

Vote 32

Transport

Amount to be appropriated	R5 343 675 000
Statutory appropriations	-
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 national transport system, which is responsive, accountable and transparent to all key stakeholders.

Key objectives and programmes

The existence of well-maintained transport infrastructure servicing the needs of commuters and freight transporters is a precondition for a successful economy. The aim of the Department of Transport is to provide a safe, reliable and fully integrated transport system, to serve as a platform for economic growth, with improving levels of service and lower costs to users.

The Department's overall objective is to expand and improve transport infrastructure and public transport, and to enhance the safety of all users. Specific objectives are:

- To increase access to, and the affordability of, public transport
- To plan, develop and maintain transport infrastructure to contribute to economic growth
- To promote reforms in order to create a reliable, safe and integrated transport system
- To cater for users with special needs
- To develop and implement a comprehensive rural transport strategy

These objectives are met through the activities of three programmes:

- *Administration* provides for policy formulation by the Minister and senior management, as well as for a variety of support and administrative services to the Department.
- *Regulation and Safety* oversees the activities of the departmental agencies and functions in the fields of road traffic management, as well as aviation and maritime regulation.
- *Policy, Strategy and Implementation* is responsible for transport policy, land transport planning, and providing subsidies for public transport.

Strategic overview and key policy developments: 1998/99 – 2004/05

Transport infrastructure in South Africa is deeply affected by the disparities arising from the previous patterns of spatial development. Members of poor communities often have to travel long distances, generally relying on public transport, which consumes a relatively large proportion of their disposable income. Overcoming these distortions in the interests of equity and economic growth is the central challenge facing the Department.

Transport subsidies are a potentially important tool for improving efficiency, access and equity. However, historically, they have been targeted loosely and implemented selectively. The Department is now trying to target subsidies at those with the greatest need to maximise the

economic and social gains. A major challenge is the phasing in of new contracts for bus subsidies in place of the interim contracts that have proved to be unaffordable and difficult to manage, while ensuring that subsidies remain affordable and are better targeted.

The Department is also continuing to work on improving the road network, ensuring that it is well maintained and safe. A new National Roads Plan is being developed, indicating the importance of roads to the economy. Rail transport, however, also has an important role to play, and the Department will continue to support the development of a rail network that is efficient, sustainable and competitive.

During 2001/02, the Department introduced pilot projects for non-motorised transport, starting with a bicycle project which focuses on learners in sparsely populated areas. In order to sustain the project, NGOs and SMMEs will be drawn in as partners, technical advisors and suppliers.

The National Land Transport Transition Act (22 of 2000) provides a basis for integrated transport planning to ensure that national and local goals are met. A strategic framework for the development of land transport is being developed to inform the building of platforms for high and low density corridors, and to ensure an environment conducive to inter-modal feeder systems.

Improving the safety of people using the transport system – particularly on the roads – is of critical importance. In order to address road safety issues, the Department has embarked on its Road to Safety Strategy: 2001–2005. One of the strategy's most important components is the 'Arrive Alive' programme, which is now operational throughout the year.

Another safety initiative is the taxi recapitalisation project, which is replacing the current ageing taxi fleet with new 18 and 35-seater minibuses. This will be implemented in partnership with the Department of Trade and Industry. Ongoing inter-departmental processes are under way to ensure that the programme is affordable and sustainable in the long run. It is envisaged that the programme will be completely rolled out by 2006/07.

The Department is creating a Rail Safety Regulator to enhance the safety of goods and people in rail transportation. It will also establish a Port Regulator, which will oversee the functioning of the Port Authority, which is the sole provider of port infrastructure and some marine services.

In seeking to enhance efficiency and sustainability, several public-private partnerships have been implemented, including:

- Build-operate-transfer projects in the construction of national toll roads
- Partnerships for maritime search-and-rescue operations, and maritime pollution control
- The National Traffic Information System

A growing need has emerged for an integrated transport system that goes beyond South Africa's borders into the Southern African region. Transport agencies are seeking ways to make the international components of the transport system responsive to the needs of commerce and communities by promoting smooth cross-border traffic flows, improving aviation safety and building partnerships for maritime search-and-rescue.

A Commission of Inquiry has been reviewing the policies governing the Road Accident Fund, and its operations. It is expected to report its findings in 2002/03.

Expenditure estimates

Table 32.1: Transport

Programme	Expenditure outcome					Medium-term expenditure estimate		
	Audited	Audited	Preliminary	Adjusted	Revised			
R thousand	1998/99	1999/00	2000/01	2001/02		2002/03	2003/04	2004/05
1 Administration	37 394	31 651	38 686	51 429	48 438	54 082	58 093	61 829
2 Regulation and Safety	858 283	1 055 376	846 456	1 301 256	1 223 581	1 413 542	1 508 143	1 471 541
3 Policy, Strategy and Implementation	2 657 408	2 974 594	3 214 333	3 692 602	3 692 602	3 876 051	4 057 329	4 362 860
Total	3 553 085	4 061 621	4 099 475	5 045 287	4 964 621	5 343 675	5 623 565	5 896 230
Change to 2001 Budget Estimate				395 576	314 910	348 613	333 897	

Economic classification

Current	2 805 165	3 113 970	3 347 660	3 401 592	3 320 926	3 595 597	3 744 634	4 054 871
Personnel	41 660	31 540	34 206	49 481	38 806	65 681	69 150	65 283
Transfer payments	2 630 080	2 958 109	3 201 289	3 154 337	3 154 337	3 284 037	3 446 991	3 749 110
Other current	133 425	124 321	112 165	197 774	127 783	245 879	228 493	240 478
Capital	747 920	947 651	751 815	1 643 695	1 643 695	1 748 078	1 878 931	1 841 359
Transfer payments	716 065	925 147	723 190	1 606 545	1 606 545	1 745 808	1 877 088	1 839 813
Acquisition of capital assets	31 855	22 504	28 625	37 150	37 150	2 270	1 843	1 546
Total	3 553 085	4 061 621	4 099 475	5 045 287	4 964 621	5 343 675	5 623 565	5 896 230

Standard items of expenditure

Personnel	41 660	31 540	34 206	49 481	41 806	65 681	69 150	65 283
Administrative	12 286	13 613	15 352	21 947	21 947	21 587	22 598	22 844
Inventories	7 523	4 004	4 715	8 130	5 130	8 671	9 142	9 468
Equipment	2 120	1 513	3 772	3 479	3 479	3 775	3 940	3 689
Land and buildings	-	-	-	-	-	-	-	-
Professional and special services	142 537	126 423	116 892	201 366	131 366	214 114	194 654	206 021
Transfer payments	3 346 145	3 883 256	3 924 479	4 760 882	4 760 882	5 029 845	5 324 079	5 588 923
Miscellaneous	814	1 272	59	2	11	2	2	2
Total	3 553 085	4 061 621	4 099 475	5 045 287	4 964 621	5 343 675	5 623 565	5 896 230

Expenditure trends

The allocation to the Department of Transport increases from R3,6 billion in 1998/99 to R5,9 billion in 2004/05. The average increase of 8,8 per cent a year is in line with Government's policy of increasing allocations for the maintenance and development of infrastructure.

Cabinet approved allocations in the 2001 Adjustment Estimate of R395,5 million. This included R55,6 million rolled over from the previous year; unavoidable and unforeseeable expenditure of R250,0 million for bus and rail subsidies; an allocation of R50,0 million for the completion of the Lubombo Spatial Development Initiative; and R40,0 million for the South African Commuter Rail Corporation for the refurbishment of rolling stock.

The major driver of the Department's budget is bus and rail subsidies, with total funding of R3,7 billion in 2002/03. This includes additional funding of R140,0 million for rail infrastructure and R150 million for bus subsidies, changing the estimates published in the 2001 Budget. In 2003/04 and 2004/05, spending on rail infrastructure will increase by a further R130 million and R200 million, and bus subsidies will increase by R160 million and R170 million. This will enable

the Department to maintain the current contracts and to cover the escalation cost as prescribed in the contracts.

Departmental receipts

Departmental receipts arise mainly from dividend payments from the state owned enterprises in which the Department is a shareholder. Total earnings from receipts fell from a high of R120 million in 1999/00 to a low of R29 million in 2001/02, and are forecast to grow to about R65 million over the next three years. The bulk of the variation in receipts 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 32.2: Departmental receipts

R thousand	Revenue outcome				Medium-term revenue estimate		
	Audited	Audited	Preliminary	Adjusted	2002/03	2003/04	2004/05
	1998/99	1999/00	outcome	appropriation			
Non-tax revenue	27 783	120 383	97 047	29 060	65 014	66 101	68 293
Property income	175	85	47 602	3 260	38 500	39 200	40 500
Sales of goods and services	25 232	117 638	48 575	25 884	25 834	26 181	27 063
Miscellaneous	2 376	2 660	870	(84)	680	720	730
Financial transactions (recovery of loans and advances)	1 284	475	883	194	200	206	212
Total departmental receipts	29 067	120 858	97 930	29 254	65 214	66 307	68 505

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's personnel, finances, structure and procedures. The programme also plays a role in building capacity, supporting Centres of Development at a number of tertiary institutions, and supporting the Transport Sector Education and Training Authority.

Expenditure estimates

Table 32.3: Administration

Subprogramme	Expenditure outcome				Medium-term expenditure estimate		
	Audited	Audited	Preliminary	Adjusted	2002/03	2003/04	2004/05
	1998/99	1999/00	outcome	appropriation			
R thousand							
Minister ¹	475	498	498	646	685	722	759
Management	6 195	7 578	9 458	9 453	10 423	10 867	11 487
Corporate Services	28 943	22 131	27 575	40 459	41 952	45 435	48 457
Government Motor Transport	1 781	1 444	1 155	871	1 022	1 069	1 126
Total	37 394	31 651	38 686	51 429	54 082	58 093	61 829
Change to 2001 Budget Estimate				14 034	20 170	22 576	

¹ Payable as from 1 April 2001. Salary: R516 812. Car allowance: R129 203.

R thousand	Expenditure outcome				Medium-term expenditure estimate		
	Audited	Audited	Preliminary	Adjusted	2002/03	2003/04	2004/05
	1998/99	1999/00	outcome	appropriation			
			2000/01	2001/02			
Economic classification							
Current	37 380	31 651	36 811	42 811	52 412	56 825	60 840
Personnel	15 094	13 754	16 177	17 966	21 920	23 845	25 156
Transfer payments	1 624	–	5 942	–	5 693	5 949	6 306
Other current	20 662	17 897	14 692	24 845	24 799	27 031	29 378
Capital	14	–	1 875	8 618	1 670	1 268	989
Transfer payments	9	–	–	7 454	–	–	–
Acquisition of capital assets	5	–	1 875	1 164	1 670	1 268	989
Total	37 394	31 651	38 686	51 429	54 082	58 093	61 829

Standard items of expenditure

Personnel	15 094	13 754	16 177	17 966	21 920	23 845	25 156
Administrative	5 080	6 307	7 805	6 970	6 040	6 846	7 383
Inventories	745	763	1 002	1 106	1 461	1 484	1 568
Equipment	1 281	824	2 968	1 838	1 706	1 749	1 851
Land and buildings	–	–	–	–	–	–	–
Professional and special services	13 077	8 996	4 733	16 093	17 260	18 218	19 563
Transfer payments	1 633	–	5 942	7 454	5 693	5 949	6 306
Miscellaneous	484	1 007	59	2	2	2	2
Total	37 394	31 651	38 686	51 429	54 082	58 093	61 829

Policy developments

The capacity development programmes that were funded through *Policy, Strategy and Implementation* have been centralised under departmental management, and are now funded through *Administration*. In addition, the Department now makes transfers to educational institutions to support students specialising in transport studies. Approximately R5,6 million is transferred to these institutions.

Expenditure trends

The average annual growth rate of *Administration* is 6,3 per cent from 2001/02 to 2004/05, which is slightly more than the average growth of the Department's budget.

Programme 2: Regulation and Safety

Regulation and Safety facilitates the development of safe, efficient and internationally competitive air transport and maritime industries, and promotes safe and efficient roads and road use. Programme activities are funded through 12 subprogrammes:

- Regulation and International Cooperation maintains institutional arrangements in the aviation and maritime industries to ensure safe, effective and efficient regulation, as well as a search-and-rescue capability.
- Air Transport Regulation regulates international air transport.
- Aviation and Maritime Regulation, Management and Administration provides and manages financial and administrative services to the aviation and maritime sectors.
- The Agencies subprogramme funds and monitors a portfolio of entities involved in the management of transport infrastructure and services.

- The Road Traffic Management Corporation (RTMC) will promote proper control over road traffic management around the country.
- The Road Traffic Information System subprogramme supports the administration of traffic legislation to enhance quality and safety in road traffic, and manages a database of relevant information.
- Road Traffic Operation Policy and Information Management develops and administers road traffic policy, legislation and information systems, controls the issuing of drivers' licences, and manages the various inspectorates.
- The Road Traffic Management Strategy subprogramme coordinates and promotes quality and safety in road traffic.
- The Road Traffic Administration Services subprogramme provides a financial management and general administrative service to the road traffic management subprogrammes.
- Land and Rail Transport Infrastructure/Operation Management oversees the National Road Agency and the Cross-Border Road Transport Agency, and undertakes investigations into serious road and rail accidents.
- The National Transport Commission subprogrammen provides for the Transport Appeals Tribunal, which contributes to policy formulation and administers some road transport legislation.
- Administrative Adjudication of Road Traffic Offences provides for a scheme to discourage road traffic contravention through more efficient adjudicating of road traffic infringements and fine collection.

Expenditure estimates

Table 32.4: Regulation and Safety

Subprogramme	Expenditure outcome				Adjusted appropriation	Medium-term expenditure estimate		
	Audited	Audited	Preliminary outcome			2002/03	2003/04	2004/05
R thousand	1998/99	1999/00	2000/01	2001/02				
Regulation and International Co-operation	7 757	5 735	6 632	9 322		11 152	12 095	13 356
Air Transport Regulation	-	3 085	2 266	5 623		6 041	6 596	6 859
Aviation and Maritime Regulation Management And Administration Agencies	-	1 083	1 287	1 920		2 106	2 104	2 160
SA Civil Aviation Authority: Subsidy and aircraft accident investigation	36 405	13 000	10 000	7 039		5 442	5 687	6 028
SA National Roads Agency	658 451	900 058	701 149	1 067 761		1 161 219	1 270 718	1 240 961
SA Maritime Safety Authority Government Contracts	54 247	57 848	62 533	60 894		60 135	62 841	66 612
SAMSA: Subsidy and Services	14 207	8 355	4 514	5 985		6 224	6 504	6 894
Cross-Border Road Transport Agency	7 930	2 096	-	-		-	-	-
Road Traffic Management Corporation	-	3 627	47	3 098		3 324	3 473	3 681
Road Traffic Information System								
Administration	320	694	1 313	1 642		1 910	2 009	2 128
Contractor Services	31 850	22 504	26 313	35 350		54 774	57 522	60 974
Consultant Services	16 980	13 888	10 921	16 214		-	-	-
Road Traffic Operation Policy and Information Management	818	3 503	2 494	32 969		34 850	37 550	23 960
Road Traffic Management Strategy	21 337	15 102	11 120	31 687		37 128	28 249	24 565
Road Traffic Administration Services	7 306	3 290	3 740	5 649		5 605	5 843	6 052
Land and Rail Transport Infrastructure/Operation Management	365	1 061	1 350	1 644		5 014	5 258	5 523
National Transport Commission	310	447	301	1 459		1 618	1 694	1 788
National Sea Rescue Institute	-	-	400	-		-	-	-
Administration of Adjudication of Road Traffic Offences	-	-	76	13 000		17 000	-	-
Total	858 283	1 055 376	846 456	1 301 256		1 413 542	1 508 143	1 471 541
Change to 2001 Budget Estimate				67 174		39 723	23 529	

R thousand	Expenditure outcome				Medium-term expenditure estimate		
	Audited	Audited	Preliminary	Adjusted	2002/03	2003/04	2004/05
	1998/99	1999/00	outcome	appropriation			
			2000/01	2001/02			
Economic classification							
Current	168 111	132 928	118 771	197 753	251 976	237 114	230 303
Personnel	22 326	12 603	12 571	20 003	30 096	31 139	25 098
Transfer payments	39 697	23 701	14 914	50 622	48 490	34 857	26 348
Other current	106 088	96 624	91 286	127 128	173 390	171 118	178 857
Capital	690 172	922 448	727 685	1 103 503	1 161 566	1 271 029	1 241 238
Transfer payments	658 322	899 944	701 081	1 067 612	1 161 064	1 270 556	1 240 789
Acquisition of capital assets	31 850	22 504	26 604	35 891	502	473	449
Total	858 283	1 055 376	846 456	1 301 256	1 413 542	1 508 143	1 471 541

Standard items of expenditure

Personnel	22 326	12 603	12 571	20 003	30 096	31 139	25 098
Administrative	6 314	5 236	6 096	12 122	13 305	13 642	13 147
Inventories	6 475	3 154	3 587	6 639	6 819	7 239	7 455
Equipment	678	481	581	1 127	1 527	1 635	1 249
Land and buildings	-	-	-	-	-	-	-
Professional and special services	124 202	110 075	107 626	143 131	152 241	149 075	157 455
Transfer payments	698 019	923 645	715 995	1 118 234	1 209 554	1 305 413	1 267 137
Miscellaneous	269	182	-	-	-	-	-
Total	858 283	1 055 376	846 456	1 301 256	1 413 542	1 508 143	1 471 541

Policy developments

Greater road safety awareness has been generated through the activities of the 'Arrive Alive' campaign. The Department will now sustain the campaign as a year-round traffic law enforcement and communication programme. It will form part of the comprehensive 'Road to Safety' strategy, the first elements of which will be implemented during 2002/03.

'Road to Safety' marks a new policy direction for the Department. It focuses on three key elements: the road environment, the road user and the vehicle. This approach addresses the most acute problems in the current system, and has identified a range of factors that would result in a safer road environment. These include the development of new statutory and regulatory norms, improved road conditions, improved compliance with and enforcement of the law, and increased public awareness.

The 'Road to Safety' strategy involves the creation of the Road Traffic Management Corporation (RTMC) that will be responsible for vehicle registration, traffic information systems, public communication and traffic law enforcement. The Road Traffic Management Corporation will be set up under a shareholder committee consisting of the national Minister of Transport, the provincial Transport MECs and the South African Local Government Association.

The process for adjudicating road traffic offences has been reformed and is now administrative, rather than judicial. The Road Traffic Infringement Agency will serve as the collection agency for outstanding traffic fines and adjudicate contested traffic offences. This is supposed to be a more efficient and effective system for administering traffic offences.

Expenditure trends

Transfers to the National Roads Agency (NRA) rise to an average of 11,1 per cent a year from 1998/99 to 2004/05, from R658,4 million to R1,2 billion as more funds are allocated to building and maintaining roads. Over the medium term, these transfers consume 83,6 per cent of

programme expenditure, against an average of 81,9 per cent between 1998/99 and 2001/02, reflecting the increasing priority accorded to this function. Contractual obligations for the prevention of oil pollution at sea and the maintenance of the National Traffic Information System account for an average of 9,5 per cent of programme expenditure.

The allocation for poverty relief and infrastructure investment amounts to R100 million in both 2002/03 and 2003/04. Capital transfer payments grow significantly by 15,3 per cent a year between 2000/01 and 2004/05, in response to the National Roads Agency baseline correction.

Key outputs, indicators and targets

Regulation and Safety

Function	Output	Output measure/indicator	Target
Transportation safety and the environment	Improved road safety for road users	Accidents and casualties	5% reduction in road casualties
	Legislative, physical, institutional and systems outputs defined in 'Road to Safety' strategy	Implementation of 2002/03 outputs defined in 'Road to Safety' strategy	100% implementation of 2002/3 outputs defined in 'Road to Safety' strategy
	Road Traffic Management Corporation and Road Traffic Infringement Agency operational	Functioning institutions	Fully functioning by year-end
	Improved regional air and maritime safety	Various bilateral search-and-rescue agreements Agreement on ownership, structure and location of Upper Airspace Control Centre	Agreements signed by 2002
Road infrastructure and road transport regulation	Facilitate the construction and maintenance of the primary network of national roads	Kilometres of new roads constructed, kilometres of existing roads adequately maintained and rehabilitated	Ensure 80% compliance by the road building agencies with the annual business plan
	Promote cross-border transportation of freight and passengers in terms of the annual agreement between the Minister and the Cross-Border Road Transport Agency	Number of permits issued and number of bi-lateral and multilateral agreements finalised and implemented	Ensure 85% compliance by the agencies with the business plan
	Receive and consider compensation claims from road accident victims, and conduct investigations as necessary	Percentage of annual claims successfully concluded	60% or more of the claims successfully concluded
Aviation and Maritime Regulation, management and administration	Improved international access to and from South Africa by air, and efficient licensing and implementation of all air travel	Adequate air transport services to and from South Africa	7,5% capacity growth on major international routes to and from South Africa

'Arrive Alive' has shown some success in the past two years in reducing the number of vehicles involved in crashes and the number of recorded fatalities, with an 8,6 per cent decline in the number of fatal crashes in the 2000/01 festive season compared to the previous year. Over the same period, the number of vehicles involved in crashes also declined by 24,6 per cent. The key challenge now is to sustain these reductions.

Other major achievements include the Maputo Development Corridor; the N3 road project, officially opened in December 2001; the N4 Platinum Highway; 1 300 kilometres of road being upgraded, rehabilitated and maintained; and the building of the Maputo and Moamba toll plazas and the Nelspruit Maintenance Centre.

Programme 3: Policy, Strategy and Implementation

The *Policy, Strategy and Implementation* programme develops, monitors and promotes the implementation of transport policy and strategy; oversees the payment of bus and rail subsidies; provides support for information and research services; and promotes planning for inter-modal land transport infrastructure and operations through the Urban Transport Fund.

Expenditure estimates

Table 32.5: Policy, Strategy and Implementation

Subprogramme	Expenditure outcome				Medium-term expenditure estimate		
	Audited	Audited	Preliminary	Adjusted	2002/03	2003/04	2004/05
	1998/99	1999/00	outcome				
R thousand							
Passenger Transport Policy Development	1 551	6 370	7 311	20 923	11 336	9 554	10 180
Freight Transport Policy Development	582	888	1 347	5 239	5 833	6 118	6 481
Strategic Support	29 452	6 816	4 573	9 499	18 042	9 473	10 036
Implementation							
Transport Policy Implementation	-	-	4 854	24 897	25 078	26 057	27 669
Freight Policy Implementation	-	909	396	588	701	736	780
Passenger Transport Operations: Bus	1 153 514	1 322 563	1 425 700	1 714 796	1 806 724	1 894 000	2 008 040
Passenger Transport Operations: Rail	1 404 820	1 594 770	1 747 000	1 856 415	1 930 919	2 041 840	2 226 550
Passenger Transport Operations: Taxi	30 425	12 145	1 043	22 034	37 674	28 019	29 100
Urban Transport Fund	37 064	30 133	22 109	38 211	39 744	41 532	44 024
Total	2 657 408	2 974 594	3 214 333	3 692 602	3 876 051	4 057 329	4 362 860
Change to 2001 Budget Estimate				314 368	288 720	287 792	

Economic classification

Current	2 599 674	2 949 391	3 192 078	3 161 028	3 291 209	3 450 695	3 763 728
Personnel	4 240	5 183	5 458	11 512	13 665	14 166	15 029
Transfer payments	2 588 759	2 934 408	3 180 433	3 103 715	3 229 854	3 406 185	3 716 456
Other current	6 675	9 800	6 187	45 801	47 690	30 344	32 243
Capital	57 734	25 203	22 255	531 574	584 842	606 634	599 132
Transfer payments	57 734	25 203	22 109	531 479	584 744	606 532	599 024
Acquisition of capital assets	-	-	146	95	98	102	108
Total	2 657 408	2 974 594	3 214 333	3 692 602	3 876 051	4 057 329	4 362 860

Standard items of expenditure

Personnel	4 240	5 183	5 458	11 512	13 665	14 166	15 029
Administrative	892	2 070	1 451	2 855	2 242	2 110	2 314
Inventories	303	87	126	385	391	419	445
Equipment	161	208	223	514	542	556	589
Land and buildings	-	-	-	-	-	-	-
Professional and special services	5 258	7 352	4 533	42 142	44 613	27 361	29 003
Transfer payments	2 646 493	2 959 611	3 202 542	3 635 194	3 814 598	4 012 717	4 315 480
Miscellaneous	61	83	-	-	-	-	-
Total	2 657 408	2 974 594	3 214 333	3 692 602	3 876 051	4 057 329	4 362 860

Policy development

The 1996 White Paper on National Transport set principles for transport policy, which was operationalised for land transport in the National Land Transport Transition Act. A forthcoming strategic framework outlines land transport plans, and sets norms to be adopted in restructuring and realigning transport platforms in the country.

Over the medium term the Department will redesign and realign the principles and implementation policies of public transport subsidies to ensure that the subsidies directly benefit the people who need them most.

In order to promote passenger and freight rail transport, the Department will establish a rail safety management system to set standards and monitor the rail network. A rail economic regulator will be set up to regulate operators in the rail industry.

The transformation of the minibus taxi industry is one of the Department's priorities. Over 60 per cent of commuters use this mode of transport, but it has suffered from inadequate facilities, services, regulation and law enforcement. The Department is examining options for improving the state of this key transport industry.

Expenditure trends

Policy, Strategy and Implementation is the largest programme on the Vote, accounting for over 73,9 per cent of expenditure, even after reallocations in favour of the National Roads Agency. Almost all spending is devoted to bus and rail transport subsidies. Bus subsidies increase by an average of 5,4 per cent a year from R1,7 billion in 2001/02 to R2,0 billion in 2004/05, after increasing at an average rate of 14,1 per cent a year between 1998/99 and 2001/02. Rail subsidies increase by 8,0 per cent a year from 1998/99 to 2004/05.

An amount of R545 million is provided in the 2002/03 allocation for capital expenditure by the Rail Commuter Corporation to refurbish its rolling stock and upgrade train stations. A total of 176 coaches will be refurbished by April 2003. The Department has embarked on a comprehensive re-capitalisation programme in order to improve rail safety and re-launch rail transport as a viable public transport alternative.

The adjustment to the budget projections announced in the 2001 Budget include R150 million and R160 million, for 2002/03 and 2003/04 respectively, for increasing the bus subsidy, and a further R140 million and R130 million for increasing rail subsidies. An additional R10 million per year was also allocated for the taxi recapitalisation scheme.

Key outputs, indicators and targets

Policy, Strategy and Implementation

Subprogramme	Output	Output measure/indicator	Target
Passenger Transport Policy Development and Freight Transport Policy Development	Acceptance of these policies by all stakeholders	Passenger Transport Policy	Publish by September 2002
		National Rural Transport Strategy	Publish by July 2002
		National Land Transport Strategic Framework	Publish by April 2002
Implementation	Norms and standards in terms of public service transport delivery	Increased number of people using public transport	10% increase by end of 2002
		Implementation of the taxi re-capitalisation programme	Full re-capitalisation of the taxi fleet by 2006/07, with 5% reduction in accidents involving minibus taxis thereafter
	Investment into the urban renewal nodes	Number of projects successfully implemented	Implement 4 transport related projects in the urban renewal nodes by 2002

During 2001/02, nearly R400 million was allocated for upgrading Metrorail rolling stock and signalling equipment. There are currently 15 projects under way to upgrade the signalling systems at various places.

Johannesburg Park Station has seen a major upgrade, and 72 other stations across South Africa have been upgraded at a cost of R532 million.

There has been meaningful progress in the transformation of the minibus taxi industry through the 'Be Legal campaign', with taxi associations and their members registering with provincial Transport Registrars and adopting formal codes of conduct.

As part of Government's Integrated Sustainable Rural Development Programme, 55 engineering projects, were completed in the Eastern Cape and the Northern Province, mainly focused on re-gravelling rural roads, building drainage systems and carrying out minor bridge works

Public entities reporting to the Minister

South African Rail Commuter Corporation

The South African Rail Commuter Corporation is a statutory agent, which aims to provide effective and efficient rail commuter services under concessioning agreements. Its main sources of revenue are the subsidies to cover operational losses and capital expenditure. The Corporation received transfers from the Department of Transport R1,7 billion in 2000/01, and the medium term allocations are R1,7 billion, R1,8 billion and R1,9 billion. R60 million in 2001/02 and R40 million in 2002/03 for the rolling stock refurbishment project supplement these allocations. Currently the Corporation is experiencing a backlog of R16 billion for infrastructure, and an operating shortfall of R245 million per year.

Urban Transport Fund

The Urban Transport Fund 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 budget of the Department of Transport through Parliament.

South African National Roads Agency Ltd

The purpose of the South African National Roads Agency Ltd is to maintain and develop South Africa's 7000 km national road network and to manage assets with an estimated value of more than R135 billion. The enabling Act charges the Agency, a registered company, with the following principal tasks:

- To strategically plan, design, construct, operate, rehabilitate and maintain the national roads
- To deliver and maintain a world class national road network
- To generate revenues from the development and management of the 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

Table 32.6: Summary of revenue and expenditure for the South African National Roads Agency¹

	Revenue/Expenditure outcome				Medium-term estimate		
	Audited	Audited	Preliminary	Adjusted			
R thousand	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05
Revenue							
Current revenue	498 434	485 677	421 560	472 359	515 427	557 759	602 606
<i>Tax revenue</i>	–	–	–	–	–	–	–
<i>Non-tax revenue</i>	498 434	485 677	421 560	472 359	515 427	557 759	602 606
Grants received	661 974	774 944	676 081	873 612	1 061 064	1 110 556	1 162 419
Total Revenue	1 160 408	1 260 621	1 097 641	1 345 971	1 576 491	1 668 315	1 765 025

R thousand	Revenue/Expenditure outcome				Medium-term estimate		
	Audited	Audited	Preliminary	Adjusted			
	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05
Expenditure							
Current expenditure	1 342 578	1 249 942	1 053 782	1 259 782	1 349 471	1 361 493	1 358 665
<i>Remuneration of employees</i>	21 852	27 076	24 597	29 781	32 633	35 779	39 235
<i>Other goods and services</i>	771 730	693 653	601 482	714 001	736 838	691 714	664 430
<i>Interest</i>	548 996	529 213	427 703	516 000	580 000	634 000	655 000
<i>Current transfers</i>	–	–	–	–	–	–	–
Capital expenditure	–	207 597	205 871	432 510	599 450	776 500	749 309
<i>Acquisition of fixed capital assets</i>	–	207 597	205 871	432 510	599 450	776 500	749 309
<i>Capital transfers</i>	–	–	–	–	–	–	–
Total Expenditure	1 342 578	1 457 539	1 259 653	1 692 292	1 948 921	2 137 993	2 107 974
Surplus/(Deficit)	(182 170)	(196 918)	(162 012)	(346 321)	(372 430)	(469 678)	(342 949)

¹ Data provided by the South African National Roads Agency. The figures presented in this table are based on the accrual method of reporting and are therefore not strictly comparable to government cash information.

Road Accident Fund

Like its predecessors, the Road Accident Fund compensates victims of motor vehicle accidents under the terms and conditions provided for in the relevant legislation. The Fund receives a dedicated Road Accident Fund levy, which is imposed on petrol and diesel. A proposed increase of a further 5,5 cents per litre (10,8 per cent) in the levy was presented by the Fund to the National Treasury this financial year to improve the revenue. However, it was finally agreed that a 2 cents levy for both petrol and diesel would be more appropriate, given the inflation target.

The administration of the Fund and benefits payable are being reviewed and a Road Accident Fund Commission has been established to investigate ways in which the Fund can be restructured. The Commission is still investigating the restructuring process, and its findings are likely to be available before the end of 2002.

Pending the investigations, the Fund itself is investing in ways to minimise fraud and corruption. A redesigned claims management process accompanies this. Senior management also plays a more hands-on role in the finalisation of claims. The claims process is being electronically monitored, so that documents and decisions may not be interfered with anonymously. The Fund is also investing in forensic investigations: over the last few months, scores of employees have been suspended, many dismissed, and some have been successfully prosecuted by the Scorpions.

Table 32.7: Summary of revenue, expenditure and financing for the Road Accident Fund ¹

R thousand	Revenue/Expenditure outcome				Medium-term estimate		
	Audited	Audited	Preliminary	Adjusted			
	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05
Revenue							
Current revenue	2 304 124	2 361 189	2 344 130	2 628 171	3 428 538	3 560 106	3 707 279
<i>Tax revenue</i>	2 175 599	2 133 518	2 156 717	2 453 565	3 303 932	3 485 500	3 652 673
<i>Non-tax revenue</i>	128 525	227 671	187 413	174 606	124 606	74 606	54 606
Capital revenue	168	35	–	–	–	–	–
Total Revenue	2 304 292	2 361 224	2 344 130	2 628 171	3 428 538	3 560 106	3 707 279

	Revenue/Expenditure outcome				Medium-term estimate		
	Audited	Audited	Preliminary	Adjusted			
	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05
R thousand							
Expenditure							
Current expenditure	2 000 670	2 256 648	2 651 250	3 201 199	3 647 522	3 954 839	4 342 505
<i>Remuneration of employees</i>	92 970	119 424	123 778	155 974	226 162	246 517	271 169
<i>Other goods and services</i>	51 193	32 887	38 893	87 075	167 395	128 961	134 039
<i>Interest</i>	-	-	-	-	-	-	-
<i>Current transfers</i>	1 856 507	2 104 337	2 488 579	2 958 150	3 253 965	3 579 361	3 937 297
Capital expenditure	36 682	37 470	4 147	12 078	23 473	15 352	13 570
<i>Acquisition of fixed capital assets</i>	36 682	37 470	4 147	12 078	23 473	15 352	13 570
<i>Capital transfers</i>	-	-	-	-	-	-	-
Total Expenditure	2 037 352	2 294 118	2 655 397	3 213 277	3 670 995	3 970 191	4 356 075
Surplus/(Deficit)	266 940	67 106	(311 267)	(585 106)	(242 457)	(410 085)	(648 796)
Financing							
Change in cash and other balances	(266 940)	(67 106)	311 267	585 106	242 457	410 085	648 796
Total Financing	(266 940)	(67 106)	311 267	585 106	242 457	410 085	648 796

¹ Data provided by the Road Accident Fund.

Cross-Border Road Transport Agency

The Cross-Border Road Transport Agency regulates the cross-border public, freight and road market. 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. The Agency is self-sustaining, receiving a levy on cross-border traffic flows.

Air Traffic and Navigation Services Company Ltd

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 and technical training for equipment support. The Company does not receive government transfers and derives its funding from its operations.

South African Maritime Safety Authority

The Department of Transport also supervises the activities of the 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 of 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 at about R30 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 transfers are projected to decline over the medium term from R10,0 million 2000/01 to R5,7 million in 2003/04. The Authority receives most of its revenue from industry user fees and levies, and total revenue is projected to increase from R80,0 million in 2001/02 to about R90,0 million in 2003/04. The Authority targets a ratio of 60 per cent of total budget from Government and industry user fees, and 40 per cent from levies.

Airports Company of South Africa Ltd

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, together with terminal facilities, 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.

Annexure

Vote 32: Transport

Table 32.8: Summary of expenditure trends and estimates per programme

Table 32.9: Summary of expenditure trends and estimates per economic classification

Table 32.10: Summary of expenditure trends and estimates per standard item

Table 32.11: Summary of transfers and subsidies per programme

Table 32.12: Summary of personnel numbers and costs

Table 32.13: Summary of expenditure on training

Table 32.14: Summary of information and communications technology expenditure

Table 32.15: Summary of conditional grants to local government (municipalities)

Table 32.16: Summary of indirect grants to local government (municipalities)

Table 32.8: Summary of expenditure trends and estimates per programme

	Expenditure outcome			Main appropriation	Adjustments appropriation			Revised estimate	Medium-term expenditure estimate				
	Audited	Audited	Preliminary outcome		Rollovers from 2000/01	Other adjustments	Adjusted appropriation		Current	Capital	Total		
	1998/99	1999/00	2000/01	2001/02			2002/03			2003/04	2004/05		
R thousand													
1 Administration	37 394	31 651	38 686	50 866	563	–	51 429	48 438	52 412	1 670	54 082	58 093	61 829
2 Regulation and Safety	858 283	1 055 376	846 456	1 234 082	17 174	50 000	1 301 256	1 223 581	251 976	1 161 566	1 413 542	1 508 143	1 471 541
3 Policy, Strategy and Implementation	2 657 408	2 974 594	3 214 333	3 364 763	37 839	290 000	3 692 602	3 692 602	3 291 209	584 842	3 876 051	4 057 329	4 362 860
Total	3 553 085	4 061 621	4 099 475	4 649 711	55 576	340 000	5 045 287	4 964 621	3 595 597	1 748 078	5 343 675	5 623 565	5 896 230
Change to 2001 Budget Estimate							395 576	314 910			348 613	333 897	

Table 32.9: Summary of expenditure trends and estimates per economic classification

	Expenditure outcome			Main appropriation	Adjustments appropriation			Revised estimate	Medium-term expenditure estimate				
	Audited	Audited	Preliminary outcome		Rollovers from 2000/01	Other adjustments	Adjusted appropriation		Current	Capital	Total		
	1998/99	1999/00	2000/01	2001/02			2002/03			2003/04	2004/05		
R thousand													
Current	2 805 165	3 113 970	3 347 660	3 096 225	55 367	250 000	3 401 592	3 320 926	3 595 597	-	3 595 597	3 744 634	4 054 871
Personnel	41 660	31 540	34 206	49 481	-	-	49 481	38 806	65 681	-	65 681	69 150	65 283
Salaries and wages	24 678	21 650	26 557	37 754	-	-	37 754	31 614	56 391	-	56 391	58 592	54 483
Other	16 982	9 890	7 649	11 727	-	-	11 727	7 192	9 290	-	9 290	10 558	10 800
Transfer payments	2 630 080	2 958 109	3 201 289	2 856 668	47 669	250 000	3 154 337	3 154 337	3 284 037	-	3 284 037	3 446 991	3 749 110
Subsidies to business enterprises	1 404 820	1 594 770	1 727 000	1 286 250	-	100 000	1 386 250	1 386 250	1 385 919	-	1 385 919	1 476 840	1 671 550
Other levels of government													
social security funds	-	-	-	-	-	-	-	-	-	-	-	-	-
universities and technikons	1 624	-	5 942	-	-	-	-	-	5 693	-	5 693	5 949	6 306
extra-budgetary institutions	1 223 636	1 363 339	1 467 947	1 570 418	47 669	150 000	1 768 087	1 768 087	1 892 425	-	1 892 425	1 964 202	2 071 254
provincial government	-	-	-	-	-	-	-	-	-	-	-	-	-
local government	-	-	-	-	-	-	-	-	-	-	-	-	-
Households and non-profit institutions	-	-	400	-	-	-	-	-	-	-	-	-	-
Foreign countries and international credit institutions	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	133 425	124 321	112 165	190 076	7 698	-	197 774	127 783	245 879	-	245 879	228 493	240 478
Capital	747 920	947 651	751 815	1 553 486	209	90 000	1 643 695	1 643 695	-	1 748 078	1 748 078	1 878 931	1 841 359
Transfer payments	716 065	925 147	723 190	1 516 545	-	90 000	1 606 545	1 606 545	-	1 745 808	1 745 808	1 877 088	1 839 813
Other levels of government	37 064	30 133	22 109	38 211	-	-	38 211	38 211	-	39 744	39 744	41 532	44 024
Other capital transfers	679 001	895 014	701 081	1 478 334	-	90 000	1 568 334	1 568 334	-	1 706 064	1 706 064	1 835 556	1 795 789
Movable capital	31 855	22 504	28 625	36 941	209	-	37 150	37 150	-	2 270	2 270	1 843	1 546
Motor vehicles (transport)	-	-	361	-	-	-	-	-	-	-	-	-	-
Equipment - Computers	5	-	910	985	209	-	1 194	1 194	-	1 307	1 307	1 053	925
Equipment - Other office equipment	-	-	982	553	-	-	553	553	-	878	878	716	563
Other	31 850	22 504	26 372	35 403	-	-	35 403	35 403	-	85	85	74	58
Fixed capital	-	-	-	-	-	-	-	-	-	-	-	-	-
Land	-	-	-	-	-	-	-	-	-	-	-	-	-
Buildings	-	-	-	-	-	-	-	-	-	-	-	-	-
Infrastructure	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	3 553 085	4 061 621	4 099 475	4 649 711	55 576	340 000	5 045 287	4 964 621	3 595 597	1 748 078	5 343 675	5 623 565	5 896 230

Table 32.10: Summary of expenditure trends and estimates per standard item

	Expenditure outcome			Main appropriation	Adjustments appropriation			Revised estimate	Medium-term expenditure estimate				
	Audited	Audited	Preliminary outcome		Rollovers from 2000/01	Other adjustments	Adjusted appropriation		Current	Capital	Total		
	1998/99	1999/00	2000/01	2001/02			2002/03			2003/04	2004/05		
R thousand													
Personnel	41 660	31 540	34 206	49 481	-	-	49 481	41 806	65 681	-	65 681	69 150	65 283
Administrative	12 286	13 613	15 352	21 947	-	-	21 947	21 947	21 587	-	21 587	22 598	22 844
Inventories	7 523	4 004	4 715	8 130	-	-	8 130	5 130	8 671	-	8 671	9 142	9 468
Equipment	2 120	1 513	3 772	3 270	209	-	3 479	3 479	1 505	2 270	3 775	3 940	3 689
Land and buildings	-	-	-	-	-	-	-	-	-	-	-	-	-
Professional and special services	142 537	126 423	116 892	193 668	7 698	-	201 366	131 366	214 114	-	214 114	194 654	206 021
Transfer payments	3 346 145	3 883 256	3 924 479	4 373 213	47 669	340 000	4 760 882	4 760 882	3 284 037	1 745 808	5 029 845	5 324 079	5 588 923
Miscellaneous	814	1 272	59	2	-	-	2	11	2	-	2	2	2
Total	3 553 085	4 061 621	4 099 475	4 649 711	55 576	340 000	5 045 287	4 964 621	3 595 597	1 748 078	5 343 675	5 623 565	5 896 230

Table 32.11: Summary of transfers and subsidies per programme

	Expenditure outcome			Adjusted appropriation	Medium-term expenditure estimate				
	Audited	Audited	Preliminary outcome		Current	Capital	Total		
	1998/99	1999/00	2000/01		2001/02	2002/03		2003/04	2004/05
R thousand									
1 Administration	1 633	-	5 942	7 454	5 693	-	5 693	5 949	6 306
Corporate Services									
Capacity Development	1 624	-	5 942	7 454	5 693	-	5 693	5 949	6 306
Government Motor Transport	9	-	-	-	-	-	-	-	-
2 Regulation and Safety	698 019	923 645	715 995	1 118 234	48 490	1 161 064	1 209 554	1 305 413	1 267 137
Agencies									
SA Civil Aviation Authority : Subsidy and aircraft accident investigation	21 161	13 000	10 000	7 039	5 442	-	5 442	5 687	6 028
SA National Roads Agency	658 322	899 944	701 081	1 067 612	-	1 161 064	1 161 064	1 270 556	1 240 789
Aero Club	-	250	-	-	-	-	-	-	-
SA Maritime Safety Authority : Government contracts	13 536	8 355	4 514	5 985	6 224	-	6 224	6 504	6 894
Cross-Border Road Transport Agency	5 000	2 096	-	-	-	-	-	-	-
Road Traffic Management Corporation	-	-	-	3 098	3 324	-	3 324	3 473	3 681
Road Traffic Operation Policy and Information Management	-	-	-	21 500	16 500	-	16 500	19 193	9 745
National Sea Rescue Institute	-	-	400	-	-	-	-	-	-
Administration of Adjudication of Road Traffic Offences	-	-	-	13 000	17 000	-	17 000	-	-
3 Policy, Strategy and Implementation	2 646 493	2 959 611	3 202 542	3 635 194	3 229 854	584 744	3 814 598	4 012 717	4 315 480
Passenger Transport Policy Development									
Policy Development	-	-	4 200	3 137	3 211	-	3 211	3 345	3 546
Bicycle	-	-	-	-	2 000	-	2 000	-	-
Strategic Support	20 670	-	2 490	1 210	-	-	-	-	-
Implementation									
National Land Transport Transition Act	-	-	-	10 966	22 000	-	22 000	22 000	23 320
Passenger Transport Operations: Bus	1 153 514	1 322 563	1 425 700	1 714 796	1 806 724	-	1 806 724	1 894 000	2 008 040
Passenger Transport Operations: Rail	1 404 820	1 594 770	1 747 000	1 856 415	1 385 919	545 000	1 930 919	2 041 840	2 226 550
Passenger Transport Operations: Taxi	30 425	12 145	1 043	10 459	10 000	-	10 000	10 000	10 000
Urban Transport Fund	37 064	30 133	22 109	38 211	-	39 744	39 744	41 532	44 024
Total	3 346 145	3 883 256	3 924 479	4 760 882	3 284 037	1 745 808	5 029 845	5 324 079	5 588 923

Table 32.12: Summary of personnel numbers and costs¹

Personnel numbers	1998/99	1999/00	2000/01	2001/02	2002/03
1 Administration	188	100	106	109	110
2 Regulation and Safety	69	100	99	116	116
3 Policy, Strategy and Implementation	18	32	39	56	55
Total	275	232	244	281	281
Total personnel cost (R thousand)	41 660	31 540	34 206	49 481	65 681
Unit cost (R thousand)	151.5	135.9	140.2	176.1	233.7

¹ Full-time equivalent

Table 32.13: Summary of expenditure on training

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

Table 32.14: Summary of information and communications technology expenditure

R thousand	Adjusted	Medium-term expenditure estimate		
	appropriation	2002/03	2003/04	2004/05
	2001/02			
1 Administration	842	986	756	648
Technology	842	986	756	648
Hardware	462	616	436	400
Software and licences	200	150	180	100
Audio-visual equipment	20	20	20	30
Systems	160	200	120	118
IT services	-	-	-	-
Consulting	-	-	-	-
Outsourcing	-	-	-	-
2 Regulation and Safety	301	267	239	216
Technology	301	267	239	216
Hardware	290	260	233	212
Software and licences	11	7	6	4
Audio-visual equipment	-	-	-	-
Systems	-	-	-	-
IT services	-	-	-	-
Consulting	-	-	-	-
Outsourcing	-	-	-	-
3 Policy, Strategy and Implementation	51	54	58	61
Technology	51	54	58	61
Hardware	46	49	52	55
Software and licences	5	5	6	6
Audio-visual equipment	-	-	-	-
Systems	-	-	-	-
IT services	-	-	-	-
Consulting	-	-	-	-
Outsourcing	-	-	-	-
Total	1 194	1 307	1 053	925

Table 32.15: Summary of conditional grants to local government (municipalities)¹

R thousand	Expenditure outcome			Adjusted appropriation 2001/02	Medium-term expenditure estimate		
	1998/99	1999/00	2000/01		2002/03	2003/04	2004/05
3 Policy, Strategy and Implementation							
Urban Transport Fund	37 064	30 133	22 109	38 211	39 744	41 532	44 024
Total	37 064	30 133	22 109	38 211	39 744	41 532	44 024

¹ Detail provided in the Division of Revenue Act, 2002.

Table 32.16: Summary of indirect grants to local government (municipalities)¹

R thousand	Expenditure outcome			Adjusted appropriation 2001/02	Medium-term expenditure estimate		
	1998/99	1999/00	2000/01		2002/03	2003/04	2004/05
3 Policy, Strategy and Implementation							
Bus Subsidies	1 153 514	1 322 563	1 425 700	1 714 796	1 806 724	1 894 000	2 008 040
Total	1 153 514	1 322 563	1 425 700	1 714 796	1 806 724	1 894 000	2 008 040

¹ Detail provided in the Division of Revenue Act, 2002.