

Vote 12

Transport

R thousand	2018/19			
	Main appropriation	Adjusted appropriation	Decrease	Increase
Operational budget	10 060 069	10 563 699		503 630
MEC remuneration ¹	1 978	1 978		
Total amount to be appropriated	10 062 047	10 565 677		503 630
<i>of which:</i>				
Current payments	5 293 315	5 856 940		563 625
Transfers and subsidies	1 132 250	1 282 242		149 992
Payments for capital assets	3 636 482	3 426 482	(210 000)	
Payments for financial assets	-	13		13
Responsible MEC	MEC for Transport and Community Safety and Liaison			
Administering department	Transport			
Accounting Officer	Head: Transport			

1. Vision and mission

Vision

The vision of the department is: *Prosperity through mobility.*

Mission statement

The mission of the department 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.*

2. 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.

3. Summary of adjusted estimates for the 2018/19 financial year

The main appropriation of the Department of Transport was R10.062 billion in 2018/19. During the year, the department's budget increased by R503.630 million to R10.566 billion, which is the amount that is to be appropriated in the 2018/19 Adjustments Estimate. The main adjustments that led to this overall increase in the budget are summarised below, and further details are given in Section 4:

¹ At the time of going to print, the proclamation determining the 2018 salary adjustment relating to public office bearers had not been signed, hence this amount remains unchanged from the 2018/19 EPRE.

- *Roll-overs:* An amount of R222 million was rolled over from 2017/18 to Programme 2: Transport Infrastructure, as explained below:
 - R172 million was approved as a roll-over against *Goods and services (Maintenance and repair: Current)*. This relates to the R200 million that was specifically and exclusively allocated to the department in the 2017/18 Adjustments Estimate for flood disaster repairs following the floods that occurred in the province in October 2017. The department indicated that only R172 million of the R200 million was committed, and this is therefore the amount approved for roll-over. The funds are specifically and exclusively allocated for this purpose, and may not be used for any other purpose. Although the department made a submission through the Department of Co-operative Governance and Traditional Affairs (COGTA), as the provincial disaster co-ordinating agent, to the National Disaster Management Centre (NDMC) on 19 October 2017 indicating that road infrastructure repairs of R479.940 million for road infrastructure damaged by the storms was needed, the department did not receive any funds from the National Disaster Relief Fund. As such, these disaster funds were allocated from the provincial fiscus.
 - R50 million was approved as a roll-over against *Goods and services (R2 million)* and *Buildings and other fixed structures (R48 million)* relating to the construction of a cross-border crime fighting structure between KZN and Mozambique. However, this amount is being suspended from the department and will be held in the Provincial Revenue Fund until such time as a MOA is signed between the province and other national bodies responsible for border control. This suspension was made in line with a request from the department. Signing a MOA was a condition set by the Provincial Executive Council (PEC) that this project should be undertaken by the province but with the understanding that a MOA will be entered into with the Department of Home Affairs who is responsible for border infrastructure, so that the funds can be recovered. As a MOA was not signed, the project could not proceed to the construction phase and therefore the department under-spent at the end of the year. This suspension of funds is shown in the other adjustments column in the table, and is commented on below in the *Other adjustments* section.
- *Virement between programmes:* The following virements were undertaken between programmes:
 - Funds of R150 million were identified in Programme 2 against *Compensation of employees*. This was due to lengthy internal recruitment processes, difficulty in finding suitable candidates, high staff turnover, as well as internal promotions resulting in further vacancies. The posts include Deputy Directors: Regional Mechanics, Administrative Support Services, Drivers, Road Workers, Administration Clerks, etc.
 - The total amount of R150 million was moved to Programme 3: Transport Operations against *Transfers and subsidies to: Public corporations and private enterprises* in respect of pressures against the Public Transport Operations grant (PTOG), which resulted from re-negotiated fees which rose from R18.50 in 2017/18 to R22 in 2018/19 (per passenger) for bus subsidies paid to bus operators. Also, the claims from the bus operators are linked to an escalation clause that includes labour and fuel indices, among others. As this is a Schedule 4 grant (supplementary grant), the department has to absorb the resultant spending pressures against its equitable share, and hence the reprioritisation undertaken to fund the pressures.
 - Savings of R17.060 million were identified in Programme 4: Transport Regulation, as follows:
 - R7 million against *Compensation of employees* due to lengthy internal recruitment processes, difficulty in finding suitable candidates, high staff turnover, as well as internal promotions resulting in further vacancies. The posts include Assistant Directors: Principal and Provincial Inspectors, Administration Clerks, Drivers/Messengers, etc.
 - R10.054 million in respect of *Machinery and equipment* mainly resulting from savings associated with the slower than anticipated filling of posts, in respect of computer equipment, office equipment and motor vehicles for law enforcement officers.
 - R6 000 against *Transfers and subsidies to: Households* due to lower than budgeted costs in respect of injury on duty claims.

The total savings of R17.060 million were moved to Programme 5: Community Based Programme as follows:

- o R17 million was moved to *Goods and services* as follows:
 - R10 million relates to expenditure pressures resulting from the fast-tracking of the pilot pothole patching programme due to be completed in December 2018, as well as accrued expenditure from 2017/18. The pilot pothole patching programme entails the implementation of an incubator model where emerging contractors are subjected to a 24-month intensive training and development programme. The training relates to accredited technical training in road construction works (levels 2, 3 and 4). Programme 5 is specifically designed for the development and mentoring of emerging contractors and previously disadvantaged individuals. Although the department does all maintenance activities as part of their daily programme, the department also assists communities and emerging contractors through development programmes. This pilot project was specifically developed for targeted groups such as youth, women, people with disabilities and military veterans, as the main road patching is undertaken by established contractors.
 - R7 million is in respect of expenditure pressures related to the management and co-ordination of the departmental EPWP programme by increasing focus on labour-intensive construction methods in order to meet job targets, thereby having a positive impact on the livelihoods of poor communities. The department appoints consultants to assist them with technical support in terms of identifying labour-intensive construction activities to maximise job creation in infrastructure projects, facilitate the design of labour-intensive construction projects, develop concept documents for proposed job creation programmes, etc. It should be noted that the EPWP Integrated Grant for Provinces focuses on the creation of EPWP job opportunities through road maintenance projects.
- o R6 000 was moved to *Transfers and subsidies to: Households* in respect of higher than budgeted staff exit costs.
- o R54 000 was moved to *Machinery and equipment* in respect of higher than budgeted office equipment costs.

The department undertook further virements between sub-programmes and economic categories within programmes, and details of these are provided under Section 4 below. All of these virements are permissible in terms of Section 43 of the PFMA, Section 6.3 of the Treasury Regulations, as well as the National Treasury guidelines. The increase in *Transfers and subsidies to: Public corporations and private enterprises* was approved by Provincial Treasury in line with Section 6.3.1(b).

The reduction in *Payments for capital assets* in respect of *Machinery and equipment* requires Legislature approval in terms of Section 43(4)(c) of the PFMA, as *Payments for capital assets* for the Vote as a whole has decreased. Also, the virements undertaken to Programmes 3 and 5 require Legislature approval in terms of Section 43(2) of the PFMA, as these exceed the 8 per cent threshold.

- *Shifts*: The department did not undertake shifts across programmes. However, major shifts were undertaken between sub-programmes and economic classifications within Programme 2, as explained in Section 4.
- *Other adjustments*: The following adjustments were made to the department's budget and resulted in a net increase of R281.630 million, as follows:
 - o An amount of R206.630 million allocated to Programme 3, against *Goods and services* was suspended from the Department of Education (DOE) and allocated to the Department of Transport (DOT) in respect of the learner transport function which was moved to DOE when the 2018/19 main budget was prepared, and is now being moved back to DOT from the 2018/19 Adjustments Estimate onward in line with a PEC decision. These funds are specifically and exclusively allocated for this purpose, and may therefore not be used for any other purpose.
 - o An additional amount of R125 million was allocated to Programme 3, against *Goods and services* in respect of the learner transport function in line with a memorandum that was presented to the PEC by DOE indicating a shortfall of R125 million on the provincial learner transport services. This shortfall relates to the existing learner transport services where 55 568 learners are

Vote 12: Transport

transported, as well as the addition of 2 933 learners in the Nquthu area following a court decision in this regard. These funds are specifically and exclusively allocated for this purpose, and may therefore not be used for any other purpose.

- o The approved R50 million roll-over mentioned under Programme 2, and allocated against *Goods and services* (R2 million) and *Buildings and other fixed structures* (R48 million) relating to the cross-border crime fighting structure, as explained above, is suspended from the department and will be held in the Provincial Revenue Fund until such time as a MOA is signed between the province and other national bodies responsible for border control. This is in line with a request by the department to suspend the funds.

Tables 12.1 and 12.2 reflect a summary of the 2018/19 adjusted appropriation of the department, summarised according to programme and economic classification.

Details of the economic classification are given in *Annexure – Vote 12: Transport*.

Table 12.1 : Summary by programmes

R thousand	Main appropriation	Adjustments appropriation					Total adjustments appropriation	Adjusted appropriation
		Roll-overs	Unforeseeable/unavoidable	Virement	Shifts	Other adjustments		
1. Administration	363 292	-	-	-	-	-	-	363 292
2. Transport Infrastructure	7 460 222	222 000	-	(150 000)	-	(50 000)	22 000	7 482 222
3. Transport Operations	1 281 846	-	-	150 000	-	331 630	481 630	1 763 476
4. Transport Regulation	920 064	-	-	(17 060)	-	-	(17 060)	903 004
5. Community Based Programme	36 623	-	-	17 060	-	-	17 060	53 683
Total	10 062 047	222 000	-	-	-	281 630	503 630	10 565 677
Amount to be voted								503 630

Table 12.2 : Summary by economic classification

R thousand	Main appropriation	Adjustments appropriation					Total adjustments appropriation	Adjusted appropriation
		Roll-overs	Unforeseeable/unavoidable	Virement	Shifts	Other adjustments		
Current payments	5 293 315	174 000	-	(140 005)	200 000	329 630	563 625	5 856 940
Compensation of employees	1 789 872	-	-	(200 000)	-	-	(200 000)	1 589 872
Goods and services	3 503 443	174 000	-	59 995	200 000	329 630	763 625	4 267 068
Interest and rent on land	-	-	-	-	-	-	-	-
Transfers and subsidies to:	1 132 250	-	-	149 992	-	-	149 992	1 282 242
Provinces and municipalities	5 729	-	-	-	-	-	-	5 729
Departmental agencies and accounts	4 478	-	-	86	-	-	86	4 564
Higher education institutions	-	-	-	-	-	-	-	-
Foreign governments and international organisations	-	-	-	-	-	-	-	-
Public corporations and private enterprises	1 106 154	-	-	150 000	-	-	150 000	1 256 154
Non-profit institutions	-	-	-	-	-	-	-	-
Households	15 889	-	-	(94)	-	-	(94)	15 795
Payments for capital assets	3 636 482	48 000	-	(10 000)	(200 000)	(48 000)	(210 000)	3 426 482
Buildings and other fixed structures	3 436 542	48 000	-	-	(200 000)	(48 000)	(200 000)	3 236 542
Machinery and equipment	198 439	-	-	(10 036)	-	-	(10 036)	188 403
Heritage assets	-	-	-	-	-	-	-	-
Specialised military assets	-	-	-	-	-	-	-	-
Biological assets	-	-	-	-	-	-	-	-
Land and subsoil assets	-	-	-	-	-	-	-	-
Software and other intangible assets	1 501	-	-	36	-	-	36	1 537
Payments for financial assets	-	-	-	13	-	-	13	13
Total	10 062 047	222 000	-	-	-	281 630	503 630	10 565 677
Amount to be voted								503 630

4. Changes to programme purposes and service delivery measures

The department made no changes to the purpose of their programmes, which conform to the sector specific programme and budget structure for the Transport sector for 2018/19.

The non financial information currently reflected in the 2018/19 *EPRE* largely corresponds to the department's 2018/19 APP. It is noted, however, that there are a few discrepancies between the *EPRE* and the APP. According to the department, when the *EPRE* was finalised, it was still in the process of finalising the APP. As such, some of the targets were amended and these changes were not brought into the *EPRE*. The department is now aligning the non financial information to the APP information.

4.1 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 12.3 and 12.4 reflect a summary of the 2018/19 adjusted appropriation of Programme 1, according to sub-programme and economic classification. Details of the main adjustments, which resulted in no overall change to the main appropriation, are given in the paragraphs after the tables.

Table 12.3 : Programme 1: Administration

R thousand	Main appropriation	Adjustments appropriation				Total adjustments appropriation	Adjusted appropriation
		Roll-overs	Unforeseeable/unavoidable	Virement	Other adjustments		
1. Office of the MEC	16 781			23		23	16 804
2. Management	12 502					-	12 502
3. Corporate Support	306 651			(23)		(23)	306 628
4. Departmental Strategy	27 358					-	27 358
Total	363 292	-	-	-	-	-	363 292
Amount to be voted							-

Table 12.4 : Summary by economic classification

R thousand	Main appropriation	Adjustments appropriation				Total adjustments appropriation	Adjusted appropriation
		Roll-overs	Unforeseeable/unavoidable	Virement	Other adjustments		
Current payments	333 768	-	-	-	-	-	333 768
Compensation of employees	154 417			(4 000)		(4 000)	150 417
Goods and services	179 351			4 000		4 000	183 351
Interest and rent on land						-	-
Transfers and subsidies to:	10 180	-	-	-	-	-	10 180
Provinces and municipalities	97					-	97
Departmental agencies and accounts	4 469			95		95	4 564
Higher education institutions						-	-
Foreign governments and international organisations						-	-
Public corporations and private enterprises						-	-
Non-profit institutions						-	-
Households	5 614			(95)		(95)	5 519
Payments for capital assets	19 344	-	-	-	-	-	19 344
Buildings and other fixed structures						-	-
Machinery and equipment	19 344					-	19 344
Heritage assets						-	-
Specialised military assets						-	-
Biological assets						-	-
Land and subsoil assets						-	-
Software and other intangible assets						-	-
Payments for financial assets						-	-
Total	363 292	-	-	-	-	-	363 292
Amount to be voted							-

Virement – Programme 1: Administration

The following virements were undertaken within Programme 1, which affected the sub-programmes: Office of the MEC and Corporate Services under this programme:

- Savings of R23 000 were realised under the sub-programme: Corporate Support against *Transfers and subsidies to: Households* due to lower than budgeted staff exit costs. These savings were moved to the same category under the sub-programme: Office of the MEC to cater for higher than budgeted staff exit costs.
- Savings of R4 million were realised under the sub-programme: Corporate Support against *Compensation of employees* attributed to lengthy internal recruitment processes, difficulty in finding suitable candidates, high staff turnover, as well as internal promotions which resulted in further vacancies. These posts include Chief Director: Communication, Director: Legal Services, Assistant Directors: Banking Tax and Revenue, etc. The savings were moved within the same sub-programme to *Goods and services* to cater for the higher than projected maintenance and repair costs for departmental buildings and offices in various regions in the province.

- Savings of R95 000 were realised under the sub-programme: Corporate Support against *Transfers and subsidies to: Households* due to lower than budgeted external bursaries. The savings were moved to *Transfers and subsidies to: Departmental agencies and accounts* which was under-budgeted for. This relates to the Construction Education and Training Authority (CETA) and the Transport Education and Training Authority (TETA) skills development levies.

The above virements are permissible in terms of the PFMA and Treasury Regulations. The increase against *Transfers and subsidies to: Departmental agencies and accounts* was approved by Provincial Treasury in respect of Treasury Regulation 6.3.1(b). The decrease against external bursaries does not require Legislature approval in terms of Section 43(4)(c) of the PFMA, as the amount is not gazetted to be transferred to any institution.

4.2 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 12.5 and 12.6 reflect a summary of the 2018/19 adjusted appropriation of Programme 2, summarised according to sub-programme and economic classification.

Details of the main adjustments, which resulted in an overall increase of R22 million, are given in the paragraphs following the tables.

Table 12.5 : Programme 2: Transport Infrastructure

R thousand	Main appropriation	Adjustments appropriation					Total adjustments appropriation	Adjusted appropriation
		Roll-overs	Unforeseeable/ unavoidable	Virement	Shifts	Other adjustments		
1. Programme Support Infrastructure	283 386	2 000		4 745	250 000	(2 000)	254 745	538 131
2. Infrastructure Planning	24 448			1 031			1 031	25 479
3. Infrastructure Design	44 190			(5 776)			(5 776)	38 414
4. Construction	3 436 542	48 000			(200 000)	(48 000)	(200 000)	3 236 542
5. Maintenance	3 671 656	172 000		(150 000)	(50 000)		(28 000)	3 643 656
Total	7 460 222	222 000	-	(150 000)	-	(50 000)	22 000	7 482 222
Amount to be voted								22 000

Table 12.6 : Summary by economic classification

R thousand	Main appropriation	Adjustments appropriation					Total adjustments appropriation	Adjusted appropriation
		Roll-overs	Unforeseeable/ unavoidable	Virement	Shifts	Other adjustments		
Current payments	3 866 255	174 000	-	(150 013)	200 000	(2 000)	221 987	4 088 242
Compensation of employees	901 382			(154 745)			(154 745)	746 637
Goods and services	2 964 873	174 000		4 732	200 000	(2 000)	376 732	3 341 605
Interest and rent on land							-	-
Transfers and subsidies to:	11 921	-	-	-	-	-	-	11 921
Provinces and municipalities	4 762						-	4 762
Departmental agencies and accounts	1			(1)			(1)	-
Higher education institutions							-	-
Foreign governments and international organisations							-	-
Public corporations and private enterprises							-	-
Non-profit institutions							-	-
Households	7 158			1			1	7 159
Payments for capital assets	3 582 046	48 000	-	-	(200 000)	(48 000)	(200 000)	3 382 046
Buildings and other fixed structures	3 436 542	48 000			(200 000)	(48 000)	(200 000)	3 236 542
Machinery and equipment	144 003			(36)			(36)	143 967
Heritage assets							-	-
Specialised military assets							-	-
Biological assets							-	-
Land and subsoil assets							-	-
Software and other intangible assets	1 501			36			36	1 537
Payments for financial assets				13			13	13
Total	7 460 222	222 000	-	(150 000)	-	(50 000)	22 000	7 482 222
Amount to be voted								22 000

Roll-overs – Programme 2: Transport Infrastructure: R222 million

The main appropriation of Programme 2 increased by R222 million due to roll-overs from 2017/18, as follows:

- R2 million was allocated to the sub-programme: Programme Support Infrastructure against *Goods and services*, being specifically and exclusively appropriated funds relating to the planning of the cross-border crime fighting structure between the border of South Africa and Mozambique.
- R48 million was allocated to the sub-programme: Construction against *Buildings and other fixed structures*, being specifically and exclusively appropriated funds relating to the construction of the cross-border crime fighting structure between the border of South Africa and Mozambique.
- R172 million was allocated to the sub-programme: Maintenance against *Goods and services (Maintenance and repair: Current)*, being specifically and exclusively appropriated funds relating to flood disaster repairs following the floods that occurred in the province in October 2017, as explained previously.

Virement – Programme 2: Transport Infrastructure: (R150 million)

The main appropriation of Programme 2 was decreased by a net amount of R150 million which affected the sub-programme: Maintenance due to the following:

- Savings of R150 million were realised against *Compensation of employees* mainly from the sub-programmes: Maintenance and Infrastructure Design, due to lower than budgeted filling of vacant posts as a result of lengthy internal recruitment processes, difficulty in finding suitable candidates, high staff turnover, as well as internal promotions resulting in further vacancies. The posts include Deputy Directors: Regional Mechanics, Administrative Support Services, Drivers, Road Workers, Administration Clerks, etc.
- The total savings of R150 million were moved to Programme 3, against *Transfers and subsidies to: Public corporations and private enterprises*, to cater for pressures against the PTOG, which resulted from re-negotiated fees from R18.50 in 2017/18 to R22 in 2018/19 (per passenger) for bus subsidies paid to bus operators, which is also linked to labour and fuel indices, as explained earlier. As this is a Schedule 4 grant (supplementary grant), the department has to absorb the resultant spending pressures against its equitable share, hence the reprioritisation.

In addition to the above virements from Programme 2, the following virements were undertaken across economic categories within the programme, which affect all sub-programmes:

- Savings of R5.776 million were realised under the sub-programme: Infrastructure Design against *Compensation of employees* due to slower than budgeted filling of vacant posts, as explained.
- These savings of R5.776 million were moved as follows:
 - o R4.745 million was moved to the sub-programme: Programme Support Infrastructure against *Goods and services* for the implementation of the Infrastructure Delivery Management System (IDMS). This is a comprehensive programme for infrastructure asset management, which is essential for the successful management of the province's road infrastructure assets by the department. In terms of the IDMS, consultants are appointed to oversee the department's infrastructure programme.
 - o R1.031 million was moved to the sub-programme: Infrastructure Design, against *Compensation of employees* toward filling of vacant posts.
- Savings of R1 000 were realised under the sub-programme: Maintenance against *Transfers and subsidies to: Departmental agencies and accounts* due to television and radio licence fees invoices that are anticipated to be received in 2019/20. These savings were moved within the sub-programme, against *Transfers and subsidies to: Households*, toward higher than budgeted staff exit costs.

- Savings of R36 000 were realised under the sub-programme: Maintenance, against *Machinery and equipment* due to office equipment that will not be purchased as a result of slow progress with the filling of posts. The savings were moved within the same sub-programme against *Software and other intangible assets* in respect of the purchase of the SmartWorx Viva data collection software that is used by surveyors to measure or stake out points that was higher than budgeted.
- Savings of R13 000 were realised under the sub-programme: Maintenance, against *Goods and services* due to lower than budgeted communication costs. The savings were moved within the same sub-programme against *Payments for financial assets* to defray expenditure pressures relating to thefts and losses written off. These are usually not budgeted for due to their unpredictable nature.

These virements are permissible in terms of the PFMA and Treasury Regulations. The decrease against *Transfers and subsidies to: Departmental agencies and accounts* in respect of television and radio licence fees does not require Legislature approval as the amount is not gazetted to any institution.

Shifts – Programme 2: Transport Infrastructure

The following shifts were undertaken within Programme 2:

- A total of R250 million was shifted from the sub-programme: Construction against *Buildings and other fixed structures* (R200 million) and the sub-programme: Maintenance, against *Goods and services* (R50 million) to the sub-programme: Programme Support Infrastructure against *Goods and services* for IDMS, as explained above. The IDMS costs were budgeted for, but the budget was allocated under different sub-programmes, and categories (current and capital) for maintenance and construction projects. As mentioned, the IDMS programme consists of consultants, appointed on a five-year contract to management and oversee both current and capital projects. As a result of a change in the classification of this expenditure in terms of SCOA, the budget and expenditure is being consolidated under the sub-programme: Programme Support Infrastructure against *Goods and services* for the over-arching management and oversight of maintenance and construction projects. The department indicated that the IDMS is used for all projects regardless of their nature, and they are not able to split the expenditure per projects, as the consultants provide over-arching services for maintenance and construction projects, hence, the need to consolidate the budget and expenditure to one sub-programme and category.

The original purpose, which is to ensure that maintenance and construction projects are implemented, has not changed. Also, Legislature approval for the decrease in capital is therefore not required, as the original purpose has not changed.

Other adjustments – Programme 2: Transport Infrastructure: (R50 million)

The following adjustments were undertaken against Programme 2, which resulted in a net reduction of R50 million in the main appropriation, as explained below:

- R2 million relating to specifically and exclusively appropriated funds in respect of the planning of the cross-border crime fighting structure between the border of South Africa and Mozambique was suspended from the sub-programme: Programme Support Infrastructure, against *Goods and services*.
- R48 million relating to specifically and exclusively appropriated funds in respect of the construction of the cross-border crime fighting structure between the border of South Africa and Mozambique was suspended from the sub-programme: Construction, against *Buildings and other fixed structures*.

The total amount of R50 million was suspended in line with a request by the department due to non-signing of a MOA, which was a condition set by the PEC that this project should be undertaken by the province but with the understanding that a MOA will be entered into with the Department of Home Affairs who is responsible for border infrastructure, so that the funds can be recovered, as explained previously. The funds will be held in the Provincial Revenue Fund, until such time that a MOA is signed by the relevant stakeholders.

Service delivery measures – Programme 2: Transport Infrastructure

Table 12.7 shows the original service delivery targets for Programme 2 as per the APP of Transport, as well as the actual achievement for the first six months of the year.

The two annual targets are not reported on at mid-year. The targets are fully aligned to the department's tabled 2018/19 APP.

Table 12.7 : Service delivery measures – Programme 2: Transport Infrastructure

Outputs	Performance indicators	Performance targets		
		2018/19 Original target	2018/19 Mid-year actual	2018/19 Revised target
2. Transport Infrastructure				
2.1. Infrastructure planning	• No. of kilometres of surfaced roads visually assessed as per the applicable TMH manual	3 950	Annual	
	• No. of kilometres of gravel roads visually assessed as per the applicable TMH manual	7 900	Annual	
2.2. Construction	• No. of kilometres of gravel roads upgraded to surfaced roads	90	23.6	
	• No. of square metres of surfaced roads rehabilitated	1 800 000	164 161.3	
	• No. of kilometres of new gravel roads constructed	200	-	
	• No. of square metres of non-motorised transport facility constructed	43 000	12 473	
	• No. of new major vehicle bridges constructed	7	-	
	• No. of new pedestrian bridges constructed	5	-	
2.3. Maintenance	• No. of square metres of surfaced roads resealed	2 000 000	22 720	
	• No. of kilometres of roads re-gravelled	2 200	245.4	
	• No. of square metres of blacktop patching (including pothole repairs)	420 000	477 914.7	
	• No. of kilometres of gravel roads bladed	90 000	29 388.1	
	• Kilometres maintained by Zibambebe contractors	21 500	21 173	

4.3 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 organisations (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 12.8 and 12.9 reflect a summary of the 2018/19 adjusted appropriation of Programme 3, summarised according to sub-programme and economic classification.

Details of the main adjustments, which resulted in an overall increase of R481.630 million, are given in the paragraphs following the tables.

Table 12.8 : Programme 3: Transport Operations

R thousand	Main appropriation	Adjustments appropriation					Total adjustments appropriation	Adjusted appropriation
		Roll-overs	Unforeseeable/unavoidable	Virement	Shifts	Other adjustments		
1. Programme Support Operations	35 521			12 000			12 000	47 521
2. Public Transport Services	1 152 992			145 745		331 630	477 375	1 630 367
3. Transport Safety and Compliance	93 333			(7 745)			(7 745)	85 588
Total	1 281 846	-	-	150 000	-	331 630	481 630	1 763 476
Amount to be voted								481 630

Table 12.9 : Summary by economic classification

R thousand	Main appropriation	Adjustments appropriation				Total adjustments appropriation	Adjusted appropriation	
		Roll-overs	Unforeseeable/unavoidable	Virement	Shifts			Other adjustments
Current payments	175 540	-	-	5	-	331 630	331 635	507 175
Compensation of employees	45 922			(4 255)			(4 255)	41 667
Goods and services	129 618			4 260		331 630	335 890	465 508
Interest and rent on land							-	-
Transfers and subsidies to:	1 106 214	-	-	149 995	-	-	149 995	1 256 209
Provinces and municipalities	13						-	13
Departmental agencies and accounts	5			(5)			(5)	-
Higher education institutions							-	-
Foreign governments and international organisations							-	-
Public corporations and private enterprises	1 106 154			150 000			150 000	1 256 154
Non-profit institutions							-	-
Households	42						-	42
Payments for capital assets	92	-	-	-	-	-	-	92
Buildings and other fixed structures							-	-
Machinery and equipment	92						-	92
Heritage assets							-	-
Specialised military assets							-	-
Biological assets							-	-
Land and subsoil assets							-	-
Software and other intangible assets							-	-
Payments for financial assets							-	-
Total	1 281 846	-	-	150 000	-	331 630	481 630	1 763 476
Amount to be voted								481 630

Virement – Programme 3: Transport Operations: R150 million

The main appropriation of Programme 3 was increased by R150 million due to the following virement:

- Savings of R150 million were realised in Programme 2, against *Compensation of employees* due to slower than anticipated filling of vacant posts, as mentioned. These were moved to Programme 3, under the sub-programme: Public Transport Services, against *Transfers and subsidies to: Public corporations and private enterprises* in respect of pressures against the PTOG, which resulted from re-negotiated fees from R18.50 in 2017/18 to R22 in 2018/19 (per passenger), as well as the fluctuations in labour and fuel price indices for bus subsidies paid to bus operators, as discussed.
- In addition to the above virements to Programme 3, the following virements were undertaken across economic categories within the programme, affecting three sub-programmes:
 - o Savings of R4.255 million were identified under the sub-programme: Public Transport Services, against *Compensation of employees* ascribed to slower than anticipated filling of vacant posts due to lengthy internal recruitment processes, difficulty in finding suitable candidates, high staff turnover, as well as internal promotions. The posts include Deputy Directors: Conflict Mediation and Resolution, Regulation and Support, Administration Clerks, etc.
 - o Savings of R7.745 million were identified under the sub-programme: Transport Safety and Compliance, against *Goods and services* mainly due to the implementation of cost-cutting on catering, communications, subsistence and travelling, venues and facilities, among others.
 - o Savings of R5 000 were identified under the sub-programme: Programme Support Operations, against *Transfers and subsidies to: Departmental agencies and accounts* relating to television and radio licence invoices that are anticipated to be received in 2019/20.

The total savings of R12.005 million were moved to *Goods and services* as follows:

- o R12 million was moved to the sub-programme: Programme Support Operations toward the higher than budgeted costs with regard to a feasibility study undertaken in terms of finding a fleet management solution. The project includes providing the department with an effective transportation management system, conducting a fleet management risk assessment, undertaking a value assessment in line with practice and the most suitable commercial practices, providing the best method to establish an effective and efficient fleet and reviewing the entire discipline of fleet management, among others.
- o R5 000 was moved within the sub-programme: Programme Support Operations against *Goods and services* to cater for fleet services in respect of higher than anticipated fuel costs for motor vehicles resulting from the increase in fuel prices.

These virements are permissible in terms of the PFMA and Treasury Regulations. The increase in *Transfers and subsidies to: Public corporations and private enterprises* was approved by Provincial Treasury in line with Section 6.3.1(b). The decrease against *Transfers and subsidies to: Departmental agencies and accounts* in respect of television and radio licence fees does not require Legislature approval as the amount is not gazetted to any institution.

The virements undertaken to Programme 3 require Legislature approval in terms of Section 43(2) of the PFMA, as these exceed the 8 per cent threshold.

Other adjustments – Programme 3: Transport Operations: R331.630 million

The following adjustments were undertaken against Programme 3, under the sub-programme: Public Transport Services, against *Goods and services*, as explained below:

- An amount of R206.630 million was suspended from DOE and allocated to DOT in respect of the learner transport function which was moved to DOE when the 2018/19 main budget was prepared, and is now being moved back to DOT from the 2018/19 Adjustments Estimate onward in line with a PEC resolution. These funds are specifically and exclusively allocated for this purpose, and may therefore not be used for any other purpose.
- An additional amount of R125 million was allocated in respect of the learner transport function in line with a memorandum that was presented to the PEC by DOE indicating a shortfall of R125 million on the provincial learner transport services. This shortfall relates to the existing learner transport services where 55 568 learners are transported, as well as the addition of 2 933 learners in the Nquthu area following a court decision in this regard. These funds are specifically and exclusively allocated for this purpose, and may therefore not be used for any other purpose.

Service delivery measures – Programme 3: Transport Operations

Table 12.10 shows the original service delivery targets for Programme 3 as per Transport's APP, as well as the actual achievement for the first six months of the year.

As indicated in Table 12.10, one of the outputs was adjusted under the 2018/19 Revised target column, to align the target in the *EPRE* to the department's tabled 2018/19 APP. Also, one target is no longer valid and is shown in the table as "n/a" in the 2018/19 Revised target column. A new output was added to the department's APP, which was not included in the 2018/19 *EPRE*. This output is shown as "New" in the 2018/19 Original target column.

Note that although the learner transport indicator is not included in the department's APP for 2018/19 as the function was shifted to DOE, the target for 2018/19 for the number of learners transported is 47 747, and the number of schools receiving the transport services is 320.

Table 12.10 : Service delivery measures – Programme 3: Transport Operations

Outputs	Performance indicators	Performance targets		
		2018/19 Original target	2018/19 Mid-year actual	2018/19 Revised target
3. Transport Operations				
3.1. Public Transport Services	<ul style="list-style-type: none"> • No. of routes subsidised • No. of vehicle kilometres subsidised • No. of subsidised passengers • No. of trips subsidised • Subsidy per passenger • No. of Provincial Regulatory Entity (PRE) hearings conducted (annual) 	1 702 41 888 710 142 680 1 198 870 R19 450	2 074 20 836 410 n/a 587 215 R21.39 231	n/a R22
3.2. Transport Safety and Compliance	<ul style="list-style-type: none"> • No. of road safety awareness progs conducted • No. of schools involved in road safety education progs • No. of crossing patrols provided • No. of public transport routes that have been evaluated for economic viability 	6 1 246 200 New	6 821 173 605	200

4.4 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 12.11 and 12.12 reflect a summary of the 2018/19 adjusted appropriation of Programme 4, summarised according to sub-programme and economic classification. Details of the main adjustments, which resulted in an overall decrease of R17.060 million to the main appropriation, are provided in the paragraphs after the tables.

Table 12.11 : Programme 4: Transport Regulation

R thousand	Main appropriation	Adjustments appropriation					Total adjustments appropriation	Adjusted appropriation
		Roll-overs	Unforeseeable/unavoidable	Virement	Shifts	Other adjustments		
1. Programme Support Regulation	3 068			3 500			3 500	6 568
2. Transport Administration and Licensing	140 195			(90)			(90)	140 105
3. Operator Licences and Permits	68 585			(3 410)			(3 410)	65 175
4. Law Enforcement	708 216			(17 060)			(17 060)	691 156
Total	920 064	-	-	(17 060)	-	-	(17 060)	903 004
Amount to be voted								(17 060)

Table 12.12 : Summary by economic classification

R thousand	Main appropriation	Adjustments appropriation					Total adjustments appropriation	Adjusted appropriation
		Roll-overs	Unforeseeable/unavoidable	Virement	Shifts	Other adjustments		
Current payments	881 129	-	-	(6 997)	-	-	(6 997)	874 132
Compensation of employees	672 095			(32 000)			(32 000)	640 095
Goods and services	209 034			25 003			25 003	234 037
Interest and rent on land							-	-
Transfers and subsidies to:	3 935	-	-	(9)	-	-	(9)	3 926
Provinces and municipalities	857						-	857
Departmental agencies and accounts	3			(3)			(3)	-
Higher education institutions							-	-
Foreign governments and international organisations							-	-
Public corporations and private enterprises							-	-
Non-profit institutions							-	-
Households	3 075			(6)			(6)	3 069
Payments for capital assets	35 000	-	-	(10 054)	-	-	(10 054)	24 946
Buildings and other fixed structures							-	-
Machinery and equipment	35 000			(10 054)			(10 054)	24 946
Heritage assets							-	-
Specialised military assets							-	-
Biological assets							-	-
Land and subsoil assets							-	-
Software and other intangible assets							-	-
Payments for financial assets							-	-
Total	920 064	-	-	(17 060)	-	-	(17 060)	903 004
Amount to be voted								(17 060)

Virement – Programme 4: Transport Regulation: (R17.060 million)

The main appropriation for Programme 4 was reduced by R17.060 million due to the following virements:

- Savings of R17.060 million were identified under the sub-programme: Law Enforcement, as follows:
 - *Compensation of employees* (R7 million) due to lengthy internal recruitment processes, difficulty in finding suitable candidates, high staff turnover, as well as internal promotions resulting in further vacancies. The posts include Assistant Directors: Principal and Provincial Inspectors, Administration Clerks, Drivers/Messengers, etc.
 - *Machinery and equipment* (R10.054 million) mainly resulting from savings associated with the slower than anticipated filling of posts such as computer equipment, office equipment and motor vehicles for law enforcement officers.
 - *Transfers and subsidies to: Households* (R6 000) due to lower than budgeted costs in respect of injury on duty claims.

- The total savings of R17.060 million were moved to Programme 5, as follows:
 - R17 million was moved to *Goods and services* as follows:
 - R10 million was moved to *Goods and services* in respect of spending pressures relating to the fast-tracking of the pothole pilot patching programme, as well as expenditure accrued from 2017/18 relating to this project, as discussed.
 - R7 million was moved to the sub-programme: EPWP Co-ordination and Monitoring against *Goods and services* in respect of the management and co-ordination of the EPWP programme, as mentioned.
 - R6 000 was moved to *Transfers and subsidies to: Households* in respect of higher than budgeted staff exit costs.
 - R54 000 was moved to *Machinery and equipment* toward higher than budgeted office equipment costs.
- In addition to the above virements to Programme 5, the following virements were undertaken within Programme 4 which affected all sub-programmes:
 - Savings of R90 000 were realised under the sub-programme: Transport Administration and Licensing, against *Transfers and subsidies to: Households* (R33 000) due to lower than budgeted staff exit costs, and *Machinery and equipment* (R57 000) as a result of lower than budgeted costs for office equipment due to slow progress with the filling of approved posts. These savings were moved to the same categories under the sub-programme: Operator Licences and Permits to cater for higher than budgeted staff exit costs and higher than budgeted costs for the purchase of office equipment, respectively.
 - Savings of R3.500 million were realised under the sub-programme: Operator Licences and Permits, against *Goods and services* due to lower than budgeted legal costs for advisory services related to the issue of permits/operator licences in terms of the Public Transport Licensing Board and the Taxi Registrar. The total savings of R3.500 million were moved to the same category under the sub-programme: Programme Support Regulation to cater for higher than budgeted costs relating to a study undertaken to ascertain the economic viability of public transport routes in the province to inform the issuing of public transport operating licences, as well as the procurement of additional printing paper for post offices and municipal offices that are agents of the department and provide motor vehicle licensing to the public on behalf of the department.
 - Savings of R25 million were realised under the sub-programme: Law Enforcement from *Compensation of employees* resulting from savings associated with the non-filling of posts. The total savings of R25 million were moved to *Goods and services* within the sub-programme to cater for higher than budgeted costs relating to the Integrated Traffic Contravention Management System (ITCMS), which commenced on 1 September 2018. The system used is for sections on the N2 and N3 routes, and the province will gain revenue from fine recovery, as motorists will be stopped and checked for fines, and those motorists with fines will be requested to pay instantly. This is a traffic management and law enforcement integrated solution which includes camera network management, weigh-in-motion and weighbridge management, traffic offence processing, traffic management reporting, remote monitoring and fine recovery. The total cost of the implementation of the full scope of this system amounts to R314.288 million. However, according to the department, limited budget has resulted in them not being able to implement the full scope of the project and they have signed a five-year contract with the service provider at R217.727 million. Implementation of this system commenced on 1 September 2018 and the total budget for 2018/19 is R62.828 million, of which R37.858 million was budgeted for and savings of R25 million was reprioritised to fund the balance.
 - Savings of R3 000 were realised within the sub-programme: Law Enforcement against *Transfers and subsidies to: Departmental agencies and accounts* relating to television and radio licence fees invoices that are anticipated to be received in 2019/20. The savings were moved to *Goods and services* within the sub-programme toward fleet services in respect of higher than budgeted fuel costs for motor vehicles resulting from increases in fuel prices.

Vote 12: Transport

These virements are permissible in terms of the PFMA and Treasury Regulations. The decrease against *Transfers and subsidies to: Departmental agencies and accounts* in respect of television and radio licence fees does not require Legislature approval as the amount is not gazetted to any institution.

The decrease against *Payments for capital assets (Machinery and equipment)* requires Legislature approval in line with Section 43(4)(c) of the PFMA, as *Payments for capital assets* for the Vote as a whole decreased.

Service delivery measures – Programme 4: Transport Regulation

Table 12.13 shows the original service delivery targets for Programme 4 as per the APP of Transport, as well as the actual achievement for the first six months of the year.

As indicated in Table 12.10, one of the outputs was adjusted under the 2018/19 Revised target column, to align the target in the *EPRE* to the department's tabled 2018/19 APP. In this regard, three targets are no longer valid and are shown in the table as "n/a" in the 2018/19 Revised target column.

Table 12.13 : Service delivery measures – Programme 4: Transport Regulation

Outputs	Performance indicators	Performance targets		
		2018/19 Original target	2018/19 Mid-year actual	2018/19 Revised target
4. Transport Regulation				
4.1. Transport Administration and Licensing	• No. of licence compliance inspections conducted	1 096	516	
4.2. Traffic Law Enforcement	• No. of speed operations conducted	18 250	7 318	
	• No. of hours weighbridges operated	15 000	n/a	n/a
	• No. of goal directed enforcement of public transport (Operation Shanela) undertaken	880	619	
	• No. of kilometres patrolled	6 090 000	n/a	n/a
	• No. of law enforcement officers employed	807	774	784
	• No. of vehicles stopped and checked	1 600 000	466 422	
	• No. of heavy vehicles screened	3 200 000	n/a	n/a
	• No. of vehicles weighed	155 000	81 109	
	• No. of drunken driving operations conducted	210	193	

4.5 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 12.14 and 12.15 reflect a summary of the 2018/19 adjusted appropriation of Programme 5, summarised according to sub-programme and economic classification.

Details of the main adjustments, which resulted in an overall increase of R17.060 million to the main appropriation, are given in the paragraphs following the tables.

Table 12.14 : Programme 5: Community Based Programme

R thousand	Main appropriation	Adjustments appropriation					Total adjustments appropriation	Adjusted appropriation
		Roll-overs	Unforeseeable/ unavoidable	Virement	Shifts	Other adjustments		
1. Programme Support Community Based	8 151						-	8 151
2. Community Development	5 167			(994)			(994)	4 173
3. Innovation and Empowerment	17 801			11 054			11 054	28 855
4. EPWP Co-ordination and Monitoring	5 504			7 000			7 000	12 504
Total	36 623	-	-	17 060	-	-	17 060	53 683
Amount to be voted								17 060

Table 12.15 : Summary by economic classification

R thousand	Main appropriation	Adjustments appropriation				Total adjustments appropriation	Adjusted appropriation
		Roll-overs	Unforeseeable/unavoidable	Virement	Shifts		
Current payments	36 623	-	-	17 000	-	17 000	53 623
Compensation of employees	16 056			(5 000)		(5 000)	11 056
Goods and services	20 567			22 000		22 000	42 567
Interest and rent on land						-	-
Transfers and subsidies to:	-	-	-	6	-	6	6
Provinces and municipalities						-	-
Departmental agencies and accounts						-	-
Higher education institutions						-	-
Foreign governments and international organisations						-	-
Public corporations and private enterprises						-	-
Non-profit institutions						-	-
Households				6		6	6
Payments for capital assets	-	-	-	54	-	54	54
Buildings and other fixed structures						-	-
Machinery and equipment				54		54	54
Heritage assets						-	-
Specialised military assets						-	-
Biological assets						-	-
Land and subsoil assets						-	-
Software and other intangible assets						-	-
Payments for financial assets	-	-	-	-	-	-	-
Total	36 623	-	-	17 060	-	17 060	53 683
Amount to be voted							17 060

Virement – Programme 5: Community Based Programme: R17.060 million

The main appropriation of Programme 5 was increased by R17.060 million as a result of the following virements, which affected the sub-programmes: Innovation and Empowerment and EPWP Co-ordination and Monitoring under this programme:

- Savings of R17.060 million were identified from Programme 4, mainly against *Machinery and equipment* resulting from savings associated with the slower than anticipated filling of posts and *Compensation of employees* due to slower than anticipated filling of approved vacant posts, as explained.
- The total savings of R17.060 million were moved as follows:
 - R6 000 was moved to the sub-programme: Community Development, against *Transfers and subsidies to: Households* in respect of higher than budgeted staff exit costs.
 - R10.054 million was moved to the sub-programme: Innovation and Empowerment, as follows:
 - R10 million was moved to *Goods and services* relating to expenditure pressures due to the fast-tracking of the pilot pothole patching programme due to be completed in December 2018, as well as accrued expenditure from 2017/18 relating to this project, as explained.
 - R54 000 was moved to *Machinery and equipment* in respect of higher than budgeted office equipment costs.
 - R7 million was moved to the sub-programme: EPWP Co-ordination and Monitoring against *Goods and services* in respect of expenditure pressures related to the management and co-ordination of the departmental EPWP programme by increasing focus on labour-intensive construction methods in order to increase job targets, thereby having a positive impact on the livelihoods of poor communities. It should be noted that the EPWP Integrated Grant for Provinces focuses on the creation of EPWP job opportunities through road maintenance projects.
- In addition to the above virements to Programme 5, the following virements were undertaken within Programme 5:
 - Savings of R5 million were realised under the sub-programmes: Community Development (R1 million) and Innovation and Empowerment (R4 million) against *Compensation of employees* due to slower than anticipated filling of vacant posts, as explained.
 - The total savings of R5 million were moved to the sub-programme: Innovation and Empowerment, against *Goods and services* toward the higher than budgeted costs in respect of the pilot pothole patching programme, as explained.

These virements are permissible in terms of the PFMA and Treasury Regulations.

However, the virements undertaken to Programme 5 require Legislature approval in terms of Section 43(2) of the PFMA, as these exceed the 8 per cent threshold.

Service delivery measures – Programme 5: Community Based Programme

Table 12.16 shows the original service delivery targets for Programme 5 as per the APP of Transport, as well as the actual achievements for the first six months of the year. The targets are fully aligned to the department's tabled 2017/18 APP

Table 12.16 : Service delivery measures – Programme 5: Community Based Programme

Outputs	Performance indicators	Performance targets		
		2018/19 Original target	2018/19 Mid-year actual	2018/19 Revised target
5. Community Based Programmes				
5.1. Community Development	<ul style="list-style-type: none"> • No. of Zibambele contractors employed • No. of small contractors trained through Vukuzakhe emerging contractor development programme 	43 000 500	42 345 491	
5.2. EPWP Co-ordination and Monitoring	<ul style="list-style-type: none"> • No. of jobs created • No. of Full-Time Equivalents (FTEs) • No. of youth employed (18-35) • No. of women employed • No. of people living with disabilities employed • No. of employment days created 	58 260 19 000 7 000 40 000 80 4 370 000	39 757 1 437 5 232 36 577 109 330 522	

5. Specifically and exclusively appropriated allocations

Table 12.17 gives the amounts that are specifically and exclusively appropriated for specific purposes in terms of the KZN Adjustments Appropriation Act, 2018. Note that conditional grants, as well as transfers to local government (which are also specifically and exclusively appropriated funds) are not included here, as these are discussed in Sections 8 and 9 below.

Details of the main adjustments, which resulted in an overall increase of R503.630 million in respect of the department's specifically and exclusively appropriated funding, are provided in the paragraphs following the table.

Table 12.17 : Summary of specifically and exclusively appropriated funding

R thousand	Main appropriation	Adjustments appropriation					Total adjustments appropriation	Adjusted appropriation
		Roll-overs	Unforeseeable/ unavoidable	Virement	Shifts	Other adjustments		
1. Prog. 2: Flood disaster relief funds		172 000					172 000	172 000
2. Prog. 2: Cross-border crime fighting structure		50 000				(50 000)	-	-
3. Prog. 3: Learner transport services						331 630	331 630	331 630
Total		222 000				281 630	503 630	503 630
Amount to be voted								503 630

- **Roll-overs:** An amount of R222 million was rolled over from 2017/18 under Programme 2, as explained below:
 - o R172 million was approved as a roll-over under Programme 2, against *Goods and services (Maintenance and repair: Current)*. This relates to the R200 million that was specifically and exclusively allocated to the department in the 2017/18 Adjustments Estimate for the flood disaster repairs following the floods that occurred in the province in October 2017. The department indicated that only R172 million of the R200 million is committed, and this is therefore the amount approved for roll-over. The funds are specifically and exclusively allocated for this purpose, and may therefore not be used for any other purpose. Also, the department made a submission through COGTA, as the provincial disaster co-ordinating agent, to the NDMC on 19

October 2017 indicating that road infrastructure repairs of R479.940 million for road infrastructure damaged by the storms was needed. However, the department did not receive any funds from the National Disaster Relief Fund, and the amount being allocated is therefore funded from the provincial fiscus.

- o R50 million was approved as a roll-over under Programme 2, against *Goods and services* (R2 million) and *Buildings and other fixed structures* (R48 million) relating to the construction of a cross-border crime fighting structure between KZN and Mozambique, as explained.
- *Other adjustments*: Additional funds netting R281.630 million were allocated to the specifically and exclusively appropriated budget, as follows:
 - o R206.630 million allocated to Programme 3, against *Goods and services*, was suspended from DOE and allocated to DOT in respect of the learner transport function which was moved to DOE when the 2018/19 main budget was prepared, and is now being moved back to DOT from the 2018/19 Adjustments Estimate onward in line with a PEC decision. These funds are specifically and exclusively allocated for this purpose, and may therefore not be used for any other purpose.
 - o An additional R125 million was allocated to Programme 3, against *Goods and services*, in respect of the learner transport function in line with a memorandum that was presented to the PEC by DOE indicating a shortfall of R125 million on the provincial learner transport services, as explained previously. These funds are specifically and exclusively allocated for this purpose, and may not be used for any other purpose.
 - o R50 million, approved as a roll-over under Programme 2, against *Goods and services* (R2 million) and *Buildings and other fixed structures* (R48 million) relating to the construction of a cross-border crime fighting structure between KZN and Mozambique, is being suspended from the department and will be held in the Provincial Revenue Fund until such time as a MOA is signed between the province and other national bodies responsible for border control, as mentioned. The suspension of the funds is in line with a request by the department.

6. Gifts, donations and sponsorships

The department is not envisaging any gifts, donations and sponsorship in excess of R100 000 during the current financial year.

7. Infrastructure

Table 12.18 gives a summary of infrastructure payments per main category of infrastructure. Details of the main adjustments, which resulted in an overall increase of R172 million in the main infrastructure budget, are provided in the paragraphs following the table.

Table 12.18 : Summary of infrastructure payments by category

R thousand	Main appropriation	Adjustments appropriation					Total adjustments appropriation	Adjusted appropriation
		Roll-overs	Unforeseeable/unavoidable	Virement	Shifts	Other adjustments		
Existing infrastructure assets	5 253 320	172 000	-	(119 000)	(96 000)	-	(43 000)	5 210 320
Maintenance and repair: Current	2 546 058	172 000	-	(119 000)	(96 000)	-	(43 000)	2 503 058
Upgrades and additions: Capital	1 699 786	-	-	-	-	-	-	1 699 786
Refurbishment and rehabilitation: Capital	1 007 476	-	-	-	-	-	-	1 007 476
New infrastructure assets: Capital	729 280	48 000	-	-	(200 000)	(48 000)	(200 000)	529 280
Infrastructure transfers	-	-	-	-	-	-	-	-
Infrastructure transfers: Capital	-	-	-	-	-	-	-	-
Infrastructure transfers: Current	-	-	-	-	-	-	-	-
Infrastructure: Payments for financial assets	-	-	-	-	-	-	-	-
Infrastructure: Leases	-	-	-	-	-	-	-	-
Non infrastructure	1 125 598	-	-	119 000	296 000	-	415 000	1 540 598
Capital infrastructure	3 436 542	48 000	-	-	(200 000)	(48 000)	(200 000)	3 236 542
Current infrastructure	2 546 058	172 000	-	(119 000)	(96 000)	-	(43 000)	2 503 058
Total	7 108 198	220 000	-	-	-	(48 000)	172 000	7 280 198
Amount to be voted								172 000

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

The category *Non infrastructure* refers to items or projects that do not fall within the category of *Buildings and other fixed structures*, such as machinery, equipment, furniture and *Compensation of employees*. As such, the salaries for the Zibambele contractors, as well as the four regions' staff who undertake maintenance projects for the department, among others, are paid from *Non infrastructure*.

- *Roll-overs*: An amount of R220 million was approved as a roll-over from 2017/18, as follows:
 - R172 million relates to funds specifically and exclusively allocated to Programme 2, against *Maintenance and repair: Current* to cater for the flood disaster repairs following the floods that occurred in the province in October 2017, as explained.
 - R48 million relates to funds specifically and exclusively allocated to Programme 2, against *New infrastructure assets: Capital* for the construction of the cross-border crime fighting structure between KZN and Mozambique, as discussed.
- *Virement*: The following virements were undertaken within Programme 2 in respect of the infrastructure budget:
 - Savings of R119 million were identified against *Maintenance and repair: Current* attributed to low spending on maintenance projects in respect of re-gravelling of roads. The department had challenges with the appointment and issuing of orders for Area Based Consultants. These are registered professional engineers/technicians who assist the department to design, supervise and manage these projects in the department's different regions. As such, various maintenance projects were affected including district roads D1890 located from White City to KwaMaduma in Zululand, D2359 in Zululand, D609 located from Ihlane to Middle Valley in Harry Gwala, as well as local roads L1906 and L2033 in uMzinyathi, among others. The Area Based Consultants were appointed in September 2018 and have started with the implementation of these projects. However, due to the delays, the full budget allocated will not be spent in this financial year, hence the reprioritisation undertaken.
 - The total savings of R119 million were moved to *Non infrastructure* in respect of mechanical plant that were under-budgeted for. It should be noted that the under-budgeting against this category in respect of mechanical plant is only evident in the infrastructure table (Table 12.18) and does not affect the summary table (Table 12.2).

The above virements are permissible in respect of the PFMA and Treasury Regulations.

- *Shifts*: The following shifts were undertaken within Programme 2, for which the original purpose of the funds remains unchanged:
 - An amount of R46 million was shifted within Programme 2, from *Maintenance and repair: Current* to *Non infrastructure* in respect of the EPWP portion of Zibambele contractors that was erroneously budgeted for under *Maintenance and repair: Current*. This shift is within *Goods and services* and, as such, is only visible in this table.
 - A total of R250 million was shifted within Programme 2, from *New infrastructure assets: Capital* (R200 million) and *Maintenance and repair: Current* (R50 million) for IDMS, as discussed. The total budget for the cost of the IDMS is R535.277 million for 2018/19, of which R285.277 million was already allocated to *Goods and services*. As such, only the balance of R250 million was moved. As explained, the IDMS costs were budgeted for, but the budget was allocated under different sub-programmes, and categories for maintenance and construction projects. Due to a change in the classification in line with SCOA, the budget and expenditure was consolidated against *Goods and services (Non infrastructure)* to provide for the over-arching management and oversight of maintenance and construction projects. The original purpose, which is to ensure maintenance and construction projects are implemented, did not change. Legislature approval for the decrease in capital is therefore not required, as the original purpose has not changed.
- *Other adjustments*: An amount of R48 million was specifically and exclusively allocated to Programme 2, against *New infrastructure assets: Capital* for the construction of the cross-border crime fighting structure between KZN and Mozambique, and this is being suspended from the department and will be held in the Provincial Revenue Fund until such time as a MOA is signed between the province and other national bodies responsible for border control, as mentioned.

8. Conditional grants

The department receives national conditional grant allocations for the maintenance and construction of road infrastructure (Provincial Roads Maintenance grant), the subsidising of bus transport in the province (PTOG) and creating job opportunities through EPWP projects (EPWP Integrated Grant for Provinces).

The Provincial Roads Maintenance grant and the EPWP Integrated Grant for Provinces are under Programme 2 and are classified against *Goods and services*, and the PTOG is under Programme 3 against *Transfers and subsidies to: Public corporations and private enterprises*.

Tables 12.19 and 12.20 illustrate the adjusted appropriation of these grants. No changes were made to the main conditional grant appropriation.

Although not included in the conditional grant tables, the PTOG utilised for the payment of bus subsidies to bus operators is subsidised by an additional amount of R150 million moved from savings under Programme 2 to offset spending pressures arising from the increase in the re-negotiated bus subsidy fees with bus operators, which is also linked to labour and fuel indices. As this is a supplementary grant to provinces, any spending pressures has to be absorbed from the department's equitable share, hence the reprioritisation.

Table 12.19 : Summary of changes to conditional grants

R thousand	Main appropriation	Adjustments appropriation					Total adjustments appropriation	Adjusted appropriation
		Roll-overs	Unforeseeable/unavoidable	Virement	Shifts	Other adjustments		
2. Transport Infrastructure	1 903 307	-	-	-	-	-	-	1 903 307
Provincial Roads Maintenance grant	1 826 745						-	1 826 745
EPWP Integrated Grant for Provinces	76 562						-	76 562
3. Transport Operations	1 106 154	-	-	-	-	-	-	1 106 154
Public Transport Operations grant	1 106 154						-	1 106 154
Total	3 009 461	-	-	-	-	-	-	3 009 461
Amount to be voted							-	-

Table 12.20 : Summary of conditional grants by economic classification

R thousand	Main appropriation	Adjustments appropriation					Total adjustments appropriation	Adjusted appropriation
		Roll-overs	Unforeseeable/unavoidable	Virement	Shifts	Other adjustments		
Current payments	1 903 307	-	-	-	-	-	-	1 903 307
Compensation of employees							-	-
Goods and services	1 903 307						-	1 903 307
Interest and rent on land							-	-
Transfers and subsidies to:	1 106 154	-	-	-	-	-	-	1 106 154
Provinces and municipalities							-	-
Departmental agencies and accounts							-	-
Higher education institutions							-	-
Foreign governments and international organisations							-	-
Public corporations and private enterprises	1 106 154						-	1 106 154
Non-profit institutions							-	-
Households							-	-
Payments for capital assets	-	-	-	-	-	-	-	-
Buildings and other fixed structures							-	-
Machinery and equipment							-	-
Heritage assets							-	-
Specialised military assets							-	-
Biological assets							-	-
Land and subsoil assets							-	-
Software and other intangible assets							-	-
Payments for financial assets	-	-	-	-	-	-	-	-
Total	3 009 461	-	-	-	-	-	-	3 009 461
Amount to be voted							-	-

9. Transfers and subsidies

Table 12.21 shows the summary of transfers and subsidies by programme and main category.

Details of the main adjustments, which resulted in an overall increase of R149.992 million in the transfers and subsidies budget, are provided in the paragraphs before and after the table.

Table 12.21 : Summary of transfers and subsidies by programme and main category

R thousand	Main appropriation	Adjustments appropriation				Total adjustments appropriation	Adjusted appropriation
		Roll-overs	Unforeseeable/unavoidable	Virement	Shifts		
1. Administration	10 180	-	-	-	-	-	10 180
Provinces and municipalities	97	-	-	-	-	-	97
Motor vehicle licences	97	-	-	-	-	-	97
Departmental agencies and accounts	4 469	-	-	95	-	95	4 564
CETA and TETA (Skills dev. levies)	4 469	-	-	95	-	95	4 564
Households	5 614	-	-	(95)	-	(95)	5 519
Staff exit costs	1 672	-	-	-	-	-	1 672
External bursaries	3 942	-	-	(95)	-	(95)	3 847
2. Transport Infrastructure	11 921	-	-	-	-	-	11 921
Provinces and municipalities	4 762	-	-	-	-	-	4 762
Motor vehicle licences	4 762	-	-	-	-	-	4 762
Departmental agencies and accounts	1	-	-	(1)	-	(1)	-
TV and radio licences	1	-	-	(1)	-	(1)	-
Households	7 158	-	-	1	-	1	7 159
Staff exit costs	7 126	-	-	1	-	1	7 127
Claims against state, land expr., injury on duty	32	-	-	-	-	-	32
3. Transport Operations	1 106 214	-	-	149 995	-	149 995	1 256 209
Provinces and municipalities	13	-	-	-	-	-	13
Motor vehicle licences	13	-	-	-	-	-	13
Departmental agencies and accounts	5	-	-	(5)	-	(5)	-
TV and radio licences	5	-	-	(5)	-	(5)	-
Public corporations and private enterprises	1 106 154	-	-	150 000	-	150 000	1 256 154
Bus operators	1 106 154	-	-	150 000	-	150 000	1 256 154
Households	42	-	-	-	-	-	42
Injury on duty	42	-	-	-	-	-	42
4. Transport Regulation	3 935	-	-	(9)	-	(9)	3 926
Provinces and municipalities	857	-	-	-	-	-	857
Motor vehicle licences	857	-	-	-	-	-	857
Departmental agencies and accounts	3	-	-	(3)	-	(3)	-
TV and radio licences	3	-	-	(3)	-	(3)	-
Households	3 075	-	-	(6)	-	(6)	3 069
Staff exit costs	2 789	-	-	-	-	-	2 789
Injury on duty	286	-	-	(6)	-	(6)	280
5. Community Based Programmes	-	-	-	6	-	6	6
Households	-	-	-	6	-	6	6
Staff exit costs	-	-	-	6	-	6	6
Total	1 132 250	-	-	149 992	-	149 992	1 282 242
Amount to be voted							149 992

- **Virement:** The following virements were undertaken against *Transfers and subsidies* resulting in an increase of R149.992 million:
 - In Programme 1, savings of R95 000 were realised under *Households* due to lower than budgeted external bursaries. These savings were moved to *Departmental agencies and accounts* because of under-budgeting in respect of the skills development levies for CETA and TETA.
 - In Programme 2, savings of R1 000 were identified under *Departmental agencies and accounts* due to television and radio licence fees invoices that are anticipated in 2019/20. The savings were moved to *Households* toward higher than budgeted staff exit costs.
 - In Programme 3, the following virements were undertaken resulting in a net increase of R149.995 million:
 - Savings of R5 000 were identified under *Departmental agencies and accounts* due to television and radio licence invoices that are only anticipated in 2019/20. These savings were moved to *Goods and services* within the programme toward fleet services in respect of fuel costs for motor vehicles resulting from the increase in fuel prices.
 - Savings of R150 million were identified under Programme 2, against *Compensation of employees* due to slower than anticipated filling of approved vacant posts. These savings were moved to this programme against *Public corporations and private enterprises* in respect of the increase in subsidy paid to bus operators, relating to the PTOG, as discussed.
 - In Programme 4, the following virements were undertaken resulting in a net decrease of R9 000:
 - Savings of R3 000 were identified under *Departmental agencies and accounts* due to television and radio licence invoices that are anticipated in 2019/20. The savings were moved to *Goods and services* toward fleet services in respect of fuel costs for motor vehicles resulting from the increase in fuel prices.

- Savings of R6 000 were realised under *Households* in respect of lower than budgeted costs relating to injury on duty claims and these were moved to the same category but in respect of staff exit costs in Programme 5.
- o In Programme 5, an amount of R6 000 was moved from Programme 4, against *Households* due to lower than budgeted cost in respect of injury on duty claims. The savings were moved to the same category, but in respect of staff exit costs that were not anticipated.

These virements are permissible in terms of the PFMA and Treasury Regulations, and the decrease against *Departmental agencies and accounts* in respect of CETA and TETA for skills development levies does not require Legislature approval in respect of Treasury Regulation 6.3.1(a). Also, the decrease against external bursaries does not require Legislature approval in terms of Section 43(4)(b) of the PFMA, as the amount is not gazetted for transfer to any institution. The increase in *Public corporations and private enterprises* was approved by Provincial Treasury.

10. Transfers to local government

The amounts against *Provinces and municipalities* in Table 12.21 cater for motor vehicle licences. These funds will not be transferred to any municipality, and therefore the table for transfers to local government has not been included.

11. Actual payments and revised spending projections for the rest of 2018/19

Tables 12.22 and 12.23 reflect actual payments as at the end of September 2018, projected payments for the rest of the financial year and the total revised spending in Rand value and as a percentage of the adjusted appropriation per programme and economic classification. The tables also show the 2017/18 Audited outcome.

Table 12.22 : Actual payments and revised spending projections by programme

R thousand	2017/18 Audited outcome	Adjusted appropriation	Actual payments		Projected payments		Projected actual
			April 2018 - September 2018	% of budget	October 2018 - March 2019	% of budget	
1. Administration	328 127	363 292	187 137	51.5	176 155	48.5	363 292
2. Transport Infrastructure	7 101 857	7 482 222	2 892 711	38.7	4 589 511	61.3	7 482 222
3. Transport Operations	1 510 365	1 763 476	731 458	41.5	1 032 018	58.5	1 763 476
4. Transport Regulation	849 640	903 004	393 032	43.5	509 972	56.5	903 004
5. Community Based Programme	34 281	53 683	30 615	57.0	23 068	43.0	53 683
Total	9 824 270	10 565 677	4 234 953	40.1	6 330 724	59.9	10 565 677

Table 12.23 : Actual payments and revised spending projections by economic classification

R thousand	2017/18 Audited outcome	Adjusted appropriation	Actual payments		Projected payments		Projected actual
			April 2018 - September 2018	% of budget	October 2018 - March 2019	% of budget	
Current payments	4 844 856	5 856 940	2 152 409	36.7	3 704 531	63.3	5 856 940
Compensation of employees	1 340 605	1 589 872	685 648	43.1	904 224	56.9	1 589 872
Goods and services	3 504 251	4 267 068	1 466 761	34.4	2 800 307	65.6	4 267 068
Interest and rent on land	-	-	-	-	-	-	-
Transfers and subsidies to:	1 138 246	1 282 242	658 043	51.3	624 199	48.7	1 282 242
Provinces and municipalities	5 896	5 729	2 516	43.9	3 213	56.1	5 729
Departmental agencies and accounts	4 493	4 564	4 564	100.0	-	-	4 564
Higher education institutions	-	-	-	-	-	-	-
Foreign governments and international organisations	-	-	-	-	-	-	-
Public corporations and private enterprises	1 113 227	1 256 154	644 501	51.3	611 653	48.7	1 256 154
Non-profit institutions	-	-	-	-	-	-	-
Households	14 630	15 795	6 462	40.9	9 333	59.1	15 795
Payments for capital assets	3 840 234	3 426 482	1 424 501	41.6	2 001 981	58.4	3 426 482
Buildings and other fixed structures	3 639 907	3 236 542	1 334 367	41.2	1 902 175	58.8	3 236 542
Machinery and equipment	199 956	188 403	89 203	47.3	99 200	52.7	188 403
Heritage assets	-	-	-	-	-	-	-
Specialised military assets	-	-	-	-	-	-	-
Biological assets	-	-	-	-	-	-	-
Land and subsoil assets	-	-	-	-	-	-	-
Software and other intangible assets	371	1 537	931	60.6	606	39.4	1 537
Payments for financial assets	934	13	-	-	13	100.0	13
Total	9 824 270	10 565 677	4 234 953	40.1	6 330 724	59.9	10 565 677

Vote 12: Transport

The department spent 40.1 per cent of their adjusted appropriation in the first six months, which is below the 50 per cent straight-line benchmark, due to the previously mentioned delays with maintenance and construction projects. The department is projecting to spend 59.9 per cent of the adjusted appropriation in the second half of the year, due to additional funds received, as well as projects that will be undertaken.

The department is projecting a balanced budget at the end of the year. It is noted that, at mid-year, the department projected to over-spend its budget by R200 million, which was mainly in respect of the pressures from the flood damage projects undertaken. The department was granted a roll-over in this regard, and this offsets the pressures.

Table 12.A : Summary by economic classification : Transport

R thousand	Main appropriation	Adjustments appropriation					Total adjustments appropriation	Adjusted appropriation
		Roll-overs	Unforeseeable/ unavoidable	Virement	Shifts	Other adjustments		
Current payments	5 293 315	174 000	-	(140 005)	200 000	329 630	563 625	5 856 940
Compensation of employees	1 789 872	-	-	(200 000)	-	-	(200 000)	1 589 872
Salaries and wages	1 589 936	-	-	(200 000)	-	-	(200 000)	1 389 936
Social contributions	199 936	-	-	-	-	-	-	199 936
Goods and services	3 503 443	174 000	-	59 995	200 000	329 630	763 625	4 267 068
Administrative fees	8 263	-	-	(5 578)	-	-	(5 578)	2 685
Advertising	8 891	-	-	(880)	-	-	(880)	8 011
Minor assets	8 407	-	-	(5 304)	-	-	(5 304)	3 103
Audit cost: External	9 261	-	-	(454)	-	-	(454)	8 807
Bursaries: Employees	1 190	-	-	3	-	-	3	1 193
Catering: Departmental activities	5 168	-	-	(868)	-	-	(868)	4 300
Communication (G&S)	43 919	-	-	(19 090)	-	-	(19 090)	24 829
Computer services	65 736	-	-	110 659	-	-	110 659	176 395
Cons. & prof serv: Business and advisory services	126 648	2 000	-	154 761	200 000	(2 000)	354 761	481 409
Infrastructure and planning	241 354	-	-	(215 025)	-	-	(215 025)	26 329
Laboratory services	660	-	-	(398)	-	-	(398)	262
Scientific and technological services	-	-	-	-	-	-	-	-
Legal costs	29 872	-	-	(15 661)	-	-	(15 661)	14 211
Contractors	2 364 449	172 000	-	61	-	-	172 061	2 536 510
Agency and support / outsourced services	8 258	-	-	(6 557)	-	-	(6 557)	1 701
Entertainment	-	-	-	-	-	-	-	-
Fleet services (incl govt motor transport)	76 953	-	-	117 545	-	-	117 545	194 498
Housing	-	-	-	-	-	-	-	-
Inventory: Clothing material and accessories	8 908	-	-	2 044	-	-	2 044	10 952
Inventory: Farming supplies	-	-	-	-	-	-	-	-
Inventory: Food and food supplies	1 044	-	-	(616)	-	-	(616)	428
Inventory: Fuel, oil and gas	42 147	-	-	(38 361)	-	-	(38 361)	3 786
Inventory: Learner and teacher support material	211	-	-	(13)	-	-	(13)	198
Inventory: Materials and supplies	70 678	-	-	(51 616)	-	-	(51 616)	19 062
Inventory: Medical supplies	-	-	-	-	-	-	-	-
Inventory: Medicine	1 023	-	-	(1 022)	-	-	(1 022)	1
Medcas inventory interface	-	-	-	-	-	-	-	-
Inventory: Other supplies	-	-	-	-	-	-	-	-
Consumable supplies	7 281	-	-	(379)	-	-	(379)	6 902
Consumable: Stationery, printing and office supplies	18 746	-	-	12 524	-	-	12 524	31 270
Operating leases	37 264	-	-	22 108	-	-	22 108	59 372
Property payments	149 940	-	-	40 247	-	-	40 247	190 187
Transport provided: Departmental activity	6 054	-	-	33 890	-	331 630	365 520	371 574
Travel and subsistence	82 747	-	-	(13 948)	-	-	(13 948)	68 799
Training and development	9 005	-	-	(2 800)	-	-	(2 800)	6 205
Operating payments	5 752	-	-	(425)	-	-	(425)	5 327
Venues and facilities	10 702	-	-	(2 895)	-	-	(2 895)	7 807
Rental and hiring	52 912	-	-	(51 957)	-	-	(51 957)	955
Interest and rent on land	-	-	-	-	-	-	-	-
Interest	-	-	-	-	-	-	-	-
Rent on land	-	-	-	-	-	-	-	-
Transfers and subsidies to	1 132 250	-	-	149 992	-	-	149 992	1 282 242
Provinces and municipalities	5 729	-	-	-	-	-	-	5 729
Provinces	5 729	-	-	-	-	-	-	5 729
Provincial Revenue Funds	5 729	-	-	-	-	-	-	5 729
Provincial agencies and funds	-	-	-	-	-	-	-	-
Municipalities	-	-	-	-	-	-	-	-
Municipalities	-	-	-	-	-	-	-	-
Municipal agencies and funds	-	-	-	-	-	-	-	-
Departmental agencies and accounts	4 478	-	-	86	-	-	86	4 564
Social security funds	-	-	-	-	-	-	-	-
Entities receiving funds	4 478	-	-	86	-	-	86	4 564
Higher education institutions	-	-	-	-	-	-	-	-
Foreign governments and international organisations	-	-	-	-	-	-	-	-
Public corporations and private enterprises	1 106 154	-	-	150 000	-	-	150 000	1 256 154
Public corporations	-	-	-	-	-	-	-	-
Subsidies on production	-	-	-	-	-	-	-	-
Other transfers	-	-	-	-	-	-	-	-
Private enterprises	1 106 154	-	-	150 000	-	-	150 000	1 256 154
Subsidies on production	-	-	-	-	-	-	-	-
Other transfers	1 106 154	-	-	150 000	-	-	150 000	1 256 154
Non-profit institutions	-	-	-	-	-	-	-	-
Households	15 889	-	-	(94)	-	-	(94)	15 795
Social benefits	11 587	-	-	7	-	-	7	11 594
Other transfers to households	4 302	-	-	(101)	-	-	(101)	4 201
Payments for capital assets	3 436 482	48 000	-	(10 000)	(200 000)	(48 000)	(210 000)	3 426 482
Buildings and other fixed structures	3 436 542	48 000	-	-	(200 000)	(48 000)	(200 000)	3 236 542
Buildings	-	-	-	-	-	-	-	-
Other fixed structures	3 436 542	48 000	-	-	(200 000)	(48 000)	(200 000)	3 236 542
Machinery and equipment	198 439	-	-	(10 036)	-	-	(10 036)	188 403
Transport equipment	181 263	-	-	(10 000)	-	-	(10 000)	171 263
Other machinery and equipment	17 176	-	-	(36)	-	-	(36)	17 140
Heritage assets	-	-	-	-	-	-	-	-
Specialised military assets	-	-	-	-	-	-	-	-
Biological assets	-	-	-	-	-	-	-	-
Land and sub-soil assets	-	-	-	-	-	-	-	-
Software and other intangible assets	1 501	-	-	36	-	-	36	1 537
Payments for financial assets	-	-	-	13	-	-	13	13
Total	10 062 047	222 000	-	-	-	281 630	503 630	10 565 677
Amount to be voted								503 630