

# VOTE 12

## Transport

Operational budget	R10 060 069 205
MEC remuneration	R 1 977 795
<b>Total amount to be appropriated</b>	<b>R10 062 047 000</b>
Responsible MEC	MEC for Transport and Community Safety and Liaison
Administering department	Transport
Accounting officer	Head: Transport

### 1. Overview

#### Vision

The department's vision is: *Prosperity through mobility.*

#### Mission statement

The department's mission is: *To strive to provide the public with mobility by an affordable transportation system that is safe, integrated, regulated and accessible to meet the developmental needs of our province.*

#### Strategic objectives

**Strategic policy direction:** The department's strategic policy direction is to support rural development, poverty alleviation and job creation as the department builds roads and bridges, provides safe integrated public transport systems, and manages traffic and the safety of all road users.

The department has set the following goals in order to achieve this:

- Provide mobility and accessibility within the province to achieve 32 890 kilometres of maintained road infrastructure by 2020.
- Promote and develop an integrated transportation system through developing three Integrated Public Transport Networks (IPTNs) operational plans.
- Create and promote a safe road environment by decreasing road fatalities by 30 per cent (545/1 819) by 2020.
- Promote sustainable economic transformation through developing two empowerment programmes.

#### Core functions

Turning the vision of the department into reality can only be achieved by focusing the attention and energy of all employees and relevant stakeholders on the performance of its core functions, namely:

##### ***Construct, maintain and repair the provincial road network***

The department's mandate is to construct and maintain a balanced road network that meets the mobility needs of the citizens of KZN, and supports the national and provincial growth and development plans and strategies.

##### ***Plan, regulate and provide an integrated transportation system***

The department's mandate is to regulate public transport and ensure access to safe, efficient and affordable public transport. The department is further mandated to facilitate development in the freight transport industry and the minimisation of negative externalities resultant from the transport of freight.

***Manage road traffic***

The department's mandate is to create a safe road environment, through the reduction of road accidents. The main services rendered include road traffic enforcement, road safety education, and the registration and licensing of vehicles.

**Legislative mandates**

The key legislative mandates of the department are derived mainly from the following legislation:

- Administrative Adjudication of Road Traffic Offences Act (Act No. 46 of 1998)
- Annual Division of Revenue Act (DORA)
- Broad-Based Black Economic Empowerment Act (Act No. 53 of 2003)
- Construction Industry Development Board Act (Act No. 38 of 2000)
- Constitution of the Republic of South Africa (Act No. 108 of 1996)
- Criminal Procedure Act (Act No. 51 of 1977)
- Cross-border Road Transport Act (Act No. 4 of 1998)
- DPSA's Directive on Consultation of Departments' Organisational Structure (2015)
- Employment Equity Act (Act No. 55 of 1998)
- Inter-governmental Relations (IGR) Framework Act (Act No. 13 of 2005)
- KZN Provincial Minibus Taxi Act (Act No. 4 of 1998). Only Chapter 10 is applicable, as Act has been repealed.
- KZN Provincial Roads Act (Act No. 4 of 2001)
- KZN Provincial Supply Chain Management (SCM) Policy Framework (2006)
- KZN Road Traffic Act (Act No. 7 of 1997)
- National Land Transport Act (Act No. 5 of 2009)
- National Land Transport Strategic Framework (2017-2022)
- National Road Traffic Act (Act No. 93 of 1996, as amended)
- National Road Safety Strategy (2016-2030), 1 April 2017
- National Treasury Standard for Infrastructure Procurement and Delivery Management (SIPDM) – First Edition (October 2015)
- Occupational Health and Safety Amendment Act (Act No. 181 of 1993)
- Provincial Growth and Development Plan/Strategy (PGDP/S) (2018)
- Preferential Procurement Policy Framework Act (Act No. 5 of 2000)
- Promotion of Access to Information Act (Act No. 2 of 2000)
- Promotion of Administrative Justice Act (Act No. 3 of 2000)
- Public Finance Management Act (Act No. 1 of 1999, as amended) and Treasury Regulations
- Public Service Act (Act No. 103 of 1994) and Regulations
- Road Traffic Act (Act No. 29 of 1989)
- Road Traffic Management Corporation Act (Act No. 20 of 1999)
- South African Revenue Services (SARS)

**2. Review of the 2017/18 financial year**

Section 2 provides a review of 2017/18, outlining the main achievements and progress made by the department during the year, as well as providing a brief discussion on challenges and new developments.

**Transport infrastructure**

Nearly 71 per cent of the department's budget is allocated toward the construction, upgrading and maintenance of road infrastructure in line with the goal of providing a balanced road network that meets the mobility needs of KZN citizens, and providing a logistics platform for South Africa's global trade, in accordance with the NDP and PGDP/S.

Departmental programmes like Operation KuShunquthuli and the African Renaissance Roads Upgrading Programme (ARRUP) continued to focus on road infrastructure development in rural areas. The following list details some projects that were completed and some that were in progress in 2017/18:

- Main Road P577, located from Duffs Road to KwaDabeka, comprising the construction of 16.5 kilometres was completed in 2017/18, and includes the Bus Rapid Transit (BRT) project.
- Main Road P700 corridor, located from Ulundi to Empangeni, comprising the upgrade of 93.5 kilometres from gravel to blacktop surface. Of this, 84.5 kilometres have been constructed to date, with five kilometres of blacktop surface constructed in 2017/18.
- Main Road P127, located from Impendle to Himeville, comprising the upgrade of 56 kilometres from gravel road to blacktop surface. To date, 32 kilometres have been upgraded, with three kilometres upgraded in 2017/18, as planned.
- Main Road P443 extends from the intersection with road P522/2 and P522/1, in the Ndumo area, and along the Swaziland border. The project entails the rehabilitation and upgrading of 23.26 kilometres. The road forms part of the Inkululeko development projects. The planned widening of the road shoulders, the blasting and widening of narrow sections, the construction of a new base layer and a black top weatherproof surfacing of 8 400 square metres were achieved in 2017/18.
- The Mboza Pongola vehicle bridge is a new bridge over the Pongola River. The bridge site is located in the uMhlabuyalingana Municipality, and was completed in 2017/18.
- The department commenced with the planning of the cross-border crime fighting project commissioned by the Premier, for which R2 million was allocated in 2016/17 for the planning of the project. A further R48 million was allocated in 2017/18 for the construction of the actual structure. It was agreed by the Provincial Executive Council that this project should be undertaken by the province but with the understanding that an MOA will be entered into with the Department of Home Affairs who is responsible for the border infrastructure, so that the funds can be recovered. As an MOA has not yet been signed, the project cannot proceed to the construction phase and therefore the department anticipates that the R48 million allocated in 2017/18 will remain unspent at the end of the year. The department is liaising with the OTP for an update on the signing of the MOA.

**Transport operations**

The construction of the uMzimkhulu Public Transport Facility is currently out to tender and the closing date for the tender was 10 January 2018. It is anticipated that the appointment of a contractor will take place in March 2018. The project was delayed due to delays with the procurement process as the tender specifications had to be reconfigured in line with the new Preferential Procurement Regulations.

Also, the department negotiated 11 empowerment contracts with bus operators to include previously disadvantaged people to be able to participate in the industry.

**Learner transport services**

In 2017/18, the department had an allocation of R195.300 million toward learner transport services, and caters for 47 740 learners from 320 schools. The increase in demand for the services has placed tremendous pressure on the 2017/18 budget. Discussions were finalised to move this function back to Department of Education (DOE) from 2018/19.

**Road safety**

The department continued to take steps to create and promote a safe road environment with the aim of decreasing road fatalities by 30 per cent by 2020. In order to achieve this, the department continued to invest in road safety education programmes to provide critical skills and tools that can assist in facilitating attitude and behavioural change among road users. The department achieved the following:

- Reached 270 000 school children and 1 176 schools by implementing learner education projects.
- Reached 73 000 adults through the implementation of adult education projects.
- Conducted nine major awareness programmes.
- Created 174 employment opportunities through the school crossing patrol services project.

***Expanded Public Works Programme (EPWP)***

The department created 72 200 jobs using EPWP principles, of which 45 000 jobs were created for women, while 20 000 jobs were created for the youth. Approximately six million employment days were created, due to the department's flagship maintenance programme, Zibambele.

### **3. Outlook for the 2018/19 financial year**

Section 3 looks at the key focus areas of 2018/19, outlining what the department is hoping to achieve during the year, as well as briefly looking at challenges and proposed new developments.

The bulk of the department's budget allocation is for the construction of roads, and the maintenance of the provincial road network. In 2018/19, the department will continue with construction and maintenance projects, provide subsidisation of bus services and undertake law enforcement campaigns to promote road safety.

***Transport infrastructure***

The department will continue to use Operation KuShunquthuli and ARRUP to focus on road infrastructure development in rural areas. The department will continue with the construction of roads to link rural communities to provincial hubs of activity, to achieve the strategic goal of providing access and mobility within the province. The department will continue with the upgrading and rehabilitation of the provincial road network to improve and prolong the lifespan of the provincial infrastructure network, and this includes the following projects:

- Main Road P700 corridor, located from Ulundi to Empangeni, comprising the upgrade of 93.5 kilometres from gravel to blacktop surface. Of this, 84.5 kilometres have been constructed to date. In 2018/19, the department plans to construct the balance of 9 kilometres on Main Road P253, as part of the P700 corridor.
- Main Road P318, located at the foot of the Drakensberg mountains in the Sani Pass area, comprises the upgrade of 13.6 kilometres with 12 structures from gravel to blacktop surface. The department advertised a contract for a further 11.4 kilometres, and anticipates to complete this in 2019/20.
- The construction of the uMzimkhulu Public Transport Facility is anticipated to commence in 2018/19 with completion anticipated in 2019/20.

The following are some of the upgrade projects that will be implemented in 2018/19 using labour-intensive construction methods:

- District Road D1613, located in the key economic hub of Inanda, Ndwedwe and KwaMashu, comprising 3.68 kilometres. An estimated 250 EPWP participants will be employed, with an impact on over 1 000 people in the local community.
- District Road D954 and Local Road L1099 are located in the Umzumbe area and collectively comprise seven kilometres. An estimated 100 EPWP participants will be employed.
- Local Road L1578 will be upgraded from gravel to concrete. This road is located in the Folweni area in eThekweni and comprises 2.5 kilometres. An estimated 400 EPWP participants will be employed.

***Transport operations***

The department is in the process of negotiating with main stream operators of subsidised contracts for empowerment purposes to ensure the participation of African-owned bus operators is increased to at least 50 per cent of the subsidised public transport contracts.

**Learner transport services**

The provision of learner transport services moves back to DOE, as mentioned. The department will continue to perform the regulation (issuing operator licences) and enforcement functions and, on request, will assist in areas of planning and service designs.

**Road safety**

The department will continue to create and promote a safe road environment through education and awareness by achieving the following:

- Reach 1 246 schools through the implementation of learner education projects.
- Conduct six major awareness programmes.
- Maintain 191 employment opportunities created through the school crossing patrol services project.

**Expanded Public Works Programme (EPWP)**

The department will continue to mainstream EPWP into the department to achieve the APP target of 58 260 work opportunities in 2018/19. This will be done by increasing its focus on labour-intensive construction. The department will focus on R200 million worth of projects utilising labour-intensive construction in order to ensure positive impact on livelihoods and achievement of job creation targets.

**4. Reprioritisation**

The department undertook minor reprioritisation, as well as a shift at both programme and economic classification levels, and the details are as follows:

- Programme 1: Administration was increased over the 2018/19 MTEF to cater for the maintenance and repairs to departmental buildings. The funds were reprioritised from Programme 4: Transport Regulation.
- Programme 3: Transport Operations was decreased over the 2018/19 MTEF relating to the shifting of the learner transport services function back to DOE from 2018/19 onward.

**5. Procurement**

The department will continue to strengthen SCM through increasing capacity and continuous training of staff. In 2017/18, the department finalised the review of its SCM policy and procedures and both documents have been approved and implemented. The department conducted SCM policy workshops with all stakeholders, as well as procedure manual training.

The department will continue to ensure the correct implementation of the Preferential Procurement Policy Framework Act particularly the “subcontracting as condition of tender” aspect, which requires that 30 per cent of the value of the contracts above R30 million must be subcontracted to an Exempted Micro Enterprise (EME) or Qualifying Small-business Enterprise (QSE).

**6. Receipts and financing****6.1 Summary of receipts**

Table 12.1 gives the sources of funding of Vote 12 over the seven-year period from 2014/15 to 2020/21. The table also compares actual and budgeted receipts against actual and budgeted payments. The department receives a provincial allocation in the form of equitable share, and national conditional grant allocations for the maintenance and construction of road infrastructure, the subsidisation of bus transport in the province and creating job opportunities through EPWP projects. The conditional grants received over the period are the Provincial Roads Maintenance grant (PRMG), the Provincial Transport Operations grant (PTOG) and the EPWP Integrated Grant for Provinces.

Table 12.1 shows that there is generally steady growth in the department’s budget over the period, despite the substantial budget cuts in both the equitable share and conditional grants allocations.

**Table 12.1 : Summary of receipts and financing**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2014/15	2015/16	2016/17	2017/18			2018/19	2019/20	2020/21
Equitable share	6 155 218	6 363 211	6 281 566	6 864 970	6 864 970	6 864 970	7 052 586	7 496 961	7 947 892
Conditional grants	2 752 384	2 759 623	2 992 479	2 934 054	2 934 054	2 934 054	3 009 461	2 940 891	3 116 393
Provincial Roads Maintenance grant	1 788 158	1 779 255	1 925 378	1 828 970	1 828 970	1 828 970	1 826 745	1 772 792	1 870 031
Public Transport Operations grant	904 783	924 766	1 011 046	1 071 439	1 071 439	1 071 439	1 106 154	1 168 099	1 246 362
EPWP Integrated Grant for Provinces	59 443	55 602	56 055	33 645	33 645	33 645	76 562	-	-
<b>Total receipts</b>	<b>8 907 602</b>	<b>9 122 834</b>	<b>9 274 045</b>	<b>9 799 024</b>	<b>9 799 024</b>	<b>9 799 024</b>	<b>10 062 047</b>	<b>10 437 852</b>	<b>11 064 285</b>
<b>Total payments</b>	<b>8 908 956</b>	<b>9 129 869</b>	<b>9 251 796</b>	<b>9 847 024</b>	<b>10 074 270</b>	<b>10 165 666</b>	<b>10 062 047</b>	<b>10 437 852</b>	<b>11 064 285</b>
Surplus/(Deficit) before financing	(1 354)	(7 035)	22 249	(48 000)	(275 246)	(366 642)	-	-	-
Financing									
of which									
Provincial roll-overs	-	-	-	-	27 246	27 246	-	-	-
Provincial cash resources	290	35 103	5 680	48 000	248 000	248 000	-	-	-
<b>Surplus/(Deficit) after financing</b>	<b>(1 064)</b>	<b>28 068</b>	<b>27 929</b>	<b>-</b>	<b>-</b>	<b>(91 396)</b>	<b>-</b>	<b>-</b>	<b>-</b>

In 2014/15, provincial cash resources of R290 000 were allocated for the costs relating to the RTI Commission. Also in 2014/15, R10 million was suspended from the department and allocated back in 2015/16, in respect of learner transport services. The department ended 2014/15 with minor over-expenditure of R1.064 million attributed to the carry-over costs of completed projects from previous years.

In 2015/16, the department was allocated provincial cash resources of R10 million, being funds suspended from 2014/15 for learner transport services. Also in 2015/16, provincial cash resources of R25.103 million were allocated for the above-budget 2015 wage agreement (R18.114 million), and the RTI Commission (R6.989 million) for the legal costs incurred and settlement to the 13 affected families as compensation for the loss of loved ones. The department under-spent in 2015/16 by R28.068 million due to non-compliance by the department with DORA in respect of reporting on the Infrastructure Reporting Model (IRM) on the PRMG allocation. The actual under-expenditure was R30.241 million, but was offset by over-spending in respect of the equitable share.

In 2016/17, the department received R5.680 million mainly to cater for the above-budget 2016 wage adjustment (R3.679 million), as well as R2 million to commence with the planning of the cross-border crime fighting structure. The department ended 2016/17 with under-expenditure of R27.929 million, of which R25.246 million was for the construction of bus lanes on Main Road P577 in the eThekweni Metro. The project was implemented by the department and is co-funded by the Metro. Also, R2 million, which was specifically and exclusively allocated for the planning of the cross-border crime fighting structure was under-spent due to non-submission of invoices by service providers. The balance of R683 000 was surrendered to the Provincial Revenue Fund, as it was not committed.

In 2017/18, the department received R48 million against provincial cash resources for the construction of a cross-border crime fighting structure. In addition, several budget cuts were effected against the equitable share over the MTEF including budget cuts to fund the remuneration of *Izinduna* in the province, the PES and Own Revenue reductions. In the 2017/18 Adjusted Appropriation, the department received R200 million for disaster relief in respect of the flood damage that occurred in the province on 10 October 2017 and, a roll-over of R27.246 million in respect of its 2016/17 under-expenditure, as explained above. As at the end of December 2017, the department is projecting to over-spend its allocation by R91.396 million largely relating to the pressures on the learner transport services.

The budget for the Vote as a whole shows a healthy increase over the 2018/19 MTEF. The budget provides for the carry-through allocations of construction and maintenance projects, investment in the computerised licence testing project, an increase in law enforcement and road safety campaigns, as well as inflationary increments. National Treasury has allocated additional funding to provinces in the outer year of the 2018/19 MTEF in respect of the above-budget wage agreement. This amount is proportionately allocated to all 15 Votes. This resulted in R38.599 million allocated in 2020/21. The department receives more than double its EPWP Integrated Grant for Provinces allocation in 2018/19, amounting to R76.562 million. The PTOG sees a reduction of R15.353 million in 2018/19 and R16.212 million in 2019/20 due to National Treasury's fiscal consolidation programme, but grows by R62.051 million in 2020/21 to cater for inflationary increments. Also, the PRMG sees a substantial reduction aggregating

R604.997 million over the 2018/19 MTEF as a result of fiscal consolidation. A total of R655.033 million was reduced in respect of the learner transport services budget over the 2018/19 MTEF and moved to DOE (for which prior years' figures were adjusted), as explained.

## 6.2 Departmental receipts collection

Table 12.2 indicates the estimated departmental receipts for Vote 12. Details of departmental receipts are presented in *Annexure – Vote 12: Transport*. Table 12.2 shows a general increase in the total amount of revenue collected by the department over the seven-year period. This increase can be attributed to improved revenue collection strategies, higher than anticipated applications for new and renewal of motor vehicle licences, as well as higher than anticipated applications for learners' and drivers' licences.

**Table 12.2 : Summary of departmental receipts collection**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2014/15	2015/16	2016/17	2017/18			2018/19	2019/20	2020/21
Tax receipts	1 481 126	1 490 173	1 599 531	1 597 163	1 597 163	1 637 955	1 694 050	1 760 059	1 825 350
Casino taxes	-	-	-	-	-	-	-	-	-
Horse racing taxes	-	-	-	-	-	-	-	-	-
Liquor licences	-	-	-	-	-	-	-	-	-
Motor vehicle licences	1 481 126	1 490 173	1 599 531	1 597 163	1 597 163	1 637 955	1 694 050	1 760 059	1 825 350
Sale of goods and services other than capital assets	126 811	119 355	107 078	145 088	145 088	100 587	115 931	120 656	129 705
Transfers received	-	-	-	-	-	-	-	-	-
Fines, penalties and forfeits	43 476	45 671	47 257	40 948	40 948	38 460	57 733	61 147	58 901
Interest, dividends and rent on land	236	202	230	254	254	120	272	280	291
Sale of capital assets	4 389	6 221	27 205	5 132	5 132	6 363	7 481	7 945	7 240
Transactions in financial assets and liabilities	369	3 358	2 928	2 176	2 176	8 899	2 324	2 400	2 496
<b>Total</b>	<b>1 656 407</b>	<b>1 664 980</b>	<b>1 784 229</b>	<b>1 790 761</b>	<b>1 790 761</b>	<b>1 792 384</b>	<b>1 877 791</b>	<b>1 952 487</b>	<b>2 023 983</b>

The bulk of the department's revenue is derived from *Tax receipts (Motor vehicle licences)* collected in terms of the Road Traffic Act. The revenue collection grows to R1.825 billion in 2020/21. This growth can be attributed to the growth in vehicle population and higher than anticipated application of new and renewal of motor vehicle licences. The budget grows by approximately 4 per cent on average over the MTEF, as the department is concerned that their revenue may be negatively impacted by cheaper fees in neighbouring provinces.

*Sale of goods and services other than capital assets* consists of motor vehicle registration, sale of personalised and specific number plates, registration of classification of vehicles, such as abnormal loads and special vehicles, as well as applications for learners' and drivers' licences. Additional to these revenue sources are boarding services, course fees related to the Traffic Training College, commission on PERSAL deductions, etc. The 2018/19 MTEF revenue projections exclude the effect of changing from town specific number plates to KZN registration numbers. This process has been put on hold by the department pending NDOT promulgation of legislation relating to the implementation of a new national number plate, which the department will have to adopt.

*Fines, penalties and forfeits* largely reflects the collection of traffic fines from non-compliance with road traffic laws and regulations. The revenue fluctuations relate to the nature of this category which is difficult to project. The growth over the MTEF is based on historical performance.

*Interest, dividends and rent on land* is derived mainly from interest on staff debts. It is difficult to project accurately for this item due to its uncertain nature.

*Sale of capital assets* reflects the sale of redundant vehicles and mechanical plant. The difficulty in projecting with certainty for these receipts is reflected in the fluctuating trend over the seven-year period, hence the conservative growth over the MTEF. The higher than anticipated collection in the 2017/18 Revised Estimate is due to proceeds from the auction sale being higher than expected, with more vehicles sold.

*Transactions in financial assets and liabilities* is made up of recoveries from staff debts, stale cheques, overpayment to suppliers, unsuccessful projects, unallocated credits, etc. It is difficult to accurately project revenue from this source due to its uncertain nature.

### 6.3 Agency funding

Tables 12.3 and 12.4 present details of agency funding that are received by the department.

**Table 12.3 : Details of agency funding receipts**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2014/15	2015/16	2016/17				2018/19	2019/20	2020/21
Agency funding	58 536	38 675	35 024	3 922	3 922	22 553	3 922	3 922	3 922
SANRAL	-	3 363	6 073	3 922	3 922	3 922	3 922	3 922	3 922
RTMC	40 000	35 312	20 710	-	-	18 390	-	-	-
eThekwin Metro	18 536	-	8 241	-	-	241	-	-	-
<b>Total</b>	<b>58 536</b>	<b>38 675</b>	<b>35 024</b>	<b>3 922</b>	<b>3 922</b>	<b>22 553</b>	<b>3 922</b>	<b>3 922</b>	<b>3 922</b>

**Table 12.4 : Details of agency funding payments and estimates**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2014/15	2015/16	2016/17				2018/19	2019/20	2020/21
Agency funding	14 983	17 965	16 393	3 922	3 922	22 553	3 922	3 922	3 922
SANRAL	-	3 363	6 073	3 922	3 922	3 922	3 922	3 922	3 922
RTMC	4 688	14 602	2 320	-	-	18 390	-	-	-
eThekwin Metro	10 295	-	8 000	-	-	241	-	-	-
<b>Total</b>	<b>14 983</b>	<b>17 965</b>	<b>16 393</b>	<b>3 922</b>	<b>3 922</b>	<b>22 553</b>	<b>3 922</b>	<b>3 922</b>	<b>3 922</b>

The department receives agency funding from the South African National Roads Agency Limited (SANRAL) for the extended overload control function on the national road network in the province. In 2013/14, the department's contract with SANRAL expired, and the process of renewing the contract took longer than anticipated. The department could not reach an agreement with SANRAL, and this led to non-receipt of funds in 2014/15.

In 2014/15, the new contract was signed at the end of November 2014, in terms of which the department anticipated to receive R1.264 million for the remainder of 2014/15. This amount was not paid to the department in 2014/15 due to a problem with verifying the quality of information at the individual weighbridges. The 2014/15 agency funding was received in 2015/16. In 2016/17, the department anticipated to receive R3.792 million, but received R6.073 million, including R3.514 million for 2015/16.

The department anticipates to receive further funds of R3.922 million in 2017/18 in line with the new contract signed with SANRAL. The department and SANRAL will review and renew the contract every two years and, as the department does not know the content of the new agreement, it could not determine the inflationary increments, hence the allocations over the MTEF remain constant, at this stage.

The department received R40 million from RTMC in the latter part of 2014/15 in respect of the road safety improvement programme for the improvement of road safety and law enforcement campaigns due to the high level of accidents on the roads. The unspent balance of the R40 million is R18.390 million, which is anticipated to be spent in the latter part of 2017/18.

The department received R18.536 million from the eThekwin Metro for provincial public transport infrastructure for the construction of taxi ranks, toward the latter part of 2013/14 for spending in 2014/15, and R10.295 million was spent in that year. The balance of R8.241 million was rolled over to 2015/16. Of this, R8 million was spent in 2016/17, and the balance of R241 000 was rolled over to 2017/18.

## 7. Payment summary

This section summarises the payments and budget estimates for the Vote in terms of programmes and economic classification. Details of the economic classification per programme are presented in *Annexure – Vote 12: Transport*.

### 7.1 Key assumptions

The department applied the following broad assumptions when compiling the budget:

- All inflation related increases are based on CPI projections.
- In terms of the National Treasury's guidelines, the cost of living adjustment is 8 per cent in 2018/19, 7.8 per cent in 2019/20 and 8 per cent in 2020/21, including the 1.5 per cent pay progression. However, the department provided for a growth in *Compensation of employees* of 16 per cent in 2018/19, 7 per cent in 2019/20 and 9 per cent in 2020/21. The substantial growth in 2018/19 caters for the implementation of the department's proposed new organisational structure and the filling of 930 vacant posts. However, the growth does not seem sufficient to cater for all 930 posts in one year. Also, as a result of lengthy recruitment processes, it is not possible for the department to fill all 930 posts in a year and, as such, the department will review this in-year. The growth in 2019/20, which is below National Treasury's guidelines, will be reviewed by the department in 2019/20. The growth of 9 per cent in 2020/21 is slightly above National Treasury's guidelines, due to the allocation from National Treasury to cater for the above-budget wage agreement.
- The expanded cost-cutting measures, as reissued by Provincial Treasury in 2017/18, will continue to be adhered to over the 2018/19 MTEF, in conjunction with National Treasury Instruction Note 03 of 2017/18: Cost-containment measures.

## 7.2 Additional equitable share allocations for the 2016/17 to 2018/19 MTEF

Table 12.5 shows additional equitable share funding received over the 2016/17, 2017/18 and 2018/19 MTEF periods, and excludes conditional grant funding. The carry-through allocations for the outer year (i.e. 2020/21) are based on the incremental percentage used in the 2018/19 MTEF.

**Table 12.5 : Summary of additional provincial allocations for the 2016/17 to 2018/19 MTEF**

R thousand	2016/17	2017/18	2018/19	2019/20	2020/21
<b>2016/17 MTEF period</b>	<b>(340 791)</b>	<b>(363 923)</b>	<b>(385 914)</b>	<b>(407 525)</b>	<b>(429 939)</b>
Above-budget 2015 wage agreement	38 649	41 442	44 589	47 086	49 676
Freezing all vacant non-OSD posts	(328 789)	(351 147)	(375 025)	(396 026)	(417 808)
Cutting events' budget	(19 000)	(19 000)	(19 000)	(20 064)	(21 168)
2% Goods and services cut	(31 651)	(35 218)	(36 478)	(38 521)	(40 639)
<b>2017/18 MTEF period</b>		<b>10 627</b>	<b>(42 579)</b>	<b>4 466</b>	<b>4 711</b>
PES and Provincial Own Revenue reductions		(27 051)	(30 925)	(54 853)	(57 870)
Budget cuts to fund remuneration of <i>Izinduna</i>		(10 219)	(10 781)	(11 373)	(11 999)
Baseline adjustment		(103)	(873)	(783)	(826)
Cross-border crime fighting initiative (25 kms)		48 000	-	-	-
Additional funding from National Treasury		-	-	71 475	75 406
<b>2018/19 MTEF period</b>			<b>(206 630)</b>	<b>(218 201)</b>	<b>(191 604)</b>
Learner transport funds shift to DOE			(206 630)	(218 201)	(230 202)
Above-budget wage agreement			-	-	38 598
<b>Total</b>	<b>(340 791)</b>	<b>(353 296)</b>	<b>(635 123)</b>	<b>(621 260)</b>	<b>(616 832)</b>

In the 2016/17 MTEF, due to data updates of the PES formula, a declining Provincial Own Revenue, as well as cuts implemented by National Treasury as a result of the need to lower the expenditure ceiling across the country and to reprioritise to fund various national priorities that had arisen, the funding available to the province was reduced. Provinces were also instructed that the baselines of provincial Departments of Health be protected in view of the impact that the exchange rate has had on the affordability of medicines, which are largely imported. In order to effect these cuts in the province, expenditure on *Compensation of employees* was lowered by freezing all vacant non-OSD posts, 2 per cent cut against departments' equitable share funded *Goods and services* budget, as well as the cut against departments' events budget over the MTEF.

With regard to the 2017/18 MTEF, an amount of R48 million was allocated in 2017/18 for the construction of a cross-border crime fighting structure on the border between KZN and Mozambique. Also, National Treasury allocated additional funding to provinces in the outer year of the 2017/18 MTEF. This amount was proportionately allocated to all 15 Votes to ensure that the budget cuts referred to above were offset in the outer year. However, these increases were substantially mitigated by the MTEF budget cuts to fund the remuneration of *Izinduna*, the PES and Provincial Own Revenue reductions, as well as a minor baseline adjustment.

In the 2018/19 MTEF, the learner transport services function was shifted back to DOE and, as such, the funds follow function, hence the reduction reflected over the 2018/19 MTEF. Also, National Treasury allocated additional funding to provinces in the outer year of the 2018/19 MTEF. This amount is proportionately allocated to all 15 Votes to cater for the above-budget wage agreement, hence an allocation of R38.598 million in 2020/21.

It is noted that further fiscal consolidation cuts were effected against the equitable share over the 2018/19 MTEF. However, due to the lateness of finalising these cuts, it was resolved at a Finance *Lekgotla* that, while Votes were notified of the quantum of their proportional cut, the actual cut will only be effected in the 2018/19 Adjustments Estimate, to allow time for planning. The department's budget will accordingly be cut by R32.840 million in the 2018/19 Adjustments Estimate.

### 7.3 Summary by programme and economic classification

The services rendered by the department are categorised under five programmes, which are largely aligned to the uniform budget and programme structure of the Transport sector.

The department's mission is to provide the public with integrated and accessible road and public transport infrastructure and to promote road and public transport safety, through the interaction of these five programmes.

Tables 12.6 and 12.7 provide a summary of the Vote's payments and budgeted estimates over the seven-year period, by programme and economic classification, respectively.

**Table 12.6 : Summary of payments and estimates by programme: Transport**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2014/15	2015/16	2016/17	2017/18			2018/19	2019/20	2020/21
1. Administration	258 972	306 021	314 310	335 052	347 052	347 052	363 292	387 397	411 437
2. Transport Infrastructure	6 821 519	6 977 023	7 054 362	7 177 883	7 405 129	7 405 129	7 460 222	7 669 133	8 121 453
3. Transport Operations	1 084 604	1 079 446	1 072 565	1 437 403	1 437 403	1 528 799	1 281 846	1 354 718	1 444 458
4. Transport Regulation	702 150	737 790	778 062	861 447	849 447	849 447	920 064	987 413	1 045 343
5. Community Based Programme	41 711	29 589	32 497	35 239	35 239	35 239	36 623	39 191	41 594
<b>Total</b>	<b>8 908 956</b>	<b>9 129 869</b>	<b>9 251 796</b>	<b>9 847 024</b>	<b>10 074 270</b>	<b>10 165 666</b>	<b>10 062 047</b>	<b>10 437 852</b>	<b>11 064 285</b>
Unauth. Exp. (1st charge) not available for spending	-	(4 553)	(4 553)	-	-	-	-	-	-
<b>Baseline available for spending after 1st charge</b>	<b>8 908 956</b>	<b>9 125 316</b>	<b>9 247 243</b>	<b>9 847 024</b>	<b>10 074 270</b>	<b>10 165 666</b>	<b>10 062 047</b>	<b>10 437 852</b>	<b>11 064 285</b>

**Table 12.7 : Summary of payments and estimates by economic classification: Transport**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2014/15	2015/16	2016/17	2017/18			2018/19	2019/20	2020/21
<b>Current payments</b>	<b>4 034 726</b>	<b>3 862 395</b>	<b>4 499 339</b>	<b>5 121 230</b>	<b>5 092 812</b>	<b>5 184 208</b>	<b>5 293 315</b>	<b>5 528 240</b>	<b>5 815 251</b>
Compensation of employees	1 075 831	1 170 062	1 265 911	1 762 017	1 544 673	1 544 673	1 789 872	1 907 847	2 070 455
Goods and services	2 958 890	2 692 330	3 233 428	3 359 213	3 548 139	3 639 535	3 503 443	3 620 393	3 744 796
Interest and rent on land	5	3	-	-	-	-	-	-	-
<b>Transfers and subsidies to:</b>	<b>1 028 292</b>	<b>1 016 815</b>	<b>1 033 393</b>	<b>1 099 193</b>	<b>1 100 816</b>	<b>1 100 816</b>	<b>1 132 250</b>	<b>1 195 656</b>	<b>1 275 434</b>
Provinces and municipalities	4 093	4 537	5 093	4 986	4 986	4 986	5 729	6 049	6 381
Departmental agencies and accounts	4 522	1 608	3 986	6 058	4 499	4 499	4 478	4 728	4 988
Higher education institutions	-	-	-	-	-	-	-	-	-
Foreign governments and international organisations	-	-	-	-	-	-	-	-	-
Public corporations and private enterprises	985 852	993 057	1 011 085	1 071 439	1 073 304	1 073 304	1 106 154	1 168 099	1 246 362
Non-profit institutions	-	-	-	-	-	-	-	-	-
Households	33 825	17 613	13 229	16 710	18 027	18 027	15 889	16 780	17 703
<b>Payments for capital assets</b>	<b>3 845 558</b>	<b>4 245 464</b>	<b>3 712 163</b>	<b>3 626 601</b>	<b>3 879 847</b>	<b>3 879 847</b>	<b>3 636 482</b>	<b>3 713 956</b>	<b>3 973 600</b>
Buildings and other fixed structures	3 675 620	4 032 842	3 530 726	3 424 685	3 699 931	3 699 931	3 436 542	3 504 869	3 754 059
Machinery and equipment	166 436	200 177	180 095	193 759	178 599	178 599	198 439	207 502	217 869
Heritage assets	-	-	-	-	-	-	-	-	-
Specialised military assets	-	-	-	-	-	-	-	-	-
Biological assets	-	-	-	-	-	-	-	-	-
Land and sub-soil assets	-	-	-	-	-	-	-	-	-
Software and other intangible assets	3 502	12 445	1 342	8 157	1 317	1 317	1 501	1 585	1 672
<b>Payments for financial assets</b>	<b>380</b>	<b>5 195</b>	<b>6 901</b>	<b>-</b>	<b>795</b>	<b>795</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>8 908 956</b>	<b>9 129 869</b>	<b>9 251 796</b>	<b>9 847 024</b>	<b>10 074 270</b>	<b>10 165 666</b>	<b>10 062 047</b>	<b>10 437 852</b>	<b>11 064 285</b>
Unauth. Exp. (1st charge) not available for spending	-	(4 553)	(4 553)	-	-	-	-	-	-
<b>Baseline available for spending after 1st charge</b>	<b>8 908 956</b>	<b>9 125 316</b>	<b>9 247 243</b>	<b>9 847 024</b>	<b>10 074 270</b>	<b>10 165 666</b>	<b>10 062 047</b>	<b>10 437 852</b>	<b>11 064 285</b>

The expenditure and budget over the period under review reflects healthy growth, but the growth was mitigated by the previously mentioned budget cuts, as well as the function shift of the learner transport services, (which is included in 2017/18 only).

Programme 1: Administration reflects steady growth over the period. The increase in the 2017/18 Adjusted Appropriation was due to reprioritisation to cater for the maintenance and rehabilitation of departmental buildings. The growth over the 2018/19 MTEF mainly provides for inflationary increments, as well as additional maintenance and repairs to departmental buildings. The 2015/16 and 2016/17 amounts include R4.553 million in each of the years in respect of the first charge. These amounts are reflected against *Payments for financial assets*. The department has made provision for the filling of seven critical posts in respect of Programme 1 over the MTEF. These posts include Director: SCM, Director: Asset Management, Director: Human Resource Administration, Deputy Director: Risk Management, among others.

Programme 2: Transport Infrastructure reflects a steady increase over the seven-year period. The increase is due to the carry-through of the department's investment in the provincial road network in respect of construction and upgrade of roads, enhancement of law enforcement and road safety campaigns, and maintenance of the provincial road network. The increase in the 2017/18 Adjusted Appropriation was due to an additional R200 million allocated for disaster relief in respect of the flood damage that occurred in the province. In addition, a roll-over of R27.246 million was approved for the construction of bus lanes on Main Road P577 in the eThekweni Metro, and the payment of invoices for the planning of the cross-border crime fighting structure. Programme 2 houses the PRMG and the EPWP Integrated Grant for Provinces, and the allocation for the PRMG has been substantially reduced over the MTEF due to National Treasury's fiscal consolidation programme, while the EPWP Integrated Grant for Provinces' allocation in 2018/19 in comparison to 2017/18 sees a substantial increase due to improved reporting by the department. It should be noted that the EPWP Integrated Grant for Provinces is allocated annually and is based on the previous year's performance, and hence no funds are allocated in the two outer years of the 2018/19 MTEF. The department has made provision for the filling of 887 critical posts in respect of Programme 2 over the MTEF. These posts include Chief Director: Macro Integrated Transport Planning, Road Worker Aids, Control Engineering Technologists, Driver Operators, Artisans, among others. The 2020/21 allocation includes additional funds for the above-budget wage agreement. The full allocation was placed under this programme.

Programme 3: Transport Operations reflects healthy growth over the period. The bulk of the allocation against this programme relates to the PTOG for the payment of bus subsidies to bus operators. The high amount in the 2017/18 Revised Estimate relates to spending pressures of R102.294 million with regard to learner transport services. This function has now been shifted to DOE, and the prior years' and the 2018/19 MTEF figures have been adjusted for comparative purposes. However, the 2017/18 figure has not been adjusted, as the department is currently implementing the services, and the hand-over to DOE takes effect from 1 April 2018. The low growth in 2018/19 and 2019/20 in comparison to the 2017/18 Adjusted Appropriation is attributed to a reduction in the PTOG in these two years. The growth in 2020/21 accounts for the substantial increase in the PTOG in that year, as well as inflationary increments. The department has made provision for the filling of 11 critical posts in respect of Programme 3 over the MTEF. The posts include Principal Road Safety Officer, Chief Director: Public Transport and Freight Management, Assistant Director: Community Outreach Services, Engineering Technician, Deputy Director: Transportation Planning, among others.

Programme 4: Transport Regulation reflects steady growth over the seven-year period, relating to the investment in a computerised licence testing system and an increase in law enforcement and road safety campaigns. As this programme includes provision for traffic officers, the bulk of the budget relates to personnel. The decrease in the 2017/18 Adjusted Appropriation was due to reprioritisation to Programme 1. The growth over the MTEF is in respect of inflationary increments. The department made provision for the filling of 17 critical posts in respect of Programme 4 over the MTEF, including Chief Provincial Inspector, Vehicle Technical Compliance Officers, Adjudication Specialists, and Administration Clerk: Revenue and Debt Control Services, among others.

Programme 5: Community Based Programmes reflects a fluctuating trend over the period. The decrease in 2015/16 can be ascribed to training programmes for the Zibambele and Vukuzakhe emerging contractors that were not conducted, as a result of delays in the appointment of mentors due to the difficulty in finding suitable service providers. The further decrease in 2016/17 was due to funds earmarked to be transferred to the Vukuzakhe Emerging Contractors Association (VECA), but were not transferred as a result of non-compliance with funding conditions by the association. The 2018/19 MTEF growth is mainly inflationary, but also includes provision for the filling of eight critical posts such as Director: Youth Development, Director: EPWP, Deputy Director: Women and People with Disabilities, Assistant Director: Data Management, among others.

*Compensation of employees* shows a steady increase over the seven-year period attributed to the filling of vacant posts, as well as the annual wage adjustments. The decrease in the 2017/18 Adjusted Appropriation mainly relates to the shifting of funds for the payment of Zibambele contractors to *Goods and services*. This is because the contractors are not employees of the department, but are merely used by the department for routine road maintenance, and should therefore not form part of the department's personnel budget. The prior years' and the 2018/19 MTEF figures have been adjusted. The decrease is also attributed to non-filling of approved vacant posts. The department anticipates filling 930 critical vacant posts in 2018/19, as discussed under each programme. However, this is not feasible due to lengthy recruitment processes, and will be reviewed by the department. The 2020/21 allocation includes additional funding for the above-budget wage agreement. The department provided for growth in *Compensation of employees* of 16 per cent in 2018/19, 7 per cent in 2019/20 and 9 per cent in 2020/21. As explained, the substantial growth in 2018/19 caters for the implementation of the department's proposed new organisational structure and the filling of vacant critical posts. The growth in 2019/20, which is below National Treasury's guidelines, will be reviewed by the department in 2019/20. The growth of 9 per cent in 2020/21 is slightly above National Treasury's guidelines, due to the once-off additional allocation for the above-budget wage agreement.

*Goods and services* caters for the maintenance of the provincial road network, as well as road safety awareness campaigns, etc., and reflects a steady increase over the period, apart from 2015/16 which shows a dip, which resulted from the substantial reprioritisation from this category in that year. In the 2017/18 Adjustments Estimate, funds for the payment of Zibambele contractors were moved to this category, as explained above. The prior years' and the 2018/19 MTEF figures have been adjusted. Also, an amount of R200 million was allocated to cater for disaster relief in respect of the flood damage that occurred in the province. In addition, a roll-over of R2 million was allocated for the payment of invoices relating to the planning of the cross-border crime fighting structure. The increase was, however, offset to some extent by the movement of savings of R250 million realised mainly from various maintenance projects that were delayed. These funds were moved to *Buildings and other fixed structures* to offset spending pressures. The high 2017/18 Revised Estimate resulted from spending pressures with regard to learner transport services. As explained, the learner transport services function has been shifted back to DOE with effect from 2018/19, and the funds have been moved accordingly. However, the 2017/18 budget was not amended, as the department is currently implementing the services. This category houses the PRMG and the EPWP Integrated Grant for Provinces. Despite the substantial reduction against the PRMG over the 2018/19 MTEF, the category shows healthy growth attributed to continuation of maintenance projects, road safety awareness campaigns, as well as inflationary increments. Also, the allocation for the EPWP Integrated Grant for Provinces sees a substantial increase in 2018/19. The EPWP Integrated Grant for Provinces is allocated up to 2018/19 only, as the grant is allocated on an annual basis based on the previous year's performance.

*Transfers and subsidies to: Provinces and municipalities* relates to the payment of motor vehicle licences.

*Transfers and subsidies to: Departmental agencies and accounts* mainly relates to the payment for the Construction Education and Training Authority (CETA) and the Transport Education and Training Authority (TETA) levies in terms of the Skills Development Act.

*Transfers and subsidies to: Public corporations and private enterprises* mainly relates to the PTOG, which is a conditional grant aimed at subsidising road-based public transport services and providing supplementary funding toward public transport services. The slight increase in the 2017/18 Adjusted

Appropriation was in respect of VECA for the monitoring of the Vukuzakhe emerging contractors for compliance to norms and standards. The amounts over the 2018/19 MTEF are mainly in respect of the PTOG, which was decreased in 2018/19 and 2019/20 due to the fiscal consolidation programme. The grant increases in 2020/21 to provide for inflationary growth.

*Transfers and subsidies to: Households* caters mainly for staff exit costs, external bursaries, as well as injury on duty. The high 2014/15 amount relates to costs in respect of the RTI Commission, as previously mentioned.

*Buildings and other fixed structures* caters for road construction, upgrades and rehabilitation work. Funds were reprioritised to this category in the 2017/18 Adjusted Appropriation mainly from *Goods and services* for higher than budgeted spending on various construction projects carried over from the previous year. Also, a roll-over of R25.246 million was allocated for the construction of bus lanes on Main Road P577 in the eThekweni Metro. The increase over the 2018/19 MTEF is inflationary, and caters for various construction, upgrade and rehabilitation projects such as the Main Road P700 corridor (upgrade of 9 kilometres), Main Road P318 (upgrade of 13.6 kilometres with 12 structures from gravel to blacktop surface), the construction of the uMzimkhulu Public Transport Facility, District Road D1613 (upgrade of 3.68 kilometres), Local Road L1578 (upgrade from gravel to concrete comprising 2.5 kilometres), District Road D954 and Local Road L1099 (collectively an upgrade of 7 kilometres), among others.

*Machinery and equipment* reflects a low 2016/17 amount due to delays in procurement processes for the purchase of additional plant to replace damaged and obsolete plant, as well as additional motor vehicles for the Law Enforcement unit. The reduction in the 2017/18 Adjusted Appropriation resulted from savings associated with the non-filling of posts, hence there was less demand for computer equipment, office equipment, two-way radios for motor vehicles, etc. The 2018/19 MTEF caters for the procurement of new and the replacement of mechanical plant, as well as inflationary adjustments.

*Software and other intangible assets* relates to the payment of computer software licences such as Microsoft. The high 2015/16 amount was due to the purchase of new and renewal of licences. The substantial reduction in the 2017/18 Adjusted Appropriation relates to a shift to *Goods and services* for Microsoft software licences. The 2018/19 MTEF provides for the renewal and purchase of various software.

*Payments for financial assets* is mainly in respect of claims (removal of vehicles) against the state, dishonoured cheques, salary over-payments, write-off of irrecoverable staff debts, among others. This category is not usually budgeted for due to its uncertain nature. The bulk of the amounts in 2015/16 and 2016/17 are in respect of the first charge.

## 7.4 Summary of conditional grant payments and estimates

Tables 12.8 and 12.9 provide a summary of the conditional grant payments and budgeted estimates over the seven-year period, by grant name and economic classification, respectively. Detailed information on the conditional grants is presented in the *Annexure – Vote 12: Transport*.

Note that the historical figures in Tables 12.8 and 12.9 reflect actual expenditure per grant, and should not be compared to those figures reflected in Table 12.1, which represent the actual receipts for each grant.

The conditional grant allocation reflect fluctuating trend over the period, as explained per grant in the paragraphs below the table:

**Table 12.8 : Summary of conditional grant payments and estimates by name**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2014/15	2015/16	2016/17				2017/18	2018/19	2019/20
Provincial Roads Maintenance grant	1 788 158	1 749 014	1 925 378	1 828 970	1 828 970	1 828 970	1 826 745	1 772 792	1 870 031
Public Transport Operations grant	904 783	924 766	1 011 046	1 071 439	1 071 439	1 071 439	1 106 154	1 168 099	1 246 362
EPWP Integrated Grant for Provinces	59 443	55 602	56 055	33 645	33 645	33 645	76 562	-	-
<b>Total</b>	<b>2 752 384</b>	<b>2 729 382</b>	<b>2 992 479</b>	<b>2 934 054</b>	<b>2 934 054</b>	<b>2 934 054</b>	<b>3 009 461</b>	<b>2 940 891</b>	<b>3 116 393</b>

**Table 12.9 : Summary of conditional grant payments and estimates by economic classification**

R thousand	Audited Outcome			Main	Adjusted	Revised	Medium-term Estimates		
	2014/15	2015/16	2016/17	Appropriation	Appropriation	Estimate	2018/19	2019/20	2020/21
<b>Current payments</b>	<b>1 847 601</b>	<b>1 804 616</b>	<b>1 981 433</b>	<b>1 862 615</b>	<b>1 862 615</b>	<b>1 862 615</b>	<b>1 903 307</b>	<b>1 772 792</b>	<b>1 870 031</b>
Compensation of employees	-	-	-	-	-	-	-	-	-
Goods and services	1 847 601	1 804 616	1 981 433	1 862 615	1 862 615	1 862 615	1 903 307	1 772 792	1 870 031
Interest and rent on land	-	-	-	-	-	-	-	-	-
<b>Transfers and subsidies to:</b>	<b>904 783</b>	<b>924 766</b>	<b>1 011 046</b>	<b>1 071 439</b>	<b>1 071 439</b>	<b>1 071 439</b>	<b>1 106 154</b>	<b>1 168 099</b>	<b>1 246 362</b>
Provinces and municipalities	-	-	-	-	-	-	-	-	-
Departmental agencies and accounts	-	-	-	-	-	-	-	-	-
Higher education institutions	-	-	-	-	-	-	-	-	-
Foreign governments and international organisations	-	-	-	-	-	-	-	-	-
Public corporations and private enterprises	904 783	924 766	1 011 046	1 071 439	1 071 439	1 071 439	1 106 154	1 168 099	1 246 362
Non-profit institutions	-	-	-	-	-	-	-	-	-
Households	-	-	-	-	-	-	-	-	-
<b>Payments for capital assets</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Buildings and other fixed structures	-	-	-	-	-	-	-	-	-
Machinery and equipment	-	-	-	-	-	-	-	-	-
Heritage assets	-	-	-	-	-	-	-	-	-
Specialised military assets	-	-	-	-	-	-	-	-	-
Biological assets	-	-	-	-	-	-	-	-	-
Land and sub-soil assets	-	-	-	-	-	-	-	-	-
Software and other intangible assets	-	-	-	-	-	-	-	-	-
<b>Payments for financial assets</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>2 752 384</b>	<b>2 729 382</b>	<b>2 992 479</b>	<b>2 934 054</b>	<b>2 934 054</b>	<b>2 934 054</b>	<b>3 009 461</b>	<b>2 940 891</b>	<b>3 116 393</b>

- Provincial Roads Maintenance grant:** The grant allocation under *Goods and services* is in respect of maintenance of road infrastructure. The slight reduction in 2015/16 relates to the under-spending of the grant by R30.241 million. The erratic trend of the grant is due to the substantial cuts over the 2016/17, 2017/18 and 2018/19 MTEF periods due to fiscal consolidation. Amounts of R106.254 million, R297.991 million and R200.752 million were reduced over the 2018/19 MTEF, and the cuts will mainly affect road reseal (P744 – zero to 2.4 kilometres, P34-2 – 18 to 23 kilometres, D189 – zero to 16 kilometres, P110, P230 – 37 to 47 kilometres and P419 – zero to 3 kilometres) and rehabilitation (D457 – zero to 2.2 kilometres, P47-3, P393, P46-3) projects. The department will contain the cuts by postponing these projects to the subsequent years.
- Public Transport Operations grant:** Funds are allocated against *Transfers and subsidies to: Public corporations and private enterprises* in respect of the PTOG for the payment of bus subsidies to bus operators. The grant was reduced in 2018/19 by R15.353 million and in 2019/20 by R16.212 million due to fiscal consolidation, but sees an inflationary increase in 2020/21. The reduction will affect the provision of subsidised public transport services.
- EPWP Integrated Grant for Provinces:** Funds are allocated against *Goods and services* in respect of this grant, and are utilised for the creation of EPWP job opportunities through road maintenance projects. This grant is allocated on an annual basis, hence no funds are allocated in the two outer years of the 2018/19 MTEF, at this stage. The fluctuations over the period are largely based on the performance of the grant and effective reporting in previous years. The 2017/18 amount is far lower than the 2016/17 amount, and this is attributed to National Treasury's fiscal consolidation programme. The high 2018/19 amount is due to the improved reporting by the department.

## 7.5 Summary of infrastructure payments and estimates

Table 12.10 presents a summary of infrastructure payments and estimates by category for the Vote. A more detailed listing of infrastructure projects to be undertaken by the department can be found in the *2018/19 Estimates of Capital Expenditure (ECE)*.

National Treasury introduced a new category in 2017/18, namely *Non infrastructure*. The category refers to items or project costs that do not fall within the category of *Buildings and other fixed structures*, such as machinery, equipment, furniture and *Compensation of employees*.

The infrastructure budget increases over the period due to the increase in construction and maintenance activities in respect of infrastructure investment and various increased allocations in this regard.

Table 12.10 : Summary of infrastructure payments and estimates by category

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2014/15	2015/16	2016/17				2017/18	2018/19	2019/20
<b>Existing infrastructure assets</b>	<b>5 171 105</b>	<b>5 203 016</b>	<b>5 211 072</b>	<b>5 565 997</b>	<b>6 023 473</b>	<b>6 023 473</b>	<b>5 253 320</b>	<b>5 519 480</b>	<b>5 805 514</b>
Maintenance and repair: Current	1 893 568	1 612 400	2 172 428	2 923 542	2 873 542	2 873 542	2 546 058	2 609 084	2 727 575
Upgrades and additions: Capital	2 516 597	2 344 875	2 047 014	1 470 913	2 449 931	2 449 931	1 699 786	1 779 926	1 588 016
Refurbishment and rehabilitation: Capital	760 940	1 245 741	991 630	1 171 542	700 000	700 000	1 007 476	1 130 470	1 489 923
<b>New infrastructure assets: Capital</b>	<b>398 083</b>	<b>442 226</b>	<b>492 082</b>	<b>782 230</b>	<b>550 000</b>	<b>550 000</b>	<b>729 280</b>	<b>594 473</b>	<b>676 120</b>
<b>Infrastructure transfers</b>	-	-	-	-	-	-	-	-	-
Infrastructure transfers: Current	-	-	-	-	-	-	-	-	-
Infrastructure transfers: Capital	-	-	-	-	-	-	-	-	-
<b>Infrastructure: Payments for financial assets</b>	-	-	-	-	-	-	-	-	-
<b>Infrastructure: Leases</b>	-	-	-	-	-	-	-	-	-
<b>Non infrastructure</b>	<b>936 918</b>	<b>1 029 442</b>	<b>1 062 320</b>	<b>498 511</b>	<b>498 511</b>	<b>498 511</b>	<b>1 125 598</b>	<b>1 179 896</b>	<b>1 240 038</b>
<b>Total</b>	<b>6 506 106</b>	<b>6 674 684</b>	<b>6 765 474</b>	<b>6 846 738</b>	<b>7 071 984</b>	<b>7 071 984</b>	<b>7 108 198</b>	<b>7 293 849</b>	<b>7 721 672</b>
<i>Capital infrastructure</i>	<i>3 675 620</i>	<i>4 032 842</i>	<i>3 530 726</i>	<i>3 424 685</i>	<i>3 699 931</i>	<i>3 699 931</i>	<i>3 436 542</i>	<i>3 504 869</i>	<i>3 754 059</i>
<i>Current infrastructure</i>	<i>1 893 568</i>	<i>1 612 400</i>	<i>2 172 428</i>	<i>2 923 542</i>	<i>2 873 542</i>	<i>2 873 542</i>	<i>2 546 058</i>	<i>2 609 084</i>	<i>2 727 575</i>

## Notes:

1. *Non infrastructure* is a stand-alone item, and is therefore excluded from *Capital infrastructure* and *Current infrastructure*, but it is included in the overall total
  2. *Current infrastructure* is more than the total *Goods and services*, as it includes the salary costs of the four regions' staff that undertake maintenance work, etc
  3. Amounts against the item *Non infrastructure* have changed due to the review of the item and it now includes amounts that were not included in the 2017/18 budget process
- Note that the previous years' amounts will therefore not balance back to the 2017/18 EPRE

*Maintenance and repair: Current* caters for routine, preventative, mechanical and other maintenance. The growth relates to the maintenance of the existing road network, as well as repairs to roads and infrastructure damage caused by floods. The reduction in the 2017/18 Adjusted Appropriation was due to savings realised from various maintenance projects that were delayed due to emerging contractors finding it difficult to acquire the plant necessary to undertake the projects, as well as road blading contracts that were delayed due to winter weather conditions. The savings were moved to *Upgrades and additions: Capital* to cater for spending pressures. The reduction was offset to some extent by additional funding allocated for disaster relief in respect of the flood damage that occurred in the province. The PRMG and EPWP Integrated Grant for Provinces are housed under this category. The allocation for the PRMG was substantially reduced over the 2018/19 MTEF, as explained earlier. The EPWP Integrated Grant for Provinces sees a substantial increase in 2018/19 due to improved reporting by the department. Various projects will be undertaken over the MTEF, including the routine maintenance in Harry Gwala District Municipality, preventative maintenance in King Cetshwayo District Municipality, routine maintenance in uMgungundlovu District Municipality, reseal of P230 (zero to six kilometres in uMhlathuze Local Municipality), among others.

The high 2014/15 expenditure against *Upgrades and additions: Capital* was due to the fast-tracking of the upgrading of gravel roads to surfaced roads, as well as the carry-over costs of some completed construction projects from 2013/14. The 2015/16 amount included expenditure accrued from 2014/15. The increase in the 2017/18 Adjusted Appropriation was due to reprioritisation from *Maintenance and repair: Current* to offset spending pressures from various construction projects carried over from the previous year. Also, funds were shifted from *Refurbishment and rehabilitation: Capital* due to the department's input into the 2017/18 ECE being incorrect, and the shift was to correct the infrastructure project list for 2017/18. In addition, the 2017/18 Adjusted Appropriation includes a roll-over of R25.246 million in respect of the construction of bus lanes on Main Road P577 in the eThekweni Metro. The negative growth in 2020/21 will be reviewed by the department in the next budget process. Various projects will be undertaken over the MTEF, including the upgrade of D954/L1099 in uMzumbe Local Municipality, upgrade of P728 from 15.9 kilometres to 20 kilometres in Vulamehlo, upgrade of P390 from zero to 5.8 kilometres in Msunduzi, among others.

*Refurbishment and rehabilitation: Capital* relates to the rehabilitation of roads. The 2015/16 amount was high due to reprioritisation undertaken in that year to cater for 2014/15 commitments. The substantial reduction in the 2017/18 Adjusted Appropriation was due to funds shifted to *Upgrades and additions: Capital* to correct the 2017/18 ECE project list for 2017/18. The growth over the 2018/19 MTEF is inflationary. Various projects will be undertaken over the MTEF, including the rehabilitation of P443 from 19 kilometres to 23 kilometres in Jozini, rehabilitation of P6-1 from 20 kilometres to 30 kilometres in uMngeni, rehabilitation of P8-3 from 7 kilometres to 12 kilometres in uMzimkhulu, among others.

*New infrastructure assets: Capital* fluctuates over the period and includes the construction of access roads (to clinics and schools) and pedestrian bridges. The decrease in the 2017/18 Adjusted Appropriation was due to funds shifted to *Upgrades and additions: Capital* to correct the 2017/18 ECE project list for 2017/18. The 2017/18 amount includes a once-off project, namely the cross-border crime fighting structure, as explained. Various projects will be undertaken over the MTEF, including the construction of the uMlalazi River Bridge in uMlalazi, construction of Vumankala – St Paul causeway in Ulundi, construction of Mtungwa Road in eThekweni, among others.

*Non infrastructure* includes salaries of the Zibambele contractors, the mechanical budget, operational expenditure and administration in relation to maintenance of infrastructure, such as salaries for all regions and other overhead costs. This category was introduced in 2017/18 for the first time and the department did not have sufficient time to review and allocate the budget properly, but included only the salaries of the Zibambele contractors and other departmental staff that undertake maintenance projects. The category has now been thoroughly reviewed for the 2018/19 process, and the department has adjusted the figures, including prior years to include other items such as the mechanical budget, operational expenditure and administration. The 2017/18 figures have not been restated.

## 7.6 Summary of Public Private Partnerships – Nil

## 7.7 Transfers to public entities (listed i.t.o. Schedule 3 of the PFMA) and other entities

Table 12.11 reflects departmental transfers to public entities and other entities.

**Table 12.11 : Summary of departmental transfers to public entities (listed i.t.o. Schedule 3 of the PFMA) and other entities**

R thousand	Sub-programme	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
		2014/15	2015/16	2016/17				2017/18	2018/19	2019/20
	Transfers to public entities	-	-	-	-	-	-	-	-	-
	Transfers to other entities	985 752	993 057	1 011 085	1 071 439	1 073 304	1 073 304	1 106 154	1 168 099	1 246 362
	Bus operators 3.2: Public Transport Services	984 852	993 057	1 011 085	1 071 439	1 071 439	1 071 439	1 106 154	1 168 099	1 246 362
	VECA 5.3: Innovation and Empowerment	900	-	-	-	1 865	1 865	-	-	-
	<b>Total</b>	<b>985 752</b>	<b>993 057</b>	<b>1 011 085</b>	<b>1 071 439</b>	<b>1 073 304</b>	<b>1 073 304</b>	<b>1 106 154</b>	<b>1 168 099</b>	<b>1 246 362</b>

The expenditure and budget against Bus operators increases steadily over the period and this relates to the PTOG for the payment of bus subsidies to operators. Spending in the previous years was inflated by over-spending against the grant. The 2018/19 MTEF allocations see some reduction in the first two years due to fiscal consolidation, but the 2020/21 allocation was increased to cater for inflation.

The amounts against VECA in 2014/15 and the 2017/18 Adjusted Appropriation are in respect of the monitoring of the Vukuzakhe emerging contractors for compliance to norms and standards. As a result of challenges with reporting from the association, no funds were allocated in 2015/16 and 2016/17, or over the 2018/19 MTEF, at this stage. The department is liaising with the association for improved reporting.

## 7.8 Transfers to local government – Nil

The department makes no transfer payments to local government. Although the payment of motor vehicle licences falls under *Transfers and subsidies to: Provinces and municipalities*, these funds will not be transferred to any municipality, and hence the table reflecting transfers to local government is excluded.

## 7.9 Transfers and subsidies

Table 12.12 is a summary of spending on *Transfers and subsidies* by programme and main category.

The category reflects a fluctuating trend over the seven-year period, as explained in the paragraphs following the table.

Table 12.12 : Summary of transfers and subsidies by programme and main category

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2014/15	2015/16	2016/17				2017/18	2018/19	2019/20
<b>1. Administration</b>	<b>9 627</b>	<b>11 075</b>	<b>8 253</b>	<b>11 447</b>	<b>9 888</b>	<b>9 888</b>	<b>10 180</b>	<b>10 750</b>	<b>11 341</b>
Provinces and municipalities	56	35	369	92	92	92	97	102	107
Motor vehicle licences	56	35	369	92	92	92	97	102	107
Departmental agencies and accounts	4 522	1 608	3 977	6 052	4 493	4 493	4 469	4 719	4 979
CETA and TETA	4 522	1 608	3 977	6 052	4 493	4 493	4 469	4 719	4 979
Households	5 049	9 432	3 907	5 303	5 303	5 303	5 614	5 929	6 255
Staff exit costs	1 486	1 195	1 287	1 579	1 579	1 579	1 672	1 766	1 863
External bursaries	3 273	3 147	2 620	3 724	3 724	3 724	3 942	4 163	4 392
RTI Commission	290	5 090	-	-	-	-	-	-	-
<b>2. Transport Infrastructure</b>	<b>29 597</b>	<b>10 365</b>	<b>10 455</b>	<b>12 534</b>	<b>12 534</b>	<b>12 534</b>	<b>11 921</b>	<b>12 589</b>	<b>13 282</b>
Provinces and municipalities	3 286	4 014	4 238	4 070	4 070	4 070	4 762	5 028	5 305
Motor vehicle licences	3 286	4 014	4 238	4 070	4 070	4 070	4 762	5 028	5 305
Departmental agencies and accounts	-	-	1	1	1	1	1	1	1
TV and radio licences	-	-	1	1	1	1	1	1	1
Households	26 311	6 351	6 216	8 463	8 463	8 463	7 158	7 560	7 976
Staff exit costs	7 450	6 332	6 187	8 420	8 442	8 442	7 126	7 526	7 940
Land expropriation, injury on duty, etc	18 861	19	29	43	21	21	32	34	36
<b>3. Transport Operations</b>	<b>985 366</b>	<b>993 182</b>	<b>1 011 202</b>	<b>1 071 496</b>	<b>1 071 512</b>	<b>1 071 512</b>	<b>1 106 214</b>	<b>1 168 162</b>	<b>1 246 428</b>
Provinces and municipalities	1	8	11	12	12	12	13	14	15
Motor vehicle licences	1	8	11	12	12	12	13	14	15
Departmental agencies and accounts	-	-	4	5	5	5	5	5	5
TV and radio licences	-	-	4	5	5	5	5	5	5
Public corporations and private enterprises	984 952	993 057	1 011 085	1 071 439	1 071 439	1 071 439	1 106 154	1 168 099	1 246 362
Bus operators	984 952	993 057	1 011 085	1 071 439	1 071 439	1 071 439	1 106 154	1 168 099	1 246 362
Households	413	117	102	40	56	56	42	44	46
Staff exit costs	413	-	-	-	16	16	-	-	-
Injury on duty	-	117	102	40	40	40	42	44	46
<b>4. Transport Regulation</b>	<b>2 802</b>	<b>2 116</b>	<b>3 483</b>	<b>3 716</b>	<b>5 017</b>	<b>5 017</b>	<b>3 935</b>	<b>4 155</b>	<b>4 383</b>
Provinces and municipalities	750	480	475	812	812	812	857	905	954
Motor vehicle licences	750	480	475	812	812	812	857	905	954
Departmental agencies and accounts	-	-	4	-	-	-	3	3	3
TV and radio licences	-	-	4	-	-	-	3	3	3
Households	2 052	1 636	3 004	2 904	4 205	4 205	3 075	3 247	3 426
Staff exit costs	2 049	1 636	3 004	2 634	3 935	3 935	2 789	2 945	3 107
Injury on duty	3	-	-	270	270	270	286	302	319
<b>5. Community Based Programmes</b>	<b>900</b>	<b>77</b>	<b>-</b>	<b>-</b>	<b>1 865</b>	<b>1 865</b>	<b>-</b>	<b>-</b>	<b>-</b>
Public corporations and private enterprises	900	-	-	-	1 865	1 865	-	-	-
VECA	900	-	-	-	1 865	1 865	-	-	-
Households	-	77	-	-	-	-	-	-	-
Staff exit costs	-	77	-	-	-	-	-	-	-
<b>Total</b>	<b>1 028 292</b>	<b>1 016 815</b>	<b>1 033 393</b>	<b>1 099 193</b>	<b>1 100 816</b>	<b>1 100 816</b>	<b>1 132 250</b>	<b>1 195 656</b>	<b>1 275 434</b>

- *Households* under all programmes caters for staff exit costs, injury on duty, as well as external bursaries. In Programme 1, this category in 2014/15 and 2015/16 also included payments relating to the RTI Commission, in respect of the ten applicants who were hospitalised as a result of the recruitment process, and compensation to the 13 affected families, as discussed. The increase in the 2017/18 Adjusted Appropriation was for staff exit costs in Programme 4 that were not budgeted for.
- *Provinces and municipalities* against Programmes 1 to 4 relates to the payment of motor vehicle and mechanical plant licences.
- In Programme 1, *Departmental agencies and accounts* caters for payments to CETA and TETA. The fluctuations are linked to the filling of posts.
- *Departmental agencies and accounts* against Programmes 2, 3 and 4 caters for the payment of TV and radio licences.
- Under Programme 3, *Public corporations and private enterprises* is in respect of bus operators relating to the PTOG for the payment of bus subsidies. Spending in the previous years was inflated by over-spending against the grant. The PTOG was reduced in 2018/19 and 2019/20 due to fiscal consolidation, but sees some inflationary growth in 2020/21.
- Under Programme 5, *Public corporations and private enterprises* caters for transfers to VECA for the monitoring of the Vukuzakhe emerging contractors for compliance to norms and standards, as detailed in Section 7.7.

## 8. Programme description

The services rendered by the department are categorised under five programmes, which largely conform to the uniform budget and programme structure of the Transport sector.

The payments and budgeted estimates for each programme are summarised in terms of economic classification, details of which are presented in the *Annexure – Vote 12: Transport*.

### 8.1 Programme 1: Administration

The purpose of this programme is to provide overall management and administrative, strategic, financial and corporate support services in order to ensure that it delivers on its mandate in an integrated, efficient, effective and sustainable manner. This includes goods and services utilised for governance, management, research and administration, as well as for general office services such as cleaning and security services.

Tables 12.13 and 12.14 summarise payments and budgeted estimates relating to Programme 1 from 2014/15 to 2020/21.

**Table 12.13 : Summary of payments and estimates by sub-programme: Administration**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2014/15	2015/16	2016/17				2018/19	2019/20	2020/21
				2017/18					
1. Office of the MEC	12 001	11 891	13 510	14 652	14 652	14 652	16 781	17 877	19 093
2. Management	7 550	14 188	14 690	11 716	11 716	11 716	12 502	13 307	14 144
3. Corporate Support	222 105	262 800	264 993	283 604	294 337	294 337	306 651	326 951	346 926
4. Departmental Strategy	17 316	17 142	21 117	25 080	26 347	26 347	27 358	29 262	31 274
<b>Total</b>	<b>258 972</b>	<b>306 021</b>	<b>314 310</b>	<b>335 052</b>	<b>347 052</b>	<b>347 052</b>	<b>363 292</b>	<b>387 397</b>	<b>411 437</b>
Unauth. Exp. (1st charge) not available for spending	-	(4 553)	(4 553)	-	-	-	-	-	-
<b>Baseline available for spending after 1st charge</b>	<b>258 972</b>	<b>301 468</b>	<b>309 757</b>	<b>335 052</b>	<b>347 052</b>	<b>347 052</b>	<b>363 292</b>	<b>387 397</b>	<b>411 437</b>

**Table 12.14 : Summary of payments and estimates by economic classification: Administration**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2014/15	2015/16	2016/17				2018/19	2019/20	2020/21
				2017/18					
<b>Current payments</b>	<b>232 491</b>	<b>260 629</b>	<b>279 772</b>	<b>297 280</b>	<b>320 839</b>	<b>320 839</b>	<b>333 768</b>	<b>357 284</b>	<b>380 713</b>
Compensation of employees	107 434	116 898	126 930	141 536	141 536	141 536	154 417	166 926	180 270
Goods and services	125 052	143 731	152 842	155 744	179 303	179 303	179 351	190 358	200 443
Interest and rent on land	5	-	-	-	-	-	-	-	-
<b>Transfers and subsidies to:</b>	<b>9 627</b>	<b>11 075</b>	<b>8 253</b>	<b>11 447</b>	<b>9 888</b>	<b>9 888</b>	<b>10 180</b>	<b>10 750</b>	<b>11 341</b>
Provinces and municipalities	56	35	369	92	92	92	97	102	107
Departmental agencies and accounts	4 522	1 608	3 977	6 052	4 493	4 493	4 469	4 719	4 979
Higher education institutions	-	-	-	-	-	-	-	-	-
Foreign governments and international organisations	-	-	-	-	-	-	-	-	-
Public corporations and private enterprises	-	-	-	-	-	-	-	-	-
Non-profit institutions	-	-	-	-	-	-	-	-	-
Households	5 049	9 432	3 907	5 303	5 303	5 303	5 614	5 929	6 255
<b>Payments for capital assets</b>	<b>16 797</b>	<b>29 733</b>	<b>21 345</b>	<b>26 325</b>	<b>16 325</b>	<b>16 325</b>	<b>19 344</b>	<b>19 363</b>	<b>19 383</b>
Buildings and other fixed structures	-	-	-	-	-	-	-	-	-
Machinery and equipment	14 360	17 288	21 339	19 325	16 325	16 325	19 344	19 363	19 383
Heritage assets	-	-	-	-	-	-	-	-	-
Specialised military assets	-	-	-	-	-	-	-	-	-
Biological assets	-	-	-	-	-	-	-	-	-
Land and sub-soil assets	-	-	-	-	-	-	-	-	-
Software and other intangible assets	2 437	12 445	6	7 000	-	-	-	-	-
<b>Payments for financial assets</b>	<b>57</b>	<b>4 584</b>	<b>4 940</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>258 972</b>	<b>306 021</b>	<b>314 310</b>	<b>335 052</b>	<b>347 052</b>	<b>347 052</b>	<b>363 292</b>	<b>387 397</b>	<b>411 437</b>
Unauth. Exp. (1st charge) not available for spending	-	(4 553)	(4 553)	-	-	-	-	-	-
<b>Baseline available for spending after 1st charge</b>	<b>258 972</b>	<b>301 468</b>	<b>309 757</b>	<b>335 052</b>	<b>347 052</b>	<b>347 052</b>	<b>363 292</b>	<b>387 397</b>	<b>411 437</b>

As indicated, the department was liable for the repayment of over-expenditure from 2013/14, as reflected under the sub-programme: Management, against *Payments for financial assets*, in the footnote of Tables 12.13 and 12.14. The department fully paid the first charge.

The sub-programme: Office of the MEC provides for the effective and efficient rendering of support services including correspondence, management, secretarial and administrative services, as well as the co-ordination of responses to parliamentary questions. The growth over the 2018/19 MTEF is inflationary.

The sub-programme: Management relates to the rendering of effective and efficient support services to the Head of Department. In addition, this sub-programme caters for legal advisory support services, strategic human resource management, financial services, risk management, as well as the management and implementation of organisational development services. The high amounts in 2015/16 and 2016/17 included the first and second instalments of the first charge, and hence the decrease in 2017/18. The growth over the 2018/19 MTEF is inflationary.

The Corporate Support sub-programme includes payments to SITA for the implementation of IT governance processes such as the Electronic Content Management (ECM) system and the Government Wide Enterprise Architecture (GWEA) project, in line with A-G recommendations in order to comply with the legislative requirements of IT. In addition, the sub-programme caters for the maintenance of departmental buildings, and the purchase of departmental fleet, among others. The increase in the 2017/18 Adjusted Appropriation was due to reprioritisation from Programme 4 to cater for higher than budgeted costs relating to the maintenance and rehabilitation of departmental buildings. The increase over the 2018/19 MTEF includes provision for the ongoing maintenance of the department's buildings, the purchase of new and replacement vehicles for the departmental fleet, and inflationary growth.

The sub-programme: Departmental Strategy provides for the facilitation of the departmental strategic planning processes, and the development, monitoring and evaluation of the overall performance management system of the department. This sub-programme also caters for the preparation of the department's APP and Strategic Plan, QPR, monitoring and evaluation functions, among others. The high 2016/17 amount catered for a comprehensive evaluation aimed at assessing the department's road safety programmes in order to reduce road carnage and traffic violations. The plan was to evaluate the effectiveness of various departmental programmes such as Vukuzakhe, Zibambele, bus subsidies, etc., as part of the monitoring and evaluation scope. The increase in the 2017/18 Adjusted Appropriation was to offset higher than budgeted salary costs. The 2018/19 MTEF increase caters for inflationary growth.

*Compensation of employees* reflects a fairly steady increase over the period due to the above-budget wage agreements, and the filling of critical posts. The growth rates of 9 per cent, 8 per cent and 8 per cent over the 2018/19 MTEF are in line with those prescribed by National Treasury. However, the growth in 2018/19 does not seem sufficient for the planned filling of the seven critical vacant posts. This will be reviewed by the department in-year.

*Goods and services* shows a fairly steady increase over the period. This category provides for maintenance of departmental buildings, SITA costs, communication costs, audit fees, travel agency fees, employee bursaries, legal costs and fleet services, among others. The increase in the 2017/18 Adjusted Appropriation is in respect of the higher than budgeted costs relating to the maintenance and rehabilitation of departmental buildings, which also accounts for the growth over the MTEF, as well as inflationary increments.

The 2014/15 amount against *Interest and rent on land* relates to interest paid to SARS for overdue payments in respect of the Zibambele contractors and Vukuzakhe emerging contractors, who changed their banking details without informing the department on time, hence SARS charged interest.

*Transfers and subsidies to: Provinces and municipalities* caters for the payment of motor vehicle licences.

*Transfers and subsidies to: Departmental agencies and accounts* relates to the payments to CETA and TETA in respect of the levies in terms of the Skills Development Act. This is linked to *Compensation of employees* expenditure, hence the reduction in the 2017/18 Adjusted Appropriation due to slower than anticipated filling of vacant posts.

*Transfers and subsidies to: Households* caters for staff exit costs and external bursaries.

*Machinery and equipment* is mainly in respect of the replacement of computer and office equipment, vehicles, etc., that are damaged or obsolete, as well as equipment for new staff. The 2017/18 Adjusted Appropriation reduction was due to the non-filling of approved vacant posts, resulting in computer and office equipment and furniture not being required, among others. The 2018/19 MTEF increase caters for inflationary growth, as well as the purchase of machinery and equipment for new appointments.

*Software and other intangible assets* relates to computer software licences such as Microsoft. The department is not anticipating any purchases or renewals over the 2018/19 MTEF, but the category will be reviewed in future MTEFs.

*Payments for financial assets* relates to the write-off of irrecoverable staff debts and the implementation of the first charge. The amounts in 2015/16 and 2016/17 are in respect of the first and second instalments of the first charge for the 2013/14 unauthorised expenditure.

## 8.2 Programme 2: Transport Infrastructure

The purpose of this programme is to promote accessibility and the safe, affordable movement of people, goods and services through the delivery and maintenance of transport infrastructure that is sustainable, integrated and environmentally sensitive, and which supports and facilitates social empowerment and economic growth. This programme includes all expenditure of a current and capital nature relating to the planning, design, construction, rehabilitation, maintenance and repair of all infrastructure, supporting all modes of transport. Tables 12.15 and 12.16 summarise the payments and budgeted estimates relating to Programme 2 for 2014/15 to 2020/21.

**Table 12.15 : Summary of payments and estimates by sub-programme: Transport Infrastructure**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2014/15	2015/16	2016/17				2017/18	2018/19	2019/20
1. Programme Support Infrastructure	260 565	246 787	257 670	260 771	262 771	262 771	283 386	301 615	320 823
2. Infrastructure Planning	37 888	24 429	21 118	27 683	28 610	28 610	24 448	26 210	28 076
3. Infrastructure Design	26 741	35 295	37 140	42 691	41 642	41 642	44 190	47 459	50 882
4. Construction	3 675 620	4 032 842	3 530 726	3 424 685	3 699 931	3 699 931	3 436 542	3 504 869	3 754 059
5. Maintenance	2 820 705	2 637 670	3 207 708	3 422 053	3 372 175	3 372 175	3 671 656	3 788 980	3 967 613
<b>Total</b>	<b>6 821 519</b>	<b>6 977 023</b>	<b>7 054 362</b>	<b>7 177 883</b>	<b>7 405 129</b>	<b>7 405 129</b>	<b>7 460 222</b>	<b>7 669 133</b>	<b>8 121 453</b>

**Table 12.16 : Summary of payments and estimates by economic classification: Transport Infrastructure**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2014/15	2015/16	2016/17				2017/18	2018/19	2019/20
<b>Current payments</b>	<b>3 013 695</b>	<b>2 769 551</b>	<b>3 385 045</b>	<b>3 600 928</b>	<b>3 552 368</b>	<b>3 552 368</b>	<b>3 866 255</b>	<b>3 998 135</b>	<b>4 192 128</b>
Compensation of employees	443 500	493 799	536 330	950 205	737 877	737 877	901 382	947 350	1 047 879
Goods and services	2 570 195	2 275 752	2 848 715	2 650 723	2 814 491	2 814 491	2 964 873	3 050 785	3 144 249
Interest and rent on land	-	-	-	-	-	-	-	-	-
<b>Transfers and subsidies to:</b>	<b>29 597</b>	<b>10 365</b>	<b>10 455</b>	<b>12 534</b>	<b>12 534</b>	<b>12 534</b>	<b>11 921</b>	<b>12 589</b>	<b>13 282</b>
Provinces and municipalities	3 286	4 014	4 238	4 070	4 070	4 070	4 762	5 028	5 305
Departmental agencies and accounts	-	-	1	1	1	1	1	1	1
Higher education institutions	-	-	-	-	-	-	-	-	-
Foreign governments and international organisations	-	-	-	-	-	-	-	-	-
Public corporations and private enterprises	-	-	-	-	-	-	-	-	-
Non-profit institutions	-	-	-	-	-	-	-	-	-
Households	26 311	6 351	6 216	8 463	8 463	8 463	7 158	7 560	7 976
<b>Payments for capital assets</b>	<b>3 778 083</b>	<b>4 196 784</b>	<b>3 657 779</b>	<b>3 564 421</b>	<b>3 839 667</b>	<b>3 839 667</b>	<b>3 582 046</b>	<b>3 658 409</b>	<b>3 916 043</b>
Buildings and other fixed structures	3 675 620	4 032 842	3 530 726	3 424 685	3 699 931	3 699 931	3 436 542	3 504 869	3 754 059
Machinery and equipment	101 398	163 942	125 717	138 579	138 419	138 419	144 003	151 955	160 312
Heritage assets	-	-	-	-	-	-	-	-	-
Specialised military assets	-	-	-	-	-	-	-	-	-
Biological assets	-	-	-	-	-	-	-	-	-
Land and sub-soil assets	-	-	-	-	-	-	-	-	-
Software and other intangible assets	1 065	-	1 336	1 157	1 317	1 317	1 501	1 585	1 672
<b>Payments for financial assets</b>	<b>144</b>	<b>323</b>	<b>1 083</b>	<b>-</b>	<b>560</b>	<b>560</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>6 821 519</b>	<b>6 977 023</b>	<b>7 054 362</b>	<b>7 177 883</b>	<b>7 405 129</b>	<b>7 405 129</b>	<b>7 460 222</b>	<b>7 669 133</b>	<b>8 121 453</b>

The sub-programme: Programme Support Infrastructure caters for the provision of operational support to programme managers, support staff and all related costs (including travel and subsistence), administrative support with regard to road proclamations and financial matters, as well as planning and design of construction projects for all regions. The sub-programme also provides for integrated network planning, route identification, environmental planning, land use management and technical support. The department appoints consultants to ensure that the delivery of infrastructure is according to agreed quality standards, timelines and budget. Also, the sub-programme addresses systematic deficiencies and challenges within the delivery system, which includes preparing high level reports, innovative process design, monitoring

and evaluation, training workshops, among others. The increase in the 2017/18 Adjusted Appropriation relates to the roll-over of R2 million for the planning of the cross-border crime fighting structure. The growth over the 2018/19 MTEF is mainly inflationary related.

The Infrastructure Planning sub-programme relates to the promotion and improvement of safety of the transport infrastructure, the facilitation of the provision of road safety audits on all roads and transport infrastructure to ensure safe traffic and people movement, the provision of data collection services, as well as research to provide management information for the provincial road network (such as road condition, traffic counts and accident data). The slight increase in the 2017/18 Adjusted Appropriation was due to reprioritisation to the sub-programme to cater for thefts and losses written off. The low 2018/19 and 2019/20 amounts in comparison to the 2017/18 Main and Adjusted Appropriation will be reviewed by the department. The outer year growth caters for inflationary increments.

The Infrastructure Design sub-programme provides for the design of road and transport infrastructure, including all necessary support functions such as Environmental Impact Assessments (EIAs), Traffic Impact Assessments (TIAs), surveys, expropriation of land, material investigations and testing. The sub-programme also caters for the Civil Engineering Designer (CED) software, which is used by infrastructure professionals to manage project performance and maintain consistent data and processes. The slight decrease in the 2017/18 Adjusted Appropriation was due to reprioritisation to the sub-programme: Infrastructure Planning. The growth over the 2018/19 MTEF is inflationary.

The Construction sub-programme caters for all road construction, upgrades and rehabilitation. The low 2016/17 expenditure was due to delays with the construction of the uMzimkhulu taxi rank. The increase in the 2017/18 Adjusted Appropriation was due to substantial reprioritisation from the sub-programme: Maintenance for higher than budgeted spending on various construction projects carried over from the previous year. The Adjusted Appropriation also included the roll-over of R25.246 million for the construction of bus lanes on Main Road P577 in the eThekweni Metro. Various projects will be undertaken over the MTEF, including the construction of new gravel roads, new blacktop roads, new causeways, new pedestrian and vehicular bridges, etc. The 2018/19 MTEF is inflationary related. This also explains the trend against *Buildings and other fixed structures*.

The sub-programme: Maintenance caters mainly for the maintenance of the provincial road network. This includes preventative, routine and emergency maintenance. This sub-programme has seen substantial reprioritisation to the sub-programme: Construction and other programmes due to slow progress with various maintenance projects. The reduction in the 2017/18 Adjusted Appropriation was due to savings realised from various maintenance projects that were delayed. The savings were moved to *Buildings and other fixed structures* to cater for spending pressures. The reduction was offset to some extent by additional funding allocated for disaster relief in respect of the flood damage that occurred in the province. The PRMG and EPWP Integrated Grant for Provinces allocations are housed under this category. The allocation for the PRMG was substantially reduced over the 2018/19 MTEF, while the EPWP Integrated Grant for Provinces sees a substantial increase in 2018/19 due to improved reporting by the department. The increase over the 2018/19 MTEF is inflationary, and 2020/21 includes additional funding for the above-budget wage agreement. The projects that will be undertaken over the MTEF include routine maintenance, re-gravelling and reseals, blacktop patching, safety and special maintenance. This also largely explains the trend against *Goods and services*. It should be noted that the payment of Zibambele contractors which was previously made from *Compensation of employees* is now shifted to *Goods and services*. This explains the increase in *Goods and services* in the 2017/18 Adjusted Appropriation. The prior years' and the 2018/19 MTEF figures have been adjusted accordingly.

*Compensation of employees* reflects a steady increase. The decrease in the 2017/18 Adjusted Appropriation was due to the budget for Zibambele contractors being shifted to *Goods and services* because the Zibambele contractors are not departmental employees, but are merely used by the department for routine road maintenance projects. The prior years' and the 2018/19 MTEF figures have been adjusted. The growth of 22 per cent in 2018/19 is to cater for the filling of approved vacant posts. However, this does not appear sufficient for the filling of 889 critical posts, and will be reviewed by the department in-year. The growth of 5 per cent in 2019/20 is below what National Treasury has prescribed,

and this will be reviewed by the department. The growth of 11 per cent in 2020/21 includes the additional allocation for the above-budget wage agreement, and caters for the filling of approved posts.

*Transfers and subsidies to: Provinces and municipalities* relates to the payment of motor vehicle licences.

*Transfers and subsidies to: Departmental agencies and accounts* caters for TV and radio licences.

*Transfers and subsidies to: Households* caters mainly for staff exit costs and injury on duty. The high 2014/15 amount included expenditure relating to the expropriation of land to land owners to compensate them for the use of their land for road construction.

*Machinery and equipment* provides for the purchase of trucks and mechanical plant, such as graders and tractors.

*Software and other intangible assets* provides for the purchase and upgrade of the CED software.

*Payments for financial assets* relates to the write-off of irrecoverable staff debts.

### Service delivery measures – Transport Infrastructure

Table 12.17 illustrates some of the main service delivery measures pertaining to Programme 2. The performance indicators provided comply fully with the customised measures for the Transport sector, and non-sector measures are also included in the table.

**Table 12.17 : Service delivery measures – Transport Infrastructure**

Outputs	Performance indicators	Estimated performance			
		2017/18	2018/19	2019/20	2020/21
<b>2. Transport Infrastructure</b>					
2.1 Infrastructure planning	• No. of kilometres of surfaced roads visually assessed as per the applicable TMH manual	3 950	3 950	3 950	3 950
	• No. of kilometres of gravel roads visually assessed as per the applicable TMH manual	7 900	7 900	7 900	7 900
2.2 Construction	• No. of kilometres of gravel roads upgraded to surfaced roads	85	90	90	90
	• No. of square metres of surfaced roads rehabilitated	1 800 000	1 800 000	2 000 000	2 000 000
	• No. of kilometres of new gravel roads constructed	200	200	250	300
	• No. of square metres of non-motorised transport facility constructed	25 000	43 000	60 000	80 000
	• No. of new major vehicle bridges constructed	7	7	7	7
	• No. of new pedestrian bridges constructed	13	5	10	24
2.3 Maintenance	• No. of square metres of surfaced roads resealed	2 500 000	2 000 000	2 250 000	2 500 000
	• No. of kilometres of roads re-gravelled	2 200	2 200	2 300	2 500
	• No. of square metres of blacktop patching (including pothole repairs)	240 000	420 000	400 000	350 000
	• No. of kilometres of gravel roads bladed	95 000	90 000	90 000	90 000
	• Kilometres maintained by Zibambebe contractors	21 095	21 500	21 500	22 000

### 8.3 Programme 3: Transport Operations

The purpose of this programme is to plan, regulate and facilitate the provision of integrated land transport services through co-ordination and co-operation with national planning authorities, community-based organisation (CBOs), non-governmental organisations (NGOs), and the private sector in order to enhance the mobility of all communities particularly those currently without or with limited access. This includes all costs involved in public transport management and service delivery including the planning, and co-ordination of the operator in the transport industry.

The main functions of this programme include the development of policies and plans for public and freight transport service and supporting infrastructure, the regulation of public and freight transport services, and the enforcement of legislation in respect of public transport.

Tables 12.18 and 12.19 summarise payments and estimates relating to Programme 3 for the period 2014/15 to 2020/21.

**Table 12.18 : Summary of payments and estimates by sub-programme: Transport Operations**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2014/15	2015/16	2016/17	2017/18			2018/19	2019/20	2020/21
1. Programme Support Operations	22 650	19 911	29 271	28 152	28 591	28 591	35 521	37 786	40 051
2. Public Transport Services	988 337	996 294	970 139	1 331 875	1 331 875	1 423 271	1 152 992	1 217 476	1 298 570
3. Transport Safety and Compliance	73 617	63 241	73 155	77 376	76 937	76 937	93 333	99 456	105 837
<b>Total</b>	<b>1 084 604</b>	<b>1 079 446</b>	<b>1 072 565</b>	<b>1 437 403</b>	<b>1 437 403</b>	<b>1 528 799</b>	<b>1 281 846</b>	<b>1 354 718</b>	<b>1 444 458</b>

**Table 12.19 : Summary of payments and estimates by economic classification: Transport Operations**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2014/15	2015/16	2016/17	2017/18			2018/19	2019/20	2020/21
<b>Current payments</b>	<b>97 790</b>	<b>86 140</b>	<b>61 285</b>	<b>365 650</b>	<b>365 634</b>	<b>457 030</b>	<b>175 540</b>	<b>186 459</b>	<b>197 928</b>
Compensation of employees	31 657	35 303	37 676	40 152	40 136	40 136	45 922	49 679	53 627
Goods and services	66 133	50 837	23 609	325 498	325 498	416 894	129 618	136 780	144 301
Interest and rent on land	-	-	-	-	-	-	-	-	-
<b>Transfers and subsidies to:</b>	<b>985 366</b>	<b>993 182</b>	<b>1 011 202</b>	<b>1 071 496</b>	<b>1 071 512</b>	<b>1 071 512</b>	<b>1 106 214</b>	<b>1 168 162</b>	<b>1 246 428</b>
Provinces and municipalities	1	8	11	12	12	12	13	14	15
Departmental agencies and accounts	-	-	4	5	5	5	5	5	5
Higher education institutions	-	-	-	-	-	-	-	-	-
Foreign governments and international organisations	-	-	-	-	-	-	-	-	-
Public corporations and private enterprises	984 952	993 057	1 011 085	1 071 439	1 071 439	1 071 439	1 106 154	1 168 099	1 246 362
Non-profit institutions	-	-	-	-	-	-	-	-	-
Households	413	117	102	40	56	56	42	44	46
<b>Payments for capital assets</b>	<b>1 448</b>	<b>124</b>	<b>78</b>	<b>257</b>	<b>257</b>	<b>257</b>	<b>92</b>	<b>97</b>	<b>102</b>
Buildings and other fixed structures	-	-	-	-	-	-	-	-	-
Machinery and equipment	1 448	124	78	257	257	257	92	97	102
Heritage assets	-	-	-	-	-	-	-	-	-
Specialised military assets	-	-	-	-	-	-	-	-	-
Biological assets	-	-	-	-	-	-	-	-	-
Land and sub-soil assets	-	-	-	-	-	-	-	-	-
Software and other intangible assets	-	-	-	-	-	-	-	-	-
<b>Payments for financial assets</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>1 084 604</b>	<b>1 079 446</b>	<b>1 072 565</b>	<b>1 437 403</b>	<b>1 437 403</b>	<b>1 528 799</b>	<b>1 281 846</b>	<b>1 354 718</b>	<b>1 444 458</b>

The sub-programme: Programme Support Operations caters for operational support to the programme managers, the support staff and all related costs (including travel and subsistence). The growth over the MTEF caters for inflationary increments.

The sub-programme: Public Transport Services mainly caters for the PTOG payments in respect of bus subsidies to operators. The steady increase in the sub-programme over the MTEF is due to the growth of the grant. The learner transport services function has been shifted back to DOE with effect from 2018/19, as mentioned. The prior years' and the 2018/19 MTEF figures have been adjusted accordingly. The slight decrease in the 2017/18 Adjusted Appropriation relates to reprioritisation resulting from slower than anticipated filling of approved vacant posts due to lengthy internal processes to the sub-programme: Transport Safety and Compliance. The high 2017/18 Revised Estimate includes the spending pressures of R102.294 million in respect of emergency learner transport services rendered. The main criteria used to identify learners in need of transport services is the distance (more than six kilometres) that they have to walk to/from schools. This does not include learners who walk the same distance to schools of their choice. The 2018/19 MTEF allocations are mainly in respect of the PTOG, and the grant allocation sees some cuts in 2018/19 and 2019/20 due to the fiscal consolidation programme, although additional funding has been allocated in 2020/21 for inflationary growth.

The sub-programme: Transport Safety and Compliance caters for the management, co-ordination and facilitation of transport safety and compliance in all modes with regard to related legislation, regulations and policies, monitoring of public transport operators in terms of national and provincial legislation to ensure safety of commuters, safety education and awareness, training and development of operators to enable them to provide the required level of service delivery, among others. The slight increase in the 2017/18 Adjusted Appropriation was due to reprioritisation from the sub-programme: Public Transport Services to provide for higher than budgeted salary costs. The growth over the MTEF is inflationary.

*Compensation of employees* reflects a steady increase, ascribed to the carry-through costs of the above-budget wage agreements, annual salary increases and inflationary adjustments. Provision has been made for the filling of 11 critical posts over the 2018/19 MTEF, hence the growth of 14 per cent in 2018/19. The growth rates of 8 per cent in 2019/20 and 2020/21 are in line with National Treasury guidelines.

*Goods and services* caters for various public transport, such as road safety events and campaigns. The decrease in 2015/16 and 2016/17 can be ascribed to the reduction in the number of events due to the implementation of cost-cutting measures. As explained, this category caters for the learner transport services function, which has been shifted to DOE, and prior years' and the 2018/19 MTEF figures have been adjusted. The high 2017/18 Revised Estimate includes the spending pressures of R102.294 million in respect of emergency learner transport services rendered. The growth over the MTEF is to cater for inflationary increments.

*Transfers and subsidies to: Provinces and municipalities* caters for the payment of motor vehicle licences.

*Transfers and subsidies to: Departmental agencies and accounts* caters for TV and radio licences.

*Transfers and subsidies to: Public corporations and private enterprises* caters purely for transfer to bus operators in terms of the PTOG. The allocations in 2018/19 and 2019/20 have been reduced due to fiscal consolidation, but additional funding was allocated in 2020/21, as mentioned.

*Transfers and subsidies to: Households* is in respect of claims against the state (such as injury on duty).

*Machinery and equipment* caters for the replacement of computer and office equipment, etc., and the growth over the MTEF appear adequate for the planned new appointments.

### Service delivery measures – Transport Operations

Table 12.20 illustrates some of the main service delivery measures applicable to Programme 3. The performance indicators comply fully with the customised measures for the Transport sector, and non-sector measures are also included in the table. The department undertook a thorough review of its service delivery measures and removed the measures indicated with “n/a” over the 2018/19 MTEF. These are provincial measures that the department has no control over in terms of their performance.

**Table 12.20 : Service delivery measures – Transport Operations**

Outputs	Performance indicators	Medium-term targets			
		Estimated performance	2018/19	2019/20	2020/21
<b>3. Transport Operations</b>					
3.1 Public Transport Services	<ul style="list-style-type: none"> <li>• No. of vehicles subsidised</li> <li>• No. of routes subsidised</li> <li>• No. of vehicle kilometres subsidised</li> <li>• No. of kilometres operated per vehicle</li> <li>• No. of passengers per vehicle</li> <li>• No. of passengers per trip operated</li> <li>• No. of staff per vehicle</li> <li>• No. of subsidised passengers</li> <li>• No. of unsubsidised passengers</li> <li>• No. of trips subsidised</li> <li>• No. of trips monitored</li> <li>• % of trips monitored</li> <li>• Subsidy per passenger</li> <li>• No. of passenger trips subsidised</li> <li>• No. of schools receiving learner transport services</li> <li>• No. of learners transported</li> <li>• No. of Provincial Regulatory Entity (PRE) hearings conducted (annual)</li> </ul>	<p>1 320</p> <p>1 702</p> <p>41 888 710</p> <p>31 730</p> <p>4 340</p> <p>59</p> <p>2.2</p> <p>142 680</p> <p>23 740</p> <p>1 198 870</p> <p>839 210</p> <p>70%</p> <p>R18.50</p> <p>67 879 790</p> <p>320</p> <p>47 740</p> <p>440</p>	<p>n/a</p> <p>1 702</p> <p>41 888 710</p> <p>n/a</p> <p>n/a</p> <p>n/a</p> <p>n/a</p> <p>142 680</p> <p>n/a</p> <p>1 198 870</p> <p>n/a</p> <p>n/a</p> <p>n/a</p> <p>n/a</p> <p>n/a</p> <p>450</p>	<p>n/a</p> <p>1 702</p> <p>41 888 710</p> <p>n/a</p> <p>n/a</p> <p>n/a</p> <p>142 680</p> <p>n/a</p> <p>1 198 870</p> <p>n/a</p> <p>n/a</p> <p>R19.50</p> <p>n/a</p> <p>n/a</p> <p>n/a</p> <p>460</p>	<p>n/a</p> <p>1 702</p> <p>41 888 710</p> <p>n/a</p> <p>n/a</p> <p>n/a</p> <p>142 680</p> <p>n/a</p> <p>1 198 870</p> <p>n/a</p> <p>n/a</p> <p>R19.50</p> <p>n/a</p> <p>n/a</p> <p>n/a</p> <p>460</p>
3.2 Transport Safety and Compliance	<ul style="list-style-type: none"> <li>• No. of road safety awareness progs conducted</li> <li>• No. of schools involved in road safety education progs</li> <li>• No. of school children reached</li> <li>• No. of adults reached</li> <li>• No. of crossing patrols provided</li> </ul>	<p>9</p> <p>1 176</p> <p>270 000</p> <p>73 000</p> <p>174</p>	<p>6</p> <p>1 246</p> <p>n/a</p> <p>n/a</p> <p>200</p>	<p>6</p> <p>1 320</p> <p>n/a</p> <p>n/a</p> <p>200</p>	<p>6</p> <p>1 320</p> <p>n/a</p> <p>n/a</p> <p>200</p>

## 8.4 Programme 4: Transport Regulation

The purpose of Programme 4 is to ensure the provision of a safe transport environment through the regulation of traffic on public infrastructure, law enforcement, implementation of road safety education and awareness programmes and the registration and licensing of vehicles and drivers. This includes all costs related to overall management of road traffic and safety in KZN.

Tables 12.21 and 12.22 summarise payments and estimates relating to Programme 4 for the period 2014/15 to 2020/21.

**Table 12.21 : Summary of payments and estimates by sub-programme: Transport Regulation**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2014/15	2015/16	2016/17				2017/18	2018/19	2019/20
1. Programme Support Regulation	350	623	2 371	2 410	7 809	7 809	3 068	3 256	3 435
2. Transport Administration and Licensing	103 481	118 156	119 822	133 770	133 741	133 741	140 195	150 761	161 705
3. Operator Licences and Permits	42 800	61 119	57 196	64 398	71 106	71 106	68 585	73 217	78 212
4. Law Enforcement	555 519	557 892	598 673	660 869	636 791	636 791	708 216	760 179	801 991
<b>Total</b>	<b>702 150</b>	<b>737 790</b>	<b>778 062</b>	<b>861 447</b>	<b>849 447</b>	<b>849 447</b>	<b>920 064</b>	<b>987 413</b>	<b>1 045 343</b>

**Table 12.22 : Summary of payments and estimates by economic classification: Transport Regulation**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2014/15	2015/16	2016/17				2017/18	2018/19	2019/20
<b>Current payments</b>	<b>649 973</b>	<b>716 563</b>	<b>740 750</b>	<b>822 233</b>	<b>820 697</b>	<b>820 697</b>	<b>881 129</b>	<b>947 171</b>	<b>1 002 888</b>
Compensation of employees	480 151	508 503	552 169	615 896	615 896	615 896	672 095	726 534	770 116
Goods and services	169 822	208 057	188 581	206 337	204 801	204 801	209 034	220 637	232 772
Interest and rent on land	-	3	-	-	-	-	-	-	-
<b>Transfers and subsidies to:</b>	<b>2 802</b>	<b>2 116</b>	<b>3 483</b>	<b>3 716</b>	<b>5 017</b>	<b>5 017</b>	<b>3 935</b>	<b>4 155</b>	<b>4 383</b>
Provinces and municipalities	750	480	475	812	812	812	857	905	954
Departmental agencies and accounts	-	-	4	-	-	-	3	3	3
Higher education institutions	-	-	-	-	-	-	-	-	-
Foreign governments and international organisations	-	-	-	-	-	-	-	-	-
Public corporations and private enterprises	-	-	-	-	-	-	-	-	-
Non-profit institutions	-	-	-	-	-	-	-	-	-
Households	2 052	1 636	3 004	2 904	4 205	4 205	3 075	3 247	3 426
<b>Payments for capital assets</b>	<b>49 196</b>	<b>18 823</b>	<b>32 961</b>	<b>35 498</b>	<b>23 498</b>	<b>23 498</b>	<b>35 000</b>	<b>36 087</b>	<b>38 072</b>
Buildings and other fixed structures	-	-	-	-	-	-	-	-	-
Machinery and equipment	49 196	18 823	32 961	35 498	23 498	23 498	35 000	36 087	38 072
Heritage assets	-	-	-	-	-	-	-	-	-
Specialised military assets	-	-	-	-	-	-	-	-	-
Biological assets	-	-	-	-	-	-	-	-	-
Land and sub-soil assets	-	-	-	-	-	-	-	-	-
Software and other intangible assets	-	-	-	-	-	-	-	-	-
<b>Payments for financial assets</b>	<b>179</b>	<b>288</b>	<b>868</b>	<b>-</b>	<b>235</b>	<b>235</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>702 150</b>	<b>737 790</b>	<b>778 062</b>	<b>861 447</b>	<b>849 447</b>	<b>849 447</b>	<b>920 064</b>	<b>987 413</b>	<b>1 045 343</b>

The Programme Support Regulation sub-programme caters for operational support to the programme managers, the support staff and all related costs (including travel and subsistence). The low amounts from 2014/15 to 2015/16 can be ascribed to funds moved due to slower than anticipated filling of vacant posts, as well as resignations. The substantial increase in the 2017/18 Adjusted Appropriation was to provide for higher than budgeted costs relating to travel and subsistence for the board members for the various community structures (such as rural road transport forums, community road safety councils, etc.), that report to the department. This was once-off in 2017/18. The increase over the 2018/19 MTEF is mainly inflationary related.

The sub-programme: Transport Administration and Licensing facilitates and administers the effective functioning of motor transport services, such as the registration and licensing of vehicles and drivers, administering of vehicle registration and licensing transactions, etc. The growth over the MTEF is inflationary.

The sub-programme: Operator Licences and Permits caters for the statutory boards in the department relating to public transport and their expenditure, the salaries of staff who issue permits/operator licences in terms of the Public Transport Licensing Board and the Taxi Registrar, all costs involved in the processing

and issuing of operator licences and permits, costs related to the Provincial Regulatory Entity (PRE), as well as costs related to the issuing of permits for abnormal loads, and the transport of hazardous goods. The department decentralised the consolidated public transport regulation processes of the PRE in 2013/14 to regions in order to allow the lodging of applications for operating licences and permits for the public transport operators in the province to be more accessible. The increase in the 2017/18 Adjusted Appropriation was to provide for salary costs that were higher than budgeted. The low 2018/19 amount will be reviewed by the department. The increase in the two outer years of the 2018/19 MTEF is inflationary.

The sub-programme: Law Enforcement manages the public transport enforcement services and facilitates road traffic management through the employment of traffic officers who deal with law enforcement on roads, such as roadblocks, weighbridges, control of traffic, patrolling, screening, etc. This sub-programme also caters for the Traffic Training College that undertakes the theoretical and practical training of traffic officers. The decrease in the 2017/18 Adjusted Appropriation was in respect of savings associated with the non-filling of posts, resulting in less demand for computer and office equipment, two-way radios for motor vehicles, etc. These savings were moved to Programme 1. The allocations over the MTEF provide for the filling of critical posts, as well as inflationary growth.

*Compensation of employees* reflects steady growth, and caters for the carry-through costs of the above-budget wage agreements, as well as inflationary adjustments. The growth rates of 9 per cent in 2018/19 and 8 per cent in 2019/20 are in line with National Treasury guidelines, while the growth of 6 per cent in 2020/21 is below the guidelines, and will be reviewed by the department in the next budget process. Also, the growth in 2018/19 does not appear sufficient for the filling of planned 17 critical posts, and will be reviewed by the department.

*Goods and services* caters for vehicle registration and licensing of vehicles and drivers, administering of vehicle registration and licensing transactions, law enforcement and road safety campaigns, and these contribute to the growth over the MTEF. The slight reduction in the 2017/18 Adjusted Appropriation was due to savings associated with the non-filling of vacant posts, as well as reduced costs for items such as stationery, etc.

*Transfers and subsidies to: Provinces and municipalities* caters for motor vehicle licences.

*Transfers and subsidies to: Departmental agencies and accounts* caters for TV and radio licences.

*Transfers and subsidies to: Households* caters mainly for staff exit costs.

*Machinery and equipment* caters for computer equipment, as well as specialised equipment for vehicles for the Law Enforcement unit. The specialised equipment for vehicles is purchased under this programme, and not centralised under Programme 1, and includes traffic cameras, blue lights, two way radios, etc., designed for traffic officers. The substantial reduction in the 2017/18 Adjusted Appropriation was due to savings associated with the non-filling of posts, resulting in less demand for computer and office equipment, two-way radios for motor vehicles, etc. These savings were moved to Programme 1. The lower 2018/19 allocation compared to the 2017/18 Main Appropriation will be reviewed in-year. The two outer years' increase is mainly inflationary related.

*Payments for financial assets* relates to the write-off of irrecoverable staff debts.

### **Service delivery measures – Transport Regulation**

Table 12.23 illustrates the main service delivery measures relating to Programme 4.

The performance indicators comply fully with the customised performance indicators for the Transport sector, and non-sector measures are also included in the table.

The target indicated as “n/a” means that the target is no longer applicable, as the department has no control over the measure.

**Table 12.23 : Service delivery measures – Transport Regulation**

Outputs	Performance indicators	Estimated performance		Medium-term targets	
		2017/18	2018/19	2019/20	2020/21
<b>4. Transport Regulation</b>					
4.1 Transport Administration and Licensing	• No. of licence compliance inspections conducted	1 088	1 096	1 104	1 104
4.2 Operator Licences and Permits	• No. of operator permits converted to licences	100	n/a	n/a	n/a
4.3 Traffic Law Enforcement	• No. of speed operations conducted	18 250	18 250	18 250	18 250
	• No. of hours weighbridges operated	15 000	15 000	15 000	15 000
	• No. of goal directed enforcement of public transport (Operation Shanela) undertaken	880	880	880	880
	• No. of kilometres patrolled	6 090 000	6 090 000	6 090 000	6 090 000
	• No. of law enforcement officers employed	807	807	807	807
	• No. of vehicles stopped and checked	1 600 000	1 600 000	1 600 000	1 600 000
	• No. of heavy vehicles screened	3 200 000	3 200 000	3 200 000	3 200 000
	• No. of vehicles weighed	155 000	155 000	155 000	155 000
	• No. of drunken driving operations conducted	200	210	220	220

## 8.5 Programme 5: Community Based Programmes

The purpose of this programme is to direct and manage the implementation of programmes and strategies that lead to the development and empowerment of communities and contractors. Tables 12.24 and 12.25 summarise payments and estimates relating to Programme 5 for the financial years 2014/15 to 2020/21.

**Table 12.24 : Summary of payments and estimates by sub-programme: Community Based Programmes**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2014/15	2015/16	2016/17				2017/18	2018/19	2019/20
1. Programme Support Community Based	6 383	6 675	6 638	7 616	6 616	6 616	8 151	8 732	9 351
2. Community Development	10 080	3 702	3 646	8 551	4 391	4 391	5 167	5 558	5 973
3. Innovation and Empowerment	11 688	8 681	16 739	13 080	18 240	18 240	17 801	18 950	19 992
4. EPWP Co-ordination and Monitoring	13 560	10 531	5 474	5 992	5 992	5 992	5 504	5 951	6 278
<b>Total</b>	<b>41 711</b>	<b>29 589</b>	<b>32 497</b>	<b>35 239</b>	<b>35 239</b>	<b>35 239</b>	<b>36 623</b>	<b>39 191</b>	<b>41 594</b>

**Table 12.25 : Summary of payments and estimates by economic classification: Community Based Programmes**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2014/15	2015/16	2016/17				2017/18	2018/19	2019/20
<b>Current payments</b>	<b>40 777</b>	<b>29 512</b>	<b>32 487</b>	<b>35 139</b>	<b>33 274</b>	<b>33 274</b>	<b>36 623</b>	<b>39 191</b>	<b>41 594</b>
Compensation of employees	13 089	15 559	12 806	14 228	9 228	9 228	16 056	17 358	18 563
Goods and services	27 688	13 953	19 681	20 911	24 046	24 046	20 567	21 833	23 031
Interest and rent on land	-	-	-	-	-	-	-	-	-
<b>Transfers and subsidies to:</b>	<b>900</b>	<b>77</b>	<b>-</b>	<b>-</b>	<b>1 865</b>	<b>1 865</b>	<b>-</b>	<b>-</b>	<b>-</b>
Provinces and municipalities	-	-	-	-	-	-	-	-	-
Departmental agencies and accounts	-	-	-	-	-	-	-	-	-
Higher education institutions	-	-	-	-	-	-	-	-	-
Foreign governments and international organisations	-	-	-	-	-	-	-	-	-
Public corporations and private enterprises	900	-	-	-	1 865	1 865	-	-	-
Non-profit institutions	-	-	-	-	-	-	-	-	-
Households	-	77	-	-	-	-	-	-	-
<b>Payments for capital assets</b>	<b>34</b>	<b>-</b>	<b>-</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>-</b>	<b>-</b>	<b>-</b>
Buildings and other fixed structures	-	-	-	-	-	-	-	-	-
Machinery and equipment	34	-	-	100	100	100	-	-	-
Heritage assets	-	-	-	-	-	-	-	-	-
Specialised military assets	-	-	-	-	-	-	-	-	-
Biological assets	-	-	-	-	-	-	-	-	-
Land and sub-soil assets	-	-	-	-	-	-	-	-	-
Software and other intangible assets	-	-	-	-	-	-	-	-	-
<b>Payments for financial assets</b>	<b>-</b>	<b>-</b>	<b>10</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>41 711</b>	<b>29 589</b>	<b>32 497</b>	<b>35 239</b>	<b>35 239</b>	<b>35 239</b>	<b>36 623</b>	<b>39 191</b>	<b>41 594</b>

The sub-programme: Programme Support Community Based provides for the operational support to the programme manager, the support staff and all related costs (including office accommodation). The slight

decrease in the 2017/18 Adjusted Appropriation was due to slower than anticipated filling of approved vacant posts as a result of lengthy internal recruitment processes. The savings were moved to the sub-programme: Innovation and Empowerment. The 2018/19 MTEF reflects inflationary growth.

The sub-programme: Community Development caters for community development programmes, such as the development of Zibambele contractors, to bring about the development and empowerment of impoverished communities, as well as liaison through community based structures. The substantial decrease in the 2017/18 Adjusted Appropriation was due to slower than anticipated filling of approved vacant posts as a result of lengthy internal recruitment processes. The savings were moved to the sub-programme: Innovation and Empowerment. The allocations over the 2018/19 MTEF include ongoing provision for development programmes in respect of Zibambele contractors.

The sub-programme: Innovation and Empowerment caters for contractor development such as the pothole patching pilot programme, mentorship and training programmes for Vukuzakhe contractors, as well as learnerships. The fluctuation is mainly due to reprioritisation undertaken as a result of the non-filling of posts to Programme 2 in respect of the maintenance of the provincial road network. The increase in the 2017/18 Adjusted Appropriation was to cater for the higher than budgeted costs in respect of the pilot pothole patching programme that commenced toward the end of 2016/17. The programme was delayed in 2016/17 as a result of difficulty in finding a suitable mentorship contractor to undertake the training, development and mentoring of emerging contractors. Also, the increase was in respect of VECA for the monitoring of the Vukuzakhe emerging contractors for compliance to norms and standards. The increase over the 2018/19 MTEF is to cater for training programmes for Vukuzakhe contractors.

The EPWP Co-ordination and Monitoring sub-programme caters for costs related to the management and co-ordination of the EPWP programme.

*Compensation of employees* reflects an increasing trend over the period. The decrease in the 2017/18 Adjusted Appropriation was due to slower than anticipated filling of approved vacant posts as a result of lengthy internal recruitment processes. There is growth of 74 per cent in 2018/19, and this can be attributed to the substantial reduction in the 2017/18 Adjusted Appropriation, as well as provision made for the filling of eight vacant posts. The growth of 8.1 per cent in 2019/20 is in line with the National Treasury guidelines, however, the growth of 7 per cent in 2020/21 is below the guidelines, and will be reviewed by the department in the next budget process.

*Goods and services* relates to the development and training of Vukuzakhe and Zibambele contractors who undertake road maintenance work for the department. The increase in the 2017/18 Adjusted Appropriation was in respect of the higher than budgeted costs of the pilot pothole patching programme that commenced toward the end of 2016/17, as explained. The low 2018/19 amount compared to the 2017/18 Main Appropriation will be reviewed. The outer years' growth is inflationary.

*Transfers and subsidies to: Public corporations and private enterprises* is in respect of VECA for the monitoring of the Vukuzakhe emerging contractors for compliance to norms and standards. As a result of non-compliance by the association, the department has not allocated funds over the 2018/19 MTEF, and this will also be reviewed in-year. The funds are allocated to *Goods and services*.

*Transfers and subsidies to: Households* caters for staff exit costs.

*Machinery and equipment* caters for the replacement of computer equipment, vehicles, etc., that are damaged or obsolete. There is no allocation over the MTEF, and this will be reviewed, as the need arises.

*Payments for financial assets* relates to the write-off of irrecoverable staff debts.

### **Service delivery measures – Community Based Programmes**

Table 12.26 reflects the main service delivery measures relevant to Programme 5. The performance indicators comply fully with the customised measures for the Transport sector, and non-sector measures are also included in the table.

Table 12.26 : Service delivery measures – Community Based Programmes

Outputs	Performance indicators	Estimated performance		Medium-term targets	
		2017/18	2018/19	2019/20	2020/21
<b>5. Community Based Programmes</b>					
5.1 Community Development	• No. of Zibambele contractors employed	42 190	43 000	43 000	43 000
	• No. of small contractors trained through Vukuzakhe emerging contractor development programme	500	500	500	500
5.2 EPWP Co-ordination and Monitoring	• No. of jobs created	72 200	58 260	63 000	60 000
	• No. of Full-Time Equivalents (FTEs)	26 066	19 000	20 000	21 000
	• No. of youth employed (18-35)	20 000	7 000	7 500	8 000
	• No. of women employed	45 000	40 000	41 000	42 000
	• No. of people living with disabilities employed	350	80	110	140
	• No. of employment days created	5 995 200	4 370 000	4 600 000	4 830 000

## 9. Other programme information

### 9.1 Personnel numbers and costs

Table 12.27 provides detail of the department's approved establishment and personnel numbers, per level and programme. The table also gives a breakdown of employees dispensation classification. The department is in the process of obtaining approval for the implementation of a proposed new organisational structure from DPSA, and has based the personnel numbers on the proposed new structure. The department plans to fill the 930 vacant posts in 2018/19, and there is the possibility that it will not be able to fill all the posts in 2018/19, but will spread them over the 2018/19 MTEF. Also, various factors such as lengthy internal recruitment processes, resignations, can delay the process of filling these posts.

It should be noted that Table 12.27 has been reviewed and revised by the department and, as such, the previous years' numbers in the table differ from the same table presented in the 2017/18 EPRE. This is due to the addition of contractor personnel, which was previously excluded. Also, the total number of posts in the new proposed organisational structure is 5 326, and the balance of 1 365 are interns, learnerships and contract workers.

Table 12.27 : Summary of departmental personnel numbers and costs by component

R thousands	Audited Outcome						Revised Estimate				Medium-term Estimates						Average annual growth over MTEF 2017/18 - 2020/21		
	2014/15		2015/16		2016/17		2017/18				2018/19		2019/20		2020/21		Pers. growth rate	Costs growth rate	% Costs of Total
	Pers. Nos. <sup>1</sup>	Costs	Pers. Nos. <sup>1</sup>	Costs	Pers. Nos. <sup>1</sup>	Costs	Filled posts	Addit. posts	Pers. Nos. <sup>1</sup>	Costs	Pers. Nos. <sup>1</sup>	Costs	Pers. Nos. <sup>1</sup>	Costs	Pers. Nos. <sup>1</sup>	Costs			
<b>Salary level</b>																			
1 – 6	2 985	631 771	3 004	664 791	2 887	728 873	2 892	-	2 892	854 402	3 624	895 225	3 624	943 586	3 624	1 035 197	7.8%	6.6%	51.3%
7 – 10	898	311 284	966	360 922	950	388 765	1 016	-	1 016	497 129	1 475	678 335	1 475	731 669	1 475	785 215	13.2%	16.5%	36.5%
11 – 12	95	65 415	94	71 368	85	73 220	133	-	133	104 902	171	111 633	171	120 304	171	129 531	8.7%	7.3%	6.4%
13 – 16	38	43 050	41	46 701	48	46 644	46	-	46	57 384	56	64 530	56	69 646	56	75 098	6.8%	9.4%	3.7%
Other	1 268	24 311	1 264	26 280	1 294	28 409	1 340	-	1 340	30 856	1 365	40 149	1 365	42 642	1 365	45 414	0.6%	13.7%	2.2%
<b>Total</b>	<b>5 284</b>	<b>1 075 831</b>	<b>5 369</b>	<b>1 170 062</b>	<b>5 264</b>	<b>1 265 911</b>	<b>5 427</b>	<b>-</b>	<b>5 427</b>	<b>1 544 673</b>	<b>6 691</b>	<b>1 789 872</b>	<b>6 691</b>	<b>1 907 847</b>	<b>6 691</b>	<b>2 070 455</b>	<b>7.2%</b>	<b>10.3%</b>	<b>100.0%</b>
<b>Programme</b>																			
1. Administration	455	107 434	444	116 898	472	126 930	484	-	484	141 536	536	154 417	536	166 926	536	180 270	3.5%	8.4%	8.8%
2. Transport Infrastructure	2 052	443 500	2 177	493 799	2 088	536 330	2 128	-	2 128	737 877	3 214	901 382	3 214	947 350	3 214	1 047 879	14.7%	12.4%	49.5%
3. Transport Operations	81	31 657	76	35 303	78	37 676	84	-	84	40 136	95	45 922	95	49 679	95	53 627	4.2%	10.1%	2.6%
4. Transport Regulation	2 664	480 151	2 645	508 503	2 605	552 169	2 703	-	2 703	615 896	2 810	672 095	2 810	726 534	2 810	770 116	1.3%	7.7%	38.3%
5. Community Based Programmes	32	13 089	27	15 559	21	12 806	28	-	28	9 228	36	16 056	36	17 358	36	18 563	8.7%	26.2%	0.8%
<b>Total</b>	<b>5 284</b>	<b>1 075 831</b>	<b>5 369</b>	<b>1 170 062</b>	<b>5 264</b>	<b>1 265 911</b>	<b>5 427</b>	<b>-</b>	<b>5 427</b>	<b>1 544 673</b>	<b>6 691</b>	<b>1 789 872</b>	<b>6 691</b>	<b>1 907 847</b>	<b>6 691</b>	<b>2 070 455</b>	<b>7.2%</b>	<b>10.3%</b>	<b>100.0%</b>
<b>Employee dispensation classification</b>																			
PSA appointees not covered by OSDs	3 720	883 781	3 788	976 043	3 706	1 028 036	3 779	-	3 779	1 295 551	5 005	1 500 341	5 005	1 596 871	5 005	1 736 581	9.8%	10.3%	83.8%
Legal professionals	3	2 632	3	2 632	4	2 838	8	-	8	4 530	9	5 422	9	5 834	9	6 271	4.0%	11.4%	0.3%
Engineering prof. and related	293	165 107	314	165 107	300	206 628	300	-	300	210 192	312	243 960	312	262 500	312	282 189	1.3%	10.3%	13.7%
Others (interns, EPWP, learnerships)	1 268	24 311	1 264	26 280	1 254	28 409	1 340	-	1 340	34 400	1 365	40 149	1 365	42 642	1 365	45 414	0.6%	9.7%	2.2%
<b>Total</b>	<b>5 284</b>	<b>1 075 831</b>	<b>5 369</b>	<b>1 170 062</b>	<b>5 264</b>	<b>1 265 911</b>	<b>5 427</b>	<b>-</b>	<b>5 427</b>	<b>1 544 673</b>	<b>6 691</b>	<b>1 789 872</b>	<b>6 691</b>	<b>1 907 847</b>	<b>6 691</b>	<b>2 070 455</b>	<b>7.2%</b>	<b>10.3%</b>	<b>100.0%</b>

1. Personnel numbers includes all filled posts together with those posts additional to the approved establishment

The personnel numbers over the 2018/19 MTEF reflect the department's proposed structure, including the 930 budgeted vacant posts. The number of personnel reflects a steady increase, and shows an average growth of 26 per cent from 2016/17 to 2019/20. The year-on-year growth of 16 per cent in 2018/19, 7 per cent in 2019/20 and 9 per cent in 2020/21 is largely in line with National Treasury's guidelines. As

explained, the high 2018/19 growth caters for the filling of posts pending the finalisation of the structure. However, this growth does not appear sufficient to cater for the filling of these posts, and will be reviewed by the department. The low 2019/20 amount will be reviewed by the department. The personnel budget largely caters for the 1.5 per cent pay progression.

The department shifted the budget for the payment of Zibambele contractors (estimated at 41 000) from this category to *Goods and services* during the 2017/18 Adjusted Appropriation. As such, the prior years' and MTEF figures have been adjusted. Also, additional funds were allocated by National Treasury in 2020/21 to cater for the above-budget wage agreement.

The departmental head count fluctuates from 2014/15 to 2017/18 as a result of the moratorium on the filling of non-critical posts, although approval was received in 2017/18 for the filling of 176 critical vacant posts.

The category *Others – Interns, EPWP, learnerships, etc.*, includes contract workers, interns, learnerships totalling 1 365.

## 9.2 Training

Table 12.28 gives a summary of spending and information on training for the period 2014/15 to 2020/21. The department's training budget reflects steady growth over the period, and caters for in-house and external training and capacity building. The growth over the 2018/19 MTEF is mainly inflationary related.

The training in Programme 1 relates to administrative functions. The training in Programme 2 is in respect of training for the Zibambele contractors relating to maintenance of the provincial roads. Under Programme 3, the training is in respect of safety and compliance such as road safety education, including pedestrian safety. The training under Programme 4 includes the costs for the Traffic Training College and the Technical Training Centre in respect of the training of traffic officers, and the training conducted under Programme 5 relates to training, learnerships and mentorships for the Vukuzakhe projects. It is unclear why there are no allocations from 2016/17, although the development training of the Vukuzakhe emerging contractors has commenced. The department will review this category in future MTEF periods.

**Table 12.28 : Information on training: Transport**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2014/15	2015/16	2016/17	2017/18			2018/19	2019/20	2020/21
Number of staff	5 284	5 369	5 264	5 427	5 427	5 427	6 691	6 691	6 691
Number of personnel trained	846	1 465	1 612	1 773	1 773	1 773	1 950	2 060	2 173
of which									
Male	459	640	704	774	774	774	851	899	948
Female	387	825	908	999	999	999	1 099	1 161	1 225
Number of training opportunities	238	166	189	212	212	212	235	248	262
of which									
Tertiary	-	-	1	2	2	2	3	3	3
Workshops	9	48	58	68	68	68	78	82	87
Seminars	1	8	10	12	12	12	14	15	16
Other	228	110	120	130	130	130	140	148	156
Number of bursaries offered	96	123	178	144	144	144	168	177	187
Number of interns appointed	43	43	65	70	70	70	75	79	83
Number of learnerships appointed	2	21	20	20	20	20	20	21	22
Number of days spent on training	232	232	232	232	232	232	232	245	258
<b>Payments on training by programme</b>									
1. Administration	417	824	791	723	723	723	912	963	1 015
2. Transport Infrastructure	2 101	3 785	5 666	4 438	4 438	4 438	6 365	6 721	7 090
3. Transport Operations	64	2	1 175	1 254	1 254	1 254	1 328	1 402	1 479
4. Transport Regulation	852	1 876	355	497	497	497	400	422	445
5. Community Based Programmes	10	9	-	-	-	-	-	-	-
<b>Total</b>	<b>3 444</b>	<b>6 496</b>	<b>7 987</b>	<b>6 912</b>	<b>6 912</b>	<b>6 912</b>	<b>9 005</b>	<b>9 508</b>	<b>10 029</b>

The department is required by the Skills Development Act to budget at least 1 per cent of its salary expense for staff training. To facilitate this process, the department is affiliated to the line function TETA and CETA. Table 12.28 reflects costs as per the *Training and development* item under *Goods and services*, and the associated costs such as *Travel and subsistence* are excluded.

## ANNEXURE – VOTE 12: TRANSPORT

Table 12.A : Details of departmental receipts: Transport

R thousand	Audited Outcome			Main	Adjusted	Revised	Medium-term Estimates		
	2014/15	2015/16	2016/17	Appropriation	Appropriation	Estimate	2018/19	2019/20	2020/21
<b>Tax receipts</b>	<b>1 481 126</b>	<b>1 490 173</b>	<b>1 599 531</b>	<b>1 597 163</b>	<b>1 597 163</b>	<b>1 637 955</b>	<b>1 694 050</b>	<b>1 760 059</b>	<b>1 825 350</b>
Casino taxes	-	-	-	-	-	-	-	-	-
Horse racing taxes	-	-	-	-	-	-	-	-	-
Liquor licences	-	-	-	-	-	-	-	-	-
Motor vehicle licences	1 481 126	1 490 173	1 599 531	1 597 163	1 597 163	1 637 955	1 694 050	1 760 059	1 825 350
<b>Sale of goods and services other than capital assets</b>	<b>126 811</b>	<b>119 355</b>	<b>107 078</b>	<b>145 088</b>	<b>145 088</b>	<b>100 587</b>	<b>115 931</b>	<b>120 656</b>	<b>129 705</b>
Sale of goods and services produced by department (excluding capital assets)	126 811	119 355	107 078	145 065	145 065	100 568	115 912	120 636	129 684
Sale by market establishments	5 831	6 069	6 459	9 963	9 963	6 650	7 257	7 664	8 085
Administrative fees	113 874	107 739	94 176	125 399	125 399	87 198	101 416	105 327	113 534
Other sales	7 106	5 547	6 443	9 703	9 703	6 720	7 239	7 645	8 065
Of which									
Commission	900	964	1 044	1 080	1 080	1 104	1 090	1 090	1 150
Boarding services	2 384	2 352	2 095	2 460	2 460	2 007	2 000	2 005	2 115
Course fees	386	298	2 651	460	460	573	500	501	529
Tender documents	1 682	1 800	200	5 693	5 693	5 663	2 500	2 600	2 743
Sale of scrap, waste, arms and other used current goods (excluding capital assets)	-	-	-	23	23	19	19	20	21
<b>Transfers received from:</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Other governmental units	-	-	-	-	-	-	-	-	-
Higher education institutions	-	-	-	-	-	-	-	-	-
Foreign governments	-	-	-	-	-	-	-	-	-
International organisations	-	-	-	-	-	-	-	-	-
Public corporations and private enterprises	-	-	-	-	-	-	-	-	-
Households and non-profit institutions	-	-	-	-	-	-	-	-	-
<b>Fines, penalties and forfeits</b>	<b>43 476</b>	<b>45 671</b>	<b>47 257</b>	<b>40 948</b>	<b>40 948</b>	<b>38 460</b>	<b>57 733</b>	<b>61 147</b>	<b>58 901</b>
<b>Interest, dividends and rent on land</b>	<b>236</b>	<b>202</b>	<b>230</b>	<b>254</b>	<b>254</b>	<b>120</b>	<b>272</b>	<b>280</b>	<b>291</b>
Interest	35	48	184	41	41	23	44	45	46
Dividends	23	25	28	27	27	30	30	31	32
Rent on land	178	129	18	186	186	67	198	204	213
<b>Sale of capital assets</b>	<b>4 389</b>	<b>6 221</b>	<b>27 205</b>	<b>5 132</b>	<b>5 132</b>	<b>6 363</b>	<b>7 481</b>	<b>7 945</b>	<b>7 240</b>
Land and sub-soil assets	-	-	-	-	-	-	-	-	-
Other capital assets	4 389	6 221	27 205	5 132	5 132	6 363	7 481	7 945	7 240
<b>Transactions in financial assets and liabilities</b>	<b>369</b>	<b>3 358</b>	<b>2 928</b>	<b>2 176</b>	<b>2 176</b>	<b>8 899</b>	<b>2 324</b>	<b>2 400</b>	<b>2 496</b>
<b>Total</b>	<b>1 656 407</b>	<b>1 664 980</b>	<b>1 784 229</b>	<b>1 790 761</b>	<b>1 790 761</b>	<b>1 792 384</b>	<b>1 877 791</b>	<b>1 952 487</b>	<b>2 023 983</b>

Estimates of Provincial Revenue and Expenditure

Table 12.B : Payments and estimates by economic classification: Transport

R thousand	Audited Outcome			Main	Adjusted	Revised	Medium-term Estimates		
	2014/15	2015/16	2016/17	Appropriation	Appropriation	Estimate	2018/19	2019/20	2020/21
<b>Current payments</b>	<b>4 034 726</b>	<b>3 862 395</b>	<b>4 499 339</b>	<b>5 121 230</b>	<b>5 092 812</b>	<b>5 184 208</b>	<b>5 293 315</b>	<b>5 528 240</b>	<b>5 815 251</b>
Compensation of employees	1 075 831	1 170 062	1 265 911	1 762 017	1 544 673	1 544 673	1 789 872	1 907 847	2 070 455
Salaries and wages	943 329	1 013 166	1 097 289	1 579 915	1 363 092	1 363 092	1 589 936	1 691 719	1 833 842
Social contributions	132 502	156 896	168 622	182 102	181 581	181 581	199 936	216 128	236 613
Goods and services	2 958 890	2 692 330	3 233 428	3 359 213	3 548 139	3 639 535	3 503 443	3 620 393	3 744 796
Administrative fees	1 632	1 864	7 314	1 727	1 727	1 727	8 263	8 715	9 194
Advertising	11 303	12 727	7 855	8 674	8 674	8 674	8 891	9 389	9 907
Minor assets	5 489	6 594	7 420	12 912	12 912	12 912	8 407	8 873	9 363
Audit cost: External	6 961	6 456	5 900	8 153	8 153	8 153	9 261	9 779	10 317
Bursaries: Employees	442	134	657	1 124	1 124	1 124	1 190	1 257	1 326
Catering: Departmental activities	7 393	5 559	4 582	6 283	6 283	6 283	5 168	5 456	5 754
Communication (G&S)	35 374	35 691	38 669	35 408	35 408	35 408	43 919	46 379	48 929
Computer services	45 673	48 669	66 214	59 691	66 691	66 691	66 736	70 832	74 728
Cons & prof serv: Business and advisory services	144 185	117 399	82 629	109 183	114 318	215 855	126 648	133 574	140 922
Infrastructure and planning	107 368	135 444	227 477	210 317	210 317	108 780	241 354	254 807	268 821
Laboratory services	435	513	588	545	545	545	600	697	735
Scientific and technological services	-	-	-	-	-	-	-	-	-
Legal services	19 053	22 854	27 965	22 426	22 426	22 426	29 872	31 640	33 380
Contractors	1 704 149	1 830 014	2 195 912	1 962 537	2 117 930	2 136 161	2 364 449	2 303 655	2 356 024
Agency and support / outsourced services	1 710	10 267	9 795	14 917	14 917	13 001	8 258	8 720	9 201
Entertainment	13	2	-	-	-	-	-	-	-
Fleet services (including govt motor transport)	69 095	86 160	71 846	80 844	80 844	64 529	76 953	81 261	85 730
Housing	-	-	-	-	-	-	-	-	-
Inventory: Clothing material and accessories	6 042	8 082	7 861	10 807	10 807	10 807	8 908	9 407	9 924
Inventory: Farming supplies	-	-	-	-	-	-	-	-	-
Inventory: Food and food supplies	1 000	721	929	1 016	986	986	1 044	1 102	1 162
Inventory: Fuel, oil and gas	40 198	40 050	37 511	9 966	9 966	9 966	42 147	44 508	46 956
Inventory: Learner and teacher support material	394	342	188	190	190	190	211	223	235
Inventory: Materials and supplies	82 647	76 504	62 882	86 886	86 886	86 886	70 678	74 638	78 743
Inventory: Medical supplies	-	-	-	1	1	1	-	-	-
Inventory: Medicine	1 685	460	911	962	962	962	1 023	1 081	1 141
Medsas inventory interface	-	-	-	-	-	-	-	-	-
Inventory: Other supplies	-	-	-	-	-	-	-	-	-
Consumable supplies	5 614	15 911	6 449	7 700	7 700	7 700	7 281	7 688	8 111
Consumable: Stationery, printing and office supplies	13 267	9 646	17 001	17 328	17 328	17 328	18 746	19 797	20 889
Operating leases	59 109	27 692	33 173	35 984	35 984	35 984	37 264	39 353	41 518
Property payments	86 956	96 855	126 997	100 948	117 507	117 507	149 940	157 945	166 246
Transport provided: Departmental activity	7 231	6 638	(53 403)	251 233	251 233	342 629	6 054	6 393	6 744
Travel and subsistence	59 687	61 052	73 234	64 958	70 357	70 357	82 747	87 378	92 181
Training and development	3 444	6 496	7 987	6 912	6 912	6 912	9 005	9 508	10 029
Operating payments	9 331	12 255	5 019	7 855	7 855	7 855	5 752	6 072	6 404
Venues and facilities	19 495	8 982	9 460	12 512	12 512	12 512	10 702	11 301	11 923
Rental and hiring	402 515	297	142 406	209 214	208 684	208 684	52 912	168 965	178 259
Interest and rent on land	5	3	-	-	-	-	-	-	-
Interest	5	3	-	-	-	-	-	-	-
Rent on land	-	-	-	-	-	-	-	-	-
<b>Transfers and subsidies</b>	<b>1 028 292</b>	<b>1 016 815</b>	<b>1 033 393</b>	<b>1 099 193</b>	<b>1 100 816</b>	<b>1 100 816</b>	<b>1 132 250</b>	<b>1 195 656</b>	<b>1 275 434</b>
Provinces and municipalities	4 093	4 537	5 093	4 986	4 986	4 986	5 729	6 049	6 381
Provinces	4 093	4 537	5 093	4 986	4 986	4 986	5 729	6 049	6 381
Provincial Revenue Funds	-	-	-	-	-	-	-	-	-
Provincial agencies and funds	4 093	4 537	5 093	4 986	4 986	4 986	5 729	6 049	6 381
Municipalities	-	-	-	-	-	-	-	-	-
Municipalities	-	-	-	-	-	-	-	-	-
Municipal agencies and funds	-	-	-	-	-	-	-	-	-
Departmental agencies and accounts	4 522	1 608	3 986	6 058	4 499	4 499	4 478	4 728	4 988
Social security funds	-	-	-	-	-	-	-	-	-
Entities receiving transfers	4 522	1 608	3 986	6 058	4 499	4 499	4 478	4 728	4 988
Higher education institutions	-	-	-	-	-	-	-	-	-
Foreign governments and international organisations	-	-	-	-	-	-	-	-	-
Public corporations and private enterprises	985 852	993 057	1 011 085	1 071 439	1 073 304	1 073 304	1 106 154	1 168 099	1 246 362
Public corporations	985 852	993 057	1 011 085	1 071 439	1 073 304	1 073 304	1 106 154	1 168 099	1 246 362
Subsidies on production	984 952	993 057	1 011 085	1 071 439	1 071 439	1 071 439	1 106 154	1 168 099	1 246 362
Other transfers	900	-	-	-	1 865	1 865	-	-	-
Private enterprises	-	-	-	-	-	-	-	-	-
Subsidies on production	-	-	-	-	-	-	-	-	-
Other transfers	-	-	-	-	-	-	-	-	-
Non-profit institutions	-	-	-	-	-	-	-	-	-
Households	33 825	17 613	13 229	16 710	18 027	18 027	15 889	16 780	17 703
Social benefits	11 398	9 240	10 478	12 633	13 972	13 972	11 587	12 237	12 910
Other transfers to households	22 427	8 373	2 751	4 077	4 055	4 055	4 302	4 543	4 793
<b>Payments for capital assets</b>	<b>3 845 558</b>	<b>4 245 464</b>	<b>3 712 163</b>	<b>3 626 601</b>	<b>3 879 847</b>	<b>3 879 847</b>	<b>3 636 482</b>	<b>3 713 956</b>	<b>3 973 600</b>
Buildings and other fixed structures	3 675 620	4 032 842	3 530 726	3 424 685	3 699 931	3 699 931	3 436 542	3 504 869	3 754 059
Buildings	-	-	-	-	-	-	-	-	-
Other fixed structures	3 675 620	4 032 842	3 530 726	3 424 685	3 699 931	3 699 931	3 436 542	3 504 869	3 754 059
Machinery and equipment	166 436	200 177	180 095	193 759	178 599	178 599	198 439	207 502	217 869
Transport equipment	156 474	187 026	142 692	175 573	160 365	67 265	181 263	190 205	200 172
Other machinery and equipment	9 962	13 151	37 403	18 186	18 234	111 334	17 176	17 297	17 697
Heritage assets	-	-	-	-	-	-	-	-	-
Specialised military assets	-	-	-	-	-	-	-	-	-
Biological assets	-	-	-	-	-	-	-	-	-
Land and sub-soil assets	-	-	-	-	-	-	-	-	-
Software and other intangible assets	3 502	12 445	1 342	8 157	1 317	1 317	1 501	1 585	1 672
<b>Payments for financial assets</b>	<b>380</b>	<b>5 195</b>	<b>6 901</b>	<b>-</b>	<b>795</b>	<b>795</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>8 908 956</b>	<b>9 129 869</b>	<b>9 251 796</b>	<b>9 847 024</b>	<b>10 074 270</b>	<b>10 165 666</b>	<b>10 062 047</b>	<b>10 437 852</b>	<b>11 064 285</b>
Unauth. Exp. (1st charge) not available for spending	-	(4 553)	(4 553)	-	-	-	-	-	-
<b>Baseline available for spending after 1st charge</b>	<b>8 908 956</b>	<b>9 125 316</b>	<b>9 247 243</b>	<b>9 847 024</b>	<b>10 074 270</b>	<b>10 165 666</b>	<b>10 062 047</b>	<b>10 437 852</b>	<b>11 064 285</b>

Table 12.C : Payments and estimates by economic classification: Administration

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2014/15	2015/16	2016/17				2017/18	2018/19	2019/20
<b>Current payments</b>	<b>232 491</b>	<b>260 629</b>	<b>279 772</b>	<b>297 280</b>	<b>320 839</b>	<b>320 839</b>	<b>333 768</b>	<b>357 284</b>	<b>380 713</b>
Compensation of employees	107 434	116 898	126 930	141 536	141 536	141 536	154 417	166 926	180 270
Salaries and wages	94 127	101 241	110 372	123 493	123 493	123 493	134 873	145 800	157 455
Social contributions	13 307	15 657	16 558	18 043	18 043	18 043	19 544	21 126	22 815
Goods and services	125 052	143 731	152 842	155 744	179 303	179 303	179 351	190 358	200 443
Administrative fees	350	396	431	321	321	321	513	542	572
Advertising	2 525	9 460	3 961	5 092	5 092	5 092	4 475	4 725	4 985
Minor assets	994	856	1 016	1 763	1 763	1 763	1 173	1 233	1 301
Audit cost: External	6 561	6 363	5 496	7 699	7 699	7 699	8 807	9 300	9 812
Bursaries: Employees	442	134	657	1 124	1 124	1 124	1 190	1 257	1 326
Catering: Departmental activities	1 929	2 841	505	760	760	760	568	599	631
Communication (G&S)	14 358	14 946	16 423	12 611	12 611	12 611	18 413	19 444	20 514
Computer services	32 007	32 222	56 545	46 522	53 522	53 522	55 175	59 680	62 962
Cons & prof serv: Business and advisory services	10 205	9 748	12 345	12 295	12 295	12 295	17 622	18 608	19 632
Infrastructure and planning	-	-	-	318	318	318	-	-	-
Laboratory services	-	-	-	-	-	-	-	-	-
Scientific and technological services	-	-	-	-	-	-	-	-	-
Legal services	12 285	13 983	10 658	13 104	13 104	13 104	9 892	10 446	11 021
Contractors	15 202	15 528	7 368	9 363	9 363	9 363	14 821	15 596	16 453
Agency and support / outsourced services	1 317	2 297	5 350	8 121	8 121	8 121	3 261	3 444	3 634
Entertainment	13	2	-	-	-	-	-	-	-
Fleet services (including govt motor transport)	2 222	5 001	3 558	5 359	5 359	5 359	3 773	3 984	4 203
Housing	-	-	-	-	-	-	-	-	-
Inventory: Clothing material and accessories	16	-	-	-	-	-	-	-	-
Inventory: Farming supplies	-	-	-	-	-	-	-	-	-
Inventory: Food and food supplies	473	433	512	541	541	541	575	607	640
Inventory: Fuel, oil and gas	-	-	-	-	-	-	-	-	-
Inventory: Learner and teacher support material	262	267	188	190	190	190	211	223	235
Inventory: Materials and supplies	12	-	-	-	-	-	23	25	26
Inventory: Medical supplies	-	-	-	-	-	-	-	-	-
Inventory: Medicine	1 657	450	901	958	958	958	1 012	1 069	1 128
Medsas inventory interface	-	-	-	-	-	-	-	-	-
Inventory: Other supplies	-	-	-	-	-	-	-	-	-
Consumable supplies	774	562	294	189	189	189	365	386	408
Consumable: Stationery, printing and office supplies	1 455	1 244	1 716	1 465	1 465	1 465	1 572	1 660	1 752
Operating leases	3 958	1 194	3 126	3 396	3 396	3 396	3 500	3 697	3 900
Property payments	4 474	7 716	5 410	6 058	22 617	22 617	13 327	13 681	14 048
Transport provided: Departmental activity	1 239	2 555	1 026	1 289	1 289	1 289	1 153	1 218	1 285
Travel and subsistence	8 810	11 045	13 570	15 114	15 114	15 114	15 779	16 663	17 580
Training and development	417	824	791	723	723	723	912	963	1 015
Operating payments	656	747	495	782	782	782	605	639	674
Venues and facilities	439	2 917	500	587	587	587	634	669	706
Rental and hiring	-	-	-	-	-	-	-	-	-
Interest and rent on land	5	-	-	-	-	-	-	-	-
Interest	5	-	-	-	-	-	-	-	-
Rent on land	-	-	-	-	-	-	-	-	-
<b>Transfers and subsidies</b>	<b>9 627</b>	<b>11 075</b>	<b>8 253</b>	<b>11 447</b>	<b>9 888</b>	<b>9 888</b>	<b>10 180</b>	<b>10 750</b>	<b>11 341</b>
Provinces and municipalities	56	35	369	92	92	92	97	102	107
Provinces	56	35	369	92	92	92	97	102	107
Provincial Revenue Funds	-	-	-	-	-	-	-	-	-
Provincial agencies and funds	56	35	369	92	92	92	97	102	107
Municipalities	-	-	-	-	-	-	-	-	-
Municipalities	-	-	-	-	-	-	-	-	-
Municipal agencies and funds	-	-	-	-	-	-	-	-	-
Departmental agencies and accounts	4 522	1 608	3 977	6 052	4 493	4 493	4 469	4 719	4 979
Social security funds	-	-	-	-	-	-	-	-	-
Entities receiving transfers	4 522	1 608	3 977	6 052	4 493	4 493	4 469	4 719	4 979
Higher education institutions	-	-	-	-	-	-	-	-	-
Foreign governments and international organisations	-	-	-	-	-	-	-	-	-
Public corporations and private enterprises	-	-	-	-	-	-	-	-	-
Public corporations	-	-	-	-	-	-	-	-	-
Subsidies on production	-	-	-	-	-	-	-	-	-
Other transfers	-	-	-	-	-	-	-	-	-
Private enterprises	-	-	-	-	-	-	-	-	-
Subsidies on production	-	-	-	-	-	-	-	-	-
Other transfers	-	-	-	-	-	-	-	-	-
Non-profit institutions	-	-	-	-	-	-	-	-	-
Households	5 049	9 432	3 907	5 303	5 303	5 303	5 614	5 929	6 255
Social benefits	1 486	1 195	1 287	1 579	1 579	1 579	1 672	1 766	1 863
Other transfers to households	3 563	8 237	2 620	3 724	3 724	3 724	3 942	4 163	4 392
<b>Payments for capital assets</b>	<b>16 797</b>	<b>29 733</b>	<b>21 345</b>	<b>26 325</b>	<b>16 325</b>	<b>16 325</b>	<b>19 344</b>	<b>19 363</b>	<b>19 383</b>
Buildings and other fixed structures	-	-	-	-	-	-	-	-	-
Buildings	-	-	-	-	-	-	-	-	-
Other fixed structures	-	-	-	-	-	-	-	-	-
Machinery and equipment	14 360	17 288	21 339	19 325	16 325	16 325	19 344	19 363	19 383
Transport equipment	11 249	8 721	-	9 000	6 000	6 000	9 000	9 000	9 000
Other machinery and equipment	3 111	8 567	21 339	10 325	10 325	10 325	10 344	10 363	10 383
Heritage assets	-	-	-	-	-	-	-	-	-
Specialised military assets	-	-	-	-	-	-	-	-	-
Biological assets	-	-	-	-	-	-	-	-	-
Land and sub-soil assets	-	-	-	-	-	-	-	-	-
Software and other intangible assets	2 437	12 445	6	7 000	-	-	-	-	-
<b>Payments for financial assets</b>	<b>57</b>	<b>4 584</b>	<b>4 940</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>258 972</b>	<b>306 021</b>	<b>314 310</b>	<b>335 052</b>	<b>347 052</b>	<b>347 052</b>	<b>363 292</b>	<b>387 397</b>	<b>411 437</b>
Unauth. Exp. (1st charge) not available for spending	-	(4 553)	(4 553)	-	-	-	-	-	-
<b>Baseline available for spending after 1st charge</b>	<b>258 972</b>	<b>301 468</b>	<b>309 757</b>	<b>335 052</b>	<b>347 052</b>	<b>347 052</b>	<b>363 292</b>	<b>387 397</b>	<b>411 437</b>

Estimates of Provincial Revenue and Expenditure

Table 12.D : Payments and estimates by economic classification: Transport Infrastructure

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2014/15	2015/16	2016/17	2017/18			2018/19	2019/20	2020/21
<b>Current payments</b>	<b>3 013 695</b>	<b>2 769 551</b>	<b>3 385 045</b>	<b>3 600 928</b>	<b>3 552 368</b>	<b>3 552 368</b>	<b>3 866 255</b>	<b>3 998 135</b>	<b>4 192 128</b>
Compensation of employees	443 500	493 799	536 330	950 205	737 877	737 877	901 382	947 350	1 047 879
Salaries and wages	388 577	429 781	466 760	875 246	662 918	662 918	817 901	857 107	945 058
Social contributions	54 923	64 018	69 570	74 959	74 959	74 959	83 481	90 243	102 821
Goods and services	2 570 195	2 275 752	2 848 715	2 650 723	2 814 491	2 814 491	2 964 873	3 050 785	3 144 249
Administrative fees	468	569	5 908	603	603	603	6 637	7 009	7 395
Advertising	678	777	1 148	801	801	801	1 289	1 362	1 438
Minor assets	2 917	3 766	5 810	9 632	9 632	9 632	6 528	6 894	7 274
Audit cost: External	375	64	354	435	435	435	398	420	443
Bursaries: Employees	-	-	-	-	-	-	-	-	-
Catering: Departmental activities	2 184	47	70	86	86	86	78	82	86
Communication (G&S)	10 351	9 804	10 536	11 011	11 011	11 011	11 838	12 501	13 188
Computer services	3 270	5 156	2 244	5 977	5 977	5 977	2 522	2 663	2 810
Cons & prof serv: Business and advisory services	89 288	68 751	16 160	36 341	38 341	139 878	18 157	19 174	20 229
Infrastructure and planning	107 368	134 834	222 641	209 373	209 373	107 836	240 967	254 398	268 390
Laboratory services	435	513	588	545	545	545	660	697	735
Scientific and technological services	-	-	-	-	-	-	-	-	-
Legal services	2 435	965	744	900	900	900	836	883	932
Contractors	1 661 440	1 771 782	2 166 826	1 920 777	2 083 105	2 101 336	2 314 996	2 251 488	2 300 989
Agency and support / outsourced services	82	6 684	3 259	5 374	5 374	3 458	3 663	3 868	4 081
Entertainment	-	-	-	-	-	-	-	-	-
Fleet services (including govt motor transport)	34 603	54 250	34 374	37 969	37 969	21 654	38 623	40 786	43 029
Housing	-	-	-	-	-	-	-	-	-
Inventory: Clothing material and accessories	3 993	3 257	2 277	4 490	4 490	4 490	2 558	2 701	2 849
Inventory: Farming supplies	-	-	-	-	-	-	-	-	-
Inventory: Food and food supplies	228	215	294	354	324	324	330	348	367
Inventory: Fuel, oil and gas	40 152	39 991	37 483	9 945	9 945	9 945	42 116	44 475	46 921
Inventory: Learner and teacher support material	-	-	-	-	-	-	-	-	-
Inventory: Materials and supplies	81 169	75 664	62 784	86 758	86 758	86 758	70 544	74 495	78 592
Inventory: Medical supplies	-	-	-	-	-	-	-	-	-
Inventory: Medicine	27	7	10	4	4	4	11	12	13
Medsas inventory interface	-	-	-	-	-	-	-	-	-
Inventory: Other supplies	-	-	-	-	-	-	-	-	-
Consumable supplies	2 091	1 949	3 749	4 269	4 269	4 269	4 212	4 447	4 692
Consumable: Stationery, printing and office supplies	2 590	2 953	3 185	3 347	3 347	3 347	3 579	3 780	3 988
Operating leases	34 559	2 452	9 134	9 551	9 551	9 551	10 262	10 837	11 434
Property payments	48 649	57 405	86 489	53 700	53 700	53 700	97 178	102 620	108 264
Transport provided: Departmental activity	3 413	730	-	111	111	111	-	-	-
Travel and subsistence	25 267	25 547	26 448	25 817	25 817	25 817	29 717	31 381	33 106
Training and development	2 101	3 785	5 666	4 438	4 438	4 438	6 365	6 721	7 090
Operating payments	3 454	3 789	2 306	4 276	4 276	4 276	2 591	2 735	2 885
Venues and facilities	4 526	13	-	-	-	-	-	-	-
Rental and hiring	402 082	33	138 228	203 839	203 309	203 309	48 218	164 008	173 029
Interest and rent on land	-	-	-	-	-	-	-	-	-
Interest	-	-	-	-	-	-	-	-	-
Rent on land	-	-	-	-	-	-	-	-	-
<b>Transfers and subsidies</b>	<b>29 597</b>	<b>10 365</b>	<b>10 455</b>	<b>12 534</b>	<b>12 534</b>	<b>12 534</b>	<b>11 921</b>	<b>12 589</b>	<b>13 282</b>
Provinces and municipalities	3 286	4 014	4 238	4 070	4 070	4 070	4 762	5 028	5 305
Provinces	3 286	4 014	4 238	4 070	4 070	4 070	4 762	5 028	5 305
Provincial Revenue Funds	-	-	-	-	-	-	-	-	-
Provincial agencies and funds	3 286	4 014	4 238	4 070	4 070	4 070	4 762	5 028	5 305
Municipalities	-	-	-	-	-	-	-	-	-
Municipal agencies and funds	-	-	-	-	-	-	-	-	-
Departmental agencies and accounts	-	-	1	1	1	1	1	1	1
Social security funds	-	-	-	-	-	-	-	-	-
Entities receiving transfers	-	-	1	1	1	1	1	1	1
Higher education institutions	-	-	-	-	-	-	-	-	-
Foreign governments and international organisations	-	-	-	-	-	-	-	-	-
Public corporations and private enterprises	-	-	-	-	-	-	-	-	-
Public corporations	-	-	-	-	-	-	-	-	-
Subsidies on production	-	-	-	-	-	-	-	-	-
Other transfers	-	-	-	-	-	-	-	-	-
Private enterprises	-	-	-	-	-	-	-	-	-
Subsidies on production	-	-	-	-	-	-	-	-	-
Other transfers	-	-	-	-	-	-	-	-	-
Non-profit institutions	-	-	-	-	-	-	-	-	-
Households	26 311	6 351	6 216	8 463	8 463	8 463	7 158	7 560	7 976
Social benefits	7 450	6 332	6 187	8 420	8 442	8 442	7 126	7 526	7 940
Other transfers to households	18 861	19	29	43	21	21	32	34	36
<b>Payments for capital assets</b>	<b>3 778 083</b>	<b>4 196 784</b>	<b>3 657 779</b>	<b>3 564 421</b>	<b>3 839 667</b>	<b>3 839 667</b>	<b>3 582 046</b>	<b>3 658 409</b>	<b>3 916 043</b>
Buildings and other fixed structures	3 675 620	4 032 842	3 530 726	3 424 685	3 699 931	3 699 931	3 436 542	3 504 869	3 754 059
Buildings	-	-	-	-	-	-	-	-	-
Other fixed structures	3 675 620	4 032 842	3 530 726	3 424 685	3 699 931	3 699 931	3 436 542	3 504 869	3 754 059
Machinery and equipment	101 398	163 942	125 717	138 579	138 419	138 419	144 003	151 955	160 312
Transport equipment	99 275	161 039	112 054	135 019	134 811	141 711	140 763	148 646	156 822
Other machinery and equipment	2 123	2 903	13 663	3 560	3 608	96 708	3 240	3 309	3 490
Heritage assets	-	-	-	-	-	-	-	-	-
Specialised military assets	-	-	-	-	-	-	-	-	-
Biological assets	-	-	-	-	-	-	-	-	-
Land and sub-soil assets	-	-	-	-	-	-	-	-	-
Software and other intangible assets	1 065	-	1 336	1 157	1 317	1 317	1 501	1 585	1 672
<b>Payments for financial assets</b>	<b>144</b>	<b>323</b>	<b>1 083</b>	<b>-</b>	<b>560</b>	<b>560</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>6 821 519</b>	<b>6 977 023</b>	<b>7 054 362</b>	<b>7 177 883</b>	<b>7 405 129</b>	<b>7 405 129</b>	<b>7 460 222</b>	<b>7 669 133</b>	<b>8 121 453</b>

Table 12.E : Payments and estimates by economic classification: Transport Operations

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2014/15	2015/16	2016/17	2017/18			2018/19	2019/20	2020/21
<b>Current payments</b>	<b>97 790</b>	<b>86 140</b>	<b>61 285</b>	<b>365 650</b>	<b>365 634</b>	<b>457 030</b>	<b>175 540</b>	<b>186 459</b>	<b>197 928</b>
Compensation of employees	31 657	35 303	37 676	40 152	40 136	40 136	45 922	49 679	53 627
Salaries and wages	28 556	31 681	33 850	36 048	36 032	36 032	41 238	44 618	48 163
Social contributions	3 101	3 622	3 826	4 104	4 104	4 104	4 684	5 061	5 464
Goods and services	66 133	50 837	23 609	325 498	325 498	416 894	129 618	136 780	144 301
Administrative fees	238	237	345	238	238	238	387	409	431
Advertising	7 876	2 153	2 547	2 473	2 473	2 473	2 862	3 022	3 188
Minor assets	49	18	18	680	680	680	17	18	19
Audit cost: External	-	-	-	-	-	-	-	-	-
Bursaries: Employees	-	-	-	-	-	-	-	-	-
Catering: Departmental activities	2 303	2 593	3 614	4 998	4 998	4 998	4 060	4 287	4 522
Communication (G&S)	1 103	982	1 689	1 597	1 597	1 597	1 869	1 975	2 084
Computer services	-	-	-	-	-	-	-	-	-
Cons & prof serv: Business and advisory services	18 131	23 368	35 601	34 717	34 717	34 717	68 434	72 074	76 039
Infrastructure and planning	-	-	-	-	-	-	-	-	-
Laboratory services	-	-	-	-	-	-	-	-	-
Scientific and technological services	-	-	-	-	-	-	-	-	-
Legal services	118	320	10 550	5 148	5 148	5 148	12 539	13 336	14 069
Contractors	6 866	3 527	2 087	2 150	2 150	2 150	12 110	12 788	13 491
Agency and support / outsourced services	220	175	-	176	176	176	-	-	-
Entertainment	-	-	-	-	-	-	-	-	-
Fleet services (including govt motor transport)	767	821	304	247	247	247	347	366	386
Housing	-	-	-	-	-	-	-	-	-
Inventories: Clothing material and accessories	-	21	58	40	40	40	65	69	73
Inventories: Farming supplies	-	-	-	-	-	-	-	-	-
Inventories: Food and food supplies	238	-	10	11	11	11	12	13	14
Inventories: Fuel, oil and gas	(6)	-	-	-	-	-	-	-	-
Inventories: Learner and teacher support material	-	-	-	-	-	-	-	-	-
Inventories: Materials and supplies	274	-	40	42	42	42	45	48	51
Inventories: Medical supplies	-	-	-	-	-	-	-	-	-
Inventories: Medicine	-	-	-	-	-	-	-	-	-
Medsas inventory interface	-	-	-	-	-	-	-	-	-
Inventories: Other supplies	-	-	-	-	-	-	-	-	-
Consumable supplies	799	615	129	159	159	159	145	153	161
Consumable: Stationery, printing and office supplies	1 320	1 309	1 025	950	950	950	1 152	1 216	1 284
Operating leases	332	343	335	368	368	368	377	398	420
Property payments	3 621	2 266	80	107	107	107	89	94	99
Transport provided: Departmental activity	(597)	788	(54 429)	249 833	249 833	341 229	3 039	3 209	3 385
Travel and subsistence	5 644	4 834	9 638	8 929	8 929	8 929	10 830	11 437	12 065
Training and development	64	2	1 175	1 254	1 254	1 254	1 328	1 402	1 479
Operating payments	2 209	312	254	369	369	369	316	334	352
Venues and facilities	14 248	5 896	8 094	10 347	10 347	10 347	9 095	9 604	10 132
Rental and hiring	316	257	445	665	665	665	500	528	557
Interest and rent on land	-	-	-	-	-	-	-	-	-
Interest	-	-	-	-	-	-	-	-	-
Rent on land	-	-	-	-	-	-	-	-	-
<b>Transfers and subsidies</b>	<b>985 366</b>	<b>993 182</b>	<b>1 011 202</b>	<b>1 071 496</b>	<b>1 071 512</b>	<b>1 071 512</b>	<b>1 106 214</b>	<b>1 168 162</b>	<b>1 246 428</b>
Provinces and municipalities	1	8	11	12	12	12	13	14	15
Provinces	1	8	11	12	12	12	13	14	15
Provincial Revenue Funds	-	-	-	-	-	-	-	-	-
Provincial agencies and funds	1	8	11	12	12	12	13	14	15
Municipalities	-	-	-	-	-	-	-	-	-
Municipal agencies and funds	-	-	-	-	-	-	-	-	-
Departmental agencies and accounts	-	-	4	5	5	5	5	5	5
Social security funds	-	-	-	-	-	-	-	-	-
Entities receiving transfers	-	-	4	5	5	5	5	5	5
Higher education institutions	-	-	-	-	-	-	-	-	-
Foreign governments and international organisations	-	-	-	-	-	-	-	-	-
Public corporations and private enterprises	984 952	993 057	1 011 085	1 071 439	1 071 439	1 071 439	1 106 154	1 168 099	1 246 362
Public corporations	984 952	993 057	1 011 085	1 071 439	1 071 439	1 071 439	1 106 154	1 168 099	1 246 362
Subsidies on production	984 952	993 057	1 011 085	1 071 439	1 071 439	1 071 439	1 106 154	1 168 099	1 246 362
Other transfers	-	-	-	-	-	-	-	-	-
Private enterprises	-	-	-	-	-	-	-	-	-
Subsidies on production	-	-	-	-	-	-	-	-	-
Other transfers	-	-	-	-	-	-	-	-	-
Non-profit institutions	-	-	-	-	-	-	-	-	-
Households	413	117	102	40	56	56	42	44	46
Social benefits	413	-	-	-	16	16	-	-	-
Other transfers to households	-	117	102	40	40	40	42	44	46
<b>Payments for capital assets</b>	<b>1 448</b>	<b>124</b>	<b>78</b>	<b>257</b>	<b>257</b>	<b>257</b>	<b>92</b>	<b>97</b>	<b>102</b>
Buildings and other fixed structures	-	-	-	-	-	-	-	-	-
Buildings	-	-	-	-	-	-	-	-	-
Other fixed structures	-	-	-	-	-	-	-	-	-
Machinery and equipment	1 448	124	78	257	257	257	92	97	102
Transport equipment	-	-	-	-	-	-	-	-	-
Other machinery and equipment	1 448	124	78	257	257	257	92	97	102
Heritage assets	-	-	-	-	-	-	-	-	-
Specialised military assets	-	-	-	-	-	-	-	-	-
Biological assets	-	-	-	-	-	-	-	-	-
Land and sub-soil assets	-	-	-	-	-	-	-	-	-
Software and other intangible assets	-	-	-	-	-	-	-	-	-
<b>Payments for financial assets</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>1 084 604</b>	<b>1 079 446</b>	<b>1 072 565</b>	<b>1 437 403</b>	<b>1 437 403</b>	<b>1 528 799</b>	<b>1 281 846</b>	<b>1 354 718</b>	<b>1 444 458</b>

Estimates of Provincial Revenue and Expenditure

Table 12.F : Payments and estimates by economic classification: Transport Regulation

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2014/15	2015/16	2016/17	2017/18			2018/19	2019/20	2020/21
<b>Current payments</b>	<b>649 973</b>	<b>716 563</b>	<b>740 750</b>	<b>822 233</b>	<b>820 697</b>	<b>820 697</b>	<b>881 129</b>	<b>947 171</b>	<b>1 002 888</b>
Compensation of employees	480 151	508 503	552 169	615 896	615 896	615 896	672 095	726 534	770 116
Salaries and wages	420 305	436 291	474 773	532 346	532 267	532 267	581 491	628 591	666 468
Social contributions	59 846	72 212	77 396	83 550	83 629	83 629	90 604	97 943	103 648
Goods and services	169 822	208 057	188 581	206 337	204 801	204 801	209 034	220 637	232 772
Administrative fees	536	610	586	486	486	486	659	696	734
Advertising	171	272	53	72	72	72	60	64	68
Minor assets	1 526	1 954	576	837	837	837	689	728	769
Audit cost: External	25	29	50	19	19	19	56	59	62
Bursaries: Employees	-	-	-	-	-	-	-	-	-
Catering: Departmental activities	331	78	380	416	416	416	427	451	476
Communication (G&S)	9 077	9 788	9 921	10 040	10 040	10 040	11 644	12 296	12 972
Computer services	10 396	11 291	7 122	7 192	7 192	7 192	8 039	8 489	8 956
Cons & prof serv: Business and advisory services	12 138	5 628	6 964	7 801	7 801	7 801	8 158	8 510	8 978
Infrastructure and planning	-	610	344	626	626	626	387	409	431
Laboratory services	-	-	-	-	-	-	-	-	-
Scientific and technological services	-	-	-	-	-	-	-	-	-
Legal services	4 215	7 586	5 394	3 274	3 274	3 274	5 570	5 882	6 205
Contractors	15 185	38 457	19 631	30 247	23 312	23 312	22 522	23 783	25 091
Agency and support / outsourced services	91	1 111	1 115	1 246	1 246	1 246	1 254	1 324	1 397
Entertainment	-	-	-	-	-	-	-	-	-
Fleet services (including govt motor transport)	31 417	26 007	33 542	37 269	37 269	37 269	34 133	36 044	38 027
Housing	-	-	-	-	-	-	-	-	-
Inventory: Clothing material and accessories	2 033	4 804	5 526	6 277	6 277	6 277	6 285	6 637	7 002
Inventory: Farming supplies	-	-	-	-	-	-	-	-	-
Inventory: Food and food supplies	61	73	113	110	110	110	127	134	141
Inventory: Fuel, oil and gas	31	58	28	21	21	21	31	33	35
Inventory: Learner and teacher support material	132	75	-	-	-	-	-	-	-
Inventory: Materials and supplies	150	26	58	86	86	86	66	70	74
Inventory: Medical supplies	-	-	-	1	1	1	-	-	-
Inventory: Medicine	1	3	-	-	-	-	-	-	-
Medsas inventory interface	-	-	-	-	-	-	-	-	-
Inventory: Other supplies	-	-	-	-	-	-	-	-	-
Consumable supplies	1 950	12 785	2 277	3 083	3 083	3 083	2 559	2 702	2 850
Consumable: Stationery, printing and office supplies	7 861	4 115	11 034	11 561	11 561	11 561	12 397	13 092	13 813
Operating leases	20 128	23 596	20 257	22 519	22 519	22 519	22 761	24 037	25 359
Property payments	30 212	29 468	35 018	41 083	41 083	41 083	39 346	41 550	43 835
Transport provided: Departmental activity	4	2 563	-	-	-	-	-	-	-
Travel and subsistence	17 939	17 689	21 732	12 961	18 360	18 360	24 155	25 507	26 909
Training and development	852	1 876	355	497	497	497	400	422	445
Operating payments	2 961	7 342	1 906	2 325	2 325	2 325	2 142	2 261	2 385
Venues and facilities	282	156	866	1 578	1 578	1 578	973	1 028	1 085
Rental and hiring	117	7	7 333	4 710	4 710	4 710	4 194	4 429	4 673
Interest and rent on land	-	3	-	-	-	-	-	-	-
Interest	-	3	-	-	-	-	-	-	-
Rent on land	-	-	-	-	-	-	-	-	-
<b>Transfers and subsidies</b>	<b>2 802</b>	<b>2 116</b>	<b>3 483</b>	<b>3 716</b>	<b>5 017</b>	<b>5 017</b>	<b>3 935</b>	<b>4 155</b>	<b>4 383</b>
Provinces and municipalities	750	480	475	812	812	812	857	905	954
Provinces	750	480	475	812	812	812	857	905	954
Provincial Revenue Funds	-	-	-	-	-	-	-	-	-
Provincial agencies and funds	750	480	475	812	812	812	857	905	954
Municipalities	-	-	-	-	-	-	-	-	-
Municipalities	-	-	-	-	-	-	-	-	-
Municipal agencies and funds	-	-	-	-	-	-	-	-	-
Departmental agencies and accounts	-	-	4	-	-	-	3	3	3
Social security funds	-	-	-	-	-	-	-	-	-
Entities receiving transfers	-	-	4	-	-	-	3	3	3
Higher education institutions	-	-	-	-	-	-	-	-	-
Foreign governments and international organisations	-	-	-	-	-	-	-	-	-
Public corporations and private enterprises	-	-	-	-	-	-	-	-	-
Public corporations	-	-	-	-	-	-	-	-	-
Subsidies on production	-	-	-	-	-	-	-	-	-
Other transfers	-	-	-	-	-	-	-	-	-
Private enterprises	-	-	-	-	-	-	-	-	-
Subsidies on production	-	-	-	-	-	-	-	-	-
Other transfers	-	-	-	-	-	-	-	-	-
Non-profit institutions	-	-	-	-	-	-	-	-	-
Households	2 052	1 636	3 004	2 904	4 205	4 205	3 075	3 247	3 426
Social benefits	2 049	1 636	3 004	2 634	3 935	3 935	2 789	2 945	3 107
Other transfers to households	3	-	-	270	270	270	286	302	319
<b>Payments for capital assets</b>	<b>49 196</b>	<b>18 823</b>	<b>32 961</b>	<b>35 498</b>	<b>23 498</b>	<b>23 498</b>	<b>35 000</b>	<b>36 087</b>	<b>38 072</b>
Buildings and other fixed structures	-	-	-	-	-	-	-	-	-
Buildings	-	-	-	-	-	-	-	-	-
Other fixed structures	-	-	-	-	-	-	-	-	-
Machinery and equipment	49 196	18 823	32 961	35 498	23 498	23 498	35 000	36 087	38 072
Transport equipment	45 950	17 266	30 638	31 554	19 554	19 554	31 500	32 559	34 350
Other machinery and equipment	3 246	1 557	2 323	3 944	3 944	3 944	3 500	3 528	3 722
Heritage assets	-	-	-	-	-	-	-	-	-
Specialised military assets	-	-	-	-	-	-	-	-	-
Biological assets	-	-	-	-	-	-	-	-	-
Land and sub-soil assets	-	-	-	-	-	-	-	-	-
Software and other intangible assets	-	-	-	-	-	-	-	-	-
<b>Payments for financial assets</b>	<b>179</b>	<b>288</b>	<b>868</b>	<b>-</b>	<b>235</b>	<b>235</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>702 150</b>	<b>737 790</b>	<b>778 062</b>	<b>861 447</b>	<b>849 447</b>	<b>849 447</b>	<b>920 064</b>	<b>987 413</b>	<b>1 045 343</b>

Table 12.G : Payments and estimates by economic classification: Community Based Programmes

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2014/15	2015/16	2016/17				2017/18	2018/19	2019/20
<b>Current payments</b>	<b>40 777</b>	<b>29 512</b>	<b>32 487</b>	<b>35 139</b>	<b>33 274</b>	<b>33 274</b>	<b>36 623</b>	<b>39 191</b>	<b>41 594</b>
Compensation of employees	13 089	15 559	12 806	14 228	9 228	9 228	16 056	17 358	18 563
Salaries and wages	11 764	14 172	11 534	12 782	8 382	8 382	14 433	15 603	16 698
Social contributions	1 325	1 387	1 272	1 446	846	846	1 623	1 755	1 865
Goods and services	27 688	13 953	19 681	20 911	24 046	24 046	20 567	21 833	23 031
Administrative fees	40	52	44	79	79	79	67	59	62
Advertising	53	65	146	236	236	236	205	216	228
Minor assets	3	-	-	-	-	-	-	-	-
Audit cost: External	-	-	-	-	-	-	-	-	-
Bursaries: Employees	-	-	-	-	-	-	-	-	-
Catering: Departmental activities	646	-	13	23	23	23	35	37	39
Communication (G&S)	485	171	100	149	149	149	155	163	171
Computer services	-	-	303	-	-	-	-	-	-
Cons & prof serv: Business and advisory services	14 423	9 904	11 559	18 029	21 164	21 164	14 277	15 208	16 044
Infrastructure and planning	-	-	4 492	-	-	-	-	-	-
Laboratory services	-	-	-	-	-	-	-	-	-
Scientific and technological services	-	-	-	-	-	-	-	-	-
Legal services	-	-	619	-	-	-	1 035	1 093	1 153
Contractors	5 456	720	-	-	-	-	-	-	-
Agency and support / outsourced services	-	-	71	-	-	-	80	84	89
Entertainment	-	-	-	-	-	-	-	-	-
Fleet services (including govt motor transport)	86	81	68	-	-	-	77	81	85
Housing	-	-	-	-	-	-	-	-	-
Inventory: Clothing material and accessories	-	-	-	-	-	-	-	-	-
Inventory: Farming supplies	-	-	-	-	-	-	-	-	-
Inventory: Food and food supplies	-	-	-	-	-	-	-	-	-
Inventory: Fuel, oil and gas	21	1	-	-	-	-	-	-	-
Inventory: Learner and teacher support material	-	-	-	-	-	-	-	-	-
Inventory: Materials and supplies	1 042	814	-	-	-	-	-	-	-
Inventory: Medical supplies	-	-	-	-	-	-	-	-	-
Inventory: Medicine	-	-	-	-	-	-	-	-	-
Medsas inventory interface	-	-	-	-	-	-	-	-	-
Inventory: Other supplies	-	-	-	-	-	-	-	-	-
Consumable supplies	-	-	-	-	-	-	-	-	-
Consumable: Stationery, printing and office supplies	41	25	41	5	5	5	46	49	52
Operating leases	132	107	321	150	150	150	364	384	405
Property payments	-	-	-	-	-	-	-	-	-
Transport provided: Departmental activity	3 172	2	-	-	-	-	1 862	1 966	2 074
Travel and subsistence	2 027	1 937	1 846	2 137	2 137	2 137	2 266	2 390	2 521
Training and development	10	9	-	-	-	-	-	-	-
Operating payments	51	65	58	103	103	103	98	103	108
Venues and facilities	-	-	-	-	-	-	-	-	-
Rental and hiring	-	-	-	-	-	-	-	-	-
Interest and rent on land	-	-	-	-	-	-	-	-	-
Interest	-	-	-	-	-	-	-	-	-
Rent on land	-	-	-	-	-	-	-	-	-
<b>Transfers and subsidies</b>	<b>900</b>	<b>77</b>	<b>-</b>	<b>-</b>	<b>1 865</b>	<b>1 865</b>	<b>-</b>	<b>-</b>	<b>-</b>
Provinces and municipalities	-	-	-	-	-	-	-	-	-
Provinces	-	-	-	-	-	-	-	-	-
Provincial Revenue Funds	-	-	-	-	-	-	-	-	-
Provincial agencies and funds	-	-	-	-	-	-	-	-	-
Municipalities	-	-	-	-	-	-	-	-	-
Municipalities	-	-	-	-	-	-	-	-	-
Municipal agencies and funds	-	-	-	-	-	-	-	-	-
Departmental agencies and accounts	-	-	-	-	-	-	-	-	-
Social security funds	-	-	-	-	-	-	-	-	-
Entities receiving transfers	-	-	-	-	-	-	-	-	-
Higher education institutions	-	-	-	-	-	-	-	-	-
Foreign governments and international organisations	-	-	-	-	-	-	-	-	-
Public corporations and private enterprises	900	-	-	-	1 865	1 865	-	-	-
Public corporations	900	-	-	-	1 865	1 865	-	-	-
Subsidies on production	-	-	-	-	-	-	-	-	-
Other transfers	900	-	-	-	1 865	1 865	-	-	-
Private enterprises	-	-	-	-	-	-	-	-	-
Subsidies on production	-	-	-	-	-	-	-	-	-
Other transfers	-	-	-	-	-	-	-	-	-
Non-profit institutions	-	-	-	-	-	-	-	-	-
Households	-	77	-	-	-	-	-	-	-
Social benefits	-	77	-	-	-	-	-	-	-
Other transfers to households	-	-	-	-	-	-	-	-	-
<b>Payments for capital assets</b>	<b>34</b>	<b>-</b>	<b>-</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>-</b>	<b>-</b>	<b>-</b>
Buildings and other fixed structures	-	-	-	-	-	-	-	-	-
Buildings	-	-	-	-	-	-	-	-	-
Other fixed structures	-	-	-	-	-	-	-	-	-
Machinery and equipment	34	-	-	100	100	100	-	-	-
Transport equipment	-	-	-	-	-	-	-	-	-
Other machinery and equipment	34	-	-	100	100	100	-	-	-
Heritage assets	-	-	-	-	-	-	-	-	-
Specialised military assets	-	-	-	-	-	-	-	-	-
Biological assets	-	-	-	-	-	-	-	-	-
Land and sub-soil assets	-	-	-	-	-	-	-	-	-
Software and other intangible assets	-	-	-	-	-	-	-	-	-
<b>Payments for financial assets</b>	<b>-</b>	<b>-</b>	<b>10</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>41 711</b>	<b>29 589</b>	<b>32 497</b>	<b>35 239</b>	<b>35 239</b>	<b>35 239</b>	<b>36 623</b>	<b>39 191</b>	<b>41 594</b>

Estimates of Provincial Revenue and Expenditure

Table 12.H : Payments and estimates by economic classification: Conditional grants

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation 2017/18	Revised Estimate	Medium-term Estimates		
	2014/15	2015/16	2016/17				2018/19	2019/20	2020/21
<b>Current payments</b>	<b>1 847 601</b>	<b>1 804 616</b>	<b>1 981 433</b>	<b>1 862 615</b>	<b>1 862 615</b>	<b>1 862 615</b>	<b>1 903 307</b>	<b>1 772 792</b>	<b>1 870 031</b>
Compensation of employees	-	-	-	-	-	-	-	-	-
Salaries and wages	-	-	-	-	-	-	-	-	-
Social contributions	-	-	-	-	-	-	-	-	-
<b>Goods and services</b>	<b>1 847 601</b>	<b>1 804 616</b>	<b>1 981 433</b>	<b>1 862 615</b>	<b>1 862 615</b>	<b>1 862 615</b>	<b>1 903 307</b>	<b>1 772 792</b>	<b>1 870 031</b>
Administrative fees	-	-	-	-	-	-	-	-	-
Advertising	-	-	-	-	-	-	-	-	-
Minor assets	-	-	-	-	-	-	-	-	-
Audit cost: External	-	-	-	-	-	-	-	-	-
Bursaries: Employees	-	-	-	-	-	-	-	-	-
Catering: Departmental activities	-	-	-	-	-	-	-	-	-
Communication (G&S)	-	-	-	-	-	-	-	-	-
Computer services	-	-	-	-	-	-	-	-	-
Cons & prof serv: Business and advisory services	-	-	-	-	-	-	-	-	-
Infrastructure and planning	-	-	-	-	-	-	-	-	-
Laboratory services	-	-	-	-	-	-	-	-	-
Scientific and technological services	-	-	-	-	-	-	-	-	-
Legal services	-	-	-	-	-	-	-	-	-
Contractors	1 847 601	1 804 616	1 981 433	1 862 615	1 862 615	1 862 615	1 903 307	1 772 792	1 870 031
Agency and support / outsourced services	-	-	-	-	-	-	-	-	-
Entertainment	-	-	-	-	-	-	-	-	-
Fleet services (including govt motor transport)	-	-	-	-	-	-	-	-	-
Housing	-	-	-	-	-	-	-	-	-
Inventory: Clothing material and accessories	-	-	-	-	-	-	-	-	-
Inventory: Farming supplies	-	-	-	-	-	-	-	-	-
Inventory: Food and food supplies	-	-	-	-	-	-	-	-	-
Inventory: Fuel, oil and gas	-	-	-	-	-	-	-	-	-
Inventory: Learner and teacher support material	-	-	-	-	-	-	-	-	-
Inventory: Materials and supplies	-	-	-	-	-	-	-	-	-
Inventory: Medical supplies	-	-	-	-	-	-	-	-	-
Inventory: Medicine	-	-	-	-	-	-	-	-	-
Medsas inventory interface	-	-	-	-	-	-	-	-	-
Inventory: Other supplies	-	-	-	-	-	-	-	-	-
Consumable supplies	-	-	-	-	-	-	-	-	-
Consumable: Stationery, printing & office supplies	-	-	-	-	-	-	-	-	-
Operating leases	-	-	-	-	-	-	-	-	-
Property payments	-	-	-	-	-	-	-	-	-
Transport provided: Departmental activity	-	-	-	-	-	-	-	-	-
Travel and subsistence	-	-	-	-	-	-	-	-	-
Training and development	-	-	-	-	-	-	-	-	-
Operating payments	-	-	-	-	-	-	-	-	-
Venues and facilities	-	-	-	-	-	-	-	-	-
Rental and hiring	-	-	-	-	-	-	-	-	-
Interest and rent on land	-	-	-	-	-	-	-	-	-
Interest	-	-	-	-	-	-	-	-	-
Rent on land	-	-	-	-	-	-	-	-	-
<b>Transfers and subsidies</b>	<b>904 783</b>	<b>924 766</b>	<b>1 011 046</b>	<b>1 071 439</b>	<b>1 071 439</b>	<b>1 071 439</b>	<b>1 106 154</b>	<b>1 168 099</b>	<b>1 246 362</b>
Provinces and municipalities	-	-	-	-	-	-	-	-	-
Provinces	-	-	-	-	-	-	-	-	-
Provincial Revenue Funds	-	-	-	-	-	-	-	-	-
Provincial agencies and funds	-	-	-	-	-	-	-	-	-
Municipalities	-	-	-	-	-	-	-	-	-
Municipal agencies and funds	-	-	-	-	-	-	-	-	-
Departmental agencies and accounts	-	-	-	-	-	-	-	-	-
Social security funds	-	-	-	-	-	-	-	-	-
Entities receiving funds	-	-	-	-	-	-	-	-	-
Higher education institutions	-	-	-	-	-	-	-	-	-
Foreign governments and international organisations	-	-	-	-	-	-	-	-	-
Public corporations and private enterprises	904 783	924 766	1 011 046	1 071 439	1 071 439	1 071 439	1 106 154	1 168 099	1 246 362
Public corporations	904 783	924 766	1 011 046	1 071 439	1 071 439	1 071 439	1 106 154	1 168 099	1 246 362
Subsidies on production	-	-	-	-	-	-	-	-	-
Other transfers	904 783	924 766	1 011 046	1 071 439	1 071 439	1 071 439	1 106 154	1 168 099	1 246 362
Private enterprises	-	-	-	-	-	-	-	-	-
Subsidies on production	-	-	-	-	-	-	-	-	-
Other transfers	-	-	-	-	-	-	-	-	-
Non-profit institutions	-	-	-	-	-	-	-	-	-
Households	-	-	-	-	-	-	-	-	-
Social benefits	-	-	-	-	-	-	-	-	-
Other transfers to households	-	-	-	-	-	-	-	-	-
<b>Payments for capital assets</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Buildings and other fixed structures	-	-	-	-	-	-	-	-	-
Buildings	-	-	-	-	-	-	-	-	-
Other fixed structures	-	-	-	-	-	-	-	-	-
Machinery and equipment	-	-	-	-	-	-	-	-	-
Transport equipment	-	-	-	-	-	-	-	-	-
Other machinery and equipment	-	-	-	-	-	-	-	-	-
Heritage assets	-	-	-	-	-	-	-	-	-
Specialised military assets	-	-	-	-	-	-	-	-	-
Biological assets	-	-	-	-	-	-	-	-	-
Land and sub-soil assets	-	-	-	-	-	-	-	-	-
Software and other intangible assets	-	-	-	-	-	-	-	-	-
<b>Payments for financial assets</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>2 752 384</b>	<b>2 729 382</b>	<b>2 992 479</b>	<b>2 934 054</b>	<b>2 934 054</b>	<b>2 934 054</b>	<b>3 009 461</b>	<b>2 940 891</b>	<b>3 116 393</b>

Table 12.I : Payments and estimates by economic classification: Provincial Roads Maintenance grant (Prog 2: Transport Infrastructure)

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2014/15	2015/16	2016/17				2017/18	2018/19	2019/20
<b>Current payments</b>	<b>1 788 158</b>	<b>1 779 255</b>	<b>1 925 378</b>	<b>1 828 970</b>	<b>1 828 970</b>	<b>1 828 970</b>	<b>1 826 745</b>	<b>1 772 792</b>	<b>1 870 031</b>
Compensation of employees	-	-	-	-	-	-	-	-	-
Goods and services	1 788 158	1 779 255	1 925 378	1 828 970	1 828 970	1 828 970	1 826 745	1 772 792	1 870 031
Contractors	1 788 158	1 779 255	1 925 378	1 828 970	1 828 970	1 828 970	1 826 745	1 772 792	1 870 031
Transfers and subsidies	-	-	-	-	-	-	-	-	-
Payments for capital assets	-	-	-	-	-	-	-	-	-
Payments for financial assets	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>1 788 158</b>	<b>1 779 255</b>	<b>1 925 378</b>	<b>1 828 970</b>	<b>1 828 970</b>	<b>1 828 970</b>	<b>1 826 745</b>	<b>1 772 792</b>	<b>1 870 031</b>

Table 12.J : Payments and estimates by economic classification: Public Transport Operations grant (Prog 3: Transport Operations)

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2014/15	2015/16	2016/17				2017/18	2018/19	2019/20
<b>Current payments</b>	-	-	-	-	-	-	-	-	-
Compensation of employees	-	-	-	-	-	-	-	-	-
Goods and services	-	-	-	-	-	-	-	-	-
<b>Transfers and subsidies</b>	<b>904 783</b>	<b>924 766</b>	<b>1 011 046</b>	<b>1 071 439</b>	<b>1 071 439</b>	<b>1 071 439</b>	<b>1 106 154</b>	<b>1 168 099</b>	<b>1 246 362</b>
Public corporations and private enterprises	904 783	924 766	1 011 046	1 071 439	1 071 439	1 071 439	1 106 154	1 168 099	1 246 362
Private enterprises	904 783	924 766	1 011 046	1 071 439	1 071 439	1 071 439	1 106 154	1 168 099	1 246 362
Other transfers	904 783	924 766	1 011 046	1 071 439	1 071 439	1 071 439	1 106 154	1 168 099	1 246 362
Payments for capital assets	-	-	-	-	-	-	-	-	-
Payments for financial assets	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>904 783</b>	<b>924 766</b>	<b>1 011 046</b>	<b>1 071 439</b>	<b>1 071 439</b>	<b>1 071 439</b>	<b>1 106 154</b>	<b>1 168 099</b>	<b>1 246 362</b>

Table 12.K : Payments and estimates by economic classification: EPWP Integrated Grant for Provinces (Prog 2: Transport Infrastructure)

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2014/15	2015/16	2016/17				2017/18	2018/19	2019/20
<b>Current payments</b>	<b>59 443</b>	<b>55 602</b>	<b>56 055</b>	<b>33 645</b>	<b>33 645</b>	<b>33 645</b>	<b>76 562</b>	-	-
Compensation of employees	-	-	-	-	-	-	-	-	-
Goods and services	59 443	55 602	56 055	33 645	33 645	33 645	76 562	-	-
Contractors	59 443	55 602	56 055	33 645	33 645	33 645	76 562	-	-
Transfers and subsidies	-	-	-	-	-	-	-	-	-
Payments for capital assets	-	-	-	-	-	-	-	-	-
Payments for financial assets	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>59 443</b>	<b>55 602</b>	<b>56 055</b>	<b>33 645</b>	<b>33 645</b>	<b>33 645</b>	<b>76 562</b>	-	-