

# Vote 33

## Transport

	2003/04 To be appropriated	2004/05	2005/06
MTEF allocations	R6 158 709 000	R6 451 172 000	R6 817 522 000
Statutory amounts	–	–	–
Responsible Minister	Minister of Transport		
Administering Department	Department of Transport		
Accounting Officer	Director-General of Transport		

### Aim

*The aim of the Department of Transport is to facilitate the provision of an affordable, safe and sustainable transport system, which is responsive to the needs of transport users.*

### Programme purpose and measurable objectives

#### Programme 1: Administration

**Purpose:** Provide for policy formulation by the Minister and the Director-General, information technology (IT), financial management, personnel and provisioning administration, and legal and other office support services.

#### Programme 2: Land Transport Management

**Purpose:** Develop and maintain an overall transport infrastructure strategic plan (rail, road and pipelines), and provide land transport regulation through the provision of national standards and guidelines.

**Measurable objective:** To develop and co-ordinate an integrated land transport infrastructure framework, and promote an operational environment which improves the safety, quality, efficiency and economic sustainability of operations while reducing the environmental impact of transport.

#### Programme 3: Transport Policy and Regulation

**Purpose:** Develop, monitor, update, facilitate and promote policy for all modes of transport, and regulate the aviation and maritime industries.

**Measurable objective:** To promote, enforce and monitor the implementation and performance of policy and regulations for transport operations, in order to achieve a competitive, equitable, safe, efficient and sustainable transport system.

#### Programme 4: Public Transport and Planning

**Purpose:** Manage public transport operations and planning.

**Measurable objective:** To plan, regulate, monitor and review public transport operations, in order to achieve a safe, affordable, accountable and sustainable public transport sector.

## **Strategic overview and key policy developments: 1999/2000 – 2005/06**

Transport infrastructure in South Africa is deeply affected by the disparities arising from previous patterns of spatial development, with people, particularly the poor, often having to travel long distances. This reduces the economic efficiency of the transport system, and has a high social cost because transport consumes a relatively large proportion of the disposable income of the poor. Coupled with this is the high rate of transport accidents, on both the roads and rail. Overcoming both these problems is the central challenge facing the Department of Transport. The Department is working to improve and expand infrastructure, and, through subsidies, to reduce the costs of public transport.

Government spends significantly on these programmes, and managing this spending will be key to the Department's success.

Transport policy is built on the framework set out by the Moving South Africa project, which began in 1997, and the National Land Transport Transition Act (22 of 2000) (NLTTA). These set out a vision of an efficient public transport system with the use of targeted subsidies, and the provision of a high quality, comprehensive infrastructure.

### *Public transport*

Transport subsidies are a potentially important tool for improving efficiency, access and equity. In the past they have been targeted loosely and implemented selectively, but the Department is now trying to target subsidies at those with the greatest need – vulnerable groups such as learners, the disabled, the aged, the unemployed and the employed poor – to maximise the economic and social gains. The strategy will also seek to integrate transport that is accessible to people with disabilities into the public transport system, and to promote the provision of accessible transport across all modes of public transport. Significant additional funds have been allocated to the Department – over R1,5 billion – to help to deliver more effective and efficient public transport.

The Department is pursuing policies to improve all three main public transport modes; rail, bus and minibus-taxi. The transformation of the minibus-taxi industry is a critical priority, and the Department is examining options for improving this key transport industry. Ongoing interdepartmental processes are under way to ensure that the programme is affordable and sustainable in the long run.

The Department is continuing to improve the efficiency of bus subsidies. It has already converted 30 per cent of bus subsidy contracts to more efficient, competitive tenders, and during 2003/04 the remaining 70 per cent will be converted. It is also reforming contract provisions, to ensure greater value for money for the Department.

The passenger rail network also receives significant amounts of money.

### *Infrastructure*

The Department is working on the future structure of commuter rail, to ensure that it provides an effective, efficient and safe service. Linked to this is the establishment by the Department of a Railway Safety Regulator and investment in refurbishing rolling stock and new signalling systems.

The road network is a vital part of transport infrastructure. It is critical to the economic health of many industries, an important means of passenger transport, and key to overcoming the inequalities of the past. The Department of Transport is continuing to work on improving the road network, ensuring that it is well maintained and safe. Linked to this is the transfer of selected provincial roads to the National Roads Agency, to create a more coherent network. The new Road Infrastructure Strategic Framework for South Africa (RISFSA) is also being developed.

Safety in road transport and traffic operations will remain major priorities. The Department has embarked on its Road to Safety Strategy: 2001–2005 (RSS). One of the RSS's most important components is the Arrive Alive programme, which is now operational throughout the year. The strategy also focuses on the road environment, the road user, and vehicle and pedestrian safety.

The Road Traffic Management Corporation (RTMC) has been established to enhance co-operative governance in road traffic, and provide a platform for local government to influence road traffic policy formulation. Similarly, the Administrative Adjudication of Road Traffic Offences (AARTO) process – to establish a points system for traffic offences – will be implemented in 2003.

The Department is developing a freight logistics strategy to enhance the country's international export competitive position. The aim is to promote the seamless movement of goods at the lowest possible price and in the safest possible conditions, from production to consumption.

#### *Other initiatives*

The Department has also initiated pilot projects for non-motorised transport, starting with a bicycle project which focuses on learners in sparsely populated areas. Non-governmental organisations and small, medium and micro-enterprises will be drawn in as partners, technical advisors and suppliers. At the same time, a strategic framework for land transport is being developed, to inform the planning for both high and low density transport routes, and to ensure that transfers between different modes of transport are easy and efficient.

The Department is continuing to work on innovative ways to fund the provision of transport infrastructure, and several public-private partnerships have been implemented, mainly in the construction of national toll roads, maritime search-and-rescue operations, maritime pollution control and road freight.

Finally, there is a growing need to extend and improve the transport system into the Southern Africa region. The transport network must respond to the needs of commerce and communities, with smoother cross-border traffic flows, improved aviation safety and partnerships for maritime search-and-rescue.

## Expenditure estimates

Table 33.1: Transport

Programme	Expenditure outcome			Adjusted appropriation	Revised estimate	Medium-term expenditure estimate		
	Audited	Audited	Preliminary outcome					
R thousand	1999/00	2000/01	2001/02	2002/03		2003/04	2004/05	2005/06
1 Administration	31 651	38 686	48 322	61 106	60 506	68 683	69 929	73 641
2 Land Transport Management	966 270	758 824	1 173 625	1 375 557	1 361 801	1 459 249	1 439 447	1 532 678
3 Transport Policy and Regulation	104 089	101 259	86 950	178 131	176 351	146 595	153 637	162 872
4 Public Transport and Planning	2 959 611	3 200 706	3 628 031	4 217 447	4 175 583	4 484 182	4 788 159	5 048 331
Total	4 061 621	4 099 475	4 936 928	5 832 241	5 774 241	6 158 709	6 451 172	6 817 522
Change to 2002 Budget Estimate				488 566	430 566	535 144	554 942	

	Expenditure outcome					Medium-term expenditure estimate		
	Audited	Audited	Preliminary	Adjusted	Revised			
R thousand	1999/00	2000/01	outcome 2001/02	appropriation 2002/03	estimate	2003/04	2004/05	2005/06
Economic classification								
Current	3 694 004	3 803 354	3 988 141	4 650 816	4 611 356	5 005 179	5 315 642	5 619 919
Personnel	31 540	34 205	40 830	64 181	63 551	81 353	88 138	95 932
Transfer payments	3 538 143	3 656 992	3 827 183	4 279 038	4 243 918	4 652 843	4 953 061	5 233 710
Other current	124 321	112 157	120 128	307 597	303 887	270 983	274 443	290 277
Capital	367 617	296 121	948 787	1 181 425	1 162 885	1 153 530	1 135 530	1 197 603
Transfer payments	345 113	267 487	902 040	1 179 116	1 160 576	1 151 226	1 133 300	1 195 298
Acquisition of capital assets	22 504	28 634	46 747	2 309	2 309	2 304	2 230	2 305
Total	4 061 621	4 099 475	4 936 928	5 832 241	5 774 241	6 158 709	6 451 172	6 817 522
Standard items of expenditure								
Personnel	31 540	34 205	40 830	64 181	63 551	81 353	88 138	95 932
Administrative	13 613	15 352	25 406	29 007	28 717	35 089	37 484	39 341
Inventories	4 004	4 716	3 621	8 801	8 711	9 159	9 478	10 368
Equipment	1 513	3 772	5 213	4 694	4 644	4 846	4 456	4 846
Land and buildings	–	–	–	–	–	–	–	–
Professional and special services	126 423	116 892	129 063	267 402	264 122	224 191	225 253	238 025
Transfer payments	3 883 256	3 924 479	4 729 223	5 458 154	5 404 494	5 804 069	6 086 361	6 429 008
Miscellaneous	1 272	59	3 572	2	2	2	2	2
Total	4 061 621	4 099 475	4 936 928	5 832 241	5 774 241	6 158 709	6 451 172	6 817 522

## Expenditure trends

The expenditure of the Department has increased from R4,1 billion in 1999/00 to an estimated R6,8 billion in 2005/06. This is an annual average increase of 9 per cent, and reflects Government's policy of increasing allocations for the maintenance and development of infrastructure and the provision of affordable public transport. An additional R535 million and R555 million has been allocated for the first two years of the MTEF, the majority of which will be spent on public transport.

Expenditure is driven by subsidies for public transport and spending on roads. These both increase steadily over the MTEF. Bus and rail subsidies, including rail capital, are forecast to grow by 6,4 per cent between 2002/03 and 2005/06, following growth of 12 per cent between 1999/00 and 2002/03. This includes additional funding of R306 million in 2002/03 for railways (including infrastructure funding of R60 million for refurbished rolling stock and R86 million for rail extensions in Khayelitsha and Umtata). An extra R200 million per year has been provided over the MTEF for the shortfall in the SARCC's operating budget and R100 million per year has been provided for rolling stock refurbishment. Spending on rail infrastructure will remain high over the medium term, with over R500 million a year being spent on refurbishing rolling stock, stations and new signalling equipment. Total spending on the railways will rise from R2,3 billion in 2002/03 to R2,7 billion in 2005/06.

An extra R340 million (over 2002/03 to 2004/05) has been allocated to bus subsidies. R40 million extra has been provided in the 2002/03 adjustments (to cover cost overruns), and R150 million extra per year is provided over the MTEF to accommodate the escalating costs of these subsidies. Total expenditure on bus subsidies will rise from R1,9 billion in 2002/03 to R2,3 billion in 2005/06.

The budget for national roads expanded significantly in recent years, increasing by 10,2 per cent annually between 1999/00 and 2002/03, from R0,9 billion to R1,2 billion. This growth is set to continue, with annual increases of 3 per cent between 2002/03 to 2005/06, taking expenditure to R1,3 billion.

## Departmental receipts

Departmental receipts arise mainly from dividend payments from state-owned enterprises, such as the Airports Company of South Africa (Acsa), in which the Department is a shareholder. Total earnings from receipts decreased from R121 million in 1999/00 to a low of R23 million in 2001/02. This decline is misleading, because in 2001/02 dividend income of R78,3 million from Acsa was not reflected in the financial records of the Department but paid directly to the National Treasury. Total revenue is forecast to grow to almost R200 million over the next three years due to the growth in dividends since 2001/02. The bulk of the variation in receipts from sales of goods and services is caused by the sale of the assets of the Government Garage, with receipts from the sale of vehicles and related equipment of R51 million in 1999/00, movements in the dividends paid by the state-owned entities, and the sale of surplus marine navigation equipment.

Table 33.2: Departmental receipts

	Revenue outcome			Adjusted appropriation	Medium-term revenue estimate		
	Audited	Audited	Preliminary outcome				
R thousand	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Tax revenue	–	–	–	–	–	–	–
Non-tax revenue	120 383	97 047	23 091	148 305	162 835	178 715	195 635
Interest	85	140	28	25	35	35	35
Dividends	42 321	47 462	3 231	119 500	131 380	144 450	158 280
Rent	–	–	–	–	–	–	–
Sales of goods and services	75 317	48 575	20 594	28 100	30 700	33 500	36 580
Fines, penalties and forfeits	–	–	–	–	–	–	–
Miscellaneous	2 660	870	(762)	680	720	730	740
Sales of capital assets (capital revenue)	–	–	–	–	–	–	–
Financial transactions (recovery of loans and advances)	475	883	228	175	171	177	243
Total departmental receipts	120 858	97 930	23 319	148 480	163 006	178 892	195 878

## Programme 1: Administration

*Administration* 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.

## Expenditure estimates

Table 33.3: Administration

Subprogramme	Expenditure outcome			Adjusted appropriation	Medium-term expenditure estimate		
	Audited	Audited	Preliminary outcome				
R thousand	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Minister <sup>1</sup>	498	498	646	691	746	791	835
Management	6 690	8 127	10 761	11 614	13 151	13 623	14 157
Corporate Services	24 463	30 061	36 915	48 801	54 786	55 515	58 649
Total	31 651	38 686	48 322	61 106	68 683	69 929	73 641
Change to 2002 Budget Estimate				7 024	10 590	8 100	

<sup>1</sup> Payable as from 1 April 2002. Salary: R552 984. Car allowance: R138 246.

### Economic classification

Current	31 651	36 811	47 564	59 481	67 681	69 032	72 693
Personnel	13 754	16 177	18 868	21 920	26 645	27 956	29 466
Transfer payments	–	5 942	6 773	8 193	8 439	6 306	6 684
Other current	17 897	14 692	21 923	29 368	32 597	34 770	36 543
Capital	–	1 875	758	1 625	1 002	897	948
Transfer payments	–	–	–	–	–	–	–
Acquisition of capital assets	–	1 875	758	1 625	1 002	897	948
Total	31 651	38 686	48 322	61 106	68 683	69 929	73 641

### Standard items of expenditure

Personnel	13 754	16 177	18 868	21 920	26 645	27 956	29 466
Administrative	6 307	7 805	11 041	10 960	14 048	14 856	15 276
Inventories	763	1 002	1 166	1 591	1 189	1 273	1 379
Equipment	824	2 968	1 400	2 546	1 683	1 614	1 770
Land and buildings	–	–	–	–	–	–	–
Professional and special services	8 996	4 733	9 073	15 894	16 677	17 922	19 064
Transfer payments	–	5 942	6 773	8 193	8 439	6 306	6 684
Miscellaneous	1 007	59	1	2	2	2	2
Total	31 651	38 686	48 322	61 106	68 683	69 929	73 641

### Transfer payments per subprogramme

Corporate Services							
Capacity Development	–	5 942	6 773	8 193	8 439	6 306	6 684
Total	–	5 942	6 773	8 193	8 439	6 306	6 684

## Expenditure trends

The average annual growth rate of *Administration* was 24,5 per cent between 1999/00 and 2002/03, due to the creation of additional subdivisions such as legal services, internal audit and secretarial services.

## Programme 2: Land Transport Management

The programme is divided into three subprogrammes.

- Infrastructure manages strategic infrastructure planning and the monitoring of all modes of transport. The aim of the subprogramme is to ensure an integrated, well-managed, viable and sustainable transport infrastructure, which meets national and regional goals. Transport

infrastructure comprises all the physical elements on which transport operations take place. This includes roads, railways, airports, harbours, pipeline interchange facilities and the associated dedicated power and communications systems. The Infrastructure programme will play an important role in the New Partnership for Africa's Development (NEPAD) and the Southern African Development Community (SADC) region. It also funds and monitors the South African National Roads Agency.

- The Land Transport Regulation subprogramme, through its oversight role, enables, co-ordinates and promotes quality and safety in land transport, including safety information systems and programmes, legislation, and national standards and guidelines. The subprogramme monitors the performance of the Cross Border Road Transport Agency (CBRTA), the Road Traffic Management Corporation, and the Administrative Adjudication of Road Traffic Offences operations.
- Land Transport Management Administration provides general administrative and financial services.

## Expenditure estimates

Table 33.4: Land Transport Management

Subprogramme	Expenditure outcome			Adjusted appropriation	Medium-term expenditure estimate		
	Audited	Audited	Preliminary outcome				
R thousand	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Infrastructure	902 154	701 149	1 067 612	1 203 219	1 285 118	1 255 361	1 330 718
Land Transport Regulation	60 826	53 935	101 416	166 719	168 996	178 604	196 106
Land Transport Management Administration	3 290	3 740	4 597	5 619	5 135	5 482	5 854
<b>Total</b>	<b>966 270</b>	<b>758 824</b>	<b>1 173 625</b>	<b>1 375 557</b>	<b>1 459 249</b>	<b>1 439 447</b>	<b>1 532 678</b>
Change to 2002 Budget Estimate				53 115	46 933	69 816	

  

Economic classification							
Current	628 786	486 842	757 075	926 664	1 013 363	1 003 946	1 071 103
Personnel	7 810	8 783	9 192	19 074	28 093	32 330	36 875
Transfer payments	587 060	455 703	711 797	797 517	873 528	864 877	921 384
Other current	33 916	22 356	36 086	110 073	111 742	106 739	112 844
Capital	337 484	271 982	416 550	448 893	445 886	435 501	461 575
Transfer payments	314 980	245 378	373 664	448 372	444 694	434 276	460 333
Acquisition of capital assets	22 504	26 604	42 886	521	1 192	1 225	1 242
<b>Total</b>	<b>966 270</b>	<b>758 824</b>	<b>1 173 625</b>	<b>1 375 557</b>	<b>1 459 249</b>	<b>1 439 447</b>	<b>1 532 678</b>

  

Standard items of expenditure							
Personnel	7 810	8 783	9 192	19 074	28 093	32 330	36 875
Administrative	2 401	2 826	3 129	7 883	9 419	9 817	10 407
Inventories	2 950	3 446	2 021	6 419	7 033	7 176	7 888
Equipment	290	456	594	1 097	2 023	1 768	1 918
Land and buildings	–	–	–	–	–	–	–
Professional and special services	50 656	42 232	69 668	95 195	94 459	89 203	93 873
Transfer payments	902 040	701 081	1 085 461	1 245 889	1 318 222	1 299 153	1 381 717
Miscellaneous	123	–	3 560	–	–	–	–
<b>Total</b>	<b>966 270</b>	<b>758 824</b>	<b>1 173 625</b>	<b>1 375 557</b>	<b>1 459 249</b>	<b>1 439 447</b>	<b>1 532 678</b>

	Expenditure outcome			Adjusted appropriation	Medium-term expenditure estimate		
	Audited	Audited	Preliminary outcome				
R thousand	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Transfer payments per subprogramme							
Infrastructure							
SA National Roads Agency Ltd.	899 944	701 081	1 067 612	1 203 064	1 270 556	1 240 789	1 315 236
Cross-Border Road Transport Agency	2 096	–	–	–	–	–	–
Land Transport Regulation							
Railway Safety Regulator	–	–	–	–	10 000	15 000	20 000
Road Traffic Management Corporation	–	–	3 098	3 324	8 473	10 681	12 902
Road Traffic Operation Policy and Information Management	–	–	14 751	22 501	19 193	9 745	10 330
Administrative Adjudication of Road Traffic Offences	–	–	–	17 000	–	5 000	5 000
Overloading Control	–	–	–	–	10 000	17 938	18 249
Total	902 040	701 081	1 085 461	1 245 889	1 318 222	1 299 153	1 381 717

## Expenditure trends

Expenditure on *Land Transport Management* grew by 12,5 per cent between 1999/00 and 2002/03, and is forecast to grow by 3,7 per cent between 2002/03 and 2005/06. This masks some volatility in expenditure, with pronounced falls in spending in 2000/01 and slight falls in 2004/05. The vast majority of spending is allocated to roads, through transfers to the South African National Roads Agency. These totalled R1,2 billion in 2002/03, an increase on the R900 million spent in 1999/00, and they are forecast to rise to R1,3 billion in 2005/06.

The personnel costs of the programme increase significantly over the seven-year period, rising from R7,8 million in 1999/00, to R19,1 million in 2002/03, and then to R36,9 million in 2005/06.

## Service delivery objectives and indicators

### Recent outputs

A draft overload control strategy was developed and approved at the end of 2002, and work on detailed aspects of the strategy, such as a review of the allowable tolerances and the development of an overload information system, began during 2002 for completion in 2003.

Tenders for the development and implementation of a computerised learner driver licence were finalised.

The draft Road Traffic Management Corporation Amendment Bill will be considered by Cabinet, and a CEO for the Corporation appointed in March 2003. A contract for the development, implementation and operation of a new National Traffic Information System (NaTIS) was signed in December 2001.

Work began on the preparation of a comprehensive roads development strategy, which is now ready for public consultations.

An initiative to harmonise vehicle standards and legislation in Lesotho, Botswana, Namibia, Swaziland and South Africa was introduced.

A business plan has been developed and is being implemented for the Road to Safety Strategy. It sets out an achievable plan of action, and key deliverables were identified. The focus of the strategy is on: driver fitness, vehicle fitness, fraud and corruption, pedestrian safety, Arrive Alive,



fleet operations management, traffic information systems, the National Traffic Information Call Centre and professionalism in the traffic fraternity.

#### Land Transport Management

Measurable objectives: To develop and co-ordinate an integrated land transport infrastructure framework, and promote an operational environment which improves safety, quality, efficiency and economic sustainability of operations, while reducing the environmental impact.			
Subprogramme	Output	Measure /Indicator	Target
Infrastructure	An infrastructure strategy	Implementation of the short- and medium-term recommendations of the Road Infrastructure Strategic Framework for South Africa	20% of recommendations implemented by 2004 40% by 2005 80% by 2006
Land Transport Regulation	Well-maintained National Traffic Information System (NaTIS) and transport infrastructure databank	Availability of the system	97% available throughout the year
		Percentage of databank complete	60% complete by 2006
	Regulated freight transportation (including dangerous goods and overloading)	Percentage of trucks overloaded	5% per year drop in overloading
	Draft legislation necessary for the implementation of the Road to Safety Strategy	Completion and promulgation of required legislation	100% completed during 2004
Land Transport Management Administration	Administrative services provided to Land Transport Management	Percentage of administrative service requests satisfied	100%

### Programme 3: Transport Policy and Regulation

The *Transport Policy and Regulation* programme is responsible for developing policy for all modes of transport, regulates the aviation and maritime industries and provides support for information and research services.

- Transport Policy develops policy for passenger and freight transport, and provides an economic analysis support service, and a research and development service. The subprogramme collects and analyses economic data for formulating new policies and strategies, and monitoring economic trends, and to ensure effective economic regulation. It also administers and co-ordinates the research programme of the Department of Transport; and monitors and reports on international trends in transport research.
- Aviation and Maritime Transport facilitates the development of an economically viable air transport and maritime industry, which is safe, efficient and compliant with international standards. This subprogramme creates an enabling environment for promoting and developing international air transport for passenger, freight and maritime transport; provides a search and rescue capability in South Africa and the SADC region; provides an oil pollution prevention service; and is responsible for aviation and maritime policy.
- Transport Policy and Regulation Administration provides an administrative service to the rest of the programme.

## Expenditure estimates

Table 33.5: Transport Policy and Regulation

Subprogramme	Expenditure outcome			Adjusted appropriation	Medium-term expenditure estimate		
	Audited	Audited	Preliminary outcome				
R thousand	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Transport Policy	14 983	13 627	19 033	50 057	30 381	31 078	32 826
Aviation and Maritime Transport	88 023	86 345	66 300	125 968	113 377	119 622	126 933
Transport Policy and Regulation Administration	1 083	1 287	1 617	2 106	2 837	2 937	3 113
<b>Total</b>	<b>104 089</b>	<b>101 259</b>	<b>86 950</b>	<b>178 131</b>	<b>146 595</b>	<b>153 637</b>	<b>162 872</b>
Change to 2002 Budget Estimate				51 119	24 887	24 251	

### Economic classification

Current	104 089	101 104	84 207	177 968	146 485	153 529	162 757
Personnel	9 976	8 314	10 632	19 297	22 543	23 540	25 020
Transfer payments	21 605	21 604	19 311	17 377	16 036	16 968	17 957
Other current	72 508	71 186	54 264	141 294	107 906	113 021	119 780
Capital	–	155	2 743	163	110	108	115
Transfer payments	–	–	–	–	–	–	–
Acquisition of capital assets	–	155	2 743	163	110	108	115
<b>Total</b>	<b>104 089</b>	<b>101 259</b>	<b>86 950</b>	<b>178 131</b>	<b>146 595</b>	<b>153 637</b>	<b>162 872</b>

### Standard items of expenditure

Personnel	9 976	8 314	10 632	19 297	22 543	23 540	25 020
Administrative	4 905	3 936	6 743	8 985	9 868	10 901	11 632
Inventories	291	229	353	731	865	952	1 019
Equipment	399	314	2 840	815	903	823	892
Land and buildings	–	–	–	–	–	–	–
Professional and special services	66 771	66 862	47 060	130 926	96 380	100 453	106 352
Transfer payments	21 605	21 604	19 311	17 377	16 036	16 968	17 957
Miscellaneous	142	–	11	–	–	–	–
<b>Total</b>	<b>104 089</b>	<b>101 259</b>	<b>86 950</b>	<b>178 131</b>	<b>146 595</b>	<b>153 637</b>	<b>162 872</b>

### Transfer payments per subprogramme

Transport Policy							
Policy Development	–	4 200	4 637	3 211	3 345	3 546	3 759
Aviation and Maritime Transport							
Bicycle	–	–	–	2 500	–	–	–
Strategic Support	–	2 490	1 210	–	–	–	–
SA Civil Aviation Authority: Subsidy and Aircraft Accident Investigation	13 000	10 000	7 039	5 442	5 687	6 028	6 390
SA Maritime Safety Authority: Government Contracts	8 355	4 514	5 985	6 224	6 504	6 894	7 308
Aero Club	250	–	–	–	–	–	–
National Sea Rescue Institute	–	400	440	–	500	500	500
<b>Total</b>	<b>21 605</b>	<b>21 604</b>	<b>19 311</b>	<b>17 377</b>	<b>16 036</b>	<b>16 968</b>	<b>17 957</b>

## Expenditure trends

Programme expenditure grows on average by 7,8 per cent annually between 1999/00 and 2005/06. This masks some fluctuations in spending: programme expenditure fell between 1999/00 and 2001/02, before increasing sharply in 2002/03 due to the rollover of R31,8 million, additional

allocations of R25,9 million for oil pollution prevention services, international membership fees and increased budgets for personnel expenditure.

Contractual obligations for the prevention of oil pollution and for surveillance services account for 48,1 per cent of programme expenditure in 2002/03, and on average increase by 5,9 per cent annually between 1999/00 and 2005/06.

## Service delivery objectives and indicators

### Recent outputs

The Department of Transport co-ordinated the development of a national rail transport policy document, an important element of the public transport policy and strategy. The Rail Policy Steering Committee and its Task Team (both consisting from the outset of relevant government departments, rail transport agencies, and parastatals, and expanded to include organised labour in 2002) have agreed on a broad policy vision, objectives and principles for railways in South Africa.

A final draft strategy document for rural transport has been developed. Further consultations have been held to strengthen the proposed interventions by the Department to enhance rural travel and mobility. A rural transport delivery programme will support the strategy.

The National Land Transport Strategic Framework is a five-year strategy that is required in terms of the National Land Transport Transition Act, and is meant to guide land transport planning countrywide while not undermining the specific competencies of other spheres of Government. The framework is a high level guideline that provides the context for the provincial land transport frameworks as well as the local level integrated transport plans. During the year under review, a draft national framework was developed and consulted on.

### Medium-term output targets

#### Transport Policy and Regulation

Measurable objective: To promote, enforce and monitor the implementation and performance of policy and regulations for transport operations, in order to achieve a competitive, equitable, safe, efficient and sustainable transport system.

Subprogramme	Output	Measure/Indicator	Target
Transport Policy	An independent Railway Safety Regulator (RSR)	RSR office up and running, Board, CEO and staff appointed	March 2004
	Restructuring of the passenger railway sector	Restructuring of the passenger railway sector completed	March 2004
Aviation and Maritime Transport	Aviation and maritime policies and regulations	Regulations aligned with new policies	Policies developed by March 2004 Regulatory framework completed by March 2006
	A safe aviation industry with high levels of security	Degree of compliance with International Civil Aviation Organisation conventions	100% of ICAO minimum standards met

## Programme 4: Public Transport and Planning

*Public Transport and Planning* is divided into three subprogrammes:

- Public Transport Operations promotes and facilitates the implementation of public transport policies and strategies. This subprogramme oversees the payment of bus subsidies, and facilitates the transformation of the subsidised bus industry and system; oversees the payment of rail commuter subsidies, and facilitates the optimisation of the rail commuter system in a sustainable and cost-effective manner; and facilitates the transformation of the taxi industry and the taxi recapitalisation process.

- Transport Planning facilitates the implementation of the National Land Transport Transition Act, promotes and monitors integrated transport planning, and manages pilot and infrastructure projects through the Urban Transport Fund.
- Public Transport Planning Administration provides general administrative and financial services.

## Expenditure estimates

Table 33.6: Public Transport and Planning

Subprogramme	Expenditure outcome			Adjusted appropriation	Medium-term expenditure estimate		
	Audited	Audited	Preliminary outcome				
R thousand	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Public Transport Operations	2 929 478	3 173 743	3 579 308	4 114 143	4 397 840	4 696 590	4 951 266
Transport Planning	30 133	22 109	38 399	72 552	63 532	67 344	71 384
Public Transport Planning Administration	–	4 854	10 324	30 752	22 810	24 225	25 681
Total	2 959 611	3 200 706	3 628 031	4 217 447	4 484 182	4 788 159	5 048 331
Change to 2002 Budget Estimate				377 308	452 734	452 775	

### Economic classification

Current	2 929 478	3 178 597	3 099 295	3 486 703	3 777 650	4 089 135	4 313 366
Personnel	–	931	2 138	3 890	4 072	4 312	4 571
Transfer payments	2 929 478	3 173 743	3 089 302	3 455 951	3 754 840	4 064 910	4 287 685
Other current	–	3 923	7 855	26 862	18 738	19 913	21 110
Capital	30 133	22 109	528 736	730 744	706 532	699 024	734 965
Transfer payments	30 133	22 109	528 376	730 744	706 532	699 024	734 965
Acquisition of capital assets	–	–	360	–	–	–	–
Total	2 959 611	3 200 706	3 628 031	4 217 447	4 484 182	4 788 159	5 048 331

### Standard items of expenditure

Personnel	–	931	2 138	3 890	4 072	4 312	4 571
Administrative	–	785	4 493	1 179	1 754	1 910	2 026
Inventories	–	39	81	60	72	77	82
Equipment	–	34	379	236	237	251	266
Land and buildings	–	–	–	–	–	–	–
Professional and special services	–	3 065	3 262	25 387	16 675	17 675	18 736
Transfer payments	2 959 611	3 195 852	3 617 678	4 186 695	4 461 372	4 763 934	5 022 650
Miscellaneous	–	–	–	–	–	–	–
Total	2 959 611	3 200 706	3 628 031	4 217 447	4 484 182	4 788 159	5 048 331

### Transfer payments per subprogramme

Public Transport Operations							
Bus Operations	1 322 563	1 425 700	1 714 796	1 846 724	2 044 000	2 158 040	2 278 523
Rail Operations	1 594 770	1 747 000	1 366 250	1 564 419	1 678 840	1 873 550	1 973 843
Rail Infrastructure	–	–	490 165	691 000	665 000	655 000	688 300
Taxi Operations	12 145	1 043	8 097	12 000	10 000	10 000	10 600
Transport Planning							
NLTTA Implementation	–	–	159	32 808	22 000	23 320	24 719
Land Transport Pilot Projects - Urban Transport Fund	–	–	–	–	32 432	44 024	46 665
Urban Transport Fund (conditional grant)	30 133	22 109	38 211	39 744	9 100	–	–
Total	2 959 611	3 195 852	3 617 678	4 186 695	4 461 372	4 763 934	5 022 650

## Expenditure trends

*Public Transport and Planning* is the largest programme on the Department's Vote, accounting for over 73 per cent of expenditure, even after reallocations in favour of the National Roads Agency. Almost all programme spending is devoted to bus and rail transport subsidies. Total programme spending rose by 12,5 per cent annually between 1999/00 and 2002/03, and increases by 6,2 per cent a year between 2002/03 and 2005/06.

Over the full seven-year period, bus subsidies will have increased by an average of 9,5 per cent a year, from R1,3 billion in 1999/00 to R2,3 billion in 2005/06. Rail subsidies increase by an average of 8,9 per cent a year from R1,6 billion to R2,7 billion over the same period.

An amount of R691 million was provided in 2002/03 for capital expenditure by the Rail Commuter Corporation to refurbish its rolling stock and upgrade train stations.

In the 2002/03 budget adjustments, additional amounts of R40 million and R160 million were provided for rail and bus subsidies respectively. R60 million was provided for refurbishing rail commuter stock and R86 million for extending railway lines.

## Service delivery objectives and indicators

### Recent outputs

A draft rollout plan for taxi recapitalisation has been developed, spelling out the mechanisms and the financial implications.

A 4,5km extension of the commuter rail line from Khayelitsha to Baden Powell is being developed, including the construction of two modern stations.

Steady progress has been made on refurbishing rolling stock. For example, 216 coaches have been identified for refurbishment, and about two-thirds have been completed.

### Medium-term output targets

#### Public Transport and Planning

Measurable objective: To plan, regulate, monitor and review public transport operations, in order to achieve a safe, affordable, accountable and sustainable public transport sector.

Subprogramme	Output	Measure/Indicator	Target
Public Transport Operations	Restructured bus subsidy system	Proportion of contracts that are tendered and negotiated Participation of black economic empowerment companies	100% by April 2004 60% of subsidies paid to black economic empowerment companies by end 2006
	Taxi recapitalisation	Percentage of vehicles recapitalised	80% by end 2006
Transport Planning	Infrastructure and demonstration projects in urban areas	Number of infrastructure and demonstration projects completed according to the business plan	90% of infrastructure and demonstration projects completed over by end 2006

## Public entities reporting to the Minister

### South African Rail Commuter Corporation

The South African Rail Commuter Corporation (SARCC) is a statutory agent which aims to provide effective and efficient rail commuter services under concession agreements. Its main source of revenue is the subsidy Government provides to cover operations and capital expenditure. The Corporation received transfers from the Department of R2,2 billion in 2002/03, and the

medium-term allocations are R2,3 billion, R2,5 billion, and R2,7 billion each year. Expenditure consists mainly of payments to Metrorail, which operates the commuter rail system. These expenditures come under both transfers (to pay for operational subsidies), and other expenditure, to pay the Metrorail management fee.

Table 33.7: Summary of revenue and expenditure for the South African Rail Commuter Corporation

	Revenue/Expenditure outcome			Estimated outcome	Medium-term estimate		
	Audited	Audited	Preliminary outcome				
R thousand	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
<b>Revenue</b>							
Tax revenue	–	–	–	–	–	–	–
Non-tax revenue	207 085	200 806	214 792	230 000	247 000	260 000	296 716
Sale of capital assets	–	–	–	–	–	–	–
Transfers received <sup>1</sup>	1 923 117	1 747 000	1 856 415	2 227 419	2 341 840	2 526 550	2 660 143
<b>Total Revenue</b>	<b>2 130 202</b>	<b>1 947 806</b>	<b>2 071 207</b>	<b>2 457 419</b>	<b>2 588 840</b>	<b>2 786 550</b>	<b>2 956 859</b>
<b>Expenditure</b>							
Current expenditure	1 849 492	1 612 314	1 661 151	1 861 000	2 018 000	2 190 000	2 343 300
Compensation of employees	43 214	48 856	53 676	61 727	67 900	75 369	80 645
Goods and services	666 917	410 044	450 847	578 779	563 780	628 311	672 293
Transfer payments and subsidies	1 139 361	1 153 414	1 156 628	1 220 494	1 386 320	1 486 320	1 590 362
Other expenditure	–	–	–	–	–	–	–
Capital expenditure	328 347	355 000	490 165	663 000	665 000	655 000	688 300
Transfer payments	–	–	–	–	–	–	–
Fixed assets	328 347	355 000	490 165	663 000	665 000	655 000	688 300
Land and subsoil assets	–	–	–	–	–	–	–
<b>Total Expenditure</b>	<b>2 177 839</b>	<b>1 967 314</b>	<b>2 151 316</b>	<b>2 524 000</b>	<b>2 683 000</b>	<b>2 845 000</b>	<b>3 031 600</b>
<b>Surplus/(Deficit)</b>	<b>(47 637)</b>	<b>(19 508)</b>	<b>(80 109)</b>	<b>(66 581)</b>	<b>(94 160)</b>	<b>(58 450)</b>	<b>(74 741)</b>

<sup>1</sup>Included in 1999/00 is a grant for debt relief purposes for the payment of debt related to capital expenditure of R328 million taken over by national government.

Data provided by the South African Rail Commuter Corporation

## South African National Roads Agency

The purpose of the South African National Roads Agency Ltd is to maintain and develop South Africa's 7 000km national road network, and to manage assets with an estimated value of more than R135 billion. Its enabling Act charges the Agency, a registered company, with the following principal tasks:

- To strategically plan, design, construct, operate, rehabilitate and maintain national roads
- To deliver and maintain a world-class national road network
- To generate revenues from the development and management of its assets
- To undertake research and development to enhance the quality of roads
- To advise the Minister of Transport on matters relating to national and other roads.

The Agency has a large operating deficit, which has risen from R197 million in 1999/00 to R372 million in 2002/03. The deficit is forecast to peak at R410 million, and then fall to R269 million in 2005/06. The Agency earns two-thirds of its income from its government subsidy.

Table 33.8: Summary of revenue and expenditure for the South African National Roads Agency Ltd.

R thousand	Revenue/Expenditure outcome			Estimated outcome	Medium-term estimate		
	Audited	Audited	Preliminary				
	1999/00	2000/01	2001/02		2003/04	2004/05	2005/06
Revenue							
Tax revenue	–	–	–	–	–	–	–
Non-tax revenue	485 677	421 560	472 359	516 249	557 759	602 606	650 402
Sale of capital assets	–	–	–	–	–	–	–
Transfers received	899 944	701 081	1 067 612	1 203 064	1 270 556	1 240 789	1 315 236
Total Revenue	1 385 621	1 122 641	1 539 971	1 719 313	1 828 315	1 843 395	1 965 638
Expenditure							
Current expenditure	1 249 942	1 053 782	1 259 782	1 349 471	1 361 513	1 358 665	1 440 186
Compensation of employees	27 076	24 597	29 781	32 633	35 799	39 235	41 590
Goods and services	693 653	601 482	714 001	736 838	691 714	664 430	704 296
Transfer payments and subsidies	–	–	–	–	–	–	–
Other expenditure	529 213	427 703	516 000	580 000	634 000	655 000	694 300
Capital expenditure	332 597	230 871	626 510	741 450	876 500	749 309	794 267
Transfer payments	–	–	–	–	–	–	–
Fixed assets	332 597	230 871	626 510	741 450	876 500	749 309	794 267
Land and subsoil assets	–	–	–	–	–	–	–
Total Expenditure	1 582 539	1 284 653	1 886 292	2 090 921	2 238 013	2 107 974	2 234 453
Surplus/(Deficit)	(196 918)	(162 012)	(346 321)	(371 608)	(409 698)	(264 579)	(268 815)

Data provided by the South African National Roads Agency

## Road Accident Fund

The Road Accident Fund (RAF) is Government's instrument for compensating victims of motor vehicle accidents for bodily injuries or loss of financial support following the death of breadwinners, under terms and conditions provided for in the Road Accident Fund Act (56 of 1996). The Fund receives a dedicated levy, imposed on petrol and diesel, currently at 18,5c/l.

The RAF faces a significant deficit in 2002/03, forecast to be R1 billion. This deficit is predicted to vary between R0,5 billion and R0,8 billion per year over the MTEF period, unless a major restructuring of the Fund is undertaken. Attempts at restructuring the Fund are already under way with the completion of the Road Accident Commission's report, which highlights options for improving the financial health of the Fund. The findings of this Commission were tabled in Parliament in January 2003.

The RAF itself is investing in procedures to minimise fraud and corruption. The Fund has redesigned the claims management process, and developed new systems for information management. The crackdown on fraudulent activities has borne fruit, with several fraudsters being brought to justice.

The once-off sale of capital assets in 2003/04 is a liquidation of reserves to help cover the expected operational deficit.

Table 33.9: Summary of revenue and expenditure for the Road Accident Fund

	Revenue/Expenditure outcome			Estimated outcome	Medium-term estimate		
	Audited	Audited	Preliminary outcome				
R thousand	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
<b>Revenue</b>							
Tax revenue	2 156 249	2 133 850	2 634 248	2 858 000	3 395 380	3 663 122	3 959 749
Non-tax revenue	233 850	224 339	183 158	120 000	60 000	120 000	120 000
Sale of capital assets	35	169	1 484	–	393 654	–	–
Transfers received	–	–	–	–	–	–	–
<b>Total Revenue</b>	<b>2 390 134</b>	<b>2 358 358</b>	<b>2 818 890</b>	<b>2 978 000</b>	<b>3 849 034</b>	<b>3 783 122</b>	<b>4 079 749</b>
<b>Expenditure</b>							
Current expenditure	2 285 558	2 699 094	3 140 000	3 979 257	4 378 103	4 598 707	4 830 514
Compensation of employees	119 424	124 775	168 566	358 232	393 198	412 858	433 501
Goods and services	93 343	100 170	107 023	344 357	204 719	217 507	230 883
Transfer payments and subsidies	2 072 791	2 474 149	2 864 411	3 276 668	3 780 186	3 968 342	4 166 130
Other expenditure	–	–	–	–	–	–	–
Capital expenditure	37 470	4 926	22 227	39 596	13 490	14 165	14 873
Transfer payments	–	–	–	–	–	–	–
Fixed assets	37 470	4 926	22 227	39 596	13 490	14 165	14 873
Land and subsoil assets	–	–	–	–	–	–	–
<b>Total Expenditure</b>	<b>2 323 028</b>	<b>2 704 020</b>	<b>3 162 227</b>	<b>4 018 853</b>	<b>4 391 593</b>	<b>4 612 872</b>	<b>4 845 387</b>
<b>Surplus/(Deficit)</b>	<b>67 106</b>	<b>(345 662)</b>	<b>(343 337)</b>	<b>(1 040 853)</b>	<b>(542 559)</b>	<b>(829 750)</b>	<b>(765 638)</b>

Data provided by the Road Accident Fund

### Cross-Border Road Transport Agency

The Cross-Border Road Transport Agency regulates cross-border passenger, freight and road transport. It facilitates the establishment of co-operative and consultative relationships and structures between public and private sector institutions with an interest in cross-border road transport. The Agency is self-sustaining, receiving a levy on cross-border traffic flows.

### South African Maritime Safety Authority

The Department also supervises the activities of the South African Maritime Safety Authority, which aims to ensure the safety of life and property at sea, prevent oil pollution by ships, and promote South Africa as a maritime nation. The Authority derives its funding from a combination of government service fees (about R6 million a year); direct user charges, which account for about 11 per cent of its operating income; and levies on ships calling at South African ports, which account for 75 per cent of total revenue. The Authority's total revenue is estimated to be R53 million a year over the medium term.

### South African Civil Aviation Authority

The primary purpose of the South African Civil Aviation Authority is to promote, regulate and support high levels of safety throughout the civil aviation industry. Its core activities relate to overseeing aviation safety for operations, aircraft, personnel, airports and airspace. The Authority receives transfers as subsidies and user charges for ministerial directives on aircraft accident investigations. These declined from R10 million in 2000/01 to R5,4 million in 2002/03. In the medium term, they are projected to grow to R6,4 million by 2005/06. The Authority receives most



of its revenue from industry user fees and levies, and total revenue is projected to increase from R73 million in 2002/03 to about R105 million in 2005/06. The Authority targets a ratio of 60 per cent of total budget from government and industry user fees, and 40 per cent from levies.

### **Urban Transport Fund**

The Urban Transport Fund (UTF) was established in terms of the Urban Transport Act (78 of 1977), and is used for a variety of urban transport projects. An annual budget is submitted to the Minister of Transport for approval after funds have been allocated to the Department's budget through Parliament. The projects funded by the UTF vary from planning to capital investment, such as the extension of the Khayelitsha line. The Department is currently considering the future of the UTF and a strategic decision will be made before the next Budget allocation.

### **Road Traffic Management Corporation**

The Road Traffic Management Corporation Act (20 of 1999) provided for the establishment of the Road Traffic Management Corporation (RTMC). Recognising the importance of the regulation of public transport and road traffic for the development, safety, and quality of life of all South Africans, the RTMC was created:

- To enhance the overall quality of road traffic management and service provision
- To strengthen co-operation and co-ordination between the national, provincial and local spheres of Government in the management of road traffic
- To maximise the effectiveness of provincial and local government efforts, particularly in road traffic law enforcement
- To create business opportunities, particularly for the previously disadvantaged sectors, to supplement public sector capacity
- To guide and sustain the expansion of private sector investment in road traffic management.

### **Airports Company of South Africa**

The Airports Company of South Africa Ltd (Acsa) was established in terms of the Airports Company Act (44 of 1993) and has three core activities:

- Airport services: including the provision and maintenance of runways, taxi-ways, and aprons, terminal facilities, and security, fire and rescue services
- Retail activities: including the provision of space within terminals to appropriate retailers (generally through turnover-related concessions), and 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, as well as functioning as commercial landlords.

As a registered company, Acsa's activities are self-financing.

### **Air Traffic and Navigation Services Company**

The Air Traffic and Navigation Services Company Ltd 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 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 Company does not receive government transfers and derives its funding from its operations.

## **Annexure**

### **Vote 33: Transport**

Table 33.10: Summary of expenditure trends and estimates per programme

Table 33.11: Summary of expenditure trends and estimates per economic classification

Table 33.12: Summary of expenditure trends and estimates per standard item

Table 33.13: Summary of personnel numbers and costs

Table 33.14: Summary of expenditure on training

Table 33.15: Summary of information and communications technology expenditure

Table 33.16: Summary of conditional grants to local government (municipalities)

Table 33.17: Summary of expenditure on infrastructure

Table 33.10: Summary of expenditure trends and estimates per programme

	Expenditure outcome				Main appropriation	Additional appropriation	Adjusted appropriation	Revised estimate	Medium-term expenditure estimate			
	Audited	Audited	Preliminary outcome	Current					Capital	Total		
R thousand	1999/00	2000/01	2001/02		2002/03				2003/04		2004/05	2005/06
1 Administration	31 651	38 686	48 322		54 082	7 024	61 106	60 506	67 681	1 002	68 683	73 641
2 Land Transport Management	966 270	758 824	1 173 625		1 322 442	53 115	1 375 557	1 361 801	1 013 363	445 886	1 459 249	1 532 678
3 Transport Policy and Regulation	104 089	101 259	86 950		127 012	51 119	178 131	176 351	146 485	110	146 595	162 872
4 Public Transport and Planning	2 959 611	3 200 706	3 628 031		3 840 139	377 308	4 217 447	4 175 583	3 777 650	706 532	4 484 182	5 048 331
Total	4 061 621	4 099 475	4 936 928		5 343 675	488 566	5 832 241	5 774 241	5 005 179	1 153 530	6 158 709	6 817 522
Change to 2002 Budget Estimate							488 566	430 566			535 144	554 942

Table 33.11: Summary of expenditure trends and estimates per economic classification

	Expenditure outcome			Main appropriation	Additional appropriation	Adjusted appropriation	Revised estimate	Medium-term expenditure estimate			
	Audited	Audited	Preliminary outcome					Current	Capital	Total	
	1999/00	2000/01	2001/02								
R thousand	3 694 004	3 803 354	3 988 141	4 351 028	299 788	4 650 816	4 611 356	5 005 179	2003/04	2004/05	2005/06
Current											
Personnel	31 540	34 205	40 830	65 681	(1 500)	64 181	63 551	81 353	-	88 138	95 932
Salaries and wages	27 019	29 950	36 036	60 396	(1 500)	58 896	58 316	72 025	-	78 414	85 555
Other	4 521	4 255	4 794	5 285	-	5 285	5 235	9 328	-	9 724	10 377
Transfer payments	3 538 143	3 656 992	3 827 183	4 038 729	240 309	4 279 038	4 243 918	4 652 843	-	4 953 061	5 233 710
Subsidies to business enterprises	1 616 125	1 761 514	1 379 274	1 397 585	179 000	1 576 585	1 560 825	1 691 031	-	1 891 472	1 992 541
Other levels of government	-	-	-	-	-	-	-	-	-	-	-
social security funds	-	-	-	-	-	-	-	-	-	-	-
universities and technicians	-	5 942	6 773	5 693	2 500	8 193	8 113	8 439	-	6 306	6 684
extra-budgetary institutions	1 909 623	1 888 093	2 432 599	2 625 451	56 809	2 682 260	2 663 100	2 942 873	-	3 044 783	3 223 385
provincial government	-	-	-	-	-	-	-	-	-	-	-
local government	-	-	-	-	-	-	-	-	-	-	-
Households and non-profit institutions	12 395	1 443	8 537	10 000	2 000	12 000	11 880	10 500	-	10 500	11 100
Foreign countries and international credit institutions	-	-	-	-	-	-	-	-	-	-	-
Other	124 321	112 157	120 128	246 618	60 979	307 597	303 887	270 983	-	274 443	290 277
Capital	367 617	296 121	948 787	992 647	188 778	1 181 425	1 162 885	-	1 153 530	1 135 530	1 197 603
Transfer payments	345 113	267 487	902 040	991 116	188 000	1 179 116	1 160 576	-	1 151 226	1 133 300	1 195 298
Other levels of government	30 133	22 109	38 211	39 744	-	39 744	39 744	-	9 100	-	-
Other capital transfers	314 980	245 378	863 829	951 372	188 000	1 139 372	1 120 832	-	1 142 126	1 133 300	1 195 298
Movable capital	22 504	28 634	46 747	1 531	778	2 309	2 309	-	2 304	2 230	2 305
Motor vehicles (transport)	-	361	-	-	-	-	-	-	-	-	-
Equipment - Computers	-	922	3 356	1 020	313	1 333	1 333	-	1 124	1 087	1 127
Equipment - Other office equipment	-	979	769	511	425	936	936	-	1 180	1 143	1 178
Other	22 504	26 372	42 622	-	40	40	40	-	-	-	-
Fixed capital	-	-	-	-	-	-	-	-	-	-	-
Land	-	-	-	-	-	-	-	-	-	-	-
Buildings	-	-	-	-	-	-	-	-	-	-	-
Infrastructure	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-
Total	4 061 621	4 099 475	4 936 928	5 343 675	488 566	5 832 241	5 774 241	5 005 179	1 153 530	6 451 172	6 817 522

Table 33.12: Summary of expenditure trends and estimates per standard item

	Expenditure outcome				Main appropriation	Additional appropriation	Adjusted appropriation	Revised estimate	Medium-term expenditure estimate		
	Audited	Audited	Preliminary outcome	Current					Capital	Total	
	1999/00	2000/01	2001/02								
R thousand	1999/00	2000/01	2001/02			2002/03			2003/04	2004/05	2005/06
Personnel	31 540	34 205	40 830	65 681	(1 500)	64 181	63 551	81 353	–	81 353	95 932
Administrative	13 613	15 352	25 406	21 587	7 420	29 007	28 717	35 089	–	35 089	39 341
Inventories	4 004	4 716	3 621	8 671	130	8 801	8 711	9 159	–	9 159	10 368
Equipment	1 513	3 772	5 213	3 775	919	4 694	4 644	2 542	2 304	4 846	4 846
Land and buildings	–	–	–	–	–	–	–	–	–	–	–
Professional and special services	126 423	116 892	129 063	214 114	53 288	267 402	264 122	224 191	–	224 191	238 025
Transfer payments	3 883 256	3 924 479	4 729 223	5 029 845	428 309	5 458 154	5 404 494	4 652 843	1 151 226	5 804 069	6 429 008
Miscellaneous	1 272	59	3 572	2	–	2	2	2	–	2	2
Total	4 061 621	4 099 475	4 936 928	5 343 675	488 566	5 832 241	5 774 241	5 005 179	1 153 530	6 158 709	6 817 522

Table 33.13: Summary of personnel numbers and costs<sup>1</sup>

Personnel numbers	1999/00	2000/01	2001/02	2002/03	2003/04
1 Administration	100	106	109	110	153
2 Land Transport Management	85	84	101	101	131
3 Transport Policy and Regulation	32	39	56	55	94
4 Public Transport and Planning	15	15	15	15	38
Total	232	244	281	281	416
Total personnel cost (R thousand)	31 540	34 205	40 830	64 181	81 353
Unit cost (R thousand)	135.9	140.2	145.3	228.4	195.6

<sup>1</sup> Full-time equivalent

Table 33.14: Summary of expenditure on training

	Expenditure outcome			Adjusted appropriation	Medium-term expenditure estimate		
	Audited	Audited	Preliminary outcome		2003/04	2004/05	2005/06
R thousand	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
1 Administration	747	350	374	3 451	3 011	2 864	3 036
2 Land Transport Management	219	225	233	–	–	–	–
3 Transport Policy and Regulation	129	179	202	–	–	–	–
Total	1 095	754	809	3 451	3 011	2 864	3 036

Table 33.15: Summary of information and communications technology expenditure

	Expenditure outcome		Medium-term expenditure estimate			
	2001/02	Adjusted appropriation	2002/03	2003/04	2004/05	2005/06
R thousand	489	637	637	311	244	270
1 Administration	489	637	637	311	244	270
Technology	–	–	–	–	–	–
IT services	–	–	–	–	–	–
2 Land Transport Management	314	285	285	425	463	472
Technology	314	285	285	425	463	472
IT services	–	–	–	–	–	–
3 Transport Policy and Regulation	2 553	98	98	80	80	85
Technology	2 553	98	98	80	80	85
IT services	–	–	–	–	–	–
4 Public Transport and Planning	312	177	177	177	188	200
Technology	312	177	177	177	188	200
IT services	–	–	–	–	–	–
Total	3 668	1 197	1 197	993	975	1 027

Table 33.16: Summary of conditional grants to local government (municipalities) <sup>1</sup>

	Expenditure outcome				Adjusted appropriation	Medium-term expenditure estimate		
	Audited	Audited	Preliminary outcome			2003/04	2004/05	2005/06
R thousand	1999/00	2000/01	2001/02		2002/03			
4 Public Transport and Planning								
Urban Transport Fund	30 133	22 109	38 211		39 744	9 100	-	-
Total	30 133	22 109	38 211		39 744	9 100	-	-

<sup>1</sup> Detail provided in the Division of Revenue Act, 2003.

Table 33.175: Summary of expenditure on infrastructure

R thousand	Projects	Description	Expenditure outcome			Adjusted appropriation	Medium-term expenditure estimate		
			1999/00	2000/01	2001/02		2003/04	2004/05	2005/06
Infrastructure programmes or large infrastructure projects Small project groups Infrastructure transfers - Infrastructure Management  - Public Transport Operations			-	-	-	-	-	-	-
			-	-	-	-	-	-	-
			899 944	701 081	1 557 777	1 894 064	1 935 556	1 895 789	2 003 536
		SANRAL - Transfer	733 744	701 081	873 612	1 061 064	1 270 556	1 240 789	1 315 236
		SANRAL - Lubombo SDI	25 000	-	100 000	-	-	-	-
		SANRAL - Disaster and poverty relief, Job summit	141 200	-	94 000	100 000	-	-	-
		SANRAL - Upgrade 14 border posts	-	-	-	42 000	-	-	-
		Rail operations: Rolling stock	-	-	40 000	120 000	100 000	100 000	100 000
		Rail operations: Rail extensions	-	-	-	86 000	-	-	-
		Rail operations: Recapital of infrastructure	-	-	450 165	485 000	565 000	555 000	588 300
Sub-total			899 944	701 081	1 557 777	1 894 064	1 935 556	1 895 789	2 003 536
Fixed installations transferred to households Maintenance on infrastructure			-	-	-	-	-	-	-
			-	-	-	-	-	-	-
Total			899 944	701 081	1 557 777	1 894 064	1 935 556	1 895 789	2 003 536