misconduct if that accounting officer wilfully or negligently-*

(a) fails to comply with a requirement of section 38, 39, 40, 41 or 42 or

(b) makes or permits an unauthorised expenditure, an irregular expenditure or a fruitless and wasteful expenditure”.

In addition, section 81(2) states that: *“an official of a department, a trading entity or a constitutional institution to whom a power or duty is assigned in terms of section 44 commits an act of financial misconduct if that official wilfully or negligently fails to exercise that power or perform that duty”.*

For its part, section 86(1) of the PFMA states that: *“an accounting officer is guilty of an offence and liable on conviction to a fine, or to imprisonment for a period not exceeding five years, if that accounting officer wilfully or in a grossly negligent way fails to comply with a provision of section 38, 39 or 40”.*

In addition, section 86(2) of the PFMA maintains that: *“an accounting authority is guilty of an offence and liable on conviction to a fine, or to imprisonment for a period not exceeding five years, if that accounting authority wilfully or in a grossly negligent way fails to comply with a provision of section 50, 51 or 55”.*

Finally, section 86(3) of the PFMA stipulates that: *“any person, other than a person mentioned in section 66(2) or (3), who purports to borrow money or to issue a guarantee, indemnity or security for or on behalf of a department, public entity or constitutional institution, or who enters into any other contract which purports to bind a department, public entity or constitutional institution to any future financial commitment, is guilty of an offence and liable on conviction to a fine or imprisonment for a period not exceeding five years”.*

The act also includes provisions for criminal prosecution in cases of gross financial misconduct;

7.4.1.4.2 The Department and its entities must at all times ensure that proper record-keeping is implemented for information supporting compliance and procurement processes and implement consequence management for staff members who fail to comply with applicable legislation in this regard; and

7.4.1.4.3 Having noted that the Department had a Loss Control Committee/Division to deal with and ensure the rooting out of irregular expenditure, the Department must present

quarterly reports on the progress made by this Committee/Division to ensure that the Department does not incur irregular expenditure going forward;

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

7.4.1.5.1 The Department should capacitate its Finance and SCM directorates/departments/branches with appropriately skilled and competent personnel to prepare credible financial statements;

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

7.4.1.5.3 The Department must ensure that all officials responsible for reporting in terms of the PFMA are reskilled by ensuring they receive training on compliance with the PFMA, ensure that these staff members undergo refresher courses on the applicable NT Regulations that are implemented from time to time, and receive training on compliance with the King Report on Corporate Governance IV;

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

7.4.1.6.1 The Department should identify and address the inefficiencies in the SCM process in the Department, and assist its entities to do the same where needed. There should be consequences for poor performance and failure to comply with applicable legislation;

7.4.1.6.2 Members of the relevant bid evaluation committee and the CFO should satisfy themselves that all service providers that are recommended for award have all the required documentation in terms of legislation. The list of recommended bidders should be accompanied by a signed checklist confirming the completeness of required documents;

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

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

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

7.4.1.7 The Department should report back to the Committee on a quarterly basis regarding the projects to which grant funds are allocated and transferred to. This report must cover its monitoring, tracking and engagement with its provincial and municipal counterparts on the implementation of the PRMG and other applicable grants to ensure that money is used for its intended purpose, to ensure that there is value for money spent and to prevent a future need for roll-overs;

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

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

7.4.1.10 The Committee takes a dim view of the non-compliance and the lack of tabling of Annual Reports in terms of the sections 8 and 65 of the PFMA. The outstanding Annual Reports that are yet to be tabled before this Committee are of a serious concern. The Department should ensure, and assist well in time where it is able to, that all Annual Reports are submitted within the legislated timeframes for the AGSA, as well as tabling in time before Parliament. The outstanding reports should be presented to the Committee as soon as they are tabled and referred to the Committee. The Committee would work towards submitting a supplementary report on the late received annual reports, should they be tabled in time to do so;

7.4.1.11 The Department must ensure progress from the Rail War Room initiative is made on improving rail operations and deliver quarterly reports on the above to the Committee;

7.4.1.12 The Department must address the issues once again raised regarding the Financial Health for RAF, SANRAL, DLCA, RTMC, SAMSA, RTIA, ACSA, PRASA and its subsidiaries and ensure that a comprehensive plan is submitted to the Committee by January 2019. This must be followed up by quarterly reports on the financial health of all of its entities;

7.4.2 Entity Specific Recommendations

The Committee recommends that the Minister, through the Department, should ensure the following is done with specific reference to the following entities:

7.4.2.1 ACSA

7.4.2.1.1 The entity should ensure its targets meet the SMART principles and ensure that sufficient records are available to prove that those targets had been met. The entity must also implement sufficient measures to ensure that it achieves all the annual performance targets that it sets itself, as well as develop and implement effective action plans in response to the findings of the AGSA;

7.4.2.1.2 The entity must ensure that it improves its Financial Statement preparation;

7.4.2.2 ATNS

7.4.2.2.1 The entity should ensure its targets meet the SMART principles and ensure that sufficient records are available to prove that those targets had been met. The entity must also implement sufficient measures to ensure that it achieves all the annual performance targets that it sets itself, as well as develop and implement effective action plans in response to the findings of the AGSA;

7.4.2.2.2 The entity must ensure that it improves its Financial Statement preparation;

7.4.2.3 C-BRTA

7.4.2.3.1 The C-BRTA must, on a quarterly basis, report to the Committee regarding the steps taken in resolving the impasse regarding the cross-border movements on the RSA/Kingdom of Lesotho route;

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

7.4.2.3.3 The entity should co-operate with the Department to develop funding plans to ensure the financial sustainability of the entity. Should the funding model and legislative impediments regarding regulation by the C-BRTA not be corrected, the entity will also face liquidity concerns;

7.4.2.3.4 The entity should ensure its targets meet the SMART principles and ensure that sufficient records are available to prove that those targets had been met. The entity must also implement sufficient measures to ensure that it achieves all the annual performance targets that it sets itself, as well as develop and implement effective action plans in response to the findings of the AGSA;

7.4.2.4 DLCA

7.4.2.4.1 The entity should ensure its targets meet the SMART principles and ensure that sufficient records are available to prove that those targets had been met. The entity must also implement sufficient measures to ensure that it achieves all the annual performance targets that it sets itself, as well as develop and implement effective action plans in response to the findings of the AGSA;

7.4.2.4.2 The entity must submit quarterly reports to the Committee on progress made regarding the application for approval to move to a new card format and the acquisition/procurement of a new card manufacturing machine. Should there be a failure to obtain these approvals, the entity must immediately inform the Committee of steps taken to limit service disruptions to card applicants in the event that the current machine is no longer serviced and if it becomes inoperable;

7.4.2.5 PRASA

7.4.2.5.1 General

7.4.2.5.1.1 The entity should co-operate with the Department to develop funding plans to ensure the financial sustainability of the entity and its subsidiaries (especially Autopax given

its dire financial position). Should the funding model and legislative impediments regarding regulation by the PRASA not be corrected, the entity will also face liquidity concerns;

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

7.4.2.5.1.2.1 Arresting the current decline in business performance;

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

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

7.4.2.5.1.2.4 Bringing organisational stability and strict governance; and

7.4.2.5.1.2.5 Fast tracking the modernisation programme to improve passenger rail travel experience;

7.4.2.5.1.3 That PRASA improves their current services and safety through the rollout of the current turnaround strategy and the entity should co-operate with the Department to ensure progress from the War Room initiative is made on improving rail operations. The Department must deliver quarterly reports on the above to the Committee;

7.4.2.5.1.4 The entity should ensure its targets meet the SMART principles and ensure that sufficient records are available to prove that those targets had been met. The entity must also implement sufficient measures to ensure that it achieves all the annual performance targets that it sets itself, as well as develop and implement effective action plans in response to the findings of the AGSA;

7.4.2.5.1.5 The entity must ensure that it improves its Financial Statement preparation;

7.4.2.5.2 Intersite

7.4.2.5.2.1 The entity should ensure its targets meet the SMART principles and ensure that sufficient records are available to prove that those targets had been met. The entity must also implement sufficient measures to ensure that it achieves all the annual performance targets that it sets itself, as well as develop and implement effective action plans in response to the findings of the AGSA;

7.4.2.5.2.1 The entity must ensure that it improves its Financial Statement preparation;

7.4.2.5.3 Autopax

7.4.2.5.3.1 The entity should ensure its targets meet the SMART principles and ensure that sufficient records are available to prove that those targets had been met. The entity must also implement sufficient measures to ensure that it achieves all the annual performance targets that it sets itself, as well as develop and implement effective action plans in response to the findings of the AGSA;

7.4.2.5.3.2 The entity must provide the Committee with quarterly progress reports on the investigations ongoing as reported by the AGSA;

7.4.2.5.3.3 The entity must ensure that it improves its Financial Statement preparation and that it works with PRASA and the Department to find a viable solution to improve its finances;

7.4.2.6 PRSA

7.4.2.6.1 The entity should co-operate with the Department to develop funding plans to ensure the financial sustainability of the entity. Should the funding model and legislative impediments regarding regulation by the PRSA not be corrected, the entity will also face liquidity concerns;

7.4.2.7 RAF

7.4.2.7.1 The entity should co-operate with the Department to develop funding plans to ensure the financial sustainability of the entity and should provide the Committee with quarterly updates on strategies to improve the financial health status and reduction of instances where the liabilities exceed total assets of the RAF as there was uncertainty as to whether the entity would be able to fund their future obligations. Updates should also be provided on the notable concerns regarding liquidity remaining for RAF;

7.4.2.7.2 The RAF should be supported by the Department and stakeholders in discharging its mandate of efficiently and effectively providing compulsory social insurance cover for to

all users of South African roads; rehabilitate and compensate people injured owing to the negligent driving of motor vehicles;

7.4.2.7.3 The entity should ensure its targets meet the SMART principles and ensure that sufficient records are available to prove that those targets had been met. The entity must also implement sufficient measures to ensure that it achieves all the annual performance targets that it sets itself, as well as develop and implement effective action plans in response to the findings of the AGSA;

7.4.2.8 RSR

7.4.2.8.1 The entity should co-operate with the Department to develop funding plans to ensure the financial sustainability of the entity. Should the funding model and legislative impediments regarding regulation by the RSR not be corrected, the entity will also face liquidity concerns;

7.4.2.8.2 The entity must ensure that it improves its Financial Statement preparation;

7.4.2.9 RTIA

7.4.2.9.1 The entity should co-operate with the Department to develop funding plans to ensure the financial sustainability of the entity. Should the funding model and legislative impediments regarding regulation by RTIA not be corrected, the entity will also face liquidity concerns;

7.4.2.10 RTMC

7.4.2.10.1 The entity should ensure its targets meet the SMART principles and ensure that sufficient records are available to prove that those targets had been met. The entity must also implement sufficient measures to ensure that it achieves all the annual performance targets that it sets itself, as well as develop and implement effective action plans in response to the findings of the AGSA;

7.4.2.10.2 The entity must remedy its inability to collect monies owed and resolve the resultant impairment of receivables due to amount owed being irrecoverable;

7.4.2.11 SACAA

7.4.2.11.1 The entity must urgently address its non-compliance to procurement and contract management policies and legislation;

7.4.2.12 SAMSA

7.4.2.12.1 The entity must ensure that it adopts its Annual Report in order for the Minister to table it urgently;

7.4.2.12.2 The entity must urgently address the findings that led to its qualified audit as identified by the AGSA;

7.4.2.13 SANRAL

7.4.2.13.1 The entity should co-operate with the Department to develop funding plans to ensure the financial sustainability of the entity and should provide the Committee with quarterly updates on strategies to improve the financial health status and reduction of instances where the liabilities exceed total assets of SANRAL as there was uncertainty as to whether the entity would be able to fund their future obligations. Updates should also be provided on the notable concerns regarding liquidity remaining for SANRAL;

7.4.2.13.2 With regard to SANRAL, the Ministry must urgently seek to achieve finality regarding the GFIP funding model;

7.4.2.13.3 The entity should ensure its targets meet the SMART principles and ensure that sufficient records are available to prove that those targets had been met. The entity must also implement sufficient measures to ensure that it achieves all the annual performance targets that it sets itself, as well as develop and implement effective action plans in response to the findings of the AGSA;

7.4.2.13.4 The entity must ensure that it improves its Financial Statement preparation;

7.4.3 Committee recommendations applicable to all entities

As the following recommendations have general application to all entities of the Department and for the sake of limiting repetition, the Committee recommends that the Minister, through the Department, should ensure the following:

7.4.3.1 When vacancies in entities arise in critical posts (CEO, CFO, COO, CPO), those appointments should be expedited so that consequence management can be implemented against officials who incur or permit irregular expenditure, as well as fruitless and wasteful expenditure;

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

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

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

7.4.3.2.3 The entities must ensure that all officials responsible for reporting in terms of the PFMA are reskilled by ensuring they receive training on compliance with the PFMA, ensure that these staff members undergo refresher courses on the applicable NT Regulations that are implemented from time to time, and receive training on compliance with the King Report on Corporate Governance IV;

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

7.4.3.3.1 The entities should identify and address the inefficiencies in the SCM process in the entity. There should be consequences for poor performance and failure to comply with applicable legislation;

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

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

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

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

7.4.3.4 The entities must each submit a comprehensive action plan to address any and all of the AGSA's findings and recommendations to the Committee, followed by quarterly progress reports;

7.4.4 Committee recommendations to the Minister of Finance

The Committee recommends that the Minister of Finance, through NT, should ensure the following:

7.4.4.1 Assist the Department of Transport and its entities in strengthening their SCM policies and compliance thereto as well as compliance to PFMA provisions and Treasury Regulations;

7.4.4.2 Assist the Department with the finalisation of the feasibility study regarding the Moloto Rail Corridor (following the statement by the Minister in his July 2019 Budget Speech that the finalisation of the feasibility study would be prioritised);

7.4.4.3 Assist the Department to address the liquidity and funding concerns raised by the AGSA specifically for RAF, SANRAL, PRASA, RTIA, PRSA and C-BRTA;

CONCLUSION

The Committee would, through its oversight and engagements with the Department and its entities, ensure that the AGSA's recommendations are implemented by the Department and its entities. The Committee would further request regular feedback from the Department on key issues impacting entities as identified through the oversight process performed by the Committee, as well as the Department's own internal oversight directorate over the entities.

APPRECIATION

The Committee would like to acknowledge the Minister, the Deputy Minister, the Department officials, as well as Board Members and officials of the entities for presentations made and engagements on their Annual Reports and Financial Statements.

The Committee applauds the achievements by the C-BRTA, RTIA and RTMC in receiving Unqualified Audit opinions with no material findings.

The Committee would also like to extend a note of appreciation to its support staff during the year under review and in the compilation and capturing of the Committee reports.

8. SUMMARY OF REPORTING REQUESTS

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

Reporting matter
The Department should submit an improved Action Plan to address the findings of the AGSA for it and its entities, as well as the implementation of the recommendations made by the Committee in this report.
The Department should submit a comprehensive briefing on steps it will be taking to assist in stabilising its entities (including filling of vacancies, conclusion and evaluation of shareholder agreements, improving the efficiency of the shareholder representatives on the boards, closely monitoring the implementation of projects and budget expenditure, etc.).
The Department should submit a comprehensive briefing on progress made on the filling of Board vacancies in entities, as well as the filling of all critical posts within the Department and its entities.
The Department should submit a comprehensive briefing on implementation of the RTRP.
The Department should submit quarterly reports on investigations underway in the Department and all the entities.
The Department should submit quarterly reports on pending litigation, as well as settlements reached and judgments for and against the Department and all the entities.
The Department should submit quarterly reports on human resource management (retentions, secondments, transfers, retirements, training and skills transfers, resignations and dismissals), as well as report on progress in disciplinary matters (including suspensions) in the Department and all the entities.
The Department should submit quarterly reports on the achievement of job creation targets in the Department and all the entities.
The Department should submit quarterly reports on the achievement of transformation targets in the Department and all the entities.
The Department should submit quarterly reports on the progress towards prevention of irregular expenditure for the Department and all the entities.
The Department should submit quarterly reports on the <i>Shova Kalula</i> project.

Reporting matter
<p>The Department should submit quarterly reports on the progress of projects linked with the following grants:</p> <ul style="list-style-type: none"> • PTOG • PRMG • PTNG • RRAMS • Coal Haulage Grant • Disaster Management Grant
<p>The Department should submit quarterly reports on progress regarding the Moloto Corridor Project and how this affects both the Road and Rail Programmes.</p>
<p>The Department should submit a comprehensive briefing on the progress made to address and/or implement recommendations emanating from Committee Oversight Reports during the year.</p>
<p>The Department should submit quarterly reports on strategies to address the financial health status of:</p> <ul style="list-style-type: none"> • C-BRTA • RAF • PRSA • SANRAL • PRASA
<p>The Department, together with the C-BRTA should submit quarterly progress reports on progress regarding:</p> <ul style="list-style-type: none"> • The implementation of the 1996 SADC Protocol on Transport, Communications and Meteorology; • The resolution of the impasse regarding the cross-border movements on the RSA/Kingdom of Lesotho route.
<p>The Department, in conjunction with PRASA should submit a comprehensive briefing on the Werksmans contract from conclusion of the contract in 2015 to the current status of work performed by the firm and include the total expenditure to date relating to the contract in question, as well as the progress on</p>

Reporting matter
resolving the matters raised in the report.
<p>The Department, together with PRASA should submit a comprehensive briefing on:</p> <ul style="list-style-type: none">• the Progress made due to interventions from the operations of the PRASA War Room;• the Get on Track Rescue Plan it intends to implement, as well as how this will address the shortages of train sets currently online and how they intend to increase ridership;• The plan in place to ensure that PRASA complies with the RSR directives and the Court Order regarding these;• The plan in place to phase out manual authorisation or how they will ensure that the use of manual authorisation will not lead to another train collision or derailment;• The plan to address the concerns raised regarding Autopax;
The Department, together with the DLCA must submit a comprehensive plan on how the concerns regarding the card production machine is being addressed.
The Department, together with SANRAL must submit a comprehensive plan on managing the fiscal constraints placed on the entity due to the e-tolling GFIP concerns raised.

9. SCOPA RESOLUTIONS

- None

10. PRIOR MODIFICATIONS TO AUDIT REPORTS

- None

11. INTERNAL CONTROL UNIT

The Directorate: Internal Control and Compliance is within the Office of the Chief Financial Officer (CFO). It is responsible for assisting management to ensure that adequate and effective internal control systems are in place and that the department complies with the financial management prescripts in its pursuit to achieve the strategic goals. The Directorate played a vital role in facilitation of audits conducted by both the Office of the Auditor-General and the Internal Audit Unit of the Department. It administered audit queries raised by the Auditor-General and Internal Audit, and developed action plans to address internal control weaknesses identified by these assurance providers in their reports.

During the 2019/20 financial year, the Unit developed action plans to address deficiencies identified during the regulatory conducted by the Auditor-General of South Africa (AGSA), and followed up with management of progress regarding implementation of the action plans. Progress reports were presented at Executive Committee meetings of the DoT and to the Audit Committee.

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

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

12. INTERNAL AUDIT AND AUDIT COMMITTEES

Strategic Objective of Internal Audit

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

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

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

Summary of audit work done

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

- Implementation of National Treasury Irregular Expenditure 2018 Guideline Review
- Recruitment and selection
- Acting allowance
- Payroll management
- Physical and environment controls review
- Service help desk review
- Procurement of IT equipment
- User Account Management
- Taxi recapitalisation programme review

- Public transport network grant (PTNG) review
- Provincial roads maintenance grant (PRMG) review (Desk top completed)
- Interim Financial Statements Review (1st, 2nd and 3rd Quarters)
- Strategic & APP Development Review
- Performance Information and Quarterly Reporting Review (1st, 2nd and 3rd)
- Litigation review follow up
- Internship review follow up
- Contract Management follow up
- AGSA 2018/19 Audit Report – Follow-up

Key activities and objectives of the audit committee;

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

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

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

List up until 31 January 2020:

Name	Qualifications	Internal or external	Date appointed	Date Resigned	No. of Meetings attended
Ms Pumla Mzizi	CA (SA) BCom (Hons) Transport Economics BCompt (Hons) BBus Sci Finance (Hons)	External	01 August 2016	Active	4
Ms Maemili Ramataboe	CA (Lesotho) MBA	External	01 August 2016	Active	4
Adv Mamodupi Mohlala-Mulaudzi	LLM LLB BA Law	External	01 August 2016	Active	0
Mr. Nades Kandan	Masters (Ins Dire) Higher Diploma IT Audit MDP Management CRISC IEDP (Finance)	External	01 August 2016	Active	4
Mr. Victor Nondabula	MBA Finance & International Business MA Political Science BA (Hons) Political Science Diploma Financial Management	External	01 August 2016	Active	4

List from 01 February 2020:

Name	Qualifications	Internal or external	Date appointed	Date Resigned	No. of Meetings attended
Dr. Charles Motau	Doctor Technologiae: Computer Sc & Data Processing, MBL, MIT, BCom, Higher Diploma in Computer Auditing, Certificate in Digital Transformation Strategy	External	01 February 2020	Active	2
Ms Shaila Hari	BCompt Hons, Public Sector Governance & M.Inst.D	External	01 February 2020	Active	1
Mr. Luyanda Mansfield Mangquku	CA(SA), MBL, BCompt Hons	External	01 February 2020	Active	2
Mr. Nades Kandan	Masters (Ins Dire) Higher Diploma IT Audit MDP Management CRISC IEDP (Finance)	External	01 February 2020	Active	2
Mr. Victor Nondabula	MBA Finance & International Business MA Political Science BA (Hons) Political Science Diploma Financial Management	External	01 February 2020	Active	2
Adv. Lufuno Tokyo Nevondwe	LLM, LLB	External	01 February	Active	2

Name	Qualifications	Internal or external	Date appointed	Date Resigned	No. of Meetings attended
			2020		
Ms. Veronica Elizabeth Du Preez	B.A, BCom, MBL, CIA	External	01 February 2020	Active	2
Ms. Miseria Nyathi	MBA, BCom Hons (Finance)	External	01 February 2020	Active	1
Ms Fikile Judith Mudau	BCom, Certificate, Management Development (Municipal Finance)	External	01 February 2020	Active	0

13. AUDIT COMMITTEE REPORT

We are pleased to present our report for the financial year ended 31 March 2020.

Audit Committee Responsibility

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

The Effectiveness of Internal Control

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

The Audit Committee provided oversight on the operations and business activities of the Department through the quarterly reporting processes by Management as well as the internal audit reviews as prioritised in the approved risk-based Annual Audit Operational Plan. The systems of internal control within the Department were not entirely effective for the year under review and the Audit Committee is of the opinion that both the AGSA and Internal Audit findings should be addressed timely for effective systems of internal controls.

Internal Audit

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

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

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

The ARC reviewed and/or performed oversight over:

- i. All Quarterly Interim Financial Statements and unaudited Annual Financial Statements (AFS) before submission to the AGSA on 31 July 2020;
- ii. Monitoring and implementation of corrective action plans to address AGSA and Internal audit findings;
- iii. The appropriateness of the accounting policies, practices and the potential changes thereon tabled at the ARC meetings;
- iv. The effectiveness of the system of risk management including fraud prevention and anti-corruption strategies;
- v. The process to ensure compliance with relevant laws and regulations.
- vi. In-year monitoring reports on the Department operations including Information and Communication Technology (ICT) and Human Resources Management (HRM) governance;
- vii. The Quarterly Performance Information Reports and the Annual Report prior to submission to the AGSA and final publication; and
- viii. The plans, work and reports of the Internal Audit and the AGSA.

In-Year Management and Monthly/Quarterly Report

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

Evaluation of Financial Statements

The Committee has:

- i. Reviewed the 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

During the 2019/20 financial year, the committee:

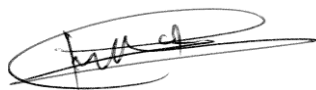
- Considered the system and processes the Department use to ensure compliance to regulations.
- Monitored compliance with laws and regulations.
- Reviewed both internal and external audits report to identify any compliance issues.

Auditor General's Report

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

Appreciation

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



Dr. Charles Motau (AMBCI)
Chairperson of the Audit Committee
Department of Transport

PART D: HUMAN RESOURCE MANAGEMENT

1. INTRODUCTION

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

2. OVERVIEW OF HUMAN RESOURCES

2.1 Human Resource Management and Administration

2.1.1 A total of 55 posts were filled during 2019/20 financial year. This includes 22 internal promotions.

2.1.2 The DoT achieved a 96% achievement rate with respect to financial disclosure.

- Senior Management Services (SMS) – 99%;
- Middle Management Services (MMS Level 12) – 97%;
- Middle management Services (MMS Level 11) – 100%;
- Finance and Supply Chain Management (SCM) officials – 100%

2.1.3 A three-year Departmental Employment Equity Plan was approved and implemented with effect from the 01st October 2019.

2.1.4 A five-year Departmental Human Resource Plan was approved and implemented.

2.1.5 Departmental Employment Equity Forum was established and is operational.

2.1.6 Annual Employment Equity Report submitted to the Department of Labour within prescribed period.

2.2 Human Resource Development Priorities for the Year Under Review and the Impact of These

2.2.1 As part of implementation of the DoT's Human Resource Development initiatives, a monitoring report for HRD Strategic Framework for the 2018/19 and the 2019/20 Annual HRD Implementation plan were developed and submitted to the Department of Public Service and Administration (DPSA) during May 2019.

2.2.2 Some of the priorities for the year under review were to identify scarce and critical skills required by the transport sector inclusive of the Provincial Departments of Transport as well as Public Entities reporting to the Department of Transport and reviewing Memorandum of Agreements entered between DOT and twelve (12) Universities taking into account the priorities of the 2019/24 Medium Term Strategic Framework.

2.3 Workforce Planning and Key Strategies to Attract and Recruit a Skilled and Capable Workforce

2.3.1 Human Resource Development and Employee Performance Management

2.3.1.1 **Skills Programme:** A headcount of 413/648 (63%) of employees have been trained in line with the 2019/20 Workplace Skills Plan (WSP). This exceeds the 50% target for the financial year. At least three (3) female senior managers graduated in absentia on Post Graduate Certificate in Business and Strategic Leadership in Cranfield University, London on the 28 June 2019 - sponsored by Transport Education and Training Authority (TETA).

2.3.1.2 **Bursary Scheme:** 168 bursaries were managed, of which 73 were newly awarded during the financial year, thus exceeding the set target of 50. These include 29 Masters and 03 Doctoral degree programmes. 24 bursars completed their qualifications in various fields.

2.3.1.3 **Internship Programme:** Out of the fifty two (52) interns appointed on a 24 months contract (2018/2020), 29 secured permanent (21) and contract (8) jobs (i.e. 56%) before the expiry of their internship contracts. Recruitment and selection process for the filling 50 internship posts for the period 2020/22 was finalised and placement scheduled for 01 April 2020 was interrupted by the Covid-19 National Disaster Lockdown.

2.3.1.4 **Scholarship Programme:** Two employees participated in the international scholarships during the financial year. One employee completed a Master's Degree in International Development and Internship Programme at the International Management Graduate School in Japan, through the Japan International Co-operation Agency (JICA) Initiative, whereas the other one is

currently pursuing his studies in Master's Degree in Information and Communication Engineering at the Dalian Maritime University (Information Science and Technology College), through the China Ministry of Transport's Scholarship Council Initiative.

2.3.1.5 University Programme: Thirteen (13) Memoranda of Agreement between the DoT various Universities were managed. Through these agreements, 302 students were enrolled and 189 students graduated during 2019 academic year. Budget spent on this programme amount to R12 236 240.00.

Three (3) mobile laboratories were funded through the University of Stellenbosch, servicing schools in KwaDukuza, in KZN, Eerste Rivier in Western Cape and Hellen Franz School of the disabled in Limpopo. The programme was aimed at improving Maths and Science to the previously disadvantaged youths and to serve as a feeder to universities that DoT has partnered with. 1 143 learners participated in the programme during the period under review.

2.3.1.6 Career Outreach Programme: Ten (10) targeted career outreach sessions were conducted during the reporting period, wherein 6 476 school learners were reached across various provinces.

2.4 Performance Management and Development System (PMDS)

2.4.1 Compliance with submission of Performance Agreements:

2.4.1.1 For employees on Salary Level 12 and below, a total of 586 employees (100%) submitted their performance agreements within stipulated timelines;

2.4.1.2 94 SMS members (100%) also complied by submitting performance agreements accordingly.

2.4.2 Compliance with submission of Half-Yearly Performance Reviews:

2.4.2.1 589 employees (99%) on Salary Level 12 and below submitted their half-yearly assessments within stipulated timelines. Only two employees did not submit theirs.

2.4.2.2 94 SMS members (100%) complied by submitting within stipulated timelines.

2.4.3 Payment of performance incentives for 2018/19:

2.4.3.1 Performance incentives for all the qualifying employees (Salary Levels 1 – 14) were successfully paid before the deadline of 31 December 2019, as stipulated by the Department of Public Service and Administration (DPSA).

2.4.3.2 The 2018/19 moderation process for senior managers at Deputy Director-General (DDG) Level, scheduled for the fourth quarter, was interrupted by the pronouncement of the Covid-19 National Disaster and the subsequent lockdown.

2.5 Employee Wellness Programmes

2.5.1 Rendered a comprehensive Employee Health and Wellness Service to all DoT staff and their immediate families where they receive assistance and support on problems that affect work performance.

2.5.2 Around 76 sessions of face-to-face counselling were provided to Department of Transport through ICAS 2019/2020.

2.5.3 Life Management services addressing issues of life and work balance, relationship and communication enhancement, life transitions, financial and business stability averaged at about 43.6% during the 2019/2020 financial year.

2.5.4 In an effort to reduce absenteeism due to illness a Flu Vaccination Drive is conducted annually during the month of April in the Department in partnership with nurses from Medirite Pharmacy, 35 staff members were vaccinated in the 2019 campaign and they are given information on how to protect themselves from the flu virus.

2.5.5 Blood donation drives are held every quarter to enable staff to donate blood on site.

2.5.6 The Wellness Expo Week was held in September 2019 where various psycho social issues were tackled, and employees participated in Health Risk Assessment and HIV Counselling and Testing.

- 2.5.7 The Transport Sector World AIDS Day was successfully commemorated on December 2019 and the Condom week campaign held at Bosman station on February 2020. These campaigns seek to intervene in a joint effort to minimize the negative impact caused by risky behaviours, in an effort to combat the spread of HIV/AIDS and create awareness of the importance of early identification and management of diseases such as TB, hypertension, and diabetes.
- 2.5.8 The EHW Sports Day was hosted on 5 April 2019 at DCS Sports field for all DoT staff.
- 2.5.9 New developments and trends on the implementation of a comprehensive Employee Health and Wellness Programme have been adapted to ensure improved service delivery in the Department.
- 2.5.10 Departmental events have been hosted in line with the National Health Calendar events such as Condom Week, and Pregnancy Week etc.
- 2.5.11 Access to HIV Counselling and Testing has been created for all Departmental employees through HCT Campaign in the workplace and through referrals.
- 2.5.12 Marketing and promotion of Employee Health and Wellness issues in the Department done, through information (E-mails, Posters, etc. circulated) and Orientation/Induction sessions conducted regularly.
- 2.5.13 DoT Branded Bereavement and Get Well Soon Cards have been sent to all bereaved family members, hospitalized staff, and bereaved staff and their families supported.
- 2.5.14 The Employee Health and Wellness Team serves as the Chair and Secretariat to the Transport Sector HIV and AIDS Coordinating Committee and a focal point on HIV&AIDS and Wellness issues in the Interdepartmental Departmental Committees and other relevant structures (Immigration and Migrant Task Team, etc.)
- 2.5.15 Employees and their supervisors frequently consult the Sub-Directorate: EHW for assistance with different psychosocial issues but not limited to : Absenteeism, HIV and AIDS, substance abuse, family and financial problems, mental illness, stress, domestic violence and child care. Consultations and counselling with both line

managers and staff; is handled professionally and confidentially. Although there are challenges with regards to human and financial resources, the employees concerned are making good progress and job performance is enhanced.

2.5.16 Access to Precautionary Measures Equipment and awareness re: COVID-19 to staff.

2.6 Challenges Faced By the Department, As Well As Future Human Resource Plans / Goals

2.6.1 High vacancy rate and insufficiently funded position in some areas;

2.6.2 Low staff morale;

2.6.3 Counter-offer guidelines that do not always result in retention of targeted skills;

2.6.4 Lack of suitably qualified experts to fill scarce skills positions (Transport Economics, Logistics and Corridor Development, Aviation and Maritime fields)

2.6.5 Difficulty to attract Engineers, Transport Planners, Aviation and Maritime Specialists, Forensic Auditors, IT personnel and transport-specific learnerships;

2.6.6 Slow recruitment of persons with disabilities, coloureds and women at SMS level to address employment equity gaps;

2.6.7 Acting positions as a result of slow filling of vacant positions;

2.6.8 Job hopping and low job satisfaction;

2.6.9 Lack of integration of recruitment and retention strategies.

3. HUMAN RESOURCES OVERSIGHT STATISTICS

3.1. Personnel related expenditure

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

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

Table 3.1.1 Personnel expenditure by programme for the period 1 April 2019 and 31 March 2020

Programme	Total expenditure (R'000)	Personnel expenditure (R'000)	Training expenditure (R'000)	Professional and special services expenditure (R'000)	Personnel expenditure as a % of total expenditure	Average personnel cost per employee (R'000)
Assets and Liabilities	0.00	0.00	0.00	0.00	0%	0.00
Administration	178780.00	43201.00	0.00	0.00	24.20%	635.00
Civil Aviation	2 614.00	0.00	0.00	0.00	0.00%	0.00
Direct charge against the NRF	64 121.00	51 491.00	0.00	0.00	80.30%	736.00
Integrated Transport Planning	132 880.00	23 610.00	0.00	0.00	17.80%	787.00
Maritime Transport	13 077 526.00	58 708.00	0.00	0.00	0.40%	520.00
Public Transport	16 560 174.00	27 940.00	0.00	0.00	0.20%	755.00
Rail Transport	33 285 956.00	61 069.00	0.00	0.00	0.20%	718.00
Road Transport	178780.00	43201.00	0.00	0.00	24.20%	635.00
Total	63 709 091.00	478 917.00	0.00	0.00	0.80%	581.00

Table 3.1.2 Personnel costs by salary band for the period 1 April 2019 and 31 March 2020

Salary band	Personnel expenditure (R'000)	% of total personnel cost	No. of employees	Average personnel cost per employee (R'000)
Lower skilled (Levels 1-2)	0.00	0.00%	0	0
Skilled (level 3-5)	14 381.00	2.90%	53	271 340.00
Highly skilled production (levels 6-8)	95 436.00	19.20%	247	497 106.00
Highly skilled supervision (levels 9-12)	207 580.00	41.80%	261	795 326.00
Senior and Top management (levels 13-16)	133 231.00	26.80%	97	1 374 443.00
Contract (levels 3-5)	1 199.00	0.20%	6	199 833.00
Contract (levels 6-8)	6 271.00	1.30%	50	497 106.00
Contract (levels 9-12)	5 830.00	1.20%	6	971 667.00
Contract (levels 13-16)	14 741.00	3.00%	12	1 228 418.00
Periodical Remuneration	7600.00	1.50%	45	168 889.00
Abnormal Appointment	593.00	0.10%	47	12 617.00
Total	486 952.00	98.00%	824	590 961.00

Table 3.1.3 Salaries, Overtime, Home Owners Allowance and Medical Aid by programme for the period 1 April 2019 and 31 March 2020

Programme	Salaries		Overtime		Home Owners Allowance		Medical Aid	
	Amount (R'000)	Salaries as a % of personnel costs	Amount (R'000)	Overtime as a % of personnel costs	Amount (R'000)	HOA as a % of personnel costs	Amount (R'000)	Medical aid as a % of personnel costs
Administration	186 079.00	83.70%	3 213.00	1.40%	4 850.00	2.20%	5 930.00	2.70%
Civil Aviation	33 336.00	77%	1.00	0.00%	703.00	1.60%	1 253.00	2.90%
Integrated Transport Planning	44 666.00	85.30%	5.00	0.00%	983.00	1.90%	1 371.00	2.60%
Maritime Transport	17 710.00	84.60%	21.00	0.10%	464.00	2.20%	526.00	2.50%
Public Transport	51 160.00	83.40%	36.00	0.10%	1 026.00	1.70%	1 406.00	2.30%
Rail Transport	24 149.00	86.20%	0.00	0.00%	457.00	1.60%	833.00	3%

Programme	Salaries		Overtime		Home Owners Allowance		Medical Aid	
	Amount (R'000)	Salaries as a % of personnel costs	Amount (R'000)	Overtime as a % of personnel costs	Amount (R'000)	HOA as a % of personnel costs	Amount (R'000)	Medical aid as a % of personnel costs
Road Transport	54 485.00	79.20%	8.00	0.00%	1 138.00	1.70%	1 746.00	2.50%
Total	411 585.00	82.80%	3 286.00	0.70%	9 622.00	1.90%	13 066.00	2.60%

Table 3.1.4 Salaries, Overtime, Home Owners Allowance and Medical Aid by salary band for the period 1 April 2019 and 31 March 2020

Salary band	Salaries		Overtime		Home Owners Allowance		Medical Aid	
	Amount (R'000)	Salaries as a % of personnel costs	Amount (R'000)	Overtime as a % of personnel costs	Amount (R'000)	HOA as a % of personnel costs	Amount (R'000)	Medical aid as a % of personnel costs
Skilled (level 1-2)	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%
Skilled (level 3-5)	10 285.00	71.20%	535.00	3.70%	820.00	5.70%	1 394.00	9.60%
Highly skilled production (levels 6-8)	74 773.00	77.70%	1 616.00	1.70%	3 407.00	3.50%	6 303.00	6.60%
Highly skilled supervision (levels 9-12)	178 601.00	83.50%	1 124.00	0.50%	2 749.00	1.30%	4 317.00	2.00%
Senior management (level 13-16)	118 853.00	87.60%	0.00	0.00%	2 488.00	1.80%	1 052.00	0.80%
Contract (levels 3-5)	1 130.00	94.20%	0.00	0.00%	17.00	1.40%	0.00	0.00%
Contract (levels 6-8)	6 101.00	96.10%	10.00	0.20%	24.00	0.40%	0.00	0.00%
Contract (levels 9-12)	5 363.00	91.30%	0.00	0.00%	0.00	0.00%	0.00	0.00%
Contract (levels 13-16)	13 795.00	92.30%	0.00	0.00%	118.00	0.80%	0.00	0.00%
Periodical Remuneration	2 110.00	26.90%	0.00	0.00%	0.00	0.00%	0.00	0.00%

Salary band	Salaries		Overtime		Home Owners Allowance		Medical Aid	
	Amount (R'000)	Salaries as a % of personnel costs	Amount (R'000)	Overtime as a % of personnel costs	Amount (R'000)	HOA as a % of personnel costs	Amount (R'000)	Medical aid as a % of personnel costs
Abnormal Appointment	574.00	95.50%	0.00	0.00%	0.00	0.00%	0.00	0.00%
Total	411 585.00	82.80%	3 286.00	0.70%	9 622.00	1.90%	13 066.00	2.60%

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 2020

Programme	Number of posts on approved establishment	Number of posts filled	Vacancy Rate	Number of employees additional to the establishment
Programme 1 (Transport Ministry, Office of the Deputy Minister, Office of the Director-General, Office of the Chief Operations Officer, Office of the Chief Financial Officer & Transport	441	335	24.04%	46

Programme	Number of posts on approved establishment	Number of posts filled	Vacancy Rate	Number of employees additional to the establishment
Information Systems)				
Programme 2 (Integrated Transport Planning)	80	70	12.50%	0
Programme 3 (Rail Transport)	36	32	11.11%	0
Programme 4 (Road Transport)	117	83	29.06%	1
Programme 5 (Civil Aviation)	69	50	27.54%	0
Programme 6 (Maritime Transport)	45	32	28.89%	0
Programme 7 (Public Transport)	95	77	18.95%	18
Total	883	679	23.10%	65

Table 3.2.2 Employment and vacancies by salary band as on 31 March 2020

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	59	16.90%	0
Highly skilled production (6-8)	313	254	18.85%	0
Highly skilled supervision (9-12)	348	267	23.28%	0
Senior Management (13-16)	151	99	34.44%	0
Contract (Levels 3-5)	6	6	100%	5
Contract (Levels 6-8)	50	50	100%	47
Contract (Levels 9-12)	6	6	100%	5
Contract (Levels 13-16)	12	12	100%	8

Salary band	Number of posts on approved establishment	Number of posts filled	Vacancy Rate	Number of employees additional to the establishment
Total	957	753	21.32%	65

Table 3.2.3 Employment and vacancies by critical occupations as on 31 March 2020

Critical occupation	Number of posts on approved establishment	Number of posts filled	Vacancy Rate	Number of employees additional to the establishment
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 2020

SMS Level	Total number of funded SMS posts	Total number of SMS posts filled	% of SMS posts filled	Total number of SMS posts vacant	% of SMS posts vacant
Director-General/ Head of Department	1	1	100%	0	0%
Salary Level 16	0	0	0%	0	0%
Salary Level 15	10	4	60%	6	40%
Salary Level 14	36	26	27.78%	10	72.22%
Salary Level 13	104	68	34.62%	36	65.38%
Total	151	99	34.44%	52	65.56%

Table 3.3.2 SMS post information as on 30 September 2019

SMS Level	Total number of funded SMS posts	Total number of SMS posts filled	% of SMS posts filled	Total number of SMS posts vacant	% of SMS posts vacant
Director-General/ Head of Department	1	1	100%	0	0%
Salary Level 16	0	0	0%	0	0%
Salary Level 15	10	3	70%	7	30%
Salary Level 14	36	26	27.78%	10	72.22%
Salary Level 13	102	68	33.33%	34	66.67%
Total	149	98	34.23%	51	65.77%

Table 3.3.3 Advertising and filling of SMS posts for the period 1 April 2019 and 31 March 2020

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	1	
Salary Level 16	0	0	0
Salary Level 15	0	0	6
Salary Level 14	0	0	6
Salary Level 13	0	0	18
Total	1	1	30

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 2019 and 31 March 2020

Reasons for vacancies not advertised within twelve months
<ul style="list-style-type: none"> Availability of Funds in previous financial years and change of political leadership in 2018 and 2019
Reasons for vacancies not filled within twelve months
<ul style="list-style-type: none"> Change of political leadership in 2018 and 2019 Budgetary constraints

Notes

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

Table 3.3.5 Disciplinary steps taken for not complying with the prescribed timeframes for filling SMS posts within 12 months for the period 1 April 2019 and 31 March 2020

Reasons for vacancies not advertised within six months
• None

Reasons for vacancies not filled within six months
• None

3.4. Job Evaluation

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

Table 3.4.1 Job Evaluation by Salary band for the period 1 April 2019 and 31 March 2020

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	10	3,19%	1	0,32%	0	0%
Highly skilled supervision (Levels 9-12)	348	7	2,01%	1	0,29%	0	0%
Senior	104	1	0.96%	0	0%	0	0%

Salary band	Number of posts on approved establishment	Number of Jobs Evaluated	% of posts evaluated by salary bands	Posts Upgraded		Posts downgraded	
				Number	% of posts evaluated	Number	% of posts evaluated
Management Service Band A (D)							
Senior Management Service Band B (CD)	36	8	22,22%	0	0%	0	0%
Senior Management Service Band C (DDG)	10	4	40%	0	0%	0	0%
Senior Management Service Band D (DG)	1	0	0%	0	0%	0	0%
Total	883	30	3,40%	2	0.23%	0	0%

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

Table 3.4.2 Profile of employees whose positions were upgraded due to their posts being upgraded for the period 1 April 2019 and 31 March 2020

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

Employees with a disability	0
------------------------------------	----------

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 2019 and 31 March 2020

Occupation	Number of employees	Job evaluation level	Remuneration level	Reason for deviation
Deputy Director-General (L15)	1	15	16	Lateral transfer to DoT from KZN
Director (L13)	3	13	14	Retention purposes
Deputy Director (L11)	2	11	13	Retention purposes
Deputy Director (L11)	20	11	12	Job Parity
Assistant Director (L9)	15	9	10	Job Parity
Assistant Director (L9)	1	9	11	Retention purposes
Administrative Officer (L7)	3	7	8	Grade Progression
Administrative Assistant (L6)	4	6	7	Grade Progression
Receptionist/Secretary (L6)	1	6	9	Retention purposes
Driver/Messenger (L4)	1	5	4	Retention purposes
Driver/Messenger (L4)	1	4	3	Retention purposes
Total number of employees whose salaries exceeded the level determined by job evaluation				52
Percentage of total employed				5.89%

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

Table 3.4.4 Profile of employees who have salary levels higher than those determined by job evaluation for the period 1 April 2019 and 31 March 2020

Gender	African	Asian	Coloured	White	Total
Female	0	0	0	0	0
Male	0	0	0	0	0
Total	0	0	0	0	0
Employees with a disability	0	0	0	0	0

Notes

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

Total number of employees whose salaries exceeded the grades determined by job evaluation	None
---	------

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 2019 and 31 March 2020

Salary band	Number of employees at beginning of period 1 April 2019	Appointments and transfers into the department	Terminations and transfers out of the department	Turnover rate
Lower skilled (Levels 1-2)	0	0	0	0%
Skilled (Levels3-5)	57	8	1	1.75%
Highly skilled production (Levels 6-8)	235	26	10	4.25%
Highly skilled supervision (Levels 9-12)	257	14	11	4.28%
Senior Management Service Bands A	69	0	1	1.45%
Senior Management Service Bands B	26	0	0	0%
Senior Management Service Bands C	3	1	0	0%
Senior Management Service Bands D	1	0	0	0%
Contracts	49	83	46	93.88%
Total	697	132	69	9.90%

Table 3.5.2 Annual turnover rates by critical occupation for the period 1 April 2019 and 31 March 2020

Critical occupation	Number of employees at beginning of period-April 2019	Appointments and transfers into the department	Terminations and transfers out of the department	Turnover rate
Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable

Notes

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

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

Table 3.5.3 Reasons why staff left the department for the period 1 April 2019 and 31 March 2020

Termination Type	Number of Employees	% of Total Resignations
Death	0	0%
Resignation	10	14.49%
Expiry of contract	0	0%
Dismissal – operational changes	0	0%
Dismissal – misconduct	1	1.45%
Dismissal – inefficiency	0	0%
Discharged due to ill-health	0	0%
Retirement	8	11.59%
Transfer to other Public Service Departments	4	5.80%
Other	46	66.67%
Total	69	9.90%
Total number of employees who left as a % of total employment	69	9.90%

Table 3.5.4 Promotions by critical occupation for the period 1 April 2019 and 31 March 2020

Occupation	Employees 1 April 2019	Promotions to another salary level	Salary level promotions as a % of employees by occupation	Progressions to another notch within a salary level	Notch progression as a % of employees by occupation
Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable

Table 3.5.5 Promotions by salary band for the period 1 April 2019 and 31 March 2020

Salary Band	Employees 1 April 2019	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)	57	2	3.51%	40	70.18%
Highly skilled production (Levels 6-8)	235	14	5.96%	176	74.89%
Highly skilled supervision (Levels 9-12)	257	7	2.72%	202	78.60%
Senior Management (Level 13-16)	99	0	0%	75	75.76%
Contracts	49	0	0%	5	10.20%
Total	697	23	3.30%	498	71.45%

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 2020

Occupational category	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Legislators, senior officials and managers	46	0	3	3	27	0	2	3	84
Professionals	25	0	0	1	19	1	0	2	48
Technicians and associate professionals	118	2	1	3	146	1	6	7	285
Clerks	74	3	0	1	158	1	0	8	245
Service and sales workers	18	0	0	0	5	0	0	0	23
Skilled agriculture and fishery workers	0	0	0	0	0	0	0	0	0
Craft and related trades workers	0	0	0	0	0	0	0	0	0
Plant and machine operators and assemblers	0	0	0	0	0	0	0	0	0
Elementary occupations	9	0	0	0	20	0	0	0	29
Total	290	5	4	8	375	3	8	20	714
Employees with disabilities	4	0	0	0	4	0	0	2	10

Table 3.6.2 Total number of employees (including employees with disabilities) in each of the following occupational bands as on 31 March 2020

Occupational band	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Top Management	5	0	0	0	0	0	0	0	5
Senior Management	49	0	4	3	35	0	3	5	99

Occupational band	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Professionally qualified and experienced specialists and mid-management	113	0	0	4	137	2	5	6	267
Skilled technical and academically qualified workers, junior management, supervisors, foreman and superintendents	87	5	0	1	178	1	0	8	280
Semi-skilled and discretionary decision making	33	0	0	0	25	0	0	0	58
Unskilled and defined decision making	0	0	0	0	0	0	0	0	0
Total	287	5	4	8	375	3	8	19	709

Table 3.6.3 Recruitment for the period 1 April 2019 to 31 March 2020

Occupational band	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Top Management	0	0	0	0	0	0	0	0	0
Senior Management	1	0	0	0	0	0	0	0	1
Professionally qualified and experienced specialists and mid-management	4	0	0	0	10	0	0	0	14
Skilled technical and academically qualified workers, junior management,	8	0	0	0	18	0	0	0	26

Occupational band	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
supervisors, foreman and superintendents									
Semi-skilled and discretionary decision making	5	0	0	0	3	0	0	0	8
Unskilled and defined decision making	0	0	0	0	0	0	0	0	0
Contracts	40	0	0	0	43	0	0	0	83
Total	58	0	0	0	74	0	0	0	132
Employees with disabilities	0	0	0	0	0	0	0	0	0

Table 3.6.4 Promotions for the period 1 April 2019 to 31 March 2020

Occupational band	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Top Management	0	0	0	0	0	0	0	0	0
Senior Management	0	0	0	0	0	0	0	0	0
Professionally qualified and experienced specialists and mid-management	4	0	0	0	3	0	0	0	7
Skilled technical and academically qualified workers, junior management, supervisors, foreman and superintendents	5	0	0	0	9	0	0	0	14
Semi-skilled and discretionary decision making	2	0	0	0	0	0	0	0	2
Unskilled and defined decision making	0	0	0	0	0	0	0	0	0
Total	11	0	0	0	12	0	0	0	23
Employees with disabilities	0	0	0	0	0	0	0	0	0

Table 3.6.5 Terminations for the period 1 April 2019 to 31 March 2020

Occupational band	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Top Management	0	0	0	0	0	0	0	0	0
Senior Management	1	0	0	0	0	0	0	0	1
Professionally qualified and experienced specialists and mid-management	5	1	0	0	4	0	0	1	11
Skilled technical and academically qualified workers, junior management, supervisors, foreman and superintendents	4	0	0	0	5	0	0	1	10
Semi-skilled and discretionary decision making	0	0	0	0	1	0	0	0	1
Unskilled and defined decision making	0	0	0	0	0	0	0	0	0
Contracts	12	0	0	0	11	0	0	0	23
Total	22	01	0	0	21	0	0	2	46
Employees with Disabilities	0	0	0	0	0	0	0	0	0

Table 3.6.6 Disciplinary action for the period 1 April 2019 to 31 March 2020

Disciplinary action	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Dismissals	2	0	0	0	2	0	0	0	4
Suspensions	2	0	0	0	2	0	0	0	4

Table 3.6.7 Skills development for the period 1 April 2019 to 31 March 2020

Occupational category	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Legislators, senior	60	0	1	1	55	1	8	4	130

Occupational category	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
officials and managers									
Professionals	0	0	0	0	0	0	0	0	0
Technicians and associate professionals	55	0	0	1	67	0	0	0	123
Clerks	94	2	0	2	189	0	0	0	287
Service and sales workers	08	0	0	0	01	0	0	0	09
Skilled agriculture and fishery workers	0	0	0	0	0	0	0	0	0
Craft and related trades workers	0	0	0	0	0	0	0	0	0
Plant and machine operators and assemblers	11	0	0	0	05	0	0	0	16
Elementary occupations	05	0	0	0	11	0	0	0	16
Total	157	2	1	4	239	1	6	3	581
Employees with disabilities	1	0	0	0	1	0	0	0	2

3.7. Signing of Performance Agreements by SMS Members

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

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

SMS Level	Total number of funded SMS posts	Total number of SMS members	Total number of signed performance agreements	Signed performance agreements as % of total number of SMS members
Director-General/ Head of Department	-	-	-	-
Salary Level 16	1	1	1	100%
Salary Level 15	2	2	2	100%

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
Salary Level 14	29	29	29	100%
Salary Level 13	70	62	62	100%
Total	102	94	94	100%

Notes

- In the event of a National or Provincial election occurring within the first three months of a financial year all members of the SMS must conclude and sign their performance agreements for that financial year within three months following the month in which the elections took place. For example, if elections took place in April 2020, the reporting date in the heading of the table above should change to 31 July 2020.

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

Reasons
Not applicable as all the SMS members complied in the conclusion of Performance Agreements during the performance cycle.

Notes

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

Table 3.7.3 Disciplinary steps taken against SMS members for not having concluded Performance agreements as on 31 March 2020

Reasons
None

Notes

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

3.8. Performance Rewards

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

Table 3.8.1 Performance Rewards by race, gender and disability for the period 1 April 2019 to 31 March 2020

Race and Gender	Beneficiary Profile			Cost	
	Number of beneficiaries	Number of employees	% of total within group	Cost (R'000)	Average cost per employee
African					
Male	167	295	56.60	2 792	16 719
Female	250	381	65.60	3 594.24	14 377
Asian					
Male	2	4	50	98.56	49 280
Female	5	8	62.50	167.54	33 508
Coloured					
Male	4	5	80	33.31	8 329
Female	2	3	66.70	32.17	16 084
White					
Male	7	8	87.50	242.04	33 920
Female	15	18	83.30	242.04	16 901
Employees with disability	7,00	10,00	70,00	109,26	15 609,00
Total	459,00	732,00	62,70	7 306,56	15 918,00

Table 3.8.2 Performance Rewards by salary band for personnel below Senior Management Service for the period 1 April 2019 to 31 March 2020

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)	No employees on level 1-2 recorded					
Skilled (level 3-5)	45,00	53,00	84,90	192,68	4 282,00	
Highly skilled	179,00	247,00	72,50	1 355,38	7 572,00	

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	
production (level 6-8)						
Highly skilled supervision (level 9-12)	183,00	261,00	70,10	3 341,69	18 261,00	
Total	407	561	65.30	4 889.75	12 014	

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

Critical Occupation	Beneficiary Profile			Cost	
	Number of beneficiaries	Number of employees	% of total within occupation	Total Cost (R'000)	Average cost per employee
Financial Clerks and Credit Controllers	18,00	26,00	69,20	213,26	11 848,00
Human Resources Clerks	9,00	9,00	100,00	71,20	7 911,00
Messengers Porters And Deliverers	9,00	11,00	81,80	40,08	4 453,00
Human Resources and Organisational Development and Related Prof	1,00	2,00	50,00	19,75	19 752,00
Risk Management and Security Services	1,00	2,00	50,00	23,76	23 760,00
Aviation Related	5,00	6,00	83,30	110,16	22 033,00
Finance and Economics Related	2,00	3,00	66,70	62,77	31 385,00
Logistical Support Personnel	3,00	2,00	150,00	11,96	3 986,00
Natural Sciences Related	1,00	2,00	50,00	25,60	25 596,00
Other Administrative and Related Clerks and Organisers	47,00	106,00	44,30	533,15	11 344,00
Other Occupations	1,00	3,00	33,30	25,60	25 596,00
Legal Related	3,00	3,00	100,00	60,47	20 157,00
Financial and Related	1,00	3,00	33,30	8,62	8 621,00

Critical Occupation	Beneficiary Profile			Cost	
	Number of beneficiaries	Number of employees	% of total within occupation	Total Cost (R'000)	Average cost per employee
Professionals					
Diplomats	0,00	1,00	0,00	0,00	0,00
Administrative Related	29,00	46,00	63,00	791,83	27 305,00
Biologists Botanists Zoologists and Rel Professional	1,00	2,00	50,00	42,67	42 670,00
Communication and Information Related	4,00	5,00	80,00	62,93	15 732,00
Secretaries and Other Keyboard Operating Clerks	73,00	106,00	68,90	488,85	6 697,00
Library Mail and Related Clerks	3,00	3,00	100,00	17,92	5 974,00
Cleaners in offices workshops hospitals etc.	0,00	3,00	0,00	0,00	0,00
Human Resources Related	5,00	8,00	62,50	124,28	24 856,00
Trade/Industry Advisers and Other Related Profession	0,00	1,00	0,00	0,00	0,00
Head Of Department/Chief Executive Officer	0,00	3,00	0,00	0,00	0,00
Computer Programmers	1,00	1,00	100,00	9,95	9 947,00
Language Practitioners Interpreters and Other Commun	1,00	1,00	100,00	20,05	20 048,00
Regulatory Inspectors	1,00	2,00	50,00	22,39	22 386,00
Material Recording and Transport Clerks	1,00	3,00	33,30	3,88	3 877,00
Other Administrative Policy and Related Officers	157,00	228,00	68,90	2 416,20	15 390,00
Senior Managers	38,00	78,00	48,70	1 750,46	46 065,00
Client Inform Clerks (Switch Receipt Inform Clerks)	3,00	9,00	33,30	15,35	5 117,00

Critical Occupation	Beneficiary Profile			Cost	
	Number of beneficiaries	Number of employees	% of total within occupation	Total Cost (R'000)	Average cost per employee
Computer System Designers and Analysts	1,00	4,00	25,00	25,60	25 596,00
Engineers and Related Professionals	1,00	1,00	100,00	25,60	25 596,00
Other Information Technology Personnel	10,00	12,00	83,30	114,18	11 418,00
Light Vehicle Drivers	2,00	2,00	100,00	7,93	3 967,00
Security Guards	14,00	19,00	73,70	69,32	4 952,00
Food Services Aids and Waiters	11,00	14,00	78,60	37,91	3 446,00
Librarians and Related Professionals	1,00	1,00	100,00	9,57	9 567,00
Agriculture Related	1,00	1,00	100,00	43,31	43 310,00
Total	459,00	732,00	62,70	7 306,56	15 918,00

*Table 3.8.4 Performance related rewards (cash bonus), by salary band for Senior Management
Service for the period 1 April 2018 to 31 March 2019*

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	39,00	70,00	55,70	1 723,36	44 188,70	2,00
Band B	13,00	29,00	44,80	693,45	53 342,40	1,70
Band C	0,00	6,00	0,00	0,00	0,00	0,00
Band D	0,00	4,00	0,00	0,00	0,00	0,00
Total	52,00	109,00	47,70	2 416,81	46 477,10	1,60

3.9. Foreign Workers

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

Table 3.9.1 Foreign workers by salary band for the period 1 April 2019 and 31 March 2020

Salary band	01 April 2019		31 March 2020		Change	
	Number	% of total	Number	% of total	Number	% Change
Lower skilled	0	0%	0	0%	0	0%
Highly skilled production (Lev. 6-8)	0	0%	0	0%	0	0%
Highly skilled supervision (Lev. 9-12)	1	50%	1	50%	0	0%
Senior Management (Lev 13-16)	1	50%	1	50%	0	0%
Contract (level 9-12)	0	0%	0	0%	0	0%
Contract (level 13-16)	0	0%	0	0%	0	0%
Total	2	100%	2	100%	0	0%

Table 3.9.2 Foreign workers by major occupation for the period 1 April 2019 and 31 March 2020

Major occupation	01 April 2019		31 March 2020		Change	
	Number	% of total	Number	% of total	Number	% Change
Administrative Office Workers	1	50%	1	50%	0	0%
Other Occupations	0	0%	0	0%	0	0%
Professionals and Managers	1	50%	1	50%	0	0%
Total	2	100%	2	100%	0	0%

3.10. Leave utilisation

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

Table 3.10.1 Sick leave for the period 1 January 2019 to 31 December 2019

Salary band	Total days	% Days with Medical certification	Number of Employees using sick leave	% of total employees using sick leave	Average days per employee	Estimated Cost (R'000)
Lower Skills (Level 1-2)	0	0%	0	0%	0	0
Skilled (levels 3-5)	387	70.50%	46	7.80%	8	328.00
Highly skilled production (levels 6-8)	1 723	73.80%	206	35.20%	8	2 482.00
Highly skilled supervision (levels 9 -12)	1 871	76.40%	8	38.60%	8	5 342.00

Salary band	Total days	% Days with Medical certification	Number of Employees using sick leave	% of total employees using sick leave	Average days per employee	Estimated Cost (R'000)
Top and Senior Management (levels 13-16)	537	80.30%	73	12.50%	7	2 458.00
Contract (levels 6-8)	80	48.80%	4	0.70%	4	72.00
Contract (levels 13-16)	15	100%	4	0.70%	4	72.00
Total	4 613	75%	586	100%	8	10 720.00

Table 3.10.2 Disability leave (temporary and permanent) for the period 1 January 2019 to 31 December 2019

Salary band	Total days	% Days with Medical certification	Number of Employees using disability leave	% of total employees using disability leave	Average days per employee	Estimated Cost (R'000)
Lower skilled (Levels 1-2)	0	0%	0	0%	0	0
Skilled (Levels 3-5)	0	0%	0	0%	0	0
Highly skilled production (Levels 6-8)	0	0%	0	0%	0	0
Highly skilled supervision (Levels 9-12)	83	100%	2	66.70%	42	195.00
Senior management (Levels 13-16)	9	100%	1	33.30%	9	46.00
Total	92	100%	3	31%	31	240.00

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

Table 3.10.3 Annual Leave for the period 1 January 2019 to 31 December 2019

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)	1 289	60	21
Highly skilled production (Levels 6-8)	5 755	255	23
Highly skilled supervision (Levels 9-12)	6 595	269	25
Senior management (Levels 13-16)	2 517	98	26
Contract (Levels 3-5)	37	7	5
Contract (Levels 6-8)	380	68	6
Contract (Levels 9-12)	32	6	5
Contract (Levels 13-16)	122	12	10
Total	16 727	775	22

Table 3.10.4 Capped leave for the period 1 January 2019 to 31 December 2019

Salary band	Total days of capped leave taken	Number of Employees using capped leave	Average number of days taken per employee	Average capped leave per employee as on 31 March 2019
Lower skilled (Levels 1-2)	0	0	0	0
Skilled (Levels 3-5)	1	1	1	29
Highly skilled production (Levels 6-8)	1	1	1	40
Highly skilled supervision (Levels 9-12)	5	2	3	40
Senior management (Levels 13-16)	0	0	44	0
Contracts (Levels 3-5)	0	0	0	0
Contracts (Levels 6-8)	0	0	0	0
Contracts (Levels 9-12)	0	0	0	0

Salary band	Total days of capped leave taken	Number of Employees using capped leave	Average number of days taken per employee	Average capped leave per employee as on 31 March 2019
Contracts (Levels 13-16)	0	0	0	0
Total	7	4	41	41

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

Table 3.10.5 Leave pay-outs for the period 1 April 2019 and 31 March 2020

Reason	Total amount (R'000)	Number of employees	Average per employee
Leave pay out for 2019-20 due to non-utilisation of leave for the previous cycle	0	0	0
Capped leave pay-outs on termination of service for 2019/20	1 162.00	8	145 250.00
Current leave pay outs on termination of service for 2019/20	543.00	27	20 111.00
Annual Gratuity payment on Death/Retirement and Medical Retirement	465	8	58 125.00
Total	2 185.00	35	6 385.31

3.11. HIV/AIDS & Health Promotion Programmes

Table 3.11.1 Steps taken to reduce the risk of occupational exposure

Units/categories of employees identified to be at high risk of contracting HIV & related diseases (if any)	Key steps taken to reduce the risk
All employees are classified as being at high risk of contracting HIV and related diseases, that is why all staff irrespective of their employment levels are provided with Employee Health and Wellness cards to access counselling services.	The HIV/AIDS Policy and operational plan is being implemented in the Transport sector. Employees and Peer Counsellors have been trained on HIV/AIDS. Confidentiality underpins the HIV/AIDS programme through policy and its implementation.
Information dissemination and awareness campaigns are arranged for all categories of employees indiscriminately. HCT, TB and other	Information is circulated via e-mail; lift news, e-care website and posters and education sessions to dispel myths and misconceptions

Units/categories of employees identified to be at high risk of contracting HIV & related diseases (if any)	Key steps taken to reduce the risk
Health Risk Assessments are conducted on site. Participants are then advised on their health and referred for further intervention as per need.	about HIV/AIDS.

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

Question	Yes	No	Details, if yes
1. Has the department designated a member of the SMS to implement the provisions contained in Part VI E of Chapter 1 of the Public Service Regulations, 2001? If so, provide her/his name and position.	✓		Yes. Ms Vivian Mofokeng Acting Director: Organisational Development and Change Management.
2. Does the department have a dedicated unit or has it designated specific staff members to promote the health and well-being of your employees? If so, indicate the number of employees who are involved in this task and the annual budget that is available for this purpose.	✓		Yes, there is a Sub-directorate: Employee Health and Wellness, which is designated for health and well-being of employees. There are four employees dedicated to this task <ul style="list-style-type: none"> • Deputy Director: Employee Health and Wellness; • Assistant Director: SHERQ; • Wellness Officer; • Wellness Assistant.
3. Has the department introduced an Employee Assistance or Health Promotion Programme for your employees? If so, indicate the key elements/services of this Programme.	✓		Yes, the Department has introduced a Wellness Programme with the following elements: <ul style="list-style-type: none"> • Provide an effective framework for health promotion and preventative mechanism amongst employees; • Provide a confidential and professional counselling service to all employees and members of their immediate families through a 24/7 telephone call centre and face-to-face psycho-social counselling

Question	Yes	No	Details, if yes
			<p>external service provider (ICAS)</p> <ul style="list-style-type: none"> • Promote improvements in the workplace that increase the opportunity for enhanced performance and service delivery • Enhance the general wellbeing of employees through the implementation of a range of health and wellness interventions such as, Health Risk Assessments, Disease Management, Stress Management, Financial Management, family care matters such as Bereavement support etc • HIV/AIDS & TB Management Programme • Prevent unnecessary absenteeism and lowered productivity caused by social, physical and psychological factors; and Provide orientation with regard to the functioning of the EHW. • Trauma Debriefing Sessions arranged for traumatized employees as per need. • Bereavement support offered to employees and their families.
<p>4. Has the department established (a) committee(s) as contemplated in Part VI E.5 (e) of Chapter 1 of the Public Service Regulations, 2001? If so, please provide the names of the members of the committee and the stakeholder(s) that they represent.</p>	✓		<p>Transport Sector HIV/AIDS Committee has been established</p> <ul style="list-style-type: none"> • Ms V. Sibeko, Ms D. Bohlolo, and Ms N. Mofokeng - Department of Transport • Mr J. Phiri- SAMSA • Ms M. Van Biljong- WrHI • Mr L. Malaka- SANAC • Mr T. Mthombeni- Trucking Wellness /Corridor Empower • Ms L. Kwini - PRASA • Ms L. Pillay- North Star Alliance • Mr B. Sibiya- RSR • Ms R. Shuping- DOH

Question	Yes	No	Details, if yes
			<ul style="list-style-type: none"> • Ms L. Lebona- URC-SA • Ms L. Peter – RAF • Mr S. Mabele- ILO • Ms T. Odame-Takyi - Gauteng Provincial Department of Transport • Mr K. Ngubane- TETA • Ms M. Chonco- UNTU • Mr I. Chavalala- RTIA • Ms P. Nxumalo -Mpumalanga Provincial Department of Transport
<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>	✓		<ul style="list-style-type: none"> • SHERQ Policy • HIV/AIDS and TB Management Policy • Health and Productivity Management Policy • Bereavement Policy • Sports and Recreation Policy
<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>	✓		<ul style="list-style-type: none"> • HIV/ AIDS & 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. • HIV/ AIDS & TB Management Programme is popularized and promoted to staff and they are being taught about their rights through the Peer Education /Wellness Promotion Programme. • Peer Educators/ Wellness Promoters are appointed from across the spectrum of employees, they receive on-going training. • Disclosure Management and Confidentiality Training promote non-discrimination, openness and trust for safe HIV disclosure.

Question	Yes	No	Details, if yes
			<ul style="list-style-type: none"> • No cases of discrimination on the basis of being HIV positive have been reported. • All employment policies do not discriminate against people with HIV/Status
7. Does the department encourage its employees to undergo Voluntary Counselling and Testing? If so, list the results that you have you achieved.	✓		DoT Employees are encouraged to undergo HIV Counselling and Testing (HCT) at all levels. 77 employees were tested for HIV during the 2019/20 financial year. 299 employees were screened for Health Risk Assessment.
8. Has the department developed measures/indicators to monitor & evaluate the impact of its health promotion programme? If so, list these measures/indicators.	✓		<p>Conducting of regular health risk screenings and HCT and reporting on these.</p> <ul style="list-style-type: none"> • On-going psycho-social counselling offered and self as well as managerial referral to the contracted EHW external Service provider as well as Executive Health and Wellness Expo held annually as part of the EHW Programme for employees. • Monitoring of the programme through feedback from beneficiaries. • An internal audit for the HIV and AIDS & TB Management Programme and Employee Health & Wellness has been conducted. • ICAS, the DOT service provider gives the department quarterly reports in terms of the services provided. • The monitoring and evaluation tool developed by DPSA is used. • The review is done with stakeholders in the transport sector in terms of progress made before the new operational plan is developed.

3.12. Labour Relations

Table 3.12.1 Collective agreements for the period 1 April 2019 and 31 March 2020

Subject matter	Date
None	

Notes

- Total number of Collective Agreements **None**

The following table summarises the outcome of disciplinary hearings conducted within the department for the year under review.

Table 3.12.2 Misconduct and disciplinary hearings finalised for the period 1 April 2019 and 31 March 2020

Outcomes of disciplinary hearings	Number	% of total
Correctional counselling	0	0
Verbal warning	0	0
Written warning	0	0
Final written warning	0	0
Suspended without pay	2	2
Fine	0	0
Demotion	0	0
Dismissal	2	2
Not guilty	0	0
Case withdrawn	0	0
Total	4	100%

Notes

- Total number of Disciplinary hearings finalised **03**

Total number of Disciplinary hearings finalised	3
--	----------

Table 3.12.3 Types of misconduct addressed at disciplinary hearings for the period 1 April 2019 and 31 March 2020

Type of misconduct	Number	% of total
Dishonesty	1	1

Type of misconduct	Number	% of total
Fraud	2	2
Misuse of state vehicle	1	1
Total	4	4

Table 3.12.4 Grievances logged for the period 1 April 2019 and 31 March 2020

Grievances	Number	% of Total
Number of grievances resolved	2	33.33%
Number of grievances not resolved	4	66.67%
Total number of grievances lodged	6	100%

Table 3.12.5 Disputes logged with Councils for the period 1 April 2019 and 31 March 2020

Disputes	Number	% of Total
Number of disputes	4	66.67%
Number of disputes dismissed	2	33.33%
Total number of disputes lodged	6	100%

Table 3.12.6 Strike actions for the period 1 April 2019 and 31 March 2020

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

Table 3.12.7 Precautionary suspensions for the period 1 April 2019 and 31 March 2020

Number of people suspended	2
Number of people whose suspension exceeded 30 days	2
Average number of days suspended	409
Cost of suspension (R'000)	R311928

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 2019 and 31 March 2020

Occupational category	Gender	Number of employees as at 1 April 2019	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	59	0	78	21	99
	Male	82	0	51	16	67
Professionals	Female	0	0	0	0	0
	Male	0	0	0	0	0
Technicians and associate professionals	Female	142	0	160	28	188
	Male	117	0	89	21	110
Clerks	Female	138	0	120	32	152
	Male	84	0	87	23	110
Service and sales workers	Female	5	0	12	1	13
	Male	18	0	18	4	22
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	3	0	6	5	11
	Male	12	0	9	7	16
Elementary occupations	Female	10	0	16	5	21
	Male	10	0	12	5	17
Sub Total	Female	357	0	392	92	484
	Male	323	0	266	76	342
Total		680	0	658	168	826

Table 3.13.2 Training provided for the period 1 April 2019 and 31 March 2020

Occupational category	Gender	Number of employees as at 1 April 2019	Training provided within the reporting period			
			Learnerships	Skills Programmes & other short courses	Other forms of training	Total
Legislators, senior officials and managers	Female	59	0	47	21	68
	Male	82	0	46	16	62
Professionals	Female	0	0	0	0	0
	Male	0	0	0	0	0
Technicians and associate professionals	Female	142	0	39	28	67
	Male	117	0	35	21	56
Clerks	Female	138	0	157	32	189
	Male	84	0	75	23	98
Service and sales workers	Female	5	0	0	01	01
	Male	18	0	04	04	08
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	3	0	0	5	05
	Male	12	0	4	7	11
Elementary occupations	Female	10	0	06	5	11
	Male	10	0	0	5	05
Sub Total	Female	357	0	249	92	341
	Male	323	0	164	76	240
Total		680	0	413	168	581

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 2019 and 31 March 2020

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

3.15. Utilisation of Consultants

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

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

Table 3.15.1 Report on consultant appointments using appropriated funds for the period 1 April 2019 and 31 March 2020

Project title	Total number of consultants that worked on project	Duration (work days)	Contract value in Rand
Formulation and Implementation of SA Road Infrastructure Policy	1	462	R4 908 125,48
Feasibility Study for the Tug Boat Building Project in Preparation of a PPP	3	780	R9 033 360,00
Standardization, Integration & Uniformity (SIU) of Road Sector Asset Management	1	1,095	R13 007 819,53
Development of Rail Economic regulation: International benchmarking & development of rail access & pricing	1	479	R1 071 883,00

Project title	Total number of consultants that worked on project	Duration (work days)	Contract value in Rand
Implementation of the IPTN's in 2 District Municipalities (Capricorn District Municipality)	1	375	R1 349 939,00
Implementation of the IPTN's in 2 District Municipalities (Bojanala)	1	308	R980 865,12
Implementation of the IPTN's in 2 District Municipalities (Nkangala)	1	396	R2 242 500,00
Implementation of the IPTN's in 2 District Municipalities (Vhembe)	1	396	R2 242 500,00
Network level assessment and inspection of provincial roads (Free State)	1	132	R800 236,47
Network level assessment and inspection of provincial roads.(Eastern Cape)	1	132	R480 765,78
Network level assessment and inspection of provincial roads. (Northern Cape)	1	132	R492 011,63
Network level assessment and inspection of provincial roads.(Limpopo)	1	132	R871 700,00
Network level assessment and inspection of provincial roads.(Western Cape)	1	132	R871 700,00
Network level assessment and inspection of provincial roads. (Gauteng)	1	132	R871 700,00
Network level assessment and inspection of provincial roads. (Mpumalanga)	1	132	R774 640,00
Network level assessment and inspection of provincial roads. (North West)	1	132	R860 200,00
Network level assessment and inspection of provincial roads. (KZN)	1	132	R978 236,00
Public Transport Subsidy Policy	1	250	R3 597 154,80
Develop the White Paper on National Rail Policy and the National Rail Bill	3	1004	R10 600 000,00
Roll out of National Land Transport Act in Lephalale	3	250	R1 495 000,00
National Freight Transport Databank	3	750	R8 613 531,05
Road Freight Strategy	1	109	R 693 450,00

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

Total number of projects	Total individual consultants	Total duration Work days	Total contract value in Rand
22	30	6820	R66 143 867,86

Table 3.15.2 Analysis of consultant appointments using appropriated funds, in terms of Historically Disadvantaged Individuals (HDIs) for the period 1 April 2019 and 31 March 2020

Project title	Contract value in Rands	BEE Status
Formulation and Implementation of SA Road Infrastructure Policy	R4 908 125,48	N/A
Feasibility Study for the Tug Boat Building Project in Preparation of a PPP	R9 033 360,00	N/A
Standardization, Integration & Uniformity (SIU) of Road Sector Asset Management	R13 007 819,53	Level 2
Development of Rail Economic regulation: International benchmarking & development of rail access & pricing	R1 071 883,00	Level 1
Implementation of the IPTN's in 2 District Municipalities (Capricorn District Municipality)	R1 349 939,00	Level 2
Implementation of the IPTN's in 2 District Municipalities (Bojanala)	R980 865,12	Level 1
Implementation of the IPTN's in 2 District Municipalities (Nkangala)	R2 242 500,00	Level 2
Implementation of the IPTN's in 2 District Municipalities (Vhembe)	R2 242 500,00	Level 2
Network level assessment and inspection of provincial roads (Free State)	R800 236,47	Level 4
Network level assessment and inspection of provincial roads.(Eastern Cape)	R480 765,78	Level 4
Network level assessment and inspection of provincial roads. (Northern Cape)	R492 011,63	Level 4
Network level assessment and inspection of provincial roads.(Limpopo)	R871 700,00	Level 1
Network level assessment and inspection of provincial roads.(Western Cape)	R871 700,00	Level 1
Network level assessment and inspection of provincial roads. (Gauteng)	R871 700,00	Level 1
Network level assessment and inspection of provincial roads.(Mpumalanga)	R774 640,00	Level 1
Network level assessment and inspection of provincial	R860 200,00	Level 1

Project title	Contract value in Rands	BEE Status
roads.(North West)		
Network level assessment and inspection of provincial roads.(KZN)	R978 236,00	Level 1
Public Transport Subsidy Policy	R3 597 154,80	N/A
Develop the White Paper on National Rail Policy and the National Rail Bill	R10 600 000,00	N/A
Roll out of National Land Transport Act in Lephalale	R8 613 531,05	N/A
National Freight Transport Databank	R8 613 531,05	2
Road Freight Strategy	R 693 450,00	4
TOTAL	R66 143 867,86	N/A

Table 3.15.3 Report on consultant appointments using Donor funds for the period 1 April 2019 and 31 March 2020

None

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

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

Table 3.15.4 Analysis of consultant appointments using Donor funds, in terms of Historically Disadvantaged Individuals (HDIs) for the period 1 April 2019 and 31 March 2020

None

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

3.16. Severance Packages

Table 3.16.1 Granting of employee initiated severance packages for the period 1 April 2019 and 31 March 2020

Salary band	Number of applications received	Number of applications referred to the MPSA	Number of applications supported by MPSA	Number of packages approved by department
Lower skilled (Levels 1-2)	None	None	None	None
Skilled (Levels 3-5)	None	None	None	None
Highly skilled production (Levels 6-8)	None	None	None	None
Highly skilled supervision (Levels 9-12)	None	None	None	None
Senior management (Levels 13-16)	None	None	None	None
Total	None	None	None	None

PART E: FINANCIAL INFORMATION

1. REPORT OF THE AUDITOR-GENERAL

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

Report on the audit of the financial statements

Opinion

1. I have audited the separate financial statements of the Department of Transport set out on pages 277 to 403, which comprise the appropriation statement, statement of financial position as at 31 March 2020, statement of financial performance, statement of changes in net assets and cash flow statement for the year then ended, as well as the notes to the financial statements, including a summary of significant accounting policies.
2. In my opinion, the financial statements present fairly, in all material respects, the financial position of the Department of Transport as at 31 March 2020, and its financial performance and cash flows for the year then ended in accordance with the Modified Cash Standard (MCS) and the Public Finance Management Act of South Africa, 1999 (Act No. 1 of 1999) (PFMA) and the Division of Revenue Act of South Africa, 2017 (Act No. 16 of 2019) (Dora).

Basis for the opinion.

3. I conducted my audit in accordance with the International Standards on Auditing (ISAs). My responsibilities under those standards are further described in the auditor-general's responsibilities for the audit of the financial statements section of this auditor's report.
4. I am independent of the department in accordance with sections 290 and 291 of the *Code of ethics for professional accountants* and parts 1 and 3 of the *International Code of Ethics for Professional Accountants (including International Independence Standards)* of the International Ethics Standards Board for Accountants (IESBA codes) as well as the ethical requirements that are relevant to my audit in South Africa. I have fulfilled my other ethical responsibilities in accordance with these requirements and the IESBA codes.
5. I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

Emphasis of matters

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

Subsequent events

7. I draw attention to note 32 in the financial statements, an estimate of the financial effect of the subsequent non-adjusting event. The event is to address the effects of Covid-19 where the “Special Adjusted Budget” was proposed which effects the budget of the department for the financial year ending 31 March 2021.

Restatement of prior corresponding figures

8. As disclosed in notes 36 and 37 to the financial statements, the corresponding figures for 31 March 2019 were restated as a result of an error in the financial statements of the department at 31 March 2020, and for the year ended, 31 March 2020.

Responsibilities of the accounting officer for the financial statements

9. The accounting officer is responsible for the preparation and fair presentation of the financial statements in accordance with the MCS, the requirements of the PFMA and Dora, and for such internal control as the accounting officer determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

10. In preparing the financial statements, the accounting officer is responsible for assessing the department’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

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

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

Report on the audit of the annual performance report

Introduction and scope

13. In accordance with the Public Audit Act of South Africa 2004 (Act No. 25 of 2004) (PAA) and the general notice issued in terms thereof, I have a responsibility to report 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.
14. My procedures address the usefulness and reliability of the reported performance information, which must be based on the approved performance planning documents of the department. I have not evaluated the completeness and appropriateness of the performance indicators included in the planning documents. My procedures do not examine whether the actions taken by the department enabled service delivery. My procedures also do not extend to any disclosures or assertions relating to planned performance strategies and information in respect of future periods that may be included as part of the reported performance information. Accordingly, my findings do not extend to these matters.
15. I evaluated the usefulness and reliability of the reported performance information in accordance with the criteria developed from the performance management and reporting framework, as defined in the general notice, for the following selected programme presented in the annual performance report of the department for the year ended 31 March 2020:

Programme	Pages in the annual performance report
Programme 4 – Road Transport	98 – 104

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

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

Other matter

18. I draw attention to the matter below.

Achievement of planned targets

19. Refer to the annual performance report on pages 63 to 123 for information on the achievement of planned targets for the year and explanations provided for the under-/overachievement of a number of targets.

Report on the audit of compliance with legislation

Introduction and scope

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

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

Annual financial statement and annual performance report

22. The financial statements submitted for audit were not prepared in accordance with the prescribed financial reporting framework as required by section 40(1) (a) of the PFMA. Material misstatement in the comparative figures for the principal-agent arrangements disclosure note, identified by the auditors in the submitted financial statements, was corrected through a prior period error adjustment, resulting in the financial statements receiving an unqualified opinion.

Procurement and contract management

23. Bid documentation for procurement of commodities designated for local content and production, did not stipulate the minimum threshold for local production and content as required by the 2017 preferential procurement regulation 8(2).

Expenditure management

24. Effective and appropriate steps were not taken to prevent irregular expenditure of R5 164 000, as disclosed in note 26 to the annual financial statements, as required by section 38(1)(c)(ii) of the PFMA and treasury regulation 9.1.1.

Other information

25. 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.

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

27. In connection with my audit, my responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements and the selected programmes presented in the annual performance report, or my knowledge obtained in the audit, or otherwise appears to be materially misstated.

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

Internal control deficiencies

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

Financial and performance management

30. Management did not perform adequate reviews to ensure that the submitted financial statements are accurate and adhere to the applicable financial reporting framework, resulting in

a material amendment to the annual financial statements relating to principal-agent arrangements disclosure.

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

Other reports

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

Investigations

33. Three internal investigations into allegations related to supply chain management matters are still in progress at the date of this auditor's report. The outcomes are expected in the financial year ending 31 March 2021.

Auditor General

Pretoria

30 September 2020



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 of Transport to continue as a going concern. If I conclude that a material uncertainty exists, I am required to draw attention in my auditor’s report to the related disclosures in the financial statements about the material uncertainty or, if such disclosures are inadequate, to modify my opinion on the financial statements. My conclusions are based on the information available to me at the date of this auditor’s report. However, future events or conditions may cause a 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 confirm to the accounting officer that I have complied with relevant ethical requirements regarding independence, and communicate all relationships and other

matters that may reasonably be thought to have a bearing on my independence and, where applicable, actions taken to eliminate threats or safeguards applied.

Department of Transport
Vote 35

2. Annual Financial Statements for the year ended 31
March 2020

DEPARTMENT OF TRANSPORT
VOTE 35
ANNUAL FINANCIAL STATEMENTS
For the year ended 31 March 2020

Appropriation Statement	279
Notes to the Appropriation Statement	336
Statement of Financial Performance	343
Statement of Financial Position	344
Statement of Changes in Net Assets	345
Cash Flow Statement	346
Accounting Policies	347
Notes to the Annual Financial Statements	355
Statement of Conditional Grants paid to the Provinces	379
Statement of Conditional Grants paid to the Municipalities	382
Annexures	
Annexure 1A	385
Annexure 1B	388
Annexure 1C	389
Annexure 1D	390
Annexure 1E	391
Annexure 1F	392
Annexure 1G	393
Annexure 1H	395
Annexure 2A	396
Annexure 2B	397
Annexure 3A	398
Annexure 3B	399
Annexure 4	400
Annexure 5	402
Annexure 6A	403

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Appropriation per programme										
		2019/20						2018/19		
		Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Voted funds and Direct charges		R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
	Programme									
1.	Administration	443,038	-	(23,701)	419,337	412,741	6,596	98.4%	434,094	379,809
2.	Integrated Transport Planning	166,226	-	(13,290)	152,936	139,950	12,986	91.5%	89,982	71,375
3.	Rail Transport	16,573,782	-	(12,943)	16,560,839	16,560,238	601	100.0%	15,887,279	15,873,693
4.	Road Transport	33,073,881	-	221,620	33,295,501	33,285,865	9,636	100.0%	30,098,760	30,067,108
5.	Civil Aviation	243,345	-	(19,000)	224,345	178,820	45,525	79.7%	182,253	167,718
6.	Maritime Transport	136,771	-	(1,521)	135,250	132,879	2,371	98.2%	129,126	123,993
7.	Public Transport	13,568,088	-	(151,165)	13,416,923	13,178,118	238,805	98.2%	13,009,800	12,509,758
8.	Direct Charge against the National Revenue Fund	10,424	-	-	10,424	2,614	7,810	25.1%	10,200	2,976
	TOTAL	64,215,555	-	-	64,215,555	63,891,225	324,330	99.5%	59,841,494	59,196,430
Reconciliation with Statement of Financial Performance										
Add:										
	Departmental receipts				322,841	-	-	-	230,295	-
Actual amounts per Statement of Financial Performance (Total Revenue)					64,538,396	-	-	-	60,071,789	-
Actual amounts per Statement of Financial Performance Expenditure						63,891,225	-	-	-	59,196,430

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Appropriation per economic classification	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	1,414,421	(9,674)	72,902	1,477,649	1,348,297	129,352	91.2%	1,190,845	896,566
Compensation of employees	504,930	-	-	504,930	477,639	27,291	94.6%	496,711	440,137
Salaries and wages	457,646	(8,671)	-	448,975	424,097	24,878	94.5%	444,631	390,533
Social contributions	47,284	8,671	-	55,955	53,542	2,413	95.7%	52,080	49,604
Goods and services	909,491	(9,674)	72,902	972,719	870,658	102,061	89.5%	694,134	456,429
Administrative fees	3,134	(331)	3	2,806	2,805	1	100.0%	2,790	2,624
Advertising	21,442	4,251	(909)	24,784	24,644	140	99.4%	26,124	20,387
Minor assets	2,825	(957)	(1,396)	472	472	-	100.0%	2,756	691
Audit costs: External	11,412	-	(4,607)	6,805	6,805	-	100.0%	6,347	6,297
Bursaries: Employees	2,763	67	-	2,830	2,830	-	100.0%	2,686	2,495
Catering: Departmental activities	5,359	(1,417)	278	4,220	4,022	198	95.3%	4,634	3,874
Communication (G&S)	113,866	822	(19,291)	95,397	58,601	36,796	61.4%	66,126	63,026
Computer services	13,820	(3,160)	-	10,660	10,660	-	100.0%	10,686	10,076
Consultants: Business and advisory services	461,286	(17,288)	124,843	568,841	508,115	60,726	89.3%	298,646	110,301
Infrastructure and planning services	50,123	6,004	-	56,127	56,127	-	100.0%	63,883	62,156
Legal services	11,760	(4,585)	-	7,175	7,175	-	100.0%	7,894	7,894
Contractors	2,608	1,044	66	3,718	3,718	-	100.0%	4,542	3,966
Agency and support / outsourced services	612	(612)	-	-	-	-	0.0%	573	145
Entertainment	852	(602)	-	250	250	-	100.0%	808	249
Fleet services (including government motor transport)	-	580	-	580	580	-	100.0%	573	573
Inventory: Clothing material and accessories	-	70	-	70	70	-	100.0%	-	-
Inventory: Materials and supplies	-	-	-	-	-	-	0.0%	35	35

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Appropriation per economic classification	2019/20							2018/19	
	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	21,421	-	(8,873)	12,548	12,548	-	100.0%	-	-
Consumable supplies	1,189	728	-	1,917	1,917	-	100.0%	2,807	2,143
Consumable: Stationery, printing and office supplies	7,039	(944)	(128)	5,967	5,683	284	95.2%	7,326	4,241
Operating leases	61,498	1,599	-	63,097	63,097	-	100.0%	45,645	32,065
Property payments	7,678	5,663	-	13,341	13,341	-	100.0%	10,704	10,434
Transport provided: Departmental activity	-	-	-	-	-	-	0.0%	1	1
Travel and subsistence	84,719	4,440	(16,370)	72,789	70,657	2,132	97.1%	99,784	89,880
Training and development	8,318	(3,657)	(100)	4,561	4,115	446	90.2%	4,640	3,077
Operating payments	3,773	(1,668)	-	2,105	2,054	51	97.6%	6,094	3,972
Venues and facilities	11,994	279	(614)	11,659	10,372	1,287	89.0%	18,030	15,827
Transfers and subsidies	62,792,124	7,594	(78,979)	62,720,739	62,515,214	205,525	99.7%	58,640,555	58,289,645
Provinces and municipalities	24,350,292	11	-	24,350,303	24,252,140	98,163	99.6%	23,420,168	23,420,169
Provinces	17,768,153	-	-	17,768,153	17,768,153	-	100.0%	17,025,966	17,025,966
Provincial Revenue Funds	17,768,153	-	-	17,768,153	17,768,153	-	100.0%	17,025,966	17,025,966
Municipalities	6,582,139	11	-	6,582,150	6,483,987	98,163	98.5%	6,394,202	6,394,203
Municipal bank accounts	6,582,139	11	-	6,582,150	6,483,987	98,163	98.5%	6,394,202	6,394,203
Departmental agencies and accounts	21,496,815	-	-	21,496,815	21,496,815	-	100.0%	18,963,232	18,963,232
Departmental agencies	21,496,815	-	-	21,496,815	21,496,815	-	100.0%	18,963,232	18,963,232
Foreign governments and international organisations	29,514	2,419	-	31,933	23,125	8,808	72.4%	28,596	20,823
Public corporations and private enterprises	16,462,213	-	-	16,462,213	16,462,213	-	100.0%	15,778,968	15,778,968
Public corporations	16,462,213	-	-	16,462,213	16,462,213	-	100.0%	15,778,968	15,778,968
Other transfers to public corporations	16,462,213	-	-	16,462,213	16,462,213	-	100.0%	15,778,968	15,778,968

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Appropriation per economic classification	2019/20							2018/19	
	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
Non-profit institutions	26,766	-	-	26,766	26,766	-	100.0%	25,347	25,347
Households	426,524	5,164	(78,979)	352,709	254,155	98,554	72.1%	424,244	81,106
Social benefits	210	1,659	1,154	3,023	3,023	-	100.0%	1,696	1,696
Other transfers to households	426,314	3,505	(80,133)	349,686	251,132	98,554	71.8%	422,548	79,410
Payments for capital assets	9,010	1,810	-	10,820	21,367	(10,547)	197.5%	10,094	9,335
Machinery and equipment	9,010	1,810	-	10,820	10,162	658	93.9%	10,094	9,335
Other machinery and equipment	9,010	1,810	-	10,820	10,162	658	93.9%	10,094	9,335
Software and other intangible assets	-	-	-	-	11,205	(11,205)	-	-	-
Payment for financial assets	-	270	6,077	6,347	6,347	-	100.0%	-	884
	64,215,555	-	-	64,215,555	63,891,225	324,330	99.5%	59,841,494	59,196,430

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Programme 1: Administration		2019/20						2018/19		
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure	
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000	
Sub programme										
1.	Ministry	41,104	4,785	-	45,889	45,889	-	100.0%	48,938	45,157
2.	Management	70,454	(152)	(17,250)	53,052	52,443	609	98.9%	75,752	61,530
3.	Corporate Services	234,573	(13,510)	(6,451)	214,612	211,253	3,359	98.4%	227,585	212,537
4.	Communications	37,886	2,150	-	40,036	37,408	2,628	93.4%	35,642	27,988
5.	Office Accommodation	59,021	6,727	-	65,748	65,748	-	100.0%	46,177	32,597
		443,038	-	(23,701)	419,337	412,741	6,596	98.4%	434,094	379,809
Economic classification										
	Current payments	424,979	(1,833)	(23,296)	399,850	393,254	6,596	98.4%	415,357	361,853
	Compensation of employees	218,357	-	-	218,357	211,761	6,596	97.0%	220,672	200,440
	Salaries and wages	197,594	(3,071)	-	194,523	187,927	6,596	96.6%	197,643	177,737
	Social contributions	20,763	3,071	-	23,834	23,834	-	100.0%	23,029	22,703
	Goods and services	206,622	(1,833)	(23,296)	181,493	181,493	-	100.0%	194,685	161,413
	Administrative fees	2,837	(124)	-	2,713	2,713	-	100.0%	2,736	2,604
	Advertising	19,249	3,122	(909)	21,462	21,462	-	100.0%	20,223	15,071
	Minor assets	1,512	(744)	(530)	238	238	-	100.0%	1,323	341
	Audit costs: External	11,412	-	(4,607)	6,805	6,805	-	100.0%	6,297	6,297
	Bursaries: Employees	2,763	67	-	2,830	2,830	-	100.0%	2,686	2,495
	Catering: Departmental activities	2,874	(342)	-	2,532	2,532	-	100.0%	1,446	1,187
	Communication (G&S)	5,444	(753)	-	4,691	4,691	-	100.0%	5,375	4,806
	Computer services	12,590	(3,650)	-	8,940	8,940	-	100.0%	8,879	8,304
	Consultants: Business and advisory services	11,412	(2,939)	(7,250)	1,223	1,223	-	100.0%	5,735	4,622
	Legal services	10,733	(3,558)	-	7,175	7,175	-	100.0%	7,894	7,894
	Contractors	1,888	896	-	2,784	2,784	-	100.0%	3,202	2,661
	Agency and support / outsourced services	612	(612)	-	-	-	-	0.0%	560	132
	Entertainment	852	(602)	-	250	250	-	100.0%	808	249
	Fleet services (including government	-	580	-	580	580	-	100.0%	573	573

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Programme 1: Administration		2019/20						2018/19	
	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
motor transport)									
Inventory: Materials and supplies	-	-	-	-	-	-	0.0%	35	35
Consumable supplies	706	138	-	844	844	-	100.0%	659	418
Consumable: Stationery, printing and office supplies	3,738	(2,128)	-	1,610	1,610	-	100.0%	3,781	1,616
Operating leases	59,021	2,288	-	61,309	61,309	-	100.0%	43,820	30,240
Property payments	7,558	5,725	-	13,283	13,283	-	100.0%	10,610	10,360
Transport provided: Departmental activity	-	-	-	-	-	-	0.0%	1	1
Travel and subsistence	38,331	7,768	(10,000)	36,099	36,099	-	100.0%	54,538	51,224
Training and development	5,736	(2,678)	-	3,058	3,058	-	100.0%	2,162	1,984
Operating payments	2,773	(1,923)	-	850	850	-	100.0%	2,883	1,188
Venues and facilities	4,581	(2,364)	-	2,217	2,217	-	100.0%	8,459	7,111
Transfers and subsidies	13,166	992	(405)	13,753	13,753	-	100.0%	12,956	11,641
Provinces and municipalities	-	11	-	11	11	-	100.0%	-	1
Municipalities	-	11	-	11	11	-	100.0%	-	1
Municipal bank accounts	-	11	-	11	11	-	100.0%	-	1
Departmental agencies and accounts	1,297	-	-	1,297	1,297	-	100.0%	1,228	1,228
Departmental agencies	1,297	-	-	1,297	1,297	-	100.0%	1,228	1,228
Households	11,869	981	(405)	12,445	12,445	-	100.0%	11,728	10,412
Social benefits	210	881	1,154	2,245	2,245	-	100.0%	795	795
Other transfers to households	11,659	100	(1,559)	10,200	10,200	-	100.0%	10,933	9,617
Payments for capital assets	4,893	624	-	5,517	5,517	-	100.0%	5,781	5,564
Machinery and equipment	4,893	624	-	5,517	5,517	-	100.0%	5,781	5,564
Other machinery and equipment	4,893	624	-	5,517	5,517	-	100.0%	5,781	5,564
Payment for financial assets	-	217	-	217	217	-	100.0%	-	751
	443,038	-	(23,701)	419,337	412,741	6,596	98.4%	434,094	379,809

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 1.1: MINISTRY									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	40,048	3,963	-	44,011	44,011	-	100.0%	48,090	44,321
Compensation of employees	22,387	296	-	22,683	22,683	-	100.0%	17,461	15,198
Salaries and wages	20,941	165	-	21,106	21,106	-	100.0%	16,015	14,078
Social contributions	1,446	131	-	1,577	1,577	-	100.0%	1,446	1,120
Goods and services	17,661	3,667	-	21,328	21,328	-	100.0%	30,629	29,123
Administrative fees	111	30	-	141	141	-	100.0%	26	26
Advertising	50	(50)	-	-	-	-	0.0%	50	-
Minor assets	189	(145)	-	44	44	-	100.0%	22	15
Catering: Departmental activities	365	(304)	-	61	61	-	100.0%	294	294
Communication (G&S)	1,134	(298)	-	836	836	-	100.0%	1,545	1,510
Computer services	80	(71)	-	9	9	-	100.0%	20	-
Contractors	164	61	-	225	225	-	100.0%	480	141
Fleet services (including government motor)	-	440	-	440	440	-	100.0%	573	573
Consumable supplies	215	(119)	-	96	96	-	100.0%	125	21
Consumable: Stationery, printing and office	425	(236)	-	189	189	-	100.0%	394	70
Property payments	-	725	-	725	725	-	100.0%	250	-
Transport provided: Departmental activity	-	-	-	-	-	-	0.0%	1	1
Travel and subsistence	14,043	3,909	-	17,952	17,952	-	100.0%	21,314	21,314
Training and development	30	(30)	-	-	-	-	0.0%	30	-
Operating payments	90	10	-	100	100	-	100.0%	525	178
Venues and facilities	765	(255)	-	510	510	-	100.0%	4,980	4,980
Transfers and subsidies	-	560	-	560	560	-	100.0%	388	389
Provinces and municipalities	-	11	-	11	11	-	100.0%	-	1
Municipalities	-	11	-	11	11	-	100.0%	-	1
Municipal bank accounts	-	11	-	11	11	-	100.0%	-	1
Households	-	549	-	549	549	-	100.0%	388	388
Social benefits	-	549	-	549	549	-	100.0%	388	388
Payments for capital assets	1,056	134	-	1,190	1,190	-	100.0%	460	446
Machinery and equipment	1,056	134	-	1,190	1,190	-	100.0%	460	446
Other machinery and equipment	1,056	134	-	1,190	1,190	-	100.0%	460	446
Payment for financial assets	-	128	-	128	128	-	100.0%	-	1
Total	41,104	4,785	-	45,889	45,889	-	100.0%	48,938	45,157

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 1.2: MANAGEMENT									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	68,916	(475)	(17,250)	51,191	50,582	609	98.8%	74,255	59,291
Compensation of employees	44,104	-	-	44,104	43,495	609	98.6%	53,592	47,201
Salaries and wages	39,362	(304)	-	39,058	38,449	609	98.4%	48,333	41,942
Social contributions	4,742	304	-	5,046	5,046	-	100.0%	5,259	5,259
Goods and services	24,812	(475)	(17,250)	7,087	7,087	-	100.0%	20,663	12,090
Administrative fees	89	(72)	-	17	17	-	100.0%	136	125
Advertising	453	(143)	-	310	310	-	100.0%	507	88
Minor assets	67	(45)	-	22	22	-	100.0%	340	23
Catering: Departmental activities	287	(52)	-	235	235	-	100.0%	326	311
Communication (G&S)	839	(277)	-	562	562	-	100.0%	840	612
Computer services	745	(643)	-	102	102	-	100.0%	607	93
Consultants: Business and advisory services	8,004	161	(7,250)	915	915	-	100.0%	3,889	2,776
Legal services	-	600	-	600	600	-	100.0%	-	-
Contractors	55	(25)	-	30	30	-	100.0%	155	53
Agency and support / outsourced services	-	-	-	-	-	-	0.0%	10	10
Consumable supplies	56	(9)	-	47	47	-	100.0%	158	21
Consumable: Stationery, printing and office	878	(756)	-	122	122	-	100.0%	1,066	263
Property payments	-	9	-	9	9	-	100.0%	-	-
Travel and subsistence	10,141	2,915	(10,000)	3,056	3,056	-	100.0%	9,444	6,410
Training and development	336	(193)	-	143	143	-	100.0%	305	177
Operating payments	1,032	(838)	-	194	194	-	100.0%	1,030	280
Venues and facilities	1,830	(1,107)	-	723	723	-	100.0%	1,850	848
Transfers and subsidies	-	432	-	432	432	-	100.0%	71	71
Households	-	432	-	432	432	-	100.0%	71	71
Social benefits	-	332	-	332	332	-	100.0%	71	71
Other transfers to households	-	100	-	100	100	-	100.0%	-	-
Payments for capital assets	1,538	(182)	-	1,356	1,356	-	100.0%	1,426	1,426
Machinery and equipment	1,538	(182)	-	1,356	1,356	-	100.0%	1,426	1,426
Other machinery and equipment	1,538	(182)	-	1,356	1,356	-	100.0%	1,426	1,426
Payment for financial assets	-	73	-	73	73	-	100.0%	-	742
Total	70,454	(152)	(17,250)	53,052	52,443	609	98.9%	75,752	61,530

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 1.3: CORPORATE SERVICES									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	219,707	(14,454)	(6,046)	199,207	195,848	3,359	98.3%	211,573	197,837
Compensation of employees	137,207	(296)	-	136,911	133,552	3,359	97.5%	135,995	125,835
Salaries and wages	123,711	(2,838)	-	120,873	117,514	3,359	97.2%	120,851	110,691
Social contributions	13,496	2,542	-	16,038	16,038	-	100.0%	15,144	15,144
Goods and services	82,500	(14,158)	(6,046)	62,296	62,296	-	100.0%	75,578	72,002
Administrative fees	2,627	(277)	-	2,350	2,350	-	100.0%	2,484	2,370
Advertising	4,229	(2,074)	(909)	1,246	1,246	-	100.0%	4,066	3,481
Minor assets	1,146	(486)	(530)	130	130	-	100.0%	931	302
Audit costs: External	11,412	-	(4,607)	6,805	6,805	-	100.0%	6,297	6,297
Bursaries: Employees	2,763	67	-	2,830	2,830	-	100.0%	2,686	2,495
Catering: Departmental activities	422	-	-	422	422	-	100.0%	476	476
Communication (G&S)	3,346	(149)	-	3,197	3,197	-	100.0%	2,815	2,559
Computer services	11,674	(2,845)	-	8,829	8,829	-	100.0%	8,211	8,211
Consultants: Business and advisory services	3,408	(3,100)	-	308	308	-	100.0%	1,846	1,846
Legal services	10,733	(4,158)	-	6,575	6,575	-	100.0%	7,894	7,894
Contractors	1,367	1,078	-	2,445	2,445	-	100.0%	2,467	2,467
Agency and support / outsourced services	612	(612)	-	-	-	-	0.0%	550	122
Entertainment	852	(602)	-	250	250	-	100.0%	808	249
Fleet services (including government motor transport)	-	140	-	140	140	-	100.0%	-	-
Inventory: Materials and supplies	-	-	-	-	-	-	0.0%	35	35

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 1.3: CORPORATE SERVICES									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Consumable supplies	415	275	-	690	690	-	100.0%	371	371
Consumable: Stationery, printing and office supplies	2,005	(768)	-	1,237	1,237	-	100.0%	1,927	1,239
Property payments	7,558	750	-	8,308	8,308	-	100.0%	8,097	8,097
Travel and subsistence	10,494	2,064	-	12,558	12,558	-	100.0%	20,153	20,153
Training and development	5,350	(2,435)	-	2,915	2,915	-	100.0%	1,807	1,807
Operating payments	1,101	(608)	-	493	493	-	100.0%	828	702
Venues and facilities	986	(418)	-	568	568	-	100.0%	829	829
Transfers and subsidies	13,166	-	(405)	12,761	12,761	-	100.0%	12,466	11,150
Departmental agencies and accounts	1,297	-	-	1,297	1,297	-	100.0%	1,228	1,228
Departmental agencies	1,297	-	-	1,297	1,297	-	100.0%	1,228	1,228
Households	11,869	-	(405)	11,464	11,464	-	100.0%	11,238	9,922
Social benefits	210	-	1,154	1,364	1,364	-	100.0%	305	305
Other transfers to households	11,659	-	(1,559)	10,100	10,100	-	100.0%	10,933	9,617
Payments for capital assets	1,700	934	-	2,634	2,634	-	100.0%	3,546	3,546
Machinery and equipment	1,700	934	-	2,634	2,634	-	100.0%	3,546	3,546
Other machinery and equipment	1,700	934	-	2,634	2,634	-	100.0%	3,546	3,546
Payment for financial assets	-	10	-	10	10	-	100.0%	-	4
Total	234,573	(13,510)	(6,451)	214,612	211,253	3,359	98.4%	227,585	212,537

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 1.4: COMMUNICATIONS									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	37,287	2,406	-	39,693	37,065	2,628	93.4%	35,262	27,807
Compensation of employees	14,659	-	-	14,659	12,031	2,628	82.1%	13,624	12,206
Salaries and wages	13,580	(94)	-	13,486	10,858	2,628	80.5%	12,444	11,026
Social contributions	1,079	94	-	1,173	1,173	-	100.0%	1,180	1,180
Goods and services	22,628	2,406	-	25,034	25,034	-	100.0%	21,638	15,601
Administrative fees	10	3	-	13	13	-	100.0%	10	3
Advertising	14,517	5,389	-	19,906	19,906	-	100.0%	15,600	11,502
Minor assets	110	(68)	-	42	42	-	100.0%	30	1
Catering: Departmental activities	1,800	14	-	1,814	1,814	-	100.0%	350	106
Communication (G&S)	125	(29)	-	96	96	-	100.0%	175	125
Computer services	91	(91)	-	-	-	-	0.0%	41	-
Contractors	302	(218)	-	84	84	-	100.0%	100	-
Consumable supplies	20	(9)	-	11	11	-	100.0%	5	5
Consumable: Stationery, printing and office supplies	430	(368)	-	62	62	-	100.0%	394	44
Travel and subsistence	3,653	(1,126)	-	2,527	2,527	-	100.0%	3,613	3,333
Training and development	20	(20)	-	-	-	-	0.0%	20	-
Operating payments	550	(487)	-	63	63	-	100.0%	500	28
Venues and facilities	1,000	(584)	-	416	416	-	100.0%	800	454
Transfers and subsidies	-	-	-	-	-	-	0.0%	31	31
Households	-	-	-	-	-	-	0.0%	31	31
Social benefits	-	-	-	-	-	-	0.0%	31	31
Payments for capital assets	599	(262)	-	337	337	-	100.0%	349	146
Machinery and equipment	599	(262)	-	337	337	-	100.0%	349	146
Other machinery and equipment	599	(262)	-	337	337	-	100.0%	349	146
Payment for financial assets	-	6	-	6	6	-	100.0%	-	4
Total	37,886	2,150	-	40,036	37,408	2,628	93.4%	35,642	27,988

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 1.5: OFFICE ACCOMMODATION									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	59,021	6,727	-	65,748	65,748	-	100.0%	46,177	32,597
Goods and services	59,021	6,727	-	65,748	65,748	-	100.0%	46,177	32,597
Administrative fees	-	192	-	192	192	-	100.0%	80	80
Operating leases	59,021	2,288	-	61,309	61,309	-	100.0%	43,820	30,240
Property payments	-	4,241	-	4,241	4,241	-	100.0%	2,263	2,263
Travel and subsistence	-	6	-	6	6	-	100.0%	14	14
Total	59,021	6,727	-	65,748	65,748	-	100.0%	46,177	32,597

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Programme 2: Integrated Transport Planning										
		2019/20							2018/19	
		Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
		R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Sub programme										
1.	Macro Sector Planning	14,405	-	(3,000)	11,405	10,342	1,063	90.7%	15,930	11,777
2.	Freight Logistics	20,145	(752)	(6,000)	13,393	12,088	1,305	90.3%	18,988	11,454
3.	Modelling and Economic Analysis	93,368	-	-	93,368	89,345	4,023	95.7%	19,286	15,620
4.	Regional Integration	14,558	334	(4,000)	10,892	10,698	194	98.2%	14,019	11,927
5.	Research and Innovation	16,766	418	(290)	16,894	13,074	3,820	77.4%	16,271	15,896
6.	Integrated Transport Planning Administration Support	6,984	-	-	6,984	4,403	2,581	63.0%	5,488	4,701
		166,226	-	(13,290)	152,936	139,950	12,986	91.5%	89,982	71,375
Economic classification										
Current payments		165,615	(320)	(13,290)	152,005	139,019	12,986	91.5%	89,117	70,398
	Compensation of employees	54,355	-	-	54,355	51,491	2,864	94.7%	53,778	49,716
	Salaries and wages	51,171	(2,692)	-	48,479	45,615	2,864	94.1%	48,206	44,144
	Social contributions	3,184	2,692	-	5,876	5,876	-	100.0%	5,572	5,572
	Goods and services	111,260	(320)	(13,290)	97,650	87,528	10,122	89.6%	35,339	20,682
	Administrative fees	-	22	-	22	22	-	100.0%	3	3
	Advertising	500	64	-	564	424	140	75.2%	2,484	1,902
	Minor assets	-	83	-	83	83	-	100.0%	20	20
	Catering: Departmental activities	210	123	-	333	135	198	40.5%	1,347	1,142
	Communication (G&S)	813	-	-	813	649	164	79.8%	813	581
	Computer services	-	-	-	-	-	-	0.0%	2	2

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Programme 2: Integrated Transport Planning										
	2019/20								2018/19	
	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	104,265	(3,297)	(13,290)	87,678	78,445	9,233	89.5%	18,183	5,608	
Contractors	10	6	-	16	16	-	100.0%	556	556	
Consumable supplies	10	11	-	21	21	-	100.0%	90	15	
Consumable: Stationery, printing and office supplies	180	148	-	328	328	-	100.0%	604	574	
Travel and subsistence	3,435	1,604	-	5,039	4,919	120	97.6%	5,789	5,789	
Training and development	606	113	-	719	606	113	84.3%	573	216	
Operating payments	144	2	-	146	95	51	65.1%	1,454	1,356	
Venues and facilities	1,087	801	-	1,888	1,785	103	94.5%	3,421	2,918	
Transfers and subsidies	-	27	-	27	27	-	100.0%	65	65	
Households	-	27	-	27	27	-	100.0%	65	65	
Social benefits	-	27	-	27	27	-	100.0%	65	65	
Payments for capital assets	611	286	-	897	897	-	100.0%	800	800	
Machinery and equipment	611	286	-	897	897	-	100.0%	800	800	
Other machinery and equipment	611	286	-	897	897	-	100.0%	800	800	
Payment for financial assets	-	7	-	7	7	-	100.0%	-	112	
	166,226	-	(13,290)	152,936	139,950	12,986	91.5%	89,982	71,375	

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 2.1: MACRO SECTOR PLANNING									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	14,405	(6)	(3,000)	11,399	10,336	1,063	90.7%	15,900	11,747
Compensation of employees	10,493	-	-	10,493	9,624	869	91.7%	11,979	9,414
Salaries and wages	9,633	(251)	-	9,382	8,513	869	90.7%	10,937	8,372
Social contributions	860	251	-	1,111	1,111	-	100.0%	1,042	1,042
Goods and services	3,912	(6)	(3,000)	906	712	194	78.6%	3,921	2,333
Administrative fees	-	2	-	2	2	-	100.0%	-	-
Advertising	-	-	-	-	-	-	0.0%	832	832
Minor assets	-	2	-	2	2	-	100.0%	-	-
Catering: Departmental activities	80	-	-	80	11	69	13.8%	130	48
Communication (G&S)	195	-	-	195	139	56	71.3%	195	117
Consultants: Business and advisory services	3,124	(76)	(3,000)	48	-	48	0.0%	1,422	637
Contractors	-	3	-	3	3	-	100.0%	-	-
Consumable supplies	-	1	-	1	1	-	100.0%	15	-
Consumable: Stationery, printing and office supplies	-	39	-	39	39	-	100.0%	15	-
Travel and subsistence	398	23	-	421	421	-	100.0%	531	531
Training and development	65	-	-	65	58	7	89.2%	65	-
Operating payments	-	-	-	-	-	-	0.0%	45	-
Venues and facilities	50	-	-	50	36	14	72.0%	671	168
Payments for capital assets	-	6	-	6	6	-	100.0%	30	30
Machinery and equipment	-	6	-	6	6	-	100.0%	30	30
Other machinery and equipment	-	6	-	6	6	-	100.0%	30	30
Total	14,405	-	(3,000)	11,405	10,342	1,063	90.7%	15,930	11,777

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 2.2: FREIGHT LOGISTICS									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	20,145	(752)	(6,000)	13,393	12,088	1,305	90.3%	18,940	11,402
Compensation of employees	10,815	(752)	-	10,063	9,612	451	95.5%	10,055	9,057
Salaries and wages	10,245	(1,323)	-	8,922	8,471	451	94.9%	8,994	7,996
Social contributions	570	571	-	1,141	1,141	-	100.0%	1,061	1,061
Goods and services	9,330	-	(6,000)	3,330	2,476	854	74.4%	8,885	2,345
Administrative fees	-	12	-	12	12	-	100.0%	-	-
Advertising	-	1	-	1	1	-	100.0%	600	600
Minor assets	-	-	-	-	-	-	0.0%	10	10
Catering: Departmental activities	-	6	-	6	6	-	100.0%	7	7
Communication (G&S)	135	-	-	135	110	25	81.5%	135	126
Consultants: Business and advisory services	8,518	(1,049)	(6,000)	1,469	693	776	47.2%	6,420	-
Consumable supplies	-	-	-	-	-	-	0.0%	20	2
Consumable: Stationery, printing and office supplies	-	1	-	1	1	-	100.0%	21	21
Travel and subsistence	507	1,027	-	1,534	1,534	-	100.0%	1,083	1,083
Training and development	110	-	-	110	86	24	78.2%	110	17
Operating payments	-	2	-	2	2	-	100.0%	395	395
Venues and facilities	60	-	-	60	31	29	51.7%	84	84
Payments for capital assets	-	-	-	-	-	-	0.0%	48	48
Machinery and equipment	-	-	-	-	-	-	0.0%	48	48
Other machinery and equipment	-	-	-	-	-	-	0.0%	48	48
Payment for financial assets	-	-	-	-	-	-	0.0%	-	4
Total	20,145	(752)	(6,000)	13,393	12,088	1,305	90.3%	18,988	11,454

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 2.3: MODELLING AND ECONOMIC ANALYSIS									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	93,368	(27)	-	93,341	89,318	4,023	95.7%	19,221	15,450
Compensation of employees	12,985	-	-	12,985	11,875	1,110	91.5%	12,499	12,077
Salaries and wages	12,181	(556)	-	11,625	10,515	1,110	90.5%	11,138	10,716
Social contributions	804	556	-	1,360	1,360	-	100.0%	1,361	1,361
Goods and services	80,383	(27)	-	80,356	77,443	2,913	96.4%	6,722	3,373
Administrative fees	-	4	-	4	4	-	100.0%	2	2
Advertising	500	(359)	-	141	1	140	0.7%	582	-
Catering: Departmental activities	130	-	-	130	1	129	0.8%	130	7
Communication (G&S)	179	-	-	179	167	12	93.3%	179	149
Consultants: Business and advisory services	78,421	-	-	78,421	75,861	2,560	96.7%	4,060	1,600
Consumable supplies	-	2	-	2	2	-	100.0%	20	5
Consumable: Stationery, printing and office supplies	-	-	-	-	-	-	0.0%	347	347
Travel and subsistence	908	251	-	1,159	1,159	-	100.0%	991	991
Training and development	105	-	-	105	33	72	31.4%	140	1
Venues and facilities	140	75	-	215	215	-	100.0%	271	271
Transfers and subsidies	-	27	-	27	27	-	100.0%	65	65
Households	-	27	-	27	27	-	100.0%	65	65
Social benefits	-	27	-	27	27	-	100.0%	65	65
Payment for financial assets	-	-	-	-	-	-	0.0%	-	105
Total	93,368	-	-	93,368	89,345	4,023	95.7%	19,286	15,620

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 2.4: REGIONAL INTEGRATION									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	14,558	333	(4,000)	10,891	10,697	194	98.2%	14,019	11,926
Compensation of employees	6,696	334	-	7,030	7,030	-	100.0%	6,605	6,605
Salaries and wages	6,340	(1)	-	6,339	6,339	-	100.0%	5,969	5,969
Social contributions	356	335	-	691	691	-	100.0%	636	636
Goods and services	7,862	(1)	(4,000)	3,861	3,667	194	95.0%	7,414	5,321
Administrative fees	-	1	-	1	1	-	100.0%	-	-
Advertising	-	422	-	422	422	-	100.0%	470	470
Catering: Departmental activities	-	117	-	117	117	-	100.0%	1,061	1,061
Communication (G&S)	93	-	-	93	89	4	95.7%	93	86
Consultants: Business and advisory services	7,160	(1,089)	(4,000)	2,071	1,891	180	91.3%	3,776	1,813
Contractors	-	-	-	-	-	-	0.0%	547	547
Consumable supplies	-	-	-	-	-	-	0.0%	15	-
Consumable: Stationery, printing and office supplies	-	-	-	-	-	-	0.0%	15	-
Travel and subsistence	552	295	-	847	847	-	100.0%	779	779
Training and development	10	-	-	10	-	10	0.0%	40	-
Operating payments	-	-	-	-	-	-	0.0%	56	3
Venues and facilities	47	253	-	300	300	-	100.0%	562	562
Payment for financial assets	-	1	-	1	1	-	100.0%	-	1
Total	14,558	334	(4,000)	10,892	10,698	194	98.2%	14,019	11,927

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 2.5: RESEARCH AND INNOVATION									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	16,766	370	(290)	16,846	13,026	3,820	77.3%	16,234	15,857
Compensation of employees	10,936	418	-	11,354	11,354	-	100.0%	10,731	10,731
Salaries and wages	10,513	(419)	-	10,094	10,094	-	100.0%	9,546	9,546
Social contributions	423	837	-	1,260	1,260	-	100.0%	1,185	1,185
Goods and services	5,830	(48)	(290)	5,492	1,672	3,820	30.4%	5,503	5,126
Administrative fees	-	2	-	2	2	-	100.0%	1	1
Minor assets	-	-	-	-	-	-	0.0%	3	3
Catering: Departmental activities	-	-	-	-	-	-	0.0%	19	19
Communication (G&S)	130	-	-	130	109	21	83.8%	130	70
Consultants: Business and advisory services	4,548	(623)	(290)	3,635	-	3,635	0.0%	1,852	1,558
Contractors	-	-	-	-	-	-	0.0%	9	9
Consumable supplies	-	-	-	-	-	-	0.0%	5	2
Consumable: Stationery, printing and office supplies	10	31	-	41	41	-	100.0%	50	50
Travel and subsistence	773	-	-	773	653	120	84.5%	1,584	1,584
Training and development	100	69	-	169	169	-	100.0%	20	-
Operating payments	44	-	-	44	-	44	0.0%	379	379
Venues and facilities	225	473	-	698	698	-	100.0%	1,451	1,451
Payments for capital assets	-	42	-	42	42	-	100.0%	37	37
Machinery and equipment	-	42	-	42	42	-	100.0%	37	37
Other machinery and equipment	-	42	-	42	42	-	100.0%	37	37
Payment for financial assets	-	6	-	6	6	-	100.0%	-	2
Total	16,766	418	(290)	16,894	13,074	3,820	77.4%	16,271	15,896

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 2.6: INTEGRATED TRANSPORT PLANNING ADMINISTRATION SUPPORT									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	6,373	(238)	-	6,135	3,554	2,581	57.9%	4,803	4,016
Compensation of employees	2,430	-	-	2,430	1,996	434	82.1%	1,909	1,832
Salaries and wages	2,259	(142)	-	2,117	1,683	434	79.5%	1,622	1,545
Social contributions	171	142	-	313	313	-	100.0%	287	287
Goods and services	3,943	(238)	-	3,705	1,558	2,147	42.1%	2,894	2,184
Administrative fees	-	1	-	1	1	-	100.0%	-	-
Minor assets	-	81	-	81	81	-	100.0%	7	7
Communication (G&S)	81	-	-	81	35	46	43.2%	81	33
Computer services	-	-	-	-	-	-	0.0%	2	2
Consultants: Business and advisory services	2,494	(460)	-	2,034	-	2,034	0.0%	653	-
Contractors	10	3	-	13	13	-	100.0%	-	-
Consumable supplies	10	8	-	18	18	-	100.0%	15	6
Consumable: Stationery, printing and office supplies	170	77	-	247	247	-	100.0%	156	156
Travel and subsistence	297	8	-	305	305	-	100.0%	821	821
Training and development	216	44	-	260	260	-	100.0%	198	198
Operating payments	100	-	-	100	93	7	93.0%	579	579
Venues and facilities	565	-	-	565	505	60	89.4%	382	382
Payments for capital assets	611	238	-	849	849	-	100.0%	685	685
Machinery and equipment	611	238	-	849	849	-	100.0%	685	685
Other machinery and equipment	611	238	-	849	849	-	100.0%	685	685
Total	6,984	-	-	6,984	4,403	2,581	63.0%	5,488	4,701

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Programme 3: Rail Transport		2019/20							2018/19	
		Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
		R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Sub programme										
1.	Rail Regulation	20,069	-	(9,555)	10,514	10,128	386	96.3%	19,835	11,856
2.	Rail Infrastructure and Industry Development	7,405	62	(238)	7,229	7,229	-	100.0%	9,814	6,995
3.	Rail Operations	16,428	176	(3,133)	13,471	13,471	-	100.0%	11,701	9,454
4.	Rail Oversight	16,525,735	8	-	16,525,743	16,525,743	-	100.0%	15,841,986	15,841,986
5.	Rail Administration Support	4,145	(246)	(17)	3,882	3,667	215	94.5%	3,943	3,402
		16,573,782	-	(12,943)	16,560,839	16,560,238	601	100.0%	15,887,279	15,873,693
Economic classification										
	Current payments	47,840	(203)	(12,943)	34,694	34,093	601	98.3%	44,848	31,262
	Compensation of employees	28,541	-	-	28,541	27,940	601	97.9%	26,767	25,978
	Salaries and wages	26,023	(798)	-	25,225	24,624	601	97.6%	23,693	22,904
	Social contributions	2,518	798	-	3,316	3,316	-	100.0%	3,074	3,074
	Goods and services	19,299	(203)	(12,943)	6,153	6,153	-	100.0%	18,081	5,284
	Administrative fees	260	(253)	-	7	7	-	100.0%	20	7
	Advertising	50	149	-	199	199	-	100.0%	108	108
	Minor assets	10	(7)	-	3	3	-	100.0%	6	5
	Catering: Departmental activities	55	(9)	(32)	14	14	-	100.0%	35	19
	Communication (G&S)	361	15	(46)	330	330	-	100.0%	391	329
	Consultants: Business and advisory services	16,931	(198)	(12,342)	4,391	4,391	-	100.0%	13,259	2,642
	Infrastructure and planning services	-	-	-	-	-	-	0.0%	1,727	-
	Contractors	-	3	-	3	3	-	100.0%	-	-
	Consumable supplies	5	-	-	5	5	-	100.0%	4	4
	Consumable: Stationery, printing and office	212	309	(50)	471	471	-	100.0%	222	179

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Programme 3: Rail Transport		2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure	
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000	
supplies										
Travel and subsistence	1,365	(321)	(473)	571	571	-	100.0%	1,776	1,492	
Training and development	-	34	-	34	34	-	100.0%	159	159	
Operating payments	-	55	-	55	55	-	100.0%	7	7	
Venues and facilities	50	20	-	70	70	-	100.0%	367	333	
Transfers and subsidies	16,525,735	-	-	16,525,735	16,525,735	-	100.0%	15,841,986	15,841,986	
Departmental agencies and accounts	63,522	-	-	63,522	63,522	-	100.0%	63,018	63,018	
Departmental agencies	63,522	-	-	63,522	63,522	-	100.0%	63,018	63,018	
Public corporations and private enterprises	16,462,213	-	-	16,462,213	16,462,213	-	100.0%	15,778,968	15,778,968	
Public corporations	16,462,213	-	-	16,462,213	16,462,213	-	100.0%	15,778,968	15,778,968	
Other transfers to public corporations	16,462,213	-	-	16,462,213	16,462,213	-	100.0%	15,778,968	15,778,968	
Payments for capital assets	207	202	-	409	409	-	100.0%	445	445	
Machinery and equipment	207	202	-	409	409	-	100.0%	445	445	
Other machinery and equipment	207	202	-	409	409	-	100.0%	445	445	
Payment for financial assets	-	1	-	1	1	-	100.0%	-	-	
	16,573,782	-	(12,943)	16,560,839	16,560,238	601	100.0%	15,887,279	15,873,693	

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 3.1: RAIL REGULATION									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	20,069	(1)	(9,555)	10,513	10,127	386	96.3%	19,835	11,856
Compensation of employees	9,197	-	-	9,197	8,811	386	95.8%	8,529	8,211
Salaries and wages	8,250	(54)	-	8,196	7,810	386	95.3%	7,601	7,283
Social contributions	947	54	-	1,001	1,001	-	100.0%	928	928
Goods and services	10,872	(1)	(9,555)	1,316	1,316	-	100.0%	11,306	3,645
Catering: Departmental activities	5	(3)	-	2	2	-	100.0%	10	10
Communication (G&S)	97	11	-	108	108	-	100.0%	126	126
Consultants: Business and advisory services	10,499	(4)	(9,555)	940	940	-	100.0%	8,576	2,642
Infrastructure and planning services	-	-	-	-	-	-	0.0%	1,727	-
Consumable supplies	-	1	-	1	1	-	100.0%	-	-
Consumable: Stationery, printing and office supplies	20	164	-	184	184	-	100.0%	96	96
Travel and subsistence	251	(170)	-	81	81	-	100.0%	295	295
Training and development	-	-	-	-	-	-	0.0%	159	159
Venues and facilities	-	-	-	-	-	-	0.0%	317	317
Payment for financial assets	-	1	-	1	1	-	100.0%	-	-
Total	20,069	-	(9,555)	10,514	10,128	386	96.3%	19,835	11,856

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 3.2: RAIL INFRASTRUCTURE AND INDUSTRY DEVELOPMENT									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	7,405	62	(238)	7,229	7,229	-	100.0%	9,814	6,995
Compensation of employees	6,470	272	-	6,742	6,742	-	100.0%	6,418	6,418
Salaries and wages	5,747	212	-	5,959	5,959	-	100.0%	5,681	5,681
Social contributions	723	60	-	783	783	-	100.0%	737	737
Goods and services	935	(210)	(238)	487	487	-	100.0%	3,396	577
Administrative fees	250	(245)	-	5	5	-	100.0%	-	-
Advertising	50	149	-	199	199	-	100.0%	108	108
Catering: Departmental activities	8	(8)	-	-	-	-	0.0%	20	9
Communication (G&S)	70	15	-	85	85	-	100.0%	75	70
Consultants: Business and advisory services	432	(194)	(238)	-	-	-	0.0%	2,803	-
Consumable supplies	1	(1)	-	-	-	-	0.0%	-	-
Travel and subsistence	124	73	-	197	197	-	100.0%	390	390
Operating payments	-	1	-	1	1	-	100.0%	-	-
Total	7,405	62	(238)	7,229	7,229	-	100.0%	9,814	6,995

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 3.3: RAIL OPERATIONS									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	16,428	176	(3,133)	13,471	13,471	-	100.0%	11,701	9,454
Compensation of employees	9,606	176	-	9,782	9,782	-	100.0%	9,042	9,042
Salaries and wages	9,169	(486)	-	8,683	8,683	-	100.0%	8,028	8,028
Social contributions	437	662	-	1,099	1,099	-	100.0%	1,014	1,014
Goods and services	6,822	-	(3,133)	3,689	3,689	-	100.0%	2,659	412
Administrative fees	-	1	-	1	1	-	100.0%	-	-
Catering: Departmental activities	40	(1)	(33)	6	6	-	100.0%	-	-
Communication (G&S)	144	-	(28)	116	116	-	100.0%	150	110
Consultants: Business and advisory services	6,000	-	(2,549)	3,451	3,451	-	100.0%	1,880	-
Consumable supplies	1	-	-	1	1	-	100.0%	-	-
Consumable: Stationery, printing and office supplies	50	-	(50)	-	-	-	0.0%	50	7
Travel and subsistence	587	-	(473)	114	114	-	100.0%	579	295
Total	16,428	176	(3,133)	13,471	13,471	-	100.0%	11,701	9,454

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 3.4: RAIL OVERSIGHT									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	-	8	-	8	8	-	100.0%	-	-
Goods and services	-	8	-	8	8	-	100.0%	-	-
Travel and subsistence	-	8	-	8	8	-	100.0%	-	-
Transfers and subsidies	16,525,735	-	-	16,525,735	16,525,735	-	100.0%	15,841,986	15,841,986
Departmental agencies and accounts	63,522	-	-	63,522	63,522	-	100.0%	63,018	63,018
Departmental agencies	63,522	---	-	63,522	63,522	-	100.0%	63,018	63,018
Public corporations and private enterprises	16,462,213	-	-	16,462,213	16,462,213	-	100.0%	15,778,968	15,778,968
Public corporations	16,462,213	-	-	16,462,213	16,462,213	-	100.0%	15,778,968	15,778,968
Subsidies on products and production (pc)	-	-	-	-	-	-	0.0%	-	-
Other transfers to public corporations	16,462,213	-	-	16,462,213	16,462,213	-	100.0%	15,778,968	15,778,968
Total	16,525,735	8	-	16,525,743	16,525,743	-	100.0%	15,841,986	15,841,986

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 3.5: RAIL ADMINISTRATION SUPPORT									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	3,938	(448)	(17)	3,473	3,258	215	93.8%	3,498	2,957
Compensation of employees	3,268	(448)	-	2,820	2,605	215	92.4%	2,778	2,307
Salaries and wages	2,857	(470)	-	2,387	2,172	215	91.0%	2,383	1,912
Social contributions	411	22	-	433	433	-	100.0%	395	395
Goods and services	670	-	(17)	653	653	-	100.0%	720	650
Administrative fees	10	(9)	-	1	1	-	100.0%	20	7
Minor assets	10	(7)	-	3	3	-	100.0%	6	5
Catering: Departmental activities	2	3	1	6	6	-	100.0%	5	-
Communication (G&S)	50	(11)	(18)	21	21	-	100.0%	40	23
Contractors	-	3	-	3	3	-	100.0%	-	-
Consumable supplies	3	-	-	3	3	-	100.0%	4	4
Consumable: Stationery, printing and office supplies	142	145	-	287	287	-	100.0%	76	76
Travel and subsistence	403	(232)	-	171	171	-	100.0%	512	512
Training and development	-	34	-	34	34	-	100.0%	-	-
Operating payments	-	54	-	54	54	-	100.0%	7	7
Venues and facilities	50	20	-	70	70	-	100.0%	50	16
Payments for capital assets	207	202	-	409	409	-	100.0%	445	445
Machinery and equipment	207	202	-	409	409	-	100.0%	445	445
Other machinery and equipment	207	202	-	409	409	-	100.0%	445	445
Total	4,145	(246)	(17)	3,882	3,667	215	94.5%	3,943	3,402

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Programme 4: Road Transport		2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure	
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000	
Sub programme										
1.	Road Regulation	46,527	14,349	221,620	282,496	282,019	477	99.8%	47,656	46,002
2.	Road Infrastructure and Industry Development	32,603	(9,887)	-	22,716	17,067	5,649	75.1%	27,905	16,582
3.	Road Oversight	32,955,244	(893)	-	32,954,351	32,952,556	1,795	100.0%	29,988,198	29,979,767
4.	Road Administration Support	11,788	825	-	12,613	12,613	-	100.0%	8,943	7,949
5.	Road Engineering Standards	27,719	(4,394)	-	23,325	21,610	1,715	92.6%	26,058	16,808
		33,073,881	-	221,620	33,295,501	33,285,865	9,636	100.0%	30,098,760	30,067,108
Economic classification										
	Current payments	121,608	(834)	215,543	336,317	326,681	9,636	97.1%	117,811	86,561
	Compensation of employees	70,563	-	-	70,563	60,928	9,635	86.3%	70,487	55,187
	Salaries and wages	61,505	117	-	61,622	53,960	7,662	87.6%	62,704	48,727
	Social contributions	9,058	(117)	-	8,941	6,968	1,973	77.9%	7,783	6,460
	Goods and services	51,045	(834)	215,543	265,754	265,753	1	100.0%	47,324	31,374
	Administrative fees	37	(19)	-	18	17	1	94.4%	23	2
	Advertising	1,543	(300)	-	1,243	1,243	-	100.0%	2,098	2,095
	Minor assets	53	(24)	-	29	29	-	100.0%	103	68
	Catering: Departmental activities	1,686	(1,310)	-	376	376	-	100.0%	989	786
	Communication (G&S)	990	(126)	-	864	864	-	100.0%	896	734
	Computer services	1,230	481	-	1,711	1,711	-	100.0%	1,735	1,700
	Consultants: Business and advisory services	26,570	1,304	215,543	243,417	243,417	-	100.0%	21,105	9,561
	Contractors	430	(213)	-	217	217	-	100.0%	198	163
	Inventory: Clothing material and accessories	-	70	-	70	70	-	100.0%	-	-
	Consumable supplies	305	(283)	-	22	22	-	100.0%	362	20
	Consumable: Stationery, printing and office supplies	1,218	(504)	-	714	714	-	100.0%	970	970
	Operating leases	-	-	-	-	-	-	0.0%	28	28
	Property payments	120	(120)	-	-	-	-	0.0%	20	-

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Programme 4: Road Transport		2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure	
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000	
Travel and subsistence	14,884	(46)	-	14,838	14,838	-	100.0%	15,421	12,404	
Training and development	450	(214)	-	236	236	-	100.0%	373	175	
Operating payments	454	(5)	-	449	449	-	100.0%	618	344	
Venues and facilities	1,075	475	-	1,550	1,550	-	100.0%	2,385	2,324	
Transfers and subsidies	32,951,511	520	-	32,952,031	32,952,031	-	100.0%	29,979,944	29,979,944	
Provinces and municipalities	11,556,289	-	-	11,556,289	11,556,289	-	100.0%	11,143,201	11,143,201	
Provinces	11,442,398	-	-	11,442,398	11,442,398	-	100.0%	11,035,668	11,035,668	
Provincial Revenue Funds	11,442,398	-	-	11,442,398	11,442,398	-	100.0%	11,035,668	11,035,668	
Municipalities	113,891	-	-	113,891	113,891	-	100.0%	107,533	107,533	
Municipal bank accounts	113,891	-	-	113,891	113,891	-	100.0%	107,533	107,533	
Departmental agencies and accounts	21,395,222	-	-	21,395,222	21,395,222	-	100.0%	18,836,118	18,836,118	
Departmental agencies	21,395,222	-	-	21,395,222	21,395,222	-	100.0%	18,836,118	18,836,118	
Households	-	520	-	520	520	-	100.0%	625	625	
Social benefits	-	520	-	520	520	-	100.0%	625	625	
Payments for capital assets	762	309	-	1,071	1,071	-	100.0%	1,005	595	
Machinery and equipment	762	309	-	1,071	1,071	-	100.0%	1,005	595	
Other machinery and equipment	762	309	-	1,071	1,071	-	100.0%	1,005	595	
Payment for financial assets	-	5	6,077	6,082	6,082	-	100.0%	-	8	
	33,073,881	-	221,620	33,295,501	33,285,865	9,636	100.0%	30,098,760	30,067,108	

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 4.1: ROAD REGULATION									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	46,527	13,727	215,543	275,797	275,320	477	99.8%	46,904	45,243
Compensation of employees	30,817	-	-	30,817	30,340	477	98.5%	28,877	27,216
Salaries and wages	27,187	(57)	-	27,130	26,653	477	98.2%	25,523	23,862
Social contributions	3,630	57	-	3,687	3,687	-	100.0%	3,354	3,354
Goods and services	15,710	13,727	215,543	244,980	244,980	-	100.0%	18,027	18,027
Administrative fees	16	(8)	-	8	8	-	100.0%	2	2
Advertising	1,527	(789)	-	738	738	-	100.0%	2,095	2,095
Minor assets	23	(22)	-	1	1	-	100.0%	-	-
Catering: Departmental activities	1,404	(1,096)	-	308	308	-	100.0%	746	746
Communication (G&S)	390	36	-	426	426	-	100.0%	351	351
Computer services	1,175	536	-	1,711	1,711	-	100.0%	1,700	1,700
Consultants: Business and advisory services	4,344	13,753	215,543	233,640	233,640	-	100.0%	3,617	3,617
Contractors	200	(200)	-	-	-	-	0.0%	157	157
Consumable supplies	30	(30)	-	-	-	-	0.0%	-	-
Consumable: Stationery, printing and office supplies	15	352	-	367	367	-	100.0%	584	584
Property payments	120	(120)	-	-	-	-	0.0%	-	-
Travel and subsistence	6,172	568	-	6,740	6,740	-	100.0%	7,821	7,821
Training and development	-	-	-	-	-	-	0.0%	8	8
Operating payments	294	109	-	403	403	-	100.0%	247	247
Venues and facilities	-	638	-	638	638	-	100.0%	699	699
Transfers and subsidies	-	437	-	437	437	-	100.0%	580	580
Households	-	437	-	437	437	-	100.0%	580	580
Social benefits	-	437	-	437	437	-	100.0%	580	580
Payments for capital assets	-	184	-	184	184	-	100.0%	172	172
Machinery and equipment	-	184	-	184	184	-	100.0%	172	172
Other machinery and equipment	-	184	-	184	184	-	100.0%	172	172
Payment for financial assets	-	1	6,077	6,078	6,078	-	100.0%	-	7
Total	46,527	14,349	221,620	282,496	282,019	477	99.8%	47,656	46,002

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 4.2: ROAD INFRASTRUCTURE AND INDUSTRY DEVELOPMENT									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	32,603	(9,930)	-	22,673	17,024	5,649	75.1%	27,847	16,523
Compensation of employees	19,689	-	-	19,689	14,040	5,649	71.3%	17,658	14,181
Salaries and wages	17,639		-	17,639	12,571	5,068	71.3%	15,706	12,691
Social contributions	2,050		-	2,050	1,469	581	71.7%	1,952	1,490
Goods and services	12,914	(9,930)	-	2,984	2,984	-	100.0%	10,189	2,342
Administrative fees	12	(9)	-	3	3	-	100.0%	12	-
Minor assets	10	(10)	-	-	-	-	0.0%	2	2
Catering: Departmental activities	110	(48)	-	62	62	-	100.0%	103	18
Communication (G&S)	235	(13)	-	222	222	-	100.0%	250	201
Consultants: Business and advisory services	9,280	(9,280)	-	-	-	-	0.0%	6,701	-
Inventory: Clothing material and accessories	-	22	-	22	22	-	100.0%	-	-
Consumable supplies	-		-	-	-	-	0.0%	45	-
Consumable: Stationery, printing and office supplies	280	(279)	-	1	1	-	100.0%	17	17
Travel and subsistence	2,907	(250)	-	2,657	2,657	-	100.0%	2,816	2,020
Training and development	-	17	-	17	17	-	100.0%	-	-
Operating payments	80	(80)	-	-	-	-	0.0%	216	57
Venues and facilities	-		-	-	-	-	0.0%	27	27
Transfers and subsidies	-	43	-	43	43	-	100.0%	45	45
Households	-	43	-	43	43	-	100.0%	45	45
Social benefits	-	43	-	43	43	-	100.0%	45	45
Payments for capital assets	-	-	-	-	-	-	0.0%	13	13
Machinery and equipment	-	-	-	-	-	-	0.0%	13	13
Other machinery and equipment	-		-	-	-	-	0.0%	13	13
Payment for financial assets	-	-	-	-	-	-	0.0%	-	1
Total	32,603	(9,887)	-	22,716	17,067	5,649	75.1%	27,905	16,582

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 4.3: ROAD OVERSIGHT									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	3,733	(933)	-	2,800	1,005	1,795	35.9%	8,879	448
Compensation of employees	3,029	(253)	-	2,776	982	1,794	35.4%	7,740	376
Salaries and wages	1,840	-	-	1,840	921	919	50.1%	6,968	320
Social contributions	1,189	(253)	-	936	61	875	6.5%	772	56
Goods and services	704	(680)	-	24	23	1	95.8%	1,139	72
Administrative fees	2	(1)	-	1	-	1	0.0%	2	-
Advertising	-	-	-	-	-	-	0.0%	2	-
Minor assets	-	-	-	-	-	-	0.0%	25	-
Catering: Departmental activities	52	(52)	-	-	-	-	0.0%	50	-
Communication (G&S)	40	(31)	-	9	9	-	100.0%	15	9
Computer services	15	(15)	-	-	-	-	0.0%	15	-
Consumable supplies	25	(25)	-	-	-	-	0.0%	25	-
Travel and subsistence	545	(531)	-	14	14	-	100.0%	975	63
Operating payments	25	(25)	-	-	-	-	0.0%	30	-
Transfers and subsidies	32,951,511	40	-	32,951,551	32,951,551	-	100.0%	29,979,319	29,979,319
Provinces and municipalities	11,556,289	-	-	11,556,289	11,556,289	-	100.0%	11,143,201	11,143,201
Provinces	11,442,398	-	-	11,442,398	11,442,398	-	100.0%	11,035,668	11,035,668
Provincial Revenue Funds	11,442,398	-	-	11,442,398	11,442,398	-	100.0%	11,035,668	11,035,668
Municipalities	113,891	-	-	113,891	113,891	-	100.0%	107,533	107,533
Municipal bank accounts	113,891	-	-	113,891	113,891	-	100.0%	107,533	107,533
Departmental agencies and accounts	21,395,222	-	-	21,395,222	21,395,222	-	100.0%	18,836,118	18,836,118
Departmental agencies	21,395,222	-	-	21,395,222	21,395,222	-	100.0%	18,836,118	18,836,118
Households	-	40	-	40	40	-	100.0%	-	-
Social benefits	-	40	-	40	40	-	100.0%	-	-
Total	32,955,244	(893)	-	32,954,351	32,952,556	1,795	100.0%	29,988,198	29,979,767

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 4.4: ROAD ADMINISTRATION SUPPORT									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	11,026	753	-	11,779	11,779	-	100.0%	8,221	7,637
Compensation of employees	5,626	253	-	5,879	5,879	-	100.0%	5,610	5,610
Salaries and wages	4,974	174	-	5,148	5,148	-	100.0%	4,911	4,911
Social contributions	652	79	-	731	731	-	100.0%	699	699
Goods and services	5,400	500	-	5,900	5,900	-	100.0%	2,611	2,027
Administrative fees	4	-	-	4	4	-	100.0%	5	-
Advertising	16	489	-	505	505	-	100.0%	-	-
Minor assets	20	8	-	28	28	-	100.0%	66	66
Catering: Departmental activities	60	(56)	-	4	4	-	100.0%	60	19
Communication (G&S)	110	(34)	-	76	76	-	100.0%	75	70
Computer services	40	(40)	-	-	-	-	0.0%	20	-
Contractors	230	(24)	-	206	206	-	100.0%	30	6
Inventory: Clothing material and accessories	-	48	-	48	48	-	100.0%	-	-
Consumable supplies	210	(188)	-	22	22	-	100.0%	217	20
Consumable: Stationery, printing and office supplies	768	(422)	-	346	346	-	100.0%	284	284
Operating leases	-	-	-	-	-	-	0.0%	28	28
Property payments	-	-	-	-	-	-	0.0%	20	-
Travel and subsistence	2,367	1,220	-	3,587	3,587	-	100.0%	1,022	1,022
Training and development	450	(265)	-	185	185	-	100.0%	350	152
Operating payments	50	(16)	-	34	34	-	100.0%	50	37
Venues and facilities	1,075	(220)	-	855	855	-	100.0%	384	323
Payments for capital assets	762	72	-	834	834	-	100.0%	722	312
Machinery and equipment	762	72	-	834	834	-	100.0%	722	312
Other machinery and equipment	762	72	-	834	834	-	100.0%	722	312
Total	11,788	825	-	12,613	12,613	-	100.0%	8,943	7,949

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 4.5: ROAD ENGINEERING STANDARDS									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	27,719	(4,451)	-	23,268	21,553	1,715	92.6%	25,960	16,710
Compensation of employees	11,402	-	-	11,402	9,687	1,715	85.0%	10,602	7,804
Salaries and wages	9,865	-	-	9,865	8,667	1,198	87.9%	9,596	6,943
Social contributions	1,537	-	-	1,537	1,020	517	66.4%	1,006	861
Goods and services	16,317	(4,451)	-	11,866	11,866	-	100.0%	15,358	8,906
Administrative fees	3	(1)	-	2	2	-	100.0%	2	-
Advertising	-	-	-	-	-	-	0.0%	1	-
Minor assets	-	-	-	-	-	-	0.0%	10	-
Catering: Departmental activities	60	(58)	-	2	2	-	100.0%	30	3
Communication (G&S)	215	(84)	-	131	131	-	100.0%	205	103
Consultants: Business and advisory services	12,946	(3,169)	-	9,777	9,777	-	100.0%	10,787	5,944
Contractors	-	11	-	11	11	-	100.0%	11	-
Consumable supplies	40	(40)	-	-	-	-	0.0%	75	-
Consumable: Stationery, printing and office supplies	155	(155)	-	-	-	-	0.0%	85	85
Travel and subsistence	2,893	(1,053)	-	1,840	1,840	-	100.0%	2,787	1,478
Training and development	-	34	-	34	34	-	100.0%	15	15
Operating payments	5	7	-	12	12	-	100.0%	75	3
Venues and facilities	-	57	-	57	57	-	100.0%	1,275	1,275
Payments for capital assets	-	53	-	53	53	-	100.0%	98	98
Machinery and equipment	-	53	-	53	53	-	100.0%	98	98
Other machinery and equipment	-	53	-	53	53	-	100.0%	98	98
Payment for financial assets	-	4	-	4	4	-	100.0%	-	-
Total	27,719	(4,394)	-	23,325	21,610	1,715	92.6%	26,058	16,808

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Programme 5: Civil Aviation		2019/20							2018/19	
		Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
		R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Sub programme										
1.	Aviation Policy and Regulations	25,461	869	-	26,330	25,313	1,017	96.1%	28,310	28,021
2.	Aviation Economic Analysis and Industry Development	14,542	(6,142)	-	8,400	6,811	1,589	81.1%	14,184	10,349
3.	Aviation Safety, Security Environment and Search and Rescue	121,454	144	(19,000)	102,598	61,049	41,549	59.5%	73,870	66,391
4.	Aviation Oversight	72,876	2,148	-	75,024	73,654	1,370	98.2%	59,900	58,456
5.	Aviation Administration Support	9,012	2,981	-	11,993	11,993	-	100.0%	5,989	4,501
		243,345	-	(19,000)	224,345	178,820	45,525	79.7%	182,253	167,718
Economic classification										
	Current payments	222,451	(2,527)	(19,000)	200,924	155,485	45,439	77.4%	124,646	109,753
	Compensation of employees	48,000	-	-	48,000	43,201	4,799	90.0%	46,429	35,587
	Salaries and wages	43,617	(511)	-	43,106	38,468	4,638	89.2%	41,964	31,490
	Social contributions	4,383	511	-	4,894	4,733	161	96.7%	4,465	4,097
	Goods and services	174,451	(2,527)	(19,000)	152,924	112,284	40,640	73.4%	78,217	74,166
	Administrative fees	-	7	-	7	7	-	100.0%	4	4
	Advertising	-	696	-	696	696	-	100.0%	384	384
	Minor assets	40	52	-	92	92	-	100.0%	76	53
	Audit costs: External	-	-	-	-	-	-	0.0%	50	-
	Catering: Departmental activities	349	(65)	-	284	284	-	100.0%	231	210
	Communication (G&S)	104,508	2,046	(19,000)	87,554	50,922	36,632	58.2%	57,072	55,742
	Computer services	-	-	-	-	-	-	0.0%	3	3
	Consultants: Business and advisory services	57,072	(3,082)	-	53,990	53,795	195	99.6%	9,511	8,462
	Contractors	280	157	-	437	437	-	100.0%	282	282
	Consumable supplies	148	(10)	-	138	138	-	100.0%	1,561	1,555
	Consumable: Stationery, printing and office supplies	775	(266)	-	509	225	284	44.2%	868	288

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Programme 5: Civil Aviation		2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure	
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000	
Operating leases	730	502	-	1,232	1,232	-	100.0%	568	568	
Property payments	-	58	-	58	58	-	100.0%	-	-	
Travel and subsistence	8,416	(2,468)	-	5,948	3,936	2,012	66.2%	6,446	5,501	
Training and development	495	(95)	-	400	67	333	16.8%	141	121	
Operating payments	207	15	-	222	222	-	100.0%	762	755	
Venues and facilities	1,431	(74)	-	1,357	173	1,184	12.7%	258	238	
Transfers and subsidies	19,983	2,518	-	22,501	22,501	-	100.0%	56,598	57,040	
Departmental agencies and accounts	-	-	-	-	-	-	0.0%	37,249	37,249	
Departmental agencies	-	-	-	-	-	-	0.0%	37,249	37,249	
Foreign governments and international organisations	17,002	2,419	-	19,421	19,421	-	100.0%	16,418	16,860	
Non-profit institutions	2,981	-	-	2,981	2,981	-	100.0%	2,823	2,823	
Households	-	99	-	99	99	-	100.0%	108	108	
Social benefits	-	99	-	99	99	-	100.0%	108	108	
Payments for capital assets	911	2	-	913	827	86	90.6%	1,009	921	
Machinery and equipment	911	2	-	913	827	86	90.6%	1,009	921	
Other machinery and equipment	911	2	-	913	827	86	90.6%	1,009	921	
Payment for financial assets	-	7	-	7	7	-	100.0%	-	4	
	243,345	-	(19,000)	224,345	178,820	45,525	79.7%	182,253	167,718	

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 5.1: AVIATION POLICY AND REGULATIONS									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	25,171	937	-	26,108	25,091	1,017	96.1%	27,946	27,719
Compensation of employees	18,400	-	-	18,400	17,383	1,017	94.5%	19,199	18,972
Salaries and wages	16,456	(119)	-	16,337	15,320	1,017	93.8%	17,203	16,976
Social contributions	1,944	119	-	2,063	2,063	-	100.0%	1,996	1,996
Goods and services	6,771	937	-	7,708	7,708	-	100.0%	8,747	8,747
Administrative fees	-	2	-	2	2	-	100.0%	1	1
Advertising	-	8	-	8	8	-	100.0%	-	-
Minor assets	5	(5)	-	-	-	-	0.0%	6	6
Catering: Departmental activities	149	16	-	165	165	-	100.0%	111	111
Communication (G&S)	333	(59)	-	274	274	-	100.0%	234	234
Computer services	-	-	-	-	-	-	0.0%	1	1
Consultants: Business and advisory services	2,185	1,681	-	3,866	3,866	-	100.0%	4,779	4,779
Contractors	200	77	-	277	277	-	100.0%	195	195
Consumable supplies	80	(49)	-	31	31	-	100.0%	51	50
Consumable: Stationery, printing and office	245	(121)	-	124	124	-	100.0%	93	94
Operating leases	730	502	-	1,232	1,232	-	100.0%	568	568
Property payments	-	1	-	1	1	-	100.0%	-	-
Travel and subsistence	2,616	(945)	-	1,671	1,671	-	100.0%	1,999	1,999
Training and development	30	(30)	-	-	-	-	0.0%	-	-
Operating payments	178	(121)	-	57	57	-	100.0%	675	675
Venues and facilities	20	(20)	-	-	-	-	0.0%	34	34
Transfers and subsidies	-	43	-	43	43	-	100.0%	90	90
Households	-	43	-	43	43	-	100.0%	90	90
Social benefits	-	43	-	43	43	-	100.0%	90	90
Payments for capital assets	290	(115)	-	175	175	-	100.0%	274	212
Machinery and equipment	290	(115)	-	175	175	-	100.0%	274	212
Other machinery and equipment	290	(115)	-	175	175	-	100.0%	274	212
Payment for financial assets	-	4	-	4	4	-	100.0%	-	-
Total	25,461	869	-	26,330	25,313	1,017	96.1%	28,310	28,021

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 5.2: AVIATION ECONOMIC ANALYSIS AND INDUSTRY DEVELOPMENT									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	14,456	(6,083)	-	8,373	6,784	1,589	81.0%	14,085	10,276
Compensation of employees	7,415	-	-	7,415	5,826	1,589	78.6%	9,395	5,586
Salaries and wages	6,722	(12)	-	6,710	5,121	1,589	76.3%	8,567	4,954
Social contributions	693	12	-	705	705	-	100.0%	828	632
Goods and services	7,041	(6,083)	-	958	958	-	100.0%	4,690	4,690
Administrative fees	-	1	-	1	1	-	100.0%	-	-
Advertising	-	295	-	295	295	-	100.0%	335	335
Minor assets	15	(15)	-	-	-	-	0.0%	-	-
Catering: Departmental activities	40	(15)	-	25	25	-	100.0%	43	43
Communication (G&S)	126	(4)	-	122	122	-	100.0%	61	61
Consultants: Business and advisory services	4,940	(4,762)	-	178	178	-	100.0%	3,478	3,478
Consumable supplies	4	(4)	-	-	-	-	0.0%	-	-
Consumable: Stationery, printing and office supplies	20	13	-	33	33	-	100.0%	31	31
Travel and subsistence	1,837	(1,601)	-	236	236	-	100.0%	720	720
Training and development	-	-	-	-	-	-	0.0%	-	-
Operating payments	4	(1)	-	3	3	-	100.0%	22	22
Venues and facilities	55	10	-	65	65	-	100.0%	-	-
Transfers and subsidies	-	-	-	-	-	-	0.0%	18	18
Households	-	-	-	-	-	-	0.0%	18	18
Social benefits	-	-	-	-	-	-	0.0%	18	18
Payments for capital assets	86	(59)	-	27	27	-	100.0%	81	55
Machinery and equipment	86	(59)	-	27	27	-	100.0%	81	55
Other machinery and equipment	86	(59)	-	27	27	-	100.0%	81	55
Total	14,542	(6,142)	-	8,400	6,811	1,589	81.1%	14,184	10,349

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 5.3: AVIATION SAFETY, SECURITY ENVIRONMENT AND SEARCH AND RESCUE									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	121,214	141	(19,000)	102,355	60,892	41,463	59.5%	73,777	66,294
Compensation of employees	11,135	(2,630)	-	8,505	7,682	823	90.3%	10,352	6,543
Salaries and wages	10,238	(2,630)	-	7,608	6,821	787	89.7%	9,560	5,765
Social contributions	897	-	-	897	861	36	96.0%	792	778
Goods and services	110,079	2,771	(19,000)	93,850	53,210	40,640	56.7%	63,425	59,751
Administrative fees	-	2	-	2	2	-	100.0%	1	1
Advertising	-	393	-	393	393	-	100.0%	49	49
Minor assets	-	28	-	28	28	-	100.0%	28	5
Catering: Departmental activities	90	4	-	94	94	-	100.0%	55	41
Communication (G&S)	104,004	2,135	(19,000)	87,139	50,507	36,632	58.0%	56,739	55,410
Consultants: Business and advisory services	611	-	-	611	416	195	68.1%	1,254	205
Contractors	80	53	-	133	133	-	100.0%	83	83
Consumable supplies	15	89	-	104	104	-	100.0%	1,503	1,503
Consumable: Stationery, printing and office supplies	310	-	-	310	26	284	8.4%	594	113
Travel and subsistence	3,363	-	-	3,363	1,351	2,012	40.2%	2,844	2,066
Training and development	400	-	-	400	67	333	16.8%	121	121
Operating payments	10	67	-	77	77	-	100.0%	46	46
Venues and facilities	1,196	-	-	1,196	12	1,184	1.0%	108	108
Payments for capital assets	240	-	-	240	154	86	64.2%	93	93
Machinery and equipment	240	-	-	240	154	86	64.2%	93	93
Other machinery and equipment	240	-	-	240	154	86	64.2%	93	93
Payment for financial assets	-	3	-	3	3	-	100.0%	-	4
Total	121,454	144	(19,000)	102,598	61,049	41,549	59.5%	73,870	66,391

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 5.4: AVIATION OVERSIGHT									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	52,893	(289)	-	52,604	51,234	1,370	97.4%	3,407	1,521
Compensation of employees	3,198	-	-	3,198	1,828	1,370	57.2%	2,974	1,465
Salaries and wages	2,904	-	-	2,904	1,659	1,245	57.1%	2,680	1,307
Social contributions	294	-	-	294	169	125	57.5%	294	158
Goods and services	49,695	(289)	-	49,406	49,406	-	100.0%	433	56
Administrative fees	-	1	-	1	1	-	100.0%	2	2
Minor assets	10	(10)	-	-	-	-	0.0%	-	-
Audit costs: External	-	-	-	-	-	-	0.0%	50	-
Catering: Departmental activities	10	(10)	-	-	-	-	0.0%	10	3
Communication (G&S)	20	(11)	-	9	9	-	100.0%	19	18
Consultants: Business and advisory services	49,336	(1)	-	49,335	49,335	-	100.0%	-	-
Consumable supplies	6	(6)	-	-	-	-	0.0%	5	-
Consumable: Stationery, printing and office	70	(68)	-	2	2	-	100.0%	100	-
Travel and subsistence	144	(85)	-	59	59	-	100.0%	197	30
Training and development	40	(40)	-	-	-	-	0.0%	20	-
Operating payments	-	-	-	-	-	-	0.0%	10	3
Venues and facilities	59	(59)	-	-	-	-	0.0%	20	-
Transfers and subsidies	19,983	2,437	-	22,420	22,420	-	100.0%	56,490	56,932
Departmental agencies and accounts	-	-	-	-	-	-	0.0%	37,249	37,249
Departmental agencies	-	-	-	-	-	-	0.0%	37,249	37,249
Foreign governments and international	17,002	2,419	-	19,421	19,421	-	100.0%	16,418	16,860
Non-profit institutions	2,981	-	-	2,981	2,981	-	100.0%	2,823	2,823
Households	-	18	-	18	18	-	100.0%	-	-
Social benefits	-	18	-	18	18	-	100.0%	-	-
Payments for capital assets	-	-	-	-	-	-	0.0%	3	3
Machinery and equipment	-	-	-	-	-	-	0.0%	3	3
Other machinery and equipment	-	-	-	-	-	-	0.0%	3	3
Total	72,876	2,148	-	75,024	73,654	1,370	98.2%	59,900	58,456

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 5.5: AVIATION ADMINISTRATION SUPPORT									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	8,717	2,767	-	11,484	11,484	-	100.0%	5,431	3,943
Compensation of employees	7,852	2,630	-	10,482	10,482	-	100.0%	4,509	3,021
Salaries and wages	7,297	2,250	-	9,547	9,547	-	100.0%	3,954	2,488
Social contributions	555	380	-	935	935	-	100.0%	555	533
Goods and services	865	137	-	1,002	1,002	-	100.0%	922	922
Administrative fees	-	1	-	1	1	-	100.0%	-	-
Minor assets	10	54	-	64	64	-	100.0%	42	42
Catering: Departmental activities	60	(60)	-	-	-	-	0.0%	12	12
Communication (G&S)	25	(15)	-	10	10	-	100.0%	19	19
Computer services	-	-	-	-	-	-	0.0%	2	2
Contractors	-	27	-	27	27	-	100.0%	4	4
Consumable supplies	43	(40)	-	3	3	-	100.0%	2	2
Consumable: Stationery, printing and office supplies	130	(90)	-	40	40	-	100.0%	50	50
Property payments	-	57	-	57	57	-	100.0%	-	-
Travel and subsistence	456	163	-	619	619	-	100.0%	686	686
Training and development	25	(25)	-	-	-	-	0.0%	-	-
Operating payments	15	70	-	85	85	-	100.0%	9	9
Venues and facilities	101	(5)	-	96	96	-	100.0%	96	96
Transfers and subsidies	-	38	-	38	38	-	100.0%	-	-
Households	-	38	-	38	38	-	100.0%	-	-
Social benefits	-	38	-	38	38	-	100.0%	-	-
Payments for capital assets	295	176	-	471	471	-	100.0%	558	558
Machinery and equipment	295	176	-	471	471	-	100.0%	558	558
Other machinery and equipment	295	176	-	471	471	-	100.0%	558	558
Total	9,012	2,981	-	11,993	11,993	-	100.0%	5,989	4,501

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Programme 6: Maritime Transport		2019/20							2018/19	
		Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
		R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Sub programme										
1.	Maritime Policy Development	16,231	(5,754)	(79)	10,398	10,398	-	100.0%	11,765	11,613
2.	Maritime Infrastructure and Industry Development	12,892	(1,555)	(730)	10,607	10,040	567	94.7%	9,897	7,579
3.	Implementation, Monitoring and Evaluations	59,058	8,430	-	67,488	67,488	-	100.0%	72,605	71,783
4.	Maritime Oversight	41,461	-	(106)	41,355	39,676	1,679	95.9%	29,798	28,556
5.	Maritime Administration Support	7,129	(1,121)	(606)	5,402	5,277	125	97.7%	5,061	4,462
		136,771	-	(1,521)	135,250	132,879	2,371	98.2%	129,126	123,993
Economic classification										
	Current payments	97,543	(429)	(1,521)	95,593	94,220	1,373	98.6%	101,125	97,027
	Compensation of employees	24,893	-	-	24,893	23,610	1,283	94.8%	23,238	21,385
	Salaries and wages	23,105	(745)	-	22,360	21,242	1,118	95.0%	20,873	19,294
	Social contributions	1,788	745	-	2,533	2,368	165	93.5%	2,365	2,091
	Goods and services	72,650	(429)	(1,521)	70,700	70,610	90	99.9%	77,887	75,642
	Administrative fees	-	14	1	15	15	-	100.0%	1	1
	Advertising	100	301	-	401	401	-	100.0%	824	824
	Minor assets	50	(50)	-	-	-	-	0.0%	-	-
	Catering: Departmental activities	120	48	-	168	168	-	100.0%	254	254
	Communication (G&S)	410	160	(20)	550	550	-	100.0%	269	269
	Computer services	-	-	-	-	-	-	0.0%	2	2
	Consultants: Business and advisory services	11,900	(8,431)	(849)	2,620	2,530	90	96.6%	5,069	2,824
	Infrastructure and planning services	50,123	6,004	-	56,127	56,127	-	100.0%	62,156	62,156
	Legal services	1,027	(1,027)	-	-	-	-	0.0%	-	-
	Contractors	-	81	-	81	81	-	100.0%	139	139
	Consumable supplies	15	707	-	722	722	-	100.0%	115	115
	Consumable: Stationery, printing and office supplies	66	1,461	-	1,527	1,527	-	100.0%	177	177
	Operating leases	1,747	(1,191)	-	556	556	-	100.0%	1,229	1,229

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Programme 6: Maritime Transport		2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure	
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000	
Travel and subsistence	4,011	228	(47)	4,192	4,192	-	100.0%	5,790	5,790	
Training and development	-	41	-	41	41	-	100.0%	33	33	
Operating payments	140	129	-	269	269	-	100.0%	280	280	
Venues and facilities	2,941	1,096	(606)	3,431	3,431	-	100.0%	1,549	1,549	
Transfers and subsidies	38,862	14	-	38,876	37,878	998	97.4%	27,654	26,663	
Departmental agencies and accounts	36,774	-	-	36,774	36,774	-	100.0%	25,619	25,619	
Departmental agencies	36,774	-	-	36,774	36,774	-	100.0%	25,619	25,619	
Foreign governments and international organisations	2,088	-	-	2,088	1,090	998	52.2%	1,978	987	
Households	-	14	-	14	14	-	100.0%	57	57	
Social benefits	-	14	-	14	14	-	100.0%	47	47	
Other transfers to households	-	-	-	-	-	-	0.0%	10	10	
Payments for capital assets	366	387	-	753	753	-	100.0%	347	303	
Machinery and equipment	366	387	-	753	753	-	100.0%	347	303	
Other machinery and equipment	366	387	-	753	753	-	100.0%	347	303	
Payment for financial assets	-	28	-	28	28	-	100.0%	-	-	
	136,771	-	(1,521)	135,250	132,879	2,371	98.2%	129,126	123,993	

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 6.1: MARITIME POLICY DEVELOPMENT									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	16,231	(5,754)	(79)	10,398	10,398	-	100.0%	11,765	11,613
Compensation of employees	6,816	139	-	6,955	6,955	-	100.0%	7,478	7,326
Salaries and wages	6,281	266	-	6,547	6,547	-	100.0%	6,978	6,978
Social contributions	535	(127)	-	408	408	-	100.0%	500	348
Goods and services	9,415	(5,893)	(79)	3,443	3,443	-	100.0%	4,287	4,287
Administrative fees	-	2	-	2	2	-	100.0%	1	1
Catering: Departmental activities	-	64	-	64	64	-	100.0%	33	33
Communication (G&S)	-	304	-	304	304	-	100.0%	39	39
Consultants: Business and advisory services	5,694	(5,278)	(79)	337	337	-	100.0%	1,401	1,401
Legal services	1,027	(1,027)	-	-	-	-	0.0%	-	-
Contractors	-	43	-	43	43	-	100.0%	133	133
Consumable supplies	-	2	-	2	2	-	100.0%	-	-
Consumable: Stationery, printing and office supplies	-	1,058	-	1,058	1,058	-	100.0%	2	2
Operating leases	1,747	(1,191)	-	556	556	-	100.0%	1,218	1,218
Travel and subsistence	947	(476)	-	471	471	-	100.0%	996	996
Training and development	-	8	-	8	8	-	100.0%	-	-
Operating payments	-	13	-	13	13	-	100.0%	131	131
Venues and facilities	-	585	-	585	585	-	100.0%	333	333
Total	16,231	(5,754)	(79)	10,398	10,398	-	100.0%	11,765	11,613

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 6.2: MARITIME INFRASTRUCTURE AND INDUSTRY DEVELOPMENT									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	12,892	(1,667)	(730)	10,495	9,928	567	94.6%	9,840	7,522
Compensation of employees	6,550	-	-	6,550	5,983	567	91.3%	4,180	4,107
Salaries and wages	6,005	(86)	-	5,919	5,352	567	90.4%	3,670	3,670
Social contributions	545	86	-	631	631	-	100.0%	510	437
Goods and services	6,342	(1,667)	(730)	3,945	3,945	-	100.0%	5,660	3,415
Administrative fees	-	4	-	4	4	-	100.0%	-	-
Advertising	-	211	-	211	211	-	100.0%	801	801
Catering: Departmental activities	-	-	-	-	-	-	0.0%	72	72
Communication (G&S)	120	(43)	-	77	77	-	100.0%	60	60
Consultants: Business and advisory services	5,006	(4,146)	(730)	130	130	-	100.0%	2,397	152
Consumable supplies	-	406	-	406	406	-	100.0%	111	111
Consumable: Stationery, printing and office supplies	-	1	-	1	1	-	100.0%	2	2
Travel and subsistence	1,216	424	-	1,640	1,640	-	100.0%	1,721	1,721
Operating payments	-	61	-	61	61	-	100.0%	2	2
Venues and facilities	-	1,415	-	1,415	1,415	-	100.0%	494	494
Transfers and subsidies	-	-	-	-	-	-	0.0%	57	57
Households	-	-	-	-	-	-	0.0%	57	57
Social benefits	-	-	-	-	-	-	0.0%	47	47
Other transfers to households	-	-	-	-	-	-	0.0%	10	10
Payments for capital assets	-	110	-	110	110	-	100.0%	-	-
Machinery and equipment	-	110	-	110	110	-	100.0%	-	-
Other machinery and equipment	-	110	-	110	110	-	100.0%	-	-
Payment for financial assets	-	2	-	2	2	-	100.0%	-	-
Total	12,892	(1,555)	(730)	10,607	10,040	567	94.7%	9,897	7,579

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 6.3: IMPLEMENTATION, MONITORING AND EVALUATIONS									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	59,058	8,430	-	67,488	67,488	-	100.0%	72,605	71,783
Compensation of employees	6,193	982	-	7,175	7,175	-	100.0%	6,891	6,069
Salaries and wages	6,054	175	-	6,229	6,229	-	100.0%	6,066	5,244
Social contributions	139	807	-	946	946	-	100.0%	825	825
Goods and services	52,865	7,448	-	60,313	60,313	-	100.0%	65,714	65,714
Administrative fees	-	4	-	4	4	-	100.0%	-	-
Advertising	-	135	-	135	135	-	100.0%	-	-
Catering: Departmental activities	-	20	-	20	20	-	100.0%	12	12
Communication (G&S)	170	(53)	-	117	117	-	100.0%	100	100
Consultants: Business and advisory services	1,200	993	-	2,193	2,193	-	100.0%	1,141	1,141
Infrastructure and planning services	50,123	6,004	-	56,127	56,127	-	100.0%	62,156	62,156
Travel and subsistence	1,372	192	-	1,564	1,564	-	100.0%	1,936	1,936
Operating payments	-	95	-	95	95	-	100.0%	89	89
Venues and facilities	-	58	-	58	58	-	100.0%	280	280
Total	59,058	8,430	-	67,488	67,488	-	100.0%	72,605	71,783

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 6.4: MARITIME OVERSIGHT									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	2,599	-	(106)	2,493	1,812	681	72.7%	2,201	1,950
Compensation of employees	2,493	-	-	2,493	1,902	591	76.3%	2,037	1,786
Salaries and wages	2,258	-	-	2,258	1,726	532	76.4%	1,817	1,612
Social contributions	235	-	-	235	176	59	74.9%	220	174
Goods and services	106	-	(106)	-	(90)	90	0.0%	164	164
Administrative fees	-	-	1	1	1	-	100.0%	-	-
Communication (G&S)	30	-	(20)	10	10	-	100.0%	5	5
Consultants: Business and advisory services	-	-	(40)	(40)	(130)	90	325.0%	130	130
Travel and subsistence	76	-	(47)	29	29	-	100.0%	29	29
Transfers and subsidies	38,862	-	-	38,862	37,864	998	97.4%	27,597	26,606
Departmental agencies and accounts	36,774	-	-	36,774	36,774	-	100.0%	25,619	25,619
Departmental agencies	36,774	-	-	36,774	36,774	-	100.0%	25,619	25,619
Foreign governments and international organisations	2,088	-	-	2,088	1,090	998	52.2%	1,978	987
Total	41,461	-	(106)	41,355	39,676	1,679	95.9%	29,798	28,556

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 6.5: MARITIME ADMINISTRATION SUPPORT									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	6,763	(1,438)	(606)	4,719	4,594	125	97.4%	4,714	4,159
Compensation of employees	2,841	(1,121)	-	1,720	1,595	125	92.7%	2,652	2,097
Salaries and wages	2,507	(1,100)	-	1,407	1,388	19	98.6%	2,342	1,790
Social contributions	334	(21)	-	313	207	106	66.1%	310	307
Goods and services	3,922	(317)	(606)	2,999	2,999	-	100.0%	2,062	2,062
Administrative fees	-	4	-	4	4	-	100.0%	-	-
Advertising	100	(45)	-	55	55	-	100.0%	23	23
Minor assets	50	(50)	-	-	-	-	0.0%	-	-
Catering: Departmental activities	120	(36)	-	84	84	-	100.0%	137	137
Communication (G&S)	90	(48)	-	42	42	-	100.0%	65	65
Computer services	-	-	-	-	-	-	0.0%	2	2
Contractors	-	38	-	38	38	-	100.0%	6	6
Consumable supplies	15	299	-	314	314	-	100.0%	4	4
Consumable: Stationery, printing and office supplies	66	402	-	468	468	-	100.0%	173	173
Operating leases	-	-	-	-	-	-	0.0%	11	11
Travel and subsistence	400	88	-	488	488	-	100.0%	1,108	1,108
Training and development	-	33	-	33	33	-	100.0%	33	33
Operating payments	140	(40)	-	100	100	-	100.0%	58	58
Venues and facilities	2,941	(962)	(606)	1,373	1,373	-	100.0%	442	442
Transfers and subsidies	-	14	-	14	14	-	100.0%	-	-
Households	-	14	-	14	14	-	100.0%	-	-
Social benefits	-	14	-	14	14	-	100.0%	-	-
Payments for capital assets	366	277	-	643	643	-	100.0%	347	303
Machinery and equipment	366	277	-	643	643	-	100.0%	347	303
Other machinery and equipment	366	277	-	643	643	-	100.0%	347	303
Payment for financial assets	-	26	-	26	26	-	100.0%	-	-
Total	7,129	(1,121)	(606)	5,402	5,277	125	97.7%	5,061	4,462

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Programme 7: Public Transport		2019/20							2018/19	
		Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
		R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Sub programme										
1.	Public Transport Regulation	53,324	620	(13,000)	40,944	40,903	41	99.9%	54,077	25,111
2.	Rural and Scholar Transport	40,495	-	(15,695)	24,800	24,335	465	98.1%	40,385	11,518
3.	Public Transport Industry Development	203,175	(2,279)	(29,000)	171,896	131,675	40,221	76.6%	172,529	84,805
4.	Public Transport Oversight	13,232,443	3,405	(78,574)	13,157,274	12,960,557	196,717	98.5%	12,711,099	12,369,277
5.	Public Transport Administration Support	17,677	(42)	(6,791)	10,844	10,135	709	93.5%	11,737	8,728
6.	Public Transport Network Development	20,974	(1,704)	(8,105)	11,165	10,513	652	94.2%	19,973	10,319
		13,568,088	-	(151,165)	13,416,923	13,178,118	238,805	98.2%	13,009,800	12,509,758
Economic classification										
	Current payments	334,385	(3,528)	(72,591)	258,266	205,545	52,721	79.6%	297,941	139,712
	Compensation of employees	60,221	-	-	60,221	58,708	1,513	97.5%	55,340	51,844
	Salaries and wages	54,631	(971)	-	53,660	52,261	1,399	97.4%	49,548	46,237
	Social contributions	5,590	971	-	6,561	6,447	114	98.3%	5,792	5,607
	Goods and services	274,164	(3,528)	(72,591)	198,045	146,837	51,208	74.1%	242,601	87,868
	Administrative fees	-	22	2	24	24	-	100.0%	3	3
	Advertising	-	219	-	219	219	-	100.0%	3	3
	Minor assets	1,160	(267)	(866)	27	27	-	100.0%	1,228	204
	Catering: Departmental activities	65	138	310	513	513	-	100.0%	332	276
	Communication (G&S)	1,340	(520)	(225)	595	595	-	100.0%	1,310	565
	Computer services	-	9	-	9	9	-	100.0%	65	65
	Consultants: Business and advisory services	233,136	(645)	(56,969)	175,522	124,314	51,208	70.8%	225,784	76,582
	Contractors	-	114	66	180	180	-	100.0%	165	165
	Agency and support / outsourced services	-	-	-	-	-	-	0.0%	13	13
	Inventory: Other supplies	21,421	-	(8,873)	12,548	12,548	-	100.0%	-	-
	Consumable supplies	-	165	-	165	165	-	100.0%	16	16
	Consumable: Stationery, printing and office supplies	850	36	(78)	808	808	-	100.0%	704	437

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Programme 7: Public Transport		2019/20							2018/19	
	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	
Property payments	-	-	-	-	-	-	0.0%	74	74	
Travel and subsistence	14,277	(2,325)	(5,850)	6,102	6,102	-	100.0%	10,024	7,680	
Training and development	1,031	(858)	(100)	73	73	-	100.0%	1,199	389	
Operating payments	55	59	-	114	114	-	100.0%	90	42	
Venues and facilities	829	325	(8)	1,146	1,146	-	100.0%	1,591	1,354	
Transfers and subsidies	13,232,443	3,523	(78,574)	13,157,392	12,960,675	196,717	98.5%	12,711,152	12,369,330	
Provinces and municipalities	12,794,003	-	-	12,794,003	12,695,840	98,163	99.2%	12,276,967	12,276,967	
Provinces	6,325,755	-	-	6,325,755	6,325,755	-	100.0%	5,990,298	5,990,298	
Provincial Revenue Funds	6,325,755	-	-	6,325,755	6,325,755	-	100.0%	5,990,298	5,990,298	
Municipalities	6,468,248	-	-	6,468,248	6,370,085	98,163	98.5%	6,286,669	6,286,669	
Municipal bank accounts	6,468,248	-	-	6,468,248	6,370,085	98,163	98.5%	6,286,669	6,286,669	
Non-profit institutions	23,785	-	-	23,785	23,785	-	100.0%	22,524	22,524	
Households	414,655	3,523	(78,574)	339,604	241,050	98,554	71.0%	411,661	69,839	
Social benefits	-	118	-	118	118	-	100.0%	56	56	
Other transfers to households	414,655	3,405	(78,574)	339,486	240,932	98,554	71.0%	411,605	69,783	
Payments for capital assets	1,260	-	-	1,260	11,893	(10,633)	943.9%	707	707	
Machinery and equipment	1,260	-	-	1,260	688	572	54.6%	707	707	
Other machinery and equipment	1,260	-	-	1,260	688	572	54.6%	707	707	
Software and other intangible assets					11,205	(11,205)	-	-	-	
Payment for financial assets	-	5	-	5	5	-	100.0%	-	9	
	13,568,088	-	(151,165)	13,416,923	13,178,118	238,805	98.2%	13,009,800	12,509,758	

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 7.1: PUBLIC TRANSPORT REGULATION									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	53,212	614	(13,000)	40,826	29,621	11,205	72.6%	53,884	24,912
Compensation of employees	21,452	1,526	-	22,978	22,978	-	100.0%	18,431	18,038
Salaries and wages	19,462	945	-	20,407	20,407	-	100.0%	16,425	16,032
Social contributions	1,990	581	-	2,571	2,571	-	100.0%	2,006	2,006
Goods and services	31,760	(912)	(13,000)	17,848	6,643	11,205	37.2%	35,453	6,874
Administrative fees	-	3	-	3	3	-	100.0%	3	3
Advertising	-	217	-	217	217	-	100.0%	1	1
Minor assets	-	3	-	3	3	-	100.0%	50	50
Catering: Departmental activities	-	78	-	78	78	-	100.0%	212	212
Communication (G&S)	175	20	-	195	195	-	100.0%	175	171
Computer services	-	9	-	9	9	-	100.0%	1	1
Consultants: Business and advisory services	28,826	(584)	(13,000)	15,242	4,037	11,205	26.5%	31,685	3,110
Contractors	-	2	-	2	2	-	100.0%	154	154
Consumable supplies	-	26	-	26	26	-	100.0%	-	-
Consumable: Stationery, printing and office supplies	520	35	-	555	555	-	100.0%	287	287
Travel and subsistence	2,034	(850)	-	1,184	1,184	-	100.0%	2,229	2,229
Training and development	205	(151)	-	54	54	-	100.0%	293	293
Operating payments	-	79	-	79	79	-	100.0%	32	32
Venues and facilities	-	201	-	201	201	-	100.0%	331	331
Transfers and subsidies	-	3	-	3	3	-	100.0%	-	-
Households	-	3	-	3	3	-	100.0%	-	-
Social benefits	-	3	-	3	3	-	100.0%	-	-
Payments for capital assets	112	-	-	112	11,276	(11,164)	10067.9%	193	193
Machinery and equipment	112	-	-	112	71	41	63.4%	193	193
Other machinery and equipment	112	-	-	112	71	41	63.4%	193	193
Software and other intangible assets	-	-	-	-	11,205	(11,205)	-	-	-
Payment for financial assets	-	3	-	3	3	-	100.0%	-	6
Total	53,324	620	(13,000)	40,944	40,903	41	99.9%	54,077	25,111

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 7.2: RURAL AND SCHOLAR TRANSPORT									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	40,495	-	(15,695)	24,800	24,335	465	98.1%	40,328	11,461
Compensation of employees	7,899	-	-	7,899	7,434	465	94.1%	9,488	6,517
Salaries and wages	7,049	(62)	-	6,987	6,522	465	93.3%	8,638	5,741
Social contributions	850	62	-	912	912	-	100.0%	850	776
Goods and services	32,596	-	(15,695)	16,901	16,901	-	100.0%	30,840	4,944
Administrative fees	-	-	2	2	2	-	100.0%	-	-
Minor assets	-	-	-	-	-	-	0.0%	18	18
Catering: Departmental activities	-	-	373	373	373	-	100.0%	26	26
Communication (G&S)	155	-	(75)	80	80	-	100.0%	155	72
Consultants: Business and advisory services	9,885	-	(6,864)	3,021	3,021	-	100.0%	29,484	4,290
Contractors	-	-	66	66	66	-	100.0%	6	6
Inventory: Other supplies	21,421	-	(8,873)	12,548	12,548	-	100.0%	-	-
Consumable supplies	-	-	-	-	-	-	0.0%	2	2
Consumable: Stationery, printing and office supplies	-	-	1	1	1	-	100.0%	80	80
Travel and subsistence	1,035	-	(465)	570	570	-	100.0%	969	450
Training and development	100	-	(100)	-	-	-	0.0%	100	-
Venues and facilities	-	-	240	240	240	-	100.0%	-	-
Payments for capital assets	-	-	-	-	-	-	0.0%	57	57
Machinery and equipment	-	-	-	-	-	-	0.0%	57	57
Other machinery and equipment	-	-	-	-	-	-	0.0%	57	57
Total	40,495	-	(15,695)	24,800	24,335	465	98.1%	40,385	11,518

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 7.3: PUBLIC TRANSPORT INDUSTRY DEVELOPMENT									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	203,175	(2,301)	(29,000)	171,874	131,653	40,221	76.6%	172,454	84,730
Compensation of employees	15,114	(1,526)	-	13,588	13,370	218	98.4%	12,670	12,649
Salaries and wages	13,854	(1,701)	-	12,153	11,935	218	98.2%	11,309	11,288
Social contributions	1,260	175	-	1,435	1,435	-	100.0%	1,361	1,361
Goods and services	188,061	(775)	(29,000)	158,286	118,283	40,003	74.7%	159,784	72,081
Administrative fees	-	11	-	11	11	-	100.0%	-	-
Advertising	-	-	-	-	-	-	0.0%	1	1
Minor assets	280	(280)	-	-	-	-	0.0%	280	-
Catering: Departmental activities	-	50	-	50	50	-	100.0%	10	10
Communication (G&S)	510	(371)	-	139	139	-	100.0%	480	141
Consultants: Business and advisory services	184,843	1,405	(29,000)	157,248	117,245	40,003	74.6%	155,682	69,133
Contractors	-	12	-	12	12	-	100.0%	5	5
Agency and support / outsourced services	-	-	-	-	-	-	0.0%	13	13
Consumable supplies	-	-	-	-	-	-	0.0%	8	8
Consumable: Stationery, printing and office supplies	-	-	-	-	-	-	0.0%	7	7
Travel and subsistence	1,755	(1,316)	-	439	439	-	100.0%	2,141	2,141
Training and development	551	(534)	-	17	17	-	100.0%	551	16
Venues and facilities	122	248	-	370	370	-	100.0%	606	606
Payments for capital assets	-	22	-	22	22	-	100.0%	75	75
Machinery and equipment	-	22	-	22	22	-	100.0%	75	75
Other machinery and equipment	-	22	-	22	22	-	100.0%	75	75
Total	203,175	(2,279)	(29,000)	171,896	131,675	40,221	76.6%	172,529	84,805

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 7.4: PUBLIC TRANSPORT OVERSIGHT									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Transfers and subsidies	13,232,443	3,405	(78,574)	13,157,274	12,960,557	196,717	98.5%	12,711,096	12,369,274
Provinces and municipalities	12,794,003	-	-	12,794,003	12,695,840	98,163	99.2%	12,276,967	12,276,967
Provinces	6,325,755	-	-	6,325,755	6,325,755	-	100.0%	5,990,298	5,990,298
Provincial Revenue Funds	6,325,755	-	-	6,325,755	6,325,755	-	100.0%	5,990,298	5,990,298
Municipalities	6,468,248	-	-	6,468,248	6,370,085	98,163	98.5%	6,286,669	6,286,669
Municipal bank accounts	6,468,248	-	-	6,468,248	6,370,085	98,163	98.5%	6,286,669	6,286,669
Non-profit institutions	23,785	-	-	23,785	23,785	-	100.0%	22,524	22,524
Households	414,655	3,405	(78,574)	339,486	240,932	98,554	71.0%	411,605	69,783
Other transfers to households	414,655	3,405	(78,574)	339,486	240,932	98,554	71.0%	411,605	69,783
Payments for capital assets	-	-	-	-	-	-	0.0%	3	3
Machinery and equipment	-	-	-	-	-	-	0.0%	3	3
Other machinery and equipment	-	-	-	-	-	-	0.0%	3	3
Total	13,232,443	3,405	(78,574)	13,157,274	12,960,557	196,717	98.5%	12,711,099	12,369,277

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 7.5: PUBLIC TRANSPORT ADMINISTRATION SUPPORT									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	16,529	(66)	(6,791)	9,672	9,494	178	98.2%	11,319	8,307
Compensation of employees	6,140	-	-	6,140	5,962	178	97.1%	5,541	5,541
Salaries and wages	5,555	(153)	-	5,402	5,224	178	96.7%	4,871	4,871
Social contributions	585	153	-	738	738	-	100.0%	670	670
Goods and services	10,389	(66)	(6,791)	3,532	3,532	-	100.0%	5,778	2,766
Administrative fees	-	3	-	3	3	-	100.0%	-	-
Advertising	-	-	-	-	-	-	0.0%	1	1
Minor assets	880	-	(866)	14	14	-	100.0%	880	136
Catering: Departmental activities	65	-	(63)	2	2	-	100.0%	65	9
Communication (G&S)	250	-	(150)	100	100	-	100.0%	250	91
Computer services	-	-	-	-	-	-	0.0%	64	64
Consultants: Business and advisory services	-	-	-	-	-	-	0.0%	44	44
Contractors	-	100	-	100	100	-	100.0%	-	-
Consumable supplies	-	139	-	139	139	-	100.0%	6	6
Consumable: Stationery, printing and office	330	-	(79)	251	251	-	100.0%	330	63
Property payments	-	-	-	-	-	-	0.0%	74	74
Travel and subsistence	8,102	-	(5,385)	2,717	2,717	-	100.0%	3,429	1,928
Training and development	-	-	-	-	-	-	0.0%	80	80
Operating payments	55	(21)	-	34	34	-	100.0%	55	7
Venues and facilities	707	(287)	(248)	172	172	-	100.0%	500	263
Transfers and subsidies	-	64	-	64	64	-	100.0%	56	56
Households	-	64	-	64	64	-	100.0%	56	56
Social benefits	-	64	-	64	64	-	100.0%	56	56
Payments for capital assets	1,148	(42)	-	1,106	575	531	52.0%	362	362
Machinery and equipment	1,148	(42)	-	1,106	575	531	52.0%	362	362
Other machinery and equipment	1,148	(42)	-	1,106	575	531	52.0%	362	362
Payment for financial assets	-	2	-	2	2	-	100.0%	-	3
Total	17,677	(42)	(6,791)	10,844	10,135	709	93.5%	11,737	8,728

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Subprogramme: 7.6: PUBLIC TRANSPORT NETWORK DEVELOPMENT									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
Economic classification	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments	20,974	(1,775)	(8,105)	11,094	10,442	652	94.1%	19,956	10,302
Compensation of employees	9,616	-	-	9,616	8,964	652	93.2%	9,210	9,099
Salaries and wages	8,711	-	-	8,711	8,173	538	93.8%	8,305	8,305
Social contributions	905	-	-	905	791	114	87.4%	905	794
Goods and services	11,358	(1,775)	(8,105)	1,478	1,478	-	100.0%	10,746	1,203
Administrative fees	-	5	-	5	5	-	100.0%	-	-
Advertising	-	2	-	2	2	-	100.0%	-	-
Minor assets	-	10	-	10	10	-	100.0%	-	-
Catering: Departmental activities	-	10	-	10	10	-	100.0%	19	19
Communication (G&S)	250	(169)	-	81	81	-	100.0%	250	90
Consultants: Business and advisory services	9,582	(1,466)	(8,105)	11	11	-	100.0%	8,889	5
Consumable: Stationery, printing and office supplies	-	1	-	1	1	-	100.0%	-	-
Travel and subsistence	1,351	(159)	-	1,192	1,192	-	100.0%	1,256	932
Training and development	175	(173)	-	2	2	-	100.0%	175	-
Operating payments	-	1	-	1	1	-	100.0%	3	3
Venues and facilities	-	163	-	163	163	-	100.0%	154	154
Transfers and subsidies	-	51	-	51	51	-	100.0%	-	-
Households	-	51	-	51	51	-	100.0%	-	-
Social benefits	-	51	-	51	51	-	100.0%	-	-
Payments for capital assets	-	20	-	20	20	-	100.0%	17	17
Machinery and equipment	-	20	-	20	20	-	100.0%	17	17
Other machinery and equipment	-	20	-	20	20	-	100.0%	17	17
Total	20,974	(1,704)	(8,105)	11,165	10,513	652	94.2%	19,973	10,319

DEPARTMENT OF TRANSPORT
VOTE 35
APPROPRIATION STATEMENT
for the year ended 31 March 2020

Programme 8: Direct Charge against the National Revenue Fund

	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Sub programme									
1. International Oil Pollution Compensation Fund	10,424	-	-	10,424	2,614	7,810	25.1%	10,200	2,976
	10,424	-	-	10,424	2,614	7,810	25.1%	10,200	2,976

Economic classification									
Transfers and subsidies	10,424	-	-	10,424	2,614	7,810	25.1%	10,200	2,976
Foreign governments and international organisations	10,424	-	-	10,424	2,614	7,810	25.1%	10,200	2,976
	10,424	-	-	10,424	2,614	7,810	25.1%	10,200	2,976

Subprogramme: 8.1: INTERNATIONAL OIL POLLUTION COMPENSATION FUND									
	2019/20							2018/19	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Economic classification									
Transfers and subsidies	10,424	-	-	10,424	2,614	7,810	25.1%	10,200	2,976
Foreign governments and international organisations	10,424	-	-	10,424	2,614	7,810	25.1%	10,200	2,976
Total	10,424	-	-	10,424	2,614	7,810	25.1%	10,200	2,976

DEPARTMENT OF TRANSPORT
VOTE 35
NOTES TO THE APPROPRIATION STATEMENT
for the year ended 31 March 2020

1 Detail of transfers and subsidies as per Appropriation Act (after Virement):

Detail of these transactions can be viewed in the note on Transfers and subsidies and Annexure 1 (A-F) to the Annual Financial Statements.

2 Detail of specifically and exclusively appropriated amounts voted (after Virement):

Detail of these transactions can be viewed in note 1 (Annual Appropriation) to the Annual Financial Statements.

3 Detail on payments for financial assets

Detail of these transactions per programme can be viewed in the note to Payments for financial assets to the Annual Financial Statements.

4 Explanations of material variances from Amounts Voted (after virement):

4.1	Per programme:	Final Appropriation R'000	Actual Expenditure R'000	Variance R'000	Variance as a % of Final Approp. %
	Programme name				
	Administration	419,337	412,741	6,596	1.6%
	Administration under spent R6.6 million on Compensation of Employees due to posts that could not be filled.				
	The net under expenditure in the Programme of R23.7 million, excluding the under expenditure on Compensation of Employees, was shifted across Programmes to cover over expenditure in the Programme: Road Transport.				
	Before the virement to Road Transport, savings, under- and over expenditure on Goods and Services amounted to a net amount of R25.1 million. Communications was over spent due to expenditure on October Transport Month and Road Safety Campaigns, Office Accommodation was over spent due to invoices that were received late for the previous financial year, and the Ministry was also over spent. Corporate Services saved funds and under spent on a number of projects. Management saved funds and under spent on projects, mainly on forensic and internal audit services. The savings were mainly due to cost saving measures.				
	Funds of R1.8 million was shifted within the Programme from Goods and Services to cover over expenditure on Transfers to Households, Payments for Capital Assets and Payments for Financial Assets while R23.3 million and R0.4 million was shifted across Programmes from Goods and Services and Transfers to Households respectively to the Programme: Road Transport.				

DEPARTMENT OF TRANSPORT
VOTE 35
NOTES TO THE APPROPRIATION STATEMENT
for the year ended 31 March 2020

	Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Approp.
	R'000	R'000	R'000	%
Programme name				
Integrated Transport Planning	152,936	139,950	12,986	8.5%
<p>Integrated Transport Planning under spent R2.9 million on Compensation of Employees due to posts that could not be filled.</p> <p>Before a virement to the Programme: Road Transport, Goods and Services was under spent by R23.7 million due to non or slow spending on a number of projects: Corridor Freight Development, National Transport Planning Databank, Multi Modal Transport Planning and Coordination Act, Freight Transport Model, Single Transport Economic Regulator, Regional Corridor Strategy, Procedures, Computations and Recovery of Overloading Costs.</p> <p>An amount of R13.3 million was shifted across Programmes to cover over expenditure in the Programme: Road Transport and R0.3 million was shifted within the Programme to cover over expenditure on Payments for Capital Assets, leaving a remaining R10.1 million that was under spent on Goods and Services.</p>				

	Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Approp.
	R'000	R'000	R'000	%
Programme name				
Rail Transport	16,560,839	16,560,238	601	0.0%
<p>Rail Transport under spent R0.6 million on Compensation of Employees due to posts that could not be filled.</p> <p>Relating to Goods and Services, the Programme saved funds because work on the White Paper for Rail Transport was done in-house and under spent on a number of projects due to slow or non-spending: Review Branch Line Strategy, PRASA Intervention Strategy, Establish Rail Economic Regulator and the National Rail Safety Amendment Bill.</p> <p>R12.9 million was shifted across Programmes to cover over expenditure in the Programme: Road Transport and R0.2 million was shifted within the Programme to cover over expenditure on Payments for Capital Assets, leaving no unutilised funds under Goods and Services.</p>				

DEPARTMENT OF TRANSPORT
VOTE 35
NOTES TO THE APPROPRIATION STATEMENT
for the year ended 31 March 2020

	Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Approp.
	R'000	R'000	R'000	%
Programme name				
Road Transport	33,295,501	33,285,865	9,636	0.0%
Road Transport under spent R9.6 million on Compensation of Employees due to posts that could not be filled.				
Goods and Services was over spent by R214.7 million, mainly due to expenditure related to the maintenance of the Electronic National Traffic Information System (eNaTIS) in previous years and an investigation related to the eNaTIS. A number of projects were under spent, including Programme Development for S'hamba Sonke and Decade of Action for Road Safety, and the Programme saved on operational expenditure.				
An amount of R0.8 million was shifted within the Programme from Goods and Services to cover over expenditure on Transfers to Households and Payments for Capital Assets. A total of R221.6 million was shifted across Programmes to Road Transport to cover the over expenditure on Goods and Services and Payments for Financial Assets of R6.1 million, which was also related to the eNaTIS.				

	Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Approp.
	R'000	R'000	R'000	%
Programme name				
Civil Aviation	224,345	178,820	45,525	20.3%
Civil Aviation under spent R4.8 million on Compensation of Employees due to posts that could not be filled.				
Savings on Goods and Services amounted to R57.6 million, mainly due to savings on Watchkeeping Services, which was over budgeted for due to the indicative contract amount at the time of budgeting before negotiations reduced the contract price. The Programme also saved funds on operational expenditure.				
Goods and Services was also under spent by R4.5 million, mainly due to non-expenditure on a number of projects: Establishment of an Appeals Committee, Regional Search and Rescue Conference, Business Case for the Development of an Aviation Academy, Correction Factors for Aviation Regulation, International Air Services Licensing Council and Implementation of the Airlift Strategy.				
An amount of R2.5 million was shifted within the Programme from Goods and Services to cover over expenditure on international memberships and leave gratuities and R19 million was shifted across Programmes to cover over expenditure in Road Transport, leaving net savings of R40.6 million on Goods and Services.				

DEPARTMENT OF TRANSPORT
VOTE 35
NOTES TO THE APPROPRIATION STATEMENT
for the year ended 31 March 2020

	Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Approp.
	R'000	R'000	R'000	%
Programme name				
Maritime Transport	135,250	132,879	2,371	1.8%
<p>Maritime Transport under spent R1.3 million on Compensation of Employees due to posts that could not be filled.</p> <p>Goods and Services was under spent by a net amount of R2 million. Oil Pollution Prevention Services was over spent, while little or no expenditure was incurred on a Feasibility Study on Tug Boat Services, Policy related projects, events that were planned such as the IMO World Maritime Day Parallel event and World Maritime Day and other projects.</p> <p>To cover over expenditure on Payments for Capital Assets, R0.4 million was shifted from Goods and Services and another R1.5 million was shifted across Programmes to cover over expenditure in Road Transport, leaving only R0.09 million unutilised under Goods and Services.</p> <p>Savings was realised on Transfers to Foreign Governments and International Organisations, mainly because of less membership fees paid to the International Maritime Organisation than budgeted for.</p>				

	Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Approp.
	R'000	R'000	R'000	%
Programme name				
Public Transport	13,416,923	13,178,118	238,805	1.8%
<p>Public Transport under spent R1.5 million on Compensation of Employees due to posts that could not be filled.</p> <p>Transfer Payments were under spent by R196.7 million due to the withholding of a Public Transport Network Grant of R98.2 million from a Municipality and slow spending on taxi recapitalisation which is demand driven (R98.5 million), after R78.6 million was shifted from Transfer Payments to Households across Programmes to cover over expenditure in Road Transport.</p>				

DEPARTMENT OF TRANSPORT
VOTE 35
NOTES TO THE APPROPRIATION STATEMENT
for the year ended 31 March 2020

Savings on Goods and Services amounted to R4.5 million on operational expenditure while under expenditure on a range of projects amounted to R122.8 million before R72.6 million was shifted across Programmes to cover over expenditure in Road Transport and R3.5 million was shifted within the Programme to Transfers to Households. The remaining under expenditure on Goods and Services amounted to R51.2 million, being earmarked funds for Grant Monitoring that was not spent of R40 million and R11.2 million for expenditure that was reclassified as capital expenditure.

Other projects that were under spent under Goods and Services included Empowerment of Small Bus Operators, Moloto Bus Contract Design, Public Transport Safety Plan, Taxi Scrapping Administration (due to late invoices), Technical Oversight and Support for Public Transport, National Land Transport Information System Upgrade , National Public Transport Regulator, North West Intervention, Shova Kalula Bicycle Programme, Implementation of Integrated Public Transport Networks and other smaller projects.

	Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Approp.
	R'000	R'000	R'000	%
Programme name				
Direct Charge against the National Revenue Fund	10,424	2,614	7,810	74.9%
Savings amounted to R7.8 million due to over budgeting of the expected contributions to the International Oil Pollution Compensation Fund.				

DEPARTMENT OF TRANSPORT
VOTE 35
NOTES TO THE APPROPRIATION STATEMENT
for the year ended 31 March 2020

4.2

Per economic classification:	Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Approp.
	R'000	R'000	R'000	%
Current expenditure				
Compensation of employees	504,930	477,639	27,291	5.4%
Goods and services	972,719	870,658	102,061	10.5%
Transfers and subsidies				
Provinces and municipalities	24,350,303	24,252,140	98,163	0.4%
Departmental agencies and accounts	21,496,815	21,496,815	-	0.0%
Public corporations and private enterprises	16,462,213	16,462,213	-	0.0%
Foreign governments and international organisations	31,933	23,125	8,808	27.6%
Non-profit institutions	26,766	26,766	-	0.0%
Households	352,709	254,155	98,554	27.9%
Payments for capital assets				
Machinery and equipment	10,820	10,162	658	6.1%
Software and other intangible assets	-	11,205	(11,205)	-
Payments for financial assets	6,347	6,347	-	0.0%

Compensation of Employees was under spent by R27.3 million due to posts that could not be filled.

Goods and Services was under spent by R61.4 million and R40.6 million was saved as detailed in the explanations per Programme above.

Transfers to Provinces and Municipalities was under spent by R98.1 million because a transfer of the Public Transport Network Grant was withheld from a Municipality.

Savings were realised on Foreign Governments and International Organisations, mainly because the transfer to the International Oil Pollution Compensation Fund was over budgeted for.

DEPARTMENT OF TRANSPORT
VOTE 35
NOTES TO THE APPROPRIATION STATEMENT
for the year ended 31 March 2020

Transfers to Households was under spent by R98.6 million due to the slow rate at which taxis were scrapped.

Machinery and Equipment was under spent by R658,000 because less equipment and furniture was procured as a result of less posts that were filled.

Software and other intangible assets was over spent by R11.2 million because expenditure that was budgeted as goods and services was reclassified as capital expenditure.

4.3	Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Approp.
Per conditional grant	R'000	R'000	R'000	%
Provincial Road Maintenance - Roads in support of electricity generation infrastructure	526,152	526,152	-	0.0%
Provincial Road Maintenance - Disaster Management Grant	266,921	266,921	-	0.0%
Provincial Road Maintenance Grant	10,649,325	10,649,325	-	0.0%
Public Transport Operations Grant	6,325,755	6,325,755	-	0.0%
Public Transport Network Grant	6,468,248	6,370,085	98,163	1.5%
Rural Roads Asset Management Systems Grant	113,891	113,891	-	0.0%

The Public Transport Network Grant was under spent due to a transfer payment that was withheld from a Municipality.

DEPARTMENT OF TRANSPORT
VOTE 35
STATEMENT OF FINANCIAL PERFORMANCE
for the year ended 31 March 2020

	Note	2019/20 R'000	2018/19 R'000
REVENUE			
Annual appropriation	1	64,215,555	59,841,494
Departmental revenue	2	322,841	230,295
TOTAL REVENUE		64,538,396	60,071,789
EXPENDITURE			
Current expenditure			
Compensation of employees	3	477,639	440,137
Goods and services	4	870,658	456,429
Total current expenditure		1,348,297	896,566
Transfers and subsidies			
Transfers and subsidies	6	62,515,214	58,289,645
Total transfers and subsidies		62,515,214	58,289,645
Expenditure for capital assets			
Tangible assets	7	10,162	9,335
Intangible assets	7	11,205	-
Total expenditure for capital assets		21,367	9,335
Payments for financial assets	5	6,347	884
TOTAL EXPENDITURE		63,891,225	59,196,430
SURPLUS/(DEFICIT) FOR THE YEAR		647,171	875,359
Reconciliation of Net Surplus/(Deficit) for the year			
Voted Funds		324,330	645,064
Annual appropriation		324,330	645,064
Departmental revenue and NRF Receipts	14	322,841	230,295
SURPLUS/(DEFICIT) FOR THE YEAR		647,171	875,359

DEPARTMENT OF TRANSPORT
VOTE 35
STATEMENT OF FINANCIAL POSITION
as at 31 March 2020

ASSETS	Note	2019/20 R'000	2018/19 R'000
Current Assets		1,413,095	1,357,761
Unauthorised expenditure	8	1,339,145	1,339,145
Cash and cash equivalents	9	28	264
Prepayments and advances	10	66,761	17,130
Receivables	11	7,161	1,222
Non-Current Assets		6,097,978	6,092,369
Investments	12	6,089,441	6,089,441
Receivables	11	8,537	2,928
TOTAL ASSETS		7,511,073	7,450,130
LIABILITIES			
Current Liabilities		1,420,482	1,359,684
Voted funds to be surrendered to the Revenue Fund	13	324,330	646,044
Departmental revenue and NRF Receipts to be surrendered to the Revenue Fund	14	5,115	481
Bank overdraft	15	1,090,638	712,983
Payables	16	399	176
Non-Current Liabilities			
Payables	17	186	239
TOTAL LIABILITIES		1,420,668	1,359,923
NET ASSETS		6,090,405	6,090,207
Represented by:			
Capitalisation reserve		6,089,441	6,089,441
Recoverable revenue		964	766
TOTAL		6,090,405	6,090,207

DEPARTMENT OF TRANSPORT
VOTE 35
STATEMENT OF CHANGES IN NET ASSETS
for the year ended 31 March 2020

NET ASSETS	Note	2019/20	2018/19
		R'000	R'000
Capitalisation Reserves			
Opening balance		6,089,441	6,089,441
Closing balance		<u>6,089,441</u>	<u>6,089,441</u>
Recoverable revenue			
Opening balance		766	386
Transfers		198	380
Debts revised		(31)	(4)
Debts recovered (included in departmental receipts)		(221)	(242)
Debts raised		450	626
Closing balance		<u>964</u>	<u>766</u>
TOTAL		<u><u>6,090,405</u></u>	<u><u>6,090,207</u></u>

DEPARTMENT OF TRANSPORT
VOTE 35
CASH FLOW STATEMENT
for the year ended 31 March 2020

CASH FLOWS FROM OPERATING ACTIVITIES	Note	2019/20 R'000	2018/19 R'000
Receipts		64,496,103	59,961,801
Annual appropriated funds received	1.1	64,215,555	59,841,494
Departmental revenue received	2	280,248	120,151
Interest received	2.2	300	156
Net (increase)/ decrease in working capital		(55,347)	44,027
Surrendered to Revenue Fund		(964,251)	(5,361,486)
Current payments		(1,348,297)	(895,586)
Payments for financial assets		(6,347)	(884)
Transfers and subsidies paid		(62,515,214)	(58,289,645)
Net cash flow available from operating activities	18	(393,353)	(4,541,773)
CASH FLOWS FROM INVESTING ACTIVITIES			
Distribution/dividend received		42,293	109,988
Payments for capital assets	7	(21,367)	(9,335)
(Increase)/decrease in non-current receivables		(5,609)	-
Net cash flows from investing activities		15,317	100,653
CASH FLOWS FROM FINANCING ACTIVITIES			
Increase/ (decrease) in net assets		198	380
Increase/ (decrease) in non-current payables		(53)	1
Net cash flows from financing activities		145	381
Net increase/ (decrease) in cash and cash equivalents		(377,891)	(4,440,739)
Cash and cash equivalents at beginning of period		(712,719)	3,728,020
Cash and cash equivalents at end of period	19	(1,090,610)	(712,719)

DEPARTMENT OF TRANSPORT
VOTE 35
ACCOUNTING POLICIES
for the year ended 31 March 2020

Summary of significant accounting policies

The financial statements have been prepared in accordance with the following policies, which have been applied consistently in all material aspects, unless otherwise indicated. Management has concluded that the financial statements present fairly the department's primary and secondary information.

The historical cost convention has been used, except where otherwise indicated. Management has used assessments and estimates in preparing the annual financial statements. These are based on the best information available at the time of preparation.

Where appropriate and meaningful, additional information has been disclosed to enhance the usefulness of the financial statements and to comply with the statutory requirements of the Public Finance Management Act (PFMA), Act 1 of 1999 (as amended by Act 29 of 1999), and the Treasury Regulations issued in terms of the PFMA and the annual Division of Revenue Act.

1	<p>Basis of preparation</p> <p>The financial statements have been prepared in accordance with the Modified Cash Standard.</p>
2	<p>Going concern</p> <p>The financial statements have been prepared on a going concern basis.</p>
3	<p>Presentation currency</p> <p>Amounts have been presented in the currency of the South African Rand (R) which is also the functional currency of the department.</p>
4	<p>Rounding</p> <p>Unless otherwise stated financial figures have been rounded to the nearest one thousand Rand (R'000).</p>
5	<p>Foreign currency translation</p> <p>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.</p>
6	<p>Comparative information</p>
6.1	<p>Prior period comparative information</p> <p>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.</p>
6.2	<p>Current year comparison with budget</p> <p>A comparison between the approved, final budget and actual amounts for each programme and economic classification is included in the appropriation statement.</p>

DEPARTMENT OF TRANSPORT
VOTE 35
ACCOUNTING POLICIES
for the year ended 31 March 2020

7	Revenue
7.1	<p>Appropriated funds</p> <p>Appropriated funds comprises of departmental allocations as well as direct charges against the revenue fund (i.e. statutory appropriation).</p> <p>Appropriated funds are recognised in the statement of financial performance on the date the appropriation becomes effective. Adjustments made in terms of the adjustments budget process are recognised in the statement of financial performance on the date the adjustments become effective.</p> <p>The net amount of any appropriated funds due to / from the relevant revenue fund at the reporting date is recognised as a payable / receivable in the statement of financial position.</p>
7.2	Departmental revenue
	Departmental revenue is recognised in the statement of financial performance when received and is subsequently paid into the relevant revenue fund, unless stated otherwise.
	Any amount owing to the relevant revenue fund at the reporting date is recognised as a payable in the statement of financial position.
7.3	<p>Accrued departmental revenue</p> <p>Accruals in respect of departmental revenue (excluding tax revenue) are recorded in the notes to the financial statements when:</p> <ol style="list-style-type: none"> 11. it is probable that the economic benefits or service potential associated with the transaction will flow to the department; and 12. the amount of revenue can be measured reliably. <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>
8	Expenditure
8.1	Compensation of employees
8.1.1	<p>Salaries and wages</p> <p>Salaries and wages are recognised in the statement of financial performance on the date of payment.</p>
8.1.2	<p>Social contributions</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>
8.2	<p>Other expenditure</p> <p>Other expenditure (such as goods and services, transfers and subsidies and payments for capital assets) is recognised in the statement of financial performance on the date of payment. The expense is classified as a capital expense if the total consideration paid is more than the capitalisation threshold.</p>

DEPARTMENT OF TRANSPORT
VOTE 35
ACCOUNTING POLICIES
for the year ended 31 March 2020

8.3	<p>Accruals and payables not recognised</p> <p>Accruals and payables not recognised are recorded in the notes to the financial statements at cost at the reporting date.</p>
8.4	<p>Leases</p>
8.4.1	<p>Operating leases</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>
8.4.2	<p>Finance leases</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"> • cost, being the fair value of the asset; or • the sum of the minimum lease payments made, including any payments made to acquire ownership at the end of the lease term, excluding interest.
9	<p>Cash and cash equivalents</p> <p>Cash and cash equivalents are stated at cost in the statement of financial position.</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>
10	<p>Prepayments and advances</p> <p>Prepayments and advances are recognised in the statement of financial position when the department receives or disburses the cash.</p> <p>Prepayments and advances are initially and subsequently measured at cost.</p> <p>Prepayments and advances are expensed prior to the receipt of the goods or service if the prepayment or advance is material, was budgeted for as an expense in the year in which the actual prepayment or advance was made and when the funds are utilised in accordance with the contractual arrangement.</p>
11	<p>Loans and receivables</p> <p>Loans and receivables are recognised in the statement of financial position at cost plus accrued interest, where interest is charged, less amounts already settled or written-off. Write-offs are made according to the department's write-off policy.</p>
12	<p>Investments</p> <p>Investments are recognised in the statement of financial position at cost.</p>

DEPARTMENT OF TRANSPORT
VOTE 35
ACCOUNTING POLICIES
for the year ended 31 March 2020

13	Financial assets
13.1	<p>Financial assets (not covered elsewhere)</p> <p>A financial asset is recognised initially at its cost plus transaction costs that are directly attributable to the acquisition or issue of the financial asset.</p> <p>At the reporting date, a department shall measure its financial assets at cost, less amounts already settled or written-off, except for recognised loans and receivables, which are measured at cost plus accrued interest, where interest is charged, less amounts already settled or written-off.</p>
13.2	<p>Impairment of financial assets</p> <p>Where there is an indication of impairment of a financial asset, an estimation of the reduction in the recorded carrying value, to reflect the best estimate of the amount of the future economic benefits expected to be received from that asset, is recorded in the notes to the financial statements.</p>
14	<p>Payables</p> <p>Payables recognised in the statement of financial position are recognised at cost.</p>
15	Capital Assets
15.1	<p>Immovable capital assets</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>
15.2	<p>Movable capital assets</p> <p>Movable capital assets are initially recorded in the notes to the financial statements at cost. Movable capital assets acquired through a non-exchange transaction is measured at fair value as at the date of acquisition.</p> <p>Where the cost of movable capital assets cannot be determined reliably, the movable capital assets are measured at fair value and where fair value cannot be determined; the movable assets are measured at R1.</p> <p>All assets acquired prior to 1 April 2002 (or a later date as approved by the OAG) may be recorded at R1.</p> <p>Movable capital assets are subsequently carried at cost and are not subject to depreciation or impairment.</p> <p>Subsequent expenditure that is of a capital nature forms part of the cost of the existing asset when ready for use.</p>

DEPARTMENT OF TRANSPORT
VOTE 35
ACCOUNTING POLICIES
for the year ended 31 March 2020

15.3.	<p>Intangible assets</p> <p>Intangible assets are initially recorded in the notes to the financial statements at cost. Intangible assets acquired through a non-exchange transaction are measured at fair value as at the date of acquisition.</p> <p>Internally generated intangible assets are recorded in the notes to the financial statements when the department commences the development phase of the project.</p> <p>Where the cost of intangible assets cannot be determined reliably, the intangible capital assets are measured at fair value and where fair value cannot be determined; the intangible assets are measured at R1.</p> <p>All assets acquired prior to 1 April 2002 (or a later date as approved by the OAG) may be recorded at R1.</p> <p>Intangible assets are subsequently carried at cost and are not subject to depreciation or impairment.</p> <p>Subsequent expenditure of a capital nature forms part of the cost of the existing asset when ready for use.</p>
16	Provisions and Contingents
16.1	<p>Provisions</p> <p>Provisions are recorded in the notes to the financial statements when there is a present legal or constructive obligation to forfeit economic benefits as a result of events in the past and it is probable that an outflow of resources embodying economic benefits or service potential will be required to settle the obligation and a reliable estimate of the obligation can be made. The provision is measured as the best estimate of the funds required to settle the present obligation at the reporting date.</p>
16.2	<p>Contingent liabilities</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>
16.3	<p>Contingent assets</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>
16.4	<p>Capital Commitments</p> <p>Capital commitments are recorded at cost in the notes to the financial statements.</p>

DEPARTMENT OF TRANSPORT
VOTE 35
ACCOUNTING POLICIES
for the year ended 31 March 2020

17	<p>Unauthorised expenditure</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"> • approved by Parliament with funding and the related funds are received; or • approved by Parliament without funding and is written off against the appropriation in the statement of financial performance; or • transferred to receivables for recovery. <p>Unauthorised expenditure is measured at the amount of the confirmed unauthorised expenditure.</p>
18	<p>Fruitless and wasteful expenditure</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>
19	<p>Irregular expenditure</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>
20	<p>Changes in accounting policies, accounting estimates and errors</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>

DEPARTMENT OF TRANSPORT
VOTE 35
ACCOUNTING POLICIES
for the year ended 31 March 2020

21	<p>Events after the reporting date</p> <p>Events after the reporting date that are classified as adjusting events have been accounted for in the financial statements. The events after the reporting date that are classified as non-adjusting events after the reporting date have been disclosed in the notes to the financial statements.</p>
22	<p>Principal-Agent arrangements</p> <p>The department is party to principal-agent arrangements for the scrapping of taxis and for municipal services. In terms of the arrangements the department is the principal and is responsible for the cost of scrapping taxis and the cost of municipal services plus a management fee. All related revenues, expenditures, assets and liabilities have been recognised or recorded in terms of the relevant policies listed herein. Additional disclosures have been provided in the notes to the financial statements where appropriate.</p>
23	<p>Capitalisation reserve</p> <p>The capitalisation reserve comprises of financial assets and/or liabilities originating in a prior reporting period but which are recognised in the statement of financial position for the first time in the current reporting period. Amounts are recognised in the capitalisation reserves when identified in the current period and are transferred to the National Revenue Fund when the underlying asset is disposed and the related funds are received.</p>
24	<p>Recoverable revenue</p> <p>Amounts are recognised as recoverable revenue when a payment made in a previous financial year becomes recoverable from a debtor in the current financial year. Amounts are either transferred to the National Revenue Fund when recovered or are transferred to the statement of financial performance when written-off.</p>
25	<p>Related party transactions</p> <p>Related party transactions within the Minister's portfolio are recorded in the notes to the financial statements when the transaction is not at arm's length.</p> <p>The number of individuals and the full compensation of key management personnel is recorded in the notes to the financial statements.</p>
26	<p>Inventories (Effective from date determined in a Treasury Instruction)</p> <p>At the date of acquisition, inventories are recognised at cost in the statement of financial performance.</p> <p>Where inventories are acquired as part of a non-exchange transaction, the inventories are measured at fair value as at the date of acquisition.</p> <p>Inventories are subsequently measured at the lower of cost and net realisable value or where intended for distribution (or consumed in the production of goods for distribution) at no or a nominal charge, the lower of cost and current replacement value.</p> <p>The cost of inventories is assigned by using the weighted average cost basis.</p>

DEPARTMENT OF TRANSPORT
VOTE 35
ACCOUNTING POLICIES
for the year ended 31 March 2020

27	<p>Public-Private Partnerships</p> <p>Public Private Partnerships are accounted for based on the nature and or the substance of the partnership. The transaction is accounted for in accordance with the relevant accounting policies.</p> <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>
28	<p>Employee benefits</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 35
NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

1

1.1 Annual Appropriation	Final Appropriation	2019/20 Actual Funds Received	Funds not requested / not received	Final Appropriation	2018/19 Appropriation Received	Funds not requested / not received
Programmes	R'000	R'000	R'000	R'000	R'000	R'000
Administration	419,337	419,337	-	434,094	434,094	-
Integrated Transport Planning	152,936	152,936	-	89,982	89,982	-
Rail Transport	16,560,839	16,560,839	-	15,887,279	15,887,279	-
Road Transport	33,295,501	33,295,501	-	30,098,760	30,098,760	-
Civil Aviation	224,345	224,345	-	182,253	182,253	-
Maritime Transport	135,250	135,250	-	129,126	129,126	-
Public Transport	13,416,923	13,416,923	-	13,009,800	13,009,800	-
Direct charge against the National Revenue Fund	10,424	10,424	-	10,200	10,200	-
Total	64,215,555	64,215,555	-	59,841,494	59,841,494	-

Funds are requested each month based according to expected cash outflows.

2 Departmental Revenue	Note	2019/20 R'000	2018/19 R'000
Sales of goods and services other than capital assets	2.1	1,462	1,328
Interest, dividends and rent on land	2.2	42,593	110,144
Transactions in financial assets and liabilities	2.3	278,786	118,823
Departmental revenue collected		322,841	230,295
2.1 Sales of goods and services other than capital assets	2		
Sales of goods and services produced by the department		1,461	1,325
Sales by market establishment		87	87
Administrative fees		1,064	1,066
Other sales		310	172
Sales of scrap, waste and other used current goods		1	3
Total		1,462	1,328
2.2 Interest, dividends and rent on land	2		
Interest		300	156
Dividends		42,293	109,988
Total		42,593	110,144
2.3 Transactions in financial assets and liabilities	2		
Other Receipts including Recoverable Revenue		278,786	118,823
Total		278,786	118,823
2.4 Cash received not recognised (not included in the main note) - 2019/20			
Name of entity	Amount received	Amount paid to Revenue Fund	Balance
	R'000	R'000	R'000
Gauteng Province	271,879	271,879	-
Free State Province	1,637	1,637	-
Mpumalanga Province	3,378	3,378	-
Eastern Cape Province	2,847	2,847	-
Eastern Cape Province	5	5	-
Total	279,746	279,746	-

DEPARTMENT OF TRANSPORT
VOTE 35
NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

Cash received not recognised (not included in the main note) - 2018/19

Name of entity	Amount received R'000	Amount paid to Revenue Fund R'000	Balance R'000
Free State Province	5,061	5,061	-
Gauteng Province	180,319	180,319	-
Mpumalanga Province	173	173	-
Northern Cape Province	7	7	-
Eastern Cape Province	17,202	17,202	-
Total	202,762	202,762	-

Cash received not recognised comprises of amounts of conditional grants that were unspent and surrendered to the department.

3 Compensation of Employees	Note	2019/20 R'000	2018/19 R'000
3.1 Salaries and wages			
Basic salary		324,932	292,948
Performance award		7,312	6,965
Service Based		467	362
Compensative/circumstantial		7,152	10,646
Periodic payments		2,197	2,921
Other non-pensionable allowances		82,037	76,691
Total		424,097	390,533
3.2 Social Contributions			
Employer contributions			
Pension		40,545	37,309
Medical		12,923	12,237
Bargaining council		64	58
Insurance		10	-
Total		53,542	49,604
Total compensation of employees		477,639	440,137
Average number of employees		664	642

DEPARTMENT OF TRANSPORT
VOTE 35
NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

4	Goods and services	Note	2019/20 R'000	2018/19 R'000
	Administrative fees		2,805	2,624
	Advertising		24,644	20,387
	Minor assets	4.1	472	691
	Bursaries (employees)		2,830	2,495
	Catering		4,022	3,874
	Communication		58,601	63,026
	Computer services	4.2	10,660	10,076
	Consultants: Business and advisory services		508,115	110,301
	Infrastructure and planning services		56,127	62,156
	Legal services		7,175	7,894
	Contractors		3,718	3,966
	Agency and support / outsourced services		-	145
	Entertainment		250	249
	Audit cost – external	4.3	6,805	6,297
	Fleet services		580	573
	Inventory	4.4	12,618	35
	Consumables	4.5	7,600	6,384
	Operating leases		63,097	32,065
	Property payments	4.6	13,341	10,434
	Transport provided as part of the departmental activities		-	1
	Travel and subsistence	4.7	70,657	89,880
	Venues and facilities		10,372	15,827
	Training and development		4,115	3,077
	Other operating expenditure	4.8	2,054	3,972
	Total		870,658	456,429
4.1	Minor assets	4		
	Tangible assets		472	691
	Machinery and equipment		472	691
	Total		472	691
4.2	Computer services	4		
	SITA computer services		4,436	3,599
	External computer service providers		6,224	6,477
	Total		10,660	10,076
4.3	Audit cost – external	4		
	Regularity audits		6,805	6,297
	Total		6,805	6,297
4.4	Inventory	4		
	Clothing material and accessories		70	-
	Materials and supplies		-	35
	Other supplies	4.4.1	12,548	-
	Total		12,618	35
4.4.1	Other Supplies			
	Assets for distribution		12,548	-
	Other assets for distribution		12,548	-
	Total		12,548	-

DEPARTMENT OF TRANSPORT
VOTE 35
NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

	Note	2019/20 R'000	2018/19 R'000
4.5 Consumables	4		
Consumable supplies		1,917	2,142
Uniform and clothing		454	50
Household supplies		213	19
Communication accessories		2	-
IT consumables		398	118
Other consumables		850	1,955
Stationery, printing and office supplies		5,683	4,242
Total		7,600	6,384
4.6 Property payments	4		
Property maintenance and repairs		1,088	220
Other		12,253	10,214
Total		13,341	10,434
4.7 Travel and subsistence	4		
Local		60,966	74,673
Foreign		9,691	15,207
Total		70,657	89,880
4.8 Other operating expenditure	4		
Professional bodies, membership and subscription fees		188	625
Resettlement costs		116	465
Other		1,750	2,882
Total		2,054	3,972
5 Payments for financial assets			
Other material losses written off	5.1	6,236	872
Debts written off	5.2	111	12
Total		6,347	884
5.1 Other material losses written off	5		
Nature of losses			
Excess on vehicle damages		167	27
Software not used		-	845
Interest on Telkom Contract		6,069	-
Total		6,236	872
5.2 Debts written off	5		
Nature of debts written off			
Other debt written off			
Travel and subsistence		13	6
Overpayments and State guarantees		-	4
Tax debt		-	2
Interest (Court Order)		73	-
Ports Regulator		25	-
Total debt written off		111	12

DEPARTMENT OF TRANSPORT
VOTE 35
NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

	Note	2019/20 R'000	2018/19 R'000
6 Transfers and Subsidies			
Provinces and municipalities	37, 38	24,252,140	23,420,169
Departmental agencies and accounts	ANNEXURE 1B	21,496,815	18,963,232
Foreign governments and international organisations	ANNEXURE 1D	23,125	20,823
Public corporations and private enterprises	ANNEXURE 1C	16,462,213	15,778,968
Non-profit institutions	ANNEXURE 1E	26,766	25,347
Households	ANNEXURE 1F	254,155	81,106
Total		62,515,214	58,289,645
7 Expenditure for capital assets			
Tangible assets		10,162	9,335
Machinery and equipment	33.1	10,162	9,335
Intangible assets		11,205	-
Software	34.1	11,205	-
Total		21,367	9,335
7.1 Analysis of funds utilised to acquire capital assets - 2019/20		Voted Funds R'000	TOTAL R'000
Tangible assets		10,162	10,162
Machinery and equipment	33.1	10,162	10,162
Intangible assets		11,205	11,205
Software		11,205	11,205
Total		21,367	21,367
7.2 Analysis of funds utilised to acquire capital assets - 2018/19		Voted Funds R'000	TOTAL R'000
Tangible assets		9,335	9,335
Machinery and equipment		9,335	9,335
Total		9,335	9,335
7.3 Finance lease expenditure included in Expenditure for capital assets		2019/20 R'000	2018/19 R'000
Tangible assets			
Machinery and equipment		3,574	4,633
Total		3,574	4,633
8 Unauthorised Expenditure			
8.1 Reconciliation of unauthorised expenditure			
Opening balance		1,339,145	1,338,165
Unauthorised expenditure - discovered in the current year (as restated)		-	980
Closing balance		1,339,145	1,339,145

DEPARTMENT OF TRANSPORT
VOTE 35
NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

Analysis of closing balance	Note	2019/20 R'000	2018/19 R'000			
Unauthorised expenditure awaiting authorisation		1,339,145	1,339,145			
Total		1,339,145	1,339,145			
8.2 Analysis of unauthorised expenditure awaiting authorisation per economic classification						
Current		1,339,145	1,339,145			
Total		1,339,145	1,339,145			
8.3 Analysis of unauthorised expenditure awaiting authorisation per type						
Unauthorised expenditure relating to overspending of the vote or a main division within the vote		1,338,165	1,338,165			
Unauthorised expenditure incurred not in accordance with the purpose of the vote or main division		980	980			
Total		1,339,145	1,339,145			
9 Cash and Cash Equivalents						
Consolidated Paymaster General Account		-	-			
Disbursements		-	1			
Cash on hand		28	28			
Investments (Domestic)		-	235			
Total		28	264			
The amount of cash on hand held by the department is available for use						
10 Prepayments and Advances						
Prepayments (Not expensed)	10.2	59,068	-			
Advances paid (Not expensed)	10.1	7,693	17,130			
Total		66,761	17,130			
10.1 Advances paid (Not expensed)						
Note		Balance as at 1 April 2019	Less: Amount expensed in current year	Add/Less: Other	Add: Current Year advances	Balance as at 31 March 2020
10		R'000	R'000	R'000	R'000	R'000
National departments		1,764	(87,769)	-	89,094	3,089
Provincial departments		631	-	-	-	631
Other institutions		14,735	(19,762)	-	9,000	3,973
Total		17,130	(107,531)	-	98,094	7,693

The Department of International Relations and Cooperation, Department of Statistics South Africa and Government Communications and Information Services required advance payments before services are rendered to the department.

DEPARTMENT OF TRANSPORT
VOTE 35
NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

	Note	Balance as at 1 April 2018	Less: Amount expensed in current year	Add/Less: Other	Add: Current Year advances	Balance as at 31 March 2019
		R'000	R'000	R'000	R'000	R'000
Advances paid (Not expensed)	10					
National departments		7,517	(15,753)	-	10,000	1,764
Provincial departments		631	-	-	-	631
Other institutions		9,237	(11,502)	-	17,000	14,735
Total		17,385	(27,255)	-	27,000	17,130

The Department of International Relations and Cooperation, Department of Statistics South Africa and Government Communications and Information Services required advance payments before services are rendered to the department.

10.2 Prepayments (Not expensed)

	Note	Balance as at 1 April 2019	Less: Amount expensed in current year	Add/Less: Other	Add: Current Year prepayments	Balance as at 31 March 2020
		R'000	R'000	R'000	R'000	R'000
Listed by economic classification	10					
Transfers and subsidies		-	(240,932)	-	300,000	59,068
Total		-	(240,932)	-	300,000	59,068

The Taxi Scrapping Administrator required advance payments for the scrapping allowance payable for the scrapping of taxis.

	Note	Balance as at 1 April 2018	Less: Amount expensed in current year	Add/Less: Other	Add: Current Year prepayments	Balance as at 31 March 2019
		R'000	R'000	R'000	R'000	R'000
Prepayments (Not expensed)	10					
Listed by economic classification						
Transfers and subsidies		45,435	(69,782)	(75,653)	100,000	-
Total		45,435	(69,782)	(75,653)	100,000	-

The Taxi Scrapping Administrator required advance payments for the scrapping allowance payable for the scrapping of taxis.

10.3 Advances paid (Expensed)

		Balance as at 1 April 2019	Less: Received in the current year	Add/Less: Other	Add: Current Year advances	Amount as at 31 March 2020
		R'000	R'000	R'000	R'000	R'000
National departments		1,735	(40,634)	(35,195)	74,094	-
Total		1,735	(40,634)	(35,195)	74,094	-

Advance payments to the Department of Statistics South Africa to conduct a National Household Travel Survey totalled R75,828,744.15, of which R40,634,295.63 was spent during the year with a balance of R35,194,448.52 remaining. The full amount of the advance was expensed in the year prior to the receipt of the service for the remaining amount. The amount is material, was budgeted for as an earmarked expense in the financial year and is being utilised in accordance with the contractual arrangement.

DEPARTMENT OF TRANSPORT
VOTE 35
NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

	Balance as at 1 April 2018	Less: Received in the current year	Add/Less: Other	Add: Current Year advances	Amount as at 31 March 2019
Advances paid (Expensed)	R'000	R'000	R'000	R'000	R'000
National departments	1,748	(13)	-	-	1,735
Total	1,748	(13)	-	-	1,735

	Note	2019/20			2018/19		
		Current R'000	Non- current R'000	Total R'000	Current R'000	Non-current R'000	Total R'000
11 Receivables							
Claims recoverable	11.1	6,312	6,228	12,540	782	1,012	1,794
Recoverable expenditure	11.2	83	-	83	91	-	91
Staff debt	11.3	128	1,290	1,418	100	1,303	1,403
Other receivables	11.1	638	1,019	1,657	249	613	862
Total		7,161	8,537	15,698	1,222	2,928	4,150
					Note	2019/20 R'000	2018/19 R'000
11.1 Claims recoverable					11		
National departments						2,060	1,370
Provincial departments						100	101
Public entities						10,380	323
Total						12,540	1,794
11.2 Recoverable expenditure (disallowance accounts)					11		
Salary overpayments						83	91
Total						83	91
11.3 Staff debt					11		
Overpayments and state guarantees						151	48
Subsistence and travel						26	58
Other - telephone and tax debt						472	640
Excess on vehicle damages and loss of assets						117	25
Bursary debt						652	632
Total						1,418	1,403
11.4 Other receivables					11		
Ex personnel - overpayments and State guarantees						109	346
Subsistence and travel						8	10
Fraud						323	295
Claim for interest paid						191	73
Other						345	138
VAT overcharged						43	-
Claim for Inauguration						622	-
Paid to wrong supplier						16	-
Total						1,657	862

DEPARTMENT OF TRANSPORT
VOTE 35
NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

	Note	2019/20 R'000	2018/19 R'000
11.5 Fruitless and wasteful expenditure	11		
Opening balance		-	-
Less amounts recovered		(81)	(929)
Less amounts written off		(8)	(95)
Transfers from note 27 Fruitless and Wasteful expenditure		89	1,024
Total		<u>-</u>	<u>-</u>
11.6 Impairment of receivables			
Estimate of impairment of receivables		6,976	871
Total		<u>6,976</u>	<u>871</u>
The impairment of receivables is determined by all debts that had to be handed over for legal action and debts identified for write off.			
12 Investments			
Non-Current			
Shares and other equity			
Passenger Rail Agency of South Africa Ltd.		4,248,259	4,248,259
Airports Company Ltd.		559,492	559,492
Air Traffic and Navigational Services Company Ltd.		190,646	190,646
S.A. National Roads Agency (SOC) Ltd.		1,091,044	1,091,044
Total		<u>6,089,441</u>	<u>6,089,441</u>
Total non-current		<u>6,089,441</u>	<u>6,089,441</u>
Analysis of non-current investments			
Opening balance		6,089,441	6,089,441
Closing balance		<u>6,089,441</u>	<u>6,089,441</u>
13 Voted Funds to be Surrendered to the Revenue Fund			
Opening balance		646,044	5,128,920
Transfer from statement of financial performance (as restated)		324,330	645,064
Add: Unauthorised expenditure for current year		-	980
Paid during the year		(646,044)	(5,128,920)
Closing balance		<u>324,330</u>	<u>646,044</u>
14 Departmental revenue and NRF Receipts to be surrendered to the Revenue Fund			
Opening balance		481	2,752
Transfer from Statement of Financial Performance (as restated)		322,841	230,295
Paid during the year		(318,207)	(232,566)
Closing balance		<u>5,115</u>	<u>481</u>
15 Bank Overdraft			
Consolidated Paymaster General Account		1,090,638	712,983
Total		<u>1,090,638</u>	<u>712,983</u>
The bank overdraft is mainly attributable to unauthorised expenditure, under expenditure against budget and prepayments and advances			
16 Payables – current			
Clearing accounts	16.1	329	144
Other payables	16.2	70	32
Total		<u>399</u>	<u>176</u>

DEPARTMENT OF TRANSPORT
VOTE 35
NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

	Note	2019/20 R'000	2018/19 R'000
16.1 Clearing accounts	16		
Income tax		329	138
Pension fund		-	5
Bargaining Council		-	1
Total		<u><u>329</u></u>	<u><u>144</u></u>
16.2 Other payables	16		
Salary payments		70	31
Other		-	1
Total		<u><u>70</u></u>	<u><u>32</u></u>
		2019/20	2018/19
		One to two years R'000	Two to three years R'000
		More than three years R'000	Total R'000
17 Payables – non-current	Note		Total R'000
Other payables	17.1	186	-
Total		<u><u>186</u></u>	<u><u>239</u></u>
		2019/20 R'000	2018/19 R'000
17.1 Other payables	Note 17		
Appeal deposits		186	239
Total		<u><u>186</u></u>	<u><u>239</u></u>
18 Net cash flow available from operating activities			
Net surplus/(deficit) as per Statement of Financial Performance		647,171	875,359
Add back non cash/cash movements not deemed operating activities		(1,040,524)	(5,417,132)
(Increase)/decrease in receivables		(5,939)	(741)
(Increase)/decrease in prepayments and advances		(49,631)	45,690
Increase/(decrease) in payables – current		223	58
Expenditure on capital assets		21,367	9,335
Surrenders to Revenue Fund		(964,251)	(5,361,486)
Other non-cash items		(42,293)	(109,988)
Net cash flow generated by operating activities		<u><u>(393,353)</u></u>	<u><u>(4,541,773)</u></u>
19 Reconciliation of cash and cash equivalents for cash flow purposes			
Consolidated Paymaster General account		(1,090,638)	(712,983)
Disbursements		-	1
Cash on hand		28	28
Cash with commercial banks (Local)		-	235
Total		<u><u>(1,090,610)</u></u>	<u><u>(712,719)</u></u>
	Note	2019/20 R'000	2018/19 R'000

DEPARTMENT OF TRANSPORT
VOTE 35
NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

20 Contingent liabilities and contingent assets

20.1 Contingent liabilities

Liable to

Other guarantees	Annex 3A	38,997,795	39,461,778
Claims against the department	Annex 3B	275,909	55,342
Intergovernmental payables (unconfirmed balances)	Annex 5	24,486	42,270
Total		39,298,190	39,559,390

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. Once the dispute is resolved, the agreed amount will be paid.

A brief discussion on the possibility of any reimbursement: For guarantees issued, there is no possibility of any reimbursement. For claims against the Department, there is a possibility of the reimbursement of legal costs, depending on a court order. For intergovernmental payables, there is a possibility that amounts could be credited, but not reimbursed.

	Note	2019/20 R'000	2018/19 R'000
21 Capital commitments			
<i>Specify class of asset</i>			
Tangible assets:			
Computer equipment		691	27
Furniture and office equipment		31	358
Other machinery and equipment		653	314
Total		1,375	699

The Modified Cash Standard was amended to require the disclosure of only capital commitments with effect from 2019/20. The comparative amount of commitments in 2018/19 of R898.254 million was reduced by R897.555 million to reflect only the amount of capital commitments for 2018/19 of R699,000.

22 Accruals and payables not recognised

22.1 Accruals

Listed by economic classification

	30 days	30+ days	Total	Total
Goods and services	33,081	41,441	74,522	37,756
Capital assets	27	251	278	116
Other	378	1,181	1,559	49
Total	33,486	42,873	76,359	37,921

Listed by programme level

	Note	2019/20 R'000	2018/19 R'000
Programme 1		50,043	16,848
Programme 2		317	500
Programme 3		23	116
Programme 4		880	2,614
Programme 5		1,175	10,841
Programme 6		10,814	5,912
Programme 7		13,107	1,090
Total		76,359	37,921

Material accruals include office accommodation, consultant, infrastructure and planning services and traveling and accommodation expenditure that were not yet paid for at the end of the year.

DEPARTMENT OF TRANSPORT
VOTE 35
NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

22.2 Payables not recognised

Listed by economic classification	30 days	30+ days	Total	Total
Goods and services	506	15	521	1,643
Capital assets	79	-	79	-
Total	585	15	600	1,643

Listed by programme level	Note	2019/20 R'000	2018/19 R'000
Programme 1		494	1,529
Programme 2		9	8
Programme 3		1	10
Programme 4		42	53
Programme 5		34	21
Programme 6		9	2
Programme 7		11	20
Total		600	1,643

23 Employee benefits	Note	2019/20 R'000	2018/19 R'000
Leave entitlement		64,569	52,625
Service bonus		11,475	10,419
Capped leave commitments		11,131	11,558
Total		87,175	74,602

At this stage the department is not able to reliably measure the long term portion of the long service awards.

Due to the National Lockdown, offices responsible for providing the department with data relating to employee benefits were either closed or unable to provide the information to the department. For the service bonus benefit, the latest available data as at 13 January 2020 was used to report the amount of the service bonus.

24 Lease commitments

24.1 Operating leases

2019/20	Buildings and other fixed structures R'000	Total R'000
Not later than 1 year	45,076	45,076
Total lease commitments	45,076	45,076
2018/19	Buildings and other fixed structures R'000	Total R'000
Not later than 1 year	85,811	85,811
Later than 1 year and not later than 5 years	45,076	45,076
Later than five years	-	-
Total lease commitments	130,887	130,887

A general description of the material leasing arrangements: A lease is classified as an operating lease if it does not transfer substantially all the risks and rewards incidental to ownership. Operating leases comprise of leases for premises. The lease for premises will expire on 30 September 2020 with no option for renewal. The Department does not have an option to cancel the lease before the expiry date. A tenant's installation allowed the Department to upgrade the premises at R450 per square meter, amounting to R15 million. There are no encumbrances on the lease. The department is busy negotiating an extended lease.

DEPARTMENT OF TRANSPORT
VOTE 35
NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

24.2 Finance leases **

2019/20	Machinery and equipment R'000	Total R'000
Not later than 1 year	2,204	2,204
Later than 1 year and not later than 5 years	676	676
Total lease commitments	2,880	2,880

2018/19	Machinery and equipment R'000	Total R'000
Not later than 1 year	3,102	3,102
Later than 1 year and not later than 5 years	1,916	1,916
Total lease commitments	5,018	5,018

A general description of the material leasing arrangements: A lease is classified as a finance lease if it transfers substantially all the risks and rewards incidental to ownership. Material leasing arrangements are leases of photocopy machines and cellular telephones. For photocopy machines, the Department has an option to renew the lease after the initial period of 36 months for another 24 months with a 75% reduction in the original lease price. For cellular telephones, a one month notice must be given to end the lease at the end of the lease period of 24 months, after which the cellular telephones become the property of the Department.

	Note	2019/20 R'000	2018/19 R'000
25 Accrued departmental revenue			
Transactions in financial assets and liabilities		964	766
Total		964	766
25.1 Analysis of accrued departmental revenue			
Opening balance		766	386
Less: Amounts received		(252)	(246)
Add: Amounts recognised		450	626
Closing balance		964	766
26 Irregular expenditure			
26.1 Reconciliation of irregular expenditure			
Opening balance		746,072	640,590
Add: Irregular expenditure - relating to prior year		3,043	43,073
Add: Irregular expenditure - relating to current year		2,121	64,102
Less: Prior year amounts condoned		(637,459)	(646)
Less: Prior year amounts not condoned and removed		-	(751)
Less: Amounts recoverable (current and prior year)		(122)	(296)
Closing balance		113,655	746,072
Analysis of awaiting condonation per age classification			
Current year		2,121	64,102
Prior years		111,534	681,970
Total		113,655	746,072

DEPARTMENT OF TRANSPORT
VOTE 35
NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

		2019/20 R'000
26.2	Details of current and prior year irregular expenditure – added current year (under determination and investigation)	
	Incident	Disciplinary steps taken/criminal proceedings
	Sessional allowances over claimed by 11 officials	The amounts were transferred to debt 299
	Accommodation and transport booked without approved travel authorisation forms	None yet. Cases were handed to Labour Relations for disciplinary procedures 900
	Booking forms not completed for the Travel Agent	None yet. Investigation report submitted to Accounting Officer 312
	Procurement without following procedures	- Ditto - 81
	Utilization of facilities without valid contract	- Ditto - 265
	Irregular remuneration	- Ditto - 2,211
	Non-compliance with Local Content regulations	None yet. Audit finding 1,096
	Total	5,164
26.3	Details of irregular expenditure condoned	
	Incident	Condoned by (condoning authority)
	Amended payment schedules of conditional grants without approval	National Treasury 637,459
	Total	637,459
26.4	Details of irregular expenditure recoverable (not condoned)	
	Incident	Condoned by (condoning authority)
	Sessional allowances over claimed was transferred to debts	Not condoned - transferred to debt 122
	Total	122
26.5	Details of irregular expenditure under assessment (not included in the main note)	
	Incident	
	Could not obtain quotes and sourced quotes from suppliers listed on the Central Supplier's Database who were previously used by the Municipality. Awaiting the investigation report.	1,365
	Prepayment for taxi scrapping	59,068
	Allegation of overpayment	1,336
	Allegation of procurement irregularities	3,679
	Award of two bids not published in the Government Tender Bulletin	7,983
	Reasons not adequate for obtaining less than three quotes in five cases	691
	Preference point system not used to determine the bidder that scored the highest points in four cases	580
	Compensation level not approved by the Minister of Public Service and Administration	351
	Expenditure incurred after the expiry of a contract	2,472
	Total	77,525

DEPARTMENT OF TRANSPORT
VOTE 35
NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

	Note	2019/20 R'000	2018/19 R'000
27 Fruitless and wasteful expenditure			
27.1 Reconciliation of fruitless and wasteful expenditure			
Opening balance		151	1,056
Fruitless and wasteful expenditure – relating to prior year	27.3	1	69
Fruitless and wasteful expenditure – relating to current year	27.3	52	50
Less: Amounts recoverable	11.5	(81)	(929)
Less: Amounts written off	11.5, 27.4	(8)	(95)
Closing balance		115	151
27.2 Details of current and prior year fruitless and wasteful expenditure – added current year (under determination and investigation)		2019/20 R'000	
Incident	Disciplinary steps taken/criminal proceedings		
30 Cases of "no shows"	To be transferred to debt	53	
Total		53	
27.3 Details of fruitless and wasteful expenditure recoverable			
Incident			
29 Cases of no shows transferred to debt		81	
Total		81	
27.4 Details of fruitless and wasteful expenditure written off			
Incident			
Seven cases of "no shows" relating to prior years were written off because the debts could not be located and was uneconomical to recover.		8	
Total		8	
27.5 Details of fruitless and wasteful expenditure under investigation (not in the main note)			
Incident			
Over payment on two fleet management contracts to be investigated		482	
Total		482	
28 Related party transactions		2019/20 R'000	2018/19 R'000
Revenue received			
Transactions in financial assets and liabilities		7,243	5,894
Total		7,243	5,894
Payments made			
Goods and services		229,110	2,353
Payments for financial assets		12,588	5,290
Total		241,698	7,643
Year end balances arising from revenue/payments			
Receivables from related parties		10,865	478
Total		10,865	478
Other			
Guarantees issued/received			
S.A. National Roads Agency (SOC) Ltd.		38,997,795	39,461,778
Total		38,997,795	39,461,778

DEPARTMENT OF TRANSPORT
VOTE 35
NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

Related party relationships

Name of related party	Relationship	Types of transaction
Air Traffic and Navigation Services Company Ltd.	Public Entity	Not applicable
South African National Roads Agency Ltd.	Public Entity	Transfer payments
Road Traffic Management Corporation	Public Entity	Transfer payments and goods and services
South African Civil Aviation Authority	Public Entity	Goods and services and transactions in financial assets and liabilities
South African Maritime Safety Authority	Public Entity	Goods and services
Driving License Card Account	Trading Entity	Transactions in financial assets and liabilities
Passenger Rail Agency of South Africa Ltd.	Public Entity	Transfer payments and transactions in financial assets and liabilities
Railway Safety Regulator	Public Entity	Transfer payments
Ports Regulator	Public Entity	Transfer payments
Road Traffic Infringements Agency	Public Entity	Transfer payments
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

29 Key management personnel	No. of Individuals	2019/20 R'000	2018/19 R'000
Political office bearers (provide detail below)	4	4,670	4,380
Level 15 to 16	13	14,659	16,954
Level 14	30	40,569	40,517
Below level 14	20	13,146	6,778
Total		73,044	68,629
	Individuals		
Key management personnel (Parliament/Legislatures)			
Other	4	4,670	4,380
Total		4,670	4,380
30 Public Private Partnership			
Unitary fee paid	Note	2019/20 R'000	2018/19 R'000
		9,105	28,556
Indexed component		9,105	28,556
Analysis of indexed component		9,105	28,556
Goods and Services(excluding lease payments)		9,105	28,556

Any guarantees issued by the department are disclosed in Note 20.1

A Transport Fleet Services Public Private Partnership was entered into during November 2006 to render vehicle fleet services to six Government departments. Over time, 13 Government departments participated in the contract. Services that were provided for in the contract included long-term vehicle rentals, short-term day-to-day vehicle rentals, short medium term vehicle rentals, a 24-hour Call Centre, chauffeur and point-to-point driven services, an internet based fleet management system with an electronic log book, and a fuel management system. The contract expired on 28 February 2019.

DEPARTMENT OF TRANSPORT
VOTE 35
NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

	Note	2019/20 R'000	2018/19 R'000
31 Provisions			
Long service awards		307	377
Provision for performance bonus		7,574	7,451
Total		<u><u>7,881</u></u>	<u><u>7,828</u></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 - 2019/20

	Long Service Awards R'000	Performance Bonus R'000	Total provisions R'000
Opening balance	377	7,451	7,828
Increase in provision	319	7,435	7,754
Settlement of provision	(389)	(7,312)	(7,701)
Closing balance	<u><u>307</u></u>	<u><u>7,574</u></u>	<u><u>7,881</u></u>

Reconciliation of movement in provisions - 2018/19

	Long Service Awards R'000	Performance Bonus R'000	Total provisions R'000
Opening balance	328	6,852	7,180
Increase in provision	337	7,451	7,788
Settlement of provision	(288)	(6,852)	(7,140)
Closing balance	<u><u>377</u></u>	<u><u>7,451</u></u>	<u><u>7,828</u></u>

Nature of each obligation and the expected timing of any resulting outflows of economic benefits or service potential:

Long service award: Provision was made for employees who will receive long service awards in the next financial year. At this stage the department is not able to reliably measure the long term portion of the long service awards.

Performance bonuses: The Provision for performance bonuses was based on the budget for Compensation of Employees for performance bonuses due but not yet paid. It is expected that the performance bonuses will be paid in the next financial year.

A description of the uncertainties/estimates applied in each of the provisions and information on the major assumptions made concerning future events:

Long service awards: The provision is based on long service awards that will be paid to officials currently employed in the next twelve months.

Performance bonus: The payment of the performance bonuses will depend on the assessment of staff performance and the availability of the budget.

DEPARTMENT OF TRANSPORT
VOTE 35
NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

32	Non-adjusting events after reporting date	2020/21
	An estimate of the financial effect of the subsequent non-adjusting events:	R'000
	To address the effects of Covid-19, a Special Adjusted Budget was proposed with the following effects on the budget of the department for 2020/21:	
	Delay in planned construction projects for the Provincial Road Maintenance Grant, the Public Transport Network Grant, the Passenger Rail Agency of South Africa and the South African National Roads Agency	(6,871,218)
	Re-allocation within budgets for revenue support of the Passenger Rail Agency of South Africa and the South African National Roads Agency	(4,099,913)
	Re-allocation within budgets for revenue support of the Passenger Rail Agency of South Africa and the South African National Roads Agency	4,099,913
	Reduction in taxis to be scrapped	(250,000)
	Reduction in non-essential goods and services	(99,580)
	Reprioritisation towards protective equipment and sanitiser for taxi industry	29,780
	Revenue support for the Railway Safety Regulator, the Road Traffic Infringements Agency and the Cross Border Road Transport Agency	319,800
	Re-allocation for Covid-19 response for the Public Transport Network Grant	1,095,794
	Taxi Relief Fund	1,135,000
	Total	<u>(4,640,424)</u>

33 **Movable Tangible Capital Assets**
MOVEMENT IN MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2020

	Opening balance R'000	Value adjustments R'000	Additions R'000	Disposals R'000	Closing balance R'000
MACHINERY AND EQUIPMENT	68,189	192	6,984	3,121	72,244
Transport assets	6,721		-	-	6,721
Computer equipment	39,272	7	4,576	3,027	40,828
Furniture and office equipment	14,714	177	1,250	18	16,123
Other machinery and equipment	7,482	8	1,158	76	8,572
TOTAL MOVABLE TANGIBLE CAPITAL ASSETS	<u>68,189</u>	<u>192</u>	<u>6,984</u>	<u>3,121</u>	<u>72,244</u>

DEPARTMENT OF TRANSPORT
VOTE 35
NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

33.1 Additions
ADDITIONS TO MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2020

	Cash R'000	Non- cash R'000	(Capital work-in- progress current costs and finance lease payments) R'000	Received current, not paid (Paid current year, received prior year R'000	Total R'000
MACHINERY AND EQUIPMENT	10,162	170	(3,574)	226	6,984
Transport assets					-
Computer equipment	4,536			40	4,576
Furniture and office equipment	1,064			186	1,250
Other machinery and equipment	4,562	170	(3,574)		1,158
TOTAL ADDITIONS TO MOVABLE TANGIBLE CAPITAL ASSETS	10,162	170	(3,574)	226	6,984

33.2 Disposals
DISPOSALS OF MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2020

	Sold for cash R'000	Non- cash disposal R'000	Total disposals R'000	Cash received Actual R'000
MACHINERY AND EQUIPMENT	-	3,121	3,121	-
Computer equipment		3,027	3,027	
Furniture and office equipment		18	18	
Other machinery and equipment		76	76	
TOTAL DISPOSAL OF MOVABLE TANGIBLE CAPITAL ASSETS	-	3,121	3,121	-

33.3 Movement for 2018/19
MOVEMENT IN MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2019

	Opening balance R'000	Prior period error R'000	Additions R'000	Disposals R'000	Closing balance R'000
MACHINERY AND EQUIPMENT	64,110	-	5,756	1,677	68,189
Transport assets	6,721		-	-	6,721
Computer equipment	37,364	(19)	3,280	1,353	39,272
Furniture and office equipment	13,567		1,307	160	14,714
Other machinery and equipment	6,458	19	1,169	164	7,482
TOTAL MOVABLE TANGIBLE CAPITAL ASSETS	64,110	-	5,756	1,677	68,189

DEPARTMENT OF TRANSPORT
VOTE 35
NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

33.3.1	Prior period error	Note	2018/19 R'000
	Nature of prior period error		-
	Relating to 2018/19		-
	Category adjustment - Computer equipment	37	(19)
	Category adjustment - Other machinery and equipment	37	19
	Total		-

Minor assets

33.4 MOVEMENT IN MINOR ASSETS PER THE ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2020

	Machinery and equipment R'000	Total R'000
Opening balance	17,458	17,458
Additions	505	505
Disposals	5	5
TOTAL MINOR ASSETS	17,958	17,958

	Machinery and equipment	Total
Number of R1 minor assets	147	147
Number of minor assets at cost	10,040	10,040
TOTAL NUMBER OF MINOR ASSETS	10,187	10,187

Minor assets

MOVEMENT IN MINOR ASSETS PER THE ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2019

	Machinery and equipment R'000	Total R'000
Opening balance	17,122	17,122
Additions	672	672
Disposals	336	336
TOTAL MINOR ASSETS	17,458	17,458

	Machinery and equipment	Total
Number of R1 minor assets	133	133
Number of minor assets at cost	9,836	9,836
TOTAL NUMBER OF MINOR ASSETS	9,969	9,969

Movable assets written off

33.5 MOVABLE ASSETS WRITTEN OFF FOR THE YEAR ENDED 31 MARCH 2020

	Machinery and equipment R'000	Total R'000
Assets written off	162	162
TOTAL MOVABLE ASSETS WRITTEN OFF	162	162

DEPARTMENT OF TRANSPORT
VOTE 35
NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

MOVABLE ASSETS WRITTEN OFF FOR THE YEAR ENDED 31 MARCH 2019

	Machinery and equipment R'000	Total R'000
Assets written off	252	252
TOTAL MOVABLE ASSETS WRITTEN OFF	252	252

S42 Movable Capital Assets

33.6 MAJOR ASSETS TO BE TRANSFERRED IN TERMS OF S42 OF THE PFMA - 31 MARCH 2020	Machinery and equipment	Total
No of Assets	29	29
Value of the asset (R'000)	502	502

MINOR ASSETS TO BE TRANSFERRED IN TERMS OF S42 OF THE PFMA - 31 MARCH 2020

	Machinery and equipment	Total
No of Assets	14	14
Value of the asset (R'000)	28	28

34 Intangible Capital Assets

MOVEMENT IN INTANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2020

	Opening balance R'000	Value adjustments R'000	Additions R'000	Disposals R'000	Closing balance R'000
SOFTWARE	62,875		11,205	-	74,080
TOTAL INTANGIBLE CAPITAL ASSETS	62,875	-	11,205	-	74,080

34.1 ADDITIONS TO INTANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2020

	Cash R'000	Non-cash R'000	(Develop- ment work-in- progress current costs) R'000	Received current, not paid (Paid current year, received prior year R'000	Total R'000
SOFTWARE			11,205		11,205
TOTAL ADDITIONS TO INTANGIBLE CAPITAL ASSETS	-	-	11,205	-	11,205

Expenditure on the redesign of the National Land Transport Information System was capitalised as work in progress until the project is complete, since the research cost, development cost and the cost of the perpetual licence cannot be separated.

DEPARTMENT OF TRANSPORT
VOTE 35
NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

34.2		MOVEMENT IN INTANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2019				
	Opening balance R'000	Prior period error R'000	Additions R'000	Disposals R'000	Closing balance R'000	
SOFTWARE	65,413	(2,538)	-	-	62,875	
TOTAL INTANGIBLE CAPITAL ASSETS	65,413	(2,538)	-	-	62,875	
34.2.1	Prior period error			Note	2018/19 R'000	
	Nature of prior period error					
	Relating to 2016/2017 (affecting the opening balance)				(2,538)	
	Correction of the take on cost of intangible assets			38	(2,538)	
	Total				(2,538)	

35		MOVEMENT IN IMMOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2020				
	Opening balance R'000	Value adjustments R'000	Additions R'000	Disposals R'000	Closing balance R'000	
BUILDINGS AND OTHER FIXED STRUCTURES	353,434	-	-	-	353,434	
Other fixed structures	353,434	-	-	-	353,434	
TOTAL IMMOVABLE TANGIBLE CAPITAL ASSETS	353,434	-	-	-	353,434	

35.2		MOVEMENT IN IMMOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2019				
	Opening balance R'000	Prior period error R'000	Additions R'000	Disposals R'000	Closing balance R'000	
BUILDINGS AND OTHER FIXED STRUCTURES	353,434	-	-	-	353,434	
Other fixed structures	353,434	-	-	-	353,434	
TOTAL IMMOVABLE TANGIBLE CAPITAL ASSETS	353,434	-	-	-	353,434	

35.3		S42 Immovable assets	
Assets to be transferred in terms of S42 of the PFMA - 2019/20		No of Assets	Value of Assets R'000
BUILDINGS AND OTHER FIXED STRUCTURES		1	353,434
Other fixed structures		1	353,434
TOTAL		1	353,434

The department acted as an agent on behalf of the Eastern Cape Department of Transport for the upgrade and refurbishment of the Mthatha Airport runway. The improvement to the asset is subject to transfer in terms of section 42 of the Public Finance Management Act. The department did not receive any revenue for acting as an agent in this regard.

DEPARTMENT OF TRANSPORT
VOTE 35
NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

Assets to be transferred in terms of S42 of the PFMA - 2018/19	No of Assets	Value of Assets R'000
BUILDINGS AND OTHER FIXED STRUCTURES	1	353,434
Other fixed structures	1	353,434
TOTAL	1	353,434

The department acted as an agent on behalf of the Eastern Cape Department of Transport for the upgrade and refurbishment of the Mthatha Airport runway. The improvement to the asset is subject to transfer in terms of section 42 of the Public Finance Management Act. The department did not receive any revenue for acting as an agent in this regard.

36 Principal-agent arrangements	2019/20 R'000	2018/19 R'000
36.1 Department acting as the principal		
Fees paid:		
Anthus Services 84	115,221	-
Taxi Scrapping Administrator	-	66,721
Property Management Trading Entity	192	80
Cost of taxis scrapped and municipal fees:		
Cost of taxis scrapped	240,932	69,782
Advance payments were made to the service providers to facilitate the scrapping of taxis	-	-
Cost of municipal fees	4,241	2,263
Total	360,586	138,846

A description of the nature, circumstances, significant judgment applied, significant terms and conditions, any significant risks and benefits relating to the arrangements with the agents

Taxi scrapping - Anthus Services 84 and Taxi Scrapping Administrator:

The taxi scrapping programme is ensuring that vehicles used to ferry commuters meet the safety standards. In enabling the effective phasing out of unsafe vehicles and enabling introduction of those that meet the safety standards, government provides a capital subsidy in the form of a scrapping allowance.

The ultimate responsibility of the Taxi Recapitalization programme rests with the department as reflected in the strategic plan and Vote 35 and emanates from the Taxi Recapitalisation Policy, 2009. The service providers entered into transactions with third parties on behalf of the department when paying scrapping allowances to taxi operators.

Advances paid in 2019/20 and 2018/19 to facilitate the scrapping of taxis amounted to R300 million and R24.347 million respectively.

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.

A discussion of the resource or cost implications for the principal if the principal-agent arrangement is terminated:

Taxi scrapping - Anthus Services 84 and Taxi Scrapping Administrator:

If the principal-agent agreement is terminated, the department will be responsible to re-imburse the service provider for the cost of taxis that were scrapped, and to re-imburse the service provider for any damages that it incurred as a result of the termination of the agreement.

Municipal services - Property Management Trading Entity:

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.

DEPARTMENT OF TRANSPORT
VOTE 35
NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

A discussion of the resources that are under the custodianship of the agent and whether or not those resources have been recognised or recorded by the agent:

Taxi scrapping - Anthus Services 84 and Taxi Scrapping Administrator:

The resources that are under the custodianship of the agent are advance payments that are made by the department to enable the agent to scrap taxis and the taxi scrapping software system, which is used by the agent to record taxis that are scrapped. These resources are recognised and recorded by the agent.

Municipal services - Property Management Trading Entity:

The Property Management Trading Entity did not hold resources of the department under its custodianship.

37	Prior period errors	Note	2018/19		
			Amount before error correction	Prior period error	Restated amount
			R'000	R'000	R'000
37.1	Correction of prior period errors				
	<i>Assets: (e.g. Receivables, Investments, Accrued departmental revenue, Movable tangible capital assets, etc.)</i>				
	Correction of the take on cost of intangible assets	34.1.1	60,220	(2,538)	57,682
	Category adjustment - Computer equipment	33.3.1	39,291	(19)	39,272
	Category adjustment - Other equipment	33.3.1	7,463	19	7,482
	Net effect		106,974	(2,538)	104,436
	<i>Other: (e.g. Irregular expenditure, fruitless and wasteful expenditure, etc.)</i>				
	Principal-agent arrangements were not disclosed in the previous year:				
	Fees paid to agents and the cost of taxis scrapped	36.1	-	138,846	138,846
	Lease commitments for Buildings and other fixed structures	24.1	142,545	(11,658)	130,887
			142,545	127,188	269,733

A description of the nature of the prior period error as well as why the correction was required:

Principal-agent arrangements were not disclosed in previous years. Fees paid to agents and the cost of taxis scrapped amounted to R403.275 million in 2014/15, R356.259 million in 2015/16, R472.85 million in 2016/17 and R354.303 million in 2017/18.

The lease commitments for Buildings and other fixed structures were calculated on a lease agreement that was amended. In 2017/18, the lease commitments was disclosed as R228.282 million. The correct amount was R209.612 million, a reduction of R18.67 million.

DEPARTMENT OF TRANSPORT
VOTE 35
NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

38

STATEMENT OF CONDITIONAL GRANTS PAID TO THE PROVINCES

NAME OF PROVINCE/GRANT	GRANT ALLOCATION				TRANSFER			SPENT				2018/19
	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
Summary by province												
Eastern Cape	1,735,654	-	60,733	1,796,387	1,796,387	-	-	1,796,387	1,761,782	34,605	98%	1,677,986
Free State	1,618,872	-	-	1,618,872	1,618,872	-	-	1,618,872	1,618,865	7	100%	1,563,556
Gauteng	3,203,580	-	-	3,203,580	3,203,580	-	-	3,203,580	2,781,891	421,689	87%	3,049,410
KwaZulu-Natal	3,050,880	-	-	3,050,880	3,050,880	-	-	3,050,880	3,050,880	-	100%	2,932,899
Limpopo	1,535,043	-	-	1,535,043	1,535,043	-	-	1,535,043	1,232,736	302,307	80%	1,480,955
Mpumalanga	2,206,560	-	-	2,206,560	2,206,560	-	-	2,206,560	2,204,305	2,255	100%	2,124,547
Northern Cape	1,203,193	-	-	1,203,193	1,203,193	-	-	1,203,193	1,203,192	1	100%	1,165,352
North West	1,107,405	-	-	1,107,405	1,107,405	-	-	1,107,405	1,093,174	14,231	99%	1,071,023
Western Cape	2,046,233	-	-	2,046,233	2,046,233	-	-	2,046,233	2,046,233	-	100%	1,960,238
	17,707,420	-	60,733	17,768,153	17,768,153	-	-	17,768,153	16,993,058	775,095		17,025,966
Summary by grant												
Provincial Road Maintenance - Roads in support of electricity generation infrastructure	526,152	-	-	526,152	526,152	-	-	526,152	526,152	-	100%	501,092
Provincial Road Maintenance - Disaster Management Grant	206,188	-	60,733	266,921	266,921	-	-	266,921	92,316	-	35%	210,000
Provincial Road Maintenance Grant	10,649,325	-	-	10,649,325	10,649,325	-	-	10,649,325	10,504,050	-	99%	10,324,576
Public Transport Operations Grant	6,325,755	-	-	6,325,755	6,325,755	-	-	6,325,755	5,870,540	-	93%	5,990,298
TOTAL	17,707,420	-	60,733	17,768,153	17,768,153	-	-	17,768,153	16,993,058	-		17,025,966

DEPARTMENT OF TRANSPORT
VOTE 35
NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

38

STATEMENT OF CONDITIONAL GRANTS PAID TO THE PROVINCES

NAME OF PROVINCE/GRANT	GRANT ALLOCATION				TRANSFER			SPENT				2018/19
	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
Provincial Road Maintenance												
- Roads in support of electricity generation infrastructure												
Mpumalanga	526,152			526,152	526,152			526,152	526,152	-	100%	501,092
	526,152	-	-	526,152	526,152	-	-	526,152	526,152	-		501,092
Provincial Road Maintenance												
- Disaster Management Grant												
Eastern Cape	66,188		60,733	126,921	126,921			126,921	92,316	34,605	73%	80,000
Limpopo	140,000			140,000	140,000			140,000	-	140,000	0%	130,000
Mpumalanga				-								
	206,188	-	60,733	266,921	266,921	-	-	266,921	92,316	174,605		210,000
Provincial Road Maintenance Grant												
Eastern Cape	1,417,351			1,417,351	1,417,351			1,417,351	1,417,351	-	100%	1,359,241
Free State	1,340,137			1,340,137	1,340,137			1,340,137	1,340,130	7	100%	1,299,602
Gauteng	767,506			767,506	767,506			767,506	767,355	151	100%	742,522
KwaZulu-Natal	1,882,781			1,882,781	1,882,781			1,882,781	1,882,781	-	100%	1,826,745
Limpopo	1,018,253			1,018,253	1,018,253			1,018,253	873,136	145,117	86%	994,146
Mpumalanga	1,045,974			1,045,974	1,045,974			1,045,974	1,045,974	-	100%	1,022,665
Northern Cape	1,146,470			1,146,470	1,146,470			1,146,470	1,146,470	-	100%	1,111,637
North West	990,802			990,802	990,802			990,802	990,802	-	100%	960,604
Western Cape	1,040,051			1,040,051	1,040,051			1,040,051	1,040,051	-	100%	1,007,414
	10,649,325	-	-	10,649,325	10,649,325	-	-	10,649,325	10,504,050	145,275		10,324,576

DEPARTMENT OF TRANSPORT
VOTE 35
NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

38

STATEMENT OF CONDITIONAL GRANTS PAID TO THE PROVINCES

NAME OF PROVINCE/GRANT	GRANT ALLOCATION				TRANSFER			SPENT				2018/19
	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
Public Transport Operations Grant												
Eastern Cape	252,115			252,115	252,115			252,115	252,115	-	100%	238,745
Free State	278,735			278,735	278,735			278,735	278,735	-	100%	263,954
Gauteng	2,436,074			2,436,074	2,436,074			2,436,074	2,014,536	421,538	83%	2,306,888
KwaZulu-Natal	1,168,099			1,168,099	1,168,099			1,168,099	1,168,099	-	100%	1,106,154
Limpopo	376,790			376,790	376,790			376,790	359,600	17,190	95%	356,809
Mpumalanga	634,434			634,434	634,434			634,434	632,179	2,255	100%	600,790
Northern Cape	56,723			56,723	56,723			56,723	56,722	1	100%	53,715
North West	116,603			116,603	116,603			116,603	102,372	14,231	88%	110,419
Western Cape	1,006,182			1,006,182	1,006,182			1,006,182	1,006,182	-	100%	952,824
	6,325,755	-	-	6,325,755	6,325,755	-	-	6,325,755	5,870,540	455,215		5,990,298

It is certified that all transfers were deposited into the primary bank account of a province or, where appropriate, into the CPD account of a province. Funds of R40 million was budgeted in 2019/20 for the administration of the Public Transport Operations Grant to provinces and the Public Transport Network Grant to municipalities. No expenditure was incurred up to 31 March 2020 on the administration of these grants.

DEPARTMENT OF TRANSPORT
VOTE 35
NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

39

STATEMENT OF CONDITIONAL GRANTS AND OTHER TRANSFERS TO MUNICIPALITIES

NAME OF MUNICIPALITY	2019/20				2018/19					
	GRANT ALLOCATION				TRANSFER			Re-allocations by National Treasury or National Department	Division of Revenue Act	Actual Transfer
	DoRA and other transfers	Roll Overs	Adjustments	Total Available	Actual Transfer	Funds Withheld	R'000			
	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	
Buffalo City	234,466			234,466	234,466			95,165	95,165	
Cape Town	1,311,645			1,311,645	1,311,645			1,078,522	1,078,522	
Ekurhuleni	679,153			679,153	679,153			694,640	604,640	
Ethekewini	840,549			840,549	765,349		(75,200)	883,887	825,877	
George	163,499			163,499	245,626		82,127	167,675	167,675	
Johannesburg	1,187,518			1,187,518	1,068,766		(118,752)	1,112,936	1,066,936	
Mangaung	229,596			229,596	229,596			234,831	234,831	
Mbombela	198,919			198,919	198,919			203,454	203,454	
Msunduzi	194,665			194,665	226,665		32,000	199,104	199,104	
Nelson Mandela	298,143			298,143	199,980	98,163		304,942	275,535	
Polokwane	179,433			179,433	332,433		153,000	205,107	330,107	
Rustenburg	218,911			218,911	218,911			298,212	396,629	
Tshwane	731,751			731,751	658,576		(73,175)	808,194	808,194	
Alfred Nzo	2,426			2,426	2,426			2,290	2,290	
Amajuba	2,337			2,337	2,337			2,205	2,205	
Amatole	3,113			3,113	3,113			2,939	2,939	
Bojanala Platinum	2,504			2,504	2,504			2,364	2,364	
Cape Winelands	2,849			2,849	2,849			2,689	2,689	
Capricorn	2,566			2,566	2,566			2,422	2,422	
Central Karoo	2,035			2,035	2,035			1,920	1,920	
Chris Hani	3,421			3,421	3,421			3,229	3,229	
Dr Kenneth Kaunda	2,606			2,606	2,606			2,460	2,460	
Dr Ruth Segomotsi Mompati	2,589			2,589	2,589			2,444	2,444	
Garden Route	2,569			2,569	2,569			2,425	2,425	

DEPARTMENT OF TRANSPORT
VOTE 35
NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

39

STATEMENT OF CONDITIONAL GRANTS AND OTHER TRANSFERS TO MUNICIPALITIES

NAME OF MUNICIPALITY	2019/20				2018/19					
	GRANT ALLOCATION				TRANSFER			Re-allocations by National Treasury or National Department	Division of Revenue Act	Actual Transfer
	DoRA and other transfers	Roll Overs	Adjustments	Total Available	Actual Transfer	Funds Withheld				
	R'000	R'000	R'000	R'000	R'000	R'000				
Ehlanzeni	2,491			2,491	2,491			2,352	2,352	
Fezile Dabi	2,318			2,318	2,318			2,188	2,188	
Frances Baard	2,670			2,670	2,670			2,521	2,521	
Gert Sibande	2,451			2,451	2,451			2,314	2,314	
Sekhukhune	2,427			2,427	2,427			2,291	2,291	
Sisonke/Harry Gwala	2,358			2,358	2,358			2,226	2,226	
iLembe	2,406			2,406	2,406			2,271	2,271	
Ukhahlamba / Joe Gqabi	2,315			2,315	2,315			2,185	2,185	
John Taolo Gaetwewe	2,101			2,101	2,101			1,983	1,983	
Lejweleputswa	2,417			2,417	2,417			2,281	2,281	
Mopani	2,338			2,338	2,338			2,207	2,207	
Namakwa	3,076			3,076	3,076			2,904	2,904	
Ngaka Modiri Molema	2,691			2,691	2,691			2,540	2,540	
Nkangala	2,310			2,310	2,310			2,180	2,180	
OR Tambo	3,112			3,112	3,112			2,937	2,937	
Overberg	2,807			2,807	2,807			2,649	2,649	
Pixley Ka Seme	3,188			3,188	3,188			3,009	3,009	
Sarah Baartman	2,373			2,373	2,373			2,240	2,240	
Sedibeng	2,580			2,580	2,580			2,436	2,436	
Thabo Mofutsanyana	2,548			2,548	2,548			2,405	2,405	
Ugu	2,821			2,821	2,821			2,663	2,663	
uMgungundlovu	2,681			2,681	2,681			2,531	2,531	
Umkhanyakude	2,780			2,780	2,780			2,624	2,624	
Umzinyathi	2,415			2,415	2,415			2,280	2,280	
Uthukela	2,636			2,636	2,636			2,488	2,488	

DEPARTMENT OF TRANSPORT
VOTE 35
NOTES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

39

STATEMENT OF CONDITIONAL GRANTS AND OTHER TRANSFERS TO MUNICIPALITIES

NAME OF MUNICIPALITY	2019/20				2018/19					
	GRANT ALLOCATION				TRANSFER			Re-allocations by National Treasury or National Department	Division of Revenue Act	Actual Transfer
	DoRA and other transfers	Roll Overs	Adjustments	Total Available	Actual Transfer	Funds Withheld				
	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	
King Cetshwayo	2,678			2,678	2,678			2,528	2,528	
Vhembe	2,383			2,383	2,383			2,249	2,249	
Waterberg	2,259			2,259	2,259			2,133	2,133	
West Coast	2,681			2,681	2,681			2,558	2,558	
West Rand	2,748			2,748	2,748			2,594	2,594	
Xhariep	2,276			2,276	2,276			2,149	2,149	
ZF Mqcawu	3,037			3,037	3,037			2,866	2,866	
Zululand	2,504			2,504	2,504			2,364	2,364	
Vehicle Licences	-			-	11			-	1	
	6,582,139	-	-	6,582,139	6,483,987	98,163	-	6,394,202	6,394,203	

It is certified that all transfers in terms of the Division of Revenue Act were deposited into a primary bank account of the municipalities. Funds of R40 million was budgeted in 2019/20 for the administration of the Public Transport Operations Grant to provinces and the Public Transport Network Grant to municipalities. No expenditure was incurred up to 31 March 2020 on the administration of these grants. The municipalities spent an average of 58.9% of the funds that were transferred due to the capital nature of most of the expenditure.

DEPARTMENT OF TRANSPORT
VOTE 35
ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

ANNEXURE 1A
STATEMENT OF CONDITIONAL GRANTS AND OTHER TRANSFERS TO MUNICIPALITIES

NAME OF MUNICIPALITY	GRANT ALLOCATION				TRANSFER			SPENT				2018/19	
	DoRA and other transfers	Roll Overs	Adjustments	Total Available	Actual Transfer	Funds Withheld	Re-allocations by National Treasury or National Department	Amount received by Municipality	Amount spent by municipality	Unspent funds	% of available funds spent by municipality	Division of Revenue Act	Actual Transfer
	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000
Buffalo City	234,466			234,466	234,466			234,466	104,650	129,816	45%	95,165	95,165
Cape Town	1,311,645			1,311,645	1,311,645			1,311,645	810,182	501,463	62%	1,078,522	1,078,522
Ekurhuleni	679,153			679,153	679,153			679,153	612,406	66,747	90%	694,640	604,640
Ethekwini	840,549			840,549	765,349		(75,200)	765,349	467,878	297,471	61%	883,887	825,877
George	163,499			163,499	245,626		82,127	245,626	117,614	128,012	0%	167,675	167,675
Johannesburg	1,187,518			1,187,518	1,068,766		(118,752)	1,068,766	380,005	688,761	36%	1,112,936	1,066,936
Mangaung	229,596			229,596	229,596			229,596	125,868	103,728	55%	234,831	234,831
Mbombela	198,919			198,919	198,919			198,919	126,026	72,893	63%	203,454	203,454
Msunduzi	194,665			194,665	226,665		32,000	226,665	100,095	126,570	0%	199,104	199,104
Nelson Mandela	298,143			298,143	199,980	98,163		199,980	95,158	104,822	48%	304,942	275,535
Polokwane	179,433			179,433	332,433		153,000	332,433	148,561	183,872	0%	205,107	330,107
Rustenburg	218,911			218,911	218,911			218,911	81,874	137,037	37%	298,212	396,629
Tshwane	731,751			731,751	658,576		(73,175)	658,576	574,843	83,733	87%	808,194	808,194
Alfred Nzo	2,426			2,426	2,426			2,426	4,146	(1,720)	171%	2,290	2,290
Amajuba	2,337			2,337	2,337			2,337	634	1,703	27%	2,205	2,205
Amatole	3,113			3,113	3,113			3,113	3,086	27	99%	2,939	2,939
Bojanala Platinum	2,504			2,504	2,504			2,504	2,170	334	87%	2,364	2,364
Cape Winelands	2,849			2,849	2,849			2,849	-	2,849	0%	2,689	2,689
Capricorn	2,566			2,566	2,566			2,566	1,031	1,535	40%	2,422	2,422
Central Karoo	2,035			2,035	2,035			2,035	-	2,035	0%	1,920	1,920
Chris Hani	3,421			3,421	3,421			3,421	-	3,421	0%	3,229	3,229
Dr Kenneth Kaunda	2,606			2,606	2,606			2,606	1,288	1,318	49%	2,460	2,460
Dr Ruth Segomotsi	2,589			2,589	2,589			2,589	1,082	1,507	42%	2,444	2,444

DEPARTMENT OF TRANSPORT
VOTE 35
ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

ANNEXURE 1A
STATEMENT OF CONDITIONAL GRANTS AND OTHER TRANSFERS TO MUNICIPALITIES

NAME OF MUNICIPALITY	GRANT ALLOCATION				TRANSFER			SPENT				2018/19		
	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	R'000
Mompati														
Garden Route	2,569			2,569	2,569			2,569	818	1,751	32%	2,425	2,425	
Ehlanzeni	2,491			2,491	2,491			2,491	2,066	425	83%	2,352	2,352	
Fezile Dabi	2,318			2,318	2,318			2,318	1,565	753	68%	2,188	2,188	
Frances Baard	2,670			2,670	2,670			2,670	1,918	752	72%	2,521	2,521	
Gert Sibande	2,451			2,451	2,451			2,451	2,306	145	94%	2,314	2,314	
Sekhukhune	2,427			2,427	2,427			2,427	1,655	772	68%	2,291	2,291	
Sisonke/Harry Gwala	2,358			2,358	2,358			2,358	301	2,057	13%	2,226	2,226	
iLembe	2,406			2,406	2,406			2,406	1,300	1,106	54%	2,271	2,271	
Ukhahlamba / Joe Gqabi	2,315			2,315	2,315			2,315	-	2,315	0%	2,185	2,185	
John Taolo Gaetwewe	2,101			2,101	2,101			2,101	549	1,552	26%	1,983	1,983	
Lejweleputswa	2,417			2,417	2,417			2,417	3,160	(743)	131%	2,281	2,281	
Mopani	2,338			2,338	2,338			2,338	2,053	285	88%	2,207	2,207	
Namakwa	3,076			3,076	3,076			3,076	2,441	635	79%	2,904	2,904	
Ngaka Modiri Molema	2,691			2,691	2,691			2,691	843	1,848	31%	2,540	2,540	
Nkangala	2,310			2,310	2,310			2,310	2,146	164	93%	2,180	2,180	
OR Tambo	3,112			3,112	3,112			3,112	2,497	615	80%	2,937	2,937	
Overberg	2,807			2,807	2,807			2,807	11	2,796	0%	2,649	2,649	
Pixley Ka Seme	3,188			3,188	3,188			3,188	2,701	487	85%	3,009	3,009	
Sarah Baartman	2,373			2,373	2,373			2,373	1,045	1,328	44%	2,240	2,240	
Sedibeng	2,580			2,580	2,580			2,580	261	2,319	10%	2,436	2,436	
Thabo Mofutsanyana	2,548			2,548	2,548			2,548	1,858	690	73%	2,405	2,405	
Ugu	2,821			2,821	2,821			2,821	584	2,237	21%	2,663	2,663	
uMgungundlovu	2,681			2,681	2,681			2,681	1,697	984	63%	2,531	2,531	

DEPARTMENT OF TRANSPORT
VOTE 35
ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

ANNEXURE 1A
STATEMENT OF CONDITIONAL GRANTS AND OTHER TRANSFERS TO MUNICIPALITIES

NAME OF MUNICIPALITY	GRANT ALLOCATION				TRANSFER			SPENT				2018/19	
	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
Umkhanyakude	2,780			2,780	2,780			2,780	1,780	1,000	64%	2,624	2,624
Umzinyathi	2,415			2,415	2,415			2,415	675	1,740	28%	2,280	2,280
Uthukela	2,636			2,636	2,636			2,636	3,646	(1,010)	138%	2,488	2,488
King Cetshwayo	2,678			2,678	2,678			2,678	2,270	408	85%	2,528	2,528
Vhembe	2,383			2,383	2,383			2,383	2,298	85	96%	2,249	2,249
Waterberg	2,259			2,259	2,259			2,259	2,147	112	95%	2,133	2,133
West Coast	2,681			2,681	2,681			2,681	1,289	1,392	48%	2,558	2,558
West Rand	2,748			2,748	2,748			2,748	1,813	935	66%	2,594	2,594
Xhariep	2,276			2,276	2,276			2,276	2,595	(319)	114%	2,149	2,149
ZF Mqcawu	3,037			3,037	3,037			3,037	2,948	89	97%	2,866	2,866
Zululand	2,504			2,504	2,504			2,504	1,585	919	63%	2,364	2,364
Vehicle Licences				-	11			11		11	0%	-	1
Total	6,582,139	-	-	6,582,139	6,483,987	98,163	-	6,483,987	3,815,418	2,668,569		6,394,202	6,394,654

It is certified that all transfers in terms of the Division of Revenue Act were deposited into a primary bank account of the municipalities. Funds of R40 million was budgeted in 2019/20 for the administration of the Public Transport Operations Grant to provinces and the Public Transport Network Grant to municipalities. No expenditure was incurred up to 31 March 2020 on the administration of these grants. The municipalities spent an average of 58.9% of the funds that were transferred due to the capital nature of most of the expenditure

DEPARTMENT OF TRANSPORT
VOTE 35
ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

ANNEXURE 1B

STATEMENT OF TRANSFERS TO DEPARTMENTAL AGENCIES AND ACCOUNTS

DEPARTMENT/AGENCY/ACCOUNT	TRANSFER ALLOCATION				TRANSFER		2018/19
	Adjusted appropriation	Roll Overs	Adjustments	Total Available	Actual Transfer	% of Available funds transferred	Final Appropriation
	R'000	R'000	R'000	R'000	R'000	%	R'000
South African National Roads Agency Ltd.	21,177,224			21,177,224	21,177,224	100%	18,624,158
Railway Safety Regulator	63,522			63,522	63,522	100%	63,018
South African Civil Aviation Authority	-			-	-		23,542
South African Maritime Safety Authority	-			-	-		13,707
Transport Education and Training Authority	1,297			1,297	1,297	100%	1,228
Road Traffic Management Corporation	210,228			210,228	210,228	100%	200,238
Ports Regulator	36,774			36,774	36,774	100%	25,619
Road Traffic Infringements Agency	7,770			7,770	7,770	100%	11,722
Total	21,496,815	-	-	21,496,815	21,496,815		18,963,232

DEPARTMENT OF TRANSPORT
VOTE 35
ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

ANNEXURE 1C

STATEMENT OF TRANSFERS/SUBSIDIES TO PUBLIC CORPORATIONS AND PRIVATE ENTERPRISES

NAME OF PUBLIC CORPORATION/PRIVATE ENTERPRISE	TRANSFER ALLOCATION				EXPENDITURE				2018/19
	Adjusted appropriation Act	Roll Overs	Adjustments	Total Available	Actual Transfer	% of Available funds transferred	Capital	Current	Final Appropriation
	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000	R'000
Public corporations									
Transfers	16,462,213	-	-	16,462,213	16,462,213	100.0%	2,681,848	8,376,604	15,778,968
Passenger Rail Agency of South Africa Ltd.	16,462,213	-	-	16,462,213	16,462,213	100.0%	2,681,848	8,376,604	15,778,968
TOTAL	16,462,213	-	-	16,462,213	16,462,213	100.0%	2,681,848	8,376,604	15,778,968

DEPARTMENT OF TRANSPORT
VOTE 35
ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

ANNEXURE 1D

STATEMENT OF TRANSFERS TO FOREIGN GOVERNMENT AND INTERNATIONAL ORGANISATIONS

FOREIGN GOVERNMENT / INTERNATIONAL ORGANISATION	TRANSFER ALLOCATION				EXPENDITURE		2018/19
	Adjusted appropriation Act	Roll Overs	Adjustments	Total Available	Actual Transfer	% of Available funds transferred	Final Appropriation
	R'000	R'000	R'000	R'000	R'000	%	R'000
Transfers							
COSPAS / SARSAT	566		154	720	720	100%	535
International Civil Aviation Organisation	4,808		(216)	4,592	4,592	100%	4,553
Indian Ocean Memorandum of Understanding	377			377	365	97%	358
International Maritime Organisation	1,711			1,711	725	42%	1,620
African Civil Aviation Commission	5,564		2,122	7,686	7,686	100%	5,269
International Oil Pollution Compensation Fund	10,424			10,424	2,614	25%	10,200
South African Development Community Aviation Safety Organisation	6,000		349	6,349	6,349	100%	6,000
South African Development Community Civil Aviation Organisation	64		10	74	74	100%	61
Total	29,514	-	2,419	31,933-	23,125		28,596

DEPARTMENT OF TRANSPORT
VOTE 35
ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

ANNEXURE 1E

STATEMENT OF TRANSFERS TO NON-PROFIT INSTITUTIONS

NON-PROFIT INSTITUTIONS	Adjusted appropriation Act R'000	TRANSFER ALLOCATION		Total Available R'000	EXPENDITURE		2018/19 Final Appropriation R'000
		Roll Overs R'000	Adjustments R'000		Actual Transfer R'000	% of Available funds transferred %	
Transfers							
National Sea Rescue Institute	2,589			2,589	2,589	100%	2,351
SANTACO	23,785			23,785	23,785	100%	22,524
Off Road Rescue Unit	98			98	98	100%	118
The Mountain Club of South Africa	98			98	98	100%	118
National Emergency Communications Division of the South African Radio League	98			98	98	100%	118
K9 Search and Rescue Association	98			98	98	100%	118
Total	26,766	-	-	26,766	26,766		25,347

DEPARTMENT OF TRANSPORT
VOTE 35
ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

ANNEXURE 1F

STATEMENT OF TRANSFERS TO HOUSEHOLDS

HOUSEHOLDS	TRANSFER ALLOCATION				EXPENDITURE		2018/19
	Adjusted appropriation Act	Roll Overs	Adjustments	Total Available	Actual Transfer	% of Available funds transferred	Final Appropriation
	R'000	R'000	R'000	R'000	R'000	%	R'000
Transfers							
Taxi recapitalisation	414,655		(75,169)	339,486	240,932	71%	411,605
Leave gratuity	210		2,813	3,023	3,023	100%	198
Gifts and donations	-		100	100	100	100%	-
Bursaries (non-employees)	11,659		(1,559)	10,100	10,100	100%	11,040
Total	426,524		(73,815)	352,709	254,155		422,843

DEPARTMENT OF TRANSPORT
VOTE 35
ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

ANNEXURE 1G
STATEMENT OF GIFTS, DONATIONS AND SPONSORSHIPS RECEIVED

NAME OF ORGANISATION	NATURE OF GIFT, DONATION OR SPONSORSHIP	2019/20	2018/19
		R'000	R'000
Received in cash			
Transport Education and Training Authority	Transportation of 1 600 learners that attended the career expo hosted to commemorate the International Civil Aviation Day 2018 at Nelspruit Airfield, Mpumalanga Province		401
Transport Education and Training Authority	Transportation of 1 481 learners together with 97 educators that attended the career expo to commemorate the International Civil Aviation Day 2019 at Polokwane International Airport, Polokwane Province	425	
Subtotal		425	401
Received in kind			
World Bank	Sponsored airfare, accommodation and per diem for two officials to participate in a study tour to enhance the Maputo Development Corridor.		45
Benguela Current Convention	Sponsored airfare, accommodation and per diem for an official to attend a meeting of the Benguela Current Convention Working Group on ecologically or biologically significant areas.		21
International Maritime Organisation	Sponsored airfare, accommodation and per diem for an official to attend the Djibouti Code of Conduct regional workshop on Best Practices for Maritime Domain Awareness.		32
International Maritime Organisation	Sponsored airfare, accommodation and per diem for an official to attend a workshop on the Implementation of the Jeddah Amendment to the Djibouti Code of Conduct.		47
International Maritime Organisation	Sponsored airfare, accommodation and per diem for two officials to attend the Global Initiative for West, Central and Southern Africa Sub-regional workshop on Shoreline Response.		29
Transport Education and Training Authority	Sponsored airfare, accommodation, meals, insurance, partial per diem and course fees for two officials to attend an International Leadership Development Programme.		874
International Maritime Organisation	Sponsored course fees, accommodation and meals for an official to attend a Port Operations and Management Course.		172
Transport Education and Training Authority	Sponsored air fare, accommodation, partial per diem and course fees for three officials to attend an International Executive Leadership Development Programme.		336
International Maritime Organisation	Sponsored airfare and accommodation for an official to attend training on the Djibouti Code of Conduct National Focal Points and National Training Correspondents.		39
International Maritime Organisation	Sponsored accommodation and tuition fees for an official to attend a course in Marine Accident Investigation Procedures.		37

DEPARTMENT OF TRANSPORT
VOTE 35
ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

ANNEXURE 1G

STATEMENT OF GIFTS, DONATIONS AND SPONSORSHIPS RECEIVED

NAME OF ORGANISATION	NATURE OF GIFT, DONATION OR SPONSORSHIP	2019/20	2018/19
		R'000	R'000
International Maritime Organisation	Sponsored air fare, accommodation, per diem and meals for an official to attend a Global Project Task Force meeting and a workshop on the IMO Data Collection System.		45
The Kingdom of Saudi Arabia	Sponsored airfare, and accommodation for an official to attend a Maritime Security workshop.		29
International Maritime Organisation	Sponsored airfare, accommodation and per diem for an official to attend a Djibouti Code of Conduct Regional Workshop on Best Practices for Information Sharing and Maritime Domain Awareness.	21	
Indian Ocean Rim Association	Sponsored airfare, accommodation and ground transport for an official to attend a training programme on Sustainable Development for Ports and Shipping in the Indian Ocean Region for Maritime Connectivity".	31	
German Development Cooperation	Sponsored travel expenses, accommodation and per diem for an official to participate in a Marine Spatial Planning Study Tour.	44	
VW South Africa	Provision of vehicles utilized during the 2019 Presidential Inauguration.	100	
Toyota South Africa	Provision of vehicles utilized during the 2019 Presidential Inauguration.	658	
BMW South Africa	Partial Sponsorship of vehicles utilized during the 2019 Presidential Inauguration.	1,268	
China Ministry of Transport	Sponsored an official to study for a Master's degree in Information and Communication Engineering from September 2019 to July 2021. The sponsorship covers return flights, visa costs, visit costs, tuition and application fees, on-campus accommodation, comprehensive medical insurance and protection scheme and a monthly living allowance.	490	
International Maritime Organisation	Sponsored airfare and accommodation for an official to attend a conference on Sustainable Maritime Development	22	
International Maritime Organisation	Sponsored airfare, accommodation and per diem for an official to attend a regional meeting on Capacity Building Coordination for Enhanced Maritime Security in the West Indian Ocean and Gulf of Aden	21	
BMW South Africa	Partial Sponsorship of vehicles utilized during the 2019 World Economic Forum in Cape Town	1,433	
Subtotal		4,088	1,706
TOTAL		4,513	2,107

DEPARTMENT OF TRANSPORT
VOTE 35
ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

ANNEXURE 1H

STATEMENT OF GIFTS, DONATIONS AND SPONSORSHIPS MADE AND REMISSIONS, REFUNDS AND PAYMENTS MADE AS AN ACT OF GRACE

NATURE OF GIFT, DONATION OR SPONSORSHIP (Group major categories but list material items including name of organisation)	2019/20 R'000	2018/19 R'000
Made in cash		
Sponsored an African Ports and Rail Evaluation Conference		10
Donation for community services - providing educational and career support	100	
TOTAL	<u>100</u>	<u>10</u>

DEPARTMENT OF TRANSPORT
VOTE 35
ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

ANNEXURE 2A
STATEMENT OF INVESTMENTS IN AND AMOUNTS OWING BY/TO NATIONAL/PROVINCIAL PUBLIC ENTITIES

Name of Public Entity	State Entity's PFMA Schedule type (state year end if not 31 March)	% of shares held		Number of shares held		Cost of investment R'000		Net Asset Value of investment R'000		Profit/(Loss) for the year R'000		Losses guaranteed
		2019/20	2018/19	2019/20	2018/19	2019/20	2018/19	2019/20	2018/19	2019/20	2018/19	Yes/No
National/Provincial Public Entity												
Passenger Rail Agency of South Africa Ltd.	3B	100.0%	100.0%	4,248,258,440	4,248,258,440	4,248,259	4,248,259	19,876,682	23,021,625	(3,144,983)	(1,685,100)	No
Airports Company Ltd.	2	74.6%	74.6%	372,994,884	372,994,884	559,492	559,492	22,335,528	22,092,290	210,922	226,773	No
Air Traffic and Navigation Services Company Ltd.	2	100.0%	100.0%	190,646,000	190,646,000	190,646	190,646	2,895,898	2,829,844	66,338	188,288	No
S.A. National Roads Agency Ltd.	3A	100.0%	100.0%	4,000	4,000	1,091,044	1,091,044	332,505,885	293,810,395	973,838	2,420,414	No
Road Traffic Management Corporation	3A							913,014	655,716	270,319	192,772	No
Cross Border Road Transport Agency	3A							90,238	63,070	27,169	180,990	No
Road Accident Fund	3A							(325,381,359)	(262,208,058)	(63,173,301)	(55,779,880)	No
Railway Safety Regulator	3A							59,433	18,959	41,683	19,763	No
South African Maritime Safety Authority	3A							91,612	75,042	6,811	13,127	No
South African Civil Aviation Safety Authority	3A							426,505	334,301	92,078	1,352	No
Ports Regulator	3A							31,354	19,958	11,816	2,356	No
Road Traffic Infringements Agency	3A							76,016	28,776	47,514	(20,129)	No
TOTAL				4,811,903,324	4,811,903,324	6,089,441	6,089,441	53,920,806	80,741,918	(64,569,796)	(54,239,274)	

DEPARTMENT OF TRANSPORT
VOTE 35
ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

ANNEXURE 2B

STATEMENT OF INVESTMENTS IN AND AMOUNTS OWING BY/TO ENTITES (continued)

Name of Public Entity	Nature of business	Cost of investment R'000		Net Asset Value of investment R'000		Amounts owing to Entities R'000		Amounts owing by Entities R'000	
		2019/20	2018/19	2019/20	2018/19	2019/20	2018/19	2019/20	2018/19
Controlled entities									
Passenger Rail Agency of South Africa Ltd.	Public transport	4,248,259	4,248,259	19,876,682	23,021,625			507	
Airports Company Ltd.	Airports	559,492	559,492	22,335,528	22,092,290				
Air Traffic and Navigation Services Company Ltd.	Air traffic control	190,646	190,646	2,895,898	2,829,844			4	4
S.A. National Roads Agency Ltd.	Roads	1,091,044	1,091,044	332,505,885	293,810,395			5,066	
Road Traffic Management Corporation	Road traffic			913,014	655,716				
Cross Border Road Transport Agency	Cross border			90,238	63,070			577	
Road Accident Fund	Road accidents			(325,381,359)	(262,208,058)			3,657	
Railway Safety Regulator	Rail safety			59,433	18,959				
South African Maritime Safety Authority	Maritime safety regulation			91,612	75,042				
South African Civil Aviation Safety Authority	Civil Aviation safety regulation			426,505	334,301			569	294
Ports Regulator	Ports regulation			31,354	19,958				25
Road Traffic Infringements Agency	Road traffic infringements			76,016	28,776				
Driving License Card Account	Driving license cards			388,595	329,764			485	155
TOTAL		6,089,441	6,089,441	54,309,401	81,071,682	-	-	10,865	478

DEPARTMENT OF TRANSPORT
VOTE 35
ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

ANNEXURE 3A

STATEMENT OF FINANCIAL GUARANTEES ISSUED AS AT 31 MARCH 2020 – LOCAL

GUARANTOR INSTITUTION	Guarantee in respect of	Original guaranteed capital amount	Opening balance 1 April 2019	Guarantees draw downs during the year	Guaranteed repayments/ cancelled/ reduced during the year	Revaluation due to foreign currency movements	Closing balance 31 March 2020	Revaluations due to inflation rate movements	Accrued guaranteed interest for year ended 31 March 2020
		R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000
	Other								
S.A. National Roads Agency (SOC) Ltd.	Capital Market loans	31,910,000	24,277,615	7,254,946	6,398,420		25,134,141	8,110,416	511,047
S.A. National Roads Agency (SOC) Ltd.	SZ Bonds & Money Market Loans	6,000,000	5,238,879	4,000	1,685		5,241,194	-	997
							-		
	Total	37,910,000	29,516,494	7,258,946	6,400,105	-	30,375,335	8,110,416	512,044

DEPARTMENT OF TRANSPORT
VOTE 35
ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

ANNEXURE 3B

STATEMENT OF CONTINGENT LIABILITIES AS AT 31 MARCH 2020

NATURE OF LIABILITY	Opening balance 1 April 2019	Liabilities incurred during the year	Liabilities paid/ cancelled/ reduced during the year	Liabilities recoverable (Provide details hereunder)	Closing balance 31 March 2020
	R'000	R'000	R'000	R'000	R'000
Claims against the department					
Claims for services rendered	156	68,817	156		68,817
Claim for extra works on Mthatha Airport	47,363	255			47,618
Claim for travel and accommodation expenses	1,343	2,407			3,750
Claim for training expenses	149				149
Claim for scrapping allowances and loss of income	6,331	465			6,796
Claim for non-adjustment and late gazetting of toll fees		148,779			148,779
TOTAL	55,342	220,723	156	-	275,909

DEPARTMENT OF TRANSPORT
VOTE 35
ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

ANNEXURE 4

CLAIMS RECOVERABLE

GOVERNMENT ENTITY	Confirmed balance		Unconfirmed balance		Total		Cash in transit at year end 2018/19* Receipt date up to six (6) working days after year end	Amount R'000
	31/03/2020	31/03/2019	31/03/2020	31/03/2019	31/03/2020	31/03/2019		
	R'000	R'000	R'000	R'000	R'000	R'000		
DEPARTMENTS								
Department of Correctional Services			75	75	75	75		
Department of International Relations and Cooperation			192	192	192	192		
Department of Justice and Constitutional Development			51	50	51	50		
S.A. National Defense Force			2	2	2	2		
South African Police Services			488	488	488	488		
North West Department Of Public Works			28	28	28	28		
Department of State Security			189	189	189	189		
Eastern Cape Department of Health			5	5	5	5		
Kwa-Zulu Natal Department of Human Settlements			4	4	4	4		
Kwa-Zulu Natal Office of the Premier				2	-	2		
Eastern Cape Department of Transport			61	61	61	61		
Department of Health				31	-	31		
Department of Basic Education			3	3	3	3		
Department of Labour			39	39	39	39		
Limpopo Department of Agriculture			2	1	2	1		
Department of Rural Development			21	146	21	146		
Department of Public Service and Administration			511		511	-		
Department of Science and Technology			4		4	-		
Total	-	-	1,675	1,316	1,675	1,316		-

DEPARTMENT OF TRANSPORT
VOTE 35
ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

OTHER GOVERNMENT ENTITIES

Driving License Card Account	485	155	485	155
Independent Ports Regulator		25	-	25
South African Civil Aviation Authority	569	294	569	294
Air Traffic and Navigation Services Company Ltd.	4	4	4	4
Cross Border Road Transport Agency	577		577	-
Passenger Rail Agency of South Africa	507		507	-
Road Accident Fund	3,657		3,657	-
South African National Roads Agency (SOC) Ltd.	5,066		5,066	-
	-	-	10,865	478
			10,865	478
Total			12,540	1,794
			12,540	1,794

DEPARTMENT OF TRANSPORT
VOTE 35
ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

ANNEXURE 5
INTER-GOVERNMENT PAYABLES

GOVERNMENT ENTITY	Confirmed balance outstanding		Unconfirmed balance outstanding		Total	
	31/03/2020	31/03/2019	31/03/2020	31/03/2019	31/03/2020	31/03/2019
	R'000	R'000	R'000	R'000	R'000	R'000
DEPARTMENTS						
Current						
Department of Public Works			24,486	42,270	24,486	42,270
TOTAL INTERGOVERNMENTAL	-	-	24,486	42,270	24,486	42,270

Cash in transit at year end 2019/20*	
Payment date up to six (6) working days before year end	Amount
	R'000

DEPARTMENT OF TRANSPORT
VOTE 35
ANNEXURES TO THE ANNUAL FINANCIAL STATEMENTS
for the year ended 31 March 2020

ANNEXURE 6A

INTER-ENTITY ADVANCES PAID (note 10.1)

ENTITY	Confirmed balance		Unconfirmed balance		Total	
	31/03/2020	31/03/2019	31/03/2020	31/03/2019	31/03/2020	31/03/2019
	R'000	R'000	R'000	R'000	R'000	R'000
NATIONAL DEPARTMENTS						
Department of International Relations and Cooperation	-	-	3,089	29	3,089	29
Statistics South Africa	-	1,735	-	-	-	1,735
Subtotal	-	1,735	3,089	29	3,089	1,764
PROVINCIAL DEPARTMENTS						
Northern Cape Provincial Government	-	-	631	631	631	631
Subtotal	-	-	631	631	631	631
OTHER INSTITUTIONS						
Government Communications and Information Services	-	-	3,973	14,735	3,973	14,735
Subtotal	-	-	3,973	14,735	3,973	14,735
TOTAL	-	1,735	7,693	15,395	7,693	17,130