

Department of Transport

Annual Report 2009/10

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FOREWORD BY THE HONOURABLE MINISTER SIBUSISO JOEL NDEBELE



Huge investments in transport infrastructure projects and modes of transport mean that our economy is poised to register an upward trend. As a transport family we have committed ourselves to improving our transport networks (roads, rail, airports and ports) so that our targeted economic interventions can be realized.

Transport remains a critical factor in South Africa's economic growth. The provision of reliable, sustainable and safe transportation of people and goods from place to place is crucial to the transformation of our country. An effective and sound public transport system is non-negotiable. The growth of our economy means that transport services and infrastructure will have to be improved every year. Our economy is poised to grow in the next two to three years and economic cluster departments, including Transport, have a crucial role to play.

Our major 2010 FIFA World Cup and legacy projects that include the R23billion Gauteng Freeway Improvement Project, the R25billion Gautrain Rapid Rail Link and the R20billion airport improvement plan will play a pivotal role in improving South Africa's socio-economic development. During the World Cup we managed to transport over 3.1 million people to various sporting venues justifying the huge investments (of over R40 billion) we made in our transport infrastructure. We will remain committed and focussed on implementing our priorities which, for the next five years, include: Infrastructure Development; a Dedicated Funding Model for Transport Infrastructure; Development of Rural Roads;

a Transport Strategy of moving freight and cargo from Road to Rail and maximizing the utilization of Modern Technologies and Skills Development and Institutional Co-ordination at all levels of government to enable effective planning on transport.

The Department is progressing well with the delivery of services aligned to transport. The improved and increased capacity in human resources, programme and financial management will enable the Department to achieve its goals. The encouraging progress made in highlighting and addressing challenges in transport services in 2009 means that the department's staff and management will be even more empowered to tackle objectives set for the 2010/2011 financial year.

This Annual Report reflects the Department's work in all its branches. The progress we have made through partnerships with Provinces, Municipalities and other entities and sector departments has enabled us to develop policies, strategies and integrated planning to obtain systems that stimulate faster economic growth, create jobs and create access to economic opportunities.

Thanks to our role in the hosting of the 2010 World Cup we now have strategic systems in place for public transport services and infrastructure which will speed up economic growth. The Department is faced with a challenge of further developing and implementing these strategic programmes which impact on South African society and the economy.

In order to manage this challenge it is critical that we re-design our business processes to stimulate the growth and capacity of the department to spearhead service delivery in line with Government's Programme of Action.

The Annual Report highlights the strides we have made in Public Transport, Public entities, roads, aviation, and rail infrastructure, corridor and branch line developments.

The following areas will also be reflected:

- The Taxi Recapitalisation Programme;
- Infrastructure Development (Road, Rail, Airports);
- Progress in the public transport system;
- Progress in Maritime Search and Rescue;
- Focus on the provision of public transport infrastructure in order to promote intermodalism and seamless, integrated services;
- Road safety promotions and campaigns;
- Developments in aviation industry; and
- The Modular Tender Document for bus operators.

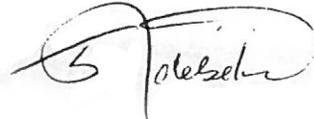
We are also promoting safe road behaviour to reduce the number of accidents on our roads. We will continue to implement the Road to Safety Strategy to ensure that our

roads remain conducive to safety, reliability, efficiency and sustainability.

The dedication, commitment and professionalism being shown by the Department's staff should prevail. We can only address challenges if we work together to ensure better services for all South Africans.

We take this opportunity to thank the leadership of the Department's Director-General, Mr George Mahlalela. Mr Mahlalela will lead the Department towards transforming the country's transport system in order to benefit our people and potential investors in the country.

We have no doubt this report is a valuable addition to our efforts to make this a better place for all.



S.J. Ndebele
Minister of Transport



MESSAGE FROM THE DEPUTY MINISTER



2010 has been an important year for transport and for mainstreaming our sector. The challenge of hosting the FIFA World Cup highlighted what is often invisible - the absolute centrality of transport in our everyday lives. Despite considerable scepticism in many quarters about our transport readiness before we hosted the World Cup, the event was an overwhelming success.

This was due in no small measure to the role played by the transport sector – involving both freight and passengers and across all modes (air, maritime, road and rail). The success was due to the active role played by the state in all three spheres of government and across a whole range of state agencies. But the success was also due to excellent cooperation between the public sector and private transport operators. A notable feature was the positive experience that many South Africans had in using public transport, often for the first time.

As we go forward we need, together, to build on all of these positives. There are many challenges – including the condition of many of our secondary roads, driver behaviour, building integrated public transport systems in our towns and cities, the need to re-capitalise our passenger rail system, and the imperative of achieving a better balance between road and rail freight.

2010 has taught us that if we work together we can achieve many things.

J.P. Cronin MP
Deputy Minister of transport

MESSAGE FROM THE DIRECTOR-GENERAL



2009 was a very challenging year due to the global economic meltdown. The general economic outlook did not favour the much-desired planned developments for most countries. But in South Africa as we looked forward to hosting a successful 2010 FIFA World Cup, we committed ourselves to working tirelessly to ensure that the Infrastructure Development Cluster, including transport, made a significant impact on the transport system's readiness to play its role in hosting the World Cup. We then committed ourselves to preparing a world class transport system that would enable the country's economic growth well after the 2010 World Cup games. Some of the major transport projects that were completed were the: R23 billion Gauteng Freeway Improvement Project; the R7.2 billion King Shaka International Airport, the major part of the R25 billion Gautrain Rapid Rail Link and the upgrading of the OR Tambo and Cape Town International Airports.

In 2009, the new administration identified two major interventions after the Presidential Elections. These are:

1. Development of a central planning platform - During 2009/10 a White Paper was finalized which creates a government-wide planning platform which has implications for the Department, and
2. Development of a monitoring and evaluation capability in order to improve service delivery. During the 2009/10 financial year, a framework for performance monitoring and evaluation was developed and approved. This framework identified 12 outcomes which were adopted at the Cabinet Lekgotla at the beginning of the year.

- Quality basic education;
- A long and healthy life for all South Africans;
- People in South Africa must be safe;
- Decent employment through inclusive economic growth;
- Skilled and capable workforce to support an inclusive growth path;
- An efficient, competitive and responsive economic infrastructure network;
- Vibrant, equitable, sustainable rural communities contributing towards food security for all;
- Sustainable human settlements and improved quality of household life;
- Responsive, accountable, effective and efficient Local Government system;
- Protect and enhance our environmental assets and natural resources;
- Create a better South Africa, a better Africa and a better world; and
- An efficient, effective and development-oriented public service and an empowered, fair and inclusive citizenship.

As a Department we are responding to these developments.

Firstly, we are re-aligning our macro-planning processes so that they relate to the Planning Commission processes. Various macro-planning projects have been finalized which will be the basis for our engagement with the Commission.

- National Master Plan 2050
- 2020 Action Plan
- Road Infrastructure Framework for South Africa

Secondly, with regard to the Monitoring and Evaluation framework, the department has adapted its strategic planning processes in order to incorporate the outcomes-based approach.

Through this process, we have identified the following 6 outcomes which will inform our transport service delivery processes over the medium-term expenditure framework (MTEF):

- An effective and integrated infrastructure network that serves as a catalyst for social and economic development;
- Transport sector that is safe and secure;
- Improved rural sector infrastructure and mobility; and
- Improved public transport systems.

The challenge faced by the roads sector is that while road usage continually increases, road funding, in real terms, declines. The typical structural design life of a

flexible pavement is 20 years, assuming that all required maintenance is performed according to schedule. The fiscus is already under tremendous pressure from vast and competing demands and over the medium term revenue collection is expected to deteriorate in line with the weaker global environment. The current state of the road infrastructure would require strengthening, asset preservation rather than expansion and sustainable access provision in rural areas. The typical structural design life of a flexible pavement is 20 years, assuming that all required maintenance work is covered by operating expenditure. We are planning to have a network-wide Asset Management System which manages the entire road network.

The goals of asset management are as follows:

- Build, preserve, manage and operate the road; network more effectively with improved asset performance;
- Deliver the best value for every Rand spent; and
- Enhancement of credibility and accountability to the relevant legislative bodies and communities.

Moving forward we need to look at the benefits of asset management:

- Lower long term costs for infrastructure operations and maintenance;
- Improved service and performance to the road user;
- Improved cost-effectiveness and use of available resources;
- Improved accountability for performance and expenditure; and
- Lower costs for road users.

The Road Infrastructure Strategic Framework for South Africa (RIFSA) states that up to date and accurate information is a pre-requisite for informed decision making on road infrastructure planning and development. All authorities should have a Road Asset Management System comprising Construction Management System, Pavement Management System; Maintenance Management System and Bridge Management System.

Transport Safety

Road Safety Summit in February

Minister Ndebele requested that a concerted effort be made to ensure that road safety is a priority for the department, particularly in the light of the Millennium Development Goal of reducing road carnage by 50% by 2014. To this end, a summit was held at Gallagher Estate on 26 and 27 February 2010 and a National Steering

Committee was formed to establish road safety councils in all nine provinces. This committee will be used as a vehicle for the implementation of the world's best practice model of Enforcement, Education, Engineering and Evaluation, implemented in a cooperative manner, with strong political support with sufficient financial and human resources to enable things to work.

Establishment of Road Safety Councils

All nine provinces have launched their Road Safety Steering committees. The process of electing the Road Safety Councils starts with the local municipality. The National Steering Committee has met three times and has set up four task teams to deal with the various "doable" aspects of road safety as follows:

- Using the system of Community Road Safety Councils as a vehicle to make things happen;
- Ensuring sufficient support for the project – human and financial – to ensure we have resources to operate;
- Introduce Periodic Vehicle Testing through a single service provider to ensure raised awareness, improved vehicle condition, job creation and providing an income stream to government as a shareholder;
- Encourage progress with AARTO and the legal set up of the RTIA to relieve the courts of the burden of offences and ensure people pay fines;
- Rebranding of Arrive Alive to take emphasis away from speed alone;
- Introducing a project where the provinces and local authorities carry out 1000 roadblocks a day to ensure high levels of visible policing;
- Regulate the driving school industry through the use of eNatis to register instructors, driving schools and inspectors and begin ensuring qualification of PrDP holders through defensive driving schools training;
- Setting up or using an existing tertiary research institute to ensure access to the latest road safety research and carry out research appropriate to South African conditions; and
- Introducing learner driver training in schools and create facilities for testing and qualifications within the education system.

Public transport improvements

Public Transport Infrastructure and Systems Grant and 2010 (state of readiness)

Taxi empowerment

Public Transport comprised of trains, taxis and buses transport 64% of the country's commuters on a daily basis. The Passenger Rail Agency of South Africa (PRASA)

played a pivotal role in transporting fans during the 2010 FIFA World Cup. Government invested R25 billion over the last MTEF in passenger rail services to get us ready for the World Cup and beyond. This programme increases to R38 billion in the current MTEF and is also to arrest the decline in infrastructure and address rolling stock availability. PRASA is upgrading key stations and critical infrastructure. The refurbishment of 2 000 coaches, the roll-out of the South African Railway Police were key to making South Africa fully compliant in support of this major event. During the World Cup over and above the normal services of 308 train sets, there were 240 additional train sets arranged. In addition, 85 train sets were booked privately and 93 trains were on stand-by should they be required. On buses government has provided a R1.4 billion treasury guarantee for Autopax to recapitalize its fleet for 2010 and for the sustainability of the services in the long-term.

Integrated Public Transport Networks

Rea Vaya Phase 1 A, which operates between Johannesburg and Soweto today carries 20 000 people per day as at December 2009, up from 11 000 in August of the same year. We use 28 articulated buses with a carrying capacity of 117 passengers each and 6 complementary buses with a carrying capacity of 81 passengers to operate 203 trips per day. Over and above the normal transport services dedicated transport services for the World Cup included 418 train sets, 420 buses allocated to the FIFA accredited hospitality agency match, 200 buses for the FIFA family, 360 buses for general spectators in addition to the 1 100 buses operation, as well as 800 mid-buses managed by the recently appointed operational management entity.

BRT and Taxi Empowerment

To date Johannesburg has spent R1.6bn, Cape Town has committed R1bn, Tshwane R70m and NMB, R300m. By 2011/12 an additional amount of over R5bn will likely be spent by the above 4 cities.

By 2012 - around 400 000 passenger trips a day in JHB, 110 000 passenger trips a day in CT, 100 000 in NMB and 100 000 in Tshwane, Cape Town and Tshwane are the other 2 cities with full BRT Phase 1 projects that will be fully operation in 2011/12.

Improving Public Transport Moving Forward

Public Transport transformation and upgrading is the top priority of the Ministry of Transport over the next 5 years. We have already put in place a solid platform on which to surge ahead with implementation and tangible delivery beyond 2010. Integrated Rapid Public Transport Networks are the key action in the Department's Change Agenda that seeks to change the face of public transport in South Africa. Our medium term vision comprises multimodal Integrated Rapid Public Transport Networks.

For the minibus industry this means we need to urgently deal with issues of concern in the National Joint Working Group and that a priority is to build capacity and readiness for the industry to participate in public transport networks as capable business formations utilizing the corporatization model.

In the short term this year there is the need to ensure that the current subsidy is managed carefully and this will require a conversion of all contracts to be based on vehicle kilometres supplied.

The more advanced cities that have already completed Phase 1 BRT designs – should be able to integrate at least a part of the current bus and taxi operations in their areas into an integrated network. In the medium term all the remaining cities and rural districts identified in the 2007 Public Transport Strategy need to fast track the development of Integrated Network operational plans and Integrated Rural Public Transport packages.

BRT is a catalytic integrated network project that will be piloted in 5 cities until 2012. We have agreed that all stakeholders will be welcome to observe and monitor the pilot experience with these Phase 1 projects in the 5 cities. We think it will be a success and a win-win outcome for all. However we are pragmatic that about this and are willing to amend and refine and even completely change direction if the lessons of the pilot phase require us to do so.

The integrated network approach also affects railway operators such as the Prasa and Gautrain. In the short to medium term the challenge for Prasa is to upgrade the rolling stock and stations to a quality that is attractive. In addition, as the city road-based integrated transport networks roll out, they will need to be carefully linked to Prasa's priority rail corridors – with the ultimate objective of having a single multi-modal network across a city that is of a standardized quality and which can be accessed via a single smartcard fare instrument.

Rural Development Strategy

The purpose of the Rural Transport Development Programme is to promote rural transport infrastructure and services through coordinated rural nodal and linkage development which the requirement of rural public transport networks and corridors. Rural Transport Services and Infrastructure Grant Framework has been concluded with National Treasury. The purpose of the Rural Transport Grant is to improve mobility and access in rural municipalities in support of Integrated Development Plans through development of rural transport infrastructure, enhancement of rural transport services, provision of non-motorized transport infrastructure and provision of rural passenger transport facilities and rural freight transport logistics. The Rural Transport Grant for 2010/12 is R11.1 million.



To improve performance and service delivery, we identified the need for organizational re-alignment and building institutional capacity across the transport value-chain. The building blocks for this restructured programme and organizational agenda give us a platform for the subsequent financial years.

Departmental Re-alignment

The new service delivery model which is aligned to the department is based on the four modes of transport and a cross modal unit. In the new financial year, the task team will continue with the re-alignment of the structure to bring it in line with the new service delivery model. The aim of the new service delivery model is to:

- Align the Department with government strategic goals;
- Strengthen current functional areas by placing modal "operations" together;
- Eliminate duplication of functions and to improve organizational effectiveness;
- Improve organizational effectiveness;
- Improve relations with external stakeholders;
- Improve service delivery oversight of Agencies;
- Improve service delivery to the public at large;
- Possible savings could be realized to enable the creation of lower level posts;
- The modes correlate directly with the mandates of the department;
- The modes of transport are quite distinct and overlaps will be minimized;

- Particular skills for modes will be centralized and provide the opportunity to develop scarce expertise for the various modes; and
- The focus will be on the "what" (service/providers to be produced) rather than the "how" process.

It is envisaged that the proposed structure will meet and address the major challenges on service delivery with regard to effective transportation.

Capacity and Human Resources Development

Transport infrastructure and services can only benefit the people if there are technical and critical skills, expertise and experience to develop transport infrastructure and to maintain transport infrastructure e.g. roads maintenance, railway lines, airports, ports and pipelines. The new Departmental structure should be able to address issues of scarce skills and make sure that the mandate of the department with regard to service delivery is witnessed.

George Mahlalela
Director – General

VISION, MISSION AND STRATEGIC OBJECTIVES

Vision

"Transport, the Heartbeat of South Africa's economic growth and social development!"

Mission

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

Values

The core values of the Department are:

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

Strategic objectives

The objectives that we aim to achieve in providing a policy framework, regulation and implementation models are:

- Competitive transport costs;
- Safety and security improvements;
- Reduce infrastructure backlogs;
- Improve access; and
- Reduce time in transit.

Core Values

The values of the DoT are extrapolated from, shaped and informed by the National Government's Eight Principles of Batho Pele:

- Regularly consult with customers;
- Set service standards;
- Increase access to services;
- Ensure higher levels of courtesy;
- Provide more and improved information on services;
- Increase openness and transparency on services;
- Remedy failures and mistakes; and
- Give the best possible value for money.

The DoT's core values in support of these principles are:

Teamwork

Cooperating with one another and our partners in the transport industry fraternity in an open and supportive way, in order to achieve shared goals. This shall be underpinned by a sense of collective responsibility.

Accountability

All staff members of the DoT are accountable to all the stakeholders of the Department.

Customer Service Orientation

We will conduct our work and deliver services in a manner that best meets the needs of all South Africans. Our service culture will be informed by the Batho Pele service delivery principles.

Openness and Transparency

We will conduct our work in an open and transparent manner.

Value People

We value our personnel through, recognition, by rewarding effort, which is underlined by a strong commitment for professional and personal development.

Learning

Creating a learning organisation in, which staff members seek and share knowledge and information and are committed to personal and team growth and multi-skilling.

Excellence

We aim to maintain high standards of performance and professionalism and aiming for excellence in everything we do, including being fair, ethical and trustworthy in all we do.



LEGISLATIVE CHANGES DURING THE YEAR 2009/ 2010

The National Land Transport Act, 2009 (ACT No. 5 of 2009).

The object of this act is to provide further the process of transformation and restructuring the national land transport system initiated by the National Land Transport Transition Act, 2000 (Act 22 of 2000); and to provide for matters connected therewith.

Civil Aviation Act 13 of 2009

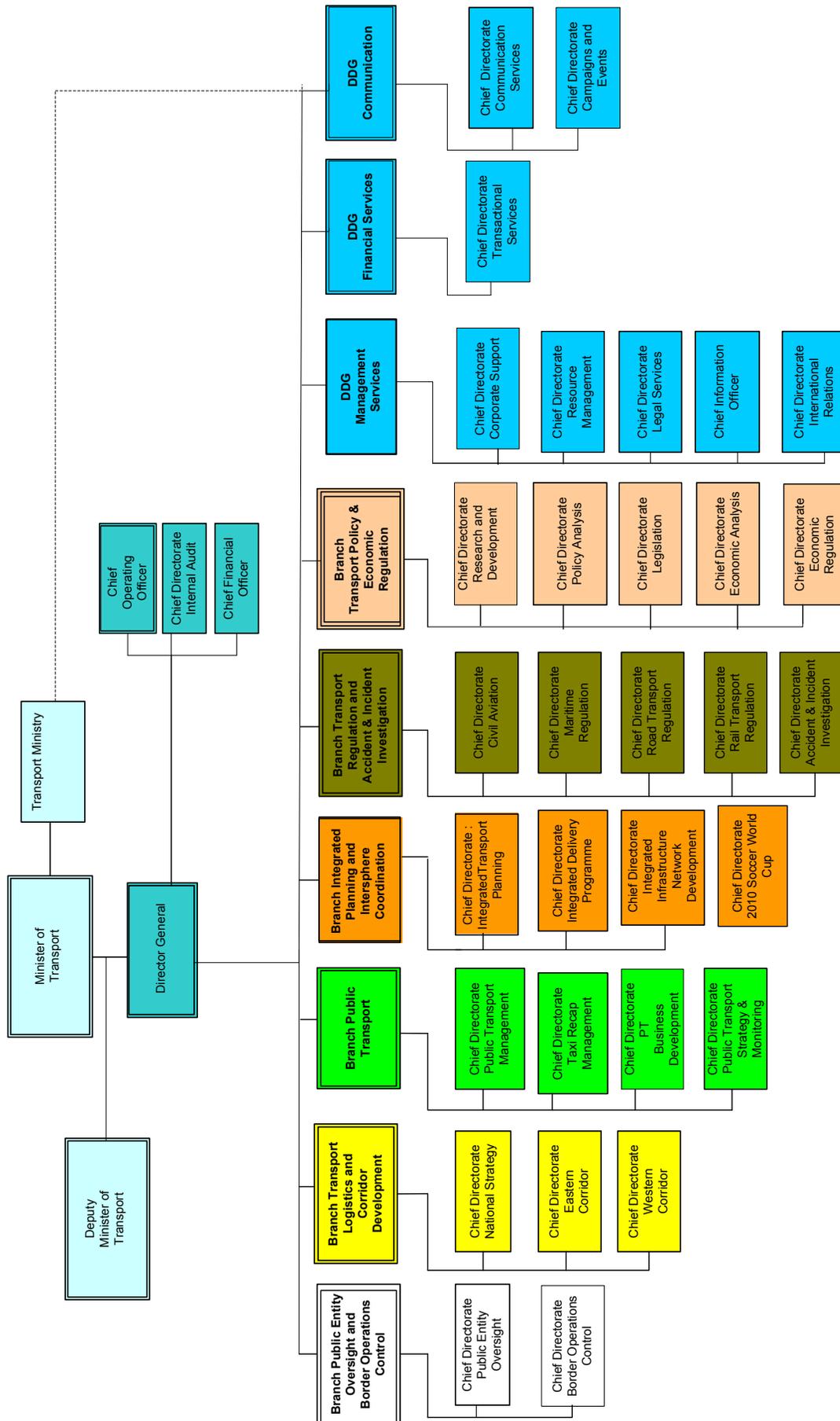
The purpose of this Act is to repeal, consolidate and amend the aviation laws giving effect to certain International Aviation Conventions; to provide for the control and regulation of aviation within the Republic; to provide for the establishment of a South African Civil Aviation Authority with safety and security oversight functions, to provide for the establishment of an independent Aviation Safety Investigation Board in compliance with Annex 13 of the Chicago Convention, to give effect

to certain provisions of the Convention on Offences and Certain other Acts Committed on Board Aircraft; to give effect to the Convention for the Suppression of Unlawful Seizure of Aircraft and the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation; to provide for the National Aviation Security Programme; to provide for additional measures directed at more effective control of the safety and security of aircraft, airports and the like; and to provide for matters connected thereto.

PUBLIC ENTITIES IN THE DEPARTMENT'S PORTFOLIO

Refer to the overview of the service delivery environment for 2009/10, item 3.4 on the index for Performance Information.

Structure Department of Transport





PERFORMANCE INFORMATION FOR 2009/10

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1. Voted Funds

Appropriation	Main Appropriation	Adjusted Appropriation	Actual Amount Spent	Over/Under Expenditure
	R'000	R'000	R,000	R,000
Vote 33	23,734,829	24,238,517	24,501,837	(263,320)
Responsible Minister	Minister of Transport			
Administering Dept	Department of			
Accounting Officer	Director-General of the Department of Transport			

2. Aim of Vote

The aim of the Department of Transport is to lead the provision of an integrated, sustainable, reliable and safe transport system, through safety and economic regulation, planning, development, coordination, promotion and the implementation of transport policies and strategies.

with International Civil Aviation Organisation standards; and

- Develop a safe, secure, environmentally friendly, and efficient maritime industry by developing regulations aimed at ensuring compliance with International Maritime Organisation mandatory instruments, and national legislation.

3. Key measurable objectives, programmes and achievements

3.1 Key measurable objectives

Programme 2

- Monitor the impact and efficiency of the transport system by developing a performance indicator database by March 2011; and
- Improve research and development in the transport sector by implementing the national innovative research and development programme and creating centres of excellence by November 2009.

Programme 3

- Reduce road accident fatalities and serious injuries by 50 per cent in line with the millennium development goals by implementing the 2006 road safety strategy and managing the national traffic information system;
- Develop a safe, secure, and environmentally friendly aviation industry by developing regulations aimed at ensuring compliance

Programme 4

- Ensure integrated transport planning and operations by providing technical, financial and regulatory support to municipalities and provinces through monitoring and evaluation of urban and rural transport plans, including the implementation of the 2010 FIFA World Cup action plan; and
- Improve infrastructure planning and management by implementing the road infrastructure strategic framework for South Africa, aimed at improving the condition of the road network in accordance with the framework's action plan, by March 2010.

Programme 5

- Promote seamless and integrated movement of cargo across all transport modes by developing the national freight information system and appropriate corridor mapping tools by March 2010; and
- Improve and promote the participation of second economy players in the mainstream economy and encourage private sector participation and investment by developing appropriate institutional and regulatory frameworks by August 2009.

Programme 6

- Improve access to safe, reliable and affordable public transport by implementing the public transport strategy in accordance with the targets set out in the action plan;
- Ensure integrated and optimised public transport services by facilitating the development of integrated rapid public transport networks and feeder and distribution systems in metropolitan and large municipalities by 2012; and
- Improve service efficiencies in integrated rapid transport networks by facilitating the integration of public transport operations and services on an ongoing basis.

Further measurable objectives for Programme 6 include:

The Public Transport Strategy (PTS) and Action Plan was approved by Cabinet in March 2007. Subsequently, National Treasury instituted the Public Transport Infrastructure and Systems (PTIS) Grant to provide for the 2010 FIFA World Cup Transport Legacy projects, in the short-term, and for the implementation of the PTS in the medium- and long-term.;

The main feature of the long-term PTS action plan is the Integrated Public Transport Networks (IPTN), which seeks to integrate rail, bus and taxi services into a single network. In terms of the PTS the IPTN's will apply in the 12 largest cities identified in the PTS. The key measurable objective in public transport is to increase the provision of safe, accessible, reliable and more affordable public transport within integrated public transport networks across the country;

Transforming public transport infrastructure and systems will not be a 'quick fix' situation. Public transport has been neglected for the past 25 years and there is a vast backlog of needs to be made good. It is likely to take until at least 2025 for sustainable networks to be completed and operating in the 12 largest cities in the country.

Public transport systems will only be transformed if there is a continuing financial commitment by government to provide a more sustainable system of public funding for at least the next 15 -20 years; and

The PTS intends significant improvements in the current transport arrangements through Taxi Recapitalisation, the consolidation of passenger rail entities, the transformation of the public transport subsidy regime and the BRT initiatives taking place in our major cities. The basis of a reliable and sustainable public transport system is based on development of increased investment in the public transport networks and effective and focused transport planning between all spheres of government.

Programme 7

- Ensure effective oversight over the department's public entities by implementing the electronic performance management system in support of financial and non-financial oversight by March 2010;
- Ensure alignment between legislative mandates and entities' strategic and corporate plans by concluding the shareholder compacts and reviewing performance agreements by April 2009;
- Ensure regulatory compliance by providing ongoing governance and financial oversight and advice to the public entities on their corporate financial proposals and implementation plans; and
- Ensure the efficient movement of people and cargo across ports of entry by finalising a border control oversight framework integrating all modes of transport, including land border posts, sea ports and aviation airspace, by March 2010.

3.2 Programmes

Programme 1: Administration

Purpose: Coordinate and provide an effective, efficient strategic support and administrative service to the Minister, Director-General and department.

Programme 2: Transport Policy and Economic Regulation

Purpose: Develop integrated transport policies and appropriate legislation, ensure regulatory efficiency and manage research and development.

Programme 3: Transport Regulation and Accident and Incident Investigation

Purpose: Create an enabling regulatory environment in the areas of safety, security and environmental compliance, and manage accident and incident investigations in all modes of transport.

Programme 4: Integrated Planning and Inter-sphere Coordination

Purpose: Manage integrated planning and facilitate inter-sphere coordination for transport infrastructure and operations.

Programme 5: Transport Logistics and Corridor Development

Purpose: Manage the implementation of the transport logistics strategy using intelligent information to promote the development of freight corridors and ensure efficient operations and regional integration.

Programme 6: Public Transport

Purpose: Develop practices and norms that will increase access to appropriate and quality public transport that meets the socioeconomic needs of both rural and urban passengers.

Programme 7: Public Entity Oversight and Border Operations and Control

Purpose: Develop appropriate mandates and monitoring and evaluation mechanisms to oversee public entities and border operations and control.

3.3 Achievements**Programme 2**

The research compendium of 400 public transport research documents was made available online.

The Integrated Transport Sector BEE Charter was finalised and gazetted.

The draft non-motorised transport policy was made available for public consultation in all provinces.

Studies to examine the impact of fuel prices on different modes of transport and to assess the impact of public transport subsidies on the economy were finalised.

Programme 3**Division: Road Transport Regulation**

The feasibility study for periodic vehicle testing was concluded in October 2009. The report, with recommendations, was submitted to the Minister for consideration.

All the 377 registered and new driving licence testing centres and 502 vehicle testing stations were inspected and evaluated. 22 Dangerous Goods Training Bodies were evaluated, approved by the Minister and published in the Government Gazette. 123 Dangerous Goods Operators were inspected.

AARTO pilot project implementation was finalised and the process regarding the establishment of the RTIA finalised. Proclamations on the phased roll-out in the Municipalities of Ekurhuleni, Cape Town, Durban and Nelson Mandela Bay signed by the President and published in the Gazette. The national roll-out of AARTO in the whole of the Republic will take place in November 2010.

Amendments to the National Road Traffic Regulation incorporating safety requirements included in the Regulations. Legislation amendments regarding service delivery included in the National Road Traffic Regulations. The process of incorporating the safety devices in public transport vehicles has been finalised.

Division: Accident and Incident Investigation Search and Rescue23rd Session: Cospas-Sarsat Joint Committee meeting

The Department successfully hosted the 23rd session of the Cospas-Sarsat Joint Committee from 15-23 June 2009. The meeting was attended by delegations from 33 countries including South Africa. Representatives from the European Space Agency (ESA), European Commission (EC), the International Telecommunication Union (ITU), EUMESTAT and the Radio Technical Commission for Maritime Services (RTCM) also attended the meeting. A report was tabled for the Minister's information.

Regional Search and Rescue Exercise

The Department successfully held a regional search and rescue exercise amid prevailing inclement weather conditions in Himeville in Kwa-Zulu Natal. A majority of key national organizations participating in aviation and maritime search and rescue operations attended and participated in the exercise. In addition, representatives from 8 neighbouring countries observed the exercise with Lesotho fully participating. A report on the exercise was compiled and endorsed by the SASAR Executive Committee at its 37th session.

Rescue Co-ordination Centres Activities

One of the responsibilities of the Department of Transport is to provide an enabling environment for the provision of search and rescue services in South Africa. One way of ensuring this environment is through the establishment of sound and effective institutional and organizational arrangements for the provisioning of search and rescue services.

The Rescue Co-ordination Centres continued to execute its allotted mandate of co-ordinating and prosecuting search and rescue operations within South Africa's area of responsibility. The MRCC responded to 488 distress alerts out of which 113 lives were saved. The Maritime Rescue Co-ordination Centre also assisted with 78 medical advice incidents by connecting the vessel to local Telemedical Services and coordinated the evacuation of 38 crew/passengers from vessels offshore to local hospitals. The Aeronautical Rescue Co-ordination Centre was activated 51 times as at the end of October 2008.

Search and Rescue Operational Capacity and Capability at Antarctica

A Memorandum of Understanding between the DOT and Department of Environmental Affairs was developed and concluded with a view to building operational capacity and capability at the Antarctic region. The SANAE base was also declared the Maritime Rescue Subcentre critical

to co-ordinate search and rescue operations in this region.

SAR Training

Nationally, in the interest of building capacity and enhancing capability, 3 Introduction to Maritime SAR Ops courses were presented to the SASAR's member organizations and potential role players. A search mission coordination course was also presented.

Division: Maritime Transport Regulation

African Union Conference of African Ministers Responsible for Maritime Transport

The African Union Conference of Ministers responsible for Maritime Transport was successfully held at the Albert Luthuli International Convention Centre in Durban from the 12th to the 16th October 2009. From the 12th to the 14th October 2009 was the meeting of experts from 19 African countries followed on the 15th to the 16th October 2009 by the meeting of African Ministers responsible for maritime transport. Ministers arrived at a consensus on the provisional adoption of the African Maritime Transport Charter and agreed to present it to their respective governments. The Heads of States were thus tasked with official signing it after governments have agreed in an AU Summit to be announced by the AU.

World Maritime Day Celebrations

The World Maritime Day was successfully held in Cape Town on the 27th September 2009. The event was glorified by the presence of the Deputy Minister of Transport; Honourable Jeremy Cronin who delivered the Keynote address for the day, the Director General; Mr. George Mahlalela, 120 learners from four different schools from the Historically Disadvantaged communities and a host of industry captains.

Programme 4

A number of reports were completed in 2008, including phase 1 status quo reports on the transport master plan, phase 2 reports on the estimation of travel demand, and land use reports. The provincial reports on analysis of land use and transportation will be consolidated and released in 2009. The 3rd phase, which provides for the 2050 plan, will be finalised over the MTEF period.

A request for proposal on rural development mapping overlay on the geographic information system platform was completed and submitted to service providers in May 2008.

The National Land Transport Bill was tabled in Parliament in 2008. Minimum requirements for integrated transport planning have been developed in terms of

the National Land Transport Transition Amendment Act (200). These planning guidelines are formulated to assist municipalities and provinces in developing their respective plans. To capacitate municipalities, the department initiated a programme to locate transport planning coordinators at assistant director level within district municipalities.

The Gauteng Management Transport Authority was established by the province in terms of the relevant enabling provincial legislation.

As part of the implementation of the road infrastructure strategic framework, the following studies have been initiated: a direct impact of investment in key economic transport infrastructure, and the OR Tambo International Airport road transportation study. A pilot study on Eastern Cape road network was concluded as a milestone within the reclassification of the road network project, and will be finalised over the medium term.

To achieve the objectives of the national overload control strategy, a 3-year grant has been developed in conjunction with National Treasury. Grant funds are currently being used for upgrading the weighbridge infrastructure facilities in Mpumalanga and Limpopo. In Mpumalanga, a project for the upgrade of weighbridge infrastructure was completed in October 2008. In Limpopo, the detailed design, planning and bill of quantities have been compiled, and construction works are set to begin in 2009/10.

Phase 1 A of the City of Johannesburg's Rea Vaya bus rapid transits system is currently under construction. It is expected to be operational by May 2009. The City of Cape Town has completed its detailed public transport operational plan, and is currently implementing phase 1 A of its bus rapid transit system. Nelson Mandela Bay, Mbombela and eThekweni have developed integrated public transport plan and in line with the public transport strategy.

A consolidation transport operations plan for 2010 was submitted to FIFA in June 2008, and options in terms of the business model will be finalised in the near future.

Programme 5

The national freight databank for all 9 provinces, which provides an analysis of freight movement statistics, was completed in 2009. In 2010/11, the department will begin updating the current databank on a national scale for all modes of transport for a range of corridor information.

The department has started developing sub-sectoral strategic intervention areas for implementing the national freight logistics strategy in rail, roads, air and ports to remove current system blockages, increase

freight movement capacity and improve performance. Strategic intervention areas in rail, roads and air are being developed for implementation by 2011. Interventions in the ports sector will be implemented by 2012.

The provincial freight logistics forums have gained momentum. The forums include the different spheres of government, agencies, state owned enterprises, organised labour, the private sector and communities. 2010 FIFA World cup host cities were assisted in integrating their freight plans into overall transport plans. These plans were submitted to FIFA in October 2008 and contributed to the success of the FIFA Confederations Cup in 2009. Site visits were conducted to Beit Bridge, Lebombo, Maseru Bridge and Nakop land border posts to get first hand information on the sources of congestion and delays. A draft freight movement optimisation plan was compiled.

Programme 6

The Branch has been successful in the following areas:

RAIL

As part of the Accelerated **Rolling Stock** Refurbishment Programme the target is 2000 of trains to be refurbished by 2010. During 2009/10 – 505 coaches were completed

Ten (10) Railway Police Stations for SAPS Railway police have been constructed and commissioned during 2009/10 and an additional 220 constables have been deployed in the rail network.

The consolidation of **Shosholozza Meyl and Autopax** into a new entity has been concluded by 31 March 2009 and additional operational funding has been secured. The Business plan for the new passenger rail entity Passenger Rail Agency of South Africa (PRASA) has been completed and finalised by March 2009.

The alignment of Shosholozza Meyl and Autopax Services has been concluded by February 2010. The buses provided to Autopax as part of the 2010 FIFA World Cup will be deployed to support the services of Shosholozza Meyl and Metrorail; and are going to be also utilised during services disruptions and maintenance or capital work occupations.

The PRASA Brand has since its launch earned global status and has become part of the FIFA supporters through the Confederations Cup and the 2010 World Cup.

The new organisational structure for PRASA to contain costs and the alignment of service delivery imperatives amongst others was approved.

All station enhancement projects were completed and the new stations to support the 2010 World Cup are ready to service the passengers who will be attending the World Cup games.

BUS

Fleet size and procurement need for 2010 Soccer World Cup concluded. Detailed Operational Plans and alignment with 2010 host cities operational plans for nine provinces concluded. Bus specifications concluded - Best and Final Offer process concluded – Government guarantee of R 1.4 bn secured and preferred bidders announced. Delivery schedule on target, as at the end of March 2010 - 110 commuter busses and 376 Semi luxury inter-city buses deliver.

A Public Transport Operations Grant was successfully introduced to assist in the management and administration of the subsidy budget for subsidised service contracts. All Interim Contracts were converted From ticket to kilometres in line with the 2009/10 DORA framework. Public Transport Integration Committees were also established in all 9 Provinces to oversee the rollout of Integrated Public Transport Networks.

TAXI

The Taxi Recapitalisation programme is progressing steadily based on available funding allocations and the pace can be upped if funding allocations were increased. A total of 11 490 vehicles have been scrapped in the 2009/10 financial year.

The National Joint Working Group has been established to deal with taxi related matters such as the implementation of the Bus Rapid Transit and other impending taxi matters. The parties to this body include the taxi industry as well as representation from civil society and organized labour.

The Department identified a problem of illegally converted panel vans infiltrating the Taxi Recapitalisation programme and developed a solution of retro fitment to these vehicles to render them legal by ensuring conformance to SABS and TRP requirements.

PUBLIC TRANSPORT STRATEGY

The Rea Vaya BRT Starter Service commenced operations on 31 August 2009 and transported over 16 000 passenger trips a day between Soweto and the Johannesburg CBD. Despite teething problems and ongoing negotiations with minibus operators, the starter



service proved popular with users who were impressed with its affordability, speed, spaciousness and regularity. The starter service was due to be expanded in March and May 2010 and the full system would roll out in time for the 2010 World Cup. Rea Vaya has earned the City of Johannesburg a first place honourable mention at this year's Sustainable Transport Awards, for the successful implementation of its first phase. Rea Vaya is Africa's first bus rapid transit (BRT) system.

The City of Cape Town progressed well with the construction of over R600m worth of BRT Phase 1a contracts and was on track to launching a World Cup Service by June 2010 and a Starter Service by November 2010.

The Department has just finalised a draft Implementation Strategy and Action Plan to provide guidance on achieving an accessible public transport system that is usable by for people with disabilities, the elderly, pregnant women, parents with prams and children. The Department is determined to keep working systematically and incrementally to upgrade our public transport networks. New public transport infrastructure and vehicles will be required to meet minimum accessibility requirements.

Programme 7

RAF No-Fault Policy

The Department consulted with a wide range of identified stakeholders on the Draft No-Fault Policy. The Draft No-Fault Policy was approved by the Minister and Cabinet for publication; and published in the Government Gazette for public comments. Draft No-Fault Policy submitted to Counsel for legal opinion.

Electronic Performance Management System

The expected finalising of the performance management system in June 2009 was delayed due to the appointment of the service provider from the State Information Technology Agency. This appointment was finalised in December 2009 along with the user requirements analysis report. The project will have begun in January 2010 with full implementation expected by the end of 2010/11.

3.4 Overview of the service delivery environment for 2009/10

Comment on the department's overall performance, outlining its key outputs, particularly relating to services rendered directly to the public.

Programme 1: Management Services

The structure of the Department had to be adjusted to make provision for the newly appointed Deputy Minister

of Transport and his support staff. The adjusted structure was presented to the DPSA for consultation and support. Feedback with recommendations was received from the DPSA in September 2009. The structure is currently being implemented.

An external service provider was appointed during October 2008 to assist the Department to determine the feasibility of splitting the Department of Transport into three or not. Alternatively the service provider had to design the ideal structure for the Department to enhance all round improved service delivery. An external service provider was appointed to ensure objectivity. The service provider concluded that it would not be feasible to split the Department into three and proceeded to design the ultimate structure. During June 2009 a structure was presented to the Department. The structure was presented to the Senior Managers in the Department whereupon the service provider had to make some changes. The final structure was presented to the rest of management on 23 September 2009. At a workshop conducted by the service provider the structure was rejected. The close out report from the service provider was not provided to OD as the Project was taken over by the Acting DG and Transport Minister without further instruction or consultation. A final payment was made to Service Provider.

During March 2010 the newly appointed DG of Transport appointed a Task Team consisting of the Treasury Advisory Unit (TAU) ODG and OD to compile a Service Delivery Model to ensure delivery on the new strategy direction of the DoT. A very high level structure, based on the four modes of Transport was identified and presented to the DG, which was supported by him in principal. The proposed structure was presented to the Senior Managers of the DoT on 31 March 2010. The new high level structure received overall support. The process that will be followed to manage the re-alignment of the structure was presented to the meeting. The process will be started in the new financial year.

Programme 3

Severe budget cuts/lack of financial resources had a huge negative impact on the performance of the Driving Licence Testing Centres, Vehicle Testing Stations and Transportation of Dangerous Goods by Road Inspectorates. Travelling by road was, inter alia, prohibited for a period of 4 months.

Budgetary constraints affected key service delivery interventions and hampered the Department in the delivery of its mandate to ensure road safety and the improved service delivery.

Programme 7

Passenger Rail Agency of South Africa

Passenger Rail Agency of South Africa (PRASA) Ltd was established under the Legal Succession to the South African Transport Services Act (1989) as amended in December 2008. The Passenger Rail Agency of South Africa (PRASA) has been established to house the operations and assets of the South African Rail Commuter Corporation (SARCC), Metrorail, the SARCC wholly owned subsidiary, Intersite Property Management Services (Pty) Ltd (Intersite), Shosholozza Meyl (Shosholozza), and Autopax, the long distance bus company.

The long-term goal of PRASA is to be a commercially-viable business capable of delivering efficient, high-quality transport services on a sustainable basis. The commercial viability of the business will be measured in terms of the growing ability of PRASA to meet its own operational funding requirements. In this context, only the capital subsidy could be expected from the Government in the long-term, strictly for purposes of developing and maintenance of infrastructure.

As part of its strategy to secure the future of its business, PRASA will focus its resources and energies during the current medium term totalling R25 billion in the following strategic priorities areas:

- Service Excellence within Metrorail, Shosholozza Meyl and Autopax;
- Property and Asset Development; and
- Technology Upgrade or Modernization of its key transport systems

The mobilization by ordinary South Africans and their determination to have access to decent public transport, together with the urgent need for an efficient public transport during the 2010 FIFA World Cup, were among the key drivers for public transport transformation in South Africa.

A key role will be to promote and position rail as the preferred mode of choice in high-density, high-volume movement corridors where it will be competitive in terms of its critical strength – high capacities.

Currently, around 65% -70% of the resources required to operate the SARCC Group emanates from government subsidies, while the balance of 30% comes from internally generated free operating cash-flow.

Achievements 2008/09

- 709 Coaches and Motor coaches were completed against a target of 700 as part of the accelerated Rolling Stock programme. Together with the planned 700 allocation for 2009/10, the backlog in general overhauls should be cleared by the end of 2009/10 and then only a normal rate in the order of 500 coaches and motorcoaches should be required on an annual basis. The requirement for replacement of the fleet must however be addressed soon as the average age is approaching the point of obsolescence quickly;
- Two business express trains were launched during the year. The Tshwane Business Express between Pretoria and Johannesburg in May 2008 and the Northern Express between Cape Town and Strand the end of January 2009. The Tshwane Business Express proved very successful and the service is operating at capacity;
- The transfer of Autopax from Transnet to PRASA was successfully in March 2009; and
- The 2010 programmes have gained significant momentum and contractors were on site on the major projects by end of March 2009. The completion date for stadiums linked to 2010 is April 2010.

Road Accident Fund

The Road Accident Fund (RAF) is mandated by the Road Accident Fund Act (1996) and provides indemnity cover for all road users within the borders of South Africa and it compensates accident victims for personal injury claims arising from the negligent actions of another driver.

The RAF's primary funding source is the fuel levy. This is supplemented by income earned on the investment of excess funds. The fuel levy is largely beyond the control of the RAF and the income earned on excess funds is controllable only to a limited extent. In both cases external factors can have a significant impact on the RAF's income. The RAF also does not have control over the accidents that leads to the claims being lodged against the RAF.

Key outputs and priorities:

- The year 2008 marks a record year for the Road Accident Fund ("the Fund"). The Fund paid out claims to the value of R8.8 billion to claimants

which is more than in any previous year, and by this measure alone, 2008 is the best year the Fund has ever had. What's more, the Fund also improved its efficiency and speed of processing, meaning that is better equipped to settle future claims in a fast and effective way;

- The backlog of outstanding claims have been reduced to under 300,000 outstanding claims as at 31 March 2008, which indicates a decrease of +/- 150,000 claims since the Board was appointed in 2005. The achievement of the turnaround however remains hampered by cash constraints. To this end, the RAF has developed a Revenue requirement model that was partially utilised by National Treasury in setting the RAF fuel levy for 2009/10. The full implementation of the revenue requirement model will ensure that the RAF is properly capitalised over time; and
- The Road Accident Fund (RAF) has made significant strides in implementing the Rescue Plan for the turnaround of the organisation that was agreed to with the Honourable Minister of Transport. The turnaround strategy is founded on three legs:
 - a. Transforming the RAF into a world-class organization by modernising its systems and processes;
 - b. Building a sustainable economic model and system of motor vehicle accident compensation for South Africa; and
 - c. Ensuring the system is appropriately capitalized and funded on a regular basis.

Manage stakeholder relations, in particular relations with victims, government, legal representatives and service providers, in a manner that is driven by a risk management culture.

South African National Roads Agency Limited

The South African National Roads Agency Limited (SANRAL) is incorporated as a public company in South Africa in terms of the Companies Act (1973), and is listed as a national public entity in schedule 3A of the Public Finance Management Act (1999).

SANRAL's main activities are the financing, management, control, planning, development, maintenance and rehabilitation of the National Road Network through the South African Roads Agency Limited and National Roads Act (1998). SANRAL is responsible for the existing National Road Network of 16170km and will incorporate, with the agreement of the relevant Provinces, additional roads to bring the total network to 20000km by 2011.

There has been a steady increase in the allocation for roads from the fiscus for the management of the non-toll road network. To assist National Treasury in meeting the disparate demands made on the fiscus, SANRAL will continue to constructively engage the private sector to leverage the full potential of inter alia, public private partnerships to meet the funding demands of toll roads. The Gauteng Freeway Improvement Project, as well as the strides that SANRAL has made in Intelligent Transportation Systems (ITS) will see the installation of the Open Road Toll (ORT) Schemes operating before the end of 2010. To fund its toll road programme, SANRAL has embarked on a Domestic Medium Term Note programme (DMTN). This programme is not secured by a government guarantee, but instead is financed on the strength of SANRAL's own balance sheet with the backing of a strong credit rating from Moody's (Long-term: Aa2.za; Short-Term: P-1.za). The first issue was launched in July 2008 with bonds being 50% over-subscribed, indicating the confidence of the investor community in SANRAL. Subsequent issues continued with this trend. This instrument will be used prudently to finance future roads.

Strategic priorities

- Using appropriate technology;
- Incidents Management Systems;
- Toll Road Developments; and
- Research and Developments.

Road Traffic Management Corporation

The Road Traffic Management Corporation (RTMC) was established in terms of section 3 of the Road Traffic Management Corporation Act (1999) and became operational in September 2005. The main purpose of the Corporation is to pool powers and resources and eliminate the fragmentation of responsibilities for all aspects of road traffic management across the various level of government. The corporation also provides for co-operative and coordinated strategic planning, regulation, facilitation and law enforcement in respect to road traffic matters by all levels of government, and this is done in the public interest.

The RTMC's main source of income is the transfer payment from the Department of Transport and the vehicle registration transaction fees, which we are allowed to access for any e NaTis related projects and part of the AARTO revenue.

Key achievements

- The development of the National Traffic Law Enforcement Code is 85% complete;

- Established Law Enforcement Technical Committee and inter-provincial working group comprising of 9 provincial, 6 metropolitan, 6 large city traffic authorities including SAPS and CBRTA and committee meets quarterly;
- Traffic Law Enforcement operations managed through rolling enforcement plans;
- Provided 45 patrol cars (05 to each province) and other high tech enforcement equipment to ensure effective and smart policing;
- Educational campaign targeting all categories of road users implemented;
- Qualification for Basic Traffic Officer Training and AARTO Training registered on NQF level;
- Traffic and crash data and performance information captured, reports produced and distributed to stakeholders;
- 800 000 Accident Report Forms procured and distributed to provinces and Increase level of reporting rates of accidents;
- Developed RTMC Real –Time Crash Reporting System which will be piloted in one province during the first two quarters of the 2009/10 financial year and rolled out nationally from the third quarter; and
- Promulgation of AARTO pilot regulations and subsequent launch of the Tshwane and later Johannesburg pilots.

Strategic priorities

- Ensure inter-agency co-operation & co-ordination of enforcement operations in all prioritized (hazardous) routes with focused quick wins operations by 2012;
- Develop, legislate and implement the National Traffic Law Enforcement Code (NRTLEC) by 2012;
- Provision of high tech traffic law enforcement equipment for greater impact by 2012;
- Develop and implement an Integrated Governance structure for Road Traffic Management by 2012;
- To Coordinate and Monitor the implementation of registered qualification for basic traffic official training and other training by March 2012;
- Develop and implement specialized training courses in all Traffic training institutions by 2012;
- Develop and monitor the implementation of Soft skills training programme for law enforcement officers by 2012;
- To review, develop, facilitate and monitor formal, non- formal informal road safety education programmes directed to all road users by 2012;
- Improve the collection, management and use of data on road deaths and injuries so as to formulate evidence-based policies by 2012;

- Coordination of Road Infrastructure and safety Audits;
- Implement an effective & expeditious adjudication of traffic offences;
- Implement an effective Points Demerit System;
- operate a 24/7 in-house National Call Centre in the 2009/10 financial year; and
- Conduct research for evidence based interventions and planning.

Railway Safety Regulator

The Railway Safety Regulator (RSR) was established in terms of the National Railway Safety Regulator Act (2002). The mandate of the RSR is to oversee safety in railway transport. The mission of the RSR is to oversee and promote safe railway operations through appropriate support, monitoring and enforcement guided by an enabling regulatory framework including safety standards and regulations.

Over the medium term, the RSR will continue to strive to work towards an effective railway safety compliance regime in order to ensure improved safety performance by operators through continued development of railway safety standards, the conducting of safety audits and inspections focussing on high risk operators. The RSR will further strive to ensure continuous improvement of safety performance through conducting occurrence investigations which will mainly focus on ensuring that corrective actions are put in place to avoid recurrence of railway occurrences.

Key priority areas

- The undertaking of targeted technical audits on both Transnet Freight Rail (TFR) and Passenger Rail Agency of South Africa (PRASA) focussing mainly on Infrastructure Integrity, train control systems, rolling stock and interface management;
- Oversee the integration of safety requirements on dedicated passenger routes for the 2010 FIFA World Cup through conducting specific audits and inspections of the dedicated routes;
- Oversee the safety compliance of the Gautrain Rapid Rail Project throughout the project life cycle through ongoing reviews, assessment and acceptance of the proposed Gautrain standards;
- Monitor and evaluate railway safety performance through the development of the annual state of safety report; and
- Strengthen the compliance enforcement capacity of the RSR through the development and eventual implementation of the penalty system.

The total Railway Safety Regulator budget for 2009/10 amounts to R45,3 million out of which R37,2 million comprises of Government Grants and R7,6 million comprising of safety permit fees.

Cross-Border Road Transport Agency

The Cross-Border Road Transport Agency (C-BTRA) is a statutory juristic entity established in terms of the Cross-Border Road Transport Agency Act (1998). The agency began its operations in April 1998.

The agency's legislative mandate is to improve the flow of freight and passengers in the region; introduce regulated competition in cross border road transport; reduce operational constraints for the cross border road transport industry as a whole; improve and strengthen the capacity of the public sector in support of its strategic planning, enabling and monitoring functions; and empower the cross border road transport industry to maximise business opportunities.

The agency has improved on the number of permits issued across the range of cross-border permits that the entity processes and issues. Further improvements planned for 2009/10 to 2011/2012 include strategies to issue short term permits to a one year permit system, especially on the freight operator's side. Notably, roadblocks and inspections per inspector have increased and concurrently, prosecutions for non-compliance have also increased. The facilitation division will participate and engage more in the relevant forums and interact closely with all stakeholders.

The agency's main source of income is cross-border permit administrative fees and revenue from fines.

South African Civil Aviation Authority

The South African Civil Aviation Authority (SACAA) was established in terms of the South African Civil Aviation Act (1998). The SACAA is a statutory body with the primary function of controlling and regulating civil aviation in South Africa and overseeing aviation safety and security in the industry.

The recruitment and employment of qualified personnel is currently the priority for the entity and the SACAA needs to increase the number of its technical staff by approximately 40 per cent in the flight operations and airworthiness divisions. Due to the scarcity of these skills, the SACAA needs to broaden its recruitment internationally. The training budget will increase significantly as the organisation embarks on improving and updating the qualifications of current technical staff members, particularly inspectors. The SACAA is also spearheading a campaign to harmonise civil

aviation standards in the SADC region. The SACAA has recently undergone technical compliance audits by the International Civil Aviation Organisation and the Federal Aviation Administration.

The SACAA receives government transfers for aircraft accident investigations and these transfers are projected to decline over the medium term. The entity generates most of its revenue from industry user fees and levies, targeting a ratio of 60 per cent of total budget from transfers and user fees, and 40 per cent from levies. The Minister of Transport, as executive authority for the SACAA in terms of the PFMA, has increased the passenger safety charge from R6 to R10 in 2008. The CAA's revenue increased from R133.8 million in 2004/05 to an estimated R234 million in 2007/08, representing an average annual increase of 25.3 per cent. Over the MTEF period, revenue is expected to increase to R353 million. The growth in total expenditure is driven by growth in compensation of employees, which increases from R160 million in 2007/08 to R240 million in 2010/11, at an average annual rate of 14.5 cents.

Air Traffic and Navigation Services Company

The Air Traffic and Navigation Services Company Limited (ATNS), a public entity listed in schedule 2 of the PFMA, was established in terms of the Air Traffic and Navigation Services Act (1993). The ATNS's core mandate is the provision of safe, orderly expeditious and efficient air traffic and navigational and associated services in its area of control.

ATNS has made significant progress in the past three years and is confident that it will continue to deliver air traffic and navigation services in a safe and efficient manner. The safety event rate has increased marginally from that of the previous financial year and it is anticipated that the rate at the end of 2008/9 will be 3.7 safety events per 100 000 movements. Service Delivery over the past year has been negatively impacted by the shortage of staff in the en-route control environment given that the entity's air traffic controllers are still a target for recruitment by service providers in the Middle East.

Despite the air traffic controllers' staff shortage, ATNS has built a safety oversight capacity and also implemented safety enhancement initiatives to improve the level of safety and investigations process. Over the medium term, the entity's target incident rate is set at 2 incidents per 100 000 movements in 2010/11.

The SADC VSAT 2 and NAFISAT networks are currently operational and this integrated satellite system connects 28 African states with 2 states in the Middle East and a planned site in India.

Due to lower than expected air traffic movements in 2008/09, which has resulted in lower revenues, 2009/10 tariffs were increased by 11.3%. This increase included a correction factor of 6.5%. The ATNS's revenue is expected to increase significantly to R1, 2 billion in 2010/11 from R610 million in 2008/09, due to the 2010 Soccer World Cup.

Airports Company South Africa

The Airports Company South Africa Limited (ACSA) is regulated in terms of the Airports Company Act (1993), the Companies Act (1973) and is further listed as a schedule 2 public entity in terms of the Public Finance Management Act (1999). ACSA's core function is to ensure airport capacity, and to facilitate the movement of passengers and goods.

Over the last few years, the ACSA business environment has become more challenging as a result of an extensive capital expenditure programme (R22 billion over 5 years), 65% of which is being implemented in the first three years of the Permission Cycle, and without the necessary tariff relief to alleviate pressure on key credit indicators.

This challenging operating environment, was further compounded by an inflexible delivery contract of the green field airport at La Mercy (R6.8bn total cost), as well as an illiquid and recessionary economic climate which has led to increased cost of capital and significant declines in traffic numbers to levels below the promulgated Permission.

The current ACSA business plan differs materially from the promulgated Permission 2008-12, due to revised traffic forecast and resulting postponement of some capital and operating expenditure programmes. These measures are part of ACSA's mitigating strategy to ensure business sustainability and capacity provision for the 2010 Soccer World Cup. The ACSA revised capital investment over the period starting 2010/11 to 2014/15 amounts to R17.4 billion.

It should be mentioned that 2010 Soccer World Cup critical infrastructure developments are on track, and will be completed in time for the soccer world cup.

Strategic Deliverables 2009/10

- Completion of critical infrastructure to facilitate 2010 Soccer World Cup;
- Continuous airport operations efficiency improvements;
- Business excellence;
- Focus on efficiency (cost and revenue);
- Employee development, succession planning and retention;
- Optimal capital structure and financing plan; and

- Long term business sustainability.

South African Maritime Safety Authority

The South African Maritime Safety Authority (SAMSA) was established under the South African Maritime Safety Authority Act (1998). Its legal mandates are: to ensure the safety of life and property at sea, to prevent and combat pollution from ships, and to promote South Africa's maritime interests.

SAMSA's responsibilities include: administering maritime related statutes covering areas like ship registration, seafarer training and certification, and ship safety and security; protecting the marine environment from pollution from ships; and co-ordinating maritime search and rescue.

Key achievements for 2008/09 include: 1313 ships (1 129 ships in 2007/08) with a gross tonnage of 255 591 tons (231 050 tons 2007/08) registered under the South African flag; 489 foreign flagged ships inspected and 5 ships detained; 5 oil pollution incidents investigated. 325 of 495 candidates passed various examinations conducted by SAMSA, and 9 491 safety surveys were carried out on South African ships.

Priorities for the 2008/09 to 2010/11 period remain:

KEY PROJECTS

- The implementation of the expanded regional Search & Research programme- through the Maritime Rescue Co-ordinating Centre (MRCC). This is besides continuation of the domestic search and rescue mandate;
- Implementation of the Small Vessels and Inland Waterways regulations. SAMSA is the delegated Small Vessels Authority now charged with all regulations as they affect boating in all inland dams and waterways;
- Delivering on the IMO'S Safety of Life at Sea amendment Regulations on Long Range Identification and Tracking (LRIT). SAMSA, as the appointed authority on LRIT is required to both implement and operate the system. This will be done through the instrument of Port State Control;
- The development of the National Maritime Skills Plan and the implementation of such plan. As a maritime nation South Africa requires a pool of skills commensurate with its position as a maritime nation;
- The Western Indian Ocean Marine Highway Project (a World Bank and GEF sponsored project);
- Strengthening SAMSA's governance systems, particularly through implementing: enterprise wide risk management; financial sustainability;

and better service delivery through the realignment of and investment in human capital and technology;

- Continuing developing safer and more secure working environments for seafarers, stevedores and seagoing fishing personnel; and
- Strengthening liability and compensation regimes for pollution damage.

SAMSA remains committed to strengthening the governance systems, particularly through implementing enterprise risk management, financial sustainability and better service delivery through the realignment of and investment in human capital and technology continuing developing safer and more secure working environments for seafarers, stevedores and seagoing fishing personnel strengthening liability and compensation regimes for pollution damage making an appropriate contribution to growing the ships register achieving government's regional and international objectives.

Ports Regulator

The Ports Regulator was established in terms of the National Ports Act (2005). The mandate of the entity is the quasi-judicial regulatory functions of the Regulator as well as the institutional reform support that is mandated to the Regulator. The economic regulatory interventions of the Regulator will accelerate over the period and in the later parts of the architecture establishment will peak at the finalization of the content elements as defined by the response of the DOT and Cabinet to the institutional reform recommendations.

The industry performance and compliance monitoring will form a large part of the activities of the Regulator for the period commencing from the middle of the strategic overview

period and accelerate towards the end of this period.

The Ports Regulator is in the process of establishing its governance arrangements and setting up elements of its administrative capability, but has largely concentrated on the finalization of the regulatory framework and regulatory development.

The Ports Regulators key objectives are the achievement of functional administration and capacitation of the organisation to deliver the services that form the key mandate of the Regulator. Due to the delayed establishment and finalization of the regulatory framework the Ports Regulator will concentrate on those key objectives that have the largest impact on the industry and those legislative mandates that are clearly defined. The mandate elements that are implied will be

phased in over the medium term.

The primary cost driver in the Ports Regulator expenditure will be the staffing requirements as the organisation's mandate is largely internally delivered. The establishment requirements of the services and structures will have huge human resource implications over the medium term will form the major part of the expenditure. As the entity stabilizes and establishment activities would form a smaller part of the expenditure and management effort, the shift in spending will be toward tertiary level regulatory development and away from administrative establishment.

Key services rendered to the public

N/a

Comments on the problems encountered by the department when providing the relevant services

N/a

Explanations / reasons for any additions to or virement between the main appropriation allocations

A budget of R23 734 829 000 was allocated to the department. In its Adjusted budget, additional amounts totaling R503 688 000 were allocated to the department. This brought the total revised allocation to R24 238 517 000. The additional amount was made up as follows:

A summary of virements after the Adjusted Budget appears below. Funds were shifted across programmes to make funds available for the African Union Maritime Conference, and to cover over expenditure of programmes. Major reasons for over expenditure are as follows:

Programme 1

Government Fleet Services over spent its budget for goods and services by R7,8 million, mainly because of over expenditure on transport provided for the Presidential Inauguration.

Corporate Legal over spent its budget for goods and services by R5,1 million due to State Attorney fees incurred because of litigation that had to be defended.

	R'000	R'000
Funds rolled over from the previous year		25,576
Policy and economic regulation projects	4,683	
Transfer to the S.A. National Roads Agency Ltd.	13,100	
Performance management system	681	
No-fault policy for the Road Accident Fund	1,112	
Legal services for the Road Accident Amendment Act and Regulations	6,000	
Unforeseeable and unavoidable expenditure		272,343
Higher salary increases	5,214	
Compensation of employees and goods and services for the office of the Deputy Minister	3,000	
Disaster management grant for flood damage in the Western Cape	116,900	
Transfer for the Gautrain Rapid Rail Link for inflation and foreign exchange adjustments	144,029	
Transfer to the S.A. Maritime Safety Authority for the long range identification and tracking system	3,200	
Other adjustment		205,769
Revenue from unspent funds of the Urban Transport Fund to meet the remaining liabilities of the Urban Transport Fund	6,934	
Self financing expenditure for the maintenance and development of the eNaTIS system	198,835	
Total of Adjusted Budget		503,688

IT Infrastructure over spent its budget for goods and services by R4,1 million due to SITA charges for the implementation of ECM and networks for VPN, and payments to Arivia.com for maintenance & support software licenses.

IT Infrastructure also spent R1,7 million on computer hardware and systems, R1,4 million over budget, because the equipment became obsolete.

Property Management Services over spent its budget by R3,9 million, because municipal costs previously not charged to the Department was claimed by DPW.

The Ministry over spent its budget for goods and services by R9,9 million, mainly because of traveling costs of R14,2 million.

Programme 3

Civil Aviation Regulation over-spent its budget for goods and services by R10 million, mainly for advisors to the Regulating Committee (R3, 7 million) and to conduct an economical and technical evaluation of three airports (R8, 5 million). Other consultant services amount to R2,6 million.

Maritime Regulation spent R25,6 million on the AU Conference, which is R2,5 million over budget.

Road Transport Regulation over spent its budget for goods and services by R3,7 million because too much funds were shifted to cover the AU Conference.

Programme 4

Goods and services was over spent by R30,6 million because the department had to provide national guidelines and technical assistance to host cities of the 2010 Soccer World Cup event to ensure standardisation in planning for the event, to provide centralised

preparations to ensure that infrastructure and systems will be utilised in an integrated and coordinated manner, to set up and operationalise workstreams, and to regulate the licensing and branding processes, amongst others.

Virements after Adjusted Budget	Amount
Summary Dot:	
Compensation of Employees	-560,000
Goods and Services	-1,572,000
Machinery and Equipment	<u>2,132,000</u>
	<u>0</u>
Virements after Adjusted Budget	
Programme 1:	
Goods and Services	19,896,000
Machinery and Equipment	<u>2,132,000</u>
	<u>22,028,000</u>
Programme 2:	
Goods and Services	<u>-4,357,000</u>
	<u>-4,357,000</u>
Programme 3:	
Goods and Services	<u>17,653,000</u>
	<u>17,653,000</u>
Programme 4:	
Goods and Services	<u>-2,500,000</u>
	<u>-2,500,000</u>
Programme 5:	
Goods and Services	<u>-2,340,000</u>
	<u>-2,340,000</u>
Programme 6:	
Goods and Services	<u>-20,140,000</u>
	<u>-20,140,000</u>
Programme 7:	
Compensation of Employees	-560,000
Goods and Services	<u>-9,784,000</u>
	<u>-10,344,000</u>

Report on any rollovers from the previous financial year

Refer to the above section for a breakdown of rollovers from the previous financial year.

Programme 7

Road Accident Fund (RAF) Restructuring (R 1,1 million) [rollover for 2009/10]

An amount of R1 111 871 was committed for the extension of the contract of GRS and Annami Roux on the Draft No Fault Policy. The contract was approved in December 2008 for additional work and the contract

term ended in March 2009. Payment could not be processed prior to the Department receiving a report of the contractor and examining the standard of work. The amount was therefore paid in the 2009/10 financial year.

Road Accident Fund (RAF) Legal Cost (R6 million)

During October 2007 the Department instructed Adv Wim Trengove SC and Adv Johan de Waal to advise the Department on the RAF Amendment Act and the Regulations and to assist in redrafting the final Regulations. The work continued until August 2008. The advocates were paid by the Department of Justice from time to time and the Department of Justice had at that time not re-claimed the amount it had paid from the Department of Transport. It was not known how much was paid by the Department of Justice and initial estimates were that it could be as much as R6 million. It was therefore anticipated that claims would be submitted to the Department of Transport within the 2009/2010 financial year. The rollover was approved and funds were re-prioritised by the Department.

Electronic Performance Management System (EPMS) (680,000)

The aim of conducting the Urser Requirement Specifications (URS) was to analyse the existing systems and identify gaps within the Department of Transport (DoT) and Public Entities that will be addressed by the EPMS. SITA has been commissioned to undertake the study of the URS project. The project has been completed and the URS report submitted and approved by the DoT. The payment of R680 781.88 was made to SITA in the December 2009.

Description of any significant developments, external to the department, that may have impacted either on the demand for the department's services or on the department's ability to deliver those services.

Programme 1

Fluctuation in the exchange rate influenced payment to one provider for the purchasing of an electronic content management solution for the Department.

3.5 Overview of the organisational environment for 2009/10

The structure of the Department had to be adjusted to make provision for the newly appointed Deputy Minister of Transport and his support staff. The adjusted structure was presented to the DPSA for consultation and support. Feedback with recommendations was received from the DPSA in September 2009. The structure is currently being implemented.

An external service provider was appointed during October 2008 to assist the Department to determine the feasibility of splitting the Department of Transport into three or not. Alternatively the service provider had to design the ideal structure for the Department to enhance all round improved service delivery. An external service provider was appointed to ensure objectivity. The service provider concluded that it would not be feasible to split the Department into three and proceeded to design the ultimate structure. During June 2009 a structure was presented to the Department. The structure was presented to the Senior Managers in the Department whereupon the SP had to make some changes. The final structure was presented to the rest of management on 23 September 2009. At a workshop conducted by the service provider the structure was rejected.

During March 2010 the newly appointed DG of Transport appointed a Task Team consisting of the Treasury Advisory Unit (TAU) ODG and OD to compile a Service Delivery Model to ensure delivery on the new strategy direction of the DoT. A very high level structure, based on the four modes of Transport was identified and presented to the DG, which was supported by him in principal. The proposed structure was presented to the Senior Managers of the DoT on 31 March 2010. The new high level structure received overall support. The process that will be followed to manage the re-alignment of the structure was presented to the meeting. The process will be started in the new financial year.

3.6 Strategic overview and key policy developments for the 2009/10 financial year

National Land Transport Act

The National Land Transport Act (2009) clarifies the concurrent roles and responsibilities of the different spheres of government in relation to public transport. It also consolidates public transport planning, service delivery, regulation and monitoring in the municipal sphere, establishes the national and provincial public transport regulators and enhances overall transport regulatory functions. The regulations required by the act to support the transformation of public transport management were published in December 2009. The legislation and regulatory framework will support the implementation of the 2007 public transport strategy.

Passenger Rail System

The incorporation of the Shosholozza Meyl train service and the Autopax long distance bus services into the Passenger Rail Agency of South Africa (which replaces the South African Rail Commuter Corporation) has been finalised in the Legal Succession to the South African Transport Service Amendment Act (2009). Autopax will continue to provide long distance bus services that complement the long distance rail services provided though Shosholozza Meyl. For the 2010 FIFA World Cup, additional funding and loan facilities have been approved for buying buses to transport FIFA delegates and football fans.

Civil Aviation

The Civil Aviation Act (2009) was promulgated to harmonise and rationalise safety and security legislation for aviation to ensure compliance with International Civil Aviation Organisation standards, and the Air Services Licensing Amendment Act (2008) addresses corporate governance issues relating to the Air Services Licensing Council. The department plans to implement the airlift strategy and improve aviation safety and compliance with the standards set by the Federal Aviation Administration's international aviation safety assessment, and by the International Civil Aviation Organisation. The Federal Aviation Administration is the aviation authority in the United States. It conducts assessments of countries whose airlines operate to the United States to assess their compliance with international standards and recommended practices laid out by the International Civil Aviation Organisation, which is an organ of the United Nations. Aviation safety and security on flights will be prioritised during the 2010 FIFA World Cup.

Road Accident Fund: No-Fault Policy

The draft No-Fault Policy for the proposed Road Accident Benefit Scheme (RABS) was approved by the Minister and Cabinet for publication; and published in the Government Gazette for public comments. The RABS will form part of the Comprehensive Social Security System (CSSS) and aims to provide a more sustainable, affordable, equitable and reasonable scheme. It aims to further eliminate disparities with regard to access to treatment and compensation.

Major changes to relevant policies or legislation that may have affected operations during the period under review or for future financial periods.

The focus on the 2010 Soccer World Cup preparations has shifted to operational readiness. Host Cities were provided with continuous and focused guidance and technical support on the development and testing of event operational plans to ensure that the transport guarantee to FIFA can be fulfilled. This caused an over expenditure on goods and services in programme 4.

Policies that were developed and that will affect operations in future financial periods:

Non-Motorised Transport Policy

The Non Motorised Transport Policy's intention is to improve accessibility and mobility in urban and rural areas. The policy advocates for optimisation of the Non-Motorised Transport mode and bridging the economic and social gaps within the marginalized communities. The strategic focus of the policy is to define the infrastructure requirements and service delivery. Furthermore, this policy will assist with the reduction of carbon emissions.

In 2010/11, the policy will undergo parliamentary processes and the NMT policy implementation framework will be developed with an action plan detailing the various phases of implementation.

Maritime Transport Policy

The intention of this policy is to create a governance framework for the maritime sector. Maritime transport has the potential to:

- Integrate SADC region through coastal shipping and trade;
- Creation of jobs through Maritime Value Chain; and
- Growing the economy through efficient port operations

Comprehensive consultation with the industry stakeholders and role players took place and the draft policy is ready to undergo parliamentary processes for adoption and implementation thereof during 2010/11.

Scholar Transport Policy

Our public transport system is not responding adequately to the needs of learners, especially in rural areas. The challenge has been that there is no uniform approach across provinces on learner transportation. This policy is aimed at addressing these challenges.

The intention of the policy is to provide a single framework and an enabling environment for government and other stakeholders to address scholar transport challenges. The policy recognizes the need to bring a uniform approach in the transportation of scholars and fulfilment of the mandate of the Department of Transport in the provision of safe, reliable, efficient transportation of scholar. The policy cuts across all the issues pertaining to rural development, economic development, transport safety and land transport as a whole. Other pertinent policy issues covered by the policy include; responsive institutional arrangements, appropriate governance, adequate regulatory and legislation of scholar transport.

In 2010/11, the draft policy will undergo parliamentary processes for adoption. Upon approval of the policy, the provincial Departments of Education will have to migrate the scholar transport funding ceding the contracts to provincial Departments of Transport as part of transitional mechanisms. In instances where provincial Departments of Education are in charge of scholar transport, budgets will have to be transferred to the provincial Departments of Transport to ensure smooth transition of the migration process.

Road Accident Fund (RAF) No Fault Basis Policy:

The purpose of the draft policy on the Restructuring of the Road Accident Fund on a No-Fault basis is to propose that the current system of compensation for victims of motor vehicle crashes be replaced with an entirely new system which will be more reasonable, equitable, sustainable and affordable.

In terms of an envisaged fundamental overhaul the draft policy proposes that the current Road Accident Fund be replaced by the Road Accident Benefit Scheme Administrator and the current adversarial system be replaced with a scheme which is based on the principles of social security.

Victims of road crashes will no longer need to prove fault or contributory fault on the part of another driver. This will mean that access to emergency medical treatment will be immediate and not dependent on an evaluation or admission of fault or negligence by the Road Accident Benefit Scheme. In this way the focus of the scheme will move from the determination of responsibility for the cause of the crash to the needs of the victim or patient.

The draft policy was approved by Cabinet for publication during November 2009. The draft policy was published in Government Gazette No. 32940 for public comments on 12 February 2010.

In 2010/11, the comments and inputs from the general public and the transport sector would be consolidated into the draft policy. The draft policy would further undergo parliamentary processes for final adoption and implementation to follow suit.

Aviation Policy

The purpose of the draft White Paper on National Civil Aviation Policy is to address the far-reaching developments that have occurred in the civil aviation environment since the last aviation policy review and in particular, to address policy gaps.

The draft White Paper addresses aviation safety and security, institutional arrangements; aviation infrastructure; air transport; general aviation; unmanned aircraft systems, aircraft operations and the environment; human resource development & training; and research and development. In particular, it seeks to ensure South Africa's compliance with the Convention on International Civil Aviation (Chicago Convention) and to address specific South African and Regional civil aviation needs and requirements.

In 2010/11, subject to Cabinet approval, the draft White Paper will be published for public comment as the final phase of consultation. The draft policy would further undergo parliamentary processes for final adoption.

Rail Policy

Rail transport policy for the transport sector will be developed which will reinforce issues such as movement of cargo from road to rail, realignment of institutional arrangements in the rail sector and extension rail passenger services in the rural areas.

The development of the Rail Transportation policy would bring certainty to the Rail Sector regarding the governance of the sector and closing of pertinent policy gaps. Some of the key policy issues that would be addressed range from capital investment backlogs, to increasing needs for funds, the relative lack of security for both passengers and goods, deteriorating rolling stock and aging infrastructure, inefficient operations and increasing gaps in the supply of specialized technical skills. The envisaged policy envisaged would complement all the policy issues that have emanated from the initiatives such as the Kei Rail, Rail Safety initiatives, Moloto Rail Corridor, Gautrain, Revitalization of Branch lines etc.

The policy development process which encompasses stakeholder and public participation would be concluded in the financial year 2010/2011. The draft policy would undergo parliamentary processes during the beginning of the financial year 2011/12.

4. Departmental revenue, expenditure, and other specific topics

4.1 Collection of departmental revenue

	2005/06 Actual	2006/07 Actual	2007/08 Actual	2008/09 Target	2009/10 Actual	% deviation from target
Sale of goods and services	9,662	215,838	200,092	11,303	98,717	773,3%
Fines, penalties and forfeits	46	16	7		(5)	
Financial transactions (Recovery of loans and advances)	89,099	37,527	368	373	7,225	1,837%
Interest and dividends	899,278	109,069	7,739	110,400	137	(99,9)%
TOTAL DEPARTMENTAL RECEIPTS	998,085	362,450	208,206	122,076	106,074	(13.1)%



Revenue was lower than expected due to dividends that were not received from ACSA as expected. Income from sales of goods and services was higher than budgeted due to eNATIS transaction fees received.

4.2 Departmental expenditure

Programmes	Voted for 2009/10	Roll-overs and adjustments	Virement	Total voted	Actual Expenditure	Variance
	R'000	R'000	R'000	R'000	R'000	R'000
Programme 1.	231,023	6,045	24,730	261,798	261,797	1
Programme 2.	51,592	5,573	(7,059)	50,106	40,797	9,309
Programme 3	195,580	200,114	17,653	413,347	413,347	0
Programme 4	8,855,424	136,934	16,300	9,008,658	8,938,280	70,378
Programme 5	31,809		(4,840)	26,969	13,664	13,305
Programme 6	14,191,689	144,029	(30,140)	14,305,578	14,667,972	(362,394)
Programme 7	177,712	10,993	(16,644)	172,061	165,980	6,081
Total	23,734,829	503,688	0	24,238,517	24,501,837	(263,320)

The department over-spent its budget by R263,3 million against the revised budget for the year of R24,2 billion, an over-expenditure of 1.01%. The main reason for the over expenditure was because bus subsidies were overspent by R367,7 million: During the previous financial year, court orders were issued to the department for the payment of bus subsidies.

If the effect of the over expenditure on bus subsidies is eliminated, the department would have under spent its budget by R104,4 million. The major reason for this under expenditure is because a transfer payment of R100,6 million to the S.A. National Roads Agency Ltd. was stopped as a result of a specific project that was planned in time for the 2010 Soccer World Cup event that could not proceed due to constraints identified in the environmental impact assessment process.

Compensation of employees was over spent by R12,1 million across the department because of new dispensations for all levels on top of normal increases, additional dispensations for officials in the legal profession and a job parity adjustment for levels 9 and 10 to levels 11 and 12.

Programme 1

Increase in the personnel establishment lead to increased operational expenditure as well as expenditure under compensation of employees.

Programme 4

According to the Strategic Plan of the Department for the period 2009/10, a target of 15 000 bicycles was set. Based on Government Programme of Action (POA) Shova Kalula was also identified as a key strategic intervention to provide low cost access and mobility solution to the poor people.

A target of one million bicycles was set. Provinces identified the beneficiaries, prepared the business plans and signed the Memoranda of Agreement with the department for each quantity of bicycles requested.

If these funds are not rolled over, it will imply that there won't be any funding for bicycles for this financial year and as a result the Department won't be able to fulfil its Constitutional mandate of providing effective, efficient, integrated and cost effective transport system

Measures that were adopted to improve the economy and efficiency of spending on each programme.

Programme 1

Budget Controllers were appointed in all the Branches. Operational expenditure such as stationery was centralised per Branch to assist with the monitoring of expenditure.

4.3 Transfer payments

Services provided by each entity that received transfer payments:

Programme 3

National Sea Rescue Institute (NSRI)

The NSRI was established in 1967. It is a fully registered non-profit making organisation. The institution generates money through donations legacies, subscription and fund-raising efforts.

The NSRI has two main objectives, namely to save lives at sea and to promote water and boating safety. It is a member of South African Search and Rescue (SASAR) Organisation and a signatory to the SASAR Manual with effect from 13 June 1994 up to date. The NSRI contributes to SAR services in accordance with the conditions laid down in the SASAR Manual. The NSRI has 23 coastal stations and one landlocked station, which serve as a Rescue Sub-centres. It is the only voluntary organisations involved with maritime search and rescue operations and carry approximately 97% of all minor sea operations on the South African coast.

The NSRI requires approximately R 9 000 000.00 per annum to operate an effective rescue service. The institution generates money through grants, donations, legacies, subscription and fund-raising efforts.

The annual grant from the Department is for the SAR services rendered on behalf of the South African Search and Rescue (SASAR) organisation, an authority delegated by law to render these services on behalf of the Department.

The grant received from the Department ensures that the NSRI:

- runs their day to day business efficiently and effectively;
- installs resources with the latest technology;
- keeps up with ever increasing fuel prices;
- replaces all the depleted resources; and
- maintains their existing resources.

Hamnet

HAMNET is the emergency communications wing of the South African Radio League. It is made up of approximately 165 volunteers (Amateur Radio Operators) who are all members of the League and who are trained and specialize in emergency communications. HAMNET works closely with organizations like the Mountain Club of South Africa as well as the 4x4 Off-road Rescue Unit.

Members of the League have the capability to establish a field station, set up antenna, supply their own power and can communicate with other licensed amateurs or HAMNET members, anywhere in South Africa and also in the world should it become necessary.

In times of emergency, arrangements are quickly made to organize a team which can be sent out to a disaster scene and once a field station has been set up, they can communicate to a base station (the control station), with any other group, organization or Government Department via phone, fax or other means of communication. Just like the other voluntary organizations, *HAMNET is deployed in almost all of the aeronautical search and rescue operations.*

Mountain Club of South Africa (MCSA)

The Mountain Club of South Africa was founded in 1891 and is the only club in Africa to be affiliated to the Union Internationale des Associations D'Alpinisme (UIAA). The UIAA is the International Mountaineering and Climbing Federation and encourages, supports and develops all forms of mountaineering, climbing, hill walking and trekking at an international level. The MCSA is made up of 13 sections across the country, each of which administers its own activities in that region.

The mission of the MCSA is to provide an effective and efficient mountain search and rescue service on a voluntary and free of charge basis to those in need in mountains, irrespective of race, gender or cultural background. They respond to any incident in a mountainous or wilderness area which involves a missing, stuck or injured person

The policy of the MCSA is to ensure that best available resources are used during search and rescue operation, and equipments are always maintained to the highest standard of serviceability.

MCSA operates in the mountainous areas of the provinces Gauteng, North-West, Limpopo and Mpumalanga. *The MCSA is called to assist in almost all the aeronautical search and rescue missions across the country.*

Off-Road Rescue Unit

The Off-road Rescue Unit of the Four Wheel Drive Club of Southern Africa is a highly trained crew of unpaid volunteer 4x4 owners. They work closely with local emergency services, Disaster Management, the South African Air Force, Civil Aviation, the SAPS, K9 Search and Rescue Association, the Mountain Club of South Africa, and other volunteers.

The Off-road Rescue Unit provide wilderness and urban search and rescue, transport, logistical support, and radio communications functions, in rough terrain areas, in times of need including civil or national emergency. *The 4X4 participate in approximately 90% of the aeronautical search and rescue missions.*

SAMSA (MRCC)

In terms of a delegated authority and following Ministerial approval, SAMSA established a dedicated Maritime Rescue Co-ordination Centre in Platteklouf, Cape Town, on behalf of the Department of Transport.

One of the responsibilities of the Department of Transport is to provide an enabling environment for the provision of search and rescue services in South Africa. One way of ensuring this environment is through the establishment of sound and effective institutional and organizational arrangements for the provisioning of search and rescue services.

SASAR was established and delegated with the authority to conduct and co-ordinate SAR operations in South Africa's aviation and maritime search and rescue regions in accordance with the South African Maritime and Aeronautical Search and Rescue Act, 2002.

In order for SASAR to execute its mandate as per the Act, relevant structures and sub-structures were established. The MRCC is one of the structures established by the Department to assist SASAR in the execution of its mandate. This transfer payment is made annually to SAMSA to offset the capital and overhead costs that SAMSA incurs in the management and running of the MRCC. An MOU has been concluded between the Department and SAMSA for this purpose.

African Civil Aviation Commission

Established on 15 June 1947 as a specialised agency of the African Union (former OAU), AFCAC aims to encourage co-operation in all civil aviation activities in Africa. South Africa joined AFCAC in September 1994. Whereas the International Civil Aviation Organisation (ICAO) is responsible for global international civil aviation, AFCAC focuses on civil aviation matters within Africa. South Africa, as a member of AFCAC, actively participates in its endeavours to represent the South African and the Continent's civil aviation interests at ICAO. South Africa is required to pay a compulsory membership fee annually.

International Civil Aviation Organisation

The International Civil Aviation Organization (ICAO), a specialized agency of the United Nations, was created with the signing of the *Convention on International Civil Aviation* in Chicago on 7 December 1944. ICAO is the

permanent body charged with the administration of the principles laid out in the Convention and is the global forum for civil aviation. The primary function of ICAO is the setting of global standards and recommended practices for environmental protection, safety, security and efficiency of international civil aviation. The ICAO standards and recommended practices must be implemented by all Contracting States.

ICAO works to achieve its vision of safe, secure and sustainable development of civil aviation through cooperation amongst its 190 Member States. To implement this vision, ICAO has established Strategic Objectives for the period 2005-2010, namely to enhance global civil aviation safety and security, minimize the adverse effect of global civil aviation on the environment, enhance the efficiency of aviation operations, maintain the continuity of aviation operations and strengthen law governing international civil aviation.

South Africa, as a Contracting State, is therefore bound by the set standards and recommended practices of ICAO. In addition, South Africa is required to pay compulsory annual membership fees.

COSPAS - SARSAT

The International COSPAS-SARSAT Programme Agreement (ICSPA) was concluded on 8 July 1985 by four countries: namely, the former Union of the Soviet Socialist Republics, the United States of America, Canada and France. The International COSPAS-SARSAT System is run by a Council, whose main function is to carry out the relevant policies and coordinate the activities of the Parties. The Programme consists inter alia of Ground Segment Providers which refers to any state that establishes and operates Ground Segment equipment like the Local User Terminal (LUT) AND Mission Control Centres, and avails itself of the system in terms of the above Agreement.

The purpose of the Agreement is inter alia to provide distress alert and location data from the system to the international community in support of search and rescue operations on a non-discriminatory basis. The Agreement further supports the objectives of the IMO and ICAO concerning search and rescue by providing these distress alert and location data.

Following the purchasing and installation of the LUT in February 1999, South Africa could not function in isolation from other search and rescue regimes. It therefore became necessary for South Africa to affiliate to the International COSPAS-SARSAT Programme as a Ground Segment Provider in compliance with international trends, standards and requirements. South Africa became a member of the ICSPA from 2001, after the Letter of Association with the Programme was signed

by the Minister of Foreign Affairs following approval by Parliament. The payment is for annual membership fees.

International Maritime Organisation

The International Maritime Organization (IMO) is a specialized Agency of the United Nations that is responsible for measures to improve Safety and Security of the international shipping and to protect marine environment from pollution by ships. IMO Convention was established under the auspices of the United Nations in Geneva on 17 March 1948 and met for the first time in January 1959. Currently, it has 164 Member States. IMO's governing body is the Assembly and is made up of all 164 Member States and meets normally once every two years. The Council is a governing body in between Assembly sessions. It prepares work programmes for the assembly. The Maritime Safety Committee, Marine Environment Protection, Legal, Technical Cooperation and Facilitation Committees and a number of sub-committees, carry out the mainly technical work.

South Africa was re-admitted to membership of IMO immediately following her re-admission to the United Nations. Currently, SA is a member of the IMO Council. Each member state is required to pay the annual membership fee based on the total tonnage of its shipping fleet.

Indian Ocean Memorandum of Understanding (IOMOU)

The Indian Ocean Memorandum of Understanding (IOMOU) was finalized in Pretoria on the 5th of June 1998. South Africa signed the MOU in January 1999. Other members of the IOMOU are Australia, Bangladesh, Djibouti, Eritrea, Ethiopia, India, Kenya, Maldives, Mauritius, Mozambique, Myanmar, Oman, Seychelles, Singapore, South Africa, Sri Lanka, Tanzania, Iran, Kenya, Maldives, Oman and Yemen.

The primary purpose of the IOMOU is to eliminate substandard ships in the region. This is done through Port State Control (PSC). The Port State Control aims to verify whether foreign flag vessels calling at a port of a state, comply with applicable international maritime conventions. When vessels are not found in substantial compliance with applicable laws or relevant convention requirements, the PSC system impose actions to ensure that they are brought into compliance.

Member States to the IOMOU are required to pay annual membership fees.

Programme 4

Sani Pass Roads Grant

To allow commuters from both the Republic of South Africa and the Kingdom of Lesotho to travel and access opportunities and markets

To improve safety and create the opportunity for extended border control hours

Overload Control Grant

To successfully implement the National Overload Control Strategy and ensure that overloading practices are significantly reduced:

- Completed and operational weighbridge infrastructure facilities;
- Reduction of overloading of heavy vehicles;
- Reduction in road damage; and
- Reduction in maintenance costs.

Transport Disaster Management Grant

Rehabilitation of infrastructure destroyed by flooding in the Western Cape.

Public Transport Infrastructure and Systems Grant

To provide for accelerated planning, establishment, construction and improvement of new and existing public transport and non-motorised transport infrastructure and systems:

- Improved public transport facilities, construction of access roads, airport-city links, public transport priority lanes, bus stops, taxi ranks, rail systems transport plans, bicycle lanes, pedestrian lanes, signage, shelters, coaches and IT solution throughout the country;
- Number of households within 500 metres of a public access point; and
- Sufficient infrastructure to meet the needs of the 2010 FIFA World Cup.

Rural Transport Grant

To improve mobility and access in rural municipalities in support of Integrated Development Plans:

- Improved accessibility and mobility in rural areas; and
- To improve rural infrastructure by upgrading of rural access roads; construction of pedestrian bridges and walkways; construction of intermodal public transport facilities and rural freight logistics facilities

SANRAL

Maintain and develop South Africa's national road network and to manage assets relating to the national road network. The enabling Act charges the Agency, a company registered in terms of the Companies Act, with the following principal tasks:

- Strategically plan, design, construct, operate, rehabilitate and maintain the national roads;
- Deliver and maintain a world-class primary road network;
- Generate revenues from the development and management of assets;
- Undertake research and development to enhance the quality of roads;
- Advise the Minister of Transport on matters relating to roads; and
- Upon request from the Minister of Transport and in agreement with a foreign country, to finance, plan, construct, acquire, provide, operate and maintain roads in that country.

SANRAL PTIS

Specific project that was planned to be in time for the 2010 Soccer World Cup event (Pelindaba road project). The transfer was stopped because the project could not continue after the environmental impact assessment.

PRASA (SARCC) PTIS

Provision of inter-city public transport services during the 2010 Soccer World Cup

Programme 7**South African Maritime Safety Authority (SAMSA)**

SAMSA is a registered public entity reporting to the Minister of Transport. The funds are transferred to enable the public entity to fulfill its mandate in terms of the Shareholder Compact and Performance Agreement. SAMSA's mandate is to ensure the safety of life and property at sea, to prevent and combat pollution of the maritime environment by ships, and to promote South Africa as a maritime nation.

SAMSA delivered 4 major outputs consistent with its mandate and responsibilities:

- Safety and environment protection standards for responsible maritime transport operations;
- Infrastructure for monitoring and enforcing compliance with safety and environment protection standards;
- Capability to respond to marine pollution incidents and other maritime emergencies; and
- Capability to detect, locate and rescue people in maritime distress situations

An amount of R 12,096,000 was transferred to SAMSA.

South African Civil Aviation Authority (SACAA)

SACAA is a registered public entity reporting to the Minister of Transport. The funds are transferred to enable the public entity to fulfill its mandate in terms of the Shareholder Compact and Performance Agreement. The purpose of SACAA is to promote, regulate and support high levels of safety throughout the civil aviation industry. Its core activities relate to aviation safety oversight of operations, aircraft, personnel, airports and airspace. The Authority also renders accident and incident investigation service to the Department of Transport.

An amount of R 7,781,000 was transferred to SACAA.

Ports Regulator

The Ports Regulator is a newly created public entity reporting to the Minister of Transport. The funds are transferred to enable the public entity to fulfill its mandate in terms of the Shareholder Compact and Performance Agreement. The purpose is to manage the economic regulation of the ports system in line with government's strategic objectives, to promote equity of access to ports and to monitor the activities of the Ports Authority to ensure that it performs its functions in accordance with the Act. The Regulator will also be responsible to promote regulated competition, hear appeals and complaints and investigate such complaints.

An amount of R13,603,000 was transferred to Ports Regulator.

Railway Safety Regulator (RSR)

RSR is a registered public entity reporting to the Minister of Transport. The funds are transferred to enable the public entity to fulfill its mandate in terms of the Shareholder Compact and Performance Agreement.

The RSR mandate is to provide for and promote safety in the rail industry. Key developments aimed at improving rail consist of increasing investments in both freight and passenger rail, the recent consolidation of Metro-Rail and SARCC, the Gautrain Rapid rail Project.

An amount of R37,260,000 was transferred to RSR.

Road Traffic Management Corporation (RTMC)

RTMC is a registered public entity reporting to the Minister of Transport. The funds are transferred to enable the public entity to fulfill its mandate in terms of the Shareholder Compact and Performance Agreement.

The purpose of the RTMC is to provide a coordinated road traffic management system to ensure a sustained decline in accidents, deaths and injuries on our roads.

An amount of R83,603,000 was transferred to RTMC.

Assessment of actual amount spent by each entity and when a full spending report can be provided:

Refer to the tables on pages 37 to 42.

Comment on monthly monitoring systems or the lack thereof:

The relevant Acts, Memoranda of Understanding, Shareholder Compacts and Performance Agreements govern the accountability arrangements for transfer payments to public entities under the control of the department, and accountability arrangements with Provinces and Local government to which transfer payments are made. Public entities are also required to submit quarterly reports on performance to the Minister of Transport. Contracts detailing accountability arrangements are entered into with the recipients of all other transfer payments.

For all transfers, written assurances were obtained from the entities in terms of section 38(1) (j) of the Public Finance Management Act that the entity implements effective, efficient and transparent financial management and internal control systems.

Except for the S.A. Maritime Safety Authority and the Road Traffic Management Corporation, the department is represented on the boards of control over the public entities. Quarterly financial reports and performance reports are reviewed, analysed and reported on to the Minister of Transport. These reports are considered before transfer payments are made to public entities that receive transfer payments from the department.

The Public Entities provided Quarterly Performance reports and Financial Statements on the financial affairs of the entity during the 2009/10 financial year.

Public Entities submit quarterly Financial Statements to the Department, which are analysed, and a report is forwarded to the Executive Authority for information.

The department established a Division of Revenue Act Committee, which meets regularly to ensure that recipients of conditional grants comply with the requirements of the Division of Revenue Act. A compliance matrix was compiled and updated monthly for purposes of monitoring compliance with the act, and to inform the compliance certificate that is sent to National Treasury on a monthly basis.

Programme 3

SAMSA is expected to provide quarterly reports to the Department before any quarterly payments could be made. In addition to these quarterly reports, the Head of Maritime SAR Operations report on the activities of the MRCC at every Executive Committee meeting.

Agreements have been concluded with the voluntary organizations and these agreements are implemented to the letter before any grant can be paid. The NSRI provided written reports to the Department and the MRCC on every incident that they are involved with.

The other three voluntary organizations provides reports on their role and involvement during debriefing sessions held at the end of each and every SAR mission by the Rescue Co-ordination Centres and also at the Sub-Committees meetings of which relevant Departmental officials are members. They are also required to provide the Department with an annual report before their grants can be paid.

Details of difficulties experienced with monthly monitoring and what steps (if any) were taken to rectify such difficulties:

None



List of transfer payments:

Entities to which transfer payments were made:	Amount	Reason for transfer	Amount spent by each entity
	R'000		R'000
Departmental agencies	5,873,665		
Ports Regulator	13,603	Ports regulation	Amounts spent by public entities will be reported in their respective annual reports
Railway Safety Regulator	37,260	Railway safety	
Road Traffic Management Corporation	83,603	Road Traffic Management	
South African Civil Aviation Authority	7,781	Aviation safety	
South African Maritime Safety Authority	17,332	Maritime safety	
South African National Roads Agency Ltd.	5,714,086	National roads	
Foreign Governments and international organisations	4,323		4,323
Membership Fees: African Civil Aviation Commission	970	Membership fees	970
Membership Fees: Cospas Sarsat Contribution	309	^	309
Membership Fees: Indian Ocean Memorandum of Understanding		^	
Membership Fees: International Civil Aviation Organisation	2,482	^	2,482
Membership Fees: International Maritime Organisation	562	^	562
Households other transfers	626,531		626,531
Taxi Scrapping Administrator	625,655	Taxi scrapping	625,655
Sponsorships (Refer Annexure 10 in Financial Statements)	26	Sponsorships	26
Leave gratuity	850	Leave gratuity	850
Provinces and Municipalities	9,100,922		
Municipality - Johannesburg	652,803	Public transport	652,803
Municipality - Tshwane	565,245	infrastructure and systems	273,773
Municipality - Cape Town	332,500	^	332,500
Municipality - Ethekewini	376,926	^	376,926
Municipality - Mangaung	82,168	^	82,168
Municipality - Mbombela	60,833	^	60,833
Municipality - Nelson Mandela	147,079	^	94,859
Municipality - Polokwane	66,146	^	66,146
Municipality - Ekurhuleni	27,745	^	2,515
Municipality - Msundizi	7,737	^	0
Municipality - Buffalo City	31,213	^	0
Municipality - Rustenburg	67,782	^	67,782
Municipality - Tubatse	3,000	Rural transport	0
Municipality - Chris Hani	9,800	^	0
Gautrain Rapid Rail Link	2,976,720	Gautrain Rapid Rail Link	2,976,720
Province - Kwazulu Natal	34,347	Sani Pass grant	34,347
Province - Western Cape	116,900	Roads - disaster management	14,985
Province - Limpopo	5,035	Overload control	The province paid to SANRAL
Province - Gauteng	5,034	^	4,500

Entities to which transfer payments were made:	Amount	Reason for transfer	Amount spent by each entity
	R'000		R'000
Province - Eastern Cape	126,540	Public transport operations - bus subsidies	126,317
Province - Free State	151,805	^	150,759
Province - Gauteng	1,403,826	^	1,403,577
Province - Kwazulu Natal	587,396	^	588,564
Province - Limpopo	174,507	^	170,849
Province - Mpumalanga	370,650	^	370,627
Province - Northern Cape	22,159	^	21,659
Province - North West	101,252	^	99,834
Province - Western Cape	593,774	^	593,774
Non-profit institutions	15,035		
Hamnet	50	Search and rescue services	50
Mountain Club of South Africa	50	^	50
National Sea Rescue Institute	983	^	983
Taxi : South African National Taxi Co-operation (SANTACO)	13,952	Taxi operations	Will be reported in annual report of SANTACO
Public Corporations and private enterprises	7,850,127		
Province - Eastern Cape	11,480	Bus subsidies	11,480
Province - Free State	12,485	^	12,485
Province - Gauteng	145,563	^	145,563
Province - Kwazulu Natal	58,761	^	58,761
Province - Limpopo	17,017	^	17,017
Province - Mpumalanga	33,457	^	33,457
Province - Northern Cape	14,556	^	14,556
Province - North West	2,972	^	2,972
Province - Western Cape	71,443	^	71,443
Passenger Rail Agency of South Africa	7,482,393	Commuter rail	Will be reported in the annual report of PRASA
Universities and technikons	8,178		
University of Stellenbosch	2,674	Capacity development	2,674
University of Pretoria	2,907	^	2,907
University of Kwa-Zulu Natal	2,597	^	2,597
TOTAL	23,478,781		

*1 A transfer (R50 000) was not made to Off Road Rescue due to non-compliance with the agreement and Section 38(1) (j) of the PFMA.



Summary report on each institution's compliance with section 38(1) (j) of the PFMA:

Written assurances were obtained from all the entities (except membership fees paid for the African Civil Aviation Commission, International Civil Aviation Organisation, COSPAS-SARSAT, Indian Ocean Memorandum of Understanding, International Maritime Organisation) that they implement effective, efficient and transparent financial management and internal control systems before any funds were transferred to them in compliance with section 38(1) (j) of the PFMA. In fact, this requirement is provided for in the agreements or MOU concluded with these entities.

4.4 Conditional Grants and Earmarked Funds

Table of grants and payments:	Amount R'000
Public transport Infrastructure Grant:	9,100,922
Municipality - Johannesburg	652,803
Municipality - Tshwane	565,245
Municipality - Cape Town	332,500
Municipality - Ethekwini	376,926
Municipality - Mangaung	82,168
Municipality - Mbombela	60,833
Municipality - Nelson Mandela	147,079
Municipality - Polokwane	66,146
Municipality - Ekurhuleni	27,745
Municipality - Msunduzi	7,737
Municipality - Buffalo City	31,213
Municipality - Rustenburg	67,782
Public Transport Operations Grant	3,531,909
Province - Eastern Cape	126,540
Province - Free State	151,805
Province - Gauteng	1,403,826
Province - Kwazulu Natal	587,396
Province - Limpopo	174,507
Province - Mpumalanga	370,650
Province - Northern Cape	22,159
Province - North West	101,252
Province - Western Cape	593,774
Rural Transport Grant	12,800
Municipality - Tubatse	3,000
Municipality - Chris Hani	9,800
Gautrain Rapid Rail Link Grant	2,976,720
Gautrain Rapid Rail Link	2,976,720
Sani Pass Grant	34,347
Province - Kwazulu Natal	34,347
Disaster Management Grant	116,900
Province - Western Cape	116,900
Overload Control Grant	10,069
Province - Limpopo	5,035
Province - Gauteng	5,034

Purpose and expected outputs for each grant.

Public Transport Infrastructure Grant

Purpose: To provide for accelerated planning, establishment, construction and improvement of new and existing public transport and non-motorised transport infrastructure and systems

Measurable outputs

- Improved public transport facilities, construction of access roads, airport-city links, public transport priority lanes, bus stops, taxi ranks, rail systems transport plans, bicycle lanes, pedestrian lanes, signage, shelters, coaches and IT solution throughout the country;
- Number of households within 500 metres of a public access point; and
- Sufficient infrastructure to meet the needs of the 2010 FIFA World Cup

Public Transport Operations Grant

Purpose: To provide funding for the subsidisation of public transport services provided by provincial departments of transport.

Outcome statements

Conversion of existing and interim commuter bus services subsidies with negotiated contracts that are per kilometre based, that are supportive of intermodal efficiencies in public transport

Outputs

- Passenger km provided;
- Subsidy per passenger;
- Km subsidised services provided;
- Number of vehicles subsidised;
- Vehicles km subsidised;
- Subsidy per vehicle; and
- Number of routes operated.

Rural Transport Grant

Purpose: To improve mobility and access in rural municipalities in support of Integrated Development Plans

Measurable output

- Improved accessibility and mobility in rural areas; and
- To improve rural infrastructure by upgrading of rural access roads; construction of pedestrian bridges and walkways; construction of intermodal public transport facilities and rural freight logistics facilities.

Gautrain Rapid Rail Link Grant

The Gautrain Rapid Rail Link Project (the Project) will provide a fully integrated rapid rail link based on a north-south spine between Tshwane and Johannesburg and an east-west spine between OR Tambo International Airport

(ORTIA) and Sandton. It will consist of 80 km of rail line and 10 stations. Approximately 15 km of the route will be underground and 8,5 km on viaducts.

Grant purpose: To provide for national government funding contribution over a period of five years to the Gauteng Provincial Government for the construction of a fully integrated Gautrain Rapid Rail network

Outcome statements

- The GMA on behalf of the Gauteng Provincial Government manages the PPP Agreement and reports on progress and expenditure to national Department of Transport (DOT) in accordance with the conditions below; and
- DOT ensures that transfer payments are made to the Gauteng Province in accordance with the approved payment schedule and certified Milestones and that the integration of the Gautrain Rapid Rail Link within the broader public transport network is implemented in accordance with the integration report approved by Cabinet.

Measurable outputs

- The completion of the civil works and operational systems of the Gautrain Rapid Rail Link according to the specifications and milestones agreed between the Gauteng Province and the Concessionaire in the Public-Private Partnership (PPP) Concession Agreement (CA); and
- Implementation of the Gautrain Strategic Integration Plan as approved by Cabinet in December 2005.

Sani Pass Grant

Grant purpose

- To allow commuters from both the Republic of South Africa and the Kingdom of Lesotho to travel and access opportunities and markets To improve safety and create the opportunity for extended border control hours.

Outcome statements

- To improve competitiveness of the region through reduced transport costs, reduced vehicle operating costs, savings in maintenance costs, travel times;
- To increase accessibility and mobility through an increase in traffic volumes and off-take of the road;
- To allow all classes of vehicles to safely traverse the route; and
- To promote technical cooperation and activities in the area of transport.

Output

- Build the KwaPitela Development Committee through identification and selection of beneficiaries from the community for employment opportunities as part of phase 1;
- Creation of local employment opportunities during construction of the road development as part of phase 2 associated with maintenance;
- During construction earnings may be spent in the area, thus supporting local businesses; and
- Skills development through various skills training programmes to enable trained individuals to setup SMMEs.

Disaster Management Grant

The grant was allocated on the Adjusted Budget for 2009/10 as a transport disaster management grant for the rehabilitation of infrastructure destroyed by flooding in the Western Cape in November 2008.

Overload Control Grant

Purpose: To successfully implement the National Overload Control Strategy and ensure that overloading practice are significantly reduced

Outcome statements:

- Completed and operational weighbridge infrastructure facilities;
- Reduction of overloading of heavy vehicles;
- Reduction in road damage; and
- Reduction in maintenance costs

Outputs:

- Higher visibility of law enforcement;
- To reduce the depreciation of pavements;
- Improved road safety; and
- Reduction of overloading practices.

Explanation of whether transfers were made as scheduled

Programme 4

- Public Transport Infrastructure Grant;
- Rural Transport Grant;
- Sani Pass Grant;
- Disaster Management Grant; and
- Overload Control Grant.

Transfers were made as scheduled in DORA with no delays, no failure to pay and in full compliance with the payment schedule as agreed with the Provinces and National Treasury.

Programme 6 Public Transport Operations Grant.

Payment delayed

As a new Grant, Provincial Departments of Transport were requested to submit their primary banking details. However, some of the provincial accounts were incorrect. Practice note 3 was sent to provinces to ensure compliance. Not all provinces responded in time and this affected the second (or June 2009) transfer payments to Eastern Cape and Northern Cape Provinces. Approval to amend the payment schedule was granted to allow for the transfer of payments to the two provinces in July 2009. Payments for August 2009 could not be authorised (by National Treasury) on the 28th due to available funds being reserved for bond redemption and interest payments due on 31 August 2009. The Department could not effect the payment as per the approved payment schedule and approval was granted for payments to be processed in September 2009.

Payments withheld

The KwaZulu-Natal (KZN) Department of Transport and Northern Cape Department of Roads and Public Works December 2009 allocations were withheld. For KZN it was due to continuous under-spending and for Northern Cape it was due to failing to submit performance reports for April to June 2009. Notices to withhold allocations were forwarded to both Provinces. After the KZN province's response and discussions between National Treasury, DoT and the Province, approval was granted to re-allocate unspent funds to Northwest Province as their budget was exhausted. An amount of R60 000 000 was re-allocated from KZN to North West as a once-off payment to assist in the payment of subsidy shortage experienced by North West. Northern Cape submitted outstanding performance reports and funds were released.

Gautrain Rapid Rail Link Grant

The payment for May 2009 was delayed due to the fact that the concurrence of the HoD of the Gauteng Department of Public Transport, Roads and Works was awaited before the National Transferring Officer could sign the Certificate of Compliance.

For the 2009/10 financial year, the DORA allocation was 2,97 0 720,000. The full amount for the year was transferred in terms of the approved payment schedule.

In line with the DORA requirements the Gauteng Province submits reports at the end of each quarter, detailing:

Interim Payments and the Final Payment made to the Concessionaire according to the General and Key Milestone payment schedules in that quarter. These reports are supported by copies of the payment certificates issued by an Independent Certifier. The 2009/10 annual report analyzing actual expenditure against progress and compliance will be concluded by May 2010.

Indicate whether any portion of the grant was retained at the national department for administration costs

The department did not keep any portion of the grants.

Spending trends for each grant, indicating the extent to which the department monitored compliance with the conditions of the grant

Public Transport Infrastructure Grant

There are Monitoring and Evaluation consultants who are deployed to the municipalities to monitor project progress and expenditure. The department also provides extensive technical assistance to underperforming municipalities (limited to 2010 host cities), to help them improve on project implementation, and thus expenditure.

Public Transport Operations Grant

All provinces except Kwazulu Natal spend their allocation as per the payment schedule. Kwazulu Natal province showed significant under-spending which led to withholding of allocation and re-allocation of a portion of funds to North West Province. This was as a result of the temporary closure of the Remnant Alton services for three months. A substitute operator was subsequently appointed. Monitoring of performance was conducted through expenditure and performance reports, constant interaction with Provinces and through the Public Transport Intergovernmental coordination forum's (PTICF) meetings.

Public transport Operations Grants paid to Provinces			
Name of Province	Final Budget	Amount paid by DOT	Amount spent by Province / Municipality
	R'000	R'000	R'000
Gauteng	1,403,826,000	1,403,826,000	1,403,577,097.90
Mpumalanga	370,650,000	370,650,000	370,627,127.36
Limpopo	174,507,000	174,507,000	170,849,013.21
KwaZulu-Natal	587,396,000	587,396,000	588,564,189.19
Free State	151,805,000	151,805,000	150,759,191.38
Eastern Cape	126,540,000	126,540,000	126,316,657.41
Western Cape	593,774,000	593,774,000	593,773,999.94
Northern Cape	22,159,000	22,159,000	21,658,945.57
North West	101,252,000	101,252,000	99,834,474.70

Funds to the value of R60,000,000 were re- allocated to North West.

Reasons for the Province / Municipality not having spent the total amount that was transferred are:

- Termination of contract by Remnant Alton in KZN which led to services not rendered in July and August. A new operator was appointed in the middle of August. In September and October half of the services operated and had a huge impact as Durban Transport has a bigger operation. The Termination of Thokomala bus services also contributed to under-spending in KZN;
- The capping of claims to avoid over expenditure; and
- Full escalation not paid to interim contracts.

Extent to which the department monitored compliance with the conditions of the grant:

- Monitoring of performance by provinces through expenditure and performance reports.
- Constant interaction with Provinces and Metros through the Public Transport Intergovernmental coordination forum's (PTICF) meetings and workshops.
- Communication through letters, E-mails and telephone.

Rural Transport Grant: In terms of the Division of Revenue Act No. 12 of 2009, the Department of Transport

has complied with the following requirements.

- Section 10, Duties of the Transferring Officer;
- Section 26, Spending in terms of purpose and subject to conditions;
- Section 34 (3), Payment schedule; and
- Section 35 (2), Amendment of payment schedule.

Chris Hani district municipality: A service provider was appointed to do the facilitation, design, documentation, supervision and management of the project. The municipality is currently in the process of appointing a service provider to start with the construction. No expenditure has yet been incurred by the municipality.

Tubatse: Approval from the National Treasury for the transfer payment of R3m to Sekhukhune District Municipality (Greater Tubatse Local Municipality) was received in January 2010 and the transfer was done in February 2010. The Municipality has not yet incurred any expenditure.

Gautrain Rapid Rail Link Grant

Payments were made strictly in accordance with payment certificates certified by the Independent Certifier based on milestones, as set out in the Concession Agreement, which have been achieved by the Concessionaire. Monitoring consisted inter alia of attendance of weekly Gautrain Executive Committee meetings, monthly progress meetings and six-weekly Integration Committee

meetings, as well as analyses of monthly certificates, quarterly reports and annual reports. Payments were made first from the conditional grant, before the provincial funds were utilised. It was done in this way in order to save interest costs on provincial borrowings, as required by DoRA. The Province complied strictly with the requirements.

Extent to which the department monitored compliance with the conditions of the grant:

- Attended weekly Gautrain Executive Committee meetings;
- Attended monthly Project Progress meetings;
- Attended ad hoc strategic sessions;
- Attended Gautrain Public Transport Integration Committee meetings;
- Checked monthly Certified Milestone Payment Claims from Concessionaire;
- Submitted Monthly Report to Treasury;
- Analysed Quarterly Reports; and
- Analysed Annual Report

Sani Pass Grant

The full allocation was spent by the Province.

Disaster Management Grant

Transfers were made as scheduled. A final report was received of expenditure and the projects on which funds were spent. Very little could be spent as the funds were only allocated on the Adjusted Budget in October 2009. The Province applied to roll over the unspent funds.

Of the R116.9m Disaster grant funding received for the November 2008 floods, the Provincial Department spent R14.985m, which leaves a total of R101.915m of the funds. The whole amount of R101.915m has been requested for rollover. All the flood damage took place in rural regions where it is essential for the communities to reach schools, markets and health facilities.

The R14.85m spent by the Department was made up of 3 contracts that were awarded for the following:

- In the Cape Winelands district for the rehabilitation of the Hex River Valley Bridge;
- In the Overberg district for the replacement of the Baviaans River Bridge in Genadendal (flood Damage); and
- In the Overberg district for the repair of Valley Road caused by flood damage.

The remainder of the repair work was done by the District Municipality in the Cape Winelands region:

- Flood damage repairs on MR310, MR316, DR1487, OP6104, OP5896 and OP8064 in the Witzenberg region;

- Flood damage repairs in the Worcester, Ceres, De Doorns, Montagu, Robertson region;
- Flood damage repairs on MR287, DR1428, MR287 and DR1367 in the Cape Winelands region;
- Flood damage repairs on DR1363 in the Breederiver region; and
- Various projects in the Overberg district.

Overload Control Grant

Gauteng spent R4,5 million of the R5,034 million transferred, and applied to roll over the balance. Limpopo province contracted SANRAL to implement the project and transferred the full R5,034 million to SANRAL.

Extent to which the outputs were achieved, providing a comparative analysis of provincial / municipal performance against their targets

Public Transport Infrastructure Grant:

CITY OF CAPE TOWN

Projects are proceeding well for completion as per new agreed schedules. The following projects have been completed and are in the process of a phased handover or have been handed over already:

MTI Call Centre (This was completed and handed over to the client in 2008. However, the Unit is in the process of being relocated to the new Transport Management Centre –TMC - at Goodwood). Transport management Centre at Goodwood has also been completed. The various functional units are in the process of relocating to this new Centre. Hospital Bend: The De Waal on-ramp has already been opened to traffic during April 2010. The Anzio Road Interchange was opened in the 2nd week of April. The Granger Bay Boulevard: This comprises a number of separate projects and overall, the projects are 99% complete. The Grade Separated Pedestrian Crossing of Western Boulevard, the Bus/Shuttle Embayments, Stadium Precinct Local Access Roads, the Stadium Precinct Pedestrian and Cycle facilities and the Informal Parking at the stadium projects at the Granger Bay Boulevard are 100% complete. Similarly, the NMT Bridge Bhunga Avenue and the ITS/TDM projects are 100% complete. The N2 Outbound is also 100% complete, with snagging currently on-going.

The Rail-Based Park and Ride, Pedestrian Improvements to Somerset Road between Green Point and the City as well as the City-Center Pedestrian Improvements projects are all over 80% complete. The BRT/IRT projects are all progressing well and the critical sections of the

projects for WC2010 will also be completed on time. The Long Distance Coach Terminal that was a matter of great concern between the Municipality and PRASA is ongoing. The delays that were experienced with the Grade Separated Pedestrian Facilities bridges (Coen Steytler and Waterkant) have been resolved and the projects will be completed timeously for the event too. All contracts for the Road Signage Upgrade projects have been concluded and all projects will be timeously concluded.

CITY OF JOHANNESBURG

BRT Section na: Regina MundToto Modderspruit Culvert Construction is ongoing on Klipspruit Valley. BRT Section 03: Main Reef Road Commando to PortlanllPerth: Overall progress is +/- 98%. Some sections have been completed (towards CBD). The contractor is currently busy with earthworks on the left hand side. There are 3 engineers on site closely monitoring progress. Part of the road is open to traffic and the contractor is busy with road marking on parts where construction is completed.

BRT Section nd: Portland / Pertoto Empire / Jan Smuts: Overall progress is at 99%. Almost all the retaining walls have been completed. Road widening and construction of BRT lanes is progressing well. The Nasrec BRT stations the steel structure and roof sheeting for the 2 stations has been completed.

Soccer City station has been completed and handed over. The Orlando BRT Stations are completed as well. The remaining 2 stations have not been handed over to the contractor as yet.

Road construction on the section of the Metro Loop is completed with roads (markings (except near the BRT stations)). The relocation of street light poles has also been completed. Nasrec BRT Link Phase 1: Main activity on the media's roadworks effected including both station modules. The balance of ramps & subway linking to the stadium also nearing completion.

Booyens Reserve BRT Stations has had road widening completed with BRT on dedicated sections as planned. Actual station construction and associated access bridge postponed to the next financial year. The contractor is finalising the encasing of the DRD Gold slime pipes and the completion of the intersection between Pat Mbatha Highway and Nasrec (midsection).

Only one depot was constructed for this phase (Dobsonville Temporary Depot) and this was completed and handed over to Metrobus on the 04th Feb 2010.

CITY OF TSHWANE

Overall progress on Charles Street is at 99%. The road has been opened to traffic in both directions. The contractor is busy finalising the paving of walkways and road markings. Pretorius Street at +/- 99%. Construction between Hilet Street and Grosvenor has been completed in both direction and opened to traffic. The contractor is busy finalising the paving of walkways and road markings.

Schoeman Street Overall project is at 98%. Widening of the street has been completed between Becket and Festival Streets. An additional amount of R8 million is required for storm water projects. R5 million added to the project is still not sufficient to cover the shortfall.

The widening of the Atterbury bridge is complete. The road construction (eastbound) has been completed and opened to traffic. All the road projects in the Hatfield One Way have been completed. The only delay has been the integration of the Gautrain bridge which has impacted on the finalisation of the project.

Wonderboom Airforces Access Road: The project requires an additional R20 million to complete the full scope. This project has been cancelled via the Bid Adjudication committee and the funds thereof will be used for other 2010 signage. Waterkloof Airforce Base Access: The project has been transferred to SANRAL for implementation and construction.

EKURHULENI

The Isando Station Taxi rank is almost completed. The Daveyton Station Taxi rank has had a slight progress on paper as work is now being tendered. The Kempton Park Station Taxi rank, the Tembisa and Voosloorus Public Transport facilities are completed.

ETHEKWINI

The Call centre is complete. The ITS is well on schedule for completion at the end of July 2010, with all priority work for the World cup completed during the month of May 2010. The only two infrastructure projects which are still under implementation are the Warwick Outbound, which was handed over on the 30th April 2010. The second one is the M4 PT lane; this project is well on programme and is at its completion.

The projects around the Moses Mabhida stadium, pedestrian routes, bus Rotunda, Parking, Stadium entrance have been completed.

Spending has increased tremendously since most of the projects are completed or nearing completion. Any savings that are there in the projects have directed to the implementation of the operational plan.

RUSTENBURG

All N4 on and off ramps were surfaced and marked. Guardrails and concrete side drains were erected on all these ramps. Roads underneath the interchange bridges were surfaced and kerbed. Most sections of the main alignment were surfaced with asphalt including the road surface at the deep cut. Contractor's employees were busy erecting concrete side drains and guardrails on various sections of the main alignment. Very few short sections are not yet surfaced: that is the compacted base at one of the two interchange bridges, primed surface west of site camp and partially surfaced section at the high fill. Street lighting is 100% complete.

MANGAUNG

Physical construction at Nelson Mandela is complete and Contractor is now busy with landscaping which can be finished anytime from now.

Markgraff bridge and construction at Parfitt Avenue has been completed.

Intermodal facility is also on full steam, all columns are 100% complete. Decking is also progressing well and brickwork has also started. This project was not completed before the World Cup.

MUSUNDUZI

DoT did not approve the City's request to reallocate PTIS funds from the Integrated Rapid Public Transport Network (IRPTN) planning to Non-Motorised Transport project. No expenditure has since occurred in the city.

NELSON MANDELA

Preparations for the hosting of the 2010 FIFA World Cup in Nelson Mandela have advanced steadily and all major contracts for the construction of transport infrastructure have been completed.

Projects completed:-

BRT routes: Fettes/Theale Roads, Kempston (N2 to Haupt),

Roads Projects: Allister Miller to Airport, Heugh Rd 1st to 3rd Avenue, Forest Hill Extension, New Bolt (Stanford to Henry Ford)

Minor work Extension of Neil Boss & upgrading of Milner

Street including Pedestrian Walkways

Modal interchange: Govan Mbeki (Hartman to Russell) is complete.

Coastal Cycle TrackieHobbies Beach to Jetty StreetieHobbies Beach to Jetty Street

Projects under construction:-

BRT route - Harrower Rd on Kempston to Kipling Rd) & Stanford Rd (Jackson to Kempston Rd) is 98 % complete,

Pedestrian Walkways: Construction of Pedestrian Walkway along Prince Alfred Street and Milner Avenue is at 98% complete., Construction of Pedestrian Walkway fodo Addo Pedestrian Bridge ill Motherwell, NU2 is at 70% complete

Pedestrian Bridge: Addo Road construction is at 70% complete

Several projects are on Detail design stage: Stanford Road (Jackson to Aubrey Rd incl N2), Stanford Road (Korsten to Cleary Park), Konyana (Njoli to Qeqe), Konyana (Qeqe to MR449), Jetty Street to Green Street, Green Street to Darling Street, Darling Street (Sidon to Prince Alfred), N2/Stanford Road, Jetty Street to Green Street, Green Street to Darling Street, Darling Street (Sidon to Prince Alfred) Modal Interchanges such as Cleary Park, Korsten, Uitenhage, New Brighton and De Mist

MBOMBELA

All WC2010 infrastructure construction projects are complete and in their defects liability period. The implementation of the Transport Operations Plan in ongoing and was fully operational during the soccer world cup tournament.

MATAFFIN ACCESS ROAD AND PUBLIC TRANSPORT (PT) FACILITIES: This project is located around the Mbombela Stadium Precinct and provides access to the Mataffin Precinct and the provision of Public Transport (PT) Facilities.

R40 HOV LANES: This project is for the construction of additional HOV lanes in each direction on the R40 between Sarel Cilliers Road and the P166 link via Lydenburg Road, with associated improvements to intersections, and related signage. The total length of road is 7.5 km.

KMIA ACCESS / PT FACILITIES / IT SYSTEM: The project is for the construction of a traffic circle at the intersection of the road from the airport with the provincial main road to improve safety and access, temporary public transport facilities at the terminal building for operations during the WC2010 events and on IT System.

SATELITE PARKING AREAS AND PT FACILITIES (Park & Ride): This project is for the planning, design and implementation of infrastructure required supporting public transport at the Fan Park and remote satellite public parking areas.

POLOKWANE

The upgrading of the park and rides and the central hub are complete. CCTV installation complete. Construction and upgrading of the various roads within the stadium precinct and outside are complete.

BUFFALO CITY

The municipality is in the process of adopting its Transport Operational Plan and will start with the implementation thereafter.

Public Transport Operations Grant

Outputs achieved as set out in DORA framework.

Rural Transport Grant

Chris Hani district municipality: A service provider was appointed to do the facilitation, design, documentation, supervision and management of the project. The municipality is currently in the process of appointing a service provider to start with the construction. No expenditures has yet been incurred by the municipality.

Tubatse: Revision of Scope and Bid Documentation has been completed. The project is at tender stage (Invitation for Contractors)

Gautrain Rapid Rail Link Grant

At the end of the 2009/10 financial year, the Concessionaire forecast that Phase 1 (Sandton to OR Tambo International Airport) would be completed on 2 September 2010 (i.e. 2 months late), although a reduced scope Phase 1 would be completed by 8 June 2010 in time for the 2010 FIFA Soccer World Cup, and Phase 2 Johannesburg Park Station to Hatfield Station in Pretoria would be completed on 10 January 2012 (i.e. 9.25 months late). At the end of February 2010, the Concessionaire reported the project to be at 87% complete, compared to 92% planned at that stage. The Province is confident that most of the delays can still be mitigated.

Sani Pass Grant

The Province spent the full amount that was transferred and submitted monthly reports for September, October, and December 2009

Disaster Management Grant

The outputs were not achieved as only R14,985 million of the R116,9 million that was allocated could be spent. Projects on which the funds were spent were reported on above. The amount was only allocated on the Adjusted Budget in October 2009, which did not leave enough time to spend the full amount. The Province applied for a rollover of the unspent amount.

Overload Control Grant

Gauteng spent R4,5 million of the R5,034 million transferred, and applied to roll over the balance. Limpopo province contracted SANRAL to implement the project and transferred the full R5,034 million to SANRAL

An overall assessment of compliance with the Division of Revenue Act (DORA)

Programme 4

- Public Transport Infrastructure Grant;
- Rural Transport Grant;
- Sani Pass Grant;
- Disaster Management Grant; and
- Overload Control Grant.

There was full compliance with the DoRA payment schedules and funds were transferred as per agreed upon dates. However there were challenges with regards to the Overload Control Grants disbursed to the provinces.

In the case of Gauteng, grants were incorrectly appropriated by the Department of Community Safety which is responsible for operations of the weighbridges. The intended purpose of the grant is for the upgrade of weighbridge infrastructure and not for sustaining operations. The upgrade of the infrastructure is the responsibility of the Gauteng Department of Roads and Transport which meant funds were therefore lost in the system. However the Gauteng Department of Roads and Transport was able to obtain the funds at the time of the adjustments in the third quarter and is in the process of compiling expenditure reports and have been advised to submit requests for roll-overs due to challenges experienced.

In the case of Limpopo there were delays in submitting the funds to Sanral by the Province who have entered into a Service Level Agreement (MoU) whereby Sanral will be the implementing agent on behalf of the province. Due to the delays in transferring the funds Sanral had insufficient time to begin initial pre-construction works and funds could not be fully utilised. Sanral has been advised to begin preparing submissions for a rollover request if necessary although they are exempt from this.



Public Transport Operations Grant

Overall, compliance by both the Department and the Provinces, was up to standard

- Some of the first transfers in April 2009 were erroneously deposited into provincial transport department's accounts instead of the primary banking account;
- Northern Cape Province failed to submit monthly reports on time, which led to the withholding of allocation; and
- KZN showed significant under spending which led to withholding of allocation and the subsequent re-allocation of a portion of funds to North West Province.

Measures taken:

- Practice note 3 was sent to provinces to ensure compliance;
- Sought Treasury approval for amendment of payment schedules for delayed payments;
- Notices of withholding of allocations issued to relevant Provinces;
- Approval to withhold allocations obtained from National Treasury; and
- Application and approval from treasury requested for re-allocation of funds from KZN to North West.

Gautrain Rapid Rail Link

Generally good compliance by both the Department and the Gautrain Management Agency.

4.5 Capital investment, maintenance and asset management plan

4.5.1 Capital investment and maintenance (building and property assets):

Not applicable to the department

4.5.2 Asset Management:

Asset holdings of investments did not change during the year. Fixed assets that were required constitute equipment and furniture.

Measures taken to ensure that the department's asset register remained up-to-date during the period under review.

An asset management system is in place. Assets are allocated to individuals and recorded on an asset register against the Persal numbers of staff. Physical verification took place at least once in the year.

The current state of the department's capital stock, for example what percentage is in good, fair or bad condition.

The department does not keep capital stock.

Major maintenance projects that have been undertaken during the period under review.

None.

Facilities that were closed down or down-graded during the period under review.

Not applicable

Projects that will be carried forward to the forthcoming financial year.

Not applicable

New projects that will commence in the forthcoming financial year.

Not applicable

Processes in place for the tendering of projects.

The department follows normal procurement procedures, and does not tender for major acquisition of assets.



Programme Performance

5. Programme performance:

5.1 Summary of programmemes:

- Programmeme 1: Administration
- Programmeme 2: Transport Policy and Economic Regulation
- Programmeme 3: Transport Regulation and Accident and Incident Investigation
- Programmeme 4: Integrated Planning and Inter-sphere Co-ordination
- Programmeme 5: Transport Logistics and Corridor Development
- Programmeme 6: Public Transport
- Programmeme 7: Public Entity Oversight and Border Operations and Control

5.2 Reporting against performance indicators as published in the 2009 Estimates of National Expenditure:

Selected performance indicators

Indicators	Annual performance					To complete: Actual performance against targets
	Past	Current	Projected			
	2007/08	2008/09	2009/10	2010/11	2011/12	2009/10
Total number of integrated rapid public transport networks and operational plans developed in metros and large cities	0	5	9	12	12	Phase 1 Networks in progress in 4 Cities. To date 5 Operational Plans completed. 3 Ops Plan in progress.
Number of taxis scrapped each year	11,400	9,180	11,901	8,807	7,858	11,537
Number of fatal road accidents each year *	11,653	10,488	9,439	8,495	7,646	10,948*
Number of credit card format driving licenses manufactured and delivered each year	1,6 million	1,6 million	1,7 million	1,8 million	1,9 million	1,980,245
Number of bicycles procured and distributed each year	5,980	21,600	12,338	12,331	12,305	15 000 bicycles were targeted. 13 975 were distributed and 1025 is still to be distributed
Total number of districts with improved rural transport in 15 integrated sustainable rural development nodes	6	10	11	13	15	10

*Source: Road Traffic Management Corporation

Note regarding total number of integrated rapid public transport networks and operational plans developed in metros and large cities:

Johannesburg, Tshwane, Cape Town, Nelson Mandela Bay have completed Phase 1 operational Plans. Buffalo City, Polokwane and Rustenburg have completed Phase 1 draft plans. eThekweni have awarded a tender and have started work. Ekurhuleni are re-advertising and expect to start in July 2010. Mbombela, Msunduzi and Mangaung are not responsive due to capacity issues. The DoT will engage them further in the 2010/11 year.

6.1 Programmeme 1: Administration

6.1.1. Purpose: Co-ordinate and provide an effective, efficient strategic support and administrative service to the Minister, Director-General and Department.

6.1.2. Measurable objective: *(Not applicable for Programmeme 1)*

6.1.3. Service delivery objectives and indicators: *(Not applicable for Programmeme 1)*
Refer to "Service delivery achievements"

6.1.4. Recent outputs:
None reported

6.1.5. Service delivery achievements:

TRANSPORT MINISTRY

A new Ministry started with effect from the beginning of the financial year. The service delivery objectives and indicators that were planned in the strategic plan under a previous Ministry were not reported on.

OFFICE OF THE DG

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
1.High-quality communication with Cabinet, Cabinet Committees, Cabinet Makgotlas, Transport Lekgotlas, COTO, MINMEC	All Cab memos processed and submitted within stipulated.	Manage comprehensive and timeous submissions to Cabinet, Committees, Makgotlas, Transport Lekgotla and COTO.	Monthly	All submissions to Cabinet, committees Makgotlas, Transport Lekgotla and COTO were processed efficiently and effectively. The quality and format, compliance of the Cabinet memoranda improved as all Senior Management officials were inducted and provided with the prescribed format and a Procedure manual on how to compile Cabinet Memoranda at the beginning of the Financial year.
	Implementation of resolutions within prescribed time-frames.	Facilitate compliance of Cabinet memos and other documents on prescribed format.	Monthly	A system of communication of cabinet resolutions to DOT officials was developed and implementation thereof was managed efficiently and effectively. All outstanding Cabinet Work in Progress (WIP) documentation was completed within the time- frame and submitted to Cabinet, for further consideration As the DOT, was the Chair of the Infrastructure Development Cabinet Committee , the ODG ensured that the Minister was regularly provided with briefing documents to enhance his participation at Cabinet meetings and the Ministerial Committees' activities . All activities in relation to the above, were then managed efficiently and effectively
2. To ensure a fully functional relationship with Parliament	All meetings with Parliament provided with logistical support	Align DoT calendar of programmemes with Parliamentary calendar	Quarterly	Rendered logistical support to 59 NCOP, NA, ad hoc committee meetings and DG meetings during the period under review.
	Comprehensive and timeous replies to parliamentary (oral and Written) questions	Manage submission of comprehensive and timeous replies	Monthly	Responded to 145 replies to parliamentary questions
	Implementation of Parliamentary Resolutions	Convey Parliamentary decisions within 24 hours after the meeting and monitor the implementation of decisions	24 hours	Implemented the resolutions regarding the appointment of Board Members, the resolution re the appointment of the DG, and Aviation act no 13 of 2009, NLTA no 5 of 2009 and NRTA no 64 of 2008 finalized in the 2000/2010 financial year

OFFICE OF THE DG: Internal Audit

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
PERFORMANCE AUDIT				
Presentations on Performance Auditing to all Branches	Successful presentations to various branches	Preparing presentations. Sending invitations, conducting presentations	April to June 2009.	80% of the Branches attended.
Performance audits reports	Quality and timely performance audit reports	Develop annual plan, plan individual audit projects as per annual plan, execute audit projects and issue audit reports. Involve contractors if necessary.	April 2009 to February 2010	<p>The following audit projects were completed in the period April 2009 – March 2010:</p> <p><i>Leave Management, Performance Management Development System, Contract Management, Taxi Recapitalisation, Tug Boat Tender Evaluation-Ad hoc.</i></p> <p>The following follow-ups were completed in the period April 2009 - March 2010:</p> <p><i>Transport Performance Indicator Framework & Baseline Study, Roll-out of Rural Transport Development Programmeme</i></p>
INVESTIGATIONS AND FORENSICS				
Reviewed/ up-dated Whistle Blowing Policy	Approval by EXCO Sub-Committee on Finance and HR.	Discuss policy framework with Transport Policy and Economic Regulation Branch. Review and present product to the Sub-Committee	June 2009	The review has been undertaken but what is pending is presentation to the EXCO Sub-Committee HR & Finance.
Reviewed/ up-dated Anti-fraud Policy	Approval by EXCO Sub-Committee on Finance and HR	Discuss policy framework with Transport Policy and Economic Regulation Branch. Review and present product to the Sub-Committee	June 2009	The review has been undertaken but what is pending is presentation to the EXCO Sub-Committee HR & Finance

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Fraud Awareness Manual	Acceptance of the Manual by the Risk Management & Security Committee.	Procure a service provider Review the product for compliance with Terms of Reference. Table product before the Committee	September 2009	No funds were available for procuring a Service Provider. This exercise will be undertaken internally during 2010/11.
Ethics Policy	Approval by the EXCO Sub-Committee on Finance and HR	Formulate policy as per guidelines. Promote Ethics policy	February 2010 March 2010	In discussions with Labour Relations over this Policy, we realized that the Public Service Code of Conduct represents an Ethics Policy both in terms of content and its purpose.
Investigations reports.	Successful investigation of cases as detected by data interrogation or other means, reported by internal/external auditors or through whistle blowing or requests by management	Develop case register Investigate cases Compile investigations reports Maintain investigations diary	Ongoing	A case Register was kept and used as a basis to report to especially the Audit Committee and internally at Internal Audit meetings. Several cases were also investigated and Investigation Reports contingent on them were also drafted. Investigation Diaries were kept.
ASSURANCE AND CONSULTING SERVICES				
Updated Internal Audit (IA) Charter	Approved IA Charter	Reviewing the IA Charter for approval by Audit Committee (AC)	April 2009	The IA Charter was reviewed and updated in line with revised internal audit standards and it was finally approved by the AC at its meeting of 18 th August 2009
Three-year rolling plan	Approved three-year plan	Developing three-year plan from Top 40 risks (based on risk register)	April 2009	Three year rolling internal audit plan was developed and tabled for approval at the AC meeting of 23 April 2009 and was finally approved on 18 th August 2009.
Annual IA Plan	Approved IA Plan	Developing an annual IA plan from Year 1 of three-year plan – with scope & resources	April 2009	The Annual IA Plan was developed (with scope and resources) and it was approved by the AC at its meeting of 18 th August 2009 although first tabled at the meeting of 23 April 2009.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Quarterly reports to AC	Complete quarterly report	Compiling a quarterly report detailing IAA performance against annual IA plan	July 2009, November 2009, February 2010 & April 2010	<p>The following audit projects were completed in the period April 2009 – March 2010:</p> <p><i>HRM, Leave Mgt, PMDS, Contract Mgt, Review of AFS, Review of Performance Information, Review of Risk Management, SCM, Taxi Recap, Centres of Development Adhoc Audit</i></p> <p>The following follow-up audits were completed in the year April 2009 – March 2010:</p> <p><i>Motor Vehicles, Cellular Phones, Skills Development, Transport Performance Indicator Framework & Baseline Study, Rollo-out of Rural Transport Development Programmeme, EPWP and Admin Process – ODG.</i></p> <p>The quarterly reports to the AC were tabled at its meetings on the following dates:</p> <p>18 August 2009 12 November 2009 28 January 2009 04 May 2010 (originally scheduled for 22 April 2010)</p>

Additional to Strategic Plan:

Sub-programmemes	Outputs	Output Performance measures/ service delivery indicators	Actual performance against target	
			Target	Actual
Curriculum and Assessment Development and Learner Achievement	Improved access to early childhood development	Number of ECD sites and learners	300 000 sites and 200 000 learners	310 000 sites and 195 000 learners
	Basic literacy programmemes	Number of literacy programmemes developed for learners and educators	800 000 adult learners in literacy and ABET programmes	825 000 adult learners in literacy and ABET programmes
Education Human Resources Development	Qualified and competent educators	Policies and programmemes for educator and staff development in place	Finalise policy framework by May 2009	Policy framework finalised by July 2009
Special Programmemes in Education	Policies on values, history, human rights, gender equity and youth development	Policy guidelines developed and support available for educators and managers	Develop 5 policy guidelines for use by March 2010	7 policy guidelines developed by January 2010

MANAGEMENT SERVICES

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Measurable Objective: EFFICIENT 2010 PROFILE MANAGEMENT				
Increase the profile of transport contribution to making 2010 World Cup a success	Media Campaign on infrastructure developments and operational readiness	Below the line operational readiness campaign strategy Above the line media campaign	June 2009	Media briefings and address to general public was done through the Minister and the Director General on transport readiness for 2010.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Profile Minister and DG in the media on 2010 World Cup Transport readiness, safety in all modes of transport, Transport infrastructure Development and services, Tabling of Budget Vote 2010;	<p>Arranged media interviews for Minister and DG; wrote speeches; issued out media statements on transport safety and transport infrastructure</p> <p>Appointed Monitoring SA on media monitoring and GICS Rapid Response method. Appointment of Multi Media</p> <p>Production of the 2010/13 Strategic Plan</p>	Launch of OR Tambo International Airport, Tabling of the 2010 Budget Vote; Opening of King Shaka Airport; Establishment of Road Safety Community Forums, 15 speeches on transport infrastructure and safety projects and campaigns	May 2010	<p>Launched OR Tambo Int Airport with President, Minister and DG. Coordinated media interviews for Minister and DG. Launched the 2010 Easter Road Safety plan – fatalities reduced to 105 from 197 in 2009. Communicated Road Traffic interventions through the RTMC, major road blocks set up throughout the country.</p> <p>Launched the King Shaka International Airport with Minister and President and DG, stakeholders and other Minister invited.</p>
Appoint a service provider for Arrive Alive Campaign	Campaigns and events and adverts through the service provider	Launch of 2010 Arrive Alive Programmeme in Limpopo	March – April 2010	Service provider worked on branding, staging and event management
Appointment of service provider for the Transport supplement	Transport supplements on aviation rail, road and maritime printed in Independent Newspapers	Production of updated content for the supplement	May 2010	Supplement explained SA's 2010 FIFA World Cup transport readiness.
Measurable Objective:				
ORGANISATIONAL SECURITY COMPLIANCE				
Fully compliance with minimum security standards and OHS requirements	Full functional access control system at Reception area	Install glass turnstiles	August 2009	New glass turnstile installed at Reception and integrated to existing access control system. Security checkpoints equipped with X-ray machines and walkthrough detectors set up at Reception area and Ministry.
Healthy and safe working environment	Conduct emergency evacuation drill	Emergency plan was reviewed and updated Emergency evacuation drill was successfully conducted with all tenants participating	July 2009	New glass turnstile installed at Reception and integrated to existing access control system. Security checkpoints equipped with X-ray machines and walkthrough detectors set up at Reception area and Ministry.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Measurable Objective: ENHANCE CAPACITY OF THE DEPARTMENT THROUGH HUMAN CAPITAL INTERVENTIONS				
Develop and implement a HR turnaround strategy	Review and update the HR Plan	HR Plan for DoT reviewed and other related policies developed / revised to facilitate more efficient implementation	August 2009	2009 HR Plan and HR Planning Implementation Plan approved by Acting DG on 24 Dec 09 and submitted to DPSA. EPMDS & Recruitment & Selection policies were consulted with Organized Labour and EXCO Sub Committee. EPMDS policy was approved by the DG on 5 Feb 2010. Inputs on Recruitment and Selection Policy consolidated for final consultation.
		Guidelines for Recruitment, Selection, Performance Management and Retention developed and implemented.	October 2009	EPMDS & Counter Offer guidelines were developed and implemented. Draft Recruitment and Selection as well as Retention guidelines consulted and finalized. Awaiting Management's approval.
	Develop and implement an efficient recruitment and selection strategy that is customised for each Chief Directorate	Review the HR Implementation Plan and align with the strategy of the each Chief Directorate.	September 2009	Implementation plan in place but suspended due to the temporary moratorium that was in place from 31 July to 3 December 2009 and lack of funds for the filling of vacant posts.
		Plan in place to reduce the vacancy rate to an average of 10% per CD.		Vacancy rate has increased to 9,45% due to lack of funds for the filling of posts until 31 March 2010
		Employment Equity targets established for each line function, and complies with national target.		Representivity as on 31 March 2010 was: 54,63% women (target 52%, variance: reduced with 2,63% and added at SMS level) 87, 90% African (target 79,3%, variance reduced with 8,6%) 3, 4% Coloureds (target 9%, variance added 5,6%) 8, 17% Indians (target 2,6% variance reduced with 5, 57%) 8,7% Whites (target 9,1% variance added with 0,93%) 1,83% people with disabilities in filled posts (target 2%,

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
	Ensure sound employer-employee relations	80% of management capacitated on labour relations matters, and all cases resolved as per prescript.	March 2010	Four (4) Disciplinary Code and Procedure Workshops held (one (1) each quarter). Attendance was as follows: 50 managers 50 lower level employees <u>Other LR matters:</u> 13 Grievances received and resolved 21 Hearings finalised 2 misconduct cases finalised but awaiting DG's decision 2 misconduct cases at appeal stage awaiting Minister's decision
Measurable Objective: ENSURE THE AVAILABILITY OF AN APPROPRIATE BUSINESS SOLUTION FOR INFORMATION MANAGEMENT				
Implementation of the Virtual Private Network (VPN)	Increase bandwidth availability and performance by 80%	Develop business case, project charter and plan Procurement of the infrastructure for the VPN Finalise the Service Level Agreement Implement VPN	June 2009	The target date has been achieved. The VPN infrastructure has been acquired and implemented and Service Level Agreements Finalized.
Measurable Objective: PROVIDE CERTAINTY IN APPROACHING LEGAL MATTERS				
Corporate Legal Protocol implemented	Enhanced Corporate Legal Service Delivery	Draft the Corporate Legal Protocol for comments from the users/ stakeholders of Legal Services Request EXCO approval Implement Protocol and distribute amongst stakeholders	November 2009	The Target date has been achieved. The Protocol has been drafted and submitted for inputs. The Final Protocol has been submitted to the Secretariat in order that it is placed on the next Exco Sub Committee Meeting on HR and Finance

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Measurable Objective: PROVIDE A BUSINESS CASE FOR INTERNATIONAL RELATIONS				
Efficient development and implementation of a strategy and guidelines	Implementation of audit findings and development of a comprehensive international relations strategy	Implement the findings of the audit on existing international accords, instruments, agreements and memoranda of understanding.	January 2010	Integration of agreements into the Departmental System. An audit was completed on all international agreements.
		Develop a comprehensive international relations strategy	February 2010	The strategy is to be developed in the next financial year due to a lack of funds.
		Develop procedures and guidelines on managing foreign engagements.	December 2009	A policy/ guidelines have been developed and are awaiting approval.
Measurable Objective: TO PROVIDE HIGH QUALITY CORPORATE SUPPORT SERVICES AND ADMINISTRATIVE PROCESSES				
Fully compliance with minimum security standards and OHS requirements	Effective, efficient and integrated security system and measures	Develop security policy and procedure manual	March 2010	Security Policy and Procedure manual developed covering: Access control, Control over removal of assets, Search procedures, Office security, Key control, Control room operations and Firearm control procedures. Private Security Company contracted to render security services, augmenting internal security personnel. Physical Security Audit conducted by (SAPS). Security Vulnerability Assessment conducted.
	Compliance with MISS	Formulate a database for sensitive information	March 2010	Part of sensitive information within department identified during file plan as part of ECM project. Standardized format to identify and classify sensitive information developed and circulated to one branch.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
		Document security systems complying with minimum security standards		Devised sensitive information access rights and classification process linked to individual users as per inherent job requirements during ECM project. Initiate and finalized process to assess and classify e-NaTiS system as Critical Communication Infrastructure
		Facilitate vetting of staff	March 2010	Conducted security screening and vetting process, Statistics: 34 security clearance certificates issued 113 clearance application forms submitted to State Security Agency. 38 employees issued with final notices to comply with security vetting requirements. 301 pre-employment screening completed. 22 service providers screening completed.
	Maintain a healthy and safe work environment	Fully implement all OHS structures and requirements	March 2010	Conducted Fire Risk assessment and Hazard Identification & Risk Assessments and developed appropriate risk/hazard mitigation plans. Institutionalized OHS structures, held OHS Committee meetings and conducted monthly inspections as per the OHS Act. Facilitated OHS legal appointments, i.e. 16.2 appointee, OHS representatives, First Aiders, emergency officials, etc.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Provision of fully functional office services, facilities management and travel service	Effective and efficient management and maintenance services provided	Auxiliary service rendered:- -switchboard -registry -reception -home offices -reproduction -food service -cell phones and 3G	March 2010	Registry: The process for document cleanup is ongoing. Approved file plan for the Ministry received from National Archives. Submitted 7 series of the file plan to the service provider of which 3 was submitted to National Archives. 30 chairs has been bought and delivered. The reception area has also been refurbished to cater for disabled people. Cell phones: New service provider appointed. Porting of the contract from old service provider to new service provider is ongoing. Switchboard: The terms of reference for the PABX have been drafted and submitted to SITA for expert opinion and advice.
	Effective management of vehicle rental and flights	Thorough contract administration Implementation of travel policy	March 2010	<i>New Travel Agent appointed. In process of finalizing SLA. Travel policy approved in December 2009 and circulated to all officials in DOT.</i>
	Acquisition of new and upgraded office accommodation for DoT	Acquisition of new building	June 2009	<i>EXCO approved lease extension for 5 years and an additional 2 years. In the process of implementing the Tenant installation as part of the lease.</i>
		Relocation plan and refurbishing	October 2009	Relocation for the next 5 years is not required.
Provision of effective and efficient secretariat support service	Proficient secretariat support rendered to key departmental fora and events	Plan and coordinate meetings (agendas, notices and minutes) Track meeting decisions Quality assure action items	March 2010	Provided effective and efficient Secretariat services to all DoT fora and events through planning and coordination of meetings.
	Information sharing and decision-tracking system for all reports, papers, agreements and meeting documents developed	Develop 'post-workshop / meeting report' database & library. Coordinate sharing of information around key meetings / workshop issues, positions and activities	November 2010	Developed the drive for electronic data storage and continue to manage and coordinate information in regards to meeting decisions.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Provision of standardised government motor transport frameworks	Consulted and revised government motor transport policy and coordinating structure	Consultation with end users Reassess changes made Compare available products	March 2010	<p>During this year delays in contract RT68 & RT62 required the postponement of the initial amendments proposed in terms of the current policies.</p> <p>Policies pending on the award of contracts RT62 and RT68. End users were consulted through various forums</p> <p>The following monthly forums are put in place as part of end users consultation:</p> <ul style="list-style-type: none"> Provincial and National Transport Officers meetings Manufacturers Meetings Steering committee meetings Strategic Forums Meetings Coordinating Committee Government Motor Transport meetings
	Effective management of all transversal contracts	Investigate requirements of end users Compile specifications for tenders, awards and costs	March 2010	<p>The section government fleet took chairmanship of the coordinating committee government motor transport and by doing so it gave advantage to the to carefully scrutinize and resolve end users problems.</p> <p>During this year additional end user requirements were included in all new contract specifications. RT68, RT62 and RT57 provisional word done.</p> <p>Tender specifications have been compiled for RT62 and RT68. End user consultation processes for RT58 commenced. Consultation with end user departments are a continuous process to ensure improved services</p> <p>New contracts are implemented with improved performance measurement measures in place. The process of managing service providers is ongoing. Processes for the compilation of tenders has been standardized and includes end user consultation</p> <p>Improved tenders to reduce the cost for the Subsidized Motor Transport Scheme has been compiled through the consultative processes and advertised. The vehicle procurement tender consultation has taken place and within the required time frames. All other contracts are fully operational</p>

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Measurable Objective: TO IMPROVE THE CAPABILITY OF THE DEPARTMENT TO DELIVER ON GOVERNMENT'S POA				
Capacity Development in the Transport Sector	Oversee Coordination of external training for 2010 and beyond.	Develop proposals to source funding for bus and taxi-driver training.	June 2009	R 1, 8 m has been secured for the implementation of the 2010 World Cup Skills Development plan.
		Oversee the performance of the appointed project team in line with tender specifications	July 2009	The team has submitted two progress reports for Transport Lekgotla and COTO's interrogation and feedback. Furthermore it has assisted in stakeholder data gathering sessions as well as in the establishment of the scientrix matrix that will be accessible during and beyond 2010. Furthermore, the team has managed to raise some of the key issues that the HRD directorate needs to escalate to another level in the medium to long term.
		Monitor implementation of training, measure the impact, and report to COTO / MINMEC	March 2010	The Department has engaged with the stakeholders on progress in relation to the 5 key priority areas identified for the World cup
	Onboarding programme for DoT staff implemented	All new staff inducted 60 of SMS members re-orientated	April 2009	187 staff members were inducted 14 SMS were inducted
	Approved Skill Development Strategy for DOT	Facilitate continuation of Prague skills development programme	April 2009	17 students were registered at the University of Pardubice in Prague, on various transportation study disciplines with effect from 1 October 2009. The following includes but not limited to the following programmes: Transport Technology and control -logistic technologies: 4 Transport Management, marketing and Logistics: 4 Applied informatics:3 Transport structures: 3 Transport systems: 2 The provision of translation services were arranged for continuous academic support. Furthermore, workplace experience has been negotiated during the student's holiday sessions upon the students return in SA during July 2010.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
		Support implementation of educational outreach programmes such as TRAC, CODs, FET Transport curricula and careers video	April 2009	<p>Over scored the target of 5 by participating in at least more than 7 educational outreach programmes such as :</p> <ul style="list-style-type: none"> Take the Girl Child Event Unisa Open week (3 sessions) World Maritime Day TRAC interventions Youth in Transport Spring school <p>Furthermore, at least 510 learners have been through TRAC programme and have currently registered science, technology and other related disciplines at tertiary institutions.</p> <p>At least 3 Curriculum writers were appointed to develop Transport FET curriculum in the following 3 Transportation areas namely, Freight logistics, Transport operations and Economics. -- Furthermore quality assurance is underway for finalization.</p> <p>Registered and funded 533 COD students during 2009. At least 354 students within the NCOD, 150 students within STCD and 29 students within ECOTD participated in the current academic period. Graduation information for 2009 would be provided between May and June 2010.</p> <p>Facilitation of COD Alumni web link initiative for sectoral internship placement has been extensively delayed as a result of lack of capacity.</p> <p>An amount of R1, 84m has been secured through UNDP and administrative procedural discussions are underway for the transport sector COD internship placement.</p> <p>COD Audit has been completed and management comments were provided.</p> <p>Legal opinion pertaining to the revision of COD was provided and approval in respect of Framework agreement is underway.</p>

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
		Address 80% of DoT's scarce and critical skills in line with the WSP and TETA SSP	March 2010	75% of the training needs of staff were addressed in line with the Workplace Skills Plan 459/543 staff were trained 98 bursary holders have been registered. 36 interns recruited and placed
		Effective mainstreaming of GDYC and related interventions including coordination of technical training of youth to support 2010.	July 2009	Gender audit report was submitted at EXCO for approval Submitted GDYC policies for Labour union endorsement and approval 30 youth attended the Transport Procurement workshop Youth spring school was conducted in collaboration with Limpopo Roads and Transport Represented the department in various interdepartmental structures Coordinated the department's participation in the national key commemorative days such as 16 days of activism etc
Create and foster an environment which promotes health and wellbeing of employees	Efficient organisational development	Finalise and implement organisational structure	March 2010	Final Structure of SP work shopped with Directors and Chief Directors on 23 September 2009. Final Structure not supported by Senior Managers No close out report was received from the service provider as OD was instructed to withdraw from the project –Project was taken over by Acting DG and Transport Minister without further instruction. OD compiled a Historic overview, functional and strategic report of the DoT's Organisational structure to provide insight on the reasons for the expansion of the establishment as well as the Organisational structure. The Department received feedback and support from the DPSA on the Structure for Deputy Minister with certain recommendations. An additional report was compiled for the implementation of the Deputy Minister's Structure with suggested changes to the current structure of the Transport Minister to ensure sufficient funding for the Deputy Minister's structure. No feedback was received from the Minister's Office on the suggested changes

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
				<p>The Department was invited by the DPSA to participate in the HR Connect Project. Two workshops were attended from 18-20 November 2009 and 2 and 9 December 2009</p> <p>A project team was formed to represent the department. A project plan was compiled together with a SLA which was signed by the Acting DG and presented to the DPSA.</p> <p>From 23 November until 9 December the OD team compiled 235 job profiles and handed them over to the DPSA.</p> <p>The following projects were placed on hold to accommodate the HR Connect Project:</p> <p>Creation of the NPTR. The relevant Directorate was sent the draft JD's for input and feedback. Feedback was received on the NPTR job descriptions and the Job evaluations are nearing completion. The final document will be presented to the DG and Minister in the new financial year</p> <p>Investigation into the SCM establishment. All the JD's for newly identified posts have been compiled and sent through to the relevant Directorate for feedback. Posts have been evaluated and needs to be presented to the JE Panel</p> <p>Compilation of the process and procedure manuals for the ODG</p> <p>Proposed new structure for HR: The structure was drafted</p>
	Efficient implementation of Employee Health and Wellness	Provision of access to employee Health and Wellness Services	March 2010	<p>The Terms of Reference for the appointment of a new EAP external service provider to render employee wellness have been formulated and tabled at BIDCOM.</p> <p>The Unit was advised not to appoint a service provider for Employee Wellness but to rather investigate the feasibility of establishing a wellness centre within the department in the next financial year.</p> <p>The lack of a service provider has led to an increase of counseling cases. Amongst others the Unit dealt with \pm 7 counseling cases (on various issues) and 18 bereavement cases in the past quarter.</p> <p>Wellness policy submitted to the Labour Relations Unit for comment and input</p>

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
		Mainstream HIV/AIDS and TB Programmeme		<p>The National World Aids Day was celebrated at the Pretoria show grounds - the Department of Transport with other National Departments (through the IDC) were part of the planning process together with the SANAC Secretariat. Peer Educators from the Department attended the event.</p> <p>The Department celebrated World Aids on the 10/12/2009 in Indaba Boardroom.</p> <p>About 92 Staff members attended the proceedings.</p> <p>The motivational speaker was Ms Criselda Kananda Staff who attended received the E-pap pack. VCT was held on World Aids Day and about 86 Staff members were tested, The members that came for testing received gifts, The event was funded by SANLAM</p>
	Implement Change Management Programmeme	Institutionalise Batho-Pele Revitalisation Programmeme	March 2010	<p>The Department provided Input to the UNGASS Country Progress Report relating to the implementation of South Africa's Peer Review Mechanism Programmeme of Action</p> <p>The post of DD: Change Management could not be filled due to the moratorium on the filling of posts.</p> <p>The Department was represented at the 8th Batho Pele Learning Network conference during November from 19-20 November.</p> <p>The 8th BPLN focused more on the implementation of a Single Public Service (SPS).</p>
		Develop and Implement Culture Change Strategy		The Staff Satisfaction Survey Report has been finalised and is ready for presentation to EXCO

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Measurable Objective: DEVELOP AND IMPLEMENT A FRAMEWORK THAT WILL ALLOW FOR THE EFFECTIVE PARTICIPATION IN THE DEVELOPMENT, IMPLEMENTATION AND MONITORING OF INTERNATIONAL ENGAGEMENTS				
Effectively manage and facilitate DoT's international relations and engagements.	Capacitate the unit to become a strategic secretariat for effective coordination and evaluation and review of IR engagements	Collate all information and prepare a structure for submission for executive management review, approval and adoption.	May 2009	Awaiting the overall Departmental restructuring exercise to be completed in 2010.
	Finalize International Relations Strategy	Report on the audit of existing international agreements and protocols and implement.	June 2009	An audit was completed on all international agreements.
		Finalize International Relations Strategy	Report on the audit of existing international agreements and protocols and implement.	June 2009 An audit was completed on all international agreements.
	Stakeholder Management:- Finalise the storage and filing of all international agreements with DFA Document/ file management protocol implemented	Design and implement a filing system for International engagements management	September 2009	A draft filing system for International Relations as part of the DOT file plan has been forwarded to National Archives and is awaiting approval.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Strengthen South Africa's bilateral and multilateral representation and participation in international fora	Hosting of international conferences	Support in the hosting of the following conferences: 2 nd Session of African Ministers Responsible for Maritime Transport AFCAC-AVSEC Conference	October 2009	The 2 nd Session of African Ministers Responsible for Maritime Transport was successfully hosted by the Department of Transport during October 2009. The AFCAC-AVSEC Conference was cancelled due to financial constraints and was finally held in Nigeria in April 2010.
	Cooperative agreements focused on DOT priorities	Facilitate participation in structured / legal international meetings i.e. bi-national commission (BNC's); joint commissions (JC's) Negotiation / signing of / implementation of cooperative agreements	March 2010	The Memoranda of Understanding on Transport and related matters was signed with Namibia The Memoranda of Understanding on Transport and related matters was negotiated and finalized awaiting approval by the Minister Several bi-national commission and joint commissions attended both internally and outside of the Republic. Provided support to the Ministry on a number of international trips.
	Maintain credible South-South Relations and promote healthy North-South Relations	The availability and provision of accurate baseline information and advice for use by line function management (including the DG and the Minister) in international engagements. Encourage the development of harmonized strategies between the countries of the South in line with the NEPAD Agenda Framework.	March 2010	Accurate baseline information is being communicated regularly. DOT participated in the India Brazil and South Africa (IBSA) focal point meeting in Brazil. DOT facilitated and participated in environmental debates in Canada and at the summit in Copenhagen (COP15). Due to a staff shortage, the development of harmonized strategies between the countries of the South in line with the NEPAD Agenda Framework was not done.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Measurable Objective: PROVISION OF APPROPRIATE INFORMATION TECHNOLOGY TO ENABLE BUSINESS PROCESS SOLUTIONS AND IMPORVE INTEGRATED INFORMATION ACCESS IN SUPPORT OF BUSINESS DECISION MAKING AND GOVERNENACE				
Implementation of Enterprise Content Management solution.	Implementation of the pilot in the Minister and DG's Office.	Signing of Rollout of ECM to the following branches: Management Services (HR and Office Services) Ministry. Director General. Public Transport Integrated Planning and Intersphere Coordination	December 2009	Approval was granted to roll out ECM not only to a few pilot branches but to the entire department. Implementation has started and office of the DG, Minister's Office, Communications, Financial and Management Services Branches have been trained and ready to use the system.
	Roll-out of eRoom International Relations.	Implementation of the following e-Rooms: EXCO Audit Committee eRoom. Migration of eRoom data for IR from service provider. Implementation of rest eRoom.	November 2009	E-Rooms are functional. E-Rooms are implemented on request as well.
	Provision of Infrastructure for ECM.	Confirm hardware specification for ECM Procurement of ECM Hardware Implementation of ECM Hardware.	September 2009	Hardware Infrastructure was achieved on Target date and ECM is implemented.
Upgrade of NLTIS to new technology and compliance to new envisaged NLTA	Development of additional modules of NTLIS to comply with new NLTA.	Implementation of additional modules on the NLTIS platform to support the NLTA. Provide training to users on the newly upgraded NLTIS platform	December 2009	One module was added to the NLTIS to ensure compliance to the NLTA and the 2010 FIFA World cup requirements. The system was adapted to issue special events operating licenses.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
	Upgrade of NLTIS.	Updated version of NLTIS technology. Development of 2010 (tourist and special operating licenses) accreditation system Performance improvement of NLTIS.	September 2009	An Expression of Interest was sent out to the industry. Proposals have been received. A decision on the upgrade will be informed by the availability of funds and the quality of proposals from the Expression of Interest.
	Provision of Hardware Infrastructure for NLTIS.	Confirm Hardware specification for NTLIS. Procurement of hardware for the NLTIS platform. Implementation of NTLIS Hardware.	August 2009	Hardware Infrastructure was achieved on Target date for the NLTIS Test environment. Hardware infrastructure is still outstanding for the production environment due to unavailability of funds in the production environment.
Enabling business performance and provision of adaptive Infrastructure for the department.	Provision of Hardware Infrastructure for the Cape Town Office	Implementation of new hardware for Cape Town Office. Implementation of server upgrade.	June 2009	Hardware acquired and pending implementation.
Measurable Objective: PROVIDE RELEVANT AND TIMELY CORPORATE LEGAL SUPPORT				
Effective management of all legal matters	Structure approved and implemented	Approved structure to be filled	July 2009	The short-listing of the DD posts have been completed. Attending to queries raised by HR on the short listing process. The Secretary post will be advertised by HR.
	Corporate Legal value chain communicated through the Corporate Legal Protocol after approval by EXCO	Draft the Corporate Legal Protocol for comments from the users/ stakeholders of Legal Services	November 2009	The Protocol has been drafted and submitted for inputs. The Final Protocol has been submitted to the Secretariat in order that it is placed on the next Exco Sub Committee Meeting on HR and Finance

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Providing a corporate legal support services that is clear and correct	Number of agreements, MOU's, SLA's drafted/ advised on as well as legal opinions submitted to supplicants.	Provide legal support on all corporate documents, agreements, departmental debt and losses, in accordance with the law Ensure compliance with all the Rules of Court and providing the necessary input and assistance in all litigation matters	March 2010	70 Legal Opinion were drafted during this period, 61 Contracts were drafted and/or vetted and 51 litigation matters were handled.
Empowerment of historically disadvantaged stakeholders	Compliance with all procedures defined by the State Law Advisor	Forward reports to Chief State Law Advisor on the briefing of counsels in litigation and contract matters in the interest of transformation	March 2010	The Report for the fourth quarter has already been forwarded to the State Law Adviser.
Measurable Objective: RAISE AWARENESS OF THE ROLE AND CONTRIBUTION OF TRANSPORT IN THE SOCIO-ECONOMY GROWTH AND DEVELOPMENT OF THE COUNTRY				
Empowerment of historically disadvantaged stakeholders	Compliance with all procedures defined by the State Law Advisor	Forward reports to Chief State Law Advisor on the briefing of counsels in litigation and contract matters in the interest of transformation	March 2010	The Report for the fourth quarter has already been forwarded to the State Law Adviser.
Increased public profile of the Minister, Department, programmes and projects.	Media campaigns on road infrastructure development, economic opportunities, legislation, 2010 readiness, safety on transport modes and service delivery achievements.	Strategies and implementation plans developed for all campaigns	March 2010	Increase the Minister's profile through 2010 FIFA World Cup Transport readiness. 12 speeches, 37 media statements, 45 radio interviews, 14 media briefings on transport infrastructure readiness, services and safety campaigns
	Production of the DoT publications	Production and content development schedule drafted	May 2009 to March 2010	Production of annual report, strategic plan, and other departmental publications

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Improved staff awareness on departmental programmes and projects, campaigns and events	Staff informed through publications, focus group meetings and events	Production and content development schedule drafted Focus group meetings schedule with topics developed Schedule of internal events	March 2010	Distributed 44 emails on staff training, 17 on memos, 15 on staff wellbeing programme, 16 on 2010 FIFA World Cup awareness
Improved media monitoring service of the transport sector	Daily electronic media monitoring service to Ministry and SMS staff. Monthly analysis of media coverage.	Draft terms of reference and submitted for approval. Conduct briefing session with potential service providers.	May 2009	Appointed MSA for media monitoring on transport news for the Minister and the DoT. Daily electronic media monitoring and wrote opinion pieces on the DoT and Minister. Coordinated media briefings
Improved campaigns and events management	Campaigns and events implemented within budget	ToR drafted for all events	June 2009	Appointed service provider for Arrive Alive
		Campaign and events calendar compiled	July 2009	Appointed service provider for 2009 Transport Month Showcased opening of OR Tambo Airport International Airport
		Campaigns and Events Management Policy Developed	August 2009	Policy was not developed
Improved corporate identity	New branding material developed	Branding audit completed and submitted for approval	May 2009	Managed branding on all transport major events
		Branding policy adopted	July 2009	Policy was not developed. A policy of corporate identity was drafted but not approved.
		Policy was not developed. A policy of corporate identity was drafted but not approved.	August 2009	Branding material was produced for Arrive Alive, October Transport Month and for the budget vote. Branding on the corporate identity was not produced. Due to staff shortage the process was moved to the next financial year.
		Internal training and web audio visual implementation	November 2009	

FINANCIAL SERVICES

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Directorate: Budgeting				
Reprioritise the budget	Budgets reprioritised and funds shifted	Determine budget priorities, table at Sub EXCO meeting and obtain approval to shift funds	April 2009	Shifting of funds and virements have been done and captured on BAS. Final shifting to be signed by the DG and captured on BAS to address over and under expenditure within the vote.
Budget planning and monitoring	Link strategic plan to budget and budget by project	Allocate, capture budget by project	1 April 2009	Budget captured on BAS and balanced with the ENE and the AENE, per programmeme, sub-programmeme and projects.
Budget and expenditure control and monitoring	Hand financial reports to Directors, and upwards (CDs and DDGs) at responsibility and economic level	Produce a reliable financial report Keep track of expenditure	Monthly after month end closure	Reports distributed to Directors and upwards (CDs and DDG's) at responsibility and economic level
Budget and expenditure control and monitoring	Budget control and planning meetings	Monthly meetings with the Budget Committee	Twice a year	Meetings held to address all the submissions within the budget cycle
		Provide variance report and prioritise expenditure.		
		Budget review		
		Submit Early Warning Reports to Treasury	Monthly	EWS is submitted to NT on a monthly basis on or before 15 of each month
		Expenditure report for audit committee	Quarterly	Reports submitted to general meetings
Document the accountability of Managers	Enforce compliance with financial policies	Appoint programmeme, sub-programmeme and responsibility managers	Ad-hoc	99% appointed
		Appointment of Budget controller	Ad-hoc	
		Budget controllers and responsible managers to account	Monthly	

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Co-ordinate budget inputs for budget planning process and interact with stakeholders	Budget submissions completed and submitted on time	Co-ordinate budget inputs for budget planning process and Interact with other stakeholders with regard to the following: Roll over Adjusted Estimate of National Expenditure Medium Term Expenditure Framework Estimate of National Expenditure	November	
SLA signed and filed	Develop an SLA to address service requirement	Develop and sign the SLA with programme managers	April 2009	Process was stopped, due to the complexity and it involves all the sections within Financial Services.
Financial procedure manual	Develop budget project plan for the budget cycle			Presentations on the budget cycle were done through the Directorate: Capacity Development during the orientation processes
Directorate: REAL Management				
Workshops on S&T processes and procedures	Workshops on S&T processes and procedures	Travel & Subsistence presentations to be conducted during induction programme	September 2009	Process was stopped, due to the complexity and it involves all the sections within Financial Services.
Workshop on BAS code structure (New economic reporting)	Knowledgeable users on the system	Workshop on BAS codes to be conducted during induction programmes	At least Quarterly	Workshops held with chief users on the 23 October 2009.
Enhance customer services through a client centred environment	Enhance customer services through a client centred environment	Design a page for REAL Management on the Intranet Decision-tree to help with queries Improving on the proof of payments	1 April 2009	Done.
Expenditure linked to project	Project cost will be debited against the projects as reflected in the budget	Create project codes on BAS	1 April 2009	Done

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Directorate: Supply Chain Management				
Workshops arranged for Bidding Committee	Number of officials that are trained and have a better understanding of the Bidding Process	At least two SAMDI workshops to be arranged for the 2009/10 financial year through Capacity Development	July 2009 September 2009	The workshop was arranged for November 2009 but PALAMA later indicated that they will only be able to present the workshop in April 2010. To date we are still waiting for a date from PALAMA.
Develop a Service Level Agreement (SLA) to address Service Requirements	A document that contains the agreed requirements from both parties that will enhance service delivery	Enter into Service Level Agreement with all clients that spells out each parties responsibilities in ensuring that services are rendered according to their expectations	August 2009	Still waiting for the approval of the SCM policy
Enforce compliance with SCM Policies	Rejection of all non compliant documents will ensure compliance to policies and procedures	Rejection of non compliant requests will minimise Audit Queries and cases of irregular expenditure	April 2009	Non-compliant documents are being returned for corrections/compliance before being processed
Develop a procurement process manual	A reference document for all DOT officials to assist them in understanding the procurement process and procedures	A procurement process manual on the intranet for easy access to all staff	August 2009	A procurement policy and process manual was drafted and placed on the Sub-EXCO agenda for approval. To date the document has not been approved.
Budget Project Number to be quoted on all orders	The budget project number will form part of the budget allocations on the payment documentation and all projects costs will thus be debited against the project as reflected in the budget	Correct allocation of project costs Tool to effectively manage project costs	April 09	Budget Controllers are placing the relevant project numbers that they have (not all projects have been allocated numbers) on the documents when certifying the availability of funds. After discussions with the Directorate: Budgeting, no procurement documents will be accepted by SCM without project numbers in future.
Directorate: Internal Control and Risk Management				
Review delegations	Delegations reviewed and approved	Review delegations to facilitate decision making at Sub EXCO and other levels to speed up decision making processes	JUNE 2009	EX-Accounting Officer and EXCO took a decision during the current financial year that all policies must be approved by EXCO. Hence, the project could not be implemented.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Updating and formatting the internal control manual on the intranet	Updated control manual available on the intranet	Source service provider Updated internal control manual available on the intranet	JULY 2009	Project completed. Updated internal control manual available on the intranet
Development of procedure manual for finance branch processes (Finance, SCM)	Documented processes available	Source service providers Procedure manual for finance branch processes developed	AUG 2009	Project shelved due to financial constraints. Internal Control directorate does not have adequate capacity to internally execute the project.
Incorporation of risk management into the departments performance reporting	Reporting on risk management included in the quarterly performance reporting for the department	Engage the strategic planning and monitoring directorate on the effective approach to incorporate risk management into quarterly performance reporting	May 2009	Project completed. Risks were incorporated into the fourth quarter departmental template for performance reporting and submitted to Strategic planning directorate.
Directorate: REAL Management				
Process Travel and Subsistence advances and claims	Complete, accurate and valid T&S advances and claims	Check and process claims Arrange foreign currency for foreign travellers Advances are timeously cleared and/or deducted	All claims processed within 14 days	All payroll deductions have been implemented to clear amounts in suspense account that were due for allocation / clearance.
Maintain Travel and Subsistence Database	Detailed Travel and Subsistence information is easily and conveniently accessible	Travel and Subsistence information is recorded on an electronic template	Monthly report to DG and DDGs	First quarter report was issued on the 8 th of October 2009. The second and third quarter reports were issued on the 3 rd of March 2010.
Revenue Management	Collection, recording and safeguarding of all revenue	All State monies are received, safeguarded, banked and allocated to the correct revenue item	Daily	All receipts were banked in accordance with TR15.5.1
Processing of payments	Effective expenditure management	Check and process payments Ensure expenditure transactions have been allocated to the correct cost centres	Daily	A total of 7646 payments were processed on BAS. All incorrect allocations were corrected.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Suspense account Management	Sound management of suspense accounts	Management and reconciliation of suspense accounts.	Signed-off each month	Suspense accounts were reconciled up to 31 March 2010.
Maintain the Basic Accounting System	Effective and efficient Basic Accounting System	Maintain code structure Maintain User security profiles	Daily	Done
Salary and Payroll administration	Effective and efficient Salary and Payroll administration	Processing of salary payments Implement deductions on salaries Distribute payrolls and ensure they have been signed off Tax reconciliation and Issuing of IRP5's	Daily	<ul style="list-style-type: none"> • Tax reconciliation was finalized and submitted to SARS (28 February 2010) • 960 IRP5's were issued for the year 2009 assessment. • Payroll signed off until January 2010.
All staff afforded the opportunity to obtain advice regarding tax, package structuring, Retirement Planning and Medical aid options	Awareness created on Financial outlook of the official	Render advice and maintain awareness on financial matters	Daily	96 staff members were afforded tax restructuring.
Debt Management	Effective and efficient debt processes	Liaising with all stakeholders	Daily	All debts were taken on to BAS and letters to the debtors were issued.
Management Accounting System for informed decisions.	Various expenditure reports and batch information available on line	Upload BAS report onto the system	Weekly	Online expenditure reports and expenditure data was made available at least on a weekly basis for the full period.
Directorate: Supply Chain Management				
Supply Chain Management reporting to National Treasury and Executive management	National Treasury and top management informed of all procurement above R100, 000 per case. Management informed of all existing contracts	Reports of bids awarded and captured on the National Treasury's Procurement Information System Report on all existing contracts	Monthly	All the reports from April 2009 up to March 2010 were done and signed by the DG. The necessary reporting was also done to National Treasury.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Address procurement weakness / risks as identified by internal and external auditors	Draft Circulars and other correspondence to address the weaknesses/risks Meet with the responsible officials and assist/educate to ensure non-recurrence	Documentation will be drawn up, circulated in the Department and copies place on file	Within two weeks after being made aware of the weakness / risk	The following Circulars were issued: <ul style="list-style-type: none"> • Circular 22 of 2009 "Unsolicited Proposals" • Circular 39 of 2009 " Procurement through SITA" • Circular 55 of 2009 "BIDCOM Resolutions" • Circular 6 of 2010 "Responsibility in respect of Assets and the movement thereof"
Partnership with Chief User Clerks and Inventory Controllers	Informed clients regarding the procurement procedures and control measures over assets	Meetings to address procurement prescripts and processes	Quarterly	Quarterly meeting were held with Chief User Clerks and Inventory Clerks.
Review Suppliers Database	Suppliers re-registered on database with a maximum of three commodities	Advertisement in the Tender Bulletin Source additional suppliers directly	September 2009	A request for suppliers to register on the database was placed in the Tender Bulletin during September 2009 with a closing date for suppliers to submit their applications by 30 November 2009. All the requests that were received have been captured on the Database.
Set responsibility for managing assets	Officials aware of their responsibility and accountability for their assets	Appointment of inventory controllers	Ongoing	New inventory controllers are appointed when existing ones resign or are transferred.
		Quarterly meetings with inventory controllers	Quarterly	Quarterly meetings were held with Inventory Controllers.
		Completion of Annual Stock Take and Disposal	February 2010	The annual stock take was completed in February 2010 and the disposal done in March 2010.
Revise SCM Structure	Each ASD's to be dedicated to assist certain Branches with all their SCM issues	Allocate ASD's to assist the Branches' with a one stop SCM service	August 2009	Only four Branches were assigned dedicated SAD's to assist them. The process was stopped due to lack of interest by the Branches.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Centralise the procurement of stationery in the Department	Standardise on the stationery requirements of DoT Appoint a service provider through the bidding process to supply the required stationery	Obtain approval for additional staff to administer the process Obtain additional store accommodation for the safekeeping and distribution of the stationery	Before 31 August 2009	A service provider was appointed for a two year period and catalogues were issued to all the Chief Users. Procurement is now being done according to the contract.
Reconciliation in respect to the procurement of assets	Reconciliation between LOGIS and BAS in respect Capital Expenditure that is required for the Financial Statements	Monthly reconciliations between the LOGIS asset report and the BAS Capital Expenditure report to ensure that all assets procured during that period are accounted for in the asset register	Monthly	Monthly reconciliations between BAS and LOGIS were done. The reconciliation with the LOGIS opening and closing balances was not done. The will be done monthly in the 2010/2011 financial year.
Directorate: Internal Control and Risk Management				
Maintain an updated risk register for the department	Availability of an updated Risk register	Update the Risk register	Quarterly	Project completed. Risks register updated and discussed by the risk Management Committee
		Frequent communication with Risk Champions to discuss updates	Monthly	
		Capture risks in the Barn owl Software	December 2009	
Co-ordinate the meetings of the Risk Management Committee	Risk management committee meeting held at least once a quarter	Draft minutes for the Committee	Quarterly	Meetings were held during the year in line with the risk management implementation plan: 05 May 2009, 30 June 2009, 27 October 2009 and 27 January 2010.
		Implement/facilitate the implementation of committee resolutions	Quarterly	Committee resolutions implemented

Output	Key Performance Indicator	Key Activities	Target Date	Actual Performance
Conduct gap analysis on the financial policies	Existence of all the required policies in the department and the improved internal control environment	Analyse Treasury Regulations and identify non existing policies in the department Provide a report on the completed analyses of the Treasury Regulations	August 09	Project completed and report issued to management.
Process for the communication of the approved financial policies	Draft process developed	Draft process for the communication of the approved policies developed	Sept 09	Management Services distributed Policy Manuals containing approved policies. Draft process completed, waiting for the implementation of E-DoT to integrate this process within E-DoT system.
Consolidation and repealment of circulars replaced by the approved financial policies	Report indicating circulars to be repealed	Identify circulars that must be repealed in consultation with the relevant managers.	April 09	Completed
	Circular communicating the repealed policies	Issue circular for communicating the repealed circulars		Circular issued October 2009
Co-ordination of audit queries and management responses	Weekly report on the administration of audit queries	Submit audit queries to the relevant managers Review management responses and submit to the auditors	Jul 09	Project completed
Implementation of internal controls to address weaknesses identified by Auditor-General	Progress reports on the implementation of internal controls	Development of schedule of audit findings per branch and submission to the relevant programme manager Regular follow up on the implementation of action plans stipulated in the management letter	March 2010	Project completed. Progress report on the implementation of controls to address weaknesses reported by Auditor-General completed and presented to the audit committee on 12 November 2009. Additional work was conducted to obtain evidence of controls implemented and such evidence was forwarded to internal audit
Training for the Internal Control officials and risk management committee	Training programme for the directorate per the official	Final training programme for RMC developed	2010	Project completed. Training on risk management attended on the 29-30 July and 5-6 August 09 by Risk Management Committee Members and Internal control officials
	Training programme for the risk management committee	Attend training		

Output	Key Performance Indicator	Key Activities	Target Date	Actual Performance
Review of payment batches for compliance with financial policies	A report issued on the review performed	Randomly select payment batches to be reviewed Forward non-compliance with policies to labour relations for appropriate steps to be taken	Quarterly	Project completed. Review of payment batches for three quarters conducted. Reports issued to management
Conduct workshops on the risk management policy and risk management processes	Workshop conducted during induction	Review the presentation	April 2009	Project completed. Presentation on risk management conducted during the risk assessment with branches
	Workshops conducted to branch quarterly/monthly meetings when invited	Co-ordinates dates for the workshops with relevant officials and conduct workshops	Ongoing	

2009/2010 Targets:

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
TRANSACTIONAL SERVICES (STRUCTURING AND EXECUTION)				
2010 Bus Procurement	Buses for the 2010 WC	Structure a mechanism for the transaction Placing of order to purchase buses Engage with financiers and manufacturers	March 2010	Mercedes Benz Financial Services of South Africa selected to provide finance for procurement. Held a meeting with PIC for possible cheaper funding.
Renew the Bureau for Supply and Production of Driver's licence Cards	New contract awarded	Expression Of Interest Request For Proposal Awarding contract	May 2009	Process has been re-started and there was a briefing session on 12 January 2010. The closing date for the submission of bids is 05 February 2010.
Marine Antipollution and Salvage Operations contract	New contract awarded	Expression Of Interest Request For Proposal Awarding contract	Aug 2009	The contract has been further extended for another three months up to end of February 2010. Two previous final evaluations have not been completed due to unavailability of evaluation members and seeking of a legal opinion. The next final evaluation is expected to take place during February 2010
Develop and implement transaction guidelines	Standardised transaction guidelines produced	Consultations Drafts produced Sign off by DG and EXCO	Jan 2010	Guidelines developed by SCM
Restructure PTIS	New PTIS	Infrastructure and ops funding	April 2009	Project deferred due to limited resources
NPA Act Review	Completed review	Consultation with stakeholders	March 2010	Error on strategic plan – should be done by Programmeme 2, not Financial Services
Capital structure restructuring	Properly structured balance sheets	Consultation with Entities	March 2010	Draft submitted to DDG: FS
Funding Options for primary networks	Options for rail: passenger and freight Funding option for road Funding options for aviation	Research on best practices across the world	Aug 2009	Draft submitted to DDG: FS
Funding Options for secondary networks	Funding option for secondary roads Funding option for secondary rail	Research on best practices across the world	Oct 2009	Draft submitted to DDG: FS

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Funding model for regulators	Paper on funding options of regulators	Consultations with stakeholders Research on best practices	Nov 2009	Meeting initiated with Rail Safety Regulator and RAF
Source funding projects for projects	Alternative funding for projects	Consultations with institutions such as: SEDA, DFID, SPRESSA	Dec 2009	Further meetings have been held with other financial institutions such as IDC and Harith Group.
Develop and implement transaction guidelines	Standardised transaction guidelines produced	Consultations Drafts produced Sign off by DG and EXCO	Jan 2010	
Subsidy Model for Transport	Approved funding model	Consultations National Treasury buy-in	June 2010	
Investigate funding trends for Transport	A study on Transport funding	Research various global best practices	Ongoing	
Investigate funding trends for Transport	A study on Transport funding	Research various global best practices	Ongoing	
Transport grants allocation	Criteria for allocation of grants	Checking for compliance when expenditure is effected	Ongoing	Compliance report submitted to CFO for signature.
Co-ordinate the DORA Committee meetings	DORA committee meetings held monthly	Draft minutes of Committee meetings Implement/facilitate the implementation of committee resolutions	Monthly	TOR for Dora Forum approved by DG. Dora Forum met for the first time in December 2009. Dates for the next three meetings have been scheduled as follows: 22 January 2010, 26 February 2010 and 26 March 2010.
Financial Modelling	Completed analysis report	Analysis of financial statements		Project deferred due to limited resources.

6.1.6 Reasons for major variances between target and actual performance:

Refer to details reported under "Service deliver achievements" where applicable.

6.1.7 List of complementary documents that provide more information:

None.

6.2 Programmeme 2: Transport Policy and Economic Regulation

6.2.1 Purpose:

To develop integrated transport policies, regulate the economic efficiency of the transport sector, manage a national innovative research and development programmeme, develop appropriate legislation and provide economic advice and analysis for all modes of transport.

6.2.2 Measurable objective:

6.2.2.1 Transport Policy Analysis: Ensures transport policies are developed, analysis and implementation of transport policies, and monitors the impact and performance of the transport systems

6.2.2.2 Transport Economic Analysis: Collates, analyses critical supply and demand side data for all modes of transport, facilitates transformation of the sector through the Black Economic Empowerment Charter and provides economic data for the department's priority areas.

6.2.2.3 Legislation: Develop, amend domestic Legislation and international Conventions, and Protocols and present them to Parliament for adoption so as to form part of South African Law

6.2.2.4 Research and Development: Implementation of the Transport Innovation Technology and Research priorities for the transport sector

6.2.2.5 Economic Regulation: Reviewing and developing regulatory strategies on competition, pricing and investment to improve the performance of the transport system

6.2.3 Service delivery objectives and indicators:

- Monitor the impact and efficiency of the transport system by developing a performance indicator database by March 2011.
- Improve research and development in the transport sector by implementing the national innovative research and development programmeme and creating centres of excellence by November 2009.

6.2.4 Recent outputs:

The Integrated Transport Sector Black Economic Empowerment Charter was officially gazetted as binding document in August 2009, thus facilitating the process towards economic transformation within the transport sector.

6.2.5 Service delivery achievements:

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
CHIEF DIRECTORATE: POLICY ANALYSIS				
Non Motorised Transport Policy	Approved policy framework	Consultations with key stakeholders. Finalise draft policy document Develop a pilot project for the implementation of the NMT policy Submission to EXCO Parliamentary processes	September 2009	Stakeholder consultations with all 9 provinces done National report drafted Consultation with national government departments done Draft policy document finalized
Rail Policy	Approved policy frameworks	Development of ToR Develop draft policy document Consultation with stakeholders Submission to EXCO Parliamentary processes	Dec 2009	TOR for project done Work on project put on hold because of lack of funds Project to be continued in new financial year 2010/11
Policy on Public Transport Accessibility for SA	Approved policy on Public Transport Accessibility for SA	Stakeholder consultation Cabinet Approval	March 2010	Project aborted and public transport section has since developed the strategy.
National Transport Policy Coordinating Committee	Policy Dialogue	Hold quarterly meetings Strategic support to COTO Develop a policy agenda and action plan Workshop on development for policy practitioners of PDOTs	March 2010	Consultation with provinces ,DOT public entities and SALGA done Founding document of committee developed. Founding document to be presented at EXCO and COTO respectively
BRT Policy framework for South Africa	Approved Policy Framework	Preparatory document for the framework Policy discussion document Policy document	February 2010	Draft BRT Policy Framework Stalled because of consultations not moving fast
Senior Citizen Drivers Policy	Discussion Document	Draft policy discussion document Senior citizens drivers policy	November 2009	Project aborted because of lack of staff

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
National Transport Policy Coordinating Committee	Policy Dialogue	Hold Quarterly meetings Strategic support to COTO Develop a policy agenda and action plan Workshop on development for policy practitioners of PDOTs	March 2010	Consultations with stakeholders done. Founding document drafted and to be tabled at EXCO and COTO respectively
Directorate: Environmental Analysis				
Impact of Environmental Challenges in the Transport Sector	Transport Green House Gas(GHG) Inventory	Establish project working committee. Appoint a service provider. Implement the Inventory. Utilisation Establish project steering committee	March 2010	Terms of Reference were finalised but no funding was made available for the project in the financial year in question
	Climate change response strategy for transport	Host a multi-stakeholder workshop Appoint service provider Regular monitoring. Internal and external consultation EXCO approval of draft strategy Forward the draft to the NCCC Cabinet approval of the strategy	January 2010	Project put on hold. All key Departments are still awaiting DEA to finalise a common framework for the preparation and drafting of sectoral climate change response plans. No provision was made in the budget for the project; therefore, it has been put on hold pending funding.
CHIEF DIRECTORATE: LEGISLATION				
Directorate: Legislation				
Transport Acts Repeal Bill, 2009	The draft Bill finalized	The draft Bill has been published for public comments	June 2009	The Bill is finalised and awaits Cabinet approval for introduction in Parliament.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Maritime Transport Security Bill, 2009	The draft Bill finalized and has been sent to the State Law Advisers Office for scrutiny	Table the bill in parliament for debates after certification by the state law advisors	July 2009	The Bill finalised and is in the process of being Tabled in parliament for the debate.
Merchant Shipping (Civil Liability Convention Bill), 2009	The draft Bill finalized and has been sent to the State Law Advisers Office for scrutiny	Table the bill in parliament for debates after certification by the state law advisors	June 2009	The Bill finalised and awaits Cabinet approval and there after tabling for debate in parliament.
Merchant Shipping (International Oil Pollution Compensation Fund Contributions) Bill, 2009	The draft Bill finalized and we intend sending it to the State Law Advisers Office for scrutiny	Table the bill in parliament for debates after certification by the state law advisors	June 2009	The Bill is finalised and awaits Treasury approval before we can process for Cabinet approval.
Merchant Shipping (International Oil Pollution Compensation Fund) Bill, 2009	The draft Bill finalized and we intend sending it to the State Law Advisers Office for scrutiny	Table the bill in parliament for debates after certification by the state law advisors	June 2009	The Bill finalised, Ministerial approval received and will be process for Cabinet approval.
Merchant Shipping (Safe Containers Convention) Bill, 2009	The draft Bill finalized and we intend sending it to the State Law Advisers Office for scrutiny	Publish the draft bill for public comments Able the bill in parliament for debates	August 2009	The Bill finalised and awaits Treasury comments and will be processed for Cabinet approval.
Merchant Shipping And Ship Registration Amendment Bill, 2009	The draft Bill finalized and we intend sending it to the State Law Advisers Office for scrutiny	Publish the draft bill for public comments Able the bill in parliament for debates	August 2009	The Bill was withdrawn from the legislative programmeme.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Merchant Shipping Amendment Bill, 2009	The draft Bill finalized and we intend sending it to the State Law Advisers Office for scrutiny	Publish the draft bill for public comments Able the bill in parliament for debates	September 2009	The Bill finalised and deliberations on the Bill continue at NEDLAC and will be processed to Parliament.
Transport Law Enforcement And Related Matters Amendment Bill, 2009	The draft Bill finalized and we intend sending it to the State Law Advisers Office for scrutiny	Table the bill in parliament for debates after certification by the state law advisors	May 2009	The Bill finalised and the Bill awaits approval from the Shareholders Committee of RTMC for approval before it can be tabled for debate.
National Road Traffic Amendment Bill, 2009	The draft Bill finalized and we intend sending it to the State Law Advisers Office for scrutiny	Publish the draft bill for public comments Able the bill in parliament for debates	September 2009	The Bill requires further consultation with the Share Holders Committee and approval of the amendments before process for Cabinet approval
CHIEF DIRECTORATE: ECONOMIC ANALYSIS				
Directorate: Black Economic Empowerment				
Communicate, promote & market Transport Sector BEE Charter	Conducting road shows nationally to popularize the charters (widely)	Produce transport BEE booklet, pamphlets, etc. Organize provincial workshops, community gatherings to workshop charters and communicate it through print and electronic media, link on DOT website, printed CDs for distribution, developing public one-stop-shop for inquiries / queries	May 2009 to March 2010	Internal workshops with DOT and SOE were held to present their role in implementing the charter. Five (namely Mpumalanga, NW, FS, NC & EC) province have been visited and workshops were held also in those provinces. A special presentation was made to KZN HOD to understand the purpose of the workshop & provincial road-shows Successfully conducted four provincial road shows (Eastern Cape, North West, Free State & Mpumalanga) for stakeholders of which three were attend by MECs (Eastern Cape, North West & Mpumalanga). An average of 450 delegates attended the road shows per province. Also a successful workshop was conducted with KZN officials of which the HOD attended
Maximization of BEE opportunities during FIFA 2010 World Cup	Assisting SMMEs to access opportunities of FIFA World Cup	Information dissemination on Transport Tenders issued by Host Cities, Conducting workshops nationally. facilitate funding linkages	May 2009 to March 2010	The project is run in parallel with provincial road shows.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Maximization of BEE opportunities relating to scholar transportation	Work-shopping and assisting SMMEs to access opportunities pertaining to scholar transportation	Information dissemination on scholar transport Conducting workshops nationally, and identification of opportunities.	December 2009	Due to financial status of the department the project will go to next financial year 2010/11.
CHIEF DIRECTORATE: RESEARCH AND DEVELOPMENT				
Directorate: Research Studies				
Extension of pilot results of social exclusion and its relation to mobility and access challenges	Published results on social exclusion	Perform a qualitative scoping study to provide an analysis of reasons for social exclusion. Consultation with stakeholders Publish social exclusion results focussing on mobility.	March 2010	Project completed and reports submitted. Awaiting publication.
Directorate: Statistical Analysis				
Annual Statistical Bulletin for 2008	Publication of annual statistical bulletin.	Development of data collection of instruments based on the Transport Performance Indicator Framework. Sign MOUs with suppliers of data. Collection of data	June 2009	The project is completed
Bi-annually Statistical Bulletin	First bi-annually Statistics Bulletin Second bi-annually Statistical Bulletin	Data collection and organization Interaction with data providers on an ongoing basis Data analysis	September 2009	The project is completed
TRANSPORT POLICY ANALYSIS				
Directorate: Policy Development				
National Scholar Transport Policy	Approved policy frameworks	Develop a funding model for Scholar Transport Submission to EXCO Parliamentary processes	May 2009	Funding model developed and project completed

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Development of performance indicators for all policy initiatives	Approved indicators for monitoring of all transport modes policies, projects and programmes Consolidation of Transport Performance Indicator	Literature review Consultation with relevant line functions Consultation with provinces and implementing agencies EXCO Approval Incorporation into the joint transport performance indicator framework	Ongoing	Service provider appointed in December last year and consultations are in process with DoT stakeholders.
Intelligent transport system policy for South Africa	Approved Policy Framework	Consultation with key stakeholders Conduct a feasibility study Submission to Exco Parliamentary process	September 2009	A compressed version of policy document developed.
Integration of Transport with Environmental Challenges	Energy Efficiency Framework for the transport sector.	Advertise tender Appoint service provider Obtain EXCO approval Consultation with municipalities	March 2010	Project could not continue due to lack of funds
Stakeholder Mobilization on Transport and the Environment	Provincial Transport Environment Committee Transport Agencies Committees on the Environment	Draw TORs and concept document Seek approval from EXCO Convene meetings with provinces Conduct a National Workshop	January 2010	The committee has been formed and met in November 2009. Awaiting the inauguration by the DG.
	Transport Agencies Committees on the Environment	Draw TORs and concept document Seek approval from EXCO Convene meetings with provinces Conduct a National Workshop	October 2009	The committee has been formed and met in November 2009. Awaiting the inauguration by the DG.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
UN Commission on Sustainable Development country report	Country report submitted to DEAT, as country focal point on Sustainable Development	Internal info gathering Consultation with other Branches, agencies and relevant Departments, i.e. DEAT and DFA Prepare draft report Submit to DEAT	November 2009	However, the Directorate managed to prepare the Transport Country Report for the 17 th Session of the United Nations Commission on Sustainable Development (CSD 17) by November 2009 and was approved by the Director-General and signed off to the Department of Environmental Affairs. Ongoing consultations with DEA and the Department of Energy (DoE), with a view to establishing a permanent project steering committee
Directorate: Policy Impact Monitoring				
Policy Impact Monitoring and Evaluation Framework	Monitoring and Evaluation Framework and System for all policies, programmes and projects	Develop a Monitoring and Evaluation Framework System Pilot test of the Monitoring and Evaluation Framework	September 2009	A service provider has been appointed and the first deliverable on the framework has been met.
Guidelines for Target Setting	Approved Guidelines for Target Setting	EXCO Approval Implementation	April 2009	A service provider has been appointed and the second deliverable on the project has been met.
Policy Audit	An audit report on all departmental policies and strategies	Consultation with relevant line functions on all existing policies Analysis of developed policies per mode Identification of policy need/gaps	September 2009	The project has been done and completed
CHIEF DIRECTORATE: TRANSPORT ECONOMIC ANALYSIS				
Directorate: Black Economic Empowerment				
Access and Review Transport Regulations	Updating transport regulations to be aligned with Transport B-BEE Charter	Identification of non-compliant regulations per sub-sector, and alignment with BEE objectives	March 2010	A meeting was held with Legislation division in order to assist us on how to implement the project. An agreement was reached that two options will be looked at to further look at the fastest way to implement the project which is either a once off legislation for all legislations to be amended or alternatively individual transport related legislations to be amended. A draft submission was then developed to Legislation division as a follow up to the former meeting which still needs other follow ups to kick start the project.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
BEE Employee Share Ownership Schemes	Conducting study reviewing implemented ESOPS e.g. ACSA	Conduct research on ESOPS and produce report on best practices and lessons observed in Transport Sector	June 2009	A draft report has been compiled and produced
Transport Sector BEE Charter Council	Fully functioning Transport Sector BEE Council	Compile Transport Sector BEE Council models & recommend option for Transport Sector. Include cost structures.	October 2009	A draft document is ready but still waiting for Ministers briefing in order to understand the significant role of the council in the overall charter implementation process
		Presentation of chosen model to EXCO	October 2009	
		Appointment, Announcement of Council members and Launch of Transport BEE Council by the Minister	October 2009	
BEE Implementation, Monitoring and Evaluation Framework	Approval by Minister & COTO for national implementation	Compile a standardized M&E Framework/system which will be implemented by industry	September 2009	Draft BEE I.M.E framework developed. Waiting to brief Minister on framework for approval.
Directorate: Macro Economic Analysis				
Impact Study	Study report on the global economic crisis, implications for the transport sector	Consultation with industry and EXCO approval and support	February 2010	Draft Document developed. Due to lack of funding for this project it was decided to develop the document internally and consultation is expected to take place on the initial findings before approval can be granted.
Feasibility Study - Transport Data Act	Feasibility of the Development of a Transport Data Act	Workshop draft feasibility study results Consultation with industry Handover to legislation	August 2009	Feasibility study was completed for consultation in August 2009. However, due to lack of agreement on the proposed data filing Act with Statistics South Africa, the consultation process had to be extended. Currently still engaging Statistics South Africa on the matter. Legal opinion was recently sought from the State Legal Advisor to assist in breaking the deadlock between DoT and Statistics South Africa.
Directorate: Micro Sectoral Economic Analysis				
The contribution of civil Aviation to the south African economy	Approved report on the contribution of the aviation sector to the South African Economy	Literature review Consultation with infrastructure providers. Approved report	October 2009	Project completed

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Study Report on the Socio-economic benefits of Roads	Approved report on the socio-economic benefits of Roads	Literature review Consultation with infrastructure providers. Workshop draft report Approved report	September 2009	Project completed
The post implementation practicalities of inter-model transport	Analysis report of the post implementation practicalities of an inter-model transport system	Consultation with transport providers Consultation with service consumers. Executive Committee approval of further roll out plan.	March 2010	Awaiting to incorporate stakeholders' concerns into the draft report
The social economic impact of open skies/YD	Socio-economic impact of open skies/YD	Consultation with other African countries and regions Recommendations to, and consult with, African countries. AU buy-in Consultations with regional bodies	December 2009	Draft report received. Awaiting work-shopping the draft report before industry stakeholders
Modal split analysis	EXCO's cognition of the determinants and the magnitude of their influence on shift from one transport mode to another	International literature review Modal estimation using the 2003 NTHS Work-shop with mode line functions and external stakeholders Tabling at EXCO	February 2010	Project put on halt due to insufficient funds
Directorate: Economic Modelling				
Microeconomic Impact Study	Study Report -Macroeconomic Impact of Transport	Consultation with the transport sector Report available to the transport industry EXCO approval and Support	September 2009 and Annually	The project has been suspended for 2010/2011 financial year. Terms of reference were presented to Bidcom and were not approved as there was a need to do a further consultation with other stakeholders to enrich them. The project stood still for four months as the project leader was incapacitated in the third quarter of 2009. Furthermore circular 63 of the DoT prevented/made it difficult for further expenditure on the project.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
CHIEF DIRECTORATE: RESEARCH AND DEVELOPMENT				
Directorate: Research Studies				
Annual development and marketing of research compendium	Annual publication or report of research	Investigate completed and selected research projects at national and local levels and to capture this information in a standard template Produce compendium on Internet or Report format	Ongoing	Project is successfully implemented. Currently have 55 documents loaded on COREMA websites. Site access: 59 visits in the last 7 days
Directorate Innovation Strategy				
Innovation and Technology Research Strategy	Approval by EXCO	Centre of Excellence Implementation plans	November 2009	Compiled draft proposal on COE Requested additional funding for COE No additional funding approved by Treasury
Innovation and Technology plan	Approval by Science and Technology and Treasury	Adjusting Plan to new priorities	January 2010	Put in MTEF request Benchmarking potential research areas Internet research conducted Studying current government policies and speeches relating to research Developed format for research proposals
Research projects in European union framework agreement	Approved project proposals	Developing proposals in collaboration with relevant stakeholders	June 2009	Had discussions with CSIR on new proposals Proposal on smart transport applications approved
Panel of Research Experts	Approved panel of Experts by EXCO	Evaluation of Research Appointment of Researcher Instituting the National Advisory Committee	June 2009	Submitted TOR to Supply Chain Not approved by Bidding Committee due to lack of funds and it is not a priority
Global Assessment & Knowledge Management				
Review Knowledge management strategy	Approved knowledge management strategy Approval of an implementation plan	Present the knowledge management strategy to senior management for comments and approval Development and approval of an implementation plan	November 2009 January 2010	Tender advertised on tender bulletin, bidders evaluated, but the appointment of the service provider was not approved due to unavailability of funds and the project not being part of the five strategic areas as identified by the Department

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
	Knowledge portal launched	Liaise with IT and other divisions responsible for Departmental Databases Content management Training	March 2010	Internet research conducted and visited organisations with a working knowledge portal to copy best practices Compiled submission for the appointment of service provider, could not go through due to lack of funds
CHIEF DIRECTORATE: ECONOMIC REGULATION				
Single Transport Economic Regulator	Modular Economic Regulators	Set up single transport economic regulator	March 2010-ongoing	A Draft Framework document to set up a single transport economic regulator (STER) has been development. The pursuance to implement a STER is in the form of forming economic regulators whereby Aviation Economic Regulators are consolidated (Draft Framework Document is existing), establish Rail Economic Regulators(Foundations documents inclusive of the Framework are existing) and feasibility study on other land transport and Cross Border economic regulators was earmarked to be done but stopped due to Circular 63. The whole project to establish a single transport economic regulator was postponed due to Finance Section reprioritising funds to other priority projects.
Directorate: Rail Economic Regulation				
Establishment of Rail Economic Regulator	Draft Policy on Rail Economic Regulator	Appoint a Service Provider. Obtain EXCO Approval on Draft Policy. Stakeholder Consultation on Draft Policy. Obtain Cabinet Approval.	August 2009	Rail Reform Committee took a decision that RER Policy should form part of Rail Policy. Budget for RER policy transferred to Policy division.
	Draft Legislation for Rail Economic Regulator	Advertise Tender and Appoint Service Provider. Obtain EXCO Approval of Draft. Consultation Process with Stakeholders.	March 2010	Draft RER legislation updated but is dependant on the finalisation of the Rail Policy.
	Draft Business Case for RER	Obtain EXCO Approval. Obtain Treasury Approval	August 2009	Draft business case for RER done but is dependant on finalising Rail Policy & legislation for RER.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
	Establish Rail Regulatory Capacity and Resources	Coordinate With Rail Entities for Secondment of personnel/ Skills Transfer	December 2009	Terms of reference for TRERC done. Advertised in media. Information sharing session convened. Evaluation panel convened. Motivation to Bidcom for preferred Bidder sent.
Establish Capacity for Evaluation of New Rail Proposals	Functional Committee for Evaluation of Projects	Develop TOR for Committee. Obtain EXCO Approval. Develop Criteria for Evaluation of New Proposals. Convene Committee as required.	On-going	Combined with TOR for establishment of rail economic regulatory capacity.
Directorate: Cross Border Economic Regulation				
Establishment of Cross Border Road Transport Economic Regulation	Concept document on the establishment of the Cross Border Road Transport Economic Regulator	Draft document on the establishment of Cross-border Road Transport Economic Regulation	October 2009	Draft concept document was drafted and submitted: July 2009
	Cross Border Road Transport Economic Regulation Roadmap/Strategy Developed	EXCO, COTO, MINMEC and Cabinet approval (Cabinet process)	March 2010	Project delayed due shifting of funds by Financial Services
Directorate: Land Transport Economic Regulation				
Land Transport Economic Regulation Framework Developed	EXCO, COTO, MINMEC and Cabinet approval (Cabinet process)		March 2010	Terms of Reference for the appointment of a consultant for drafting of a Concept and Framework document on Land Transport Economic Regulation in South Africa was submitted to BidCom on the meeting of 26 October 2009- BidCom resolved that "proper consultation be undertaken with all internal stakeholders before the matter is re-submitted to Bidcom". Memo requesting inputs was forwarded to respective branches on 02 December 2009 with target date for submission of inputs on 18 December 2010. Project halted as per the Memo from Finance that there are no funds to pursue the project.
Directorate: Aviation and Maritime Economic Regulation				

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Concept Document on Consolidation of Aviation Economic Regulators	Draft the Framework for the New Aviation Economic Regulator		December 2009	Feedback and inputs from internal stakeholders still pending Process pending. Relocation of Civil Aviation Economic Regulation roles from the Branch: Transport Regulation and Accident & Incident Investigations to the Branch: Transport Policy and Economic Regulation.
Document on the feasibility study of consolidation of Civil Aviation Economic Regulators	Conduct a feasibility study on consolidation of Civil Aviation Economic Regulators		August 2009	Process completed and currently pending consultation and relocation of functions.
Current Legislation of Aviation Economic Regulators	A Scan of the Current Legislative Framework		March 2010	Development of TOR's underway and process still pending relocation of functions and clarification of roles between the TP & ER and TRAIL branches

6.2.6 Reasons for major variances between target and actual performance:

Rail Economic Regulation

- Establishment of Regulatory Capacity and Resources project was put on hold as funding was transferred to other prioritised projects within the Department of Transport.

Cross Border and Land Transport Economic Regulation

- BidCom instruction to consult with other branches which further complicated matters due to overlapping of mandates
- BidCom resolution that the "bid is not priority" and Funds are not available
- BidCom instructed that the bid should be resubmitted only in the financial year 2010/11

6.2.7 List of complementary documents that provide more information:

This website will provide an overview of what Corema is all about.

Website: www.corema.co.za/admin/default.php

6.3 Programmeme 3:Transport Regulation and Accident and Incident Investigation

6.3.1 Purpose: Create an enabling regulatory environment in the areas of safety, security and environmental compliance, and manage accident and incident investigations in all modes of transport.

6.3.2 Measurable objective:

- Reduce road accident fatalities and serious injuries by 50 percent in line with the Millennium Development Goals by implementing the 2006 road safety strategy and managing the national traffic information system.
- Facilitate the development of a safe, secure, and environmentally friendly aviation industry through regulations aimed at ensuring compliance with International Civil Aviation Organisation standards.
- Facilitate the development of a safe, secure, clean environment and efficient maritime industry through regulations aimed at ensuring compliance with International Maritime Organisation mandatory instruments and national legislation.

6.3.3 Service delivery objectives and indicators:

Refer to Service Delivery Achievements

6.3.4 Recent outputs:

- In response to the findings of safety and security audits and corrective action plans developed by the International Civil Aviation Organisation and the Federal Aviation Administration in 2007 and 2008, the department started revising and rationalising aviation safety and security legislation, which culminated in passing the Civil Aviation Act (2009).

6.3.5 Service delivery achievements:

CIVIL AVIATION REGULATION

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Launch African Map for Aviation (AFCAC)	Successful hosting of the event.	Hosting of the conference Ministerial Meeting	13 – 16 October 2009	Completed
Aviation Security Conference (ICAO)	Enhancing aviation security	Hosting of the Conference	August 2009	Due to budget constraints this conference could not be hosted.
Implementation of the Airlift Strategy	<p>Withdrawal and re-allocation of unused capacity on key routes</p> <p>Liberalization of air services frameworks</p>	<p>Review of utilization of frequencies as contained in Air Services Agreements (use-it-or-lose-it principle)</p> <p>Increase capacity on active bilateral services agreements</p>	February 2010	<p>The Department has to date met and reviewed Bilateral Air Services Agreements with the following countries:</p> <p>Angola Mauritius Botswana Togo Hong Kong Chile Mozambique Democratic Republic of Congo Canada, and Ghana</p> <p>The Department already adopts liberal policy on Air Services within the African continent, with an aim to establish a single African Aviation Market in the continentally.</p>

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
		Feasibility study on EU Air Services horizontal agreement	February 2010	The service provider to investigate the EU Horizontal Agreement has been appointed and is currently compiling reports on the findings of their investigation on the matter.
Establish of Appeals Committees	Establish Regional Appeals Committee	Publish in Gazette and media – parties interested for appointment as Appeal Committee Members	July 2009	The Act to be proclaimed in the first quarter of 2010 by the President. The advertising for the posts of the Appeals Committee is complete
		Shortlist and facilitate the appointment of members of the Appeals Committees	October 2009	
Establishment of the Aviation Safety Investigation Board	Transfer core functions of Air Safety Investigation Board	Draft and sign MOU with SACAA.	July 2009	The Act to be proclaimed in the first quarter of 2010 by the President. The post advertisements done
		Draft Manual of Procedure (MOP) for a independent accident and incident investigations	October 2009	
Civil Aviation Sub-Sector Task Team – WC 2010	Aviation Sector Operational Plan for 2010 WC Event	Submission of Operational plans Airports, ATNS, Airlines, AVSEC and SACAA	March 2010	Operational plans being reviewed and finalised ATNS has completed allocation of airline slots for the World Cup Airlines have loaded 1,5 seats for the World Cup
Transport Aviation Security Service	Establish a transport aviation security service	Deployment of transport aviation security personnel at ACSA Airports	March 2010	The Aviation Security function has been transferred back to the South African Civil Aviation Authority and the seconded personnel has been relocated to the SACAA in December 2009
Aircraft emission and aircraft noise Management	Plan developed and drafted	Phasing out of Chapter 2 aircraft to mitigate aviation safety risks and environmental impact	December 2009	Approval of the Draft White Paper has not been obtained as yet. On receipt of the approval, public participation processes will be undertaken, in preparation for the final document
		Research and drafting aircraft emission and noise management based on ICAO standards on environmental matters	March 2010	Technical support has been provided to the South African Delegation on aircraft emissions for COP15 held in Denmark, where working papers have been analysed and briefings prepared for the Minister, DG in respect of aircraft emission and noise management as discussed at GIACC leading to COP 15.
ROAD TRANSPORT REGULATION				

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Regulating driving hours	Conducting research and financial impact of regulating driving hours	Consultation with stakeholders and development of legal framework	December 2010	The Terms of Reference for the proposed study and recommendations as to how to implement appropriate driving and resting periods could not be undertaken as a result of lack of funds. The project is unlikely to continue as a result of the cut in the budget to conduct a feasibility study on the implication of the regulation of driving hours.
Implementation of Best Practice Model (BPM)	Reduced lead time at stations (RA and DLTC) by reducing the time spent during the application process on learners and driving licences	Develop new functionality and upgrading of all service centres by creating a document flow system and facilities.	November 2009	No progress due to budget constraints
Enhancing the driving skills of ordinary and professional drivers	Reduction of motor vehicle accidents as a result of improved of driving skills	Drafting of practical motor vehicle skills standards and requirements	March 2010	The Terms of Reference for the proposed training materials that could be used in the training and the assessment of the learner and the enhanced driver training materials could not be issued as a result of lack of funds.
Implement on-line payment transactions on the eNaTIS	Development of on-line payment transactions	Payment gateway specification	August 2009	Development completed
	Development of payment gateway	Agreement with financial institutions	September 2009	RTMC is currently concluding financial agreements all functional and systems processes completed
	Development of interface with financial institutions	System-to-system interfaces	October 2010	All system to system interfaces completed
		Establishment of infrastructure	Nov 2009	All system interfaces on the eNaTIS completed. External parties currently in process of developing functionality.
Implementation of Periodic Vehicle Testing as part of the Road Safety Strategy	Legislate Periodic Vehicle Testing	Consultation process with stakeholders (Steering Committee Meeting)	December 2009	The feasibility study for periodic vehicle testing was concluded in October 2009. The report, with recommendations, was submitted to the Minister for consideration.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Implement centralised computerised learner licence test (CLLT)	CLLT software development	Application development	28 February 2010	Development of functionality completed on the eNaTIS system.
	Deployment of CLLT compliant hardware	Hardware deployment	30 March 2010	Hardware deployment delayed scheduled for the 2010-2011 financial year
	Deployment of eNaTIS CLLT at 350 DLTC's	System roll-out	30 June 2009	System role-out delayed scheduled for the 2010-2011 financial year
Training		Training delayed scheduled for the 2010-2011 financial year		
eNaTIS support on the AARTO	Development of all AARTO functional transactions including on-line payments on eNaTIS	Development of AARTO functionality phase 1	June 2009	Phase 1 development of AARTO functionality completed.
		Development of AARTO functionality phase 2	July 2009	Phase 2 development of AARTO functionality completed.
	Development of system-to-system interface with other systems	Conclude pilot projects in Tshwane/ JMPD	Sept 2009	Tshwane and JMPD pilots completed.
		National roll-out	Nov 2009	National role out delayed Four additional metropolitan areas by July 2010 and National role out by November 2010.
Credit Card Driving License Account Entity	Establishment of the Credit Card Driving License Account Entity	Establishment of the Trading Entity structure. Development of the Accounting process. Management of the driving licence fees.	March 2010	<p>The moratorium on the filling of posts during the second half of the year (2009) delayed the establishment of the structure. The department is working on a new structure which will include the structure of the Entity.</p> <p>A draft has been developed by the department and must be finalised and adopted</p> <p>As a result of non-payment the Entity had provided for R15,478 million as bad debt as of 31 March 2010. But the Entity implemented stringent measures against DLTCs with outstanding debts and recovered R27,522million from the previously bad debt</p>

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Implementation of the Road Safety Strategy	Roll-out of the road Safety Strategic interventions.	Implementation of the road safety projects. Development of the legal framework to enhance road safety.	June 2010	Amendments to the National Road Traffic Act and the Regulations incorporating safety interventions included in the legislation. The legislation regarding the establishment of the Road Traffic Infringement Agency signed by the President and published in the Gazette.
Biometric verification	Development and implementation of system to enhance security and integrity	All sensitivity transactions and verifications on the eNaTIS will require biometric scrutiny.	March 2010	Online biometric verification for professional drivers implemented. Additional biometric transactions to be implemented by November 2010.
SIU project	Audit Prioritized DLTC's System re engineering (procedures) Investigate stolen vehicles registered on eNaTIS	Red Flags Projects – Priorities	March 2010	System re-engineering finalised as pilot project in Western Cape. Province started with service level agreements with their licence agents (Municipalities). Need to convince other provinces to buy in. For last financial year the following results: 153 731 invalid licences identified 2 216 licences have been cancelled 887 criminal cases referred to SAPS Arrests: 232 private Individuals 32 Provincial and Local Authority DoT officials 39 Other government officials 22 Municipal officials 254 convictions 624 disciplinary cases referred for action Analyses of eNaTIS data revealed 3 000 potentially fraudulent licences issued in the EC through "merging" former TBVC licence serial numbers with details of individuals who were not tested. Needs to be rolled out to the country. With regard to stolen face value documents, being used as driving licences, registration documents, Cross border permits, Operating permits for Taxi's - 82 Criminal referrals

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Vehicle Crime	Violent crime addressed Deterrent to crime	Investigation assistance to law enforcement agencies, Data interrogation Profiling –users, vehicles, etc	Ongoing	Audit assistance delivered to SAPS on number of cases, i.e. Operation Sea biscuit – 721 stolen vehicles that were registered on the eNaTIS. SAPS identified more 40+ NaTIS operators and about 10 SAPS members involved in this racketeering case. Mandated SIU to testify in Botswana (twice) relating to several stolen vehicles seized by Botswana police. Excellent feedback successful prosecutions. Busy with statements for 14 SA stolen vehicles found in Botswana. Sent SIU to Namibia to testify on stolen SA vehicle.
Illegal Imported Vehicles	Assisting trade agreements, SARS and safety aspects	Identification – Users, Vehicles etc Vehicle modifications Registrations	March 2010	Busy with 1996 Ferrari's, which were imported and possibly deliberately registered as built up vehicles, that was changed later. Assisting SAPS and SARS, possible Tax evasion.
Driving Licence testing Centres audits	Identification of licences issued in an irregular manner especially those outside the SIU Proclamation mandate	Coordination Data analysis Profiling Statements		Assisted with Biometric fraud investigation at KwamHlanga where the new computerised learner licence test is being used. 11 licences identified where driving schools were tested on behalf of applicants. Acacia case, 11 Examiners, Racketeering case involving more than 200 licences. Stellenbosch case, first racketeering case relating to driving licences in the RSA, 4 examiners, one driving school and one runner. Due to lack of resources few individual investigations other than that of the SIU were undertaken.
Vehicle Testing Stations	Identification of corrupt individuals involved to issue RW permits in a corrupt manner	Coordination Data analysis Profiling Statements		Project "Bedrog" (Organised Crime) falsified roadworthy reports. Possible 800 000 documents stolen (also face value documents). Supply statements based on audit trail of eNaTIS Supplied statements to Organised crime, PE and Gauteng re eNaTIS transactions at various VTS.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
eNaTIS integrity	eNaTIS is being misused by crime syndicates & individuals to steal money/avoid tax/licence fees or to enhance the value of vehicles	Used to new Scrap to used Demolished to scrap Tare weight changes SARS/ITAC Tax evasion Vehicle modifications	Ongoing	<p>NaTIS terminals found in private company office at Trichardt.</p> <p>Tasima audits SIU</p> <p>Audited stolen face values 4 traffic officers were arrested in Nelspruit selling Operating permits</p> <p>Investigated and supplied statements re “double financing” of 136 vehicles for ABSA and Standard Bank</p> <p>Assisted with money theft at Robertson RA. R18900 gone in a 6-month data audit.</p> <p>Ermelo, assisted with statement re R100 000 theft at licence office, one NaTIS user involved.</p> <p>Several cases relating to proof of ownership where NaTIS support the audit trail.</p> <p>Identified about 1 000 cases where the status of vehicles were illegally changed from built up to used/new at the eNaTIS contractor (National Helpdesk).</p> <p>SAPS case registered busy with audit as to other illegal transactions.</p> <p>Stolen face values about 200 000 during the last 8 years being recorded and coordinated for possible Hawks project.</p> <p>Submitted a possible link between NaTIS enquiries of an individual’s address and hijackings to the SAPS and NIA, but with no support.</p>
National Helpdesk	Conduct/maintain oversee sensitive transactions	Monitor sensitive transactions at provincial HD’s Audit sensitive transactions Conduct sensitive, national transactions, MIB’s etc	March 2010	<p>Assisted SANDF with introduction of more than 4 000 military vehicles to be sold at auctions.</p> <p>Assisted with audits as to the theft of vehicle and personal identities and cloning of vehicles.</p> <p>Administered about 13 administrative marks to assist SAPS, SARS, SABS etc on vehicles and sought individuals as well as passive law enforcement of legal non-compliant vehicles</p>

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Road Transport Regulation : Additional Performance information not covered above that need to be highlighted				
<p>(a) All 377 registered and new driving licence testing centres were inspected and evaluated. 209 (52%) are complying with the minimum requirements of the National Road Traffic Act, Act 93 of 1996, 158 (39%) do not comply, 10 (3%) are closed , 25 (6%) new sites were evaluated and two sites did not meet the minimum requirements. 21% of the non complying DLTC's requested assistance for the remarking of their test areas.</p> <p>(b) 22 Dangerous Goods Training Bodies were evaluated, approved by Minister and published in Government Gazette. 16 Cross Border officials were trained on Dangerous Goods Law Enforcement. 123 Dangerous Goods operators were inspected nationwide. 20 Approved training bodies were inspected nationwide.</p> <p>(c) 502 Vehicle Testing Stations were inspected by 31 March 2010. At the time of the report 473 SABS reports were available. Of this amount 14% of the VTSs in the country complied fully with the legislation. 38% received warnings and 48% received suspension notices.</p>				
MARITIME TRANSPORT REGULATION				
Maritime Awareness and Promotion	Awareness and promotion of the Maritime Industry at schools	<p>Career Awareness at 10 schools.</p> <p>Celebration of World Maritime Day</p> <p>GHG Awareness at the Ports and the Maritime Industry through seven Workshops</p>	<p>March 2010</p> <p>December 2010</p> <p>March 2010</p>	<p>Presentations on maritime careers were made in the following provinces: Western Cape-187 learners, North West- 604, Gauteng- 183 and KwaZulu Natal- 951 learners.</p> <p>The World Maritime Day was celebrated in Cape Town; four schools from Previously Disadvantaged Communities attended the event. Deputy Minister delivered the Keynote address during the Gala dinner.</p> <p>Green House Gasses matters that are still outstanding such as technical and operational measures to increase the energy efficiency of ships have been referred to the forthcoming International Maritime Organization [IMO] Marine Environment Protection Committee [MEPC] session 61 Agenda in September 2010.</p>

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Launch of the African Maritime Transport Charter (AU)	Charter will be adopted by the African Countries	SA's position with respect to Maritime Transport Charter Hosting of the Conference	October 2009	Position papers were developed and presented at the Conference. African Maritime Transport Charter was provisionally adopted and adopted the Durban Resolution on Maritime Safety, Security and Protection of the Marine Environment in Africa. Held a successful Conference at the Albert Luthuli International Convention Centre in Durban from the 12 th to the 16 th October 2009
Ballast Water Act and Regulations	A regulated Marine Environment to deal with invasive marine organisms	Appointment of a service provider Three Consultation Workshops Draft Act and Regulations Promulgation of the Act and Regulations	December 2009 August 2010	The CFO and the Directorate: Supply Chain Management indicated that the bid should be put on hold until next financial year as it is not a priority; and funds are not available. This request would be re-submitted again in the new financial year, 2010/2011 when funds are made available. A service provider would be appointed soon after our request has been approved by the Bidding Committee.
To conduct Inland waterways road shows	To reduce the number of accidents and incidents in Inland Waterways	Workshops and road shows conducted for the public Establishment of the advisory committee	March 2010 September 2009	The Small Vessel Advisory Committee was established successfully, the TOR will be finalised and submitted to the DG for final consideration. Some workshops were done by SAMSA some by Limpopo Department of Transport, the Department of Transport will embark on the regional ones in the course of the financial year 2010-2011

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Protection of the marine environment	Prevention and reduction of marine pollution	Standby Tug contract for marine pollution prevention	March 2010	A request to the Bidding Committee for a closed tender process was disapproved, instead instructed the Chief Directorate to restart the new Bid process of advertising the tender in the open media for a shorter period [14 days]. A notice of cancellation of the tender Bid was then advertised on the Government Tender Bulletin on the 26 th March 2010 and a new tender Bid was also advertised on the same day by the Departmental Supply Chain Management. The new Bid closed on the 20 th April 2010. The Chief Directorate recommended names to the DDG: TR, A&I for appointment as members of the Evaluation Committee to adjudicate this tender Bid on the Oil Pollution Contract. However, in the interim, the Chief Directorate is currently negotiating with the two appointed Consultants which would be remunerated in accordance with the Guide on Hourly Fee Rates for Consultants developed by the Department of Public Service and Administration, thereafter would soon convene the Evaluation Committee to adjudicate this tender Bid on the Oil Pollution Contract at the earliest date in May 2010.
Implementation on voluntary IMO Member States Audit Schemes (VIMSAS)	South Africa addressing VIMSAA Findings	Draft implementation strategy	June 2009	A two days workshop to draft MoU and strategy with other maritime -related stakeholders was conducted and as a result of that we are currently having a draft VIMSAS MoU and draft Conventions strategy which will be attached as an annexure to seaway strategy.
		Draft maritime strategy	November 2009	
		Draft MOU's	June 2009	
Mandatory Security regime	Enacted maritime transport security legislative framework	Finalize the development of a comprehensive maritime transport security bill	December 2009	The Bill was sent out for public comment and the state law advises and currently in the process to be taken to parliament
		Draft relevant regulations	March 2010	

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Roll out Long Range Identification and tracking (LRIT)	South Africa being part of the Regional / Cooperative LRIT Data Centre	LRIT Implementation Participate in Bilateral/Multilateral to cooperate with Regional IMO Member States	July 2009 March 2010	The Launch of the LRIT system took place in the SAMSA Centre for sea Watch and Response in Cape Town last year which means that South Africa has complied with IMO requirements. The Regulations were also completed to effect the implementation of LRIT
Approved Maritime Security Plans	Review of maritime security plans	Plans approved by the Director-General	July 2009	Dot have received plans for all the 8 commercial ports and the process of approving them started in July 2009 and still going on until the PSO understand what is needed.
Transformed Port Industry in South Africa	Publication of the Directives in the Government Gazette for general information and compliance	Prepare all the necessary documentation to ensure that the Minister concurs and approves the Directives. Work hand in hand with the Port Regulator of South Africa to ensure that the Directives and Principles are in operation.	July 2009	Directives have been approved and published in the Government Gazette for general information and compliance. Directive No 23 has been amended and published in the Government Gazette.
An Established Port Forum to advise the Minister.	Launch of the Port Consultative Committees (PCC) and National Port Consultative Committee (NPCC).	Consolidate the nomination of PCC and NPCC Conduct road shows on the existence of PCC and NPCC.	December 2009	Port Consultative Committees have been launched for all the seven ports. National Port Consultative Committees still to be launched by the Minister.
Clearly defined Jurisdiction of each port.	Publication of the Amended regulation 17 of the Port Regulations in the Government Gazette for General Information and Compliance.	Finalise the consultation process with the industry. Publish the Port Limits in the Government Gazette.	August 2009	Port Limits have been redefined and published in the Government Gazette for general information and compliance.
Amended ship register	An improved Ship Register taking into consideration the International Labour Convention.	Consolidate Comments form the maritime industry. Publish the amended ship registration Act in the Gazette.	December 2009	Act in the process of being amended

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Training of 120 Seafarers for Economic and Capacity Development	<p>To achieve the 2014 Strategy of making SA a Seafaring nation</p> <p>To create export linked employment for youth and Women</p> <p>Training of 60 Seafarers, 30 Navigating Cadets and 30 Engine Cadets for placement on ships</p>	Recruit and train Seafarers from all provinces	September 2009	Not done due to lack of financial resources
Training of Women, Youth and the Disabled on Maritime New Venture Creation/SMME development	<p>To create Maritime Awareness amongst communities</p> <p>To support Black Supplier Development Programme</p> <p>To channel Women, Youth and the Disabled towards Maritime Business Opportunities</p>	<p>Maritime Awareness Campaigns</p> <p>Workshops aimed at introducing Black Business towards Shipping Business through legislated/Industry's Procurement Policies</p>	February 2010	<p>Not done</p> <p>Lack of financial resources</p>
Host of the Launch of Indian Ocean Rim-Association for Regional Cooperation (IOR-ARC)	To create an Economic and Maritime Bilateral Projects forum for countries residing within the Indian Ocean	<p>Hosting of a Task Team to finalise the Member States Agreement</p> <p>Hosting of Ministers of IOR-ARC member countries</p>	August 2009	<p>Submission was written and was not approved due to lack of funds.</p> <p>Meeting will be hosted in May 2010</p>
Conclude Maritime Bilateral Agreements		Sign Agreement with Republic of Congo, Yemen, Namibia, Cyprus and Panama	2009/2010 financial year	<p>Agreements with Republic of Congo and Namibia were signed.</p> <p>Agreements negotiated with Panama, Cyprus, Yemen, Ghana, Angola, Nigeria and with Ukraine</p> <p>Economic projects plan mapped out</p>

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Implementation of Bilateral Agreements	Hosting the maritime private sector of RSA and that of Iran	Partnership between South Africa (RSA private and public entities and that of other governments.	July 2009	The SA Maritime Chamber of Commerce was initiated and the Minister Approved its Establishment in April this year. Project plan was developed Pre-launch roadmap calendar developed Stakeholder engagement strategy crafted
	Setting up joint venture between the maritime private sectors of other countries and that of RSA SMME's	Memorandum of Understanding signed between entities of RSA and interested governments	February 2010	
	Facilitate the development / sustainability of the ship building and ship repair industry	Projects for implementation completed and approved	January 2010	
	OPRC Train-the –Trainer	Seminar on Oil Pollution Prevention Response Cooperation	July 2009	
Accident and Incident Investigation (Search and Rescue)				
To host the 3 rd SASAR Meritorious Awards	Revision of the selection criteria and categories of the awards	Approval of the revised selection criteria and categories	May 2009	This project was postponed due to financial constraints/ budget limitations
	Nominees for the awards	Relevant communiqués	Jul 2009	
	Candidature for the awards	Final list of selected candidates/ Special meeting	Aug 2009	
	Candidature for the awards	Final list of selected candidates	Sep 2009	
	3 rd SASAR Meritorious Awards	Successful hosting of the awards	Nov 2009	

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
To facilitate and co-ordinate a field Search and Rescue (SAR) exercise with immediate neighbouring countries to test their readiness for the 2010 soccer tournament and beyond by end of 2009	Functional sub-regional SAREX Steering Committee	Successful hosting of 2 meetings of the sub-regional SAREX Steering Committee	February and July 2009	The SAREX Steering Committee met trice to ensure successful execution of the SAR Exercise.
	Regional SAREX 09 – (2010 FIFA Soccer World Cup)	Successful hosting of the exercise/At least 50-60% participation by relevant countries in the planning sessions and the actual exercise	Oct 2009	The Department successfully held a regional search and rescue exercise amid prevailing inclement weather conditions in Himeville in Kwa-Zulu Natal. A majority of key national organizations participating in aviation and maritime search and rescue operations attended and participated in the exercise. In addition, representatives from 8 neighbouring countries observed the exercise with Lesotho fully participating.
	Relevant reports and evaluation results	Reports on the exercise (Preliminary and final reports)	Dec 2009	A report on the exercise was compiled and endorsed by the SASAR Executive Committee at its 37 th session.
To host the 23 rd session of the Cospas-Sarsat Joint Committee meeting	Successful hosting of JC 23	Attend to all logistical arrangements in terms of Cospas-Sarsat specifications and internal procurement procedures and prescripts	May 2009	The Department successfully hosted the 23 rd session of the Cospas-Sarsat Joint Committee from 15-23 June 2009. The meeting was attended by delegations from 33 countries including South Africa. Representatives from the European Space Agency (ESA), European Commission (EC), the International Telecommunication Union (ITU), EUMESTAT and the Radio Technical Commission for Maritime Services (RTCM) also attended the meeting. A report was tabled for the Minister's information.
	Functional Technical Task Team	Identify relevant role players and establish a preparation technical task team with clear terms of reference	Feb 2009	
	Relevant submission	Formulating SA position/comments on all papers to be discussed at JC23	May 2009	
	Relevant submission	Appointing and ensuring accreditation of the SA delegation at the meeting	May 2009	
	Ministerial keynote address	Preparing the keynote address to be delivered by MOT at the meeting	May 2009	
	23 rd session of CJC	Full participation at CJC 23	Jun 2009	

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Rail Regulation – This was not included in the approved strategic plan				
An integrated rail strategy that addresses needs of both commuter & freight	Efficient rail operations for commuter & freight	Development of rail transport strategy & its implementation	Oct 09 – Jan 10	Draft documents are consulted within the Department on Freight Logistics and passenger convenience to be able to have a collaborative document that guides and review all impacts that the strategy should have on the rail mode in general.
Modal shift in large freight from road to rail	reliable, scheduled and dependable system for socio economic development	Increased usage rail system for both commuter & freight operations i.t.o. providing quality rail operations to all users.	Ongoing process	Qualitative consultation with the Transnet Freight Rail and Department of Public Enterprises is underway to prepare the freight rail to be able to capacitate the load that will be moving from road to rail. Road act will also be consulted in ensuring that the shift will enable and aid road deterioration and not to cripple the economy.
Legislation and regulations	regulated field of operation and liquidating monopolised operations	Development of National Rail Policy	June/ July 2010	The process is underway and TOR's are drafted for all key stakeholders to comment and the policy skeleton already exists for the team to make qualitative inputs. The policy is viewed to be an integrated or interoperable with other modes
expenditure vs. delivery, monitor the quality of reports and further ensure the implementation of recommendations and plans	qualitative & user friendly standard of reports, Agencies operating within the mandate given	Stakeholder Management	Ongoing process	Identified key stakeholders and have standard bi-annuals and communication systems that aid the collaborative support to enable the Department and its entities to attain and achieve the goals as set in their Strategic or Corporate Plan for the year at hand.
Benchmark, research and revise rail regulatory frameworks against international best practices i.e. safety, economic & security	Comprehensive guidance in the development of strategies, frameworks, rail policy etc.	Research and innovation	Ongoing process	Researched and networked with institutions of higher learning in benchmarking our current with the developed countries. Since the policy is not yet in place, all researches are used to input in the policy development process which is currently sitting with the branch Economic and Policy Development.
Accident and Incident Investigations (Road) This was not included in approved Strategic Plan				
Regulate the standardisation of accident investigation	Draft a policy document on the standardisation of accident investigation	Draft document to be consulted with all relevant stakeholders	31 March 2010	Draft regulatory document and draft Legal Framework compiled.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Inform the Minister regarding accident investigation	Minister be updated on all major accidents and preliminary reports	Put a procedure in place to inform Minister immediately of accidents and provide his office with preliminary and summary reports.	Ongoing	No reports were submitted because nothing was received from the RTMC. Letter was sent to RTMC to request reports with no response. Kept database on all accidents that were investigated for country and per province.
Oversee the implementation of accident investigation results	Intervene where and when needed to implement the recommendations contained in the accident investigation reports	Have meetings with relevant stakeholders involved to monitor implementation of recommendations.	Ongoing	Successful implementation of quick fixes on Kranspoort Pass. SANRAL busy with long term planning. Report to DG, SANRAL and RTMC. In consultation to upgrade other areas. Visited 4 provincial HOD regarding implementation.
Regulate the standardisation of Incident Management System (IMS) in the country	Coordinate with different agencies regarding the status of IMS in the country.	Keep updated with the status of IMS in the country and report to Director -General and Minister	Ongoing	Feedback was received from SANRAL. RTMC stopped project to develop a National IMS Guideline and Framework. The Department to develop the necessary Guideline and Framework.

6.3.6 Reasons for major variances between target and actual performance:

Refer to details reported under "Service deliver achievements" where applicable.

6.3.6 List of complementary documents that provide more information:

None.

6.4 Programme 4: Integrated Planning and Inter-sphere Coordination

6.4.1 Purpose: Manage and facilitate integrated planning and inter-sphere co-ordination for infrastructure and operations.

6.4.2 Measurable objective:

- Ensure integrated transport planning and operations by providing technical, financial and regulatory support to municipalities and provinces through monitoring and evaluation of urban and rural transport plans, including the implementation of the 2010 FIFA World Cup action plan.
- Improve infrastructure planning and management by implementing the road infrastructure strategic framework for South Africa, aimed at improving the condition of the road network in accordance with the framework's action plan, by March 2010.

6.4.3 Service delivery objectives and indicators: *(Describe the delivery objectives and indicators relating to the programme)*

Refer to Service Delivery Achievements

6.4.4 Recent outputs:

- The focus on 2010 event preparations has shifted to operational readiness. Host Cities were provided with continuous and focused guidance and technical support on the development and testing of event operational plans;
- Phases 1 to 3 of the National Transport Master Plan 2050 were completed and provide reports on the status of transportation; provincial analyses of constraints in providing demand responsive and qualitative transportation systems; 3 scenarios on land use; and supply and demand forecasts up to 2050. The fourth and final phase will be finalised and will outline the action plan for policies, institutions and infrastructure facilities;
- The National Land Transport Act (2009) replaced the National Land Transport Transition Act (2000) in April 2009.
- In 2010/11, the National Public Transport Regulator will provide regulatory services for inter-provincial public and tourist transport. A standardised procedure manual is being developed to enable all regulatory entities to administer applications for and dispense operating licences; and
- The process of reclassifying roads into the 6 functional classes set out in the road infrastructure strategic framework is ongoing, and guidelines are currently being aligned with the road access management system. This process started in February 2009 and will conclude in 2010/11.

6.4.5 Service delivery achievements:

2009/10 Business Plan

Measurable Objective: Integrated Transport Planning

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Capacity building on the NTL Act (NLTA)	Simplified booklet on the NLTA Stakeholders capacitated through roadshows in nine provinces	<ul style="list-style-type: none"> Development of simplified booklet on the NLTA Conducting roadshows in nine provinces 	February 2010	Draft booklet completed March 2010. However, the road shows will only be conducted after the FIFA world cup as host cities and provinces are not available.
Develop NPTR standard procedures	Operation licence applications and procedures developed. Training manual developed.	<ul style="list-style-type: none"> ToRs Project plans Progress report 	July 2009	Completed December 2009
46 priority regulations in terms of NLTA (e.g. BRT, 2010, bus contracts)	Draft priority regulations and approval by the minister	<ul style="list-style-type: none"> 46 draft regulations developed Consultation with stakeholders in provinces Gazette regulations 	July 2009	Completed December 2009
Further regulations in relation to the NLTA (in addition to the 46 priority regulations)	Draft regulations development Regulations gazetted	<ul style="list-style-type: none"> Drafting of the regulations Gazetting for public comments Consultation with stakeholders Submitting for ministerial approval 	March 2010	Draft Regulations completed March 2010
Integrated transport plans as NLTA Act phase 1	Number of ITPS prepared in 46 DMs	<ul style="list-style-type: none"> Quantitative assessments of the ITP in 46 DMs Assess compliance with new regulations 	May 2010	Draft assessments completed March 2010 – however the targeted DM's was changed to 10

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Assess the implementation of the national land strategic framework (NLTSF) and the provincial and transport Framework	Develop a review framework Nine PLTFs assessed NLTSF assessed Updated NLTSF	<ul style="list-style-type: none"> Development of review framework Assess implementation of PLTFs Asses implementation of NLTSF Finalise review report Updating of NLTSF 	June 2010	The CFO required the project to be staggered to start in 2010 as there were no funds available in 2009
ITP coordinators in 11 DMs as phase 1: <ul style="list-style-type: none"> Central Karoo West Coast Gert Sibande Nkangala Enhlazini Vhembe Capricon Frances Baard Pixley ka Sema Bojanala Moodira Molema 	Signed MoUs between Dot and DMs ITP coordinators appointed and included ITP coordinators progress managed	<ul style="list-style-type: none"> Buy-in of participating DMs Formulation and signing of MoUs Appoint ITP coordinators at ASD level Induction of ITP coordinators Manage progress of ITP coordinators 	March 2009	Finance section closed this project as there were no funds available
Plan intermodal facilities in selected municipalities	Needs identification: One urban and one rural	Needs assessment: Formulation and signing of MoUs Design the facilities	July 2010	Draft assessments completed March 2010 – however the targeted DM's was changed to 10
Locate ITP coordinators in DMs as phase 2 <ul style="list-style-type: none"> Greater Sekhukhune Mopani UGu UMkhanyakude OR Tambo 	Signed MoUs between Dot and DM ITP coordinators appointed and trained ITP coordinators' progress managed	<ul style="list-style-type: none"> Buy-in of participating DMs Formulation and signing of MoUs Appoint ITP coordinators at DMs 	December 2010	The CFO required the project to be staggered to start in 2010 as there were no funds available in 2009

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Draft NLTA Amendment bill	Draft NLTA Amendment Bill	<ul style="list-style-type: none"> Identify needs and problems in the implementation of NLTA Public consultation Develop draft bill 	May 2011	Finance section closed this project as there were no funds available

2009/10 Business Plan

Measurable Objective: Integrated Infrastructure Network Development

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Road Infrastructure recovery plan: road needs and recovery plan	<p>% roads condition in poor: fair and good condition (national, provincial, metro and 50% district and municipal)</p> <p>Standards and levels of service of non-tolled roads</p> <p>South Africa road Infrastructure maintenance fund</p>	<ul style="list-style-type: none"> Analyse and assess road network information on the 'combined' Sanral System Assess provincial growth and development plans and national transport master plan projections Inter-sphere consultations Draft report Final report 	August 2009	Terms of Reference were drafted but project could not proceed due to lack of funds. Initial data was obtained from the identified Roads Authorities where information was available.
Road infrastructure maintenance fund	Development of road infrastructure maintenance fund	<ul style="list-style-type: none"> Develop terms of reference Conduct a study and scenario formulation Assess and analyse various scenarios and produce a draft report Hold round table / consultative meetings 	June 2009	Terms of Reference were drafted but project could not proceed due to lack of funds.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Audit on the state of South African Railway infrastructure	<ul style="list-style-type: none"> Preliminary report on funding scenarios and options Fosad and cabinet approval Draft report approved by Fosad and cabinet State of rail infrastructure in SA A final audit report 	<ul style="list-style-type: none"> Produce a preliminary report Fosad and cabinet briefings Develop and sign MoAs with the sectors and stakeholders Develop ToRs with Rail Safety Regulator (RSR) Conduct the audit Develop an audit report 	August 2009	The project did not proceed due to a lack of funds
Institutional arrangement for effective roads development and interface industry	Establishment of a capacity coordination for roads (CapCor) structure as PPP with roads industry	Develop a business plan and part funding of the required capacity	July 2009	The project did not proceed due to a lack of funds
Road infrastructure protection through overload control	Loads management traffic report (<i>past/present/future</i>)	<ul style="list-style-type: none"> Data collection and analysis Review performance on loads management (<i>past/present/future</i>) Published reports 	June 2009	The project did not proceed due to a lack of funds
	Performance- based system design standards and specifications for building and operating safer heavy vehicles	Through international tender, develop design standards and specifications fro building and operating safe heavy vehicles	June 2010	The project did not proceed due to a lack of funds

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Upgrading weighbridge infrastructure	<p>Upgrading weighbridge infrastructure</p> <p>Provision of new information technology management/ monitoring system</p> <p>Report an road infrastructure protection through overload control</p> <p>Loads management report</p>	<ul style="list-style-type: none"> Preparation of business plans and engineering designs and related construction works Solicit new improved IT system to coordinate information and monitor overloading activities Review performance on load management (past/present/future) Data collection and analysis abnormal vehicle stabilisation Develop report 	March 2010	With regards to upgrading weighbridge infrastructure grant funding was disbursed for the upgrade of weighbridge facilities in Gauteng and Limpopo. R5.034m to Gauteng and R5.035m to Limpopo which was transferred to SANRAL for implementation.
Updated infrastructure standards internal projects	<p>Revised Southern African Development Community road traffic signs manual(SADCRTSM) and South African road traffic signs manual (SARTSM)</p> <p>Revised route descriptions and destination analysis</p> <p>Revised Technical methods for highways 9 (TMH9)</p> <p>Revised pedestrian and bicycle facility guideline</p> <p>South African pavement design method</p> <p>Technical recommendations for highways (TRH12)</p>	<ul style="list-style-type: none"> Procure service of technical experts to revise: <ul style="list-style-type: none"> -SADACRTMS and SARTSM -Route descriptions and destination guideline -TMH9 (visual assessment for flexible pavement) -9Rural and broader non-motorised transport aspects); pedestrian and bicycle facilities guidelines TRH 12: Flexible pavement rehabilitation investigation and designs 	<p>May 2009</p> <p>December 2009</p>	<p>Projects could not proceed due to lack of funds. In progress and documents out for comment.</p> <p>Project could not proceed due to lack of funds.</p>

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
External projects (SANRAL)	COTO Standard Specifications for road and bridge work	<ul style="list-style-type: none"> Approval by COTO Dissemination to practitioners and monitoring of implementation 	January 2010	
Development of National road network management system	<p>10% of information from participating roads authorities populated into the system (phase 1)</p> <p>Comprehensive national road network management system</p> <p>Testing municipal level system</p>	<ul style="list-style-type: none"> Data collection and population of the system with data Consolidated road network extent and condition information: national. Provincial and metropolitan Technical Specifications of DoT system (incorporating all authorities' decision support information) Development of the system Stakeholder mobilisation, consultation and identification of test site Buy-in and resource mobilisation Project implementation 	<p>November 2009</p> <p>September 2009</p> <p>March 2010</p> <p>March 2010</p>	
Road network reclassification	<p>100% of proclaimed national, provincial and metropolitan roads reclassified</p> <p>Reclassify 40% of unproclaimed roads</p>	<ul style="list-style-type: none"> Finalise reclassification guidelines and conclude reclassification of proclaimed national, provincial and metropolitan roads Manage and monitor reclassification of unproclaimed roads with provinces and municipality 	<p>May 2009</p> <p>September 2009</p>	National proclaimed network has been fully reclassified. An initial desktop study by Provinces has been concluded but lack of funds preventing Provinces from assisting Municipalities to conclude the reclassification process.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
National airports development plan (NADP)	NADP operational plan Cabinet approval of NADP	<ul style="list-style-type: none"> Finalisation of NADP Intergovernmental consultation Cabinet memorandum 	July 2009	Final draft report was prepared and submitted to EXCO for comment and revision. Approval has been granted to proceed with the stakeholder consultation process.
Monitoring EPWP scale up	Approval of EPWP provincial projects Accelerate the roll-out of the EPWP projects in other district municipalities EPWP quarterly reporting (including women and emerging contractor indicators)	<ul style="list-style-type: none"> Assessment and approval of provincial business plans Facilitate additional projects and approve additional funding for a wider-scale implementation M&E Coupled with technical support Secure direct access and availability of the transport sector monthly performance reports from the Department of Public Works as the coordinator of the programme (per Cabinet decision) 	April 2009	Assessment and approval of business plans was concluded with site visits and technical support for implementation of rural bridges in the Eastern Cape in conjunction with the Department of Public Works. Phase 2 EPWP budgets over the MTEF confirmed by National Treasury to be then followed by future direct engagements with the Provincial EPWP Roads Authorities. Quarterly performance reports obtained and disseminated.
Transport disaster management response strategy	Transport disaster management response strategy	<ul style="list-style-type: none"> Develop a draft strategy for handling disaster damaged infrastructure Consultation with existing role-players in disaster management, transport infrastructure providers and transport operators Finalise a transport disaster management response strategy Approval by cabinet 	March 2010	Project could not proceed due to lack of funds. An amount of R116.9m was transferred as grant funding to the Western Cape for repair of flood damaged roads.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Regional infrastructure development	Sani Pass: 33 Kilometres Completion of phase 1 (0 to 14km) Decision Phase 2 (km14 to 25kms and km 25 to 33)	<ul style="list-style-type: none"> Disbursement of funds for construction of phase 1 and 2 Monitoring construction progress and grant funding performance 	ongoing	Grant amount of R34.347m transferred to KZN Department of Roads and Transport for construction of Sani Pass phase 2. Funds were fully spent and transfer in compliance with DoRA requirements. Monthly expenditure reports submitted along with construction progress reports.
High-speed rail comprehensive plan	A project team from Natmap and integrated infrastructure network development Viability and modalities of changing from the present 1067m railway gauge technology to 1435mm high-speed rail gauge	<ul style="list-style-type: none"> Submit ToRs and preliminary report to Natmap and SARCC (PRASA) Submit full report detailing prefeasibility documents Agenda for action 	June 2009	Project could not proceed due to lack of funds.

2009/10 Business Plan

Measurable objective: Integrated Development Programmeme

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Implementation of the provisional of the Transport Tribunal (TAT) Act Establishment of the new TAT board Regulations	Approval and appointment of the board and functioning of the board	Awareness Campaigns, Workshops on Tribunal Regulations (as amended for compliance)	May 2010	The TAT is functioning smoothly and holding hearings bi-monthly.
Implementation of the NLTA to set up the National Public Transport Regulator (NPTR): Designated officials and administration unit	Granting of operating licences and accreditation of operation Issuance and registration of interprovincial and tourist operating licences	Records of operating licences	June 2009	Uniform Organisational Structure for NPTR Support Unit & Function has been completed and awaiting for approval.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Implementation of the rural transport strategy for SA	<p>Completion of IRMA projects in Sekhukhune. UMkhanyakude and OR Tambo</p> <p>Finalisation of the rural GIS mapping</p> <p>Manage the implementation of the bicycle master plan</p>	<ul style="list-style-type: none"> Construct access road in Dr Ruth S. Mopani DM Construct pedestrian bridge/s in Thabo Mofutsanyane DM (Phase 1) Public transport inter-modal facility in Chris Hani DM (phase 10) Complete the IRMA pilot project in UMkhanyakude DM 	<p>June 2009</p> <p>June 2009</p> <p>March 2010 (phased implementation)</p>	<p>The following projects are being implemented</p> <p>Public Transport Inter- modal facility in Chris Hani DM – Tender:</p> <ul style="list-style-type: none"> Construct Access Road in Dr Ruth S. Mompoti DM- construction Construct Pedestrian Bridge/s in Thabo Mofutsanyane DM - construction Development of Bicycle & Pedestrian Master Plan in Sekhukhune- complete <p>Construction in progress, in Umkhanyakude. Sekhukhune has been given a Transfer Payment due to difficulties encountered.</p>
Development of the rural public transport N/network plan	Report on viability of routes in rural districts and interface with the public transport action plan	Review and audit the public transport records in six rural district	March 2010	Project Cancelled/ Canned
Implementation of the rural transport strategy	Public transport intermodal facility in Chris Hani DM and certain ISRDP projects in terms of the rural transport development programmeme	Second phase of CHDM the public intermodal facility implementation	March 2010	Project is at contract award stage and Transfer payments are done according to approved Payment Schedule.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Manage the functioning of the provincial appeal tribunals (PTAs)- new mandate	Management of the PTAs' operational processes	Dissolution of the PTAs and transferring their pending appeals to TAT, where MEC so decided according to NLTA provisions	March 09 to April 2010	Preparatory work has been completed. The new act NLTA of 2009 is not operational yet.
Establishment of the provincial regulator entities (PREs) Disestablishment of the POLBs	Nine PREs established	<ul style="list-style-type: none"> • Implementation plan for establishing PREs • PREs and municipalities oversight • Popularisation of the ACT 	March 2010	Regulations have been completed. Provinces have been advised to proceed.
Implementation of the ShovaKalula rollout plan	15 000 bicycles and helmets distributed.	<ul style="list-style-type: none"> • Development of business plans and a signing of the MoAs with provinces • Manage the contract in line with the service delivery targets • Mentor and train local entrepreneurs 	March 2010	13 500 bicycles have been distributed to eight provinces. The remaining bicycles will be distributed before 20 May 2010 Expressions of interests obtained and evaluated and a report was released
	Facilitate the establishment of the bicycle manufacturing and assembly plant in SA	<ul style="list-style-type: none"> • Development of terms references • Set up a bicycle manufacturing plant • Sign contracts with role-players 	June 2009 September 2009	Terms of reference are developed Terms of reference for the feasibility study for bicycle manufacturing plant and impact assessment developed
Implementation of the non-motorised transport technologies	Pilot projects in selected provinces	Facilitate the promotion of new technologies in six RTDP areas	September 2009	NMT technologies finalised and launched in August 2009 Bicycle specifications and technical drawings have been handed over to the Department
Empowerment of women in transport through SANWIT	SANWIT structures Four contracts signed	<ul style="list-style-type: none"> • Facilitate the securing of business contracts • Establish business alliance and mentorship programmes • Set up of provincial chapters in the three remaining provinces 	June 2009	SANWIT Chapter for Northern Cape and Gauteng province were established

2009/10 Business Plan**Measurable Objective: National Transport Master Plan**

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Natmap project completion	Final documentation for all phase (1-4) -Phase 1- Status quo -Phase 2- analysis of data -phase 3-forward planning/ projection -Phase 4- agenda for action	Update final documents for all phases (1-4) -Phase 1- Status quo -Phase 2- analysis of data -phase 3-forward planning/ projection -Phase 4- agenda for action -printing of documents	March 2010	Printing of all final documents for all phases (1-4) is awaiting approval by cabinet.
Five year development programmeme	Identify feasibility findings	Unbundle priorities/ analyse five year programmeme projects.	July-August 2010	The programmeme is still under development.
RSA/IR Iran establishment of plant to manufacture rail components for standard gauge	Project definition Communicate with Transnet, SARCC and manufacturers	Disseminate information to relevant stakeholders Develop a working document	July 2009 December 2009	The two countries failed to honour the bilateral agreement and plant has not been established

6.4.6 Reasons for major variances between target and actual performance:

Refer to details reported under "Service deliver achievements" where applicable.

6.4.7 List of complementary documents that provide more information:

None.

6.5 Programmeme 5: Transport Logistics and Corridor Development

6.5.1 Purpose:

Manage the implementation of the transport logistics and the development of freight movement corridors.

6.5.2 Measurable objective:

- Promote the seamless and integrated movement of cargo to achieve systems costs reduction and reduce transit and turnaround times by half by developing appropriate corridor mapping tools to ensure interoperability by 2014; and
- Enhance and promote the participation of the second economy players in the mainstream economy as well as encourage private sector participation and investment by developing appropriate institutional and regulatory frameworks for freight transport by 2014.

6.5.3 Service delivery objectives and indicators:

The National Freight Databank for all 9 (Nine) provinces, which provides an analysis of freight movement statistics, was completed in 2009. In 2010/11, the department will begin updating the current databank on a national scale for all modes of transport for a range of corridor information. The development of the national freight information system has been stalled and is expected to be finalised by 2012.

The department has started developing sub – sectoral strategic intervention areas for implementing the national freight logistics strategy in rail, roads, air and ports to remove current system blockages, increase freight movement capacity and improve performance. Strategic intervention areas in rail, roads and air are expected to be implemented by 2011. Interventions in ports will be implemented by 2012.

The provincial freight logistics forums have gained momentum. The forums include the different spheres of government, agencies, state owned enterprises, organised labour, the private sector and communities. 2010 FIFA World Cup host cities were assisted in integrating their freight plans into overall transport plans. These plans were submitted to FIFA in October 2008 and contributed to the success of the FIFA Confederations Cup in 2009. Site visits were conducted to Beit Bridge, Lebombo, Maseru Bridge and Nakop land border posts to get first hand information on the sources of congestion and delays. A draft freight movement optimisation plan was compiled.

6.5.4 Recent outputs:

- The national freight databank for all 9 provinces, which provides an analysis of freight movement statistics, was completed in 2009. In 2010/11, the department will begin updating the current databank on a national scale for all modes of transport for a range of corridor information;
- The department has started developing sub-sectoral strategic intervention areas for implementing the national freight logistics strategy in rail, roads, air and ports to remove current system blockages, increase freight movement capacity and improve performance. Strategic intervention areas in rail, roads and air are being developed for implementation by 2011. Interventions in the ports sector will be implemented by 2012; and

- The provincial freight logistics forums have gained momentum. The forums include the different spheres of government, agencies, state owned enterprises, organised labour, the private sector and communities. 2010 FIFA World cup host cities were assisted in integrating their freight plans into overall transport plans. These plans were submitted to FIFA in October 2008 and contributed to the success of the FIFA Confederations Cup in 2009. Site visits were conducted to Beit Bridge, Lebombo, Maseru Bridge and Nakop land border posts to get first hand information on the sources of congestion and delays. A draft freight movement optimisation plan was compiled.

6.5.5 Service delivery achievements:

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
National Freight Master Plan	<ul style="list-style-type: none"> Draft Freight Master Plan Final Freight Master Plan 	<ul style="list-style-type: none"> Analyse and align with NATMAP project to provide intelligence Drafting a detailed inception report International Benchmarking Report Freight forecast planning for 2014 freight scenario and beyond Draft Strategic Planning Report Draft Implementation Plan Final National freight Master Plan 	November 2009	Project not approved by the Director-General
Airfreight Strategy	<ul style="list-style-type: none"> Draft Strategy Final Strategy 	<ul style="list-style-type: none"> Undertake a review of airfreight problem landscape Analyse and align with NADP project to provide intelligence Assessment of freight airport development models Finalise draft airfreight strategy framework 	March 2009 March 2009 November 2009	<p>The DoT discontinued the contract in October 2009 due to poor performance of the service provider. At that stage, the service provider had completed 80% of work towards reviewing airfreight problem landscape. The output was an Inception Report.</p> <p>Thereafter, the DoT has embarked on a process to re-advertise the bid with a view to procure professional services of a suitable service provider who will finalise the remaining portion on the project.</p>

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Road Freight Strategy	<ul style="list-style-type: none"> Draft Road Freight Strategy Final Road Freight Strategy 	<ul style="list-style-type: none"> Analyse current road freight and related studies Analyse NFMF outputs to provide intelligence on freight movement Review current axle mass limits Design weighbridge network 	<p>April 2009</p> <p>March 2010</p>	<p>The Branch has since appointed a service provider to assist with the development of the Road Freight Strategy.</p> <p>A baseline report (done through research and consultations) has been produced. It gives an analysis of the current road freight environment including international benchmarking.</p> <p>The report also highlights key issues and possible solution/recommendations.</p> <p>Part of stakeholder consultations took into considerations stakeholder views on the appropriate spatial weighbridge network design and review of the current axle mass limits (related to the Letter of intent by DoT to reduce the axle mass on secondary networks).</p>
FIFA Confederations Cup™ and 2010 World Cup™ freight plans	<ul style="list-style-type: none"> Confederations Cup and World Cup freight operational plans 	<ul style="list-style-type: none"> Engage Confederations Cup and World Cup Host Cities on freight operational plans Provide technical and implementation assistance to Host Cities (HC) for Operational Planning Design HC freight routes for Confederations Cup and World Cup events Consolidate various municipal precinct freight operational plans 	<p>March 2009</p>	<p>The Department has thoroughly engaged with LOC through the Freight Logistics Management Committee (FLMC) in preparations for the FIFA CONFED and 2010 World Cup events. The same plans used during CONFED will be of value during the 2010 WC.</p>

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
2010 FIFA World Cup transport projects coordination	• Approved guidelines for temporary signage	• Workshop draft guidelines to host cities	March 2009	Guidelines for temporary signage and vehicle branding were finalised and approved. The event communications plan was also finalised and approved, for the Confederations Cup of 2009.
		• Approval of guidelines by the Minister	May 2009	
	• Approved operational plan for event transport vehicle branding	• Finalise temporary signage implementation for the four Confederations Cup venues	March 2009	
		• Development of vehicle branding operational plan for event operations	April 2009	
		• Workshop concept and operational plan with HC operating entities and 2010 organising committee	May 2009	
	• Approved operational plan for transport services (To inform travellers about PT availability) communications plan	• Formal approval of branding guidelines		
		• Implementation for the four Confederation Cup venues	March 2009	
		• Development of transport services communications operational plan	May 2009	
	• Workshop concept and operational plan with HC operating entities and 2010 organising committee	May 2009		
	• Formal approval of event transport services communications plan			
	• Implementation for the four Confederation Cup venues			

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
2010 FIFA World Cup transport projects coordination	<ul style="list-style-type: none"> Approved concept for event transport ticketing 	<ul style="list-style-type: none"> Workshop the event ticketing concept to host cities and operating entities to reach consensus on approach Develop ticketing operational plan Provide technical and implementation assistance to Host Cities for operational planning Provide technical and implementation assistance to host cities for operational planning Provide technical and implementation assistance to national / provincial work streams for operational planning Manage the process of submission by the Host Cities and operating entities Present operational plans to the designated approval structures 	<p>July 2009</p> <p>March 2010</p> <p>March 2010</p>	The workshop was held, but consensus could not be reached on a common approach. The event ticketing concept could therefore, not be developed.
PTIS grant administration	<ul style="list-style-type: none"> Compliance with the Division of Revenue Act 	<ul style="list-style-type: none"> Process the signing of MoA's with all PTIS beneficiaries Approval of payment schedules for 2009/10 Grant transfers in line with the approved payment schedule Monthly monitoring of grant performance in relation to project progress and expenditure Technical assistance to struggling municipalities 	<p>April 2009</p> <p>Ongoing as per schedule</p> <p>Monthly</p> <p>Ongoing</p>	<p>MOAs were signed</p> <p>Payment Schedules were approved by NT</p> <p>Money was transferred and monitored</p> <p>Technical assistance to struggling municipalities was done.</p>

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Coordination of the formal 2010 FIFA World Cup forums	<ul style="list-style-type: none"> Regular meeting of 2010 event coordination structures 	<ul style="list-style-type: none"> Calendar of meetings Secretariat function to meetings, with clear actions items and decisions made. Facilitate the necessary decisions making process 	July 2009 and ongoing	The coordination structures met and were provided with a secretariat service
Coordination of transport operations for the Confederations cup	<ul style="list-style-type: none"> Efficient transport operations for the Confederations Cup 	<ul style="list-style-type: none"> Coordinate host city event preparations to ensure: <ul style="list-style-type: none"> Sufficient park-and ride facilities Overlay transport services for spectators to the stadium and back Provide technical and implementation assistance to host cities for operational planning Provide technical and implementation assistance to national/ provincial work streams for operational planning 	June 2009 March 2010	Technical assistance and on-site coordinators were provided to host cities, for the hosting of the Confederations Cup.

6.5.6 Reasons for major variances between target and actual performance:

None

6.5.7 List of complementary documents that provide more information:

- Provincial Freight Databanks
- Draft Rail Branch Line Strategy
- National Freight Master Plan
- Road Infrastructure Framework for South Africa
- Transnet Rail and Ports Infrastructure Plan

6.6 Programmeme 6: Public Transport

6.6.1 Purpose: Develop practices and norms that will increase access to appropriate and quality public transport that meets the socioeconomic needs of both rural and urban passengers.

6.6.2 Measurable objective:

- 2010 Soccer World Cup Operational Plans (Bus/Rail/Taxi);
- Conclude the consolidation of Autopax into PRASA;
- Improved loading capacity and reliability of commuter rail;
- Turnaround of the Operating Licensing Boards;
- Programmeme Management of TRP;
- Implementation of Electronic Fare Collection in Phase 1 networks; and
- Integrated Rapid Public Transport Network for 2010 Phase 1 to support modal 2010 plans Operational plans.

6.6.3 Service delivery objectives and indicators:

Refer to Service Delivery Achievements

6.6.4 Recent outputs:

RAIL

As part of the Accelerated **Rolling Stock** Refurbishment Programmeme the target is 2100 of trains to be refurbished by 2010. The target for 2008/09 was 700 and 709 coaches were completed during 2008/09.

7 South African Police contact points (Police Stations) for railway police have been constructed and commissioned during 2008/09 and an additional 210 constables have been deployed in the rail network.

The second phase of the consolidation of **Shosholoz Meyl and Autopax** has been concluded by 31 March 2009 and additional operational funding has been secured. The Business plan for the new passenger rail entity - Passenger Rail Agency of South Africa (PRASA) has been completed and finalised by March 2009.

The alignment of Shosholoz Meyl and Autopax Services has been concluded by February 2009.

BUS

Fleet size and procurement need for inter-city 2010 Soccer World Cup concluded. 2010 Project Management Office established and detailed Operational Plans and alignment with 2010 host cities operational plans for nine provinces concluded. Bus specifications concluded - Best and Final Offer process concluded – preferred bidders announced. Government guarantee of R 1.4 bn secured for the procurement of 2010 Fleet.

TAXI

The Taxi Recapitalisation programme is progressing steadily based on available funding allocations and the pace can be upped if funding allocations were increased. A total of 11 490 vehicles have been scrapped in the 2009/10 financial year.

The National Joint Working Group has been established to deal with taxi related matters such as the implementation of the Bus Rapid Transit and other impending taxi matters. The parties to this body include the taxi industry as well as representation from civil society and organized labour.

The Department identified a problem of illegally converted panel vans infiltrating the Taxi Recapitalisation programme and developed a solution of retro fitment to these vehicles to render them legal by ensuring conformance to SABS and TRP requirements.

PUBLIC TRANSPORT STRATEGY

Implementation of Electronic Fare Collection (EFC) in Phase 1 networks:

Published EFC Regulation and Data Structure for comment. Comments have been processed and final regulation will be ready for Gazetting in May 2009.

Assisted JHB and CT to develop Electronic Fare Collection tender specifications and engaged Gautrain, SARCC, & NMB on their EFC procurements.

Engaged Financial Intelligence Centre and Treasury on an exemption from FICA requirements.

Liaised with payments industry via the Payments Association of SA.

Accessible Public Transport Implementation Strategy and Plan:

4th edraft accessible PT Strategy and 2nd draft Implementation Plan has been finalised. Ministerial approval to embark on a consultative process has been granted, the next step is to commence on National Consultative workshop (s).

Initial bilateral consultation with the South African Disability Alliance (SADA) representatives was held.

Site visits to Buffalo City, Mangaung, Ethekwini, NMBM, CoJ, CoCT, Msunduzi, Tshwan i, Ekurhuleni, Polokwane, Rustenburg and Mbombela were held to initiate the discussion and implementation of accessible networks and corridors as proposed by the Public Transport Strategy and Action Plan.

Integrated Rapid Public Transport rNetwork for 2010 Phase o1 to support modal 2010 plans Operational plans

Mbombela have a near final operational plan driven by consultants. The main weakness is the lack of city and provincial championing of the project. DoT has started to engage the City.

Buffalo have initial Operational Plan outputs.

Polokwane and Rustenburg have awarded tenders for Operational Planning consultants and work is in progress.

Ethekwini have committed to advertising the tender by June 2009.

Mangaung have not responded to the DoT's offer to support them in their procurement of an Operational Planning team.

6.6.5 Service delivery achievements:

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
2010 Operational Modal Plans for Public Transport Intercity Services	Project Management Office set up	Support in the management of all land based public transport processes related to the event	May 2009	Project Management Office established coordinating, Ops, Legal, Procurement, Financial, Project Management work streams for General Spectators Services
	Detailed Operational Plans for Shosholoza Meyl completed	Access rights agreed with Transnet Completion of business case	March 2009	Ops Plans completed
	The services of Autopax and Shosholoza Meyl aligned	Completion of Autopax fleet requirement Bus procurement commences Secure guarantees to acquire 2010 bus fleet	March 2009	Fleet requirement completed, Government Guarantee secured and busses procured
	Detailed operational plans for road based intercity services completed	Ongoing update of operational plans Minibus requirements established Expressions of Interest to provide commercial services in support of the operational plans	March 2009	Ops Plan completed and approved by Minister Preferred implementation option approved by Dep. Minister and DG Operating Management Entity appointed.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
	Driver recruitment and training started	Driver recruitment and training process in PMO structure to get underway	March 2009	Driver requirement: <u>1300</u> Drivers secured through recruitment and training Additional drivers seconded from industry
	Accreditation criteria for road transport industry finalised and approved	Engagement with role players	July 2009	Criteria specified in Event Regulations
	Special dispensation for OL completed	PMO drafting regulations	May 2009	Special Events Regulations promulgated on 27 November 2009
	Meter taxi operational plan completed	Integration with Intercity and host city plans	March 2009	Included in Host City planning
Accelerated Rolling Stock Programmeme 9 major Signalling upgrade projects on priority A, B & C corridors	Improved loading capacity and Rolling Stock reliability Metro 700: 275 GO's & 425 Shosholoz Meyl 34- ref 9 major Signalling upgrade projects on priority A, B & C corridors – 5 minute headways	Monitor the implementation of the accelerated rolling stock recovery programmeme aligned with the Accelerate Signalling upgrade	March 2010: (monitoring done through quarterly reports)	The original 700 coaches for General Overhaul and upgrades for 2009/10, was revised downwards in December 2009, after Board of Control approval to align available finding for 2009/10 to 531 coaches. By end of March 2010 505 coaches were completed and deployed for services.
Train punctuality and predictability	Reliability: A corridors – 90 % B corridors – 88%	Monitor the implementation of Signalling systems Upgrade Monitor Customer focused KPIs/ targets	March 2010	Reliability: A corridors:86.3% against target of 90.0% B corridors: 88.0% against a target of 88.90%
	Predictability A corridors – 1.5% cancellations B corridors – 1.9% cancellations		March 2010	Predictability A corridors: Actual trains cancelled 2.89% against target of 1.80% B corridors: actual 1.64% against target of 1.23%

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Accelerated construction programme -security related infrastructure on passenger rail network	Construction of railway Police contract points at the following stations: Gauteng Krugersdorp, Springs, Kempton Park, Saulsville, Bell Ombre Eastern Cape East London & Mount Ruth, Swartkops	Monitor and drive the roll out of improvement to security related infrastructure through Project Steering Committee with SARP and SARCC and the National Crime Combating Forum	September 2009	Ten (10) SAPS Railway Police Stations were constructed and completed. They were handed over to the SAPS and are serving the public.
PRASA revenue strategy	Revenue strategy completed and approved	Analysis of international trends Develop the South African revenue Framework for local use	September 2009	PRASA has adopted a process which has been incorporated into the Corporate Plan approved by the DOT. The plan is indicating a number of strategies being applied by PRASA to generate revenue. These strategies includes the following: <ul style="list-style-type: none"> • Reviewing the existing rental strategy and tenant mix to maximise rental income; • Creation of new rental opportunities within the existing developments; • Creation of new rental opportunities in new station related developments; and • Exploration of appropriate advertising opportunities
Fare regime framework	Fare regime framework completed and approved	Bench marking activity Development of fare framework	March 2009	A draft framework which is based on the concept of integration, KM based charges and IPTNs in Public Transport has been developed and awaiting approval by the Exco of PRASA and Board of Control.
Routes Harmonisation Business plan for Shosholoza Meyl & Autopax	Business plan completed and approved	Detailed planning & identification of key corridors and rural links Development of corridor & route based public transport	June 2009	The process of consolidating the two services: Shosholoza Meyl and Autopax have been completed. Work is in progress to align the services of Autopax in line with the new mandate of PRASA and to take over some of the routes where there is no case for rail services. Autopax will also provide services in rural areas where there are currently no rail networks.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
PRASA brands	PRASA brand(s) approved Premier Classes, intercity services & etc marketed through various media channels Multifaceted Team set up	Creation and development of a strong PRASA identity and brand that defines PRASA. Successful brand management of the operational brands Metrorail, Shosholoz Meyl, Autopax and Intersite. Multi faceted team involving PRASA and DOT, GCIS & other government role-players	June 2009	The new PRASA brand was successfully launched in March 2009. PRASA successfully registered their website as a .com. Since then PRASA has moved from being a local brand to a global one with the initiatives of putting it on international platforms such as the Cape Town Jazz festival, FIFA Confederations Cup and being the supporter of the 2010 FIFA World Cup
New Passenger Rail Agency of South Africa Organisational Structure	New structure completed and approved Assets consolidated under PRASA Metrorail, Shosholoz Meyl and Autopax established as Business Units of PRASA Intersite established as Property Development Unit	Rapid restructuring of the business - the overall functional and organizational structuring of the consolidated organization. Consolidation of assets under PRASA Establishment of Metrorail as a Business Unit of PRASA The ring-fencing of Shosholoz Meyl (as a division of PRASA) and Autopax (as a subsidiary of PRASA). Intersite's mandate with a specific focus to becoming a property development specialist maximising opportunities through station upgrades and development	March 2010 completion of first phase of the project	The legal structure has been approved as per the outline in the Corporate Plan submitted to DOT. PRASA Group will have three (3) components: PRASA RAIL as a Division responsible for Rail operations (commuter and long distance), two subsidiaries: Autopax and Intersite. The current structure has been arrived at to maximise and contains costs in the organisation and to focus on the mandate from Government.
Integration of the Gautrain Rapid Rail Link	Rail Plan alignment Physical integration Integrated ticketing Bus and taxi involvement in feeder services	<ul style="list-style-type: none"> Implementation of Gautrain integration Implementation plan for Phase 1 	July – September 2010	Some parts of integration plan are already being implemented, while others are on target.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Extension of the commuter rail line from Greenview to Piensaarspoort along Mamelodi Corridor	<p>Completed perways, bridges and platforms</p> <p>Completed tracks and overhead electrification</p> <p>Installed effective and reliable signalling system</p> <p>World class accessible stations</p>	<p>Construction of earths works, bridge works and platform structures</p> <p>Construction of the platelaying works</p> <p>Construction of the overhead track electrification works</p> <p>Final design and installation of the signalling systems</p> <p>Construction of stations</p>	March 2010 completion of first phase of the project	The project is at tender stage.
Design & Extension of 4 km commuter rail link to the Cape Town International Airport	<p>Completed 4 km commuter rail link to Airport</p> <p>Complete world class accessible station at the Airport</p>	<p>Construction of earths works and platform structures</p> <p>Construction of the plate laying works</p> <p>Construction of the overhead track electrification works</p> <p>Final design and installation of the signalling systems</p> <p>Construction of Airport station</p>	<p>Negotiations with preferred bidders & finalisation of tender price July 2009</p> <p>Detail design March 2010</p> <p>July 2012</p>	The project is on hold.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Design & Extension of the Bridge City commuter rail line to link N-S Corridor	<p>Completed perways, bridges and platforms</p> <p>Completed tracks and overhead electrification</p> <p>Installed effective and reliable signalling system</p> <p>World class accessible stations</p>	<p>Construction of earths works, bridge works and platform structures</p> <p>Construction of the platelaying works</p> <p>Construction of the overhead track electrification works</p> <p>Final design and installation of the signalling systems</p> <p>Construction of stations and facilities</p> <p>Construction of the rail link</p>	<p>Detail design of the rail link including EIA process November 2009</p> <p>Design & construction of Bridge City station facilities March 2010</p> <p>Completed by March 2012</p>	<p>Contractor on site for the construction of the station.</p> <p>The designs are finalised and the EIA certificate has been secured. The negotiations with the contractor to for the rail link are ongoing and it is expected to start immediately when an agreement is reached. The expected commencement has been earmarked for July 2010.</p> <p>Completion for the project is expected to be at the end of 2012.</p>
Design & Construction of Gauteng Centralised Traffic Control centre	<p>Finalised design phase</p> <p>Completed fully equipped centre with latest technology</p> <p>Installed effective & reliable signalling systems</p>	<p>Planning and design phase</p> <p>Construction phase</p>	<p>March 2010 completion of first phase of the project</p> <p>Construction phase to be completed by 2012</p>	<p>The programmeme has been designed to form single national signalling projects and tenders are being processed.</p>

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
2010 Projects Construction & upgrade of various stations	<p>Completed Cross-over bridges and access improvement</p> <p>Installed effective and reliable signalling systems</p> <p>World class accessible stations & platforms upgrades</p> <p>Park & Ride facilities</p>	<p>Construction of earths works, bridge works and platform structures</p> <p>Final design and installation of the signalling systems</p> <p>Construction of stations and platform upgrades</p>	March 2010	<p>The Moses Mabhida Railway station will be completed by Mid May 2010.</p> <p>Rhodesfield Railway station is expected to be completed by end of May 2010.</p> <p>Windermere railway station is expected to be completed by end of May 2010.</p> <p>Nasrec station upgrade was finalised during April 2010 and the Nasrec rail link with the rail-over-road bridge, relay rooms, earthworks, track work and overhead traction equipment were completed in April 2010. Tests are being conducted to get approval and certificate from the RSR and the process is expected to be complete by end of May 2010.</p>
Moloto Rail development Initiative	<p>Project & Implementation Office</p> <p>Update of affected Municipal IDPs & IDPs</p> <p>Environmental Impact Assessment (EIA)</p>	<p>Establishment of Project Implementation & Management Office</p> <p>Establishment of Task team to update IDPs & ITPs</p> <p>Conducting of EIA process with key role-players</p>	<p>June 2009</p> <p>November 2009</p> <p>March 2010</p>	<p>The project was registered as PPP by National Treasury; however, the project remains unfunded.</p>

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Conditional Grants (DORA) for payment of bus subsidies introduced	Public Transport Integration Committee established	Facilitate the establishment of Public Transport Integration Committees in all Provinces comprising of the three spheres of government operational to commence with the conversion	April 2009	Public Transport Integration Committees established in all 9 Provinces composed of the three spheres of government and an Implementation Protocol was developed to operationalise the PTICs.
	A Team of Transport Professionals appointed	Appoint a team of Transport Professionals to assist in the conversion process.	April 2009	RFP was issued but all evaluated bidders failed on functionality. The re-advertisement of the tender was suspended due to the re-allocation of the Departmental budget
	Conversion process Guidelines completed	Develop guidelines to assist contracting authorities with the conversion process and the criteria for service cutbacks to align with allocated subsidy fund	April 2009	Conversion Guidelines were developed to assist provinces with the implementation of the conversion process describing applicable legislation, steps and methodologies. Guidelines used by provinces in the process of converting Interim Contracts.
	Expertise appointed	Establish a core component in the Department with sufficient capacity and expertise to manage DORA.	April 2009	Departmental structure under review. Appointment of expert was also suspended due to budget deficit.
	SMS updated	Update Subsidy Management System for monitoring to align with the DORA framework Convert all Interim Contracts into Negotiated Contract or kilometre-based contracts.	September 2009	Review of the system was conducted and a proposal to re-design the entire Subsidy Management System was submitted to the Department's Business Systems in July 2009
	All interim contracts converted from ticket based subsidy to vehicle kilometre based contracts		September 2009	Five (5) provinces completed the conversion of Interim Contracts to kilometres in September 2009 and four (4) provinces were granted an extension up to 30 th November 2009. The conversion of interim contracts to kilometres completed accordingly.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
	Equitable allocation formula for the Conditional Grant	Facilitate the establishment of a team comprising of DOT, Provinces and National Treasury to develop a formula for the equitable allocation of the Public Transport Operations Grants for 2010/11 and beyond	June 2009	Draft equitable allocation formula developed and consulted with the National Treasury, Financial and Fiscal Commission and Provinces. Formula to be tested over a three to five year period starting from the allocation of the 2010/11 subsidy budget.
Development of a Performance based Quality Contract Model	Desktop study report completed	Conduct desk top study of best practices, applicable legislation and various network designs prepared by cities	April 2009	A second draft document on desk top study of other countries best practices is complete and submitted in November 09. Study on applicable legislation is completed and study on other provinces and cities network designs still in progress.
	Contracting Options developed	Develop and formulate contracting options applicable to South African conditions	July 2009	Contracting options work is in progress.
	Stakeholder consultation completed	Consult with internal and external stakeholders and other role players	October 2009	Provincial and Cities visit will commence end May 2010.
	Performance Based Contract Model completed and submitted to State Attorneys	Develop and draft Model Contract Documents for approval by the Office of State Attorney and the Department	January 2010	Work still in progress
	Performance Based Contract Model Gazetted	Gazetting by the Minister	March 2010	Gazetting by the Minister to be done in August 2010
	Support provided to contracting authorities	Assist contracting authorities with the implementation of the new Contract Document	March 2010	The process to be done in August 2010

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Development of a Performance based Quality Contract Model	Desktop study report completed	Conduct desk top study of best practices, applicable legislation and various network designs prepared by cities	April 2009	A second draft document on desk top study of other countries best practices is complete and submitted in November 09. Study on applicable legislation is completed and study on other provinces and cities network designs still in progress.
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	Stakeholder consultation completed	Consult with internal and external stakeholders and other role players	October 2009	Provincial and Cities visit will commence end May 2010.
	Performance Based Contract Model completed and submitted to State Attorneys	Develop and draft Model Contract Documents for approval by the Office of State Attorney and the Department	January 2010	Work still in progress
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Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Facilitate the completion of Phase 1 Network Operational Plans for all 8 remaining cities	Completed Phase 1 Operational Plan that is submitted to DoT and Treasury as a basis for continued PTIS funding.	Support and monitor the remaining 8 cities with outstanding Operational Plans.	Buffalo – June 09 Mbombela – June 09 Polokwane – Nov 09 Rustenburg – Nov 09 eThekweni, Mangaung, Ekurhuleni & Msunduzi – March 10	Buffalo, Polokwane and Rustenburg have tabled drafts. eThekweni have commenced. Ekurhuleni plans to readvertise tender. Mangaung, Mbombela and Msunduzi have been unresponsive in the period under review.
Accessible PT corridors as part of Phase 1 Networks	Specialist capacity deployed to cities Monitoring checklist developed Project SC meetings attended Accessible interventions/ measures implemented by N, P & M spheres	Offer technical support to cities to plan, design, prepare, evaluate and project manage the implementation of accessible PT Support and monitor the 12 cities with Operational Plans to identify accessible corridors Implementation of accessibility improvements by National, Provincial, Municipal spheres in identified and approved PT networks		For the period under review the following was achieved: A draft Implementation Strategy and Action Plan to provide guidance on achieving an accessible public transport system was finalised The IRPTN/ BRT accessibility guidelines & Monitoring checklist distributed to all the 12 cities. City review report on accessibility of planned BRT flagship projects finalised by an international expert and distributed to the 4 cities Drafted accessibility clauses incorporated into the SABS Taximeters standard Prepared a draft Programme of Action and for the next 5 years – operationalising the Strategy & action Plan (version 3)

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
				<p>Consulted and presented the Accessible Strategy & Action Plan and accessible systems to: Provincial DoTs, municipalities, rural districts, PRASA, SABS, NRCS, SABOA, Small Bus Operators Summit, NEDLAC, SATSA and NAAMSA.</p> <p>Government tenders are increasing calling for Universal Design requirements to be included in responses. Some of the municipalities planning and implementing integrated public transport networks have appointed Access auditors to ensure that their public transport system are accessible</p>
TAXI				
Programmeme Management of TRP	<p>ToR developed and approved</p> <p>PM Team appointed</p> <p>Project and business plans for TRP in line with the configured approach and strategies</p> <p>Monitoring approach/plan completed</p>	<p>Develop ToR for the appointment of Project Management Team for the Taxi Recapitalization Programmeme</p> <p>Appointment of a Project Management Team</p> <p>Development of Project and Business plans for Taxi Recap</p> <p>Taxi Monitoring of the TRP implementation</p>	<p>May '09</p> <p>July '09</p> <p>Nov</p> <p>Jan 2010</p>	<p>Bids were evaluated and no suitable service provider could be found. Due to the unavailability of a suitable service provider and the financial constraints in the Department a decision to put on hold the appointment of the PMO was taken.</p> <p>Tender was cancelled – 15 January 2010</p>
Turnaround of the Operating Licensing Boards	Development of the Turnaround Strategy	Structure of OLBs defined and procedures developed	March '09	<p>Establishment of the NPTR as stipulated in the NLTA will define structure of OLB</p> <p>Not all aspects of the Turnaround strategy will be applicable based on prescripts of the NLTA</p>

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Legalization of semi-legal operators	Verified no. of semi-legal operators	Audit and confirm status of semi-legal taxi operators in provinces	April '09	Work in progress
	OLB's Chairpersons forum established with clear terms of reference.	Coordinate the establishment of a task team dealing with issuing of operating licenses and upliftment	May '09	Meetings are held after two months to assess progress of conversion
	Business Plan and MOA with provinces completed and signed.	Develop MOA (with provinces) and Business plans to enhance capacity and upgrade IT systems at the OLBs	May '09	Provinces are accounting on the implementation
	70% of the operators issued with OLs and uplifting the operating licenses.	Issuing of OLs to semi-legal operators, conversion applicants, transfers.	July '09	Work in progress
	MinMeC and Cabinet Memo Submitted	Assess the successes of the legalization of semi-legal taxi operators and report to MinMec and Cabinet	Jan '2010	Procedures have been finalized
Programmeme Management of TRP	ToR developed and approved	Develop ToR for the appointment of Project Management Team for the Taxi Recapitalization Programmeme	May '09	Bids were evaluated and no suitable service provider could be found. Due to the unavailability of a suitable service provider and the financial constraints in the Department a decision to put on hold the appointment of the PMO was taken.
	PM Team appointed	Appointment of a Project Management Team	July '09	Tender was cancelled – 15 January 2010
	Project and business plans for TRP in line with the configured approach and strategies	Development of Project and Business plans for Taxi Recap	Nov	
	Monitoring approach/plan completed	Taxi Monitoring of the TRP implementation	Jan 2010	

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Turnaround of the Operating Licensing Boards	Development of the Turnaround Strategy	Structure of OLBs defined and procedures developed	March '09	Establishment of the NPTR as stipulated in the NLTA will define structure of OLB Not all aspects of the Turnaround strategy will be applicable based on prescripts of the NLTA
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	Business Plan and MOA with provinces completed and signed.	Develop MOA (with provinces) and Business plans to enhance capacity and upgrade IT systems at the OLBs	May '09	Provinces are accounting on the implementation
	70% of the operators issued with OLs and uplifting the operating licenses.	Issuing of OLs to semi-legal operators, conversion applicants, transfers.	July '09	Work in progress
	MinMeC and Cabinet Memo Submitted	Assess the successes of the legalization of semi-legal taxi operators and report to MinMec and Cabinet	Jan '2010	Procedures have been finalized
Finalise the conversion of permits into Operating Licenses	85% of the operating licenses have been issued and uplifted	Identify challenges related to the implementation of the Turnaround Strategy for OLBs namely: <ul style="list-style-type: none"> - skills development - Identify and agree on key strategic drivers for implementing targeted elements of the strategy - Consult and understand their current action plan 	April – June '09	Work in progress and provinces are rounding up the process

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
		Discuss and influence realignment of plan of action to address and achieve the objectives of the elements of the strategy and ensure that stakeholders are empowered to manage and implement such programmes	July – Sept '09	
	2010 OLB preparations	Develop Strategies and plans for OLBs during CONFEDERATION and 2010 activities	June 2009	
	Cross border conflict resolution	Develop Strategies for resolving conflicts. Signing of the MoU between the neighbouring countries with RSA with OLBs involvement.	April 2009	Department provides intervention on matters that provinces cannot resolve.
Harmonise applicable Provincial Acts with the NLTTA/NLTA and other relevant pieces of legislation	Phasing in of NLTA	Develop regulations	October 2009	NPTR process is underway
Taxi Industry participation in 2010 programme and activities	Stakeholder engagement completed	Engage stakeholders for inputs	April 2009	See 2010 OPs Plan
	Taxi Operational Plan finalised and approved	Finalise operational modal plan for taxi involvement in the provision of transport for 2010.	August 2009	
Harmonise applicable Provincial Acts with the NLTTA/NLTA and other relevant pieces of legislation	Phasing in of NLTA	Develop regulations	October 2009	NPTR process is underway
Taxi Industry participation in 2010 programme and activities	Stakeholder engagement completed	Engage stakeholders for inputs	April 2009	See 2010 OPs Plan
	Taxi Operational Plan finalised and approved	Finalise operational modal plan for taxi involvement in the provision of transport for 2010.	August 2009	

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Taxi driver training and development programme	Service providers identified and appointed	Identify training service providers and appoint	July 2009	SLA signed for the training of a further 230 drivers and funds have been transferred
	Driver training programme rolled-out	Roll out Driver Training programme	October 2009 onwards	Encountered delays with the booking of tests due to automated E- Natis process. Directorate Regulation and Licensing will assist in fast tracking bookings
	Code of conduct adopted by drivers	Register fully trained and qualified taxi drivers		
Law Enforcement	SLA signed	Develop and sign SLA with RTMC to improve law enforcement	May 2009	No funding available
	Medium to long-term law enforcement plan completed.	Development of medium to long-term law enforcement plan.	August 2009	
	Re-skilling programme rolled out	Re-skilling of the various law enforcement bodies to respond to public transport operations.	November 2009 onwards	
Taxi Subsidy Framework	NT and stakeholder engagement done	Review current Taxi Subsidy Framework in consultation with National Treasury and stakeholders	May 2009	This project has been incorporated into the NJWG.
	Taxi Subsidy Funding Model completed	Consider funding options and determine preferred option (Operational/ Capital subsidies)	August 2009	NJWG Strat planning session to pave the way forward on sub committees. Strat plan session scheduled for May 2010
	Feasibility and Cost and Benefit analysis completed	Quantification of subsidy requirement - conduct a feasibility and cost benefit analysis and motivate funding through MTEF	September 2009	
	Implementation plan mechanism for inclusion of Taxi Industry in IRPTN approved	Finalisation of an Implementation Plan and preferred option for subsidisation through engagement with Taxi Industry	March 2010	

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Taxi Scrapping funding Strategy	Scrapping allowance amended to include CPI The no of recap vehicles quantified Prioritisation of Scrapping allowance payments	Amend TRP roll out to include CPI based increase and the extended timeframe based on MTEF allocations Quantify the required number of recap vehicles as per the roll out of the Public Transport Strategy and Action Plan Prioritise available funding to: Support the roll out of IRPTN in Metros Scrapping based on age – older vehicles to be scrapped first	May 2009 April 2009	All tasks completed
Stakeholder Engagement Programmeme on -BRT -TRP - 2010 involvement - Legislation (NLTA) -Meter taxi	Approved Stakeholder and Change Management Strategy and Programmeme Approved Stakeholder analysis study and stakeholder engagement framework	Publish Terms of Reference (TOR) for the development of Stakeholder and Change Management Strategy and Programmeme focusing on key DOT projects affecting the taxi industry. Conduct a stakeholder analysis study and develop a stakeholders engagement framework for TRPO and PT	April – June 2009 May –June 2009	Civil Society Stakeholder management programmeme ongoing success. -A Memorandum of Agreement (MOA) has been signed by the tripartite partnership members namely: a. Government as represented by the Minister of Transport b. The taxi industry as represented by the South African National Taxi Council (SANTACO) President

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
	<p>Established and usable tools for systematic engagement</p> <p>Improved perceptions and attitudes about DOT Public Transport projects and programmemes (BRT, TRP, taxi's role in 2010 and legislation/NLTA)</p> <p>Improved relations with key stakeholders</p>	<p>Establish Stakeholder engagement database and other tools to enable systematic engagement.</p> <p>Implement the strategy through:</p> <p>Events</p> <p>National Summits</p> <p>Road Shows with SANTACO and other taxi stakeholders</p> <p>Workshops with all Provincial Departments through PTIF, Taxi Sub-Committee</p> <p>Workshops with Organised Labour and commuters on a common approach & consultation</p> <p>Public Relations Programmeme</p> <p>Monthly articles</p> <p>Media releases</p> <p>Book media interviews</p> <p>Media monitoring, reports and alerts</p> <p>6. Conduct a stakeholder analysis and targeting study.</p> <p>Communication products:</p> <p>radio slots/programmemes</p> <p>Stakeholder newsletter</p>	<p>June 2009</p> <p>July 2009-March 2010</p>	<p>c. Civil Society as represented by their chairperson from the South African National Civic Organisation (SANCO) and Deputy Chairperson from the South African Commuter Organisation (SACO).</p> <p>- The MOA, which is a legally binding document and a founding document, sets out the rules governing the scope of work and the management of the National Joint Working Group on Public Transport (NJWG).</p> <p>- The inaugural meeting of the Management Committee (MANCO) of the NJWG has met.</p> <p>NJWG Strategic Planning Session planned for May 2010</p>

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Mass public education, communication and mobilisation programme	<p>Approved strategy and programme</p> <p>Approved peer educator teams/ambassadors programme nationally</p> <p>Visible public education programmes</p> <p>Increased awareness and knowledge of PT issues and projects affecting the taxi industry</p> <p>Improved media coverage</p> <p>Established targeted communication products.</p> <p>Communication Research Report completed</p>	<p>Develop Mass Public Education and Communication Strategy and Programme</p> <p>Set up peer educator teams/ambassadors nationally for taxi communication.</p> <p>Implement Mass Public Education and communication programme including:</p> <p>Mass Media campaign (TV, Radio, Print and Outdoor)</p> <p>Rank promotions</p> <p>A National Taxi Summit on BRT</p> <p>Joint Imbizo with the industry in Taxi Ranks</p> <p>Conduct communication research</p> <p>Information/communication needs studies</p> <p>Impact studies</p>	<p>April - May 2009</p> <p>June 2009 – March 2010</p> <p>July – Sept. 2009</p> <p>Oct 2009 – March 2009</p>	<p>Terms of Reference were completed and approved for a mass communication programme using street posters.</p> <p>-The main purpose of the communication programme was to facilitate the top-of-mind awareness among BRT users that BRT is a Department of Transport initiative.</p> <p>-The first programme was executed in Johannesburg targeting REA VAYA users and others on the REA VAYA routes in JHB.</p> <p>- Distribution took place from Sun 22 November – Sunday 29 November.</p> <p>- Coverage was achieved for the entire BRT Route and major intersections. Areas covered included: Old Potch Road, Klipspruit Valley, Vilakazi Road, Hector Peterson Road, Mooki Road, Soweto Highway, Booyens, Ni/M1 Interchange, Smith Road, Joe Slovo, Empire, Woodmead Drive, Parktown St Andrews and Lever Road in Midrand.</p> <p>- The Johannesburg city center routes covered were: Jeppe Street, Bree Street, Sauer Street, Twist Street, and Fox Street.</p> <p>- Routes covered within the SOWETO township were: Diepkloof, Pimville, Orlando, Protea, Phiri, Zola, Dube, Dobsonville, Moroka, Mdeni, Mapetla, Tladi and Meadowlands</p>
Implementation Plan for the Regulatory Framework	Implementation Plan for the Regulatory Framework completed and approved	<p>Consultation with stakeholders</p> <p>Develop an Implementation Plan</p> <p>Monitor implementation of the plan at Provinces and Municipalities</p>	<p>April 2009</p> <p>May 2009</p> <p>Ongoing</p>	No progress due to capacity constraints.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Taxi driver social plan	Approved social plan Signed MOU between Labour and DOT	Ascertain details of taxi operators exiting the industry TSA to capture details of drivers affected Collect data of drivers affected by exiting operators Development of a re-skilling strategy for taxi drivers Development of a strategy for redeployment taxi drivers Development of social plan to support taxi drivers that will incorporate the re-skilling and re-deployment strategies. Prepare and sign a Social Plan MOU with Labour Unions Implementation of the Social Plan through training	April-July 2009 July 2009 July 2009 – Dec 2009	Draft Social Plan consulted with stakeholders and final draft has been submitted to the Department Draft social plan developed. Challenge: There is no support for the project from the taxi industry. Contract has expired in the process of extending the contract.

6.6.6 Reasons for major variances between target and actual performance:

- Capacity in branch to comply to very onerous DORA requirements;
- Consistent amendment to the payment schedules due to changed milestones ;
- Funding requirement for the implementation of Government Policies as they relate to integrated public transport;
- Functional Boards - due to late appointment of members;
- Securing participation from the bus and taxi industry;
- Financial constraints;
- Lack of capacity at Provincial and local level to deal with public transport strategy implementation;
- Support from Treasury in the procurement of buses;
- Manufacturing capabilities of the industry; and
- Capacity of PRASA and Autopax to deal with inter-city transport during 2010

6.6.7 List of complementary documents that provide more information:

- Public Transport Strategy; and
- Rail Plan.

6.7 Programmeme 7: Public Entity Oversight and Border Operations and Control

6.7.1 Purpose: Develop appropriate mandates and monitoring and evaluation mechanisms to oversee public entities and border operations and control.

6.7.2 Measurable objective: Ensure effective governance over the entities, performance monitoring and alignment with government policies, and maximise shareholder value.

6.7.3 Service delivery objectives and indicators:

Public Entity Management Solutions to maximise shareholder value.

Oversee public entities' compliance with government policy, corporate governance, financial management and operational plans, through monitoring and evaluation processes.

Oversight and monitoring of border control activities in line with the oversight framework.

6.7.4 Recent outputs:

RAF No Faulty Policy

The Department consulted with a wide range of identified stakeholders on the Draft No-Fault Policy. The Draft No-Fault Policy was approved by the Minister and Cabinet for publication; and published in the Government Gazette for public comments. Draft No-Fault Policy submitted to Counsel for legal opinion.

Electronic Performance Management System

The expected finalising of the performance management system in June 2009 was delayed due to the appointment of the service provider from the State Information Technology Agency. This appointment was finalised in December 2009 along with the user requirements analysis report. The project will have begun in January 2010 with full implementation expected by the end of 2010/11

6.7.5 Service delivery achievements:

Output	Measure/Indicator	Key Activities	Target	Actual performance against targets
ACSA capital restructuring	Optimum capital structure and effective dividend policy	Strengthen ACSA Balance Sheet Reviewing of dividend policy Engagement with Regulating Committee	Mar 2010 Ongoing	The National Treasury is currently performing a phased approach for capital restructuring at entities and DOT is part of the task team
Facilitate Transfer of E-Natis function to RTMC	Increased capacity of RTMC	Analysis and submissions for ministerial approval on financial decisions Obtain Ministerial Approval Inform provinces Appoint an IT consultant Obtain Asset register and value of Assets Finalise MoU Facilitate approval Oversee transfer of assets	May 2009 June 2009 August 2009 October 2009 Nov 2009 March 2010	In conclusion with the branch TR&IA, this is being pursued

Output	Measure/Indicator	Key Activities	Target	Actual performance against targets
Electronic Performance Management System	Implementation of the EPMS focusing on : Financial, Governance, Agency Development, Performance Management	Completion of the user requirements specifications;	Mar 2010	The User Requirements Specifications has been completed and a report in this regard has been submitted and approved Procured the services of SITA to conduct the compilation of a workflow document/report and procedures for the implementation of the Electronic Performance Management System
Conclude Shareholder's Compact and Performance Agreements	Approved Shareholder's Compact/ Performance Agreements	Evaluate and align submitted Performance Agreement/Shareholder Compact with DoT strategic goals and priorities	Feb 2010	All the public entities of the DoT have submitted their Performance Agreements and Strategic Plans for the 2009/10 financial year. Constant consultations were conducted to ensure alignment of entities strategic goals and priorities with the DoT.
Enhanced performance of CBRTA	Due diligence report	Due diligence study on CBRTA	March 2010	
Development of RAF draft No-Fault Policy	Draft No-Fault Policy to Minister for approval	Consultation with all identified stakeholders Consolidation of various stakeholder inputs Review and incorporate new information into draft Policy Submit draft Policy for Constitutional opinion	March 2010	The project has been put on hold due to the restructuring within the Department Draft No-Fault Policy published on 12 February 2010 for public comments. Consulted with the National Economic Development and Labour Council (Nedlac) on 29 March 2010 on the draft policy. Information/input incorporated. Sent for Constitutional opinion.
Oversee establishment of operational systems and processes of the Ports Regulator	Consultation on the Revenue Requirement Model Operational systems and processes instituted	Liaise with relevant stakeholders and principals on fuel levy Make proposal on the fuel levy for consideration. Regular consultation and advice on establishment of operational systems and processes	March 2010	Treasury will review fuel levy for 10/11 based on Revenue Requirement Model. The operationalization is currently in its final stages, and the PR is operational.

Output	Measure/Indicator	Key Activities	Target	Actual performance against targets
Enhance Governance Processes	Standardization and integration of governance processes.	Standardization and integration of governance processes.	Annually	Processes and procedures on appointment of persons and representatives to the Boards as prescribed by the founding legislation of the different entities whose Boards had to be augmented were followed.
Monitor the SAMSA Turnaround Strategy	Implementation of financial and performance management systems at the entity Facilitate proper Financial reporting	Monitor financial and performance management of the Entity	March 2010	SAMSA has implemented new financial software in 2008/09 financial year and obtained unqualified audit report from the office of auditor general. Evaluation will be conducted after the annual report to test the efficiency and effectiveness of the newly software The Border Control Framework has been finalized and approved for implementation
Border Control Oversight Framework	Border Control Oversight Framework developed	Formulate Framework	August 2009	

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Quarterly Financial Reports	Preparation for Quarterly financial reports to the Minister	Request for quarterly report and analyse Prepare submission to the Minister	Quarterly	Quarterly financial analysis report was done and forwarded to the Minister for his information. Financial ratios were slightly healthy due to the fact that major CAPEX projects are closer to completion and spending trend has gone down. We are waiting for the fourth quarterly reports to check improvement on the CAPEX spending. Also will check continuation of the previous year audits for the recurring findings. Focus will also be on the timing of completion of CAPEX projects especially those impacting on the 2010 Soccer world cup event.
Annual Financial reports	Preparation for Annual Financial statements to the Minister	Request for Annual reports and conduct analysis. Prepare submissions to the Minister	September 2009	
Quarterly Financial Oversight	PFMA Compliance	Compliance against PFMA and Regulating Act Monitor compliance against PFMA checklist submitted by Public Entities Conclude Memo of Understanding	May 2009	All the entities submitted PFMA compliance certificate confirming compliance and compliance check were conducted to attest that.
CBRTA Restructuring	Increase budgetary allocations ENE inputs Transfer payments Financial Constraints	Monitor the project milestones	March 2010	ENE allocations were approved by the National Treasury and forwarded to entities. Transfer payments were effected to all the entities after submitting PFMA compliance certificate and the performance reports/ progress reports.
Tariff regime review		Facilitate tariff increases for Entities	March 2010	Decision has been announced on the ACSA tariffs review during the month of March 2010. Facilitated engagement between ACSA and the Regulating committee.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Corporate/ Strategic Plans	Approved Strategic Plans and Corporate Plans	Evaluate and align submitted Strategic Plans/Corporate Plans with DoT strategic goals and priorities	Feb 2010	All the public entities of the DoT have submitted their Performance Agreements and Strategic Plans for the 2009/10 financial year.
Quarterly reports	Analysed Quarterly reports	Evaluate quarterly progress reports against Performance Agreements/ Shareholder Compacts of entities	Quarterly (June, Sep, Dec, Mar)	Quarterly reports on business performance were received from entities, analysed and prepared briefing for the Minister per quarter. Feedback was provided to Chairpersons of Boards on areas that need to be improved to attain the targets set.
Annual reports	Analysed Annual reports	Submit report on performance to relevant stakeholders	August 2009	Annual reports on business performance were analysed and reports on each entity's performance was prepared for the Minister in preparation for the Annual General Meetings
Consultation on list of non serious injuries	Final draft list of non-serious injuries to Minister for approval	Draft list of non-serious injuries received from RAF Refer list for legal opinion Approval of list of non-serious injuries by Minister for consultation Consultation with all identified stakeholders	March 2010	A further Draft list of non-serious injuries was submitted by the RAF to the Department. A legal opinion on the further RAF draft list of non-serious injuries was obtained from Counsel. Counsel advised that a simpler and easier to understand list be drafted which is not based on the AMA Guide. Received a further amended List of Non-Serious Injuries from RAF on 29 March 2010. Referred further amended list to Counsel for legal opinion.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Proper Establishment and function of Governance Structures	Proper mandate and policy engagement on executive functions; Integrated planning, coordination and accountability within and between entities.	Facilitate appointment of Board members of PE's	March 2010	Facilitated the extension and appointment of non-executive members to the Boards of SAMSA, CBRTA, RAF, RSR, ACSA, and CAA. However, there were challenges with finalising the appointments within the financial year due to internal processes. Provided advice to Company Secretaries on a number of processes relating to governance issues.
Analysis of Board Performance	Standardization and integration of governance processes.	Facilitate appointment of CEO's Analyse Chairperson Annual Performance Report Analyse performance of Board members	When the need arises Annually Annually	Facilitated bilateral meetings between the Minister and Boards of Public Entities Facilitated the appointment of the CEO of the C-BRTA
Monitoring of the implementation of new/ revised legislation	Policy on DoT representatives on PE Boards	Aviation Act RSR Act CBRTA Act CAA Act	Nov 2009	Facilitated the appointment of an additional non-executive member to the Board of ACSA.
Risk Registers for Public Entities	Enhanced Risk Management in Entities	Monitor establishment of Public Entities Risk Registers Monitor performance against identified Risks	March 2010	Facilitated bilateral meetings between the Minister and Boards of Public Entities. The provisions of the revised and new legislation taken into consideration in the facilitating the extension of the terms of the Board and in the appointment of members of the Board. A session arranged for a briefing on the expectations of DoT Representatives, however the session never materialised.

Output	Key Performance Indicator	Key activities	Target Date	Actual performance against target
Border Control Oversight	Border Control and Operations are properly monitored	Monitor implementation of new Cross Border Permit authority of CBRTA	March 2010	The Border Control Framework has been finalised and approved. The framework was developed to assess the role of DoT and public entities with regard to Border Control. The report also analysed the international agreements and the role and intervention measures by the Do.
		Monitor 2010 preparation plan for CBRTA	March 2010	
		Revision of International agreements	March 2010	The C-BRTA has developed and presented the 2010 plan
		Review Infrastructure and systems	December 2009	

6.7.6 Reasons for major variances between target and actual performance:

Refer to details reported under "Service delivery achievements" where applicable.

6.7.7 List of complementary documents that provide more information:

Reports by public entities

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Report of the Audit Committee for the year ended 31 March 2010

We are pleased to present our report for the financial year ending on 31st March 2010.

Audit Committee Members and Attendance:

The Committee was formally appointed on 29th of May, 2007 and met six times last year as per its approved terms of reference. It consists of the following members:

Name of Member	Number of Meetings Attended
V. Nondabula (Chairperson till 30 April 2010)	6
D. Coovadia (Chairperson from 18 May 2010)	6
R. Dehal	6
P. Ndumo	6
O. Matloa	2

The Committee's meetings were regularly attended by the internal auditors, the chief financial officer (CFO), management, and by the representatives from the office of the Auditor-General.

Audit Committee Responsibility

The Committee reports that it has operated and performed its oversight responsibilities independently and objectively in compliance with section 38(1)(a) of the PFMA and Treasury Regulations 3.1.13. The Committee has adopted appropriate formal terms of reference as the Audit Committee Charter, which have been approved by the Accounting Officer. The Committee has also regulated its affairs in compliance with the Charter and has discharged its responsibilities as contained therein.

The effectiveness of internal control

The system of internal control applied by the department over financial and risk management is effective. In line with the PFMA and the King III Report on corporate governance requirements, internal audit provides the Audit Committee and management with the assurance that the internal controls are appropriate and effective. This is achieved by means of the risk management process, as well as the identification of corrective actions and suggested enhancements to the controls and processes.

From the reports of the auditors, we noted that there were no matters reported that indicated material deficiencies in internal control. Despite the challenges of capacity and budget constraints, there was concerted effort and hard work from management and officials to implement the business plan and to achieve the mandate.

However, a number of control deficiencies were reported both by the AGSA and internal auditors during the period under review. Despite these control inadequacies, the Audit Committee is of the view that the system of internal control both on financial statements and performance information was satisfactory.

Internal Audit

During the year under review, internal audit continued to face capacity constraints, which caused a delay in the completion of the planned audits. Even though there were appointments made late during the financial year, inadequate in-source capacity within the function still remains a concern. Management also took steps towards the end of the financial year to appoint co-source partners to ensure that the objectives of the unit are met.

Submission of in-year management and monthly/ quarterly reports in terms of Public Finance Management Act

As per discussion with management, management confirms that the content and quality of monthly and quarterly reports prepared and issued by the Accounting Officer during the year under review were properly formulated and have complied with the PFMA and Treasury Regulations, except that one sub programme did not submit any of its quarterly reports, and that management erroneously viewed the annual report as the fourth quarterly report.

Evaluation of Annual Financial Statements

The Audit Committee has:

Reviewed and discussed the audited Annual Financial Statements to be included in the Annual Report with the Auditor-General and the Accounting Officer;

- Reviewed the Auditor-General South Africa's management letter and management's responses thereto;
- Reviewed changes in accounting policies and practices; and
- Reviewed significant adjustments resulting from the audit.

Report of the Audit Committee for the year ended 31 March 2010

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



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V Nondabula

Chairperson: Audit Committee

Date: 30 July 2010



.....

D Coovadia

Chairperson: Audit Committee

Date: 30 July 2010

Report by the Accounting Officer to the Executive Authority and Parliament of the Republic of South Africa.

1. General review of the state of financial affairs

1.1 Important policy decisions and strategic issues facing the department

Sustainable and efficient transport networks are catalysts in reducing the cost of doing business, consequently adding value to our objectives of active participation for the majority of our people in the economy.

The public transport strategy remains a blue print for a sustainable public transport system, and is still being implemented to reach the ultimate goal of affordable and safe mass public transport networks. The strategy highlights the need to make a decisive and phased shift from the current operator-controlled, route-based system to more user-friendly and integrated rapid transit networks, which include high quality feeder, distributor and trunk-line networks. The economic restructuring of the public transport system with regard to subsidy reform and mode rationalisation, as well as the rebalancing of provision of infrastructure for, and regulation of private transport, continues. The strategy is also a guide to the implementation of the Taxi Re-capitalisation Programme and the Bus Rapid Transit system. Our buses, trains, planes and taxis are the cornerstones of our economic transformation. This transformation will not only improve access to safer and more affordable public transport, and economic opportunities, but will also be catalysts for changing spatial realities and for democratising our towns and cities.

Key aspects for the success of the Bus Rapid Transit systems will be appropriate quality and design solutions, improved traffic engineering and traffic signals, enhanced attractiveness of station precincts, upkeep of safety and security, and alignment to other modes of transport, such as the Gautrain Rapid Rail Link. In addition, it will facilitate the building of strong institutions, city management, station management, fare collection, and control centre functions where applicable.

Consultations with the taxi industry leaders that are affected by the Bus Rapid Transit system will continue to solicit the support of all role players in the system so that everybody can be part of the provision of a safe, reliable and sustainable public transport service to the people of South Africa.

Investments are planned in our ports, rail, public transport services and infrastructure development. Major projects include the Airport Company of South Africa's R20bn airports infrastructure development, the R23bn Gauteng Freeway Improvement Project; the R25bn Gautrain Rapid Rail Link and the R3bn Expanded Public

Works Programme in rural areas that will enhance some of our developmental objectives. Our commitment to improve transport infrastructure along our borders with neighbouring countries also addresses the promotion of regional trade and development especially within SADC countries.

The consolidated national passenger rail plan, as approved by Cabinet, will continue to place emphasis on improving rail services by addressing the rolling stock backlog and improving infrastructure. The Passenger Rail Agency of South Africa (PRASA) committed funds to upgrade about 2000 of its 4600 coaches around the country, and plans to train 462 people in various skills such as train drivers, guards, control officers, signalling, technicians, fitters and customer services.

The rehabilitation, maintenance and preservation of road infrastructure through intensified road network projects continue, evidenced by the ambitious Gauteng Freeway Improvement Scheme, which will result in lane additions, future upgrades and planned new routes for the primary road network in Gauteng that serves as an economic powerhouse of the continent. The South African National Roads Agency Ltd. (SANRAL), will continue to take over roads from provinces that were identified as part of the strategic road network in the country, which will increase the national road network to an estimated 20,000 km. The national road network has already grown from 6,748 km to 16,153 km during this process.

The development of a National Transport Master Plan is nearing completion, and will add components to the drive to deliver the highest level of transport outputs per unit of infrastructure constructed. The National Transport Master Plan will form the basis on which long term multi-modal planning will be realised, and will be a tool for evaluating future investment in transport.

A road freight strategy is being developed by the department to optimise freight movement, encourage appropriate cargo on the right mode and preserve the road network of the country. Facilitating the revival of rail as a viable means of transport will amongst other benefits reduce overall transportation costs.

The maritime industry is adding growing impetus to growth on the country's economic development. Further investments in safety in the maritime industry are of significant importance. Pertinent to maritime growth and safety is the welfare and training of seafarers in line with international conventions while at the same time adding value to employment creation. Transnet is upgrading and enhancing capacity through an expansion programme over the next 3 years amounting to R93bn.

Report by the Accounting Officer to the Executive Authority and Parliament of the Republic of South Africa.

The implementation of the airlift strategy and the Yamoussoukro Decision will remain a priority despite the expected high number of visitors during the 2010 Soccer World Cup event and the continued growth in tourism. The major airports have already gone through an expansion programme worth R20bn.

Core to the restructuring of the Road Accident Fund (RAF) is the move from a fault based system to a no fault based system, which will change the fundamental system that governs the RAF. The department will engage in consultations with communities, business and the public to move from the current faults-based policy to a no faults based policy to enable the restructuring of the Road Accident Fund (RAF). The current system for the compensation of road accident victims in South Africa is fault based and subjective; and often requires time consuming and expensive legal procedures in order to establish fault and the quantum of damages suffered. The department and the RAF will strive to influence the introduction of a defined-benefit no-fault system. The department will attempt to amend the current RAF Act with legislation that will improve the organisation while implementation of the defined-benefit no-fault system is pending. In particular, removing some of the subjectivity from the current system will go a long way towards reducing fraud and legal costs and thus improving the RAF's financial position and its ability to provide a high quality service to South African road users.

Victims of road crashes will no longer need to prove fault or contributory fault on the part of another driver. This will mean that access to emergency medical treatment will be immediate and not dependent on an evaluation or admission of fault or negligence by the envisaged Road Accident Benefit Scheme. In this way the focus of the scheme will move from the determination of responsibility for the cause of the crash to the needs of the victim or patient.

In line with the Presidency's new planning, monitoring and evaluation framework, based on determining specific outcomes to improve the lives of all people in South Africa, the department has determined six priority outcomes over the next 3 years. Delivering on these outcomes will produce integrated inter-modal transport infrastructure and services for the country. They will also ensure that investments in the transport sector are monitored and traceable.

The priority outcomes will include:

- An effective and integrated infrastructure network that serves as a catalyst for social and economic development;
- This outcome addresses the issues of investment

in road, rail, airports, ports, and general maritime infrastructure;

- A transport sector that is safe and secure;
- This outcome deals with the challenges of road, rail, aviation and maritime safety;
- Improved rural access infrastructure and mobility: This outcome proposes a focused intervention for rural transport infrastructure and services. It is about the improvement of the condition of rural economies and its people.
- Improved public transport system;
- This outcome deals with the development of public transport, local public transport networks and the formalisation of the public transport industry in particular, taxi and small bus operations;
- Increased contribution to job creation;
- The Department has taken a view that as a transport sector we need to develop strategies and business processes as our contribution to employment creation in our country;
- Increased transport contribution to environmental protection;
- This outcome will deal with the minimisation of pollution on climate change and adoption of energy efficient measures; and
- Streamlining of the Strategy and Regulatory environment.

Specific outputs and activities were identified to realise the outcomes. This process has created a foundation from which the department will address the following:

- The development of an integrated service delivery model for the transport sector, which will involve all transport delivery agencies, both within and outside government. This model will be formalised through service delivery agreements between the department and all the delivery agencies;
- The repositioning of the department from a policy focused department into a coordinator of implementation and overall transport programme management;
- Identifying capacity gaps through the transport value chain and providing strategic and project management support; and
- Mobilising resources through strategic investment partnerships for the entire transport sector.

Programme specific interventions that are planned over the medium term include:

- To support the implementation of best practice models at driving licence testing centres, vehicle testing stations and registering authorities, driving lessons will be provided at high school level to

Report by the Accounting Officer to the Executive Authority and Parliament of the Republic of South Africa.

- introduce a culture of obeying traffic rules;
- Transport planning will be improved by developing a master plan, driven by national, provincial and municipal statutory plans to facilitate and support integrated investment and services across all three spheres of government;
- Road infrastructure planning and management will be improved by implementing the Road Infrastructure Strategic Framework for South Africa, aimed at improving the management of the road network and road conditions;
- Promoting the seamless and integrated movement of cargo to achieve systems costs reduction and reducing transit and turnaround times by half by developing appropriate corridor mapping tools to ensure interoperability by 2014;
- Enhance and promote the participation of the second economy players in the mainstream economy as well as encourage private sector participation and investment by developing appropriate institutional and regulatory frameworks for freight transport by 2014;
- Sustain access to safe, reliable and affordable public transport for all public transport users by facilitating the establishment of a public transport integration committee in each province;
- Align and integrate the taxi recapitalisation programme with national and provincial rail services, metropolitan rapid public transport corridor services and subsidised provincial bus services by facilitating the development of operational plans for integrated rapid public transport networks in metropolitan and large municipalities and redefining the taxi recapitalisation project;
- Promote the orderly and sustainable development of transport infrastructure by monitoring and supporting the implementation of the 2010 action plan in accordance with FIFA guarantees;
- Ensure effective financial and non-financial oversight of the department's public entities by developing the electronic performance management system by March 2011; and
- Ensure the efficient movement of people and cargo across ports of entry by finalising a border control oversight framework integrating all modes of transport, including land border posts, sea ports and aviation airspace.

1.2 Significant events that have taken place during the year

The department successfully hosted the 23rd session of the Cospas-Sarsat Joint Committee from 15 to 23 June 2009. The meeting was attended by delegations from 33 countries including South Africa. Representatives from the Europe Space Agency, Europe Commission,

the International Telecommunication Union, and the Radio Technical Commission for Maritime Services also attended the meeting.

The department successfully held a regional search and rescue exercise. A majority of the key organisations participating in aviation and maritime search and rescue operations attended and participated in the exercise. Representatives from 8 neighbouring countries observed the exercise with Lesotho fully participating.

The department successfully hosted the 2nd African Union Conference of Ministers Responsible for Maritime Transport. Ministers and maritime experts from 19 countries attended the conference.

1.3 Major projects undertaken during the year:

- The research compendium of 400 public transport research documents was made available online;
- The Integrated Transport Sector BEE Charter was finalised and gazetted;
- The draft non-motorised transport policy was made available for public consultation in all provinces;
- Studies to examine the impact of fuel prices on different modes of transport and to assess the impact of public transport subsidies on the economy were finalised;
- In response to the findings of safety and security audits and corrective action plans developed by the International Civil Aviation Organisation and the Federal Aviation Administration in 2007 and 2008, the department started revising and rationalising aviation safety and security legislation, which culminated in passing the Civil Aviation Act (2009);
- Directives on the requirements of the National Ports Act (2005) were developed and gazetted. The directives include guidelines on complaints, appeals and hearings against the Ports Regulator, tariff evaluation, and frameworks for conducting economic reviews for all South African ports. Port consultative committees were launched in the 7 commercial ports of South Africa;
- The focus on 2010 event preparations has shifted to operational readiness. Host Cities were provided with continuous and focused guidance and technical support on the development and testing of event operational plans;
- Phases 1 to 3 of the National Transport Master Plan 2050 were completed and provide reports on the status of transportation; provincial analyses of constraints in providing demand responsive and qualitative transportation systems; 3 scenarios on land use; and supply and demand forecasts

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- up to 2050. The fourth and final phase will be finalised and will outline the action plan for policies, institutions and infrastructure facilities;
- The National Land Transport Act (2009) replaced the National Land Transport Transition Act (2000) in April 2009;
 - In 2010/11, the National Public Transport Regulator will provide regulatory services for inter-provincial public and tourist transport. A standardised procedure manual is being developed to enable all regulatory entities to administer applications for and dispense operating licences;
 - The process of reclassifying roads into the 6 functional classes set out in the road infrastructure strategic framework is ongoing, and guidelines are currently being aligned with the road access management system. This process started in February 2009 and will conclude in 2010/11;
 - The national airports development plan is being finalised for consultation and Cabinet approval. The national freight databank for all 9 provinces, which provides an analysis of freight movement statistics, was completed in 2009. In 2010/11, the department will begin updating the current databank on a national scale for all modes of transport for a range of corridor information;
 - The department has started developing sub-sectoral strategic intervention areas for implementing the national freight logistics strategy in rail, roads, air and ports to remove current system blockages, increase freight movement capacity and improve performance. Strategic intervention areas in rail, roads and air are being developed for implementation by 2011. Interventions in the ports sector will be implemented by 2012;
 - The provincial freight logistics forums have gained momentum. The forums include the different spheres of government, agencies, state owned enterprises, organised labour, the private sector and communities. 2010 FIFA World cup host cities were assisted in integrating their freight plans into overall transport plans. These plans were submitted to FIFA in October 2008 and contributed to the success of the FIFA Confederations Cup in 2009. Site visits were conducted to Beit Bridge, Lebombo, Maseru Bridge and Nakop land border posts to get first hand information on the sources of congestion and delays. A draft freight movement optimisation plan was compiled;
 - Bus specifications and fleet size and related procurement needs for the 2010 FIFA World Cup were finalised. Detailed operational plans and alignment with host city operational plans for all provinces were put in place;
 - The Department has concluded Memoranda of Understanding with the Passenger Rail Agency of South Africa (PRASA), FIFA and Match for the provision of inter-city public transport services during the 2010 Soccer World Cup. As part of the restructuring of Transnet, PRASA has acquired Autopax (Pty) Limited (Autopax), previously owned by Transnet. Autopax will be providing inter-city services to FIFA, Match and General Spectators. The Department has appointed PRASA as its 2010 inter-city delivery agent and Service Level Agreements have been concluded;
 - The Department has secured a R1.4 billion Government guarantee to enable PRASA to purchase 570 inter-city buses in order to recapitalise Autopax (Pty) Limited. These buses will be used during the 2010 Soccer World Cup and for public transport legacy projects following the event;
 - The bus subsidy transfer payment managed in terms of section 38(1)(j) of the PFMA was converted to a conditional grant in terms of the provisions of section 38(1)(i) of the PFMA, and the Division of Revenue Act. An equitable allocation formula was finalised and implemented to inform the division of public transport subsidies;
 - Several meetings with cities on the inter-sphere alignment of integrated rapid public transport network norms and standards for electronic fare collection were conducted. Inputs from the road show will help to finalise the integrated rapid public transport network plan in Johannesburg, Nelson Mandela Bay Metropolitan Municipality, Tshwane and Cape Town;
 - A draft no-fault policy for the Road Accident Fund was developed and approved for consultation by Cabinet. Consultations were held with affected national departments, such as the Department of Tourism, the Department of Labour, the Department of Health, the Department of Social Development, National Treasury and the Road Accident Fund through the Compensation Fund and Unemployment Insurance Fund.

1.4 Spending trends

The department over-spent its budget by R263,3 million against the revised budget for the year of R24,2 billion, an over expenditure of 1.01%. The main reason for the over

Report by the Accounting Officer to the Executive Authority and Parliament of the Republic of South Africa.

expenditure was because bus subsidies was overspent by R367,7 million: During the previous financial year, court orders were issued against the department for the payment of bus subsidies.

If the effect of the over-expenditure on bus subsidies is eliminated, the department would have under-spent its budget by R104,4 million. The major reason for this under expenditure is because a transfer payment of R100,6 million to the S.A. National Roads Agency Ltd. was stopped as a result of a specific project that was planned in time for the 2010 Soccer World Cup event that could not proceed due to constraints identified in the environmental impact assessment process.

Compensation of employees was over spent by R12,1 million across the department because of new

dispensations for all levels on top of normal increases, additional dispensations for officials in the legal profession and a job parity adjustment for levels 9 and 10 to levels 11 and 12.

Explanations for the under expenditure can be viewed in note 4 to the Appropriation Statement.

1.5 Adjusted budget and virements

A budget of R23,734,829,000 was allocated to the department. In its Adjusted budget, additional amounts totaling R503,688,000 were allocated to the department. This brought the total revised allocation to R24,238,517,000. The additional amount was made up as follows:

	R'000	R'000
Funds rolled over from the previous year		25,576
Policy and economic regulation projects	4,683	
Transfer to the S.A. National Roads Agency Ltd.	13,100	
Performance management system	681	
No-fault policy for the Road Accident Fund	1,112	
Legal services for the Road Accident Amendment Act and Regulations	6,000	
Unforeseeable and unavoidable expenditure		272,343
Higher salary increases	5,214	
Compensation of employees and goods and services for the office of the Deputy Minister	3,000	
Disaster management grant for flood damage in the Western Cape	116,900	
Transfer for the Gautrain Rapid Rail Link for inflation and foreign exchange adjustments	144,029	
Transfer to the S.A. Maritime Safety Authority for the long range identification and tracking system	3,200	
Other adjustment		205,769
Revenue from unspent funds of the Urban Transport Fund to meet the remaining liabilities of the Urban Transport Fund	6,934	
Self financing expenditure for the maintenance and development of the eNaTIS system	198,835	
Total of Adjusted Budget		503,688

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After the Adjusted Budget, funds were shifted across programmes, mainly to fund the 2nd African Union Conference of Ministers Responsible for Maritime Transport in Programme 3, and to cover over expenditure in programmes 1 and 3 as explained in note 4.1 to the financial statements.

1.6 Other material matters

Soccer World Cup clothing and tickets

The department did not incur any expenditure relating to tickets, travelling costs or apparel for the Soccer World Cup.

Unauthorised expenditure

Unauthorised expenditure of R362,394 million was incurred as an over-expenditure of the budget of Programme 6, due to bus subsidy claims for March 2009 that could only be paid in the current financial year. This resulted in a failure of the department to comply with the provisions of sections 38 and 39 of the Public Finance Management Act.

The national bus subsidy budget was moved to Conditional Grants under the Division of Revenue (DoRA) Act from 2009/10 onwards, so that expenditure on bus subsidies can be limited and better managed to ensure that there is no future over expenditure on bus subsidies.

Fruitless and wasteful expenditure

The department incurred fruitless and wasteful expenditure of R103,076-73 due to non-arrivals and no shows. Amounts totalling R66,805-76 was recovered or resolved, and R52,712-61 was transferred to debts during the year, which include cases from the previous financial year.

Irregular expenditure

Irregular expenditure of R951,350-94 was incurred during 2009/10, comprising of five cases in which procurement procedures were not followed (R742,253-06), five cases in which the scope of work was extended without the prior approval of the Bidding Committee (R202,271-08), and one case in which work continued while a supplier's income tax clearance certificate expired amounting to R6,826-80. Disciplinary steps were taken in four of the cases, while the other cases must still be resolved.

Irregular expenditure was condoned in eight cases, including cases from previous financial years, amounting to R467,782-30. Disciplinary steps were taken in six of these cases, while disciplinary steps could not be taken in two cases because the responsible officials resigned. No losses occurred to the State in any of these cases.

Measures that were put in place detected the incidents of irregular expenditure, and the disciplinary steps that were and will be taken are aimed at preventing irregular expenditure. In some cases control measures cannot prevent irregular expenditure, such as:

A component receives quotations from Supply Chain Management for approval, but contacts the service provider that scored the highest points directly to commence with the work or deliver the goods without obtaining an official order.

Although an order was issued to a service provider, the relevant component approved additional work without obtaining prior authorisation.

Cases in which a component does not obtain quotations and authorises work without following procurement procedures.

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

All cases are referred to the department's legal services to determine whether any official can be held liable, and relevant managers are requested to take disciplinary steps.

The Bidding Committee will not consider condoning irregular expenditure until legal opinion has been obtained and disciplinary steps have been considered.

All procurements above R200,000-00 are checked at Deputy Director-General level.

The contract management system monitors all payments against orders that are placed, and will detect payments that exceeds the contract value.

The contract management system will detect any payments that are approved for processing for which no order was placed.

Payments for all procurements must be processed via Supply Chain Management so that any irregular procurement can be detected before payment.

To prevent the occurrence of not completing the internal order and requisition forms, the Supply Chain Management component does not make any approval documents or letters of acceptance available until the internal order and requisition forms are completed.

An independent official from the Internal Control component checks all quotations before an order is issued.

Initiatives to train all officials who are involved in the approval of procurement matters will continue.

Report by the Accounting Officer to the Executive Authority and Parliament of the Republic of South Africa.

Electronic National Traffic Information System (eNaTIS) transaction fees

The department is responsible for the maintenance and operations of the eNaTIS system. Transaction fees on the renewal of motor vehicle licenses was introduced in June 2007 to fund the cost of eNaTIS maintenance and operations, and was earmarked for this purpose.

In 2007, National Treasury issued a Practice Note stipulating that the Road Traffic Management Corporation (RTMC) must collect the transaction fees and pay all of the transaction fees that it collected over to the department. The department must transfer all the fees received from the RTMC into the National Revenue Fund. Income from transaction fees that was paid into the National Revenue Fund is requested back on the Adjusted Budget of the department as a self-financing allocation to cover the cost of maintaining the eNaTIS system.

During 2009/10, the RTMC did not pay all of the transaction fees that it collected over to the department. An amount of R98,7 million was paid over to the department, while an amount of R222,5 million was not paid over to the department, but was irregularly retained by the RTMC to fund other projects. The amount of R222,5 million that was retained by the RTMC is included in receivables (claims recoverable) of the department. The amount is included in the amount owing to the department by the RTMC on note 12.1 and Annexure 4 to the annual financial statements.

In turn, the amount of transaction fees that the RTMC owes to the department, is due to be paid over to the National Revenue Fund as soon as the funds are collected. The amount of R222,5 million that the department owes to the Revenue Fund is included in payables in note 17.3 to the annual financial statements.

Also included in receivables in note 12.4 to the annual financial statements, is the cost of eNaTIS maintenance that was incurred by the department, amounting to R335,9 million, that the department must still request back on its Adjusted Budget as a self-financing allocation to cover the cost.

2. Contract for the production of credit card format driving licenses

During the years since the contract for the manufacture of credit card driver's license was awarded, the service provider managed two bank accounts on behalf of the department. Driver's License Testing Centres (DLTC's) deposit funds into these bank accounts to pay for the

manufacture of credit card driver's licenses by the service provider.

Once the cards are manufactured and the payment certificate is certified for the number of cards that were produced, the service provider is paid their fee for the cards that were manufactured from these bank accounts. The funds in the bank accounts belong to the State.

In May 2007, approval was granted for the creation of a Trading Entity for these bank accounts under the Department of Transport.

The financial statements for the periods from 1999 to 2009 were finalised and the audits were completed during July 2009. The first annual report, covering the years since the inception of the contract up to 31 March 2009, was completed and tabled in Parliament.

Services rendered by the department

3. Services rendered by the department

3.1 Services rendered by the department

Programme 1

The programme provides for the strategic leadership of the department by the Minister and the department's senior management, as well as for various activities associated with organising, managing and administering the department. The programme also plays a role in building capacity, supporting identified centres of development among the tertiary institutions that provide transport-related education, and supporting the Transport Sector Education and Training Authority. The programme is also responsible for promoting the efficient use of Government motor transport and for determining policy for Government's subsidised motor transport scheme.

Programme 2

Transport Policy and Economic Regulation develops integrated transport policies, regulates the economic efficiency of the transport sector, manages a national innovative research and development programme, develops appropriate legislation, and provides economic advice and analysis for all modes of transport.

Programme 3

Transport Regulation and Accident and Incident Investigation creates an enabling regulatory environment in the areas of safety, security and environmental compliance, and manages accident and incident investigations in all modes of transport.

Report by the Accounting Officer to the Executive Authority and Parliament of the Republic of South Africa.

Programme 4

Integrated Planning and Inter-sphere Co-ordination manages and facilitates integrated planning and inter-sphere co-ordination for transport infrastructure and operations.

Programme 5

Transport Logistics and Corridor Development manages the implementation of the transport logistics strategy and the development of freight movement corridors.

Programme 6

Public Transport develops practices and norms that will increase access to appropriate and quality public transport that meets the needs of both rural and urban passengers.

Programme 7

Public Entity Oversight and Border Operations and Control develops appropriate mandates and monitoring mechanisms to oversee public entities and border operations and control.

3.2 Tariff policy

The department does not charge tariffs. A range of tariffs and levies are, however, charged by Public Entities under the control of the department. The Minister of Transport and National Treasury approve these tariffs and levies.

3.3 Free Services

The department does not render free services.

3.4 Inventories

Inventory at the end of the financial year comprised of stationery that was valued at cost on the first in first out basis, amounting to R 33 050 (2009 77 364).

4. Capacity constraints

Major capacity constraints and their impact on programmes and service delivery in the transport sector remain as follows:

- Backlogs in road maintenance limit the expansion of the road network, the maintenance of the road network and increases road transportation costs. This is exacerbated by an inability from Roads Authorities, particularly lower order Municipalities, to effectively quantify the extent and condition of their network within their jurisdiction. This is attributable to a range of factors including lack of technical engineering skills, budgetary constraints and either poorly maintained or no information technology

systems in place to ensure effective asset management;

- Serious capacity constraints are being experienced in the roll out of the Public Transport Strategy and Action Plan. Limited public transport planning, business planning and operational (logistical) capacity is available at Provincial and Local levels;
- Air transport passenger volumes are increasing rapidly and airport infrastructure needs to keep pace with the demands;
- The Southern African Development Community (SADC) Protocol on Transport has many strategies and objectives that need to be pursued and implemented. The SADC Protocol on Transport on the Inland Waterways Maritime Sub-Sector last held its annual meeting in December 2008 at Victoria Waterfalls in Zimbabwe. By then South Africa had already developed its Inland Waterways Transport Regulations. No meetings were scheduled for the 2009/10 financial year with respect to the Maritime Sub-Sector;
- Rail commuter services is severely under capitalised with most of the rolling stock more than 40 years old. This has severe implications for the punctuality of rail services where frequent breakdowns limit the number of operational rolling stock available due to ongoing maintenance and refurbishment;
- Inefficiencies in the rail system caused rail tonnage to decline while road tonnage increased, increasing the burden on roads. Freight logistics costs are currently much higher than those compared to South Africa's trading partners;
- Capacity of ports and the efficiency of port operations need to keep pace with the demands of the economy. New capacity was added to the ports of Durban and Cape Town and the addition of the port of Coega assisted in the country's competitiveness regarding maritime activities;
- With regard to the New Partnership for African Development (NEPAD), the Department of Transport would have to make available the necessary expertise to support the broad transport and infrastructure objectives of NEPAD and participate in the development of a strategic framework for engagement in regional affairs;
- The multilateral African Union (AU) Yamoussoukro Declaration of 1988 and the Decision Relating to the Implementation of the Yamoussoukro Declaration Concerning the Liberalisation of Access to Air Transport Markets in Africa of 2000 aim to promote more efficient aviation services across Africa by liberalising air

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transport for all intra-Africa air services and to harmonise air transport policies in Africa. To date, the Declaration and Decision have only been partially implemented across the continent, mainly through bilateral air services agreements;

- No operational funding has been provided to the department for the roll out of public transport services for the 2010 Soccer World Cup, which has seriously constrained the department's ability to deliver in terms of Government's guarantee to FIFA; and
- The Department has identified scarce and critical skills in the areas of engineering, logistics, aviation, maritime and road transport (law enforcement officers, incident managers) in collaboration with other partners and stakeholders in the transport sector.

Some of the activities that were undertaken to reduce the impact of these capacity constraints are:

- The development of the National Airports Development Plan to ensure the airport infrastructure is kept in line with demand to address the rapid increase in air passenger volumes and airport infrastructure;
- The signing of bilateral and cooperation agreements between South Africa and SADC neighbouring states, which have resulted in the implementation of numerous collaborative infrastructure projects of the SADC Protocol;
- The development of a Freight Logistics Strategy, National Transport Master Plan, Public Transport Strategy and National Passenger Rail Plan;
- Monitoring the outcome, effectiveness and impact of policies on the performance of the transport system;
- Facilitation of support for regional integration and NEPAD programmes.
- Developing a national strategic transport infrastructure framework for all modes of transport;
- Developing and implementing an integrated infrastructure investment plan;
- Developing transport planning requirements, guidelines and standards for alignment of transport plans with other sector plans;
- Development and facilitation of an inter sphere strategic implementation framework for national programmes; and
- In addressing the scarce skills, the department has developed skills development interventions through partnerships with the Centres of Development (COD's), COD-Alumni initiative, Prague Scholarship Programme, internships and learnerships.

5. Utilisation of donor funds

None.

6. Trading entities and public entities

Also refer to Annexure 2A to the Annual Financial Statements.

Passenger Rail Agency of South Africa Ltd. (formerly South African Rail Commuter Corporation Limited)

(Chapter 5 of the Legal Succession to the South African Transport Services Act, no. 9 of 1989)

The main function of the Passenger Rail Agency of South Africa is to ensure that rail commuter services are provided in the public interest at the request of the Department of Transport or any local government body designated as a transport authority. The Agency inherited all assets (land and properties) in and around commuter stations and corridors from the South African Transport Services for the purpose of commercialising them in order to reduce the Government subsidy for commuter rail. The property portfolio is managed by Intersite Property Management Services, a wholly owned subsidiary of the Agency, which was established in 1992. The Agency successfully merged with Metrorail Services in 2007/08, formerly a division of Transnet, to provide commuter rail services. These services are provided in six regions: Gauteng, Tshwane, Cape Town, Durban, Port Elizabeth and East London.

The second phase of merging rail services was completed in March 2009 with the incorporation of Shosholozha Meyl into the Agency. The Agency also took over Autopax from Transnet to increase public transport services, initially for the 2010 Soccer World Cup event.

The financial performance of the Agency can influence the level of public transport subsidies needed to sustain rail commuter subsidies. The enhancement and maintenance of rail infrastructure is key to the policy of promoting a fair playing field for various modes of transport, particularly for public commuter transport subsidies. A major backlog still exists in the rail capital infrastructure.

Urban Transport Fund

(The Urban Transport Act, no. 78 of 1977)

The purpose of the Urban Transport Fund (UTF) was to promote the planning of intermodal and transport infrastructure and operations; the facilitation of

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integrated land use and transport planning; the development of guidelines in this regard; and the initiation of demonstration projects in line with the Urban Transport Act, 1977.

The financial performance of the Urban Transport Fund and the success of pilot projects could influence transport planning of the department.

The budgetary allocation to the UTF was discontinued from 2005/06 onwards. The UTF was wound down at the end of March 2009, and the department took over the commitments on pilot projects that were not yet completed at the end of March 2009 at a value of R6,934 million, as well as net assets with a carrying value of R15,054.

South African National Roads Agency Limited

(The South African National Roads Agency Limited and National Roads Act, no. 41 of 1998)

The purpose of the South African National Roads Agency is to maintain and develop South Africa's national road network and to manage assets relating to the national road network. The enabling Act charges the Agency, a company registered in terms of the Companies Act, with the following principal tasks:

- Strategically plan, design, construct, operate, rehabilitate and maintain the national roads;
- Deliver and maintain a world-class primary road network;
- Generate revenues from the development and management of assets;
- Undertake research and development to enhance the quality of roads;
- Advise the Minister of Transport on matters relating to roads; and
- Upon request from the Minister of Transport and in agreement with a foreign country, to finance, plan, construct, acquire, provide, operate and maintain roads in that country.

The financial performance of the Agency, with respect to its Public-Private Partnerships, is crucial for the generation of alternative funding mechanisms for the creation and maintenance of national road infrastructure. The Agency's ongoing maintenance of existing national road infrastructure and participation in overloading control initiatives contribute to maintaining transport infrastructure, reducing the need for major future road refurbishment and reducing damage to roads, thereby improving road safety.

Government issued guarantees to the South African National Roads Agency to cover capital market loans of R 6 billion and to guarantee a loan for construction work on the N1 for an amount of R 1,037 billion.

Road Accident Fund

(The Road Accident Fund Act, no. 56 of 1996)

The Road Accident Fund compensates victims of vehicle accidents on terms and conditions provided for in various Acts. The Fund receives a dedicated Road Accident Fund levy, which is imposed on petrol and diesel. The financial performance of the Road Accident Fund impacts on the public's expectation of to what extent they will be compensated for personal injury and fatalities due to certain road accidents. It therefore influences the portion of the fuel levy allocated to the Fund and also influences the concerns of stakeholders and Government regarding the sustainability of the Fund to meet its future commitments.

Cross-Border Road Transport Agency

(The Cross Border Road Transport Act, no. 4 of 1998)

The Agency regulates and controls access to the cross-border road market by the road transport industry. It facilitates the establishment of cooperative and consultative relationships and structures between public and private sector institutions with an interest in cross-border road transport.

Air Traffic and Navigation Services Company Limited

(The Air Traffic and Navigation Services Company Act, no. 45 of 1993)

The Air Traffic and Navigation Services Company is responsible for safe, orderly and expeditious air traffic, and navigational and associated services in its area of control. It provides extensive air traffic information services and related aeronautical support services in the major airspace corridors and at 21 airports throughout South Africa. The Company College is a well-established facility currently used by a large number of African countries for air traffic services training, as well as technical training for equipment support.

The financial performance of the Company has an impact on cost of the efficiency and effectiveness of aviation safety and the concomitant reliance placed on aviation safety measures in the country and in the SADC region.

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South African Maritime Safety Authority

(The South African Maritime Safety Authority Act, no. 5 of 1998)

The South African Maritime Safety Authority aims to ensure the safety of life and property at sea, to prevent and combat pollution of the maritime environment by ships, and to promote South Africa as a maritime nation.

The financial performance determines the rate at which Maritime safety regulations can be promulgated and implemented.

South African Civil Aviation Authority

(The South African Civil Aviation Authority Act, no. 41 of 1998)

The primary purpose of the Civil Aviation Authority is to promote, regulate and support high levels of safety throughout the civil aviation industry. Its core activities relate to aviation safety oversight of operations, aircraft, personnel, airports and airspace. The Authority also renders accident and incident investigation services to the Department of Transport.

The financial performance determines the rate at which Aviation safety regulations can be promulgated and implemented.

Airports Company of South Africa Limited

(The Airports Company Act, no. 44 of 1993)

The Airports Company of South Africa's main operational activities are in three areas:

- Airport services, including the provision and maintenance of runways, taxi-ways and aprons together with terminal facilities, security, fire and rescue services
- Retail and commercial landlord activities, including the provision of space within terminals to appropriate retailers (generally through turnover-related concessions) and the provision of other sites to operators such as car hire firms, banks and advertisers.
- Property activities, including the development of airport infrastructure, retail and office premises and car parking facilities.

The financial performance of the Company influences the rate at which airport infrastructure and operations can be improved and maintained to comply with safety and security regulations and needs.

Road Traffic Management Corporation

(Road Traffic Management Corporation Act, no.20 of 1999)

The Corporation is responsible for road traffic law enforcement, training of traffic personnel, vehicle registration, licensing and roadworthiness testing, driver testing and licensing, management of traffic information systems, accident investigation and recording and public road safety awareness communication.

The financial performance of the Road Traffic Management Corporation influences the effectiveness and funding needs for all spheres of Government involved in road traffic law enforcement.

Railway Safety Regulator

(National Railway Safety Regulator Act, no.16 of 2002)

The Railway Safety Regulator (Regulator) was created in order to:

- provide for and promote safe railway operations;
- encourage the collaboration and participation of interested and affected parties in improving railway safety;
- recognise the prime responsibility and accountability of railway operators in ensuring the safety of railway operations;
- facilitate a modern, flexible and efficient regulatory regime that ensures the continuing enhancement of safe railway operations; and
- promote the harmonisation of the railway safety regime of the Republic of South Africa with the objectives and requirements for safe railway operations of the Southern African Development Community.

Ports Regulator

(National Ports Act, 2005 (Act No 12 of 2005))

Main functions of the Ports Regulator:

- prevent abuse of power by the Ports Authority;
- ensure equality of access to the provision of port services;
- monitor the business relationship between Transnet and the Ports Authority to ensure that Transnet does not derive an unfair advantage over other transport companies; and
- ensure that revenues generated by the Ports Authority are used to the benefit of the Authority and its customers.

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Driving License Card Account

As mentioned in paragraph 2, a Trading Entity was created to manage two bank accounts into which Driving License Testing Centres pay funds for the manufacturing of credit card driving licenses, and from which the cost of manufacturing these cards are paid. The department plans to transfer the contract for the manufacture of the driving license cards to the Road Traffic Management Corporation. When this transfer takes place, the management of the Trading Entity will also be transferred to the Road Traffic Management Corporation.

The South African Search and Rescue (SASAR) Organisation

SASAR is not a public entity or trading entity, but a co-operative organisation that coordinates search and rescue services.

(South African Maritime and Aeronautical Search and Rescue Act, 2002 (Act No. 44 of 2002))

SASAR was established to ensure a co-ordinated and effective provision of maritime and aeronautical search and services within the South African search and rescue regions.

The primary functions of SASAR are to co-ordinate available resources to:

- search for, assist and, where appropriate, effect a rescue operation for:
 - survivors of aircraft crashes or forced landings;
 - the crew and passengers of vessels in distress;
 - survivors of maritime accidents or incidents; and
 - survivors of any military aircraft or vessel accident or incident if such aircraft or vessel is not engaged in an act of war.
- Co-ordinate the evacuation of a seriously injured or ill person from a vessel at sea where the person's condition is such a nature that he or she must obtain medical treatment sooner than that vessel would be able to get him or her to a suitable medical facility.

7. Organisations to whom transfer payments have been made

Transfer payments are reported on in note 6 in the Notes to the Annual Financial Statements and are listed in Annexures 1A to 1J to the Annual Financial Statements.

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Entities to which transfer payments were made:	Amount R'000	Reason for transfer
Departmental agencies	5,873,665	
Ports Regulator	13,603	Ports regulation
Railway Safety Regulator	37,260	Railway safety
Road Traffic Management Corporation	83,603	Road Traffic Management
South African Civil Aviation Authority	7,781	Aviation safety
South African Maritime Safety Authority	17,332	Maritime safety
South African National Roads Agency Ltd.	5,714,086	National roads
Foreign Governments and international organisations	4,323	
Membership Fees: African Civil Aviation Commission	970	Membership fees
Membership Fees: Cospas Sarsat Contribution	309	Membership fees
Membership Fees: Indian Ocean Memorandum of Understanding		Membership fees
Membership Fees: International Civil Aviation Organisation	2,482	Membership fees
Membership Fees: International Maritime Organisation	562	Membership fees
Households other transfers	626,531	
Taxi Scrapping Administrator	625,655	Taxi scrapping
Sponsorships (Refer Annexure 10 in Financial Statements)	26	Sponsorships
Leave gratuity	850	Leave gratuity
Provinces and Municipalities	9,100,922	
Municipality - Johannesburg	652,803	Public transport infrastructure
Municipality - Tshwane	565,245	Public transport infrastructure
Municipality - Cape Town	332,500	Public transport infrastructure
Municipality - Ethekwini	376,926	Public transport infrastructure
Municipality - Mangaung	82,168	Public transport infrastructure
Municipality - Mbombela	60,833	Public transport infrastructure
Municipality - Nelson Mandela	147,079	Public transport infrastructure
Municipality - Polokwane	66,146	Public transport infrastructure
Municipality - Ekurhuleni	27,745	Public transport infrastructure
Municipality - Msundizi	7,737	Public transport infrastructure
Municipality - Buffalo City	31,213	Public transport infrastructure
Municipality - Rustenburg	67,782	Public transport infrastructure
Municipality - Tubatse	3,000	Rural transport
Municipality - Chris Hanani	9,800	Rural transport
Gautrain Rapid Rail Link	2,976,720	Gautrain Rapid Rail Link
Province - Kwazulu Natal	34,347	Sani Pass grant
Province - Western Cape	116,900	Roads - disaster management
Province - Limpopo	5,035	Overload control
Province - Gauteng	5,034	Overload control
Province - Eastern Cape	126,540	Public transport operations - bus subsidies
Province - Free State	151,805	Public transport operations - bus subsidies
Province - Gauteng	1,403,826	Public transport operations - bus subsidies
Province - Kwazulu Natal	587,396	Public transport operations - bus subsidies
Province - Limpopo	174,507	Public transport operations - bus subsidies
Province - Mpumalanga	370,650	Public transport operations - bus subsidies
Province - Northern Cape	22,159	Public transport operations - bus subsidies
Province - North West	101,252	Public transport operations - bus subsidies
Province - Western Cape	593,774	Public transport operations - bus subsidies

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Entities to which transfer payments were made:	Amount R'000	Reason for transfer
Non-profit institutions	15,035	
Hamnet	50	Search and rescue services
Mountain Club of South Africa	50	Search and rescue services
National Sea Rescue Institute	983	Search and rescue services
Taxi: South African National Taxi Co-operation (SANTACO)	13,952	Taxi operations
Public Corporations and private enterprises	7,850,127	
Province - Eastern Cape	11,480	Bus subsidies
Province - Free State	12,485	Bus subsidies
Province - Gauteng	145,563	Bus subsidies
Province - Kwazulu Natal	58,761	Bus subsidies
Province - Limpopo	17,017	Bus subsidies
Province - Mpumalanga	33,457	Bus subsidies
Province - Northern Cape	14,556	Bus subsidies
Province - North West	2,972	Bus subsidies
Province - Western Cape	71,443	Bus subsidies
Passenger Rail Agency of South Africa	7,482,393	Commuter rail
Universities and technikons	8,178	
University of Stellenbosch	2,674	Capacity development
University of Pretoria	2,907	Capacity development
University of Kwa-Zulu Natal	2,597	Capacity development
TOTAL	23,478,781	

Accountability Arrangements

The relevant Acts, Memoranda of Understanding, Shareholder Compacts and Performance Agreements govern the accountability arrangements for transfer payments to public entities under the control of the department, and accountability arrangements with Provinces and Local government to which transfer payments are made. Public entities are also required to submit quarterly reports on performance to the Minister of Transport. Contracts detailing accountability arrangements are entered into with the recipients of all other transfer payments.

For all transfers, written assurances were obtained from the entities in terms of section 38(1)(j) of the Public Finance Management Act that the entity implements effective, efficient and transparent financial management and internal control systems.

Except for the S.A. Maritime Safety Authority and the Road Traffic Management Corporation, the department is represented on the boards of control over the public entities. Quarterly financial reports and performance reports are reviewed, analysed and reported on to the Minister of Transport. These reports are considered

before transfer payments are made to public entities that receive transfer payments from the department.

The department established a Division of Revenue Act Committee, which meets regularly to ensure that recipients of conditional grants comply with the requirements of the Division of Revenue Act. A compliance matrix was compiled and updated monthly for purposes of monitoring compliance with the act, and to inform the compliance certificate that is sent to National Treasury on a monthly basis.

8. Public private partnerships (PPP)

A Transport Fleet Services Public Private Partnership was entered into during November 2006 to render vehicle fleet services to six Government departments. Services that are provided for in the contract include long-term vehicle rentals, short-term day-to-day vehicle rentals, short medium term vehicle rentals, a 24-hour Call Centre, chauffeur and point-to-point driven services, an internet based fleet management system with an electronic log book, and a fuel management system. Also refer to note 31 in the financial statements.

9. Corporate governance arrangements

The Directorate: Internal Control and Risk Management facilitated the review and updating of the risk register during the financial year.

Risk management has been incorporated into the performance management system of the department as well as quarterly reporting to the Audit Committee. The Risk Management Committee continued to function and held quarterly meetings during the financial year.

The department appointed a Director to lead the Investigations and Forensics Directorate in August 2008.

The department has a fraud prevention policy, of which the high level objectives are:

- The creation of an anti-fraud culture
- The maximum deterrence / prevention of fraud and corruption
- The prompt and successful detection of fraud and corruption which could not be prevented
- The professional investigation of detected or reported fraud and corruption
- Effective remediation including imposition of appropriate sanctions in disciplinary proceedings, civil recouping of funds or assets siphoned from the department as well as reporting criminal cases to the South African Police Services

The Audit Committee held two special and four regular meetings during the financial year.

10. Discontinued activities/activities to be discontinued

The department intends to transfer the management of the Electronic National Traffic Information System (eNaTIS) and the contract for the manufacture of credit card format driver's licenses to the Road Traffic Management Corporation (RTMC) as soon as it is feasible to do so. These transfers will further consolidate road traffic management functions under the RTMC, which will enhance the service delivery of the RTMC with no financial impact.

The training of women and youth in the maritime environment was discontinued due to a lack of funds.

11. New/proposed activities

The new activities were or will be undertaken within the department's budget allocations. Where applicable, it is indicated whether new activities were funded by reprioritisation or by the allocation of additional funds. New activities continue to address capacity constraints in the transport sector and aim to promote the achievement of stated objectives. The operations of the department are adapted to address the activities.

New activities undertaken during the financial year include:

- A coastal shipping strategy was developed to promote use of shipping transportation of goods in the SADC region to offload pressure on the road network, and to have increased participation of historically disadvantaged communities in the maritime sector. An amount of approximately R2,5 million will be needed to develop and adopt a policy on the subject.
- A 2010 Project Management Office has been created at a cost of R 26 million to coordinate the planning, operations, contracting and monitoring of inter-city services during the 2010 Soccer World Cup event.

12. Asset management

All assets have been captured in the asset register. A proper fixed asset register was established during 2004/05, and an asset management unit was established within the Supply Chain Management component of the department during that year. The department complied with the minimum requirements of the asset management reforms since 2004/05.

13. Events after the reporting date

None.

14. Performance information

Programmes submit and present performance information for each quarter to the Executive Committee, which comprises of the Accounting Officer, Deputy Directors-General and other members of senior

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management. The Executive Committee debates the performance information that is presented, and where necessary, request that follow up reports are presented.

15. Scopa resolutions

Nil

16. Prior year audit report

Mechanisms put in place to resolve matters reported by the Auditor-General in the previous financial year are as follows:

- Unauthorised expenditure: The bus subsidy budget was moved to a conditional grant under the Division of Revenue Act to avoid future over-expenditure on bus subsidies by the department. The conversion of Interim Contracts from ticket-based claims to kilometer-based has been completed in all Provinces. An equitable formula for future allocation of subsidies has been developed and implemented.
- Irregular expenditure: Of the seven cases of irregular expenditure reported by the Office of the Auditor-General in the previous year, the status is as follows:
 - Two cases were finalized – official suspended without pay for one month and official subsequently resigned
 - Three cases are in the process of being finalised, awaiting the finalisation of the investigation by Forensic Directorate.
 - One case is in the process of being finalised, awaiting the report from legal services.
 - In one case no action was yet taken.

- Fruitless and wasteful expenditure – no shows:
 - A new travelling form was introduced which requires that officials attach supporting documents that they have utilised the vehicle booked for them.
 - A new cancellation form was introduced and adequately communicated to all officials.
 - A register of no shows is maintained and updated daily. The register also indicates the decision taken by the No Show Committee on each matter.
 - The No Show Committee deliberated on all no shows reported and all the reported matters from previous financial years have been finalised either by recovery, condoned or written off.

17. Exemptions or deviations received from the National Treasury

None.

18. Approval

The Annual Financial Statements set out on pages 185 to 252 have been approved by the Accounting Officer.



Mr. G. Mahlalela

Accounting Officer

Date: 26 May 2010

REPORT OF THE AUDITOR-GENERAL TO PARLIAMENT ON THE FINANCIAL STATEMENTS OF VOTE No. 33: DEPARTMENT OF TRANSPORT FOR THE YEAR ENDED 31 MARCH 2010

REPORT ON THE FINANCIAL STATEMENTS

Introduction

1. I have audited the accompanying financial statements of the Department of Transport, which comprise the appropriation statement, the statement of financial position as at 31 March 2010, and the statement of financial performance, statement of changes in net assets and cash flow statement for the year then ended, and a summary of significant accounting policies and other explanatory information, as set out on pages 185 to 252.

Accounting Officer's responsibility for the financial statements

2. The accounting officer is responsible for the preparation and fair presentation of these financial statements in accordance with the modified cash basis of accounting determined by National Treasury, as set out in accounting policy note 1.1 to the financial statements and in the manner required by the Public Finance Management Act of South Africa, 1999 (Act No.1 of 1999) (PFMA) and Division of Revenue Act of South Africa, 2009 (Act No. 12 of 2009) (DoRA). This responsibility includes: designing, implementing and maintaining internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error; selecting and applying appropriate accounting policies; and making accounting estimates that are reasonable in the circumstances.

Auditor-General's responsibility

3. As required by section 188 of the Constitution of South Africa and section 4 of the Public Audit Act of South Africa, 2004 (Act No. 25 of 2004) (PAA) my responsibility is to express an opinion on these financial statements based on my audit.
4. I conducted my audit in accordance with International Standards on Auditing and General Notice 1570 of 2009 issued in Government Gazette 32758 of 27 November 2009. Those standards require that I comply with ethical requirements and plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.
5. An audit involves performing procedures to obtain audit evidence about the amounts and disclosures

in the financial statements. The procedures selected depend on the auditor's judgement, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

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

Opinion

7. In my opinion, the financial statements present fairly, in all material respects, the financial position of the Department of Transport for the year ended 31 March 2010, and its financial performance and its cash flows for the year then ended in accordance with the modified cash basis of accounting determined by National Treasury, as set out in accounting policy note 1.1 to the financial statements and in the manner required by the Public Finance Management Act of South Africa and Division of Revenue Act of South Africa.

Emphasis of matter

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

Basis of accounting

9. The department's policy is to prepare financial statements on the modified cash basis of accounting determined by the National Treasury, described in accounting policy note 1.1 to the financial statements.

Unauthorised / fruitless and wasteful / irregular expenditure

Unauthorised expenditure

10. As disclosed in note 8 to the financial statements and paragraph 1.6 of the accounting officer's report, unauthorised expenditure to the amount of R 362 million was incurred to pay the outstanding bus subsidies, which is reflected as overspending on the public transport program. The National

**REPORT OF THE AUDITOR-GENERAL TO PARLIAMENT ON THE FINANCIAL STATEMENTS OF VOTE No. 33:
DEPARTMENT OF TRANSPORT FOR THE YEAR ENDED 31 MARCH 2010**

Treasury made available additional funds to pay the outstanding bus subsidies and because this had not been originally appropriated on the department's budget, this was then considered as additional unauthorized expenditure.

Irregular expenditure

11. As disclosed in note 26 to the financial statements, irregular expenditure to the amount of R951, 000 was incurred as a result of procurement procedures not being followed.

Fruitless and wasteful expenditure

12. As disclosed in note 27 to the financial statements, fruitless and wasteful expenditure was incurred as a result of accommodation and flight tickets not being cancelled in a timely manner. Furthermore with reference to paragraph 10 above, interest was incurred as a result of the delay in the payment of bus subsidies.

REPORT ON OTHER LEGAL AND REGULATORY REQUIREMENTS

13. In terms of the PAA of South Africa and General notice 1570 of 2009, issued in Government Gazette No. 32758 of 27 November 2009 I include below my findings on the report on predetermined objectives, compliance with the PFMA and DoRA and financial management (internal control).

Findings

Predetermined objectives

Non-compliance with regulatory and reporting requirements

No quarterly reporting on performance information

14. The fourth quarterly report was not prepared and for the sub-program 2010 World Cup coordination no quarterly reporting was done for the entire period under review, as required by Treasury Regulation 5.3.1.

Compliance with laws and regulations

No matters to report

INTERNAL CONTROL

15. I considered internal control relevant to my audit of the financial statements and the report on predetermined objectives and compliance with the PFMA and DoRA, but not for the purposes of

expressing an opinion on the effectiveness of internal control. The matters reported below are limited to the deficiencies identified during the audit.

Leadership

Pertinent information is not identified, captured, used at all levels of the department and distributed in a form and timeframe that support the achievement of reporting objectives.

Ongoing monitoring and supervision are not undertaken to enable management to determine whether internal control over predetermined objectives reporting is functioning effectively.

Actions are not taken to address risks relating to the achievement of complete and accurate financial and performance reporting.

OTHER REPORTS

Performance audits

16. A performance audit was conducted on the department's use of consultants during the year under review. The audit is currently in the reporting phase and the findings will be reported in a separate report

Auditor - General

Pretoria

28 July 2010



**AUDITOR - GENERAL
SOUTH AFRICA**

Auditing to build public confidence

Vote 33- TRANSPORT

Appropriation Statement for the year ended 31 March 2010

Appropriation per programme

	2009/10							2008/09	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
1. ADMINISTRATION									
Current payment	229,672	(575)	19,896	248,993	248,019	974	99.61%	224,516	224,238
Transfers and subsidies	8,475	0	0	8,475	8,825	(350)	104.13%	8,281	8,380
Payment for capital assets	1,623	575	2,132	4,330	4,953	(623)	114.39%	3,168	3,283
2. TRANSPORT POLICY AND ECONOMIC REGULATION									
Current payment	53,973	(220)	(4,357)	49,396	40,087	9,309	81.15%	42,746	32,182
Transfers and subsidies	0	0	0	0	6	(6)	0.00%	87	25
Payment for capital assets	490	220	0	710	704	6	99.15%	603	441
3. TRANSPORT REGULATION AND ACCIDENT AND INCIDENT INVESTIGATION									
Current payment	383,468	0	17,653	401,121	402,171	(1,050)	100.26%	454,832	454,934
Transfers and subsidies	11,507	0	0	11,507	10,761	746	93.52%	11,057	11,043
Payment for capital assets	719	0	0	719	415	304	57.72%	845	756
4. INTEGRATED PLANNING AND INTER-SPHERE COORDINATION									
Current payment	142,189	(3,362)	(2,500)	136,327	166,922	(30,595)	122.44%	127,920	134,214
Transfers and subsidies	8,868,696	3,027	0	8,871,723	8,771,163	100,560	98.87%	8,636,243	8,163,000
Payment for capital assets	273	335	0	608	195	413	32.07%	854	519
5. TRANSPORT LOGISTICS AND CORRIDOR DEVELOPMENT									
Current payment	28,966	0	(2,340)	26,626	13,489	13,137	50.66%	32,034	21,995
Transfers and subsidies	0	0	0	0	0	0	0.00%	10	9
Payment for capital assets	343	0	0	343	175	168	51.02%	231	189

Vote 33- TRANSPORT
 Appropriation Statement for the year ended 31 March 2010
 Appropriation per programme

	2009/10							2008/09	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
6. PUBLIC TRANSPORT									
Current payment	154,604	(88)	(20,140)	134,376	134,091	285	99.79%	135,445	122,292
Transfers and subsidies	14,170,981	0	0	14,170,981	14,533,661	(362,680)	102.56%	12,139,542	12,997,680
Payment for capital assets	133	88	0	221	220	1	99.55%	242	237
7. PUBLIC ENTITY OVR SIGHT AND BORDER OPERATIONS AND CONTROL									
Current payment	27,893	(22)	(10,344)	17,527	11,515	6,012	65.70%	23,611	13,874
Transfers and subsidies	154,343	22	0	154,365	154,365	0	100.00%	2,650,335	2,649,126
Payment for capital assets	169	0	0	169	100	69	59.17%	238	227
TOTAL	24,238,517	0	0	24,238,517	24,501,837	(263,320)	101.09%	24,492,840	24,838,644
Reconciliation with Statement of Financial Performance									
Add: Departmental receipts				106,074				215,806	
Actual amounts per Statement of Financial Performance (Total Revenue)				24,344,591	24,501,837			24,708,646	24,838,644

Vote 33- TRANSPORT
 Appropriation Statement for the year ended 31 March 2010
 Appropriation per programme

Appropriation per Economic classification									
	2009/10							2008/09	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments									
Compensation of employees	221,012	(4,439)	(560)	216,013	228,121	(12,108)	105.61%	195,849	182,632
Goods and services	799,753	172	(1,572)	798,353	787,748	10,605	98.67%	845,255	806,963
Financial transactions in assets and liabilities	0	0	0	0	425	(425)	0.00%	0	14,134
Transfers & subsidies									
Provinces & municipalities	9,097,922	3,000	0	9,100,922	9,100,922	0	100.00%	7,519,162	7,268,992
Departmental agencies & accounts	5,974,399	0	0	5,974,399	5,873,665	100,734	98.31%	6,828,493	6,814,138
Universities & technikons	8,178	0	0	8,178	8,178	0	100.00%	7,796	7,798
Foreign governments & international organisations	5,114	0	0	5,114	4,323	791	84.53%	4,871	4,850
Public corporations & private enterprises	7,482,393	0	0	7,482,393	7,850,127	(367,734)	104.91%	8,611,421	9,258,163
Non-profit institutions	15,109	0	0	15,109	15,035	74	99.51%	14,093	14,075
Households	630,887	49	0	630,936	626,531	4,405	99.30%	459,719	461,247
Payment for capital assets									
Machinery & equipment	3,750	1,218	2,132	7,100	6,762	338	95.24%	6,181	5,652
Total	24,238,517	0	0	24,238,517	24,501,837	(263,320)	101.09%	24,492,840	24,838,644

Vote 33- TRANSPORT
 Appropriation Statement for the year ended 31 March 2010
 Appropriation per programme

Detail per programme 1 - ADMINISTRATION									
For the year ended 31 March 2010									
Details per Sub-Programme	2009/10							2008/09	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
1.1 MINISTER									
Current payment	1,735			1,735	1,881	(146)	108.41%	1,724	1,663
1.2 DEPUTY MINISTER									
Current payment	1,500			1,500		1,500	0.00%		
1.3 MANAGEMENT									
Current payment	81,307	(537)	5,220	85,990	86,524	(534)	100.62%	80,738	79,198
Transfers and subsidies				0	196	(196)	0.00%	0	100
Payment for capital assets	710	406		1,116	1,739	(623)	155.82%	366	371
1.4 CORPORATE SERVICES									
Current payment	130,246	(38)	10,474	140,682	140,528	154	99.89%	127,812	131,081
Transfers and subsidies	8,475			8,475	8,629	(154)	101.82%	8,281	8,280
Payment for capital assets	913	169	2,132	3,214	3,214	0	100.00%	2,802	2,912
1.5 PROPERTY MANAGEMENT									
Current payment	14,884		4,202	19,086	19,086	0	100.00%	14,242	12,296
Total	239,770	0	22,028	261,798	261,797	1	100.00%	235,965	235,901

Vote 33- TRANSPORT
 Appropriation Statement for the year ended 31 March 2010
 Appropriation per programme

Programme 1 Per Economic classification	2009/10							2008/09	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments									
Compensation of employees	89,541			89,541	96,038	(6,497)	107.26%	77,668	77,689
Goods and services	140,131	(575)	19,896	159,452	151,662	7,790	95.11%	146,848	146,208
Financial transactions in assets and liabilities				0	319	(319)	0.00%		341
Transfers & subsidies									
Departmental agencies & accounts	175			175		175	0.00%	166	30
Universities & technikons	8,178			8,178	8,178	0	100.00%	7,796	7,798
Households	122			122	647	(525)	530.33%	319	552
Payment for capital assets									
Machinery & equipment	1,623	575	2,132	4,330	4,953	(623)	114.39%	3,168	3,283
Total	239,770	0	22,028	261,798	261,797	1	100.00%	235,965	235,901

Vote 33- TRANSPORT
Appropriation Statement for the year ended 31 March 2010
Appropriation per programme

Detail per programme 2 - TRANSPORT POLICY AND ECONOMIC REGULATION									
For the year ended 31 March 2010									
Details per Sub-Programme	2009/10							2008/09	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
2.1 TRANSPORT POLICY ANALYSIS									
Current payment	10,669	721	(567)	10,823	7,975	2,848	73.69%	8,256	8,065
Transfers and subsidies				0	1	(1)	0.00%	6	6
Payment for capital assets				0		0	0.00%	171	67
2.2 TRANSPORT ECONOMIC ANALYSIS									
Current payment	18,389	1,068	(2,000)	17,457	15,159	2,298	86.84%	12,672	8,313
Transfers and subsidies				0		0	0.00%	11	
Payment for capital assets		25		25	24	1	96.00%	95	93
2.3 LEGISLATION									
Current payment	3,608	20		3,628	3,043	585	83.88%	2,775	2,055
Payment for capital assets				0		0	0.00%	16	15
2.4 RESEARCH AND DEVELOPMENT									
Current payment	8,474	(443)		8,031	7,014	1,017	87.34%	8,839	5,573
Transfers and subsidies				0	1	(1)	0.00%		
Payment for capital assets		253		253	252	1	99.60%	171	121
2.5 ADMINISTRATION SUPPORT									
Current payment	5,018	(397)		4,621	4,617	4	99.91%	6,678	6,745
Transfers and subsidies				0		0	0.00%	70	19
Payment for capital assets	490	(74)		416	413	3	99.28%	90	81
2.6 ECONOMIC REGULATION									
Current payment	7,815	(1,189)	(1,790)	4,836	2,279	2,557	47.13%	3,526	1,431
Transfers and subsidies				0	4	(4)	0.00%		
Payment for capital assets		16		16	15	1	93.75%	60	64
Total	54,463	0	(4,357)	50,106	40,797	9,309	81.42%	43,436	32,648

Vote 33- TRANSPORT
Appropriation Statement for the year ended 31 March 2010
Appropriation per programme

2009/10								2008/09	
Programme 2 Per Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments									
Compensation of employees	25,294			25,294	25,948	(654)	102.59%	19,797	18,512
Goods and services	28,679	(220)	(4,357)	24,102	14,105	9,997	58.52%	22,949	13,670
Financial transactions in assets and liabilities				0	34	(34)	0.00%		
Transfers & subsidies									
Households				0	6	(6)	0.00%	87	25
Payment for capital assets									
Machinery & equipment	490	220		710	704	6	99.15%	603	441
Total	54,463	0	(4,357)	50,106	40,797	9,309	81.42%	43,436	32,648

Vote 33- TRANSPORT
 Appropriation Statement for the year ended 31 March 2010
 Appropriation per programme

Detail per programme 3 - TRANSPORT REGULATION AND ACCIDENT AND INCIDENT INVESTIGATION									
For the year ended 31 March 2010									
Details per Sub-Programme	2009/10							2008/09	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
3.1 ROAD TRANSPORT REGULATION									
Current payment	249,902	(11,017)	998	239,883	239,925	(42)	100.02%	278,756	281,093
Payment for capital assets	165			165	35	130	21.21%	266	258
3.2 CIVIL AVIATION REGULATION									
Current payment	22,440	7,714	8,535	38,689	39,721	(1,032)	102.67%	51,170	58,594
Transfers and subsidies	3,557			3,557	3,454	103	97.10%	3,388	3,458
Payment for capital assets	195			195	154	41	78.97%	281	267
3.3 MARITIME REGULATION									
Current payment	69,655	11,493	8,120	89,268	89,268	0	100.00%	88,296	79,188
Transfers and subsidies	1,226			1,226	568	658	46.33%	1,168	1,063
Payment for capital assets	103	(30)		73	50	23	68.49%	106	70
3.4 RAIL TRANSPORT REGULATION									
Current payment	2,156	(1,688)		468	464	4	99.15%	1,357	1,050
3.5 ACCIDENT & INCIDENT INVESTIGATION									
Current payment	32,050	(4,081)		27,969	27,951	18	99.94%	28,962	28,943
Transfers and subsidies	6,724			6,724	6,738	(14)	100.21%	6,453	6,452
Payment for capital assets	50	30		80	80	0	100.00%		
3.6 ADMINISTRATION SUPPORT									
Current payment	7,265	(2,421)		4,844	4,842	2	99.96%	6,291	6,066
Transfers and subsidies				0	1	(1)	0.00%	48	70
Payment for capital assets	206			206	96	110	46.60%	192	161
Total	395,694	0	17,653	413,347	413,347	0	100.00%	466,734	466,733

Vote 33- TRANSPORT
 Appropriation Statement for the year ended 31 March 2010
 Appropriation per programme

Programme 3 Per Economic classification	2009/10							2008/09	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments									
Compensation of employees	36,363			36,363	43,901	(7,538)	120.73%	41,417	36,984
Goods and services	347,105		17,653	364,758	358,222	6,536	98.21%	413,415	410,336
Financial transactions in assets and liabilities				0	48	(48)	0.00%		7,614
Transfers & subsidies									
Departmental agencies & accounts	5,236			5,236	5,236	0	100.00%	5,023	5,023
Foreign governments & international organisations	5,114			5,114	4,323	791	84.53%	4,871	4,850
Non-profit institutions	1,157			1,157	1,083	74	93.60%	1,115	1,100
Households				0	119	(119)	0.00%	48	70
Payment for capital assets									
Machinery & equipment	719			719	415	304	57.72%	845	756
Total	395,694	0	17,653	413,347	413,347	0	100.00%	466,734	466,733

Vote 33- TRANSPORT
 Appropriation Statement for the year ended 31 March 2010
 Appropriation per programme

Detail per programme 4 - INTEGRATED PLANNING AND INTER-SPHERE COORDINATION									
For the year ended 31 March 2010									
Details per Sub-Programme	2009/10							2008/09	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
4.1 TRANSPORT PLANNING									
Current payment	30,626	(1,206)		29,420	29,419	1	100.00%	30,001	31,293
Transfers and subsidies		16		16	16	0	100.00%		
Payment for capital assets	112			112	63	49	56.25%	202	185
4.2 INTEGRATED DELIVERY PROGRAMME									
Current payment	47,441	(26,363)		21,078	21,078	0	100.00%	41,275	41,806
Transfers and subsidies	9,800	3,000		12,800	12,800	0	100.00%	8,900	8,900
Payment for capital assets	84			84	16	68	19.05%	177	93
4.3 INTEGRATED INFRASTRUCTURE AND NETWORK DEVELOPMENT									
Current payment	21,976	(12,086)	(2,500)	7,390	7,389	1	99.99%	12,343	16,520
Transfers and subsidies	5,769,402			5,769,402	5,769,402	0	100.00%	5,147,243	5,134,233
Payment for capital assets	31	335		366	102	264	27.87%	333	177
4.4 2010 SOCCER WORLD CUP COORDINATION									
Current payment	37,158	28,993		66,151	96,748	(30,597)	146.25%	39,396	39,711
Transfers and subsidies	3,089,494			3,089,494	2,988,935	100,559	96.75%	3,480,000	3,019,830
Payment for capital assets				0	0	0	0.00%	100	44
4.5 ADMINISTRATION SUPPORT									
Current payment	4,988	7,300		12,288	12,288	0	100.00%	4,905	4,884
Transfers and subsidies		11		11	10	1	90.91%	100	37
Payment for capital assets	46			46	14	32	30.43%	42	20
Total	9,011,158	0	(2,500)	9,008,658	8,938,280	70,378	99.22%	8,765,017	8,297,733

Vote 33- TRANSPORT
Appropriation Statement for the year ended 31 March 2010
Appropriation per programme

Programme 4 Per Economic classification	2009/10							2008/09	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments									
Compensation of employees	31,171	(4,417)		26,754	26,753	1	100.00%	21,129	21,126
Goods and services	111,018	1,055	(2,500)	109,573	140,169	(30,596)	127.92%	106,791	106,911
Financial transactions in assets and liabilities				0		0	0.00%		6,177
Transfers & subsidies									
Provinces & municipalities	2,589,293	3,000		2,592,293	2,592,293	0	100.00%	4,253,169	4,002,999
Departmental agencies & accounts	5,814,645			5,814,645	5,714,086	100,559	98.27%	4,172,974	4,159,964
Universities & technikons				0		0	0.00%		
Public corporations & private enterprises	464,758			464,758	464,758	0	100.00%	210,000	
Households		27		27	26	1	96.30%	100	37
Payment for capital assets									
Machinery & equipment	273	335		608	195	413	32.07%	854	519
Total	9,011,158	0	(2,500)	9,008,658	8,938,280	70,378	99.22%	8,765,017	8,297,733

Vote 33- TRANSPORT
 Appropriation Statement for the year ended 31 March 2010
 Appropriation per programme

Detail per programme 5 - TRANSPORT LOGISTICS AND CORRIDOR DEVELOPMENT									
For the year ended 31 March 2010									
Details per Sub-Programme	2009/10							2008/09	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
5.1 NATIONAL LOGISTICS STRATEGY									
Current payment	15,077	(60)	(2,340)	12,677	4,309	8,368	33.99%	11,254	4,798
Payment for capital assets	283	(11)		272	106	166	38.97%	50	42
5.2 EASTERN CORRIDOR									
Current payment	3,745			3,745	1,888	1,857	50.41%	12,022	11,447
Transfers and subsidies				0		0	0.00%		
Payment for capital assets				0		0	0.00%	30	29
5.3 WESTERN CORRIDOR									
Current payment	7,494			7,494	4,949	2,545	66.04%	5,457	3,073
Payment for capital assets		11		11	10	1	90.91%	115	101
5.4 ADMINISTRATION SUPPORT									
Current payment	2,650	60		2,710	2,343	367	86.46%	3,301	2,677
Transfers and subsidies				0		0	0.00%	10	9
Payment for capital assets	60			60	59	1	98.33%	36	17
Total	29,309	0	(2,340)	26,969	13,664	13,305	50.67%	32,275	22,193

Vote 33- TRANSPORT
 Appropriation Statement for the year ended 31 March 2010
 Appropriation per programme

Programme 5 Per Economic classification	2009/10							2008/09	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments									
Compensation of employees	12,334			12,334	9,739	2,595	78.96%	8,591	6,757
Goods and services	16,632		(2,340)	14,292	3,749	10,543	26.23%	23,443	15,236
Financial transactions in assets and liabilities				0	1	(1)	0.00%		2
Transfers & subsidies									
Households				0		0	0.00%	10	9
Payment for capital assets									
Machinery & equipment	343			343	175	168	51.02%	231	189
Total	29,309	0	(2,340)	26,969	13,664	13,305	50.67%	32,275	22,193

Vote 33- TRANSPORT
 Appropriation Statement for the year ended 31 March 2010
 Appropriation per programme

Detail per programme 6 - PUBLIC TRANSPORT									
For the year ended 31 March 2010									
Details per Sub-Programme	2009/10							2008/09	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
6.1 PUBLIC TRANSPORT STRATEGY AND MONITORING									
Current payment	22,796	(17,331)	(2,451)	3,014	2,991	23	99.24%	9,363	4,215
Transfers and subsidies				0	22	(22)	0.00%		
Payment for capital assets				0	0	0	0.00%	6	6
6.2 PUBLIC TRANSPORT MANAGEMENT									
Current payment	13,905	17,509		31,414	31,184	230	99.27%	14,503	11,230
Transfers and subsidies	13,526,264			13,526,264	13,894,002	(367,738)	102.72%	11,667,414	12,524,156
Payment for capital assets				0	0	0	0.00%	30	28
6.3 TAXI RECAPITALISATION PROJECT OFFICE									
Current payment	110,135	468	(15,969)	94,634	94,633	1	100.00%	102,424	102,363
Transfers and subsidies	644,717			644,717	639,607	5,110	99.21%	471,978	473,382
6.4 PUBLIC TRANSPORT BUSINESS DEVELOPMENT									
Current payment	1,918	767		2,685	2,684	1	99.96%	2,470	1,872
6.5 ADMINISTRATION SUPPORT									
Current payment	5,850	(1,501)	(1,720)	2,629	2,599	30	98.86%	6,685	2,612
Transfers and subsidies				0	30	(30)	0.00%	150	142
Payment for capital assets	133	88		221	220	1	99.55%	206	203
Total	14,325,718	0	(20,140)	14,305,578	14,667,972	(362,394)	102.53%	12,275,229	13,120,209

Vote 33- TRANSPORT
 Appropriation Statement for the year ended 31 March 2010
 Appropriation per programme

Detail per programme 6 - PUBLIC TRANSPORT									
For the year ended 31 March 2010									
Programme 6 Per Economic classification	2009/10							2008/09	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments									
Compensation of employees	18,301			18,301	18,316	(15)	100.08%	19,940	15,976
Goods and services	136,303	(88)	(20,140)	116,075	115,752	323	99.72%	115,505	106,316
Financial transactions in assets and liabilities				0	23	(23)	0.00%		
Transfers & subsidies									
Provinces & municipalities	6,508,629			6,508,629	6,508,629	0	100.00%	3,265,993	3,265,993
Public corporations & private enterprises	7,017,635			7,017,635	7,385,369	(367,734)	105.24%	8,401,421	9,258,163
Non-profit institutions	13,952			13,952	13,952	0	100.00%	12,978	12,975
Households	630,765			630,765	625,711	5,054	99.20%	459,150	460,549
Payment for capital assets									
Machinery & equipment	133	88		221	220	1	99.55%	242	237
Total	14,325,718	0	(20,140)	14,305,578	14,667,972	(362,394)	102.53%	12,275,229	13,120,209

Vote 33- TRANSPORT
 Appropriation Statement for the year ended 31 March 2010
 Appropriation per programme

Detail per programme 7 - PUBLIC ENTITY OVERSIGHT AND BORDER OPERATIONS & CONTROL									
For the year ended 31 March 2010									
Details per Sub-Programme	2009/10							2008/09	
	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
7.1 PUBLIC ENTITY OVERSIGHT									
Current payment	22,620	(95)	(9,734)	12,791	6,789	6,002	53.08%	18,489	11,399
Transfers and subsidies	154,343			154,343	154,343	0	100.00%	2,650,333	2,649,121
Payment for capital assets	72			72	36	36	50.00%	79	57
7.2 BORDER OPERATIONS AND CONTROL									
Current payment	2,216	(550)	(560)	1,106	1,098	8	99.28%	1,440	171
Transfers and subsidies		22		22	22	0	100.00%	2	2
Payment for capital assets				0		0	0.00%	20	20
7.3 ADMINISTRATION									
Current payment	3,057	623	(50)	3,630	3,628	2	99.94%	3,682	2,304
Transfers and subsidies				0		0	0.00%		3
Payment for capital assets	97			97	64	33	65.98%	139	150
Total	182,405	0	(10,344)	172,061	165,980	6,081	96.47%	2,674,184	2,663,227

Vote 33- TRANSPORT
 Appropriation Statement for the year ended 31 March 2010
 Appropriation per programme

Programme 7 Per Economic classification	Adjusted Appropriation	Shifting of Funds	Virement	Final Appropriation	Actual Expenditure	Variance	Expenditure as % of final appropriation	Final Appropriation	Actual Expenditure
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000
Current payments									
Compensation of employees	8,008	(22)	(560)	7,426	7,426	0	100.00%	7,307	5,588
Goods and services	19,885		(9,784)	10,101	4,089	6,012	40.48%	16,304	8,286
Transfers & subsidies									
Departmental agencies & accounts	154,343			154,343	154,343	0	100.00%	2,650,330	2,649,121
Households		22		22	22	0	100.00%	5	5
Payment for capital assets									
Machinery & equipment	169			169	100	69	59.17%	238	227
Total	182,405	0	(10,344)	172,061	165,980	6,081	96.47%	2,674,184	2,663,227

Vote 33- TRANSPORT

Notes to the Appropriation Statement for the year ended 31 March 2010

1. Detail of transfers and subsidies as per Appropriation Act (after Virement):

Detail of these transactions can be viewed in the note on Transfers and subsidies, disclosure notes and Annexure 1 (A-H) to the Annual Financial Statements.

2. Detail of specifically and exclusively appropriated amounts voted (after Virement):

Detail of these transactions can be viewed in note 1 (Annual Appropriation) to the Annual Financial Statements.

3. Detail on financial transactions in assets and liabilities

Detail of these transactions per programme can be viewed in the note to Financial transactions in assets and liabilities to the Annual Financial Statements.

4. Explanations of material variances from Amounts Voted (after virement):

4.1 Per programme:

Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Appropriation
R'000	R'000	R'000	%

Administration	261,798	261,797	1	0%
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Over expenditure of the programme budget was avoided by a final virement shifting of funds across programmes amounting to R21,5 million to this programme. Compensation of employees was over spent by R6,5 million due to new dispensations for all levels on top of normal increases, additional dispensations for officials in the legal profession and a job parity adjustment for levels 9 and 10 to levels 11 and 12. Goods and services was over spent by R10,6 million (under spent R7,8 million after the virement), because transport had to be provided for the Presidential inauguration above the allocated budget, court applications against the department and legal challenges against legislation had to be defended, and the cost of travelling exceeded the budget. Before the virement, machinery and equipment was over spent by R2,7 million because information technology infrastructure had to be upgraded and replaced after systems failures were experienced due to old and obsolete equipment, and because a vehicle was purchased for the Minister.

Transport Policy and Economic Regulation	50,106	40,797	9,309	19%
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An amount of R654,000 was over spent on compensation of employees due to new salary dispensations. Goods and services were under spent by R9,9 million because the department introduced stringent cost-cutting measures across all programmes when it became apparent that it would over spend on technical assistance to host cities for the 2010 Soccer World Cup in programme 4, which resulted in stopping or delaying all non-critical projects.

Transport Regulation and Accident and Incident Investigation	413,347	413,347	0	0%
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Over expenditure of the programme budget was avoided by a final virement shifting of funds across programmes amounting to R9,5 million to this programme. An amount of R7,5 million was over spent on compensation of employees due to new salary dispensations. Before the virement, goods and services was over spent by R3 million, mainly because of assistance needed by the Regulating Committee on determining tariffs in the aviation industry, the review of the capital expenditure programmes at three main airports, and additional cost of transportation of delegates to the African Union Conference of Ministers responsible for Maritime Transport.

Vote 33- TRANSPORT

Notes to the Appropriation Statement for the year ended 31 March 2010

Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Appropriation
R'000	R'000	R'000	%

Integrated Planning and Inter-Sphere Co-ordination	9,008,658	8,938,280	70,378	1%
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The programme under spent its budget by R70,4 million, because a transfer payment of R100,6 million to the S.A. National Roads Agency Ltd. was stopped as a result of a specific project that was planned in time for the 2010 Soccer World Cup event that could not proceed due to constraints identified in the environmental impact assessment process. Goods and services was over spent by R30,6 million because the department had to provide national guidelines and technical assistance to host cities of the 2010 Soccer World Cup event to ensure standardisation in planning for the event, to provide centralised preparations to ensure that infrastructure and systems will be utilised in an integrated and coordinated manner, to set up and operationalise workstreams, and to regulate the licensing and branding processes, amongst others.

Transport Logistics and Corridor Development	26,969	13,664	13,305	49%
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Compensation of employees was under spent by R2,6 million due to posts that could not be filled. Goods and services was under spent by R10,5 million, because all non-critical projects were put on hold to save costs, considering the impending over expenditure in programme 4 on preparations for the 2010 Soccer World Cup event, and expected over expenditure in other programmes.

Public Transport	14,305,578	14,667,972	(362,394)	-3%
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Bus subsidies was over spent by R367,7 million due to cumulative insufficient budgets, which did not keep pace with contractual escalations and growth in passenger volumes as most subsidies were based on ticket sales. Transfers to households was under spent by R5,1 million because less taxis were scrapped than budgeted for.

Public Entity Oversight and Border Operations and Control	172,061	165,980	6,081	4%
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The programme under spent mainly because of delays in the process of restructuring the Road Accident Fund (RAF). Funds that were rolled over to advise the Department on the RAF Amendment Act and to assist in redrafting the final Regulations could not be spent. The finalisation of the performance management system was also delayed because the user requirements analysis had to be completed before the State Information Technology Agency could appoint a service provider to develop the system.

Vote 33- TRANSPORT

Notes to the Appropriation Statement for the year ended 31 March 2010

4.2 Per economic classification:

Final Appropriation	Actual Expenditure	Variance	Variance as a % of Final Appropriation
R'000	R'000	R'000	%

Current expenditure

Compensation of employees	216,013	228,121	(12,108)	-6%
Goods and services	798,353	787,748	10,605	1%
Interest and rent on land				
Financial transactions in assets and liabilities	0	425	(425)	

Transfers and subsidies

Provinces and municipalities	9,100,922	9,100,922	0	0%
Departmental agencies and accounts	5,974,399	5,873,665	100,734	2%
Universities and technikons	8,178	8,178	0	0%
Public corporations and private enterprises	7,482,393	7,850,127	(367,734)	-5%
Foreign governments and international organisations	5,114	4,323	791	15%
Non-profit institutions	15,109	15,035	74	0%
Households	630,936	626,531	4,405	1%

Payments for capital assets

Machinery and equipment	7,100	6,762	338	5%
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Vote 33- TRANSPORT

Statement of Financial Performance

for the year ended 31 March 2010

	<i>Note</i>	2009/10 R'000	2008/09 R'000
REVENUE			
Annual appropriation	1	24,238,517	24,492,840
Departmental revenue	2	106,074	215,806
TOTAL REVENUE		24,344,591	24,708,646
EXPENDITURE			
Current expenditure			
Compensation of employees	3	228,121	182,632
Goods and services	4	787,748	806,963
Financial transactions in assets and liabilities	5	425	14,134
Total current expenditure		1,016,294	1,003,729
Transfers and subsidies		23,478,781	23,829,263
Transfers and subsidies	6	23,478,781	23,829,263
Expenditure for capital assets			
Tangible capital assets	7	6,762	5,652
Total expenditure for capital assets		6,762	5,652
TOTAL EXPENDITURE		24,501,837	24,838,644
SURPLUS/(DEFICIT) FOR THE YEAR		(157,246)	(129,998)
Reconciliation of Net Surplus/(Deficit) for the year			
Voted Funds		(263,320)	(345,804)
Departmental revenue	15	106,074	215,806
SURPLUS/ (DEFICIT) FOR THE YEAR		(157,246)	(129,998)

Vote 33- TRANSPORT

Statement of Financial Position

as at 31 March 2010

	Note	2009/10 R'000	2008/09 R'000
ASSETS			
Current Assets			
		1,799,559	1,163,628
Unauthorised expenditure	8	1,207,374	844,980
Fruitless and wasteful expenditure	9	12	171
Cash and cash equivalents	10	37	89,836
Prepayments and advances	11	10,971	30,622
Receivables	12	581,165	198,019
Non-Current Assets			
		6,089,441	6,089,441
Investments	13	6,089,441	6,089,441
TOTAL ASSETS		7,889,000	7,253,069
LIABILITIES			
Current Liabilities			
		1,799,014	1,163,480
Voted funds to be surrendered to the Revenue Fund	14	99,074	492,176
Departmental revenue to be surrendered to the Revenue Fund	15	175	14,984
Bank overdraft	16	1,476,571	651,960
Payables	17	223,194	4,360
Non-Current Liabilities			
Payables	18	6	3
TOTAL LIABILITIES		1,799,020	1,163,483
NET ASSETS		6,089,980	6,089,586
Represented by:			
Capitalisation reserve		6,089,441	6,089,441
Recoverable revenue		539	145
TOTAL		6,089,980	6,089,586

Vote 33- TRANSPORT

Statement of Changes in Net Assets for the year ended 31 March 2010

	<i>Note</i>	2009/10 R'000	2008/09 R'000
Capitalisation Reserves			
Opening balance		6,089,441	6,089,441
Closing balance		<u>6,089,441</u>	<u>6,089,441</u>
Recoverable revenue			
Opening balance		145	138
Transfers		394	7
Irrecoverable amounts written off	25.2	(41)	0
Debts revised		(51)	(5)
Debts recovered (included in departmental receipts)		(173)	(102)
Debts raised		659	114
Closing balance		<u>539</u>	<u>145</u>
TOTAL		<u>6,089,980</u>	<u>6,089,586</u>

Vote 33- TRANSPORT

Cash Flow Statement

for the year ended 31 March 2010

	Note	2009/10 R'000	2008/09 R'000
CASH FLOWS FROM OPERATING ACTIVITIES			
Receipts		24,344,591	24,701,646
Annual appropriated funds received	1.1	24,238,517	24,485,840
Departmental revenue received	2	106,074	215,806
Net (increase)/ decrease in working capital		(144,502)	(927,485)
Surrendered to Revenue Fund		(613,059)	(595,983)
Current payments		(1,016,294)	(158,749)
Transfers and subsidies paid		(23,478,781)	(23,829,263)
Net cash flow available from operating activities	19	(908,045)	(809,834)
CASH FLOWS FROM INVESTING ACTIVITIES			
Payments for capital assets	7	(6,762)	(5,652)
Net cash flows from investing activities		(6,762)	(5,652)
CASH FLOWS FROM FINANCING ACTIVITIES			
Increase/ (decrease) in net assets		394	7
Increase/ (decrease) in non-current payables		3	(5)
Net cash flows from financing activities		397	2
Net increase/ (decrease) in cash and cash equivalents		(914,410)	(815,484)
Cash and cash equivalents at beginning of period		(562,124)	253,360
Cash and cash equivalents at end of period	20	(1,476,534)	(562,124)

Accounting Policies for the year ended 31 March 2010

The Financial Statements have been prepared in accordance with the following policies, which have been applied consistently in all material aspects, unless otherwise indicated. However, where appropriate and meaningful, additional information has been disclosed to enhance the usefulness of the Financial Statements and to comply with the statutory requirements of the Public Finance Management Act, Act 1 of 1999 (as amended by Act 29 of 1999), and the Treasury Regulations issued in terms of the Act and the Division of Revenue Act, Act 2 of 2006.

1. Presentation of the Financial Statements

1.1 Basis of preparation

The Financial Statements have been prepared on a modified cash basis of accounting, except where stated otherwise. The modified cash basis constitutes the cash basis of accounting supplemented with additional disclosure items. Under the cash basis of accounting transactions and other events are recognised when cash is received or paid.

1.2 Presentation currency

All amounts have been presented in the currency of the South African Rand (R) which is also the functional currency of the department.

1.3 Rounding

Unless otherwise stated all financial figures have been rounded to the nearest one thousand Rand (R'000).

1.4 Comparative figures

Prior period comparative information has been presented in the current year's financial statements. Where necessary figures included in the prior period financial statements have been reclassified to ensure that the format in which the information is presented is consistent with the format of the current year's financial statements.

1.5 Comparative figures - Appropriation Statement

A comparison between actual amounts and final appropriation per major classification of expenditure is included in the Appropriation Statement.

2. Revenue

2.1 Appropriated funds

Appropriated funds are comprised of departmental allocations as well as direct charges against revenue fund (i.e. statutory appropriation).

Appropriated funds are recognised in the financial records on the date the appropriation becomes effective. Adjustments made in terms of the adjustments budget process are recognised in the financial records on the date the adjustments become effective.

The total appropriated funds received during the year are presented in the statement of financial performance.

Unexpended appropriated funds are surrendered to the National/Provincial Revenue Fund. Any amounts owing to the National Revenue Fund at the end of the financial year are recognised as payable in the statement of financial position.

2.2 Departmental revenue

All departmental revenue is recognised in the statement of financial performance when received and is subsequently paid into the National Revenue Fund, unless stated otherwise.

Any amount owing to the National Revenue Fund is recognised as a payable in the statement of financial position.

No accrual is made for the amount receivable from the last receipt date to the end of the reporting period. These amounts are however disclosed in the disclosure note to the annual financial statements.

2.3 Direct Exchequer receipts / payments

All direct exchequer receipts are recognised in the statement of financial performance when the cash is received and subsequently paid into the National Revenue Fund, unless otherwise stated.

All direct exchequer payments are recognised in the statement of financial performance when final authorisation for payment is effected on the system (by no later than 31 March of each year).

Any amount owing to the National Revenue Funds at the end of the financial year is recognised as a payable in the statement of financial position.

2.4 Aid assistance

Aids assistance is recognised as revenue when received

All in-kind aid assistance is disclosed at fair value on the date of receipt in the annexures to the Annual Financial Statements

The cash payments made during the year relating to aid assistance projects are recognised as expenditure in the statement of financial performance when final

Accounting Policies

for the year ended 31 March 2010

authorisation for payments is effected on the system (by no later than 31 March of each year)

The value of the assistance expensed prior to the receipt of funds is recognised as a receivable in the statement of financial position.

Inappropriately expensed amounts using aid assistance and any unutilised amounts are recognised as payables in the statement of financial position.

All CARA funds received are recorded as revenue when funds are received. The cash payments made during the year relating to CARA earmarked projects are recognised as expenditure in the statement of financial performance when final authorisation for payments effected on the system (by no later than 31 March of each year)

Inappropriately expensed amounts using CARA funds are recognised as payables in the statement of financial position. Any unutilised amounts are transferred to retained funds, as they are not surrendered to the revenue fund.

3. Expenditure

3.1 Compensation of employees – note 3 to the financial statements

3.1.1 Short-term employee benefits

The cost of short-term employee benefits are expensed in the statement of financial performance when financial authorisation for payment is effected on the system (by no later than 31 March each year)

Short-term employee benefits that give rise to a present legal or constructive obligation are disclosed in the disclosure notes to the financial statements. These amounts must not be recognised in the statement of financial performance or position.

Employee cost are capitalised to the cost of a capital project when an employee spends more than 50% of his/her time in the project. These payments form part of expenditure for capital assets in the statement of financial performance.

3.1.2 Post retirement benefits

Employer contributions (i.e. social contributions) are expensed in the statement of financial performance when the final authorisation for payment is effected on the system (by no later than 31 March each year).

No provision is made for retirement benefits in the financial statements of the department. Any potential

liabilities are disclosed in the financial statements of the National Revenue Funds and not in the financial statements of the employer department.

Social contributions (such as medical benefits) made by the department for certain of its ex-employees are classified as transfers to households in the statement of financial performance.

3.1.3 Termination benefits – note 6 and annexure 1H to the financial statements

Termination benefits such as severance packages are recognised as an expense in the statement of financial performance as a transfer (to households) when the final authorisation for payment is effected on the system (by no later than 31 March of each year).

3.1.4 Other long-term employee benefits – note 6 and annexure 1H to the financial statements

Other long-term employee benefits (such as capped leave) are recognised as an expense in the statement of financial performance as a transfer (to households) when the final authorisation for payment is effected on the system (by no later than 31 March of each year).

Long-term employee benefits that give rise to a present legal or constructive obligation are disclosed in the disclosure notes to the financial statements.

3.2 Goods and services – note 4 to the financial statements

Payments made for goods and/or services are recognised as an expense in the statement of financial performance when the final authorisation for payment is effected on the system (by no later than 31 March of each year).

The expense is classified as capital if the goods and/or services were acquired for a capital project or if the total purchase price exceeds the capitalisation threshold (currently R5, 000). All other expenditures are classified as current.

3.3 Interest and rent on land

Interest and rental payments are recognised as an expense in the statement of financial performance when the final authorisation for payment is effected on the system (by no later than 31 March of each year). This item excludes rental for the use of buildings or other fixed structures. If it is not possible to distinguish between payment for the use of land and the fixed structures on it, the whole amount is recorded under goods and services.

Accounting Policies for the year ended 31 March 2010

3.4 Financial transactions in assets and liabilities – note 5 to the financial statements

Debts are written off when identified as irrecoverable. Debts written-off are limited to the amount of savings and/or underspending of appropriated funds. The write-off occurs at year-end or when funds are available. No provision is made for irrecoverable amounts but an estimate is included in the disclosure notes to the financial statements amounts.

All other losses are recognised when authorisation has been granted for the recognition thereof.

3.5 Transfers and subsidies – note 6 to the financial statements

Transfers and subsidies are recognised as an expense when the final authorisation for payment is effected on the system (by no later than 31 March of each year).

3.6 Unauthorised expenditure – note 8 to the financial statements

When confirmed unauthorised expenditure is recognised as an asset in the statement of financial position until such time as the expenditure is either approved by the relevant authority, recovered from the responsible person or written off as irrecoverable in the statement of financial performance.

Unauthorised expenditure approved with funding is derecognised from the statement of financial position when the unauthorised expenditure is approved and the related funds are received.

Where the amount is approved without funding it is recognised as expenditure in the statement of financial performance on the date of approval.

3.7 Fruitless and wasteful expenditure – disclosure note 27 to the financial statements

Fruitless and wasteful expenditure is recognised as expenditure in the statement of financial performance according to the nature of the payment and not as a separate line item on the face of the statement. If the expenditure is recoverable it is treated as an asset until it is recovered from the responsible person or written off as irrecoverable in the statement of financial performance.

3.8 Irregular expenditure – disclosure note 26 to the financial statements

Irregular expenditure is recognised as expenditure in the statement of financial performance. If the expenditure is not condoned by the relevant authority it is treated as an asset until it is recovered or written off as irrecoverable.

4. Assets

4.1 Cash and cash equivalents – note 20 to the financial statements

Cash and cash equivalents are carried in the statement of financial position at cost.

Bank overdrafts are shown separately on the face of the statement of financial position.

For the purposes of the cash flow statement, cash and cash equivalents comprise cash on hand, deposits held, other short-term highly liquid investments and bank overdrafts.

4.2 Other financial assets

Other financial assets are carried in the statement of financial position at cost.

4.3 Prepayments and advances – note 11 to the financial statements

Amounts prepaid or advanced are recognised in the statement of financial position when the payments are made and where the goods and services have not been received by year end.

Prepayments and advances outstanding at the end of the year are carried in the statement of financial position at cost.

4.4 Receivables – note 12 to the financial statements

Receivables included in the statement of financial position arise from cash payments made that are recoverable from another party or from the sale of goods/rendering of services.

Receivables outstanding at year-end are carried in the statement of financial position at cost plus any accrued interest. Amounts that are potentially irrecoverable are included in the disclosure notes.

4.5 Investments – note 13 to the financial statements

Capitalised investments are shown at cost in the statement of financial position.

Investments are tested for an impairment loss whenever events or changes in circumstances indicate that the investment may be impaired. Any impairment loss is included in the disclosure notes.

4.6 Loans

Loans are recognised in the statement of financial position when the cash is paid to the beneficiary. Loans that are outstanding at year-end are carried in the statement of financial position at cost plus accrued interest.

Accounting Policies for the year ended 31 March 2010

Amounts that are potentially irrecoverable are included in the disclosure notes.

4.7 Inventory – annexure 6 to the financial statements

Inventories that qualify for recognition must be initially reflected at cost. Where inventories are acquired at no cost, or for nominal consideration, their cost shall be their fair value at the date of acquisition.

All inventory items at year-end are reflected using the weighted average cost or FIFO cost formula.

4.8 Capital assets

4.8.1 Movable assets – note 32 to the financial statements

Initial recognition

A capital asset is recorded on receipt of the item at cost. Cost of an asset is defined as the total cost of acquisition. Where the cost cannot be determined accurately, the movable capital asset is stated at fair value. Where fair value cannot be determined, the capital asset is included in the asset register at R1.

All assets acquired prior to 1 April 2002 are included in the register R1.

Subsequent recognition

Subsequent expenditure of a capital nature is recorded in the statement of financial performance as “expenditure for capital asset” and is capitalised in the asset register of the department on completion of the project.

Repairs and maintenance is expensed as current “goods and services” in the statement of financial performance.

4.8.2 Immovable assets

Initial recognition

A capital asset is recorded on receipt of the item at cost. Cost of an asset is defined as the total cost of acquisition. Where the cost cannot be determined accurately, the immovable capital asset is stated at R1 unless the fair value for the asset has been reliably estimated.

Subsequent recognition

Work-in-progress of a capital nature is recorded in the statement of financial performance as “expenditure for capital asset”. On completion, the total cost of the project is included in the asset register of the department that legally owns the asset or the provincial/national department of public works.

Repairs and maintenance is expensed as current “goods and services” in the statement of financial performance.

5. Liabilities

5.1 Payables – note 17 to the financial statements

Recognised payables mainly comprise of amounts owing to other governmental entities. These payables are carried at cost in the statement of financial position.

5.2 Contingent liabilities – disclosure note 21 to the financial statements

Contingent liabilities are included in the disclosure notes to the financial statements when it is possible that economic benefits will flow from the department, or when an outflow of economic benefits or service potential is probable but cannot be measured reliably.

5.3 Contingent assets

Contingent assets are included in the disclosure notes to the financial statements when it is possible that an inflow of economic benefits will flow to the entity.

5.4 Commitments – disclosure note 22 to the financial statements

Commitments are not recognised in the statement of financial position as a liability or as expenditure in the statement of financial performance but are included in the disclosure notes.

5.5 Accruals – disclosure note 23 to the financial statements

Accruals are not recognised in the statement of financial position as a liability or as expenditure in the statement of financial performance but are included in the disclosure notes.

5.6 Employee benefits – disclosure note 24 to the financial statements

Short-term employee benefits that give rise to a present legal or constructive obligation are disclosed in the disclosure notes to the financial statements. These amounts are not recognised in the statement of financial performance or the statement of financial position.

5.7 Lease commitments – disclosure note 25 to the financial statements

Finance lease

Finance leases are not recognised as assets and liabilities in the statement of financial position. Finance lease payments are recognised as an expense in the statement of financial performance and are apportioned between the capital and interest portions. The finance lease liability is disclosed in the disclosure notes to the financial statements.

Operating lease

Operating lease payments are recognised as an expense in the statement of financial performance. The operating lease commitments are disclosed in the disclosure notes to the financial statement.

5.8 Provisions – disclosure note 31 to the financial statements

Provisions are disclosed when there is a present legal or constructive obligation to forfeit economic benefits as a result of events in the past and it is probable that an outflow of resources embodying economic benefits will be required to settle the obligation and a reliable estimate of the obligation can be made.

6. Receivables for departmental revenue – disclosure note 25.2 to the financial statements

Receivables for departmental revenue are disclosed in the disclosure notes to the annual financial statements.

7. Net Assets

7.1 Capitalisation reserve

The capitalisation reserve comprises of financial assets and/or liabilities originating in a prior reporting period but which are recognised in the statement of financial position for the first time in the current reporting period. Amounts are recognised in the capitalisation reserves when identified in the current period and are transferred

to the National/Provincial Revenue Fund when the underlining asset is disposed and the related funds are received.

7.2 Recoverable revenue – disclosure note 25.2 to the financial statements

Amounts are recognised as recoverable revenue when a payment made in a previous financial year becomes recoverable from a debtor in the current financial year. Amounts are either transferred to the National/Provincial Revenue Fund when recovered or are transferred to the statement of financial performance when written-off.

8. Related party transactions – disclosure note 28 to the financial statements

Specific information with regards to related party transactions is included in the disclosure notes.

9. Key management personnel – disclosure note 29 to the financial statements

Compensation paid to key management personnel including their family members where relevant, is included in the disclosure notes.

10. Public private partnerships – disclosure note 30 to the financial statements

A description of the PPP arrangement, the contract fees and current and capital expenditure relating to the PPP arrangement is included in the disclosure notes.

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Notes to the Annual Financial Statements for the year ended 31 March 2010

1 Annual Appropriation

1.1 Annual Appropriation

	Final Appropriation	Actual Funds Received	Funds not requested/ not received	Appropriation Received 2008/09
Programmes	R'000	R'000	R'000	R'000
Administration	261,798	261,798	-	235,965
Transport Policy and Economic Regulation	50,106	50,106	-	43,436
Transport Regulation and Accident and Incident Investigation	413,347	413,347	-	466,734
Integrated Planning and Inter-sphere Coordination	9,008,658	9,008,658	-	8,765,017
Transport Logistics and Corridor Development	26,969	26,969	-	32,275
Public Transport	14,305,578	14,305,578	-	12,268,229
Public Entity Oversight and Border Operations and Control	172,061	172,061	-	2,674,184
Total	24,238,517	24,238,517	-	24,485,840

2 Departmental Revenue

	Note	2009/10 R'000	2008/09 R'000
Sales of goods and services other than capital assets	2.1	98,717	200,092
Fines, penalties and forfeits	2.2	(5)	7
Interest, dividends and rent on land	2.3	137	368
Financial transactions in assets and liabilities	2.4	7,225	15,339
Departmental revenue collected		106,074	215,806

2.1 Sales of goods and services other than capital assets

	2009/10 R'000	2008/09 R'000
Sales of goods and services produced by the department	98,714	200,089
Sales by market establishment	18	18
Administrative fees	98,521	188,029
Other sales	175	12,042
Sales of scrap, waste and other used current goods	3	3
Total	98,717	200,092

Vote 33- TRANSPORT

Notes to the Annual Financial Statements for the year ended 31 March 2010

	Note	2009/10 R'000	2008/09 R'000
2.2 Fines, penalties and forfeits	2		
Penalties		(5)	7
Total		(5)	7
2.3 Interest, dividends and rent on land	2		
Interest		137	368
Total		137	368
2.4 Financial transactions in assets and liabilities	2		
Receivables		195	97
Other Receipts including Recoverable Revenue		7,030	15,242
Total		7,225	15,339
3 Compensation of Employees			
3.1 Salaries and wages			
Basic salary		139,848	103,551
Performance award		398	8,049
Service Based		515	234
Compensative/circumstantial		5,668	4,685
Periodic payments		18,309	16,970
Other non-pensionable allowances		39,578	31,489
Total		204,316	164,978
3.2 Social Contributions			
Employer contributions			
Pension		17,383	12,424
Medical		6,405	5,201
Bargaining council		17	15
Insurance		-	14
Total		23,805	17,654
Total compensation of employees		228,121	182,632
Average number of employees		538	489

Vote 33- TRANSPORT

Notes to the Annual Financial Statements for the year ended 31 March 2010

	Note	2009/10 R'000	2008/09 R'000
4 Goods and services			
Administrative fees		677	472
Advertising		21,369	21,183
Assets less than R5,000	4.1	949	1,525
Bursaries (employees)		1,690	4,244
Catering		646	1,332
Communication		9,922	8,805
Computer services	4.2	8,446	13,617
Consultants, contractors and agency/outsourced services	4.3	616,975	650,916
Entertainment		373	318
Audit cost – external	4.4	5,465	4,238
Inventory	4.5	7,143	10,978
Operating leases		22,153	16,598
Owned and leasehold property expenditure	4.6	1,468	474
Transport provided as part of the departmental activities		36,443	15,045
Travel and subsistence	4.7	39,255	45,271
Venues and facilities		9,626	6,084
Training and staff development		3,299	3,182
Other operating expenditure	4.8	1,849	2,681
Total		787,748	806,963
4.1 Assets less than R5,000	4		
Tangible assets			
Machinery and equipment		949	1,455
Intangible assets			
		-	70
Total		949	1,525
4.2 Computer services	4		
SITA computer services		1,742	2,141
External computer service providers		6,704	11,476
Total		8,446	13,617

Vote 33- TRANSPORT

Notes to the Annual Financial Statements for the year ended 31 March 2010

	Note	2009/10 R'000	2008/09 R'000
4.3 Consultants, contractors and agency/outsourced services	4		
Business and advisory services		556,740	574,982
Infrastructure and planning		42,699	66,989
Legal costs		5,349	1,144
Contractors		9,678	5,628
Agency and support/outsourced services		2,509	2,173
Total		616,975	650,916
4.4 Audit cost – external	4		
Regularity audits		5,465	4,238
Total		5,465	4,238
4.5 Inventory	4		
Fuel, oil and gas		5	-
Other consumable materials		96	312
Maintenance material		3	-
Stationery and printing		7,039	10,666
Total		7,143	10,978
4.6 Owned and leasehold property expenditure	4		
Other		1,468	474
Total		1,468	474
4.7 Travel and subsistence	4		
Local		31,310	35,003
Foreign		7,945	10,268
Total		39,255	45,271
4.8 Other operating expenditure	4		
Professional bodies, membership and subscription fees		388	2,004
Resettlement costs		1,031	541
Other		430	136
Total		1,849	2,681

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Notes to the Annual Financial Statements for the year ended 31 March 2010

	<i>Note</i>	2009/10 R'000	2008/09 R'000
5 Financial Transactions in Assets and Liabilities			
Material losses through criminal conduct		148	6,500
Theft	5.4	70	-
Other material losses	5.1	78	6,500
Other material losses written off	5.2	184	7,610
Debts written off	5.3	93	24
Total		425	14,134
5.1 Other material losses			
Nature of other material losses			
Incident			
Disciplinary steps taken/Criminal Proceedings			
Double bookings		78	-
Claim for a motor vehicle accident			6,500
Total		78	6,500
5.2 Other material losses written off			
Nature of losses			
Irregular expenditure written off		24	7,600
Vehicle hire and accommodation - no show		160	10
Total		184	7,610
5.3 Debts written off			
Nature of debts written off			
Overpayments and State guarantees		93	21
Subsistence and travel			3
Total		93	24
5.4 Details of theft			
Nature of theft			
Stolen computer equipment		70	-
Total		70	-

Vote 33- TRANSPORT

Notes to the Annual Financial Statements for the year ended 31 March 2010

		2009/10 R'000	2008/09 R'000
5.5 Receivables for department revenue written off	25.2		
Nature of losses			
Bursary debt		9	-
Salary overpayment		32	-
Total		41	-
6 Transfers and Subsidies			
Provinces and municipalities	34,Annexure 1A	9,100,922	7,268,992
Departmental agencies and accounts	ANNEXURE 1C	5,873,665	6,814,138
Universities and technikons	ANNEXURE 1D	8,178	7,798
Foreign governments and international organisations	ANNEXURE 1F	4,323	4,850
Public corporations and private enterprises	ANNEXURE 1E	7,850,127	9,258,163
Non-profit institutions	ANNEXURE 1G	15,035	14,075
Households	ANNEXURE 1H	626,505	461,005
Gifts, donations and sponsorships made	ANNEXURE 1K	26	242
Total		23,478,781	23,829,263
7 Expenditure for capital assets			
Tangible assets		6,762	5,652
Machinery and equipment	32	6,762	5,652
Total		6,762	5,652
7.1 Analysis of funds utilised to acquire capital assets - 2009/10			
		Voted Funds	Aid assistance
		R'000	R'000
Tangible assets		6,762	-
Machinery and equipment		6,762	6,138
Total		6,762	-
			TOTAL R'000
			6,138
			6,138

Vote 33- TRANSPORT

Notes to the Annual Financial Statements for the year ended 31 March 2010

7.2 Analysis of funds utilised to acquire capital assets - 2008/09

	Voted Funds	Aid assistance	TOTAL
	R'000	R'000	R'000
Tangible assets	5,652	-	5,652
Machinery and equipment	5,652	-	5,652
Total	5,652	-	5,652

8 Unauthorised Expenditure

8.1 Reconciliation of unauthorised expenditure

	Note	2009/10 R'000	2008/09 R'000
Opening balance		844,980	-
Unauthorised expenditure - discovered in the current year	14	362,394	844,980
Unauthorised expenditure awaiting authorisation / written off		1,207,374	844,980

Analysis of awaiting authorisation per economic classification

Current	1,207,374	844,980
Total	1,207,374	844,980

8.2 Details of unauthorised expenditure - current year

Incident	Disciplinary steps taken/criminal proceedings	2009/10 R'000
Over spent in programme 6 due to over payment of bus subsidies from claims pertaining to the previous financial year		362,394
Total		362,394

Vote 33- TRANSPORT

Notes to the Annual Financial Statements for the year ended 31 March 2010

	Note	2009/10 R'000	2008/09 R'000
9 Fruitless and wasteful expenditure			
9.1 Reconciliation of fruitless and wasteful expenditure			
Opening balance		171	1,936
Less: Amounts condoned		-	(1,756)
Current		-	(1,756)
Less: Amounts transferred to receivables for recovery		(159)	(9)
Fruitless and wasteful expenditure awaiting condonement		12	171
Analysis of awaiting condonement per economic classification			
Current		12	171
Total		12	171
10 Cash and Cash Equivalents			
Cash on hand		28	30
Cash with commercial banks (Local)		9	89,806
Total		37	89,836
11 Prepayments and Advances			
Travel and subsistence		-	22
Prepayments		5,110	24,067
Advances paid to other entities		5,861	6,533
Total		10,971	30,622

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Notes to the Annual Financial Statements for the year ended 31 March 2010

	Note	Less than one year	One to three years R'000	Older than three years R'000	Total R'000	2008/09 R'000
12 Receivables						
Claims recoverable	12.1	238,661	5,299		243,960	13,887
Recoverable expenditure	12.2	-			-	45
Staff debt	12.3	201	63	170	434	77
Other debtors	12.4	64,500	183,879	88,392	336,771	184,010
Total		303,362	189,241	88,562	581,165	198,019

	Note	2009/10 R'000	2008/09 R'000
12.1 Claims recoverable	12		
National departments		1,560	833
Provincial departments		96	-
Public entities		242,304	13,054
Total		243,960	13,887
12.2 Recoverable expenditure (disallowance accounts)	12		
Salary overpayments		-	45
Total		-	45
12.3 Staff debt	12		
Overpayments and State guarantees		282	69
Subsistence and travel		109	-
Other		43	8
Total		434	77
12.4 Other debtors	12		
Ex personnel - overpayments and State guarantees		465	237
Subsistence and travel		-	7
NaTIS transaction fees to be recovered from Revenue Fund		335,968	183,428
Other		338	338
Total		336,771	184,010

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Notes to the Annual Financial Statements for the year ended 31 March 2010

	<i>Note</i>	2009/10 R'000	2008/09 R'000
13 Investments			
Non-Current			
Shares and other equity			
Passenger Rail Agency of South Africa Ltd.		4,248,259	4,248,259
Airports Company Ltd.		559,492	559,492
Air Traffic and Navigation Services Company Ltd.		190,646	190,646
S.A. National Roads Agency Ltd.		1,091,044	1,091,044
Total		6,089,441	6,089,441
Total non-current		6,089,441	6,089,441
Analysis of non current investments			
Opening balance		6,089,441	6,089,441
Closing balance		6,089,441	6,089,441
14 Voted Funds to be Surrendered to the Revenue Fund			
Opening balance		492,176	212,305
Transfer from statement of financial performance		(263,320)	(345,804)
Add: Unauthorised expenditure for current year	8	362,394	844,980
Voted funds not requested/not received	1.1	-	(7,000)
Paid during the year		(492,176)	(212,305)
Closing balance		99,074	492,176
15 Departmental revenue to be surrendered to the Revenue Fund			
Opening balance		14,984	182,856
Transfer from Statement of Financial Performance		106,074	215,806
Paid during the year		(120,883)	(383,678)
Closing balance		175	14,984
16 Bank Overdraft			
Consolidated Paymaster General Account		1,476,571	651,960
Total		1,476,571	651,960

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Notes to the Annual Financial Statements for the year ended 31 March 2010

		2009/10 R'000	2008/09 R'000
17 Payables - current			
Amounts owing to other entities	Annex 5	296	-
Advances received	17.1	-	2,081
Clearing accounts	17.2	344	2,279
Other payables	17.3	222,554	-
Total		223,194	4,360
17.1 Advances received	17		
Urban Transport Fund			2,081
Total		-	2,081
17.2 Clearing accounts	17		
Income tax		344	2,251
Pension fund			26
Medical aid			2
Total		344	2,279
17.3 Other payables	17		
NaTIS transaction fees owing to the Revenue Fund and due by the Road Traffic Management Corporation		222,544	-
Other		10	-
Total		222,554	-

	Note	2009/10			Total R'000	2008/09 R'000
		One to two years R'000	Two to three years R'000	More than three years R'000		
18 Payables – non-current						
Other payables	18,1	6	-	-	6	3
Total		6	-	-	6	3
18.1 Other payables						
Appeal deposits					6	3
Total					6	3

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Notes to the Annual Financial Statements for the year ended 31 March 2010

	Note	2009/10 R'000	2008/09 R'000
19 Net cash flow available from operating activities			
Net surplus/(deficit) as per Statement of Financial Performance		(157,246)	(129,998)
Add back non cash/cash movements not deemed operating activities		(750,799)	(679,836)
(Increase)/decrease in receivables – current		(382,977)	(95,794)
(Increase)/decrease in prepayments and advances		19,482	9,669
(Increase)/decrease in other current assets		159	(843,215)
Increase/(decrease) in payables – current		218,834	1,855
Expenditure on capital assets		6,762	5,652
Surrenders to Revenue Fund		(613,059)	(595,983)
Voted funds not requested/not received		-	(7,000)
Other non-cash items		-	844,980
Net cash flow generated by operating activities		(908,045)	(809,834)
20 Reconciliation of cash and cash equivalents for cash flow purposes			
Consolidated Paymaster General account		(1,476,571)	(651,960)
Cash on hand		28	30
Cash with commercial banks (Local)		9	89,806
Total		(1,476,534)	(562,124)

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Disclosure Notes to the Annual Financial Statements for the year ended 31 March 2010

	Note	2009/10 R'000	2008/09 R'000	
21 Contingent liabilities and contingent assets				
21.1 Contingent liabilities				
Liable to	Nature			
Motor vehicle guarantees	Employees	Annex 3A 75	625	
Housing loan guarantees	Employees	Annex 3A 123	213	
Other guarantees		Annex 3A 13,504,203	6,707,990	
Claims against the department		Annex 3B 32,794	82,890	
Other departments (interdepartmental unconfirmed balances)		Annex 5 296	67	
Total		13,537,491	6,791,785	
22 Commitments				
Current expenditure				
Approved and contracted		332,233	162,075	
		332,233	162,075	
Capital Expenditure (including transfers)				
Approved and contracted		153	63	
		153	63	
Total Commitments		332,386	162,138	
23 Accruals				
Listed by economic classification	30 days	30+ days	Total	Total
Goods and services	12,303	7,812	20,115	29,111
Machinery and equipment			-	32
Total	2,303	7,812	20,115	29,143
Listed by programme level				
Programme 1			10,979	
Programme 2			643	12,103
Programme 3			281	1,068
Programme 4			7,961	8,306
Programme 5			57	7,666
Programme 6			80	
Programme 7			114	
Total			20,115	29,143
Confirmed balances with departments	Annex 5		-	991
Total			-	991

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Disclosure Notes to the Annual Financial Statements for the year ended 31 March 2010

	2009/10	2008/09
<i>Note</i>	R'000	R'000
24 Employee benefits		
Leave entitlement	30,120	25,572
Service bonus (Thirteenth cheque)	5,745	5,024
Capped leave commitments	9,003	9,638
Total	44,868	40,234

25 Lease commitments

25.1 Operating leases expenditure

	Buildings and other fixed structures	Machinery and equipment	Total
2009/10			
Not later than 1 year	30,858	1,847	32,705
Later than 1 year and not later than 5 years	214,485	657	215,142
Later than five years	445,308	-	445,308
Total lease commitments	690,651	2,504	693,155

	Buildings and other fixed structures	Machinery and equipment	Total
2008/09			
Not later than 1 year	18,259	1,582	19,841
Later than 1 year and not later than 5 years	11,132	1,667	12,799
Total lease commitments	29,391	3,249	32,640

	2009/10	2008/09
<i>Note</i>	R'000	R'000
25.2 Analysis of receivables for departmental revenue		
Opening balance	145	138
Less: Amounts received	173	107
Add: Amounts recognised	608	114
Less: Amounts written-off/reversed as irrecoverable	5.5 41	-
Closing balance	539	145

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Disclosure Notes to the Annual Financial Statements for the year ended 31 March 2010

	Note	2009/10 R'000	2008/09 R'000
26 Irregular expenditure			
26.1 Reconciliation of irregular expenditure			
Opening balance		2,365	9,063
Add: Irregular expenditure - relating to prior year		-	(48)
Add: Irregular expenditure - relating to current year		951	3,260
Less: Amounts condoned		(467)	(2,310)
Less: Amounts not recoverable (not condoned)		-	(7,600)
Irregular expenditure awaiting condonation		2,849	2,365
Analysis of awaiting condonation per age classification			
Current year		689	959
Prior years		2,160	1,406
Total		2,849	2,365
			2009/10 R'000
26.2 Details of irregular expenditure - current year			
Incident	Disciplinary steps taken/criminal proceedings		
Contracts extended without prior approval in five cases. Disciplinary steps taken in three cases			202
Procurement procedures not followed in five cases. Disciplinary steps taken in one case			742
Services rendered after expiry of an income tax certificate in one case.			7
			<u>951</u>
26.3 Details of irregular expenditure condoned			
Incident	Condoned by (condoning authority)		
Contracts extended without prior approval in two cases.	Bidding Committee		114
No order issued before commencement of services in one case	Bidding Committee		195
Services continued after contracts expired in three cases	Bidding Committee		76
Additional delivery charges due to heavier annual report	Bidding Committee		22
Procurement procedures not followed in one case	Bidding Committee		60
			<u>467</u>
26.4 Details of irregular expenditure under investigation			
Incident			
Quotations were tampered with in one case			4
Work started before a bid was awarded			88
			<u>92</u>
26.5 Details of irregular expenditure not recoverable (not condoned)			
Incident	Not condoned by (condoning authority)		
Supplier appointed as engineer on a State Tender Board project since 1993			1,241
			<u>1,241</u>

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Disclosure Notes to the Annual Financial Statements for the year ended 31 March 2010

	<i>Note</i>	2009/10 R'000	2008/09 R'000
27 Fruitless and wasteful expenditure			
27.1 Reconciliation of fruitless and wasteful expenditure			
Opening balance		2,343	-
Fruitless and wasteful expenditure – relating to prior year		(67)	-
Fruitless and wasteful expenditure – relating to current year		101	2,343
Less: Amounts transferred to receivables for recovery		(53)	-
Fruitless and wasteful expenditure awaiting condonement		2,324	2,343
Analysis of awaiting condonement per economic classification			
Current		2,324	2,343
Total		2,324	2,343
			2009/10 R'000
27.2 Analysis of Current Year's Fruitless and wasteful expenditure			
Incident	Disciplinary steps taken/criminal proceedings		
Interest on late payments of bus subsidies	None		2,173
Non arrivals and no shows	None		151
	Total		2,324
		2009/10 R'000	2008/09 R'000
28 Related party transactions			
Revenue received			
Tax revenue/user charges		23,625,458	23,889,858
Financial transactions in assets and liabilities		60,133	31,476
Total		23,685,591	23,921,334
Payments made			
Goods and services		55,148	42,349
Financial transactions in assets and liabilities		71,135	23,201
Total		126,283	65,550
Year end balances arising from revenue/payments			
Receivables from related parties		21,320	13,887
Payables to related parties		(296)	-
Total		21,024	13,887

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Disclosure Notes to the Annual Financial Statements for the year ended 31 March 2010

Other

List other contingent liabilities between department and related party

S.A. National Roads Agency Ltd.

6,673,075 6,707,990

Total

6,673,075 6,707,990

Related party relationships

Related parties include national departments, public entities reporting to the Minister of Transport, and government owned institutions.

	No. of <i>Individuals</i>	2009/10 R'000	2008/09 R'000
29 Key management personnel			
Political office bearers (provide detail below)	3	2,995	1,687
Level 15 to 16	15	10,057	9,369
Level 14 (incl CFO if at a lower level)	27	20,139	14,464
Total		33,191	25,520

30 Public Private Partnership

Note

Analysis of indexed component

Goods and Services(excluding lease payments)

27,040 13,080

27,040 13,080

Any guarantees issued by the department are disclosed in Note 28.1

The Transport Fleet Services Public Private Partnership is a Full Maintenance Lease Transversal contract that provides for a range of specified services. The vehicles are owned by the service provider and are leased either on a short term or long term rental. The contract stipulates the service levels that must be adhered to and the time frames within which the services must be booked by departments and within which the service shall be provided. In some cases, specified vehicles must be provided. The contract is for a period of five years until November 2011, after which the contract will automatically terminate, but it may be extended for a further period to be agreed upon. In the event of default, either party can terminate the contract, as stipulated. There were no changes in the arrangement during the period.

31 Provisions

Potential irrecoverable debts

Private enterprises	1,241	1,241
Staff debtors	9	99
Other debtors	297	118
Total	1,547	1,458



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Disclosure Notes to the Annual Financial Statements
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Provisions		
Other	13,903	379,799
Total	<u>13,903</u>	<u>379,799</u>
Total	<u>15,450</u>	<u>381,257</u>

Vote 33- TRANSPORT

Disclosure Notes to the Annual Financial Statements
for the year ended 31 March 2010

32 Movable Tangible Capital Assets

MOVEMENT IN MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2010

	Opening balance	Curr year adjustments to prior year balances	Additions	Disposals	Closing balance
	R'000	R'000	R'000	R'000	R'000
MACHINERY AND EQUIPMENT	31,527	(221)	6,762	82	37,986
Transport assets	10,198	(221)	624	-	10,601
Computer equipment	13,083	(152)	4,799	65	17,665
Furniture and office equipment	6,613	87	571	-	7,271
Other machinery and equipment	1,633	65	768	17	2,449
TOTAL MOVABLE TANGIBLE TANGIBLE ASSETS	31,527	(221)	6,762	82	37,986

Additions

ADDITIONS TO MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2010

	Cash	Non-cash	(Capital work- in-progress current costs and finance lease payments)	Received current, not paid (Paid current year, received prior year)	Total
	R'000	R'000	R'000	R'000	R'000
MACHINERY AND EQUIPMENT	6,762	-	-	-	6,762
Transport assets	624	-	-	-	624
Computer equipment	4,799	-	-	-	4,799
Furniture and office equipment	571	-	-	-	571
Other machinery and equipment	768	-	-	-	768
TOTAL ADDITIONS TO MOVABLE TANGIBLE ASSETS	6,762	-	-	-	6,762

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Disclosure Notes to the Annual Financial Statements
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Disposals

DISPOSALS OF MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2010

	Sold for cash	Transfer out or destroyed or scrapped	Total disposals	Cash received Actual
	R'000	R'000	R'000	R'000
MACHINERY AND EQUIPMENT	-	82	82	-
Computer equipment	-	65	65	-
Other machinery and equipment	-	17	17	-
TOTAL DISPOSAL OF MOVABLE TANGIBLE ASSETS	-	82	82	-

Movement for 2008/09

MOVEMENT IN MOVABLE TANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH 2009

	Opening balance	Additions	Disposals	Closing balance
	R'000	R'000	R'000	R'000
MACHINERY AND EQUIPMENT	25,902	5,780	155	31,527
Transport assets	10,198	-	-	10,198
Computer equipment	9,160	3,923	-	13,083
Furniture and office equipment	5,817	951	155	6,613
Other machinery and equipment	727	906	-	1,633
TOTAL MOVABLE TANGIBLE CAPITAL ASSETS	25,902	5,780	155	31,527

Minor assets

MINOR ASSETS OF THE DEPARTMENT AS AT 31 MARCH 2010

	Intangible assets	Heritage assets	Machinery and equipment	Biological assets	Total
	R'000	R'000	R'000	R'000	R'000
Minor Assets	5	-	15,813	-	15,818
TOTAL	5	-	15,813	-	15,818
Number of minor assets at cost			11,659		11,659
TOTAL NUMBER OF MINOR ASSETS	-	-	11,659	-	11,659

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Disclosure Notes to the Annual Financial Statements
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MINOR ASSETS OF THE DEPARTMENT AS AT 31 MARCH 2009

	Intangible assets R'000	Heritage assets R'000	Machinery and equipment R'000	Biological assets R'000	Total R'000
Minor Assets	-	-	15,036	-	15,036
TOTAL	-	-	15,036	-	15,036

	Intangible assets	Heritage assets	Machinery and equipment	Biological assets	Total
Number of minor assets			11,215		11,215
TOTAL	-	-	11,215	-	11,215

33 Intangible Capital Assets

MOVEMENT IN INTANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH
2010

	Opening balance R'000	Curr year adjustments to prior year balances R'000	Additions R'000	Disposals R'000	Closing balance R'000
COMPUTER SOFTWARE	5	-	-	-	5
TOTAL INTANGIBLE CAPITAL ASSETS	5	-	-	-	5

Movement for 2008/09

MOVEMENT IN INTANGIBLE CAPITAL ASSETS PER ASSET REGISTER FOR THE YEAR ENDED 31 MARCH
2009

	Opening balance R'000	Additions R'000	Disposals R'000	Closing balance R'000
COMPUTER SOFTWARE	5	-	-	5
TOTAL INTANGIBLE CAPITAL ASSETS	5	-	-	5

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Disclosure Notes to the Annual Financial Statements
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34 STATEMENT OF CONDITIONAL GRANTS PAID TO THE PROVINCES

NAME OF PROVINCE/GRANT	GRANT ALLOCATION				TRANSFER			SPENT			2008/2009
	Division of Revenue Act	Roll Overs	Adjustments	Total Available	Actual Transfer	Funds Withheld	Re-allocations by National Treasury or National Department	Amount received by department	Amount spent by department	% of available funds spent by dept	Division of Revenue Act
	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000
Gauteng - Gauteng Rapid Rail Link	2,832,691		144,029	2,976,720	2,976,720				2,976,720	100%	3,265,993
Eastern Cape	126,540		-	126,540	126,540				126,317	100%	
Free State	151,805		-	151,805	151,805				150,759	99%	
Gauteng	1,408,860		-	1,408,860	1,408,860				1,408,077	100%	
KwaZulu-Natal	681,743		(60,000)	621,743	621,743				622,911	100%	
Limpopo	179,542		-	179,542	179,542				175,884	98%	
Mpumalanga	370,650		-	370,650	370,650				370,627	100%	
Northern Cape	22,159		-	22,159	22,159				21,659	98%	
North West	41,252		60,000	101,252	101,252				99,834	99%	
Western Cape	593,774		116,900	710,674	710,674				608,759	86%	
	6,409,016	-	260,929	6,669,945	6,669,945	-	-	-	-		3,265,993

It is certified that all transfers in terms of the Division of Revenue Act were deposited into the primary bank account of a province or, where appropriate, into the CPD account of a province

Vote 33- TRANSPORT

Annexures to the Annual Financial Statements for the year ended 31 March 2010

Annexure 1A STATEMENT OF CONDITIONAL GRANTS PAID TO MUNICIPALITIES

NAME OF MUNICIPALITY	GRANT ALLOCATION				TRANSFER			SPENT			2008/2009
	Division of Revenue Act	Roll Overs	Adjustments	Total Available	Actual Transfer	Funds Withheld	Re-allocations by National Treasury or National Department	Amount received by Municipality	Amount spent by municipality	% of available funds spent by municipality	Division of Revenue Act
	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000
Johannesburg	652,803			652,803	652,803			652,803	652,803	100%	661,171
Tshwane	565,245			565,245	565,245			565,245	273,773	48%	510,169
Cape Town	332,500			332,500	332,500			332,500	332,500	100%	424,843
Ethekwini	376,926			376,926	376,926			376,926	376,926	100%	624,949
Mangaung	82,168			82,168	82,168			82,168	82,168	100%	242,617
Mbombela	60,833			60,833	60,833			60,833	60,833	100%	170,544
Nelson Mandela	147,079			147,079	147,079			147,079	94,859	64%	305,484
Polokwane	66,146			66,146	66,146			66,146	66,146	100%	143,207
Ekurhuleni	27,745			27,745	27,745			27,745	2,515	9%	7,637
Rustenburg	67,782			67,782	67,782			67,782	67,782	100%	68,657
Tubatse	3,000			3,000	3,000			3,000	-	0%	
Buffalo City	31,213			31,213	31,213			31,213	-	0%	8,592
Msundizi	7,737			7,737	7,737			7,737	-	0%	2,130
Chris Hani	9,800			9,800	9,800			9,800	-	0%	
				-							
	2,430,977	-	-	2,430,977	2,430,977	-	-	2,430,977	2,010,305		3,170,000

It is certified that all the amounts were paid into the primary bank accounts of the Municipalities

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ANNEXURE 1C
STATEMENT OF TRANSFERS TO DEPARTMENTAL AGENCIES AND ACCOUNTS

DEPARTMENT/AGENCY/ACCOUNT	TRANSFER ALLOCATION				TRANSFER		2008/2009
	Adjusted appropriation	Roll Overs	Adjustments	Total Available	Actual Transfer	% of Available funds transferred	Appropriation Act
	R'000	R'000	R'000	R'000	R'000	%	R'000
South African National Roads Agency Ltd.	5,814,645			5,814,645	5,714,086	98%	4,172,974
Railway Safety Regulator	37,260			37,260	37,260	100%	33,361
South African Civil Aviation Authority	7,781			7,781	7,781	100%	7,464
South African Maritime Safety Authority	17,332			17,332	17,332	100%	13,558
Transport Education and Training Authority	175			175	-	0%	166
Road Traffic Management Corporation	83,603			83,603	83,603	100%	89,588
Ports Regulator	13,603			13,603	13,603	100%	11,382
Road Accident Fund							2,500,000
	<u>5,974,399</u>	<u>-</u>	<u>-</u>	<u>5,974,399</u>	<u>5,873,665</u>		<u>6,828,493</u>

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ANNEXURE 1D
STATEMENT OF TRANSFERS TO UNIVERSITIES AND TECHNIKONS

UNIVERSITY/TECHNIKON	TRANSFER ALLOCATION				TRANSFER			2008/2009
	Adjusted appropriation	Roll Overs	Adjustments	Total A available	Actual Transfer	Amount not transferred	% of Available funds transferred	Appropriation Act
	R'000	R'000	R'000	R'000	R'000	R'000	%	R'000
University of Stellenbosch	2,674			2,674	2,674	-	100%	3,458
University of Pretoria	2,907			2,907	2,907	-	100%	3,408
University of Kwa-Zulu Natal	2,597			2,597	2,597	-	100%	930
	8,178	-	-	8,178	8,178	-		7,796

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ANNEXURE 1E
STATEMENT OF TRANSFERS/SUBSIDIES TO PUBLIC CORPORATIONS AND PRIVATE ENTERPRISES

NAME OF PUBLIC CORPORATION/ PRIVATE ENTERPRISE	TRANSFER ALLOCATION				EXPENDITURE				2008/2009
	Adjusted appropriation Act	Roll Overs	Adjustments	Total Available	Actual Transfer	% of Available funds transferred	Capital	Current	Appro-riation Act
	R'000	R'000	R'000	R'000	R'000	%	R'000	R'000	R'000
Public Corporations									
Transfers									
Passenger Rail Agency of South Africa	7,482,393			7,482,393	7,482,393	100%			5,627,290
				-					
Total	7,482,393	-	-	7,482,393	7,482,393		-	-	5,627,290
Private Enterprises									
Subsidies									
Gauteng				-	145,563				1,237,631
Western Cape				-	71,443				458,300
Kwa-Zulu Natal				-	58,761				577,200
Eastern Cape				-	11,480				96,600
Free State				-	12,485				134,400
North West				-	2,972				33,600
Northern Cape				-	14,556				-
Limpopo				-	17,017				138,900
Mpumalanga				-	33,457				307,500
				-					
Total	-	-	-	-	367,734		-	-	2,984,131
TOTAL	7,482,393	-	-	7,482,393	7,850,127		-	-	8,611,421

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ANNEXURE 1F

STATEMENT OF TRANSFERS TO FOREIGN GOVERNMENT AND INTERNATIONAL ORGANISATIONS

FOREIGN GOVERNMENT / INTERNATIONAL ORGANISATION	TRANSFER ALLOCATION				EXPENDITURE		2008/2009
	Adjusted appropriation Act	Roll Overs	Adjustments	Total Available	Actual Transfer	% of Available funds transferred	Appropriation Act
	R'000	R'000	R'000	R'000	R'000	%	R'000
Transfers							
COSPAS / SARSAT	331			331	309	93%	315
International Civil Aviation Organisation	2,821			2,821	2,482	88%	2,687
Indian Ocean Memorandum of Understanding	222			222	-	0%	211
International Maritime Organisation	1,004			1,004	562	56%	957
African Civil Aviation Commission	736			736	970	132%	701
Total	5,114	-	-	5,114	4,323		4,871

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ANNEXURE 1G
STATEMENT OF TRANSFERS TO NON-PROFIT INSTITUTIONS

NON-PROFIT INSTITUTIONS	TRANSFER ALLOCATION				EXPENDITURE		2008/2009
	Adjusted appropriation Act	Roll Overs	Adjustments	Total Available	Actual Transfer	% of Available funds transferred	Appropriation Act
	R'000	R'000	R'000	R'000	R'000	%	R'000
Transfers							
National Sea Rescue Institute	983			983	983	100%	950
SANTACO	13,952			13,952	13,952	100%	12,978
HAMNET	58			58	50	86%	55
Off Road Rescue Unit	58			58	-	0%	55
The Mountain Club of South Africa	58			58	50	86%	55
Total	15,109	-	-	15,109	15,035		14,093

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ANNEXURE 1H
STATEMENT OF TRANSFERS TO HOUSEHOLDS

HOUSEHOLDS	TRANSFER ALLOCATION				EXPENDITURE		2008/2009
	Adjusted appropriation Act	Roll Overs	Adjustments	Total Available	Actual Transfer	% of Available funds transferred	Appropriation Act
	R'000	R'000	R'000	R'000	R'000	%	R'000
Transfers							
Taxi recapitalisation	630,765			630,765	625,655	99%	459,000
Leave gratuity	122			122	850	697%	669
Total	630,887	-	-	630,887	626,505		459,669

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ANNEXURE 11
STATEMENT OF GIFTS, DONATIONS AND SPONSORSHIPS RECEIVED

NAME OF ORGANISATION	NATURE OF GIFT, DONATION OR SPONSORSHIP	2009/10 R'000	2008/09 R'000
Received in cash			
Transnet Ltd.	Sponsorship of October Transport Month		400
Air Traffic and Navigation Services Company Ltd.	Sponsorship of meeting with Portfolio Committee on Transport	20	
Subtotal		20	400
Received in kind			
Airports Company Ltd.	Budget Vote exhibition - catering and decor		298
Road Accident Fund	Budget Vote exhibition - entertainment and media		90
Road Traffic Management Corporation	Budget Vote exhibition - VIP giveaways		103
S A Taxi Finance	Budget Vote exhibition - dinner, gifts, staging and technical		131
Air Traffic and Navigation Services Company Ltd.	Birthday celebrations - gift sets, guest relations, entertainment		52
South African Civil Aviation Safety Authority	Birthday celebrations - gift sets, guest relations, entertainment		52
University of Pardubice in Prague	Subsidy to students in transport	86	
Transnet Ltd.	Sponsorship of the African Union Maritime Conference	250	
Smit Amandla Marine	Sponsorship of the African Union Maritime Conference	62	
Marine Data Solutions	Sponsorship of the African Union Maritime Conference	17	
South African Maritime Safety Authority	Sponsorship of the African Union Maritime Conference	34	
Road Traffic Management Corporation	Sponsorship of the African Union Maritime Conference	17	
Emirates Airline	Sponsored an official to attend the Dubai air Show	29	
Air France	Sponsored an official to undertake the inaugural flight of the A 380 Airbus	20	
Kwa-Sani Municipality	Promotional material for a Search and Rescue exercise	80	
UNDP South Africa	Sponsorship of a skills development programme	879	
Air Traffic and Navigation Services Company Ltd.	Donated promotional material for a COSPAS-SARSAT event		
International Maritime Organisation and International Oceanographic Commission	Sponsored two officials to attend a regional workshop on Oil Pollution Preparedness Response and Cooperation		
Botswana Government	Sponsored an official to testify in court on falsified South African vehicle registration certificates		
TOTAL		1,494	1,126

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ANNEXURE 1K

**STATEMENT OF GIFTS, DONATIONS AND SPONSORSHIPS MADE AND REMISSIONS, REFUNDS AND PAYMENTS
 MADE AS AN ACT OF GRACE**

NATURE OF GIFT, DONATION OR SPONSORSHIP (Group major categories but list material items including name of organisation)	2009/10 R'000	2008/09 R'000
Paid in cash		
Sponsor the departmental soccer and netball teams to participate in a sports tournament		100
Attire for the departmental netball team		1
Gift vouchers and toys for year-end function		41
Sponsor SATAWU to raise funds to offer bursaries to underprivileged students		100
Sponsor Ilembe District Municipality to celebrate Ilembe Heritage Month: "Diverse People Unite"	20	
Subtotal	20	242
Remissions, refunds and payments made as an act of grace		
Donation towards the burial of an intern as an act of grace	6	
Subtotal	6	-
TOTAL	26	242

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ANNEXURE 2A

STATEMENT OF INVESTMENTS IN AND AMOUNTS OWING BY/TO NATIONAL/PROVINCIAL PUBLIC ENTITES

NAME OF PUBLIC ENTITY	State entity's PFMA Schedule Type (state year end if not 31 March)			Number of shares held		Cost of investment R'000		Net Asset Value of investment R'000		Profit/(Loss) for the year R'000		Losses guaranteed
		% Held 09/10	% Held 08/09	2009/10	2008/09	2009/10	2008/09	2009/10	2008/09	2009/10	2008/09	Yes/No
National/Provincial Public Entity												
Passenger Rail Agency of South Africa Ltd.	3B	100%	100%	4,248,258,440	4,248,258,440	4,248,259	4,248,259	857,896	1,722,783	(1,243,521)	(1,053,389)	No
Airports Company Ltd.	2	74.60%	74.60%	372,994,884	372,994,884	559,492	559,492	8,968,132	8,074,650	893,482	430,382	No
Air Traffic and Navigation Services Company Ltd.	2	100.00%	100%	190,646,000	190,646,000	190,646	190,646	795,205	748,064	47,142	61,138	No
S.A. National Roads Agency Ltd.	3A	100%	100%	4,000	4,000	1,091,044	1,091,044	143,570,008	(798,943)	144,368,952	1,012,853	No
Road Traffic Management Corporation	3A							1,567	89,721	(88,157)	(44,425)	No
Urban Transport Fund	3A							-	-	-	1,878	No
Cross Border Road Transport Agency	3A							13,114	10,101	3,012	8,972	No
Road Accident Fund	3A							(42,329,991)	(39,835,376)	(2,493,505)	(12,111,469)	No
Railway Safety Regulator	3A							1,053	2,547	(1,494)	864	No
South African Maritime Safety Authority	3A							139,548	87,152	52,396	(2,567)	No
South African Civil Aviation Safety Authority	3A							94,462	102,075	(9,319)	(13,610)	No
Ports Regulator	3A							2,354	1,981	373	486	No
TOTAL				4,811,903,324	4,811,903,324	6,089,441	6,089,441	112,113,348	(29,795,245)	141,528,988	(11,708,887)	

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ANNEXURE 2B
STATEMENT OF INVESTMENTS IN AND AMOUNTS OWING BY/TO ENTITES

NAME OF PUBLIC ENTITY	Nature of business	Cost of investment R'000		Net Asset Value of investment R'000		Amounts owing to Entities R'000		Amounts owing by Entities R'000	
		2009/10	2008/09	2009/10	2008/09	2009/10	2008/09	2009/10	2008/09
Controlled entities									
Passenger Rail Agency of South Africa Ltd.	Public transport	4,248,259	4,248,259	857,896	1,722,783				
Airports Company Ltd.	Airports	559,492	559,492	8,968,132	8,074,650				
Air Traffic and Navigation Services Company Ltd.	Air traffic control	190,646	190,646	795,205	748,064				
S.A. National Roads Agency Ltd.	Roads	1,091,044	1,091,044	143,570,008	(798,943)				
Road Traffic Management Corporation	Road traffic			1,567	89,721			231,529	7,753
Urban Transport Fund	Urban transport			-	-				
Cross Border Road Transport Agency	Cross border			13,114	10,101				
Road Accident Fund	Road accidents			(42,329,991)	(39,835,376)				
Railway Safety Regulator	Rail safety			1,053	2,547				2
South African Maritime Safety Authority	Maritime safety regulation			139,548	87,152				
Driving License Card Account	Driving license cards			39,207	2,659			10,735	5,299
Ports Regulator	Ports regulation			2,354	1,961			40	-
South African Civil Aviation Safety Authority	Civil Aviation safety regulation			94,462	102,075				
TOTAL		6,089,441	6,089,441	112,152,555	(29,792,586)	-	-	242,304	13,054

Vote 33- TRANSPORT

Annexures to the Annual Financial Statements for the year ended 31 March 2010

ANNEXURE 3A

STATEMENT OF FINANCIAL GUARANTEES ISSUED AS AT 31 MARCH 2010 - LOCAL

GUARANTOR INSTITUTION	Guarantee in respect of	original guaranteed capital amount	Opening balance 1 April 2009	Guarantees draw downs during the year	Guaranteed repayments/ cancelled/ reduced/ released during the year	Revaluations	Closing balance 31 March 2010	Guaranteed interest for year ended 31 March 2010	Realised losses not recoverable i.e. claims paid out	
		R'000	R'000	R'000	R'000	R'000	R'000	R'000	R'000	
Motor vehicles										
Stannic		3,886	625		550		75			
	Subtotal	3,886	625	-	550	-	75	-	-	
Housing										
ABSA		183	31				31			
First National Bank		35	71		26		45			
African Bank		21					-			
NBS		42					-			
Nedcor (Nedbank)		186	30		30		-			
Saambou Bank		21					-			
Standard Bank		43					-			
VBS Mutual Bank		81	81		34		47			
	Subtotal	612	213	-	90	-	123	-	-	
Other										
S.A. National Roads Agency Ltd.	Capital Market loans	37,910,000	5,671,467	11,285,819	5,671,467		11,285,819			
S.A. National Roads Agency Ltd.	N1 Loan	1,036,523	1,036,523		34,915		1,001,608			
Passenger Rail Agency of South Africa Ltd.	Obligations of Autopax (Pty) Ltd. for inter-city buses	1,216,776	-	1,216,776	-		1,216,776			
	Subtotal	40,163,299	6,707,990	12,502,595	5,706,382	-	13,504,203	-	-	
	Total	40,167,797	6,708,828	12,502,595	5,707,022	-	13,504,401	-	-	

Annexures to the Annual Financial Statements for the year ended 31 March 2010

ANNEXURE 3B STATEMENT OF CONTINGENT LIABILITIES AS AT 31 MARCH 2010

Nature of liability	Opening balance 1 April 2009	Liabilities incurred during the year	Liabilities paid/ cancelled/ reduced during the year	Liabilities recoverable (Provide details hereunder)	Closing balance 31 March 2010
	R'000	R'000	R'000	R'000	R'000
Claims against the department					
Injuries sustained during a paragliding accident	21,572		4,470		17,102
Outstanding training fees	494		494		-
Claim for an aviation accident	12,065	643			12,708
Claim for services rendered	997		997		-
Motor vehicle damages	61		2		59
Injuries sustained during motor vehicle accidents	225				225
Loss of income	1,517				1,517
Bus subsidies	45,959		45,959		-
Claim for termination of an agreement		1,183			1,183
TOTAL	82,890	1,826	51,922	-	32,794

Annexures to the Annual Financial Statements for the year ended 31 March 2010

Nature of liabilities recoverable	Opening balance 1 April 2009	Details of liability and recoverability	Movement during the year	Closing balance 31 March 2010
	R'000		R'000	R'000
Court order against a First Third Party to refund the Department part of a claim for injuries sustained during a motor vehicle accident	975	The amount was refunded to the Department	(975)	-
Total	<u>975</u>		<u>(975)</u>	<u>-</u>

Vote 33- TRANSPORT

Annexures to the Annual Financial Statements for the year ended 31 March 2010

ANNEXURE 4 CLAIMS RECOVERABLE

Government entity	Confirmed balance outstanding		Unconfirmed balance outstanding		Total	
	31/03/2010	31/03/2009	31/03/2010	31/03/2009	31/03/2010	31/03/2009
	R'000	R'000	R'000	R'000	R'000	R'000
Department						
S.A. Police Services			5	825	5	825
Department of Arts and Culture				8	-	8
Department of Social Development			3		3	-
Department of Justice			1,509		1,509	-
Department of Minerals & Energy			12		12	-
Foreign Affairs			3		3	-
Water Affairs			1		1	-
Department of Health			27		27	-
Premier's Office Kwa-Zulu Natal			86		86	-
Gauteng Department of Transport			10		10	-
			-	-	1,656	833
Other Government Entities						
Road Traffic Management Corporation	231,538	7,753	(9)		231,529	7,753
Railway Safety Regulator				2	-	2
Driving License Card Account	10,735	5,299			10,735	5,299
Ports Regulator			40		40	-
	242,273	13,052	31	2	242,304	13,054
Total	242,273	13,052	1,687	835	243,960	13,887

Vote 33- TRANSPORT
Annexures to the Annual Financial Statements
for the year ended 31 March 2010

ANNEXURE 5
INTER-GOVERNMENT PAYABLES

GOVERNMENT ENTITY	Confirmed balance outstanding		Unconfirmed balance outstanding		Total	
	31/03/2010	31/03/2009	31/03/2010	31/03/2009	31/03/2010	31/03/2009
	R'000	R'000	R'000	R'000	R'000	R'000
DEPARTMENTS						
Current						
Department of Foreign Affairs			296		296	-
Total	-	-	296	-	296	-

Vote 33- TRANSPORT
Annexures to the Annual Financial Statements
for the year ended 31 March 2010

ANNEXURE 6
INVENTORY

	Quantity	2009/10
		R'000
<i>Note</i>		
Inventory		
Opening balance	4,911	77
Add/(Less): Adjustments to prior year balances		
Add: Additions/Purchases - Cash	803,725	7,039
Add: Additions - Non-cash		
(Less): Disposals		
(Less): Issues	(804,868)	(7,083)
Add/(Less): Adjustments		
Closing balance	<u>3,768</u>	<u>33</u>

Inventory comprised of stationery that was valued at cost on the first in first out basis

OVERSIGHT REPORT

3 Employment and Vacancies

3.1 Employment and vacancies by programme, 31 March 2010

Programme	Number of posts	Number of posts filled	Vacancy Rate	Number of posts filled additional to the establishment
Programme 1 (Transport Ministry, Office of the DG, Branches: Communication, Financial Services, and Management Services)	306	243	20.59%	48
Programme 2 (Transport Policy and Economic Regulation)	67	55	17.91%	11
Programme 3 (Transport Regulation, Accident & Incident Investigations)	117	95	18.80%	15
Programme 4 (Integrated Planning & Intersphere Coordination)	85	62	27.06%	11
Programme 5 (Transport Logistics & Corridor Development)	34	24	29.41%	1
Programme 6 (Public Transport)	50	36	28%	8
Programme 7 (Public Entity Oversight and Border Operations & Control)	18	14	22.22%	4
Total	677	529	21.86%	98

OVERSIGHT REPORT

3.2 Employment and vacancies by salary bands, 31 March 2010

Salary band	Number of posts	Number of posts filled	Vacancy Rate	Number of posts filled additional to the establishment
Lower skilled (Levels 1-2)	0	0	0%	0
Skilled (Levels 3-5)	61	55	9.84%	7
Highly skilled production (Levels 6-8)	208	160	23.08%	59
Highly skilled supervision (Levels 10+12)	271	214	21.03%	16
Senior management (Levels 13-16)	137	100	27%	16
Total	677	529	21.86%	98

3.3 Employment and vacancies by critical occupation, 31 March 2010

Critical occupations	Number of posts	Number of posts filled	Vacancy Rate	Number of posts filled additional to the establishment
Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Not applicable	Not applicable	Not applicable	Not applicable	Not applicable

**The Department is currently in the process of aligning posts with the Sector Scares Skills List

4 Job Evaluation

4.1 Job Evaluation, 1 April 2009 to 31 March 2010

Salary Band	Number of Posts as on 31 March 2010	Number of Jobs Evaluated	% Posts evaluated by salary bands	Post Upgraded		Posts downgraded	
				Number	% Of posts evaluated	Number	% Of posts evaluated
Salary levels 1-2	0	0	0%	0	0%	0	0%
Salary levels 3-5	61	4	6.56%	2	3.28%	0	0%
Salary levels 6-8	208	1	0.48%	0	0%	0	0%
Salary levels 9-12	271	2	0.74%	0	0%	0	0%
Senior Management Service (Band A)	91	1	1.10%	0	0%	0	0%
Senior Management Service (Band B)	35	0	0%	0	0%	0	0%
Senior Management Service (Band C)	10	0	0%	0	0%	0	0%
Senior Management Service (Band D)	1	0	0%	0	0%	0	0%
Total	677	8	1.18%	2	0.29%	0	0%



OVERSIGHT REPORT

4.2 Profile of employees absorbed in an upgraded post, 1 April 2009 to 31 March 2010

Total number of employees absorbed in an upgraded post					
Beneficiaries	African	Asian	Coloured	White	Total
Female	0	0	0	0	0
Male	2	0	0	0	2
Total	2	0	0	0	2
Employees with a disability	0	0	0	0	0

4.3 Remuneration levels that exceeded the grade determined by job evaluation, 1 April 2009 to 31 March 2010 (in terms of PSRV, C.3)

Total Number of Employees whose salaries exceeded the grades determined by job evaluation in 2009/10	0
--	----------

5 Employment Changes

5.1 Annual turnover rates by salary band for the period 1 April 2009 to 31 March 2010

Salary Band	Number of employees per band as on 1 April 2009	Appointments and transfers into the department	Terminations and transfers out of the department	Turnover rate
Lower skilled (Levels 1-2)	0	0	0	0%
Skilled (Levels 3-5)	58	4	8	13.79%
Highly skilled production (Levels 6-8)	159	42	57	35.85%
Highly skilled supervision (Levels 10+12)	213	26	24	11.27%
Senior Management Service Band A (Level 13)	75	6	6	8%
Senior Management Service Band B (Level 14)	18	6	2	11.11%
Senior Management Service Band C (Level 15)	7	0	0	0%
Senior Management Service Band D (Level 16)	1	1	1	100%
Total	531	85	98	18.45%

OVERSIGHT REPORT

5.2 – Annual turnover rates by critical occupation for the period 1 April 2009 to 31 March 2010

Occupation	Number of employees per occupation as on 1 April 2009	Appointments and transfers into the department	Terminations and transfers out of the department	Turnover rate
Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Total	Not applicable	Not applicable	Not applicable	Not applicable

**The Department is currently in the process of aligning posts with the Sector Scares Skills List

5.3 Reasons why staff are leaving the department

Termination Type	Number	% Of total Employment
Death	3	0.57%
Resignation	14	2.65%
Expiry of contract	53	10.02%
Dismissal – operational changes (VSP)	0	0%
Dismissal – misconduct	2	0.38%
Dismissal – inefficiency	0	0%
Discharged due to ill-health	1	0.19%
Retirement	4	0.76%
Transfers to other Public Service Departments	21	3.97%
Other (Privatisation)	0	0%
Total	98	18.52%
Total number of employees who left as a % of the total employment		18.52%

5.4 – Promotions by critical occupation

Occupation:	Employees as at 1 April 2009	Promotions to another salary level	Salary level promotions as a % of employees by occupation	Progressions to another notch within a salary level	Notch progressions as a % of employees by occupation
Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Total	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable

**The Department is currently in the process of aligning posts with the Sector Scares Skills List

OVERSIGHT REPORT

5.5 Promotions by salary band

Salary Band	Employees 1 April 2009	Promotions to another salary level	Salary bands promotions as a % of employees by salary level	Progressions to another notch within a salary level	Notch progressions as a % of employees by salary band
Lower skilled (Levels 1-2)	0	0	0%	0	0%
Skilled (Levels 3-5)	58	3	5.17%	31	53.45%
Highly skilled production (Levels 6-8)	159	4	2.51%	71	44.65%
Highly skilled supervision (Levels 9-12)	213	13	6.10%	88	41.31%
Senior management (Levels 13-16)	101	1	0.99%	0	0%
Total	531	21	3.95%	190	35.78%

6 Employment Equity

6.1 Total number of employees (including employees with disabilities) in each of the following occupational categories as on 31 March 2010

Occupational categories South African Student Congress (SASCO)	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Legislators, Senior officials and Managers (Levels 13-16)	40	1	9	7	30	2	3	5	97
Professionals (Legal Advisors)	8	0	0	0	0	0	1	1	10
Technicians and Associate Professionals	0	0	0	0	0	0	0	0	0
Clerks (Levels 4-12)	150	7	0	8	201	3	5	26	400
Service and Sales Workers	0	0	0	0	0	0	0	0	0
Skilled Agricultural and Fishery workers	0	0	0	0	0	0	0	0	0
Craft and Related Trade Workers	0	0	0	0	0	0	0	0	0
Plant and Machine Operators and Assemblers (Photocopier Operators)	3	0	0	0	1	0	0	0	4
Elementary Occupations (Food Service Assistants, Messengers, Drivers, etc)	7	0	0	0	11	0	0	0	18
Total	208	8	9	15	243	5	9	32	529
Employees with Disabilities	2	0	0	0	2	0	0	6	10

OVERSIGHT REPORT

6.2 Total number of employees (including employees with disabilities) in each of the following occupational bands as on 31 March 2010

Occupational Bands	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Top Management (Level 15 –16)	4	0	1	0	0	0	1	1	7
Senior Management (Level 13-14)	38	1	8	7	30	2	3	4	93
Professionally qualified and experienced specialists and mid-management (Level 12)	56	2	0	4	40	1	3	5	111
Skilled technical and academically qualified workers, junior management, supervisors, foreman and superintendents (Level 6-10)	76	5	0	4	153	2	2	21	263
Semi-skilled and discretionary decision making (Level 3-5)	34	0	0	0	20	0	0	1	55
Unskilled and defined decision making (Level 1-2)	0	0	0	0	0	0	0	0	0
Total	208	8	9	15	243	5	9	32	529

6.3 Recruitment for the period 1 April 2009 to 31 March 2010

Occupational Bands	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Top Management (Level 15 –16)	1	0	0	0	0	0	0	0	1
Senior Management (Level 13-14)	2	1	2	1	6	0	0	0	12
Professionally qualified and experienced specialists and mid-management (Level 12)	2	0	0	0	11	0	0	0	13
Skilled technical and academically qualified workers, junior management, supervisors, foreman and superintendents (Level 6-10)	14	0	0	0	41	0	0	0	55
Semi-skilled and discretionary decision making (Level 3-5)	2	0	0	0	2	0	0	0	4
Unskilled and defined decision making (Level 1-2)	0	0	0	0	0	0	0	0	0
Total	21	1	2	1	60	0	0	0	85
Employees with disabilities	0	0	0	0	0	0	0	0	0

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6.4 Promotions for the period 1 April 2009 to 31 March 2010

Occupational Bands	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Top Management (Level 15 –16)	0	0	0	0	0	0	0	0	0
Senior Management (Level 13-14)	0	0	0	0	0	0	1	0	1
Professionally qualified and experienced specialists and mid-management (Level 12)	3	0	0	0	1	0	1	0	5
Skilled technical and academically qualified workers, junior management, supervisors, foreman and superintendents (Level 6-10)	2	0	0	0	10	0	0	0	12
Semi-skilled and discretionary decision making (Level 3-5)	2	0	0	0	1	0	0	0	3
Unskilled and defined decision making (Level 1-2)	0	0	0	0	0	0	0	0	0
Total	7	0	0	0	12	0	2	0	21
Employees with disabilities	0	0	0	0	0	0	0	0	0

6.5 Terminations for the period 1 April 2009 to 31 March 2010

Occupational Bands	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Top Management (Level 15 –16)	0	0	0	0	1	0	0	0	1
Senior Management (Level 13-14)	4	0	0	1	3	0	0	0	8
Professionally qualified and experienced specialists and mid-management (Level 12)	7	1	0	0	4	0	0	1	13
Skilled technical and academically qualified workers, junior management, supervisors, foreman and superintendents (Level 6-10)	17	0	0	2	45	0	1	3	68
Semi-skilled and discretionary decision making (Level 3-5)	5	0	0	0	3	0	0	0	8
Unskilled and defined decision making (Level 1-2)	0	0	0	0	0	0	0	0	0
Total	33	1	0	3	56	0	1	4	98
Employees with disabilities	0	0	0	0	0	0	0	1	1

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6.6 Disciplinary action for the period 1 April 2009 to 31 March 2010

	Male				Female				Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	
Disciplinary action	10	1	0	0	10	0	0	1	22

7. Signing of Performance Agreements by SMS Members

7.1 Signing of Performance Agreements by SMS Members as on 31 March 2010

SMS Level	Total Number of Funded SMS Posts Per Level	Total Number of SMS Members Per Level	Total Number of Signed Performance Agreements Per Level	Signed Performance Agreements as % of Total Number of SMS Members Per Level
Director- General/ Head of Department	1	1	0	0%
Salary Level 16, but not HOD	0	0	0	0%
Salary Level 15	10	6	6	60%
Salary Level 14	35	19	17	48.57%
Salary Level 13	91	74	65	71.43%
Total	137	100	88	64.23%

7.2 Reasons for not having concluded Performance Agreements for all SMS Members as on 31 March 2010

Employees in posts less than 3 months
SMS member suspended
Non-compliance
Vacancy Rate: 27%

7.3 Disciplinary steps taken against SMS members for not having concluded Performance Agreements as on 31 March 2010

32 letters of intension to issue warning letters i.e. non-compliance to SMS Members

8. Filling of SMS Posts

8.1 SMS posts information as on 31 March 2010

SMS Level	Total Number of Funded SMS Posts Per Level	Total Number of SMS posts Filled Per Level	% of SMS Posts Filled Per Level	Total Number of SMS posts Vacant Per Level	% of SMS Posts Vacant Per Level
Director- General / Head of Department	1	1	100%	0	0%
Salary Level 16, but not HOD	0	0	0%	0	0%
Salary Level 15	10	6	40%	4	60%
Salary Level 14	35	19	54%	16	45%
Salary Level 13	91	74	81%	17	18,6%
Total	137	100	73%	37	27%



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8.2 Advertising and Filling of SMS posts as on 31 March 2010

SMS Level	Advertising	Filling of Posts	
	Number of Vacancies Per Level Advertised in 6 Months of Becoming Vacant	Number of Vacancies Per Level Filled in 6 Months After Becoming Vacant	Number of Vacancies Per Level not Filled in 6 Months but Filled in 12 Months
Director- General/ Head of Department	1	1	0
Salary Level 16, but not HOD	0	0	0
Salary Level 15	0	0	0
Salary Level 14	1	0	0
Salary Level 13	1	0	0
Total	2	1	1

8.3 Reasons for not having complied with the filling of funded vacant SMS Advertised within 6 months and filled within 12 months after becoming vacant

Reasons for vacancies not advertised within six months:
There was a temporary moratorium on filling of posts from 29 July 2009 to 3 December 2009
Lack of funds (the department could not advertise or fill any posts during the financial year ending 31 March 2010 due to a lack of funds)
Reasons for vacancies not filled within 12 months:
There was a temporary moratorium on filling of posts from 29 July 2009 to 3 December 2009
Lack of funds (the department could not advertise or fill any posts during the financial year ending 31 March 2010 due to lack of funds)

8.4 Disciplinary steps taken for not complying with the prescribed timeframes for filling SMS posts within 12 months

None

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9 Performance Reward

9.1 Performance Rewards by race, gender, and disability, 1 April 2009 to 31 March 2010

Excluding SMS Members

	Beneficiary Profile			Cost (R'000)	Average Cost per Beneficiary
	Number of beneficiaries as on 01 April 2009	Total employment as on 01 April 2009	% Of total Employment		
African Female	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed
African Male	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed
Asian Female	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed
Asian Male	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed
Coloured Female	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed
Coloured Male	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed
Total Blacks Female	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed
Total Blacks Male	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed
White Female	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed
White Male	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed
Employees with a disability	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed
Total	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed

9.2 Performance Rewards by salary bands for personnel below Senior Management Service, 1 April 2009 to 31 March 2010

Salary Bands	Beneficiary Profile			Cost	
	Number of beneficiaries as on 1 April 2009 (Levels 1-12)	Total Employment as on 1 April 2009 (Levels 1-12)	% of total Employment	Total Cost (R'000)	Average cost per employee
Skilled (Levels 3-5)	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed
Highly skilled production (Levels 6-8)	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed
Highly skilled supervision (Levels 9-12)	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed
Total	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed

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9.3 Performance Rewards by critical occupations, 1 April 2009 to 31 March 2010

Critical Occupations	Beneficiary Profile			Cost	
	Number of beneficiaries	Number of employees	% of total within occupation	Total Cost (R'000)	Average cost per employee
Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Total	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable

**The Department is currently in the process of aligning posts with the Sector Scares Skills List

9.4 Performance related rewards (cash bonus), by salary band, for Senior Management Service

SMS Band	Number of beneficiaries	Total Employment	% of total Employment	Total Cost (R'000)	Average cost per beneficiary	% of SMS Wage Bill	Personnel Cost
Band A	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed
Band B	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed
Band C	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed
Band D	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed
Total	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed	Not yet assessed

10 Foreign Workers

10.1 Foreign Workers, 1 April 2009 to 31 March 2010, by salary band

Salary Band	1 April 2009		31 March 2010		Change		Total employees	% of total employees
	Number	% of total	Number	% of total	Number	% of total	Number	
Lower skilled (Levels 1-2)	0	0%	0			0%	0	0%
Skilled (Levels 3-5)	0	0%	0			0%	62	0%
Highly skilled production (Levels 6-8)	1	25%	1			25%	219	.46%
Highly skilled supervision (Levels 10+12)	2	50%	2			50%	230	.87%
Senior management (Levels 13-16)	1	25%	1			25%	116	.86%
Total	4	100%	4			100%	627	.64%

OVERSIGHT REPORT

10.2 Foreign Worker, 1 April 2009 to 31 March 2010, by major occupation

Major Occupation	1 April 2009		31 March 2010		Change	
	Number	% of total	Number	% of total	Number	% Change
Office Administrative Workers	3	75%	3	75%	0	0%
Professionals & Managers	1	25%	1	25%	0	0%
Total	4	100%	4	100%	0	0%

11 Leave utilisation for the period 1 January 2009 to 31 December 2009

11.1 Sick leave, 1 January 2009 to 31 December 2009

Salary Band	Total days	% days with medical certification	Number of Employees using sick leave	% of total employees using sick leave	Average days per employee	Estimated Cost (R'000)	Total Number of days with medical certification
Skilled (Levels 3-5)	340	87.40%	48	77.42% (62empl)	7	94	297
Highly skilled production (Levels 6-8)	1474	79.10%	195	89.04% (219empl)	6	684	1166
Highly skilled supervision (Levels 10+12)	1345	80%	225	97.83% (230empl)	6	1554	1076
Senior management (Levels 13-16)	443	84.70%	72	62.07% (116)	6	1112	375
Total	3602	82.80%	540	86.12% (total empl 627)	7	3444	2914

11.2 Disability leave (temporary and permanent), 1 January 2009 to 31 December 2009

Salary Band	Total days taken	% days with medical certification	Number of Employees using disability leave	% of total employees using disability leave	Average days per employee	Estimated Cost (R'000)	Total Number of Employees using Disability Leave
Skilled Levels 3-5)	75	100%	3	4.84% (62empl)	25	17	13
Highly skilled production (Levels 6-8)	227	100%	4	1.83% (219empl)	57	115	13
Highly skilled supervision (Levels 10+12)	116	100%	4	1.74% (230empl)	29	126	13
Senior Management (Levels 13-16)	26	100%	2	1.72% (116)	13	61	13
Total	444	100%	13	2.07% (total empl 627)	34	319	13

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11.3 Annual Leave, 1 January 2009 to 31 December 2009

Salary Bands	Total days taken	Average per employee	Number of Employees who took leave
Skilled Levels 3-5)	1090	17	62
Highly skilled production (Levels 6-8)	4105	18	219
Highly skilled supervision (Levels 10+12)	4999	21	230
Senior management (Levels 13-16)	1806	15	116
Total	12000	71	627

11.4 Capped leave, 1 January 2009 to 31 December 2009

Salary Bands	Total days of capped leave taken	Average number of days taken per employee	Average capped leave per employee as at 31 December 2009	Number of Employees who took Capped Leave	Total number of capped leave available at 31 December 2009	Number of Employees with capped leave as at 31 December 2009
Skilled (Levels 3-5)	4	2	48	2	1060	22
Highly skilled production (Levels 6-8)	34	4	41	8	2025	50
Highly skilled supervision (Levels 10+12)	18	2	47	8	3765	80
Senior management (Levels 13-16)	27	3	48	8	2096	44
Total	83	3	46	26	8946	196

11.5 Leave payouts for the period 1 April 2009 to 31 March 2010

REASON	Total Amount (R'000)	Number of Employees	Average payment per employee
Leave payout for 2009/10 due to non-utilisation of leave for the previous cycle	454	9	50444
Capped leave payouts on termination of service for 2009/10	415	18	23056
Current leave payout on termination of service for 2009/10	991	77	12876
Total	1860	104	86376

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12 HIV/AIDS & Health Promotion Programmes

12.1 Steps taken to reduce the risk of occupational exposure

Units/categories of employees identified to be at high risk of contracting HIV & related diseases (if any)	Key steps taken to reduce the risk
None	None

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

Question	Yes	No	Details, if yes
1. Has the department designated a member of the SMS to implement the provisions contained in Part VI E of Chapter 1 of the Public Service Regulations, 2001? If so, provide her/his name and position.	X		Mr Moses Maswanganye Director: Organisational Development and Employee Health and Wellness
2. Does the department have a dedicated unit or has it designated specific staff members to promote the health and well being of your employees? If so, indicate the number of employees who are involved in this task and the annual budget that is available for this purpose.	X		There is a Sub-directorate (Employee Health and Wellness) which is designated for health and wellbeing of employees. There are two employees dedicated to this task <ul style="list-style-type: none"> Deputy Director: Employee Health and Wellness; and Admin Assistant: Employee Health and Wellness
3. Has the department introduced an Employee Assistance or Health Promotion Programme for your employees? If so, indicate the key elements/services of this Programme.	X		<ul style="list-style-type: none"> Providing an effective framework for health promotion and preventative mechanism amongst employees; Provide a confidential and professional counseling service to all employees and members of their immediate families Promote improvements in the workplace that increase the opportunity for enhanced performance and service delivery Enhance the general well-being of employees through the implementation of a range of health and wellness interventions such as, Health Risk Assessments, Disease Management, Stress Management, Financial Management, family care matters such as Bereavement support etc HIV and AIDS Programme, as part of prevention both male and female condoms are distributed and proper use is promoted. Prevent unnecessary absenteeism and lowered productivity caused by social, physical and psychological factors; and Provide orientation with regard to the functioning of the EHW. Trauma Debriefing Sessions arranged for traumatized employees. Bereavement support offered to employees and their families.

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Question	Yes	No	Details, if yes
4. Has the department established (a) committee(s) as contemplated in Part VI E.5 (e) of Chapter 1 of the Public Service Regulations, 2001? If so, please provide the names of the members of the committee and the stakeholder(s) that they represent.	X		Transport Sector HIV/AIDS Committee <ul style="list-style-type: none"> • Mr M Maswanganye - Department of Transport • Ms D Bohlolo - Department of Transport • Ms V Mofokeng - Department of Transport • Ms S Ngqase - IOM • Mr N Bopape - National Bargaining Road Freight Council • Ms T Mogashoa - TETA • Mr L Mojanaga - ILO • Ms M Van Rooyen - PRASA • Ms J Barret - SATAWU • Ms L Peter - RAF • Ms A Mokoena - UTATU • Mr A Gangia - SARCC • Ms O Nkosi - Gauteng Provincial Department of Transport
5. Has the department reviewed its employment policies and practices to ensure that these do not unfairly discriminate against employees on the basis of their HIV status? If so, list the employment policies/practices so reviewed.	X		The following policies are in the process of being reviewed: <ul style="list-style-type: none"> • HIV/AIDS Policy • Employee Health and Wellness Policy • Substance and Alcohol Abuse Policy A policy on Bereavement is in the process of being developed
6. Has the department introduced measures to protect HIV-positive employees or those perceived to be HIV-positive from discrimination? If so, list the key elements of these measures.	X		<ul style="list-style-type: none"> • HIV/AIDS Policy which describes the Department's commitment to addressing the epidemic is reviewed in light of latest developments, to ensure compliance with relevant Laws. • HIV/AIDS Programme is popularized and promoted to staff and they are being taught about their rights through the Peer Education Programme. • Peer Educators are appointed from across the spectrum of employees, they receive ongoing training. • Disclosure Management Training for Managers/ Supervisors has been planned to take place before the 2010/2011 financial year ends. This will promote non-discrimination, openness and trust for safe HIV disclosure. • No cases of discrimination on the basis of being HIV positive have been reported.
7. Does the department encourage its employees to undergo Voluntary Counseling and Testing? If so, list the results that you have you achieved.	X		Voluntary Counselling and Testing was conducted in June 2009 during the wellness Expo' (120 employees undertook VCT), December 2009 during the World Aids Day commemoration (80 employees undertook VCT). 81 employees tested in April 2010 during the HIV Testing and Counselling (HCT) Campaign held for two days in the department.

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Question	Yes	No	Details, if yes
8. Has the department developed measures/indicators to monitor & evaluate the impact of its health promotion programme? If so, list these measures/indicators.	X		<ul style="list-style-type: none"> • Conducting of regular health risk screenings and VCT and reporting on these. • Conducting of Employee Satisfaction Surveys; • On-going counseling offered and referral to outside health providers as part of the EHW Programme for employees; and • Monitoring of the programme through feedback from beneficiaries. • An internal audit for the HIV and AIDS Programme and Employee Health & Wellness is underway. • A Government Sector HIV and AIDS Monitoring and Evaluation Plan is being developed coordinated by the Department of Public Service and Administration

13 Labour Relations

13.1 Collective agreements, 1 April 2009 to 31 March 2010

Subject Matter	Date
None	None

13.2 Misconduct and disciplinary hearings finalised, 1 April 2009 to 31 March 2010

Outcomes of disciplinary hearings	Number of Misconducts and Disciplinary Hearings	% of total Disciplinary Hearings
Correctional counselling	0	0%
Verbal warning	1	5.26%
Written warning	8	42.10%
Final written warning	4	21.05%
Suspended without pay	1	5.26%
Fine	0	0%
Demotion	0	0%
Dismissal	5	26.31%
Not guilty	0	0%
Case withdrawn	0	0%
Total	19	100%

13.3 Types of misconduct addressed at disciplinary hearings

Type of misconduct	Number of Misconducts at Disciplinary Hearings	% of Total of misconducts
Insubordination	16	80%
Misuse of state property	2	10%
Negligence	2	10%
Total	20	100%

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13.4 Grievances lodged for the period 1 April 2009 to 31 March 2010

	Number	% of Total Grievances lodged
Number of grievances resolved	13	100%
Number of grievances not resolved	0	0%
Total number of grievances lodged	13	100%

13.5 Disputes lodged with Councils for the period 1 April 2009 to 31 March 2010

	Number	% of Total of disputes lodged
Number of disputes upheld	0	0%
Number of disputes dismissed	0	0%
Total number of disputes lodged	0	0%

13.6 Strike actions for the period 1 April 2009 to 31 March 2010

Total number of person working days lost	0
Total cost (R'000) of working days lost	0
Amount (R'000) recovered as a result of no work no pay	0

13.7 Precautionary suspensions for the period 1 April 2009 to 31 March 2010

Number of people suspended	1
Number of people whose suspension exceeded 30 days	1
Average number of days suspended	456
Cost (R'000) of suspensions	2,893,68

14 Skills development

14.1 Training needs identified 1 April 2009 to 31 March 2010

Occupational Categories	Gender	Number of employees as at 1 April 2009	Training needs identified at start of reporting period			
			Learnerships	Skills Programmes & other short courses	Other forms of training	Total
Legislators, senior officials and managers (Level 13-16)	Males	60	0	32	5	37
	Females	40	0	27	6	33
Professionals (Legal Advisors)	Males	8	0	1	0	1
	Females	2	0	1	0	1
Technicians and associate professionals	Males	0	0	0	0	0
	Females	0	0	0	0	0
Clerks (Level 4-12)	Males	173	0	69	28	97
	Females	230	0	136	63	199
Service and sales workers	Males	0	0	0	0	0
	Females	0	0	0	0	0
Skilled agriculture and fishery workers	Males	0	0	0	0	0
	Females	0	0	0	0	0
Craft and related trades workers	Males	0	0	0	0	0
	Females	0	0	0	0	0
Plant and machine operators and assemblers	Males	1	0	0	0	0
	Females	3	0	1	0	1

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Occupational Categories	Gender	Number of employees as at 1 April 2009	Training needs identified at start of reporting period			
			Learnerships	Skills Programmes & other short courses	Other forms of training	Total
Elementary occupations	Males	3	0	3	0	3
	Females	11	0	3	7	10
Sub Total	Males	245	0	105	40	146
	Females	286	0	168	69	236
Total		531	0	273	109	382

15 Injury on duty**15.1 Injury on duty, 1 April 2009 to 31 March 2010**

Nature of injury on duty	Total Number	% of total Employment
Required basic medical attention only	3	0.57%
Temporary Total Disablement	0	0%
Permanent Disablement	0	0%
Fatal	0	0%
Total	3	0.57%

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ADDITIONAL INFORMATION TO BE ADDED TO THE HR OVERSIGHT REPORT:

1 RETENTION STRATEGY

The following strategies were implemented for the retention of staff:

- Trends were analysed through the HR Planning processes and interventions were implemented;
- Improved Recruitment & Selection processes were identified and implemented to fast track the filling of posts;
- An improved orientation & induction programme was introduced in the Department;
- A counter offer committee was established to assess and approve counter offers to retain skilled employees;
- As a result of this 4 counter offers were approved and 1 was disapproved;
- The turnover rate has been reduced from 11.73% to 11.34% which is a slight improvement despite the moratorium that was placed on the filling of posts; and
- High performers were rewarded and a new performance management policy is being introduced for the 2009-2010 PMDS cycle.

2 DEPARTMENTAL APPROVED ESTABLISHMENT AS ON 31 MARCH 2010:

2.1 Total approved posts on the establishment (excluding contract employees)

- Total approved posts: 677 posts
- 529 posts filled (78.14%) (excluding contract employees)
- 148 posts vacant (21.86%)
- Vacancy rate is 21.86%:

2.1.1 Total approved posts on the establishment (including contract employees)

- Total approved posts: 677 posts
- 627 posts filled (92.61%) (including 98 contract employees)
- 50 posts vacant (7.38%) (98 contract employees are held against vacant posts)
- Vacancy rate is 7.38%

2.2 Representivity on 31 March 2010 was:

The national representivity targets are used as benchmarks for employment equity in the department. The following represent the employment equity status quo as at 31 March 2010.

National Requirements -	DOT Status Filled: 529	Total DOT Establishment: 677	Action Required: Total
Africans (79.20%)	71.93% (451)	79.20% (536)	Internal promotions targeting women Add 85
Coloured (9%)	2.30% (13)	9% (61)	Add 48
Indians (2.60%)	3.18% (18)	2.60% (18)	Target reached
Whites (9.20%)	6.94% (47)	9.20% (62)	Add 15
Women (50%)	42.69% (289)	50% (339)	Add 50
Disabled (2%)	1.48% (10)	2% (14)	Add 4

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Representivity on 31 March 2010 per level

National Targets 79,20% Black 9	Total filled posts	Women	Male	Variance (Women)	Transfers & Terminations (As on 31 March 2009)
Level 16	1	0%	100%	0%	1 (100%)
Levels 15	6	33.33%	66.67%	16.67%	0
Levels 14	19	42.10%	57.89%	7.90%	0
Levels 13	74	41.89%	58.11%	8.11%	6 (8.11%)
Level 12	111	44.14%	55.85%	5.86%	7(6.31%)
Level 10	103	48.11%	51.89%	1.89%	7 (6.80%)
Levels 3-8	215	65.12%	34.88%	-15.12%	39 (13.04%)
Total	529	54.63%	45.37%	-4.63%	60 (9.79%)

3 Staff mobility as for the period 01 April 2009-31 March 2010

- Appointments & Internal Promotions: 78
- Service Terminations: 60
- Lateral transfers: 4

4 Challenges and interventions

Africans, Indians and Whites are over-represented whereas Coloureds and People with disabilities are under-represented. More attention is now being given to under-represented groups when appointments are made. Although Women are over-represented by 0,7% based on national demographics, this group is still under-represented as Senior Management level. The national target for women is 50% and the department is at 40.59%. All SMS members are held responsible for ensuring and achieving employment equity in their sections and are being evaluated on meeting the targets.