

# **Estimates of National Expenditure 2023**

## **Vote 40: Transport**

**National Treasury  
Republic of South Africa**





# Vote 40

## Transport

### Budget summary

R million	2023/24				2024/25	2025/26
	Current payments	Transfers and subsidies	Payments for capital assets	Total	Total	Total
<b>MTEF allocation</b>						
Administration	498.4	14.7	3.4	516.4	534.8	564.5
Integrated Transport Planning	89.2	–	0.3	89.4	96.6	101.0
Rail Transport	64.9	20 527.9	0.1	20 592.9	21 508.5	22 470.9
Road Transport	130.9	42 479.3	0.9	42 611.1	47 456.2	52 864.5
Civil Aviation	202.8	111.1	0.6	314.5	328.8	343.8
Maritime Transport	333.6	45.1	0.4	379.2	396.6	414.8
Public Transport	344.3	14 704.3	0.3	15 048.9	16 383.8	17 378.9
<b>Subtotal</b>	<b>1 664.1</b>	<b>77 882.3</b>	<b>6.0</b>	<b>79 552.4</b>	<b>86 705.4</b>	<b>94 138.3</b>
<b>Direct charge against the National Revenue Fund</b>						
International Oil Pollution Compensation Funds	–	12.6	–	12.6	13.1	13.7
<b>Total expenditure estimates</b>	<b>1 664.1</b>	<b>77 894.9</b>	<b>6.0</b>	<b>79 565.0</b>	<b>86 718.5</b>	<b>94 152.0</b>
Executive authority	Minister of Transport					
Accounting officer	Director-General of Transport					
Website	www.transport.gov.za					

The Estimates of National Expenditure is available at [www.treasury.gov.za](http://www.treasury.gov.za). Additional tables in Excel format can be found at [www.treasury.gov.za](http://www.treasury.gov.za) and [www.vulekamali.gov.za](http://www.vulekamali.gov.za).

### Vote purpose

Lead the provision of an integrated, sustainable, reliable and safe transport system through planning, developing, coordinating, promoting and implementing transport policies, regulations and strategies.

### Mandate

The Constitution identifies the legislative responsibilities of different levels of government with regards to all modes of transport and associated infrastructure. The Department of Transport is responsible for the legislation and policies for rail, pipelines, roads, airports and harbours, and the intermodal operations of public transport and freight. Consequently, it conducts sector research, formulates legislation and policy to set the strategic directions of subsectors, assigns responsibilities to public entities, regulates through setting norms and standards, and monitors implementation.

### Selected performance indicators

Table 40.1 Performance indicators by programme and related priority

Indicator	Programme	MTSF priority	Audited performance			Estimated performance	MTEF targets		
			2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Lane kilometres of surfaced roads rehabilitated per year (km)	Road Transport	Priority 2: Economic transformation and job creation	1 700	1 372	2 053	2 361	2 739	3 177	3 977
Lane kilometres of roads resealed per year (km)	Road Transport		4 700	2 006	5 429	3 200	3 712	4 305	5 105
Kilometres of roads re-gravelled per year (km)	Road Transport		3 973	4 035	6 695	5 000	5 500	6 105	7 750
Square kilometres of blacktop patching on roads (including pothole repairs) per year (km <sup>2</sup> )	Road Transport		1 760 965	1 158 366	1 239 500	1 487 400	1 784 880	2 141 856	2 527 390
Kilometres of gravel roads bladed per year (km)	Road Transport		324 632	352 233	604 250	694 888	764 376	840 814	933 214

**Table 40.1 Performance indicators by programme and related priority (continued)**

Indicator	Programme	MTSF priority	Audited performance			Estimated performance	MTEF targets		
			2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Total number of municipalities with integrated public transport networks facilitated at the construction phase	Public Transport		13	10	10	10	10	10	10
Number of average weekday bus rapid transit passenger trips per year: Rea Vaya (Johannesburg)	Public Transport		56 493	27 500	29 805	104 523	106 613	108 746	100 000
Number of average weekday bus rapid transit passenger trips per year: MyCiti (Cape Town)	Public Transport		53 152	34 000	35 000	65 218	66 438	76 316	109 000
Number of average weekday bus rapid transit passenger trips per year: GO George (George)	Public Transport	Priority 5: Spatial integration, human settlements and local government	13 248	13 500	14 006	24 208	24 692	26 018	30 000
Number of average weekday bus rapid transit passenger trips per year: A Re Yeng (Tshwane)	Public Transport		7 703	2 950	3 500	31 277	47 560	56 352	58 000
Number of average weekday bus rapid transit passenger trips per year: Libhongolethu (Nelson Mandela Bay)	Public Transport		8 370	2 100	2 275	10 185	15 050	38 490	38 490
Number of average weekday bus rapid transit passenger trips per year: Harambee (Ekurhuleni)	Public Transport		3 000	3 500	3 700	15 144	19 470	25 353	28 000

## Expenditure overview

Over the medium term, the department aims to streamline efforts towards improving mobility and access to social and economic activities. It expects to achieve this by cultivating an enabling environment for the maintenance of national and provincial road networks, facilitating integrated road-based public transport services and revitalising passenger services. Transfers and subsidies account for an estimated 91.4 per cent (R255.2 billion) of the department's expenditure over the next 3 years, increasing at an average annual rate of 9.7 per cent. Of this, R155 billion is directed towards transport public entities and agencies to carry out their mandated functions, and R98.5 billion is transferred to other spheres of government through the *provincial roads maintenance grant*, the *public transport operations grant*, the *public transport network grant* and the *rural roads asset management systems grant*.

Other notable spending over the period ahead is on goods and services, with an allocation of R3.5 billion, and compensation of employees, with an allocation of R1.7 billion. The goods and services budget will mainly be used to fund the expansion of the central roads data repository, operational costs associated with the administration of the recapitalisation of taxis, and unitary payments towards building a tugboat for monitoring South Africa's coastlines under the department's maritime pollution prevention function. The number of personnel is expected to increase from 825 in 2022/23 to 844 in 2025/26 as the department fills critical vacancies.

### ***Cultivating an enabling environment for maintaining road networks***

The *Road Transport* programme facilitates activities related to maintaining the country's national and provincial road networks. Investments in road networks are targeted at ensuring that passengers and freight carriers, which haul almost 80 per cent of South Africa's freight load, have adequate access to safe roads.

The department has allocated R142.9 billion over the next 3 years to the *Road Transport* programme to fund efforts to construct, upgrade and maintain the national and provincial road networks. Allocations to the South African National Roads Agency are made through the programme's *Road Oversight* subprogramme, which is responsible for transferring an estimated R89 billion to the agency over the MTEF period. The agency plans to use R56.5 billion of its departmental transfer to strengthen and upgrade the national non-toll network, R3.9 billion for the N2 Wild Coast project, R2.9 billion for the R573 (Moloto Road) development corridor and R2.2 billion for the Gauteng freeway improvement project. The agency received a special allocation of R23.7 billion in 2022/23 as a partial solution to the Gauteng freeway improvement project not generating enough toll revenue to service the debt raised for its construction. This allocation is expected to provide the agency with sufficient funds to service several large debt redemptions and related maintenance in 2023/24. As

a result of this one-off allocation in 2022/23, spending in *Road Transport* programme is expected to decrease at an average annual rate of 4.1 per cent, from R60 billion in 2022/23 to R52.9 billion in 2025/26.

The road maintenance component of the *provincial roads maintenance grant* provides for the maintenance and rehabilitation of the provincial road network to prolong its lifespan. R52.3 billion is allocated to the grant over the medium term, of which R10.6 billion is specifically earmarked for road refurbishment, disaster relief and the construction of 96 bridges in rural areas. Provinces are expected to use funds from the grant to rehabilitate 9 893 lane kilometres, reseal 13 122 lane kilometres, regravell 19 355 kilometres and blacktop-patch 6.5 million square kilometres.

### **Facilitating integrated road-based public transport services**

The department plans to achieve a seamless integration of all modes of public transport to deliver an efficient, safe and reliable public transport system. R60 million is set aside over the medium term to pilot the integration of all road-based public transport ticketing systems. The *public transport network grant* funds the infrastructure and indirect costs of bus rapid transit services in 10 cities, including Cape Town, Ekurhuleni, George, Johannesburg, Nelson Mandela Bay and Tshwane. Funding from the grant is expected to lead to a combined increase in the number of weekday passenger trips on bus rapid transit services in these cities from 250 555 in 2022/23 to 363 490 in 2025/26. Transfers to the grant, through the *Public Transport* programme, are set to increase from R6 billion in 2022/23 to R8.4 billion in 2025/26. Transfers to the *public transport operations grant*, which subsidises bus services in provinces, are expected to increase from R7.1 billion in 2022/23 to R8.1 billion in 2025/26. Together, these grants account for an estimated R46.1 billion of the department's planned spending over the MTEF period.

### **Revitalising passenger rail services**

To address the deterioration of passenger rail services, transfers to the Passenger Rail Agency of South Africa through the *Rail Transport* programme are focused on the recovery of the rail network. These amount to an estimated R64.1 billion over the period ahead, 23.6 per cent of the department's total budget, and will mainly be used for the agency's shift in focus towards implementing its strategic corridor recovery programme and continuing with its drive to renew rolling stock. The transfers include funding for capital expenditure, which increase at an average annual rate of 3.8 per cent, from R12.6 billion in 2022/23 to R14.1 billion in 2025/26. The portion of the transfers to the agency for operational expenditure is set to increase at an average annual rate of 4.3 per cent, from R7.2 billion in 2022/23 to R8.2 billion in 2025/26, as more commuter lines come online.

## **Expenditure trends and estimates**

**Table 40.2 Vote expenditure trends and estimates by programme and economic classification**

<b>Programmes</b>											
1. Administration											
2. Integrated Transport Planning											
3. Rail Transport											
4. Road Transport											
5. Civil Aviation											
6. Maritime Transport											
7. Public Transport											
<b>Programme</b>											
R million	Audited outcome			Adjusted appropriation	Average growth rate (%)	Average: Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/ Total (%)
	2019/20	2020/21	2021/22				2022/23	2019/20 - 2022/23	2023/24		
Programme 1	412.7	384.3	439.6	517.8	7.8%	0.6%	516.4	534.8	564.5	2.9%	0.6%
Programme 2	140.0	57.6	64.7	93.0	-12.7%	0.1%	89.4	96.6	101.0	2.8%	0.1%
Programme 3	16 560.2	9 584.3	16 768.2	20 012.4	6.5%	22.4%	20 592.9	21 508.5	22 470.9	3.9%	23.8%
Programme 4	33 285.9	31 460.0	34 123.7	59 954.5	21.7%	56.5%	42 611.1	47 456.2	52 864.5	-4.1%	57.1%
Programme 5	178.8	2 642.2	546.0	424.8	33.4%	1.3%	314.5	328.8	343.8	-6.8%	0.4%
Programme 6	132.9	135.8	115.6	158.2	6.0%	0.2%	379.2	396.6	414.8	37.9%	0.4%
Programme 7	13 178.1	12 809.6	12 845.5	13 973.6	2.0%	18.8%	15 048.9	16 383.8	17 378.9	7.5%	17.7%
<b>Subtotal</b>	<b>63 888.6</b>	<b>57 073.8</b>	<b>64 903.3</b>	<b>95 134.2</b>	<b>14.2%</b>	<b>100.0%</b>	<b>79 552.4</b>	<b>86 705.4</b>	<b>94 138.3</b>	<b>-0.4%</b>	<b>100.0%</b>
<b>Direct charge against the National Revenue Fund</b>	<b>2.6</b>	<b>-</b>	<b>3.4</b>	<b>12.0</b>	<b>66.4%</b>	<b>0.0%</b>	<b>12.6</b>	<b>13.1</b>	<b>13.7</b>	<b>4.5%</b>	<b>0.0%</b>
International Oil Pollution Compensation Funds	2.6	-	3.4	12.0	66.4%	0.0%	12.6	13.1	13.7	4.5%	0.0%
<b>Total</b>	<b>63 891.2</b>	<b>57 073.8</b>	<b>64 906.6</b>	<b>95 146.3</b>	<b>14.2%</b>	<b>100.0%</b>	<b>79 565.0</b>	<b>86 718.5</b>	<b>94 152.0</b>	<b>-0.3%</b>	<b>100.0%</b>
Change to 2022 Budget estimate				26 008.3			2 657.8	5 060.3	8 835.6		

**Table 40.2 Vote expenditure trends and estimates by programme and economic classification (continued)**

Economic classification	Audited outcome			Adjusted appropriation	Average growth rate (%)	Average: Expenditure/Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/Total (%)	
	2019/20	2020/21	2021/22				2022/23	2019/20	2022/23			2023/24
R million												
<b>Current payments</b>	<b>1 348.3</b>	<b>1 078.3</b>	<b>1 099.2</b>	<b>1 499.2</b>	<b>3.6%</b>	<b>1.8%</b>	<b>1 664.1</b>	<b>1 736.0</b>	<b>1 808.8</b>	<b>6.5%</b>	<b>1.9%</b>	
Compensation of employees	477.6	471.5	479.6	558.4	5.3%	0.7%	547.5	571.6	596.8	2.2%	0.6%	
Goods and services <sup>1</sup>	870.7	606.8	558.2	940.8	2.6%	1.1%	1 116.5	1 164.3	1 212.0	8.8%	1.2%	
of which:												
Advertising	24.6	9.6	23.5	36.9	14.4%	0.0%	25.1	24.6	26.1	-10.9%	0.0%	
Communication	58.6	54.6	65.2	86.0	13.7%	0.1%	83.0	94.0	98.4	4.6%	0.1%	
Consultants: Business and advisory services	508.1	233.3	196.3	473.9	-2.3%	0.5%	645.4	665.9	688.6	13.3%	0.7%	
Infrastructure and planning services	56.1	62.6	43.1	60.1	2.3%	0.1%	88.1	91.9	95.8	16.8%	0.1%	
Operating leases	63.1	89.8	110.4	73.4	5.2%	0.1%	75.3	81.9	85.6	5.2%	0.1%	
Travel and subsistence	70.7	18.5	35.9	78.3	3.5%	0.1%	74.9	74.9	78.5	0.1%	0.1%	
Interest and rent on land	–	–	61.4	–	0.0%	0.0%	–	–	–	0.0%	0.0%	
<b>Transfers and subsidies<sup>1</sup></b>	<b>62 515.2</b>	<b>53 659.1</b>	<b>63 763.6</b>	<b>69 897.7</b>	<b>3.8%</b>	<b>88.9%</b>	<b>77 894.9</b>	<b>84 976.2</b>	<b>92 336.6</b>	<b>9.7%</b>	<b>91.4%</b>	
Provinces and municipalities	24 252.1	21 714.4	24 341.8	25 883.8	2.2%	34.2%	30 179.5	32 725.4	35 553.1	11.2%	35.0%	
Departmental agencies and accounts	21 496.8	21 045.3	22 387.6	23 599.4	3.2%	31.5%	26 702.8	30 294.6	33 843.7	12.8%	32.2%	
Foreign governments and international organisations	23.1	14.2	14.9	34.1	13.8%	0.0%	35.6	37.2	38.8	4.5%	0.0%	
Public corporations and private enterprises	16 462.2	10 609.5	16 669.5	19 858.5	6.5%	22.6%	20 451.8	21 370.3	22 327.7	4.0%	23.6%	
Non-profit institutions	26.8	28.2	29.8	32.1	6.2%	0.0%	33.5	35.0	36.5	4.5%	0.0%	
Households	254.2	247.4	320.0	489.9	24.4%	0.5%	491.7	513.8	536.8	3.1%	0.6%	
<b>Payments for capital assets</b>	<b>21.4</b>	<b>11.0</b>	<b>43.7</b>	<b>12.9</b>	<b>-15.5%</b>	<b>0.0%</b>	<b>6.0</b>	<b>6.3</b>	<b>6.6</b>	<b>-20.0%</b>	<b>0.0%</b>	
Buildings and other fixed structures	–	–	38.4	–	0.0%	0.0%	–	–	–	0.0%	0.0%	
Machinery and equipment	10.2	7.7	5.3	12.9	8.2%	0.0%	6.0	6.3	6.6	-20.0%	0.0%	
Software and other intangible assets	11.2	3.4	–	–	-100.0%	0.0%	–	–	–	0.0%	0.0%	
<b>Payments for financial assets</b>	<b>6.3</b>	<b>2 325.4</b>	<b>0.1</b>	<b>23 736.4</b>	<b>1452.2%</b>	<b>9.3%</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>-100.0%</b>	<b>6.7%</b>	
<b>Total</b>	<b>63 891.2</b>	<b>57 073.8</b>	<b>64 906.6</b>	<b>95 146.3</b>	<b>14.2%</b>	<b>100.0%</b>	<b>79 565.0</b>	<b>86 718.5</b>	<b>94 152.0</b>	<b>-0.3%</b>	<b>100.0%</b>	

1. Tables with expenditure trends, annual budget, adjusted appropriation and audited outcome are available at [www.treasury.gov.za](http://www.treasury.gov.za) and [www.vulekamali.gov.za](http://www.vulekamali.gov.za).

## Transfers and subsidies expenditure trends and estimates

**Table 40.3 Vote transfers and subsidies trends and estimates**

	Audited outcome			Adjusted appropriation	Average growth rate (%)	Average: Expenditure/Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/Total (%)	
	2019/20	2020/21	2021/22				2022/23	2019/20	2022/23			2023/24
R thousand												
<b>Households</b>												
<b>Social benefits</b>												
<b>Current</b>	<b>3 023</b>	<b>2 890</b>	<b>2 067</b>	<b>245</b>	<b>-56.7%</b>	<b>–</b>	<b>256</b>	<b>267</b>	<b>279</b>	<b>4.4%</b>	<b>–</b>	
Employee social benefits	3 023	2 890	2 067	245	-56.7%	–	256	267	279	4.4%	–	
<b>Departmental agencies and accounts</b>												
<b>Departmental agencies (non-business entities)</b>												
<b>Current</b>	<b>6 465 929</b>	<b>10 979 120</b>	<b>11 615 795</b>	<b>12 295 021</b>	<b>23.9%</b>	<b>16.6%</b>	<b>8 776 539</b>	<b>9 180 239</b>	<b>9 600 619</b>	<b>-7.9%</b>	<b>12.3%</b>	
Transport Education and Training Authority	1 297	1 368	1 443	1 515	5.3%	–	1 582	1 653	1 727	4.5%	–	
Railway Safety Regulator	63 522	82 045	69 657	72 874	4.7%	0.1%	76 086	79 503	83 065	4.5%	0.1%	
Road Traffic Management Corporation	210 228	240 606	217 322	224 179	2.2%	0.4%	220 104	229 989	240 293	2.3%	0.3%	
South African National Roads Agency: Gauteng freeway improvement project	550 516	3 130 062	3 564 332	4 404 436	100.0%	4.7%	692 915	724 033	756 470	-44.4%	2.0%	
South African National Roads Agency	5 595 822	7 204 024	7 285 029	7 186 139	8.7%	10.9%	7 494 490	7 831 063	8 181 895	4.4%	9.4%	
Road Traffic Infringement Agency	7 770	88 214	159 446	174 983	182.4%	0.2%	152 997	159 868	167 030	-1.5%	0.2%	
Cross-Border Road Transport Agency	–	38 500	–	–	–	–	–	–	–	–	–	
South African National Roads Agency: Single ticketing for public transport	–	–	–	–	–	–	10 000	20 000	30 000	–	–	
South African Civil Aviation Authority	–	145 079	277 600	187 900	–	0.2%	85 801	89 654	93 670	-20.7%	0.1%	
South African Civil Aviation Authority: Flight inspection unit	–	10 400	–	–	–	–	–	–	–	–	–	
Ports Regulator of South Africa	36 774	38 822	40 966	42 995	5.3%	0.1%	42 564	44 476	46 469	2.6%	0.1%	
<b>Capital</b>	<b>15 030 886</b>	<b>10 066 178</b>	<b>10 771 851</b>	<b>11 304 400</b>	<b>-9.1%</b>	<b>18.9%</b>	<b>17 926 225</b>	<b>21 114 317</b>	<b>24 243 039</b>	<b>29.0%</b>	<b>22.9%</b>	
South African National Roads Agency: Non-toll network	12 338 896	8 226 129	8 793 798	8 863 142	-10.4%	15.3%	15 760 974	18 851 826	21 879 188	35.1%	20.1%	
South African National Roads Agency: Moloto Road upgrade	1 691 990	785 049	843 928	885 826	-19.4%	1.7%	923 794	965 281	1 008 526	4.4%	1.2%	
South African National Roads Agency: N2 Wild Coast project	1 000 000	1 055 000	1 134 125	1 190 432	6.0%	1.8%	1 241 457	1 297 210	1 355 325	4.4%	1.6%	
South African National Roads Agency: KwaZulu-Natal flood damage to toll roads	–	–	–	365 000	–	0.1%	–	–	–	-100.0%	0.1%	

Table 40.3 Vote transfers and subsidies trends and estimates (continued)

	Audited outcome			Adjusted appropriation	Average Expenditure/ Total (%)		Medium-term expenditure estimate			Average Expenditure/ Total (%)	
	2019/20	2020/21	2021/22		2022/23	2019/20 - 2022/23	2023/24	2024/25	2025/26	2022/23 - 2025/26	
R thousand											
<b>Households</b>											
<b>Other transfers to households</b>											
<b>Current</b>	<b>251 132</b>	<b>244 505</b>	<b>317 927</b>	<b>489 611</b>	<b>24.9%</b>	<b>0.5%</b>	<b>491 482</b>	<b>513 555</b>	<b>536 562</b>	<b>3.1%</b>	<b>0.6%</b>
Bursaries for non-employees	10 100	10 526	9 542	12 776	8.1%	–	12 815	13 391	13 991	3.1%	–
Other transfers to households	100	–	–	–	-100.0%	–	–	–	–	–	–
Taxi recapitalisation	240 932	233 979	308 385	476 835	25.6%	0.5%	478 667	500 164	522 571	3.1%	0.6%
<b>Provinces and municipalities</b>											
<b>Municipal bank accounts</b>											
<b>Current</b>	<b>113 902</b>	<b>108 436</b>	<b>109 885</b>	<b>115 020</b>	<b>0.3%</b>	<b>0.2%</b>	<b>115 461</b>	<b>120 646</b>	<b>126 051</b>	<b>3.1%</b>	<b>0.1%</b>
Municipal agencies and funds	11	–	15	–	-100.0%	–	–	–	–	–	–
Rural roads asset management systems grant	113 891	108 436	109 870	115 020	0.3%	0.2%	115 461	120 646	126 051	3.1%	0.1%
<b>Capital</b>	<b>6 370 085</b>	<b>4 389 070</b>	<b>5 174 533</b>	<b>6 012 892</b>	<b>-1.9%</b>	<b>8.8%</b>	<b>6 794 045</b>	<b>7 752 162</b>	<b>8 369 025</b>	<b>11.7%</b>	<b>8.9%</b>
Public transport network grant	6 370 085	4 389 070	5 174 533	6 012 892	-1.9%	8.8%	6 794 045	7 752 162	8 369 025	11.7%	8.9%
<b>Foreign governments and international organisations</b>											
<b>Current</b>	<b>23 125</b>	<b>14 245</b>	<b>14 923</b>	<b>34 076</b>	<b>13.8%</b>	<b>–</b>	<b>35 577</b>	<b>37 175</b>	<b>38 840</b>	<b>4.5%</b>	<b>–</b>
African Civil Aviation Commission	7 686	4 043	3 097	6 424	-5.8%	–	6 707	7 008	7 322	4.5%	–
International Civil Aviation Organisation	4 592	3 653	3 361	5 550	6.5%	–	5 795	6 055	6 326	4.5%	–
International Maritime Organisation	725	729	739	1 976	39.7%	–	2 063	2 156	2 252	4.5%	–
Cospas-Sarsat programme	720	880	798	653	-3.2%	–	682	713	745	4.5%	–
Southern African Development Community Aviation Safety Organisation	6 349	4 492	3 026	6 927	2.9%	–	7 232	7 557	7 896	4.5%	–
International Oil Pollution Compensation Fund	2 614	–	3 372	12 034	66.4%	–	12 564	13 128	13 716	4.5%	–
Indian Ocean memorandum of understanding	365	448	372	437	6.2%	–	456	476	497	4.4%	–
Southern African Development Community: International Civil Aviation Organisation mission	74	–	158	75	0.4%	–	78	82	86	4.7%	–
<b>Non-profit institutions</b>											
<b>Current</b>	<b>26 766</b>	<b>28 236</b>	<b>29 784</b>	<b>32 053</b>	<b>6.2%</b>	<b>–</b>	<b>33 467</b>	<b>34 968</b>	<b>36 533</b>	<b>4.5%</b>	<b>–</b>
National Sea Rescue Institute	2 589	2 731	2 884	4 147	17.0%	–	4 331	4 525	4 728	4.5%	–
South African Radio League: National emergency communications division	98	103	108	112	4.6%	–	117	122	127	4.3%	–
Mountain Club of South Africa	98	103	108	112	4.6%	–	117	122	127	4.3%	–
Off Road Rescue Unit	98	103	108	112	4.6%	–	117	122	127	4.3%	–
K9 Search and Rescue Association of South Africa	98	103	103	112	4.6%	–	117	122	127	4.3%	–
South African National Taxi Council	23 785	25 093	26 473	27 458	4.9%	–	28 668	29 955	31 297	4.5%	–
<b>Public corporations and private enterprises</b>											
<b>Other transfers to private enterprises</b>											
<b>Current</b>	<b>–</b>	<b>1 135 000</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>0.5%</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>
One-off taxi gratuity	–	1 135 000	–	–	–	0.5%	–	–	–	–	–
<b>Public corporations and private enterprises</b>											
<b>Subsidies on products and production (pc)</b>											
<b>Current</b>	<b>6 252 592</b>	<b>8 773 606</b>	<b>6 923 253</b>	<b>7 240 066</b>	<b>5.0%</b>	<b>11.7%</b>	<b>7 515 518</b>	<b>7 853 036</b>	<b>8 204 853</b>	<b>4.3%</b>	<b>9.5%</b>
Passenger Rail Agency of South Africa: Metrorail (operations)	4 376 575	6 696 500	4 787 506	5 020 328	4.7%	8.4%	5 293 468	5 531 195	5 778 993	4.8%	6.7%
Passenger Rail Agency of South Africa: Mainline passenger service (operations)	1 064 983	1 164 206	1 210 332	1 257 646	5.7%	1.9%	1 263 858	1 320 617	1 379 781	3.1%	1.6%
Passenger Rail Agency of South Africa: Rail maintenance operations and inventories	811 034	912 900	925 415	962 092	5.9%	1.4%	958 192	1 001 224	1 046 079	2.8%	1.2%
<b>Capital</b>	<b>10 209 621</b>	<b>700 909</b>	<b>9 746 209</b>	<b>12 618 475</b>	<b>7.3%</b>	<b>13.3%</b>	<b>12 936 309</b>	<b>13 517 272</b>	<b>14 122 846</b>	<b>3.8%</b>	<b>16.4%</b>
Passenger Rail Agency of South Africa: Other capital programmes	600 022	395 172	1 439 864	3 401 272	78.3%	2.3%	2 387 882	1 848 907	1 931 738	-17.2%	2.9%
Passenger Rail Agency of South Africa: Rolling stock fleet renewal programme	5 823 266	–	4 830 522	6 801 794	5.3%	7.0%	6 908 676	7 218 941	7 542 350	3.5%	8.8%
Passenger Rail Agency of South Africa: Signalling	2 137 111	–	1 965 689	935 846	-24.1%	2.0%	1 789 704	2 516 292	2 629 022	41.1%	2.4%
Passenger Rail Agency of South Africa: Metrorail (refurbishment of coaches)	1 480 054	200 762	1 262 180	1 400 589	-1.8%	1.7%	1 659 427	1 733 951	1 811 632	9.0%	2.0%
Passenger Rail Agency of South Africa: Mainline passenger service (refurbishment of coaches)	169 168	104 975	247 954	78 974	-22.4%	0.2%	190 620	199 181	208 104	38.1%	0.2%
<b>Provinces and municipalities</b>											
<b>Provincial revenue funds</b>											
<b>Current</b>	<b>6 325 755</b>	<b>6 749 581</b>	<b>7 120 808</b>	<b>7 090 432</b>	<b>3.9%</b>	<b>10.9%</b>	<b>7 402 934</b>	<b>7 735 396</b>	<b>8 081 942</b>	<b>4.5%</b>	<b>9.3%</b>
Public transport operations grant	6 325 755	6 749 581	7 120 808	7 090 432	3.9%	10.9%	7 402 934	7 735 396	8 081 942	4.5%	9.3%

**Table 40.3 Vote transfers and subsidies trends and estimates (continued)**

R thousand	Audited outcome			Adjusted appropriation	Average growth rate (%)	Average: Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/ Total (%)
	2019/20	2020/21	2021/22				2022/23	2023/24	2024/25		
<b>Capital</b>	<b>11 442 398</b>	<b>10 467 334</b>	<b>11 936 559</b>	<b>12 665 441</b>	<b>3.4%</b>	<b>18.6%</b>	<b>15 867 086</b>	<b>17 117 162</b>	<b>18 976 032</b>	<b>14.4%</b>	<b>19.9%</b>
Provincial roads maintenance grant:	526 152	–	–	–	-100.0%	0.2%	–	–	–	–	–
Mpumalanga coal haulage roads maintenance	10 649 325	10 467 334	11 936 559	10 766 106	0.4%	17.5%	11 315 710	11 879 317	12 484 899	5.1%	14.3%
Provincial roads maintenance grant: Roads maintenance component	266 921	–	–	1 510 425	78.2%	0.7%	600 531	–	–	-100.0%	0.6%
Provincial roads maintenance grant: Disaster relief component	–	–	–	388 910	–	0.2%	1 020 000	1 250 000	1 298 000	49.4%	1.2%
Provincial roads maintenance grant: Welisizwe rural bridges programme	–	–	–	–	–	–	2 930 845	3 987 845	5 193 133	–	3.7%
Provincial roads maintenance grant: Refurbishment component	–	–	–	–	–	–	–	–	–	–	–
<b>Total</b>	<b>62 515 214</b>	<b>53 659 110</b>	<b>63 763 594</b>	<b>69 897 732</b>	<b>3.8%</b>	<b>100.0%</b>	<b>77 894 899</b>	<b>84 976 195</b>	<b>92 336 621</b>	<b>9.7%</b>	<b>100.0%</b>

## Personnel information

**Table 40.4 Vote personnel numbers and cost by salary level and programme<sup>1</sup>**

**Programmes**

- Administration
- Integrated Transport Planning
- Rail Transport
- Road Transport
- Civil Aviation
- Maritime Transport
- Public Transport

Transport	Number of posts estimated for 31 March 2023		Number and cost <sup>2</sup> of personnel posts filled/planned for on funded establishment										Average growth rate (%)	Average: Salary level/ Total (%)					
	Number of funded posts	Number of posts additional to the establishment	Actual		Revised estimate		Medium-term expenditure estimate												
			2021/22	2022/23	2023/24	2024/25	2025/26	2022/23 - 2025/26											
			Number	Unit cost	Number	Unit cost	Number	Unit cost	Number	Unit cost	Number	Unit cost	Number	Unit cost					
<b>Salary level</b>	<b>733</b>	<b>66</b>	<b>747</b>	<b>479.6</b>	<b>0.6</b>	<b>825</b>	<b>558.4</b>	<b>0.7</b>	<b>834</b>	<b>547.5</b>	<b>0.7</b>	<b>822</b>	<b>571.6</b>	<b>0.7</b>	<b>844</b>	<b>596.8</b>	<b>0.7</b>	<b>0.8%</b>	<b>100.0%</b>
1 – 6	137	1	195	42.9	0.2	180	43.0	0.2	179	40.8	0.2	177	42.9	0.2	190	47.3	0.2	1.8%	21.8%
7 – 10	360	63	308	164.5	0.5	332	183.7	0.6	326	178.3	0.5	320	184.8	0.6	323	190.5	0.6	-0.9%	39.1%
11 – 12	132	1	131	123.4	0.9	153	147.5	1.0	150	143.6	1.0	146	148.3	1.0	146	150.6	1.0	-1.5%	17.9%
13 – 16	104	1	108	148.5	1.4	129	184.1	1.4	129	184.5	1.4	129	195.3	1.5	135	207.9	1.5	1.5%	15.7%
Other	–	–	5	0.2	0.0	31	0.2	0.0	50	0.4	0.0	50	0.4	0.0	50	0.4	0.0	17.3%	5.4%
<b>Programme</b>	<b>733</b>	<b>66</b>	<b>747</b>	<b>479.6</b>	<b>0.6</b>	<b>825</b>	<b>558.4</b>	<b>0.7</b>	<b>834</b>	<b>547.5</b>	<b>0.7</b>	<b>822</b>	<b>571.6</b>	<b>0.7</b>	<b>844</b>	<b>596.8</b>	<b>0.7</b>	<b>0.8%</b>	<b>100.0%</b>
Programme 1	379	48	383	215.3	0.6	437	256.1	0.6	452	252.0	0.6	445	263.3	0.6	455	275.1	0.6	1.3%	53.8%
Programme 2	68	–	67	52.1	0.8	72	58.1	0.8	72	56.9	0.8	71	59.4	0.8	72	62.1	0.9	0.2%	8.6%
Programme 3	30	–	35	27.6	0.8	39	30.8	0.8	36	28.6	0.8	36	29.9	0.8	36	31.2	0.9	-2.2%	4.4%
Programme 4	88	–	89	64.6	0.7	97	73.0	0.8	96	71.6	0.7	96	74.6	0.8	98	77.8	0.8	0.4%	11.6%
Programme 5	45	–	48	37.2	0.8	59	47.0	0.8	60	46.8	0.8	60	48.9	0.8	63	51.1	0.8	2.1%	7.3%
Programme 6	29	–	31	24.2	0.8	36	27.4	0.8	33	26.3	0.8	32	27.4	0.9	35	28.5	0.8	-0.6%	4.1%
Programme 7	94	18	93	58.5	0.6	85	66.0	0.8	84	65.3	0.8	83	68.1	0.8	84	71.0	0.8	-0.4%	10.1%

1. Data has been provided by the department and may not necessarily reconcile with official government personnel data.  
2. Rand million.

## Departmental receipts

**Table 40.5 Departmental receipts by economic classification**

R thousand	Audited outcome			Adjusted estimate	Revised estimate	Average growth rate (%)	Average: Receipt item/ Total (%)	Medium-term receipts estimate			Average growth rate (%)	Average: Receipt item/ Total (%)
	2019/20	2020/21	2021/22					2022/23	2023/24	2024/25		
<b>Departmental receipts</b>	<b>322 841</b>	<b>1 625</b>	<b>51 160</b>	<b>187 356</b>	<b>187 356</b>	<b>-16.6%</b>	<b>100.0%</b>	<b>1 455</b>	<b>1 745</b>	<b>1 885</b>	<b>-78.4%</b>	<b>100.0%</b>
<b>Sales of goods and services produced by department</b>	<b>1 461</b>	<b>645</b>	<b>727</b>	<b>886</b>	<b>886</b>	<b>-15.4%</b>	<b>0.7%</b>	<b>913</b>	<b>1 173</b>	<b>1 283</b>	<b>13.1%</b>	<b>2.2%</b>
Sales by market establishments of which:	87	84	80	91	91	1.5%	0.1%	90	90	90	-0.4%	0.2%
Rental parking: Covered and open	87	84	80	91	91	1.5%	0.1%	90	90	90	-0.4%	0.2%
Administrative fees of which:	1 064	389	469	621	621	-16.4%	0.5%	650	760	870	11.9%	1.5%
Foreign operating permits	273	152	469	320	320	5.4%	0.2%	250	260	270	-5.5%	0.6%
Public driver permits	791	237	–	301	301	-27.5%	0.2%	400	500	600	25.9%	0.9%
Other sales of which:	310	172	178	174	174	-17.5%	0.1%	173	323	323	22.9%	0.5%
Commission on insurance	164	170	178	171	171	1.4%	0.1%	170	170	170	-0.2%	0.4%
Replacement of security cards and tender documents (Item can be removed)	–	–	–	3	3	–	–	2	2	2	-12.6%	–
Departmental publications	1	–	–	–	–	-100.0%	–	1	1	1	–	–
Services rendered: Approval of plans	145	2	–	–	–	-100.0%	–	–	150	150	–	0.2%



Table 40.5 Departmental receipts by economic classification (continued)

	Audited outcome			Adjusted estimate	Revised estimate	Average growth rate (%)	Average: Receipt item/ Total (%)	Medium-term receipts estimate			Average growth rate (%)	Average: Receipt item/ Total (%)
	2019/20	2020/21	2021/22					2022/23	2019/20 - 2022/23	2023/24		
R thousand												
Sales of scrap, waste, arms and other used current goods	1	-	-	-	-	-100.0%	-	2	2	2	-	-
of which:												
Wastepaper	1	-	-	-	-	-100.0%	-	2	2	2	-	-
Interest, dividends and rent on land	42 593	114	215	120	120	-85.9%	7.6%	80	100	120	-	0.2%
Interest	300	114	215	120	120	-26.3%	0.1%	80	100	120	-	0.2%
Dividends	42 293	-	-	-	-	-100.0%	7.5%	-	-	-	-	-
of which:												
Shareholder's dividends from Airports Company South Africa	42 293	-	-	-	-	-100.0%	7.5%	-	-	-	-	-
Transactions in financial assets and liabilities	278 786	866	50 218	186 350	186 350	-12.6%	91.7%	460	470	480	-86.3%	97.6%
<b>Total</b>	<b>322 841</b>	<b>1 625</b>	<b>51 160</b>	<b>187 356</b>	<b>187 356</b>	<b>-16.6%</b>	<b>100.0%</b>	<b>1 455</b>	<b>1 745</b>	<b>1 885</b>	<b>-78.4%</b>	<b>100.0%</b>

## Programme 1: Administration

### Programme purpose

Provide strategic leadership, management and support services to the department.

### Expenditure trends and estimates

Table 40.6 Administration expenditure trends and estimates by subprogramme and economic classification

Subprogramme	Audited outcome			Adjusted appropriation	Average growth rate (%)	Average: Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/ Total (%)	
	2019/20	2020/21	2021/22				2022/23	2019/20 - 2022/23	2023/24			2024/25
R million												
Ministry	45.9	31.9	34.6	43.6	-1.7%	8.9%	40.4	42.3	44.3	0.5%	8.0%	
Management	52.4	49.9	54.6	94.7	21.8%	14.3%	96.1	94.4	101.0	2.2%	18.1%	
Corporate Services	211.3	187.9	204.4	261.4	7.4%	49.3%	258.1	262.9	277.8	2.0%	49.7%	
Communications	37.4	21.4	33.3	41.0	3.1%	7.6%	42.4	44.3	46.3	4.1%	8.2%	
Office Accommodation	65.7	93.3	112.7	77.0	5.4%	19.9%	79.5	91.0	95.1	7.3%	16.1%	
<b>Total</b>	<b>412.7</b>	<b>384.3</b>	<b>439.6</b>	<b>517.8</b>	<b>7.8%</b>	<b>100.0%</b>	<b>516.4</b>	<b>534.8</b>	<b>564.5</b>	<b>2.9%</b>	<b>100.0%</b>	
Change to 2022				10.0			1.3	(3.4)	2.1			
Budget estimate												
<b>Economic classification</b>	<b>393.3</b>	<b>365.0</b>	<b>424.5</b>	<b>492.9</b>	<b>7.8%</b>	<b>95.5%</b>	<b>498.4</b>	<b>516.0</b>	<b>544.7</b>	<b>3.4%</b>	<b>96.2%</b>	
Current payments	211.8	206.9	215.3	256.1	6.5%	50.7%	252.0	263.3	275.1	2.4%	49.1%	
Compensation of employees	181.5	158.1	209.2	236.8	9.3%	44.8%	246.3	252.6	269.6	4.4%	47.1%	
Goods and services												
of which:												
Advertising	21.5	8.5	21.6	22.4	1.5%	4.2%	23.4	23.2	24.5	3.0%	4.4%	
Computer services	8.9	14.3	13.7	19.3	29.2%	3.2%	22.7	21.2	21.8	4.2%	4.0%	
Consultants: Business and advisory services	1.2	1.4	1.1	12.2	115.5%	0.9%	15.7	16.8	19.8	17.4%	3.0%	
Operating leases	61.3	88.4	107.6	72.0	5.5%	18.8%	74.5	81.0	84.7	5.5%	14.6%	
Property payments	13.3	9.8	8.7	7.7	-16.8%	2.2%	12.2	13.2	16.2	28.4%	2.3%	
Travel and subsistence	36.1	8.0	16.9	37.4	1.2%	5.6%	38.2	35.8	37.5	0.1%	7.0%	
Transfers and subsidies	13.8	13.9	11.8	14.5	1.9%	3.1%	14.7	15.3	16.0	3.2%	2.8%	
Provinces and municipalities	0.0	-	0.0	-	-100.0%	-	-	-	-	-	-	-
Departmental agencies and accounts	1.3	1.4	1.4	1.5	5.3%	0.3%	1.6	1.7	1.7	4.5%	0.3%	
Households	12.4	12.5	10.3	13.0	1.5%	2.8%	13.1	13.7	14.3	3.1%	2.5%	
Payments for capital assets	5.5	4.8	3.2	10.3	23.3%	1.4%	3.4	3.6	3.7	-28.9%	1.0%	
Machinery and equipment	5.5	4.8	3.2	10.3	23.3%	1.4%	3.4	3.6	3.7	-28.9%	1.0%	
Payments for financial assets	0.2	0.6	0.1	-	-100.0%	0.1%	-	-	-	-	-	-
<b>Total</b>	<b>412.7</b>	<b>384.3</b>	<b>439.6</b>	<b>517.8</b>	<b>7.8%</b>	<b>100.0%</b>	<b>516.4</b>	<b>534.8</b>	<b>564.5</b>	<b>2.9%</b>	<b>100.0%</b>	
Proportion of total programme expenditure to vote expenditure	0.6%	0.7%	0.7%	0.5%	-	-	0.6%	0.6%	0.6%	-	-	
<b>Details of transfers and subsidies</b>												
Households												
Social benefits												
Current	2.2	2.0	0.8	0.2	-52.2%	0.3%	0.3	0.3	0.3	4.4%	-	
Employee social benefits	2.2	2.0	0.8	0.2	-52.2%	0.3%	0.3	0.3	0.3	4.4%	-	
Households												
Other transfers to households												
Current	10.1	10.5	9.5	12.8	8.1%	2.4%	12.8	13.4	14.0	3.1%	2.5%	
Bursaries for non-employees	10.1	10.5	9.5	12.8	8.1%	2.4%	12.8	13.4	14.0	3.1%	2.5%	
Departmental agencies and accounts												
Departmental agencies (non-business entities)												
Current	1.3	1.4	1.4	1.5	5.3%	0.3%	1.6	1.7	1.7	4.5%	0.3%	
Transport Education and Training Authority	1.3	1.4	1.4	1.5	5.3%	0.3%	1.6	1.7	1.7	4.5%	0.3%	

## Personnel information

**Table 40.7 Administration personnel numbers and cost by salary level<sup>1</sup>**

Number of posts estimated for 31 March 2023			Number and cost <sup>2</sup> of personnel posts filled/planned for on funded establishment												Average growth rate (%)	Average: Salary level/ Total (%)			
Number of funded posts	Number of posts additional to the establishment		Actual			Revised estimate			Medium-term expenditure estimate										
			2021/22			2022/23			2023/24		2024/25		2025/26		2022/23 - 2025/26				
Administration			Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost		
Salary level	379	48	383	215.3	0.6	437	256.1	0.6	452	252.0	0.6	445	263.3	0.6	455	275.1	0.6	1.3%	100.0%
1 – 6	84	1	126	24.7	0.2	115	23.3	0.2	116	22.2	0.2	115	23.3	0.2	119	24.7	0.2	1.0%	26.0%
7 – 10	194	45	152	76.6	0.5	162	84.1	0.5	157	80.4	0.5	152	82.0	0.5	155	85.5	0.6	-1.5%	35.0%
11 – 12	57	1	55	48.7	0.9	71	64.1	0.9	69	61.6	0.9	67	63.5	0.9	67	64.5	1.0	-1.9%	15.3%
13 – 16	44	1	46	65.4	1.4	58	84.3	1.5	60	87.4	1.5	61	94.1	1.5	64	100.0	1.6	3.3%	13.6%
Other	–	–	4	0.0	0.0	31	0.2	0.0	50	0.4	0.0	50	0.4	0.0	50	0.4	0.0	17.3%	10.1%

1. Data has been provided by the department and may not necessarily reconcile with official government personnel data.

2. Rand million.

## Programme 2: Integrated Transport Planning

Integrate and harmonise macro-transport sector policies, strategies and legislation. Coordinate and develop sector-related policies, research activities, and regional and intersphere relations. Facilitate sector transformation and provide sector economic modelling and analysis.

### Objectives

- Reduce greenhouse gas emissions from transport by:
  - developing green procurement guidelines for land transport by March 2024
  - developing a draft framework for electric vehicle regulation and autonomous vehicle technology by March 2024
  - monitoring the implementation of the green transport strategy on an ongoing basis.
- Improve competition and access in the transport sector by:
  - establishing an economic regulator for the transport sector by March 2025
  - finalising the regional integration strategy by March 2024
  - developing a freight migration plan (road to rail) by March 2024.

### Subprogrammes

- *Macro Sector Planning* examines land use and transport planning in all spheres of government from a multimodal perspective, and manages and facilitates the implementation of the planning provisions contained in the National Land Transport Act (2009).
- *Freight Logistics* develops and coordinates the implementation of freight logistics strategies aimed at unblocking bottlenecks in the freight logistics system and related supply chains, with emphasis on integrating elements of the system across all modes.
- *Modelling and Economic Analysis* undertakes economic studies, provides innovative and enabling funding options for transport infrastructure that respond to the socioeconomic needs of the national agenda, and applies economic analysis tools for the development of policy in the transport sector.
- *Regional Integration* manages, coordinates and facilitates the development of strategies for engagements in the Southern African Development Community region and the rest of Africa.
- *Research and Innovation* ensures research, innovation and monitoring of the transport sector for sustainability.
- *Integrated Transport Planning Administration Support* provides strategic leadership and administrative support to the programme.

## Expenditure trends and estimates

**Table 40.8 Integrated Transport Planning expenditure trends and estimates by subprogramme and economic classification**

Subprogramme	Audited outcome			Adjusted appropriation	Average growth rate (%)	Average Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average Expenditure/ Total (%)
	2019/20	2020/21	2021/22				2022/23	2023/24	2024/25		
R million											
Macro Sector Planning	10.3	9.9	9.7	17.6	19.4%	13.4%	17.7	18.5	19.3	3.2%	19.3%
Freight Logistics	12.1	10.7	11.4	18.4	15.1%	14.8%	18.3	19.1	20.0	2.8%	19.9%
Modelling and Economic Analysis	89.3	12.8	16.5	21.4	-37.9%	39.4%	21.0	22.0	23.0	2.4%	23.0%
Regional Integration	10.7	7.2	8.0	8.8	-6.4%	9.7%	9.1	12.6	13.2	14.6%	11.5%
Research and Innovation	13.1	12.1	13.1	17.9	11.1%	15.8%	14.4	15.1	15.7	-4.3%	16.6%
Integrated Transport Planning	4.4	5.0	6.1	8.9	26.4%	6.8%	8.9	9.3	9.7	3.0%	9.7%
Administration Support											
<b>Total</b>	<b>140.0</b>	<b>57.6</b>	<b>64.7</b>	<b>93.0</b>	<b>-12.7%</b>	<b>100.0%</b>	<b>89.4</b>	<b>96.6</b>	<b>101.0</b>	<b>2.8%</b>	<b>100.0%</b>
Change to 2022 Budget estimate				-			(1.1)	(1.1)	(1.1)		
<b>Economic classification</b>											
<b>Current payments</b>	<b>139.0</b>	<b>56.9</b>	<b>64.2</b>	<b>92.8</b>	<b>-12.6%</b>	<b>99.3%</b>	<b>89.2</b>	<b>96.3</b>	<b>100.7</b>	<b>2.8%</b>	<b>99.7%</b>
Compensation of employees	51.5	51.7	52.1	58.1	4.1%	60.1%	56.9	59.4	62.1	2.2%	62.2%
Goods and services	87.5	5.2	12.2	34.6	-26.6%	39.3%	32.3	36.9	38.6	3.7%	37.5%
of which:											
Advertising	0.4	0.3	1.3	0.9	27.0%	0.8%	0.7	0.7	0.7	-5.2%	0.8%
Communication	0.6	0.7	0.8	1.0	13.7%	0.9%	1.4	1.4	1.5	15.9%	1.4%
Consultants: Business and advisory services	78.4	2.9	5.7	26.5	-30.4%	32.0%	24.4	28.4	29.8	4.0%	28.7%
Consumables: Stationery, printing and office supplies	0.3	0.0	0.4	0.2	-11.0%	0.3%	0.5	0.5	0.5	27.7%	0.4%
Travel and subsistence	4.9	0.6	2.7	3.9	-7.2%	3.4%	4.1	4.5	4.7	5.7%	4.5%
Training and development	0.6	0.5	0.7	0.7	2.9%	0.7%	0.7	0.7	0.7	3.2%	0.7%
Transfers and subsidies	0.0	0.2	-	-	-100.0%	0.1%	-	-	-	-	-
Households	0.0	0.2	-	-	-100.0%	0.1%	-	-	-	-	-
Payments for capital assets	0.9	0.5	0.5	0.2	-35.2%	0.6%	0.3	0.3	0.3	4.4%	0.3%
Machinery and equipment	0.9	0.5	0.5	0.2	-35.2%	0.6%	0.3	0.3	0.3	4.4%	0.3%
Payments for financial assets	0.0	-	0.0	-	-100.0%	-	-	-	-	-	-
<b>Total</b>	<b>140.0</b>	<b>57.6</b>	<b>64.7</b>	<b>93.0</b>	<b>-12.7%</b>	<b>100.0%</b>	<b>89.4</b>	<b>96.6</b>	<b>101.0</b>	<b>2.8%</b>	<b>100.0%</b>
Proportion of total programme expenditure to vote expenditure	0.2%	0.1%	0.1%	0.1%	-	-	0.1%	0.1%	0.1%	-	-
<b>Details of transfers and subsidies</b>											
Households											
Social benefits											
Current	0.0	0.2	-	-	-100.0%	0.1%	-	-	-	-	-
Employee social benefits	0.0	0.2	-	-	-100.0%	0.1%	-	-	-	-	-

## Personnel information

**Table 40.9 Integrated Transport Planning personnel numbers and cost by salary level<sup>1</sup>**

Number of funded posts	Number of posts additional to the establishment	Number and cost <sup>2</sup> of personnel posts filled/planned for on funded establishment															Average growth rate (%)	Average: Salary level/ Total (%)
		Actual		Revised estimate			Medium-term expenditure estimate					2022/23 - 2025/26						
		2021/22	2022/23	2023/24	2024/25	2025/26												
		Number	Unit cost	Number	Unit cost	Number	Unit cost	Number	Unit cost	Number	Unit cost	Number	Unit cost	Number	Unit cost			
<b>Integrated Transport Planning</b>	<b>68</b>	<b>67</b>	<b>52.1</b>	<b>0.8</b>	<b>72</b>	<b>58.1</b>	<b>0.8</b>	<b>72</b>	<b>56.9</b>	<b>0.8</b>	<b>71</b>	<b>59.4</b>	<b>0.8</b>	<b>72</b>	<b>62.1</b>	<b>0.9</b>	<b>0.2%</b>	<b>100.0%</b>
1 – 6	12	12	3.8	0.3	13	4.6	0.4	13	4.5	0.3	13	4.7	0.4	13	5.0	0.4	0.9%	18.2%
7 – 10	27	27	15.2	0.6	29	16.9	0.6	30	17.2	0.6	29	17.4	0.6	29	17.8	0.6	-0.0%	40.7%
11 – 12	11	11	10.5	1.0	12	12.0	1.0	12	11.9	1.0	12	12.6	1.1	12	12.8	1.1	-	16.7%
13 – 16	18	17	22.5	1.3	18	24.7	1.4	17	23.2	1.4	17	24.6	1.4	18	26.4	1.5	-	24.4%

1. Data has been provided by the department and may not necessarily reconcile with official government personnel data.

2. Rand million.

## Programme 3: Rail Transport

### Programme purpose

Facilitate and coordinate the development of sustainable rail transport policies, rail economic and safety regulation, and infrastructure development strategies that reduce system costs and improve customer service. Oversee rail public entities and the implementation of integrated rail services.

## Objectives

- Improve rail safety and security by developing regulations for the Railway Safety Bill by March 2024.
- Improve access to commuter rail services by monitoring and reviewing the performance of the Passenger Rail Agency of South Africa on an ongoing basis.
- Improve competition in the rail sector by finalising the private sector participation framework by March 2024 for implementation by March 2025.

## Subprogrammes

- *Rail Regulation* is responsible for the development of rail policies, and safety and economic regulations.
- *Rail Infrastructure and Industry Development* coordinates the development and maintenance of, and investment in, rail infrastructure.
- *Rail Operations* coordinates the implementation of integrated rail services, and monitors and analyses service delivery challenges facing the rail industry.
- *Rail Oversight* manages and tracks the performance of the Passenger Rail Agency of South Africa and the Railway Safety Regulator, and manages transfer payments to these entities.
- *Rail Administration Support* provides strategic leadership and administrative support to the programme.

## Expenditure trends and estimates

**Table 40.10 Rail Transport expenditure trends and estimates by subprogramme and economic classification**

Subprogramme	Audited outcome			Adjusted appropriation	Average growth rate (%)	Average: Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/ Total (%)
	2019/20	2020/21	2021/22				2022/23	2019/20 - 2022/23	2023/24		
R million											
Rail Regulation	10.1	7.9	8.9	21.8	29.0%	0.1%	20.4	25.0	23.5	2.6%	0.1%
Rail Infrastructure and Industry Development	7.2	6.8	6.2	42.0	79.7%	0.1%	19.7	7.9	8.2	-41.9%	0.1%
Rail Operations	13.5	10.1	10.4	11.3	-5.8%	0.1%	18.9	19.5	21.9	24.8%	0.1%
Rail Oversight	16 525.7	9 556.6	16 739.1	19 931.4	6.4%	99.7%	20 527.9	21 449.8	22 410.8	4.0%	99.7%
Rail Administration Support	3.7	2.9	3.6	6.1	18.2%	–	6.0	6.3	6.6	2.7%	–
<b>Total</b>	<b>16 560.2</b>	<b>9 584.3</b>	<b>16 768.2</b>	<b>20 012.4</b>	<b>6.5%</b>	<b>100.0%</b>	<b>20 592.9</b>	<b>21 508.5</b>	<b>22 470.9</b>	<b>3.9%</b>	<b>100.0%</b>
Change to 2022 Budget estimate				20.7			9.2	9.9	9.2		
<b>Economic classification</b>											
<b>Current payments</b>	<b>34.1</b>	<b>27.5</b>	<b>28.9</b>	<b>80.9</b>	<b>33.4%</b>	<b>0.3%</b>	<b>64.9</b>	<b>58.5</b>	<b>60.0</b>	<b>-9.5%</b>	<b>0.3%</b>
Compensation of employees	27.9	26.9	27.6	30.8	3.3%	0.2%	28.6	29.9	31.2	0.4%	0.1%
Goods and services	6.2	0.6	1.2	50.1	101.2%	0.1%	36.3	28.6	28.8	-16.9%	0.2%
of which:											
Communication	0.3	0.4	0.3	0.5	13.3%	–	0.5	0.5	0.5	-1.1%	–
Consultants: Business and advisory services	4.4	–	0.6	47.7	121.4%	0.1%	34.3	26.7	26.8	-17.4%	0.2%
Consumables: Stationery, printing and office supplies	0.5	0.1	0.0	0.5	2.4%	–	0.2	0.2	0.2	-25.4%	–
Travel and subsistence	0.6	0.1	0.2	1.1	25.3%	–	1.1	1.1	1.2	0.8%	–
Operating payments	0.1	0.0	0.1	0.0	-18.3%	–	0.0	0.0	0.0	1.1%	–
Venues and facilities	0.1	0.0	–	0.1	-10.6%	–	0.1	0.1	0.1	10.2%	–
<b>Transfers and subsidies</b>	<b>16 525.7</b>	<b>9 556.6</b>	<b>16 739.1</b>	<b>19 931.4</b>	<b>6.4%</b>	<b>99.7%</b>	<b>20 527.9</b>	<b>21 449.8</b>	<b>22 410.8</b>	<b>4.0%</b>	<b>99.7%</b>
Departmental agencies and accounts	63.5	82.0	69.7	72.9	4.7%	0.5%	76.1	79.5	83.1	4.5%	0.4%
Public corporations and private enterprises	16 462.2	9 474.5	16 669.5	19 858.5	6.5%	99.3%	20 451.8	21 370.3	22 327.7	4.0%	99.3%
Households	–	0.0	0.0	–	–	–	–	–	–	–	–
<b>Payments for capital assets</b>	<b>0.4</b>	<b>0.2</b>	<b>0.1</b>	<b>0.1</b>	<b>-30.9%</b>	<b>–</b>	<b>0.1</b>	<b>0.1</b>	<b>0.2</b>	<b>4.5%</b>	<b>–</b>
Machinery and equipment	0.4	0.2	0.1	0.1	-30.9%	–	0.1	0.1	0.2	4.5%	–
<b>Payments for financial assets</b>	<b>0.0</b>	<b>–</b>	<b>0.0</b>	<b>–</b>	<b>-100.0%</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>
<b>Total</b>	<b>16 560.2</b>	<b>9 584.3</b>	<b>16 768.2</b>	<b>20 012.4</b>	<b>6.5%</b>	<b>100.0%</b>	<b>20 592.9</b>	<b>21 508.5</b>	<b>22 470.9</b>	<b>3.9%</b>	<b>100.0%</b>
Proportion of total programme expenditure to vote expenditure	25.9%	16.8%	25.8%	21.0%	–	–	25.9%	24.8%	23.9%	–	–

**Table 40.10 Rail Transport expenditure trends and estimates by subprogramme and economic classification (continued)**

Details of transfers and subsidies				Adjusted appropriation	Average growth rate (%)	Average: Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/ Total (%)
Audited outcome			2022/23				2019/20	2022/23	2023/24		
R million	2019/20	2020/21	2021/22	2022/23	2019/20	2022/23	2023/24	2024/25	2025/26	2022/23 - 2025/26	
<b>Households</b>											
<b>Social benefits</b>											
<b>Current</b>	–	0.0	0.0	–	–	–	–	–	–	–	–
Employee social benefits	–	0.0	0.0	–	–	–	–	–	–	–	–
<b>Departmental agencies and accounts</b>											
<b>Departmental agencies (non-business entities)</b>											
<b>Current</b>	63.5	82.0	69.7	72.9	4.7%	0.5%	76.1	79.5	83.1	4.5%	0.4%
Railway Safety Regulator	63.5	82.0	69.7	72.9	4.7%	0.5%	76.1	79.5	83.1	4.5%	0.4%
<b>Public corporations and private enterprises</b>											
<b>Public corporations</b>											
<b>Public corporations (subsidies on products and production)</b>											
<b>Current</b>	6 252.6	8 773.6	6 923.3	7 240.1	5.0%	46.4%	7 515.5	7 853.0	8 204.9	4.3%	36.4%
Passenger Rail Agency of South Africa: Metrorail (operations)	4 376.6	6 696.5	4 787.5	5 020.3	4.7%	33.2%	5 293.5	5 531.2	5 779.0	4.8%	25.6%
Passenger Rail Agency of South Africa: Mainline passenger service (operations)	1 065.0	1 164.2	1 210.3	1 257.6	5.7%	7.5%	1 263.9	1 320.6	1 379.8	3.1%	6.2%
Passenger Rail Agency of South Africa: Rail maintenance operations and inventories	811.0	912.9	925.4	962.1	5.9%	5.7%	958.2	1 001.2	1 046.1	2.8%	4.7%
<b>Capital</b>	10 209.6	700.9	9 746.2	12 618.5	7.3%	52.9%	12 936.3	13 517.3	14 122.8	3.8%	62.9%
Passenger Rail Agency of South Africa: Other capital programmes	600.0	395.2	1 439.9	3 401.3	78.3%	9.3%	2 387.9	1 848.9	1 931.7	-17.2%	11.3%
Passenger Rail Agency of South Africa: Rolling stock fleet renewal programme	5 823.3	–	4 830.5	6 801.8	5.3%	27.7%	6 908.7	7 218.9	7 542.4	3.5%	33.7%
Passenger Rail Agency of South Africa: Signalling	2 137.1	–	1 965.7	935.8	-24.1%	8.0%	1 789.7	2 516.3	2 629.0	41.1%	9.3%
Passenger Rail Agency of South Africa: Metrorail (refurbishment of coaches)	1 480.1	200.8	1 262.2	1 400.6	-1.8%	6.9%	1 659.4	1 734.0	1 811.6	9.0%	7.8%
Passenger Rail Agency of South Africa: Mainline passenger service (refurbishment of coaches)	169.2	105.0	248.0	79.0	-22.4%	1.0%	190.6	199.2	208.1	38.1%	0.8%

## Personnel information

**Table 40.11 Rail Transport personnel numbers and cost by salary level<sup>1</sup>**

Rail Transport	Number of posts estimated for 31 March 2023		Number and cost <sup>2</sup> of personnel posts filled/planned for on funded establishment															Average growth rate (%)	Average: Salary level/ Total (%)
	Number of funded posts	Number of posts additional to the establishment	Actual			Revised estimate			Medium-term expenditure estimate										
			2021/22	2022/23		2023/24			2024/25			2025/26			2022/23 - 2025/26				
			Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost		
Salary level	30	–	35	27.6	0.8	39	30.8	0.8	36	28.6	0.8	36	29.9	0.8	36	31.2	0.9	-2.2%	100.0%
1 – 6	6	–	7	2.4	0.3	11	3.3	0.3	10	3.0	0.3	10	3.3	0.3	10	3.4	0.3	-1.8%	27.5%
7 – 10	9	–	11	6.1	0.6	11	6.4	0.6	10	5.8	0.6	11	6.8	0.6	10	6.3	0.6	-3.0%	28.7%
11 – 12	8	–	10	9.3	1.0	8	8.2	1.0	8	8.1	1.0	7	7.5	1.1	7	7.6	1.1	-4.3%	20.5%
13 – 16	7	–	7	9.9	1.4	9	12.9	1.4	8	11.6	1.5	8	12.3	1.5	9	13.9	1.5	-0.0%	23.2%

1. Data has been provided by the department and may not necessarily reconcile with official government personnel data.

2. Rand million.

## Programme 4: Road Transport

### Programme purpose

Develop and manage an integrated road infrastructure network, regulate road transport and ensure safer roads. Oversee road public entities.

### Objectives

- Improve transport safety and security by:
  - monitoring the implementation of the national road safety strategy on an ongoing basis
  - finalising the National Road Traffic Amendment Bill by March 2024 and developing the associated regulations by March 2025

- finalising due diligence for the rationalisation of road public entities by March 2024.
- Increase access to affordable and reliable transport systems by:
  - drafting the road infrastructure funding policy and submitting it to Cabinet by March 2024
  - monitoring and reviewing the performance of the *provincial roads maintenance grant* in terms of the annual Division of Revenue Act.

### Subprogrammes

- *Road Regulation* synchronises road safety and traffic management legislation, and oversees the inspectorate for driving licences and vehicle testing stations.
- *Road Infrastructure and Industry Development* facilitates and coordinates the planning, development and implementation of a sustainable and reliable integrated road infrastructure network, and the enhancement of capacity in the industry.
- *Road Oversight* reviews and analyses the performance of road transport public entities and monitors their compliance with regulations and legislation. This subprogramme also transfers funds to the South African National Roads Agency, the Road Traffic Management Corporation, the Road Traffic Infringement Agency and the *provincial roads maintenance grant*.
- *Road Administration Support* provides strategic leadership and administrative support to the programme.
- *Road Engineering Standards* develops and implements road engineering standards and coordinates the development of an asset management system for safe and resilient road infrastructure.

### Expenditure trends and estimates

**Table 40.12 Road Transport expenditure trends and estimates by subprogramme and economic classification**

Subprogramme	Audited outcome			Adjusted appropriation	Average growth rate (%)		Medium-term expenditure estimate			Average growth rate (%)	
	2019/20	2020/21	2021/22		2022/23	2019/20 - 2022/23	2023/24	2024/25	2025/26	2022/23 - 2025/26	Average Expenditure/ Total (%)
R million											
Road Regulation	282.0	82.0	39.9	56.3	-41.6%	0.3%	47.6	51.2	53.0	-2.0%	0.1%
Road Infrastructure and Industry Development	17.1	14.2	18.3	37.3	29.7%	0.1%	36.7	38.5	40.3	2.7%	0.1%
Road Oversight	32 952.6	31 344.6	34 044.3	59 811.0	22.0%	99.6%	42 479.3	47 317.1	52 720.8	-4.1%	99.7%
Road Administration Support	12.6	7.6	8.3	10.7	-5.3%	–	10.3	10.8	11.3	1.7%	–
Road Engineering Standards	21.6	11.6	12.9	39.2	21.9%	0.1%	37.2	38.6	39.1	-0.1%	0.1%
<b>Total</b>	<b>33 285.9</b>	<b>31 460.0</b>	<b>34 123.7</b>	<b>59 954.5</b>	<b>21.7%</b>	<b>100.0%</b>	<b>42 611.1</b>	<b>47 456.2</b>	<b>52 864.5</b>	<b>-4.1%</b>	<b>100.0%</b>
Change to 2022 Budget estimate				25 971.1			2 538.9	5 018.1	8 525.2		
<b>Economic classification</b>											
<b>Current payments</b>	<b>326.7</b>	<b>115.6</b>	<b>78.2</b>	<b>142.6</b>	<b>-24.2%</b>	<b>0.4%</b>	<b>130.9</b>	<b>138.1</b>	<b>142.7</b>	<b>–</b>	<b>0.3%</b>
Compensation of employees	60.9	63.4	64.6	73.0	6.2%	0.2%	71.6	74.6	77.8	2.1%	0.1%
Goods and services	265.8	52.2	13.6	69.5	-36.0%	0.3%	59.3	63.5	64.8	-2.3%	0.1%
of which:											
Communication	0.9	0.8	0.9	1.8	27.7%	–	1.7	1.8	1.9	1.8%	–
Computer services	1.7	1.6	1.4	1.8	1.8%	–	2.0	2.1	2.2	6.3%	–
Consultants: Business and advisory services	243.4	44.4	–	34.7	-47.8%	0.2%	39.1	41.9	42.2	6.7%	0.1%
Consumables: Stationery, printing and office supplies	0.7	0.7	0.9	1.1	16.6%	–	0.9	0.9	1.0	-5.1%	–
Travel and subsistence	14.8	4.3	9.5	14.8	-0.1%	–	13.5	14.2	14.9	0.3%	–
Venues and facilities	1.6	0.1	0.3	1.0	-13.6%	–	0.8	0.9	0.9	-3.1%	–
<b>Transfers and subsidies</b>	<b>32 952.0</b>	<b>31 343.5</b>	<b>34 045.0</b>	<b>36 074.6</b>	<b>3.1%</b>	<b>84.6%</b>	<b>42 479.3</b>	<b>47 317.1</b>	<b>52 720.8</b>	<b>13.5%</b>	<b>88.0%</b>
Provinces and municipalities	11 556.3	10 575.8	12 046.4	12 780.5	3.4%	29.6%	15 982.5	17 237.8	19 102.1	14.3%	32.1%
Departmental agencies and accounts	21 395.2	20 767.6	21 998.0	23 294.1	2.9%	55.1%	26 496.7	30 079.3	33 618.7	13.0%	55.9%
Households	0.5	0.1	0.6	–	-100.0%	–	–	–	–	–	–
<b>Payments for capital assets</b>	<b>1.1</b>	<b>0.9</b>	<b>0.5</b>	<b>0.9</b>	<b>-6.3%</b>	<b>–</b>	<b>0.9</b>	<b>1.0</b>	<b>1.0</b>	<b>4.5%</b>	<b>–</b>
Machinery and equipment	1.1	0.9	0.5	0.9	-6.3%	–	0.9	1.0	1.0	4.5%	–
<b>Payments for financial assets</b>	<b>6.1</b>	<b>–</b>	<b>0.0</b>	<b>23 736.4</b>	<b>1474.4%</b>	<b>14.9%</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>-100.0%</b>	<b>11.7%</b>
<b>Total</b>	<b>33 285.9</b>	<b>31 460.0</b>	<b>34 123.7</b>	<b>59 954.5</b>	<b>21.7%</b>	<b>100.0%</b>	<b>42 611.1</b>	<b>47 456.2</b>	<b>52 864.5</b>	<b>-4.1%</b>	<b>100.0%</b>
Proportion of total programme expenditure to vote expenditure	52.1%	55.1%	52.6%	63.0%	–	–	53.6%	54.7%	56.2%	–	–

**Table 40.12 Road Transport expenditure trends and estimates by subprogramme and economic classification (continued)**

Details of transfers and subsidies				Adjusted appropriation	Average growth rate (%)	Average Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average Expenditure/ Total (%)
Audited outcome			2022/23				2019/20	2022/23	2023/24		
R million	2019/20	2020/21	2021/22								
<b>Households</b>											
<b>Social benefits</b>											
<b>Current</b>	0.5	0.1	0.6	–	-100.0%	–	–	–	–	–	–
Employee social benefits	0.5	0.1	0.6	–	-100.0%	–	–	–	–	–	–
<b>Departmental agencies and accounts</b>											
<b>Departmental agencies (non-business entities)</b>											
<b>Current</b>	6 364.3	10 701.4	11 226.1	11 989.7	23.5%	25.4%	8 570.5	8 965.0	9 375.7	-7.9%	19.2%
Road Traffic Management Corporation	210.2	240.6	217.3	224.2	2.2%	0.6%	220.1	230.0	240.3	2.3%	0.5%
South African National Roads Agency: Gauteng freeway improvement project	550.5	3 130.1	3 564.3	4 404.4	100.0%	7.3%	692.9	724.0	756.5	-44.4%	3.2%
South African National Roads Agency	5 595.8	7 204.0	7 285.0	7 186.1	8.7%	17.2%	7 494.5	7 831.1	8 181.9	4.4%	15.1%
Road Traffic Infringement Agency	7.8	88.2	159.4	175.0	182.4%	0.3%	153.0	159.9	167.0	-1.5%	0.3%
Cross-Border Road Transport Agency	–	38.5	–	–	–	–	–	–	–	–	–
South African National Roads Agency: Single ticketing for public transport	–	–	–	–	–	–	10.0	20.0	30.0	–	–
<b>Capital</b>	15 030.9	10 066.2	10 771.9	11 304.4	-9.1%	29.7%	17 926.2	21 114.3	24 243.0	29.0%	36.8%
South African National Roads Agency: Non-toll network	12 338.9	8 226.1	8 793.8	8 863.1	-10.4%	24.1%	15 761.0	18 851.8	21 879.2	35.1%	32.2%
South African National Roads Agency: Moloto road upgrade	1 692.0	785.0	843.9	885.8	-19.4%	2.6%	923.8	965.3	1 008.5	4.4%	1.9%
South African National Roads Agency: N2 Wild coast project	1 000.0	1 055.0	1 134.1	1 190.4	6.0%	2.8%	1 241.5	1 297.2	1 355.3	4.4%	2.5%
South African National Roads Agency: KwaZulu-Natal flood damage to toll roads	–	–	–	365.0	–	0.2%	–	–	–	-100.0%	0.2%
<b>Provinces and municipalities</b>											
<b>Municipalities</b>											
<b>Municipal bank accounts</b>											
<b>Current</b>	113.9	108.4	109.9	115.0	0.3%	0.3%	115.5	120.6	126.1	3.1%	0.2%
Rural roads asset management systems grant	113.9	108.4	109.9	115.0	0.3%	0.3%	115.5	120.6	126.1	3.1%	0.2%
<b>Provinces and municipalities</b>											
<b>Provinces</b>											
<b>Provincial revenue funds</b>											
<b>Capital</b>	11 442.4	10 467.3	11 936.6	12 665.4	3.4%	29.3%	15 867.1	17 117.2	18 976.0	14.4%	31.9%
Provincial roads maintenance grant: Mpumalanga coal haulage roads maintenance	526.2	–	–	–	-100.0%	0.3%	–	–	–	–	–
Provincial roads maintenance grant: Roads maintenance component	10 649.3	10 467.3	11 936.6	10 766.1	0.4%	27.6%	11 315.7	11 879.3	12 484.9	5.1%	22.9%
Provincial roads maintenance grant: Disaster relief component	266.9	–	–	1 510.4	78.2%	1.1%	600.5	–	–	-100.0%	1.0%
Provincial roads maintenance grant: Welisizwe rural bridges programme	–	–	–	388.9	–	0.2%	1 020.0	1 250.0	1 298.0	49.4%	2.0%
Provincial roads maintenance grant: Refurbishment component	–	–	–	–	–	–	2 930.8	3 987.8	5 193.1	–	6.0%

## Personnel information

**Table 40.13 Road Transport personnel numbers and cost by salary level<sup>1</sup>**

Number of posts estimated for 31 March 2023		Number and cost <sup>2</sup> of personnel posts filled/planned for on funded establishment											Average growth rate (%)	Average Salary level/ Total (%)					
Number of funded posts	Number of posts additional to the establishment	Actual		Revised estimate			Medium-term expenditure estimate												
		2021/22		2022/23			2023/24		2024/25		2025/26		2022/23 - 2025/26						
		Number	Unit cost	Number	Unit cost	Number	Unit cost	Number	Unit cost	Number	Unit cost	Number	Unit cost						
<b>Road Transport</b>																			
<b>Salary level</b>	<b>88</b>	–	89	64.6	0.7	97	73.0	0.8	96	71.6	0.7	96	74.6	0.8	98	77.8	0.8	0.4%	100.0%
1 – 6	13	–	12	4.0	0.3	14	4.8	0.3	14	4.8	0.3	15	5.1	0.3	16	5.7	0.4	4.7%	15.3%
7 – 10	40	–	42	22.8	0.5	46	26.4	0.6	46	26.1	0.6	46	27.7	0.6	46	28.3	0.6	–	47.5%
11 – 12	26	–	25	24.5	1.0	26	26.6	1.0	25	25.4	1.0	25	27.0	1.1	25	27.4	1.1	-1.3%	26.1%
13 – 16	9	–	10	13.2	1.4	11	15.2	1.4	11	15.2	1.4	10	14.8	1.5	11	16.4	1.5	-0.0%	11.1%

1. Data has been provided by the department and may not necessarily reconcile with official government personnel data.

2. Rand million.

## Programme 5: Civil Aviation

### Programme purpose

Facilitate the development of an economically viable air transport industry that is safe, secure, efficient, environmentally friendly and compliant with international standards through regulation and investigations. Oversee aviation entities.

### Objectives

- Improve air transport safety and security by:
  - submitting the draft South African Maritime and Aeronautical Search and Rescue Bill to Cabinet by March 2024
  - establishing and operationalising an independent aircraft and incident investigation body by March 2025
  - developing, promulgating and implementing the Civil Aviation Amendment Bill and relevant regulations by March 2024
  - drafting an analysis report on the state of aviation accidents and incidents by March 2024.

### Subprogrammes

- *Aviation Policy and Regulations* develops and maintains the civil aviation regulatory regime to respond to national imperatives and international norms, standards and protocols.
- *Aviation Economic Analysis and Industry Development* provides aviation economic analysis, and develops relevant frameworks for industry development and airfreight logistics activities.
- *Aviation Safety, Security, Environment, and Search and Rescue* develops and monitors South Africa’s aviation safety, security, environment, and search and rescue regime; and manages investigations into aviation accidents and serious incidents to identify deficiencies and make safety recommendations on mechanisms to address them.
- *Aviation Oversight* monitors the performance of Airports Company South Africa, the Air Traffic and Navigation Services Company and the South African Civil Aviation Authority, in line with the legislative framework.
- *Aviation Administration Support* provides strategic leadership and administrative support to the programme.

### Expenditure trends and estimates

**Table 40.14 Civil Aviation expenditure trends and estimates by subprogramme and economic classification**

Subprogramme	Audited outcome			Adjusted appropriation	Average growth rate (%)		Medium-term expenditure estimate			Average growth rate (%)		
	2019/20	2020/21	2021/22		2022/23	2019/20	2022/23	2023/24	2024/25	2025/26	2022/23	2025/26
R million												
Aviation Policy and Regulations	25.3	25.4	121.9	39.8	16.3%	5.6%	35.5	30.0	31.4	-7.6%	9.7%	
Aviation Economic Analysis and Industry Development	6.8	6.8	9.1	18.7	40.1%	1.1%	16.0	16.1	16.8	-3.5%	4.8%	
Aviation Safety, Security, Environment, and Search and Rescue	61.0	55.8	64.2	91.6	14.5%	7.2%	87.5	99.3	104.0	4.3%	27.1%	
Aviation Oversight	73.7	2 549.5	345.0	267.9	53.8%	85.3%	169.0	176.6	184.5	-11.7%	56.5%	
Aviation Administration Support	12.0	4.7	5.8	6.7	-17.5%	0.8%	6.5	6.9	7.1	1.8%	1.9%	
<b>Total</b>	<b>178.8</b>	<b>2 642.2</b>	<b>546.0</b>	<b>424.8</b>	<b>33.4%</b>	<b>100.0%</b>	<b>314.5</b>	<b>328.8</b>	<b>343.8</b>	<b>-6.8%</b>	<b>100.0%</b>	
Change to 2022 Budget estimate				-			(4.9)	(4.9)	(4.9)			



**Table 40.14 Civil Aviation expenditure trends and estimates by subprogramme and economic classification (continued)**

Economic classification	Audited outcome			Adjusted appropriation 2022/23	Average growth rate (%) 2019/20 - 2022/23	Average: Expenditure/ Total (%) 2019/20 - 2022/23	Medium-term expenditure estimate			Average growth rate (%) 2022/23 - 2025/26	Average: Expenditure/ Total (%) 2022/23 - 2025/26
	2019/20	2020/21	2021/22				2023/24	2024/25	2025/26		
	R million										
<b>Current payments</b>	<b>155.5</b>	<b>145.1</b>	<b>215.6</b>	<b>212.1</b>	<b>10.9%</b>	<b>19.2%</b>	<b>202.8</b>	<b>212.2</b>	<b>221.9</b>	<b>1.5%</b>	<b>60.1%</b>
Compensation of employees	43.2	38.5	37.2	47.0	2.9%	4.4%	46.8	48.9	51.1	2.8%	13.7%
Goods and services	112.3	106.5	117.0	165.1	13.7%	13.2%	156.0	163.3	170.8	1.1%	46.4%
<i>of which:</i>											
Communication	50.9	46.7	57.2	73.1	12.8%	6.0%	71.5	82.8	86.5	5.8%	22.2%
Consultants: Business and advisory services	53.8	56.6	56.1	75.6	12.0%	6.4%	71.8	66.9	70.0	-2.6%	20.1%
Consumables: Stationery, printing and office supplies	0.2	0.1	0.3	0.9	59.5%	-	1.1	1.2	1.3	11.6%	0.3%
Operating leases	1.2	1.5	1.4	0.6	-23.2%	0.1%	0.6	0.6	0.6	4.0%	0.2%
Travel and subsistence	3.9	0.5	0.5	11.0	40.7%	0.4%	7.9	8.4	9.0	-6.3%	2.6%
Venues and facilities	0.2	0.0	-	1.5	103.5%	-	1.1	1.2	1.2	-5.4%	0.4%
Interest and rent on land	-	-	61.4	-	-	1.6%	-	-	-	-	-
<b>Transfers and subsidies</b>	<b>22.5</b>	<b>171.8</b>	<b>291.5</b>	<b>212.1</b>	<b>111.2%</b>	<b>18.4%</b>	<b>111.1</b>	<b>116.1</b>	<b>121.3</b>	<b>-17.0%</b>	<b>39.7%</b>
Departmental agencies and accounts	-	155.5	277.6	187.9	-	16.4%	85.8	89.7	93.7	-20.7%	32.4%
Foreign governments and international organisations	19.4	13.1	10.4	19.6	0.4%	1.6%	20.5	21.4	22.4	4.5%	5.9%
Non-profit institutions	3.0	3.1	3.3	4.6	15.5%	0.4%	4.8	5.0	5.2	4.4%	1.4%
Households	0.1	0.1	0.1	-	-100.0%	-	-	-	-	-	-
<b>Payments for capital assets</b>	<b>0.8</b>	<b>0.6</b>	<b>38.9</b>	<b>0.5</b>	<b>-13.0%</b>	<b>1.1%</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>4.4%</b>	<b>0.2%</b>
Buildings and other fixed structures	-	-	38.4	-	-	1.0%	-	-	-	-	-
Machinery and equipment	0.8	0.6	0.5	0.5	-13.0%	0.1%	0.6	0.6	0.6	4.4%	0.2%
<b>Payments for financial assets</b>	<b>0.0</b>	<b>2 324.8</b>	<b>0.0</b>	<b>-</b>	<b>-100.0%</b>	<b>61.3%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>178.8</b>	<b>2 642.2</b>	<b>546.0</b>	<b>424.8</b>	<b>33.4%</b>	<b>100.0%</b>	<b>314.5</b>	<b>328.8</b>	<b>343.8</b>	<b>-6.8%</b>	<b>100.0%</b>
<b>Proportion of total programme expenditure to vote expenditure</b>	<b>0.3%</b>	<b>4.6%</b>	<b>0.8%</b>	<b>0.4%</b>	<b>-</b>	<b>-</b>	<b>0.4%</b>	<b>0.4%</b>	<b>0.4%</b>	<b>-</b>	<b>-</b>
<b>Details of transfers and subsidies</b>											
<b>Households</b>											
<b>Social benefits</b>											
<b>Current</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>-</b>	<b>-100.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Employee social benefits	0.1	0.1	0.1	-	-100.0%	-	-	-	-	-	-
<b>Departmental agencies and accounts</b>											
<b>Departmental agencies (non-business entities)</b>											
<b>Current</b>	<b>-</b>	<b>155.5</b>	<b>277.6</b>	<b>187.9</b>	<b>-</b>	<b>16.4%</b>	<b>85.8</b>	<b>89.7</b>	<b>93.7</b>	<b>-20.7%</b>	<b>32.4%</b>
South African Civil Aviation Authority	-	145.1	277.6	187.9	-	16.1%	85.8	89.7	93.7	-20.7%	32.4%
South African Civil Aviation Authority: Flight inspection unit	-	10.4	-	-	-	0.3%	-	-	-	-	-
<b>Non-profit institutions</b>											
<b>Current</b>	<b>2.6</b>	<b>2.7</b>	<b>2.9</b>	<b>4.1</b>	<b>17.0%</b>	<b>0.3%</b>	<b>4.3</b>	<b>4.5</b>	<b>4.7</b>	<b>4.5%</b>	<b>1.3%</b>
National Sea Rescue Institute	2.6	2.7	2.9	4.1	17.0%	0.3%	4.3	4.5	4.7	4.5%	1.3%
<b>Foreign governments and international organisations</b>											
<b>Current</b>	<b>19.3</b>	<b>13.1</b>	<b>10.3</b>	<b>19.6</b>	<b>0.4%</b>	<b>1.6%</b>	<b>20.4</b>	<b>21.3</b>	<b>22.3</b>	<b>4.5%</b>	<b>5.9%</b>
African Civil Aviation Commission	7.7	4.0	3.1	6.4	-5.8%	0.6%	6.7	7.0	7.3	4.5%	1.9%
International Civil Aviation Organisation	4.6	3.7	3.4	5.6	6.5%	0.5%	5.8	6.1	6.3	4.5%	1.7%
Cospas-Sarsat programme	0.7	0.9	0.8	0.7	-3.2%	0.1%	0.7	0.7	0.7	4.5%	0.2%
Southern African Development Community Aviation Safety Organisation	6.3	4.5	3.0	6.9	2.9%	0.5%	7.2	7.6	7.9	4.5%	2.1%

## Personnel information

**Table 40.15 Civil Aviation personnel numbers and cost by salary level<sup>1</sup>**

Civil Aviation	Salary level	Number of posts estimated for 31 March 2023	Number of posts additional to the funded posts	Number and cost <sup>2</sup> of personnel posts filled/planned for on funded establishment												Average growth rate (%)	Average: Salary level/ Total (%)			
				Actual			Revised estimate			Medium-term expenditure estimate										
				2021/22			2022/23			2023/24		2024/25		2025/26				2022/23 - 2025/26		
				Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost				Number	Cost
		45	-	48	37.2	0.8	59	47.0	0.8	60	46.8	0.8	60	48.9	0.8	63	51.1	0.8	2.1%	100.0%
	1-6	7	-	7	2.2	0.3	8	2.8	0.3	9	2.8	0.3	9	3.0	0.3	12	4.4	0.4	13.6%	15.8%
	7-10	23	-	26	16.1	0.6	30	18.8	0.6	30	18.7	0.6	30	19.5	0.6	30	19.8	0.7	-0.1%	49.5%
	11-12	10	-	10	10.6	1.1	12	13.0	1.1	12	13.0	1.1	12	13.8	1.1	12	14.0	1.2	-	19.8%
	13-16	5	-	6	8.2	1.3	9	12.3	1.4	9	12.4	1.4	9	12.7	1.4	9	12.9	1.4	-	14.9%

1. Data has been provided by the department and may not necessarily reconcile with official government personnel data.

2. Rand million.

## Programme 6: Maritime Transport

### Programme purpose

Promote a safe, reliable and economically viable maritime transport sector through the development and implementation of policies and strategies. Oversee maritime public entities.

### Objectives

- Increase access to affordable and reliable maritime transport by:
  - finalising the Maritime Development Fund Bill by March 2024
  - monitoring and reviewing the implementation of the Operation Phakisa Oceans Economy 3-foot plan to encourage growth in the sector on an ongoing basis
  - finalising the status report on the corporatisation of the Transnet National Ports Authority by March 2024.
- Improve the competitiveness and accessibility of the maritime sector by drafting the bunkering infrastructure and services framework for submission to Cabinet by March 2025.
- Reduce greenhouse gas emissions and pollution by submitting the Marine Pollution (Prevention of Pollution from Ships) Amendment Bill to Parliament by March 2024.
- Improve the regulatory environment and market access by submitting the Merchant Shipping Bill to Parliament by March 2025.

### Subprogrammes

- *Maritime Policy Development* develops and maintains a maritime regulatory regime that is responsive to national imperatives and international norms, standards and protocols. This subprogramme is also responsible for the development and maintenance of maritime policies and strategies.
- *Maritime Infrastructure and Industry Development* facilitates the development of integrated maritime infrastructure and an integrated maritime industry.
- *Implementation, Monitoring and Evaluation* ensures that legislation, policies and strategies pertaining to maritime safety, security and environmental protection are implemented.
- *Maritime Oversight* makes transfers to public entities in the maritime field, the South African Maritime Safety Authority and the Ports Regulator of South Africa, and oversees these entities' compliance with relevant regulations and legislation.
- *Maritime Administration Support* provides strategic leadership and administrative support to the programme.

### Expenditure trends and estimates

**Table 40.16 Maritime Transport expenditure trends and estimates by subprogramme and economic classification**

Subprogramme	Audited outcome			Adjusted appropriation	Average growth rate (%)	Average: Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/ Total (%)
	2019/20	2020/21	2021/22				2022/23	2023/24	2024/25		
R million											
Maritime Policy Development	10.4	13.0	12.2	12.6	6.5%	8.9%	12.5	13.0	13.5	2.5%	3.8%
Maritime Infrastructure and Industry Development	10.0	7.2	5.4	19.5	24.8%	7.8%	15.0	15.8	16.5	-5.4%	5.0%
Implementation, Monitoring and Evaluation	67.5	71.1	52.1	75.1	3.6%	49.0%	300.6	314.6	329.2	63.6%	75.6%
Maritime Oversight	39.7	42.0	41.9	45.4	4.6%	31.2%	45.1	47.1	49.2	2.7%	13.9%
Maritime Administration Support	5.3	2.5	4.0	5.6	1.8%	3.2%	5.9	6.1	6.4	4.7%	1.8%
<b>Total</b>	<b>132.9</b>	<b>135.8</b>	<b>115.6</b>	<b>158.2</b>	<b>6.0%</b>	<b>100.0%</b>	<b>379.2</b>	<b>396.6</b>	<b>414.8</b>	<b>37.9%</b>	<b>100.0%</b>
Change to 2022 Budget estimate				2.8			30.8	32.5	34.4		

**Table 40.16 Maritime Transport expenditure trends and estimates by subprogramme and economic classification (continued)**

Economic classification	Audited outcome			Adjusted appropriation	Average growth rate (%)	Average: Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/ Total (%)
	2019/20	2020/21	2021/22				2022/23	2019/20 - 2022/23	2023/24		
R million											
<b>Current payments</b>	<b>94.2</b>	<b>95.4</b>	<b>73.2</b>	<b>112.4</b>	<b>6.0%</b>	<b>69.2%</b>	<b>333.6</b>	<b>349.1</b>	<b>365.1</b>	<b>48.1%</b>	<b>86.0%</b>
Compensation of employees	23.6	27.5	24.2	27.4	5.0%	18.9%	26.3	27.4	28.5	1.3%	8.1%
Goods and services	70.6	67.9	48.9	85.0	6.4%	50.2%	307.3	321.7	336.6	58.2%	77.9%
of which:											
Communication	0.6	0.3	0.3	0.6	1.6%	0.3%	0.6	0.6	0.7	5.0%	0.2%
Consultants: Business and advisory services	2.5	0.2	0.0	13.3	73.8%	2.9%	210.1	220.2	230.8	159.0%	50.0%
Infrastructure and planning services	56.1	62.6	43.1	60.1	2.3%	40.9%	88.1	91.9	95.8	16.8%	24.9%
Contractors	0.1	0.1	0.1	0.0	-63.3%	0.1%	2.0	2.1	2.2	718.6%	0.5%
Travel and subsistence	4.2	0.9	1.5	4.6	3.0%	2.1%	5.0	5.4	5.6	7.0%	1.5%
Venues and facilities	3.4	0.1	0.5	3.2	-2.6%	1.3%	0.4	0.4	0.4	-48.9%	0.3%
<b>Transfers and subsidies</b>	<b>37.9</b>	<b>40.0</b>	<b>42.1</b>	<b>45.4</b>	<b>6.2%</b>	<b>30.5%</b>	<b>45.1</b>	<b>47.1</b>	<b>49.2</b>	<b>2.7%</b>	<b>13.9%</b>
Departmental agencies and accounts	36.8	38.8	41.0	43.0	5.3%	29.4%	42.6	44.5	46.5	2.6%	13.1%
Foreign governments and international organisations	1.1	1.2	1.1	2.4	30.3%	1.1%	2.5	2.6	2.7	4.4%	0.8%
Households	0.0	-	-	-	-100.0%	-	-	-	-	-	-
<b>Payments for capital assets</b>	<b>0.8</b>	<b>0.4</b>	<b>0.3</b>	<b>0.4</b>	<b>-17.6%</b>	<b>0.4%</b>	<b>0.4</b>	<b>0.5</b>	<b>0.5</b>	<b>4.5%</b>	<b>0.1%</b>
Machinery and equipment	0.8	0.4	0.3	0.4	-17.6%	0.4%	0.4	0.5	0.5	4.5%	0.1%
<b>Payments for financial assets</b>	<b>0.0</b>	<b>-</b>	<b>0.0</b>	<b>-</b>	<b>-100.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>132.9</b>	<b>135.8</b>	<b>115.6</b>	<b>158.2</b>	<b>6.0%</b>	<b>100.0%</b>	<b>379.2</b>	<b>396.6</b>	<b>414.8</b>	<b>37.9%</b>	<b>100.0%</b>
<b>Proportion of total programme expenditure to vote expenditure</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0.2%</b>	<b>-</b>	<b>-</b>	<b>0.5%</b>	<b>0.5%</b>	<b>0.4%</b>	<b>-</b>	<b>-</b>
<b>Details of transfers and subsidies</b>											
<b>Households</b>											
<b>Social benefits</b>											
Current	0.0	-	-	-	-100.0%	-	-	-	-	-	-
Employee social benefits	0.0	-	-	-	-100.0%	-	-	-	-	-	-
<b>Departmental agencies and accounts</b>											
<b>Departmental agencies (non-business entities)</b>											
Current	36.8	38.8	41.0	43.0	5.3%	29.4%	42.6	44.5	46.5	2.6%	13.1%
Ports Regulator of South Africa	36.8	38.8	41.0	43.0	5.3%	29.4%	42.6	44.5	46.5	2.6%	13.1%
<b>Foreign governments and international organisations</b>											
Current	1.1	1.2	1.1	2.4	30.3%	1.1%	2.5	2.6	2.7	4.4%	0.8%
International Maritime Organisation	0.7	0.7	0.7	2.0	39.7%	0.8%	2.1	2.2	2.3	4.5%	0.6%
Indian Ocean memorandum of understanding	0.4	0.4	0.4	0.4	6.2%	0.3%	0.5	0.5	0.5	4.4%	0.1%

## Personnel information

**Table 40.17 Maritime Transport personnel numbers and cost by salary level<sup>1</sup>**

Maritime Transport	Number of posts estimated for 31 March 2023	Number of posts additional to the funded establishment	Number and cost <sup>2</sup> of personnel posts filled/planned for on funded establishment															Average growth rate (%)	Average: Salary level/ Total (%)
			Actual			Revised estimate			Medium-term expenditure estimate						2022/23 - 2025/26				
			2021/22		2022/23		2023/24		2024/25		2025/26								
Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost					
Salary level	29	-	31	24.2	0.8	36	27.4	0.8	33	26.3	0.8	32	27.4	0.9	35	28.5	0.8	-0.6%	100.0%
1 - 6	4	-	4	1.0	0.3	6	1.5	0.3	4	1.2	0.3	4	1.2	0.3	7	1.9	0.3	7.8%	15.3%
7 - 10	14	-	15	8.2	0.6	18	10.4	0.6	17	9.7	0.6	16	9.7	0.6	17	10.7	0.6	-1.9%	50.1%
11 - 12	7	-	9	7.9	0.9	7	6.5	0.9	7	6.5	0.9	7	6.9	1.0	7	7.0	1.0	-	20.6%
13 - 16	4	-	4	7.1	1.8	5	8.9	1.8	5	9.0	1.8	5	9.5	1.9	4	8.9	2.2	-7.2%	14.0%

1. Data has been provided by the department and may not necessarily reconcile with official government personnel data.

2. Rand million.

## Programme 7: Public Transport

### Programme purpose

Provide and regulate safe, secure, reliable, cost-effective and sustainable public transport services in South Africa through legislation, policies and strategies.

## Objectives

- Improve public transport planning by assisting 2 district municipalities per year over the medium term to develop integrated public transport network plans.
- Promote sustainable public transport and improve access and reliability by:
  - finalising the public transport subsidisation strategy and developing a public transport funding model by March 2024
  - developing the operationalisation business case for the national public transport regulator
  - implementing the recommendations of the review of the taxi recapitalisation programme by March 2025
  - piloting and monitoring the single ticketing system for all government-subsidised public transport operators by March 2024
  - monitoring the implementation of an integrated public transport network in 10 municipalities on an ongoing basis.
- Enhance the regulation of public transport by supporting the parliamentary process of the Transport Appeal Tribunal Amendment Bill for approval by March 2024.

## Subprogrammes

- *Public Transport Regulation* manages the development and maintenance of policy, legislation and regulation; and coordinates and facilitates implementation. This subprogramme is responsible for managing public transport information on public transport systems developed in terms of the National Land Transport Act (2009).
- *Rural and Scholar Transport* develops and reviews rural, scholar and non-motorised transport strategies, and coordinates and evaluates their implementation.
- *Public Transport Industry Development* oversees and facilitates the implementation of public transport policy, legislation and strategy, develops public transport empowerment schemes, manages the taxi recapitalisation programme, and facilitates stakeholder relations and conflict resolution in the industry.
- *Public Transport Oversight* oversees the use of public transport subsidies and grants, and monitors compliance with the annual Division of Revenue Act in terms of the transferring of funds, reporting, allocations and adjustments.
- *Public Transport Administration Support* provides strategic leadership and administrative support to the programme.
- *Public Transport Network Development* develops norms and standards for integrated public transport systems to assist in providing accessible, reliable, affordable and integrated public transport network services in municipalities.

## Expenditure trends and estimates

**Table 40.18 Public Transport expenditure trends and estimates by subprogramme and economic classification**

Subprogramme	Audited outcome			Adjusted appropriation	Average growth rate (%)	Average: Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/ Total (%)
	2019/20	2020/21	2021/22				2022/23	2023/24	2024/25		
R million											
Public Transport Regulation	40.9	28.4	24.3	58.4	12.6%	0.3%	51.2	52.2	60.2	1.0%	0.4%
Rural and Scholar Transport	24.3	17.9	30.0	45.9	23.5%	0.2%	39.4	44.7	45.7	-0.1%	0.3%
Public Transport Industry Development	131.7	181.9	142.3	207.5	16.4%	1.3%	199.4	213.2	212.3	0.8%	1.3%
Public Transport Oversight	12 960.6	12 532.7	12 630.2	13 607.6	1.6%	98.0%	14 704.3	16 017.7	17 004.8	7.7%	97.7%
Public Transport Administration Support	10.1	40.5	10.2	13.1	9.0%	0.1%	14.3	14.9	15.6	5.9%	0.1%
Public Transport Network Development	10.5	8.1	8.5	41.2	57.6%	0.1%	40.3	41.1	40.3	-0.7%	0.3%
<b>Total</b>	<b>13 178.1</b>	<b>12 809.6</b>	<b>12 845.5</b>	<b>13 973.6</b>	<b>2.0%</b>	<b>100.0%</b>	<b>15 048.9</b>	<b>16 383.8</b>	<b>17 378.9</b>	<b>7.5%</b>	<b>100.0%</b>
Change to 2022 Budget estimate				3.8			83.6	9.2	270.7		

**Table 40.18 Public Transport expenditure trends and estimates by subprogramme and economic classification (continued)**

Economic classification	Audited outcome			Adjusted appropriation	Average growth rate (%)	Average: Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/ Total (%)	
	2019/20	2020/21	2021/22				2022/23	2019/20 - 2022/23	2023/24			2024/25
R million												
<b>Current payments</b>	<b>205.5</b>	<b>272.8</b>	<b>214.6</b>	<b>365.7</b>	<b>21.2%</b>	<b>2.0%</b>	<b>344.3</b>	<b>365.8</b>	<b>373.7</b>	<b>0.7%</b>	<b>2.3%</b>	
Compensation of employees	58.7	56.6	58.5	66.0	4.0%	0.5%	65.3	68.1	71.0	2.5%	0.4%	
Goods and services	146.8	216.2	156.1	299.7	26.8%	1.6%	279.0	297.7	302.7	0.3%	1.9%	
of which:												
Minor assets	0.0	–	0.0	0.9	223.4%	–	1.0	1.1	1.1	7.7%	–	
Communication	0.6	0.6	0.6	1.5	35.8%	–	1.5	1.4	1.5	-0.7%	–	
Consultants: Business and advisory services	124.3	127.8	132.8	263.9	28.5%	1.2%	250.0	264.9	269.2	0.7%	1.7%	
Inventory: Other supplies	12.5	10.1	17.0	24.8	25.5%	0.1%	20.1	23.9	23.9	-1.2%	0.1%	
Consumables: Stationery, printing and office supplies	0.8	0.6	0.2	0.4	-17.8%	–	0.5	0.5	0.5	4.2%	–	
Travel and subsistence	6.1	4.0	4.7	5.5	-3.3%	–	5.2	5.5	5.7	1.2%	–	
<b>Transfers and subsidies</b>	<b>12 960.7</b>	<b>12 533.1</b>	<b>12 630.8</b>	<b>13 607.6</b>	<b>1.6%</b>	<b>98.0%</b>	<b>14 704.3</b>	<b>16 017.7</b>	<b>17 004.8</b>	<b>7.7%</b>	<b>97.7%</b>	
Provinces and municipalities	12 695.8	11 138.7	12 295.3	13 103.3	1.1%	93.2%	14 197.0	15 487.6	16 451.0	7.9%	94.4%	
Public corporations and private enterprises	–	1 135.0	–	–	–	2.1%	–	–	–	–	–	
Non-profit institutions	23.8	25.1	26.5	27.5	4.9%	0.2%	28.7	30.0	31.3	4.5%	0.2%	
Households	241.1	234.4	309.0	476.8	25.5%	2.4%	478.7	500.2	522.6	3.1%	3.2%	
<b>Payments for capital assets</b>	<b>11.9</b>	<b>3.7</b>	<b>0.1</b>	<b>0.3</b>	<b>-70.6%</b>	<b>–</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>4.5%</b>	<b>–</b>	
Machinery and equipment	11.7	0.3	0.1	0.3	-24.1%	–	0.3	0.3	0.3	4.5%	–	
Software and other intangible assets	0.2	3.4	–	–	-100.0%	–	–	–	–	–	–	
<b>Payments for financial assets</b>	<b>0.0</b>	<b>–</b>	<b>0.0</b>	<b>–</b>	<b>-100.0%</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	
<b>Total</b>	<b>13 178.1</b>	<b>12 809.6</b>	<b>12 845.5</b>	<b>13 973.6</b>	<b>2.0%</b>	<b>100.0%</b>	<b>15 048.9</b>	<b>16 383.8</b>	<b>17 378.9</b>	<b>7.5%</b>	<b>100.0%</b>	
<b>Proportion of total programme expenditure to vote expenditure</b>	<b>20.6%</b>	<b>22.4%</b>	<b>19.8%</b>	<b>14.7%</b>	<b>–</b>	<b>–</b>	<b>18.9%</b>	<b>18.9%</b>	<b>18.5%</b>	<b>–</b>	<b>–</b>	
<b>Details of transfers and subsidies</b>												
<b>Households</b>												
<b>Social benefits</b>												
<b>Current</b>	<b>0.1</b>	<b>0.4</b>	<b>0.6</b>	<b>–</b>	<b>-100.0%</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	
Employee social benefits	0.1	0.4	0.6	–	-100.0%	–	–	–	–	–	–	
<b>Households</b>												
<b>Other transfers to households</b>												
<b>Current</b>	<b>240.9</b>	<b>234.0</b>	<b>308.4</b>	<b>476.8</b>	<b>25.6%</b>	<b>2.4%</b>	<b>478.7</b>	<b>500.2</b>	<b>522.6</b>	<b>3.1%</b>	<b>3.2%</b>	
Taxi recapitalisation	240.9	234.0	308.4	476.8	25.6%	2.4%	478.7	500.2	522.6	3.1%	3.2%	
<b>Public corporations and private enterprises</b>												
<b>Private enterprises</b>												
<b>Other transfers to private enterprises</b>												
<b>Current</b>	<b>–</b>	<b>1 135.0</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>2.1%</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	
One-off taxi gratuity	–	1 135.0	–	–	–	2.1%	–	–	–	–	–	
<b>Non-profit institutions</b>												
<b>Current</b>	<b>23.8</b>	<b>25.1</b>	<b>26.5</b>	<b>27.5</b>	<b>4.9%</b>	<b>0.2%</b>	<b>28.7</b>	<b>30.0</b>	<b>31.3</b>	<b>4.5%</b>	<b>0.2%</b>	
South African National Taxi Council	23.8	25.1	26.5	27.5	4.9%	0.2%	28.7	30.0	31.3	4.5%	0.2%	
<b>Provinces and municipalities</b>												
<b>Municipalities</b>												
<b>Municipal bank accounts</b>												
<b>Capital</b>	<b>6 370.1</b>	<b>4 389.1</b>	<b>5 174.5</b>	<b>6 012.9</b>	<b>-1.9%</b>	<b>41.6%</b>	<b>6 794.0</b>	<b>7 752.2</b>	<b>8 369.0</b>	<b>11.7%</b>	<b>46.1%</b>	
Public transport network grant	6 370.1	4 389.1	5 174.5	6 012.9	-1.9%	41.6%	6 794.0	7 752.2	8 369.0	11.7%	46.1%	
<b>Provinces and municipalities</b>												
<b>Provincial revenue funds</b>												
<b>Current</b>	<b>6 325.8</b>	<b>6 749.6</b>	<b>7 120.8</b>	<b>7 090.4</b>	<b>3.9%</b>	<b>51.7%</b>	<b>7 402.9</b>	<b>7 735.4</b>	<b>8 081.9</b>	<b>4.5%</b>	<b>48.3%</b>	
Public transport operations grant	6 325.8	6 749.6	7 120.8	7 090.4	3.9%	51.7%	7 402.9	7 735.4	8 081.9	4.5%	48.3%	

## Personnel information

**Table 40.19 Public Transport personnel numbers and cost by salary level<sup>1</sup>**

Public Transport	Number of posts estimated for 31 March 2023		Number and cost <sup>2</sup> of personnel posts filled/planned for on funded establishment										Average growth rate (%)	Average: Salary level/ Total (%)					
	Number of funded posts	Number of posts additional to the establishment	Actual		Revised estimate		Medium-term expenditure estimate												
			2021/22	2022/23	2023/24	2024/25	2025/26	2022/23 - 2025/26											
<b>Salary level</b>	<b>94</b>	<b>18</b>	<b>93</b>	<b>58.5</b>	<b>0.6</b>	<b>85</b>	<b>66.0</b>	<b>0.8</b>	<b>84</b>	<b>65.3</b>	<b>0.8</b>	<b>83</b>	<b>68.1</b>	<b>0.8</b>	<b>84</b>	<b>71.0</b>	<b>0.8</b>	<b>-0.4%</b>	<b>100.0%</b>
1 – 6	11	–	28	4.7	0.2	13	2.6	0.2	12	2.2	0.2	12	2.2	0.2	12	2.3	0.2	-2.5%	14.7%
7 – 10	53	18	36	19.5	0.5	36	20.6	0.6	36	20.4	0.6	36	21.6	0.6	36	22.1	0.6	–	42.8%
11 – 12	13	–	12	11.9	1.0	17	17.1	1.0	17	17.0	1.0	16	17.0	1.1	16	17.3	1.1	-2.0%	19.6%
13 – 16	17	–	17	22.2	1.3	19	25.7	1.4	19	25.8	1.4	19	27.3	1.4	20	29.4	1.5	1.7%	22.9%
Other	–	–	1	0.2	0.3	–	–	–	–	–	–	–	–	–	–	–	–	–	–

1. Data has been provided by the department and may not necessarily reconcile with official government personnel data.

2. Rand million.

## Entities

### Air Traffic and Navigation Services Company

#### Selected performance indicators

**Table 40.20 Air Traffic and Navigation Services Company performance indicators by programme/objective/activity and related priority**

Indicator	Programme/Objective/Activity	MTSF priority	Audited performance			Estimated performance	MTEF targets		
			2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Number of air traffic safety incidents per year (per 100 000 flight hours)	Communication	Entity mandate	4.03	3.29	5.42	<7	<7	<7	<7
Number of air traffic accidents per year (per 100 000 flight hours)	Surveillance		0	0	0	0	0	0	0
Number of serious air traffic incidents per year (per 100 000 flight hours)	Surveillance		1	1.32	3	3	<4	<4	<4
Average air traffic delay per delayed flight per year (seconds)	Communications		351	<1	360	360	340	320	290
Average communication system availability per year	Communications		98.83%	97.84%	99.67%	99.67%	99.67%	99.67%	99.67%
Average navigation system availability per year	Navigation		96.28%	96.28%	94.6%	98.65%	98.65%	98.65%	98.65%
Average surveillance system availability per year	Surveillance		99.95%	99.99%	99.77%	99.77%	99.77%	99.77%	99.77%

#### Entity overview

The Air Traffic and Navigation Services Company is mandated to provide safe, orderly and efficient air traffic navigational and associated services to the air traffic management community in terms of the Air Traffic and Navigation Services Act (1993). All its services are in accordance with the International Civil Aviation Organisation standards and the civil aviation regulations issued in terms of the Civil Aviation Act (2009).

The Air Traffic and Navigation Services Company maintains its focus on providing safe, efficient and cost-effective air traffic management solutions and related services, with an estimated 78 per cent (R4.4 billion) of the entity's budget over the MTEF period expected to be used on communication, surveillance and simulator systems. Compensation of employees comprises 58.3 per cent (R3.3 billion) of total expenditure over the period ahead, while goods and services accounts for 26.6 per cent. R823.9 million over the MTEF period is earmarked for capital expenditure. Total expenditure is expected to increase at an average annual rate of 10.6 per cent, from R1.5 billion in 2022/23 to R2 billion in 2025/26.

The company generates its own revenue through the provision of aeronautical services to the aviation industry such as en-route and approach fees, aerodrome and area fees, and terminal manoeuvring area fees. Total revenue is expected to increase at an average annual rate of 18.2 per cent, from R1.3 billion in 2022/23 to R2.1 billion in 2025/26, as the company returns to normal operations after the lifting of COVID-19 restrictions.

**Table 40.21 Air Traffic and Navigation Services Company expenditure trends and estimates by programme/objective/activity**

R million	Audited outcome				Revised estimate	Average growth rate (%)	Average: Expenditure/Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/Total (%)
	2019/20	2020/21	2021/22	2022/23				2023/24	2024/25	2025/26		
Administration	286.4	216.1	241.2	235.4	-6.3%	16.0%	283.9	300.3	318.7	10.6%	16.0%	
Communication	895.0	661.0	753.8	735.6	-6.3%	49.7%	887.1	938.4	996.0	10.6%	50.0%	
Investigations	89.5	67.5	75.4	73.6	-6.3%	5.0%	88.7	93.8	99.6	10.6%	5.0%	
Surveillance	143.2	122.7	120.6	117.7	-6.3%	8.3%	141.9	150.1	159.4	10.6%	8.0%	
Display systems	17.9	13.5	15.1	14.7	-6.3%	1.0%	17.7	18.8	19.9	10.6%	1.0%	
Simulator	358.0	270.1	301.5	294.2	-6.3%	20.0%	354.8	375.4	398.4	10.6%	20.0%	
<b>Total</b>	<b>1 790.1</b>	<b>1 350.9</b>	<b>1 507.7</b>	<b>1 471.1</b>	<b>-6.3%</b>	<b>100.0%</b>	<b>1 774.2</b>	<b>1 876.8</b>	<b>1 991.9</b>	<b>10.6%</b>	<b>100.0%</b>	

**Statements of financial performance, cash flow and financial position****Table 40.22 Air Traffic and Navigation Services Company statements of financial performance, cash flow and financial position**

Statement of financial performance											
R million	Audited outcome			Revised estimate	Average growth rate (%)		Medium-term expenditure estimate			Average Expenditure/ Total (%)	
	2019/20	2020/21	2021/22		2022/23	2019/20	2022/23	2023/24	2024/25	2025/26	2022/23
<b>Revenue</b>											
<b>Non-tax revenue</b>	<b>1 857.4</b>	<b>595.1</b>	<b>1 035.2</b>	<b>1 175.9</b>	<b>-14.1%</b>	<b>90.5%</b>	<b>1 857.3</b>	<b>1 965.6</b>	<b>2 080.3</b>	<b>20.9%</b>	<b>98.4%</b>
Sale of goods and services other than capital assets	1 673.4	547.4	1 017.3	1 165.6	-11.4%	85.9%	1 832.1	1 940.7	2 047.3	20.7%	97.1%
<i>of which:</i>											
<i>Administrative fees</i>	1 462.9	428.2	855.4	980.9	-12.5%	72.0%	1 626.4	1 725.0	1 820.4	22.9%	85.2%
<i>En-route and approach fees</i>	1 462.9	428.2	855.4	980.9	-12.5%	72.0%	1 626.4	1 725.0	1 820.4	22.9%	85.2%
<i>Sales by market establishments</i>	210.5	119.2	162.0	184.6	-4.3%	13.9%	205.7	215.7	227.0	7.1%	11.9%
<i>Very small aperture and North Easter African-Indian Ocean very small aperture network revenue</i>	103.3	46.1	73.0	82.1	-7.4%	6.1%	97.5	103.5	109.8	10.2%	5.6%
<i>Small aerodrome fee and sundry revenue</i>	55.0	51.2	58.7	74.0	10.4%	5.2%	78.1	81.0	84.6	4.5%	4.6%
<i>Aeronautical information services/rental received and commission fees</i>	5.6	5.3	7.9	6.8	6.7%	0.6%	7.2	7.4	7.8	4.5%	0.4%
<i>Technical maintenance to third parties and training to third parties</i>	46.6	16.7	22.3	21.7	-22.5%	2.1%	22.9	23.7	24.8	4.5%	1.3%
Other non-tax revenue	184.0	47.7	17.8	10.3	-61.7%	4.6%	25.2	24.9	33.0	47.3%	1.3%
<b>Transfers received</b>	<b>-</b>	<b>177.3</b>	<b>94.6</b>	<b>82.7</b>	<b>-</b>	<b>9.5%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-100.0%</b>	<b>1.6%</b>
<b>Total revenue</b>	<b>1 857.4</b>	<b>772.4</b>	<b>1 129.8</b>	<b>1 258.5</b>	<b>-12.2%</b>	<b>100.0%</b>	<b>1 857.3</b>	<b>1 965.6</b>	<b>2 080.3</b>	<b>18.2%</b>	<b>100.0%</b>
<b>Expenses</b>											
<b>Current expenses</b>	<b>1 762.7</b>	<b>1 350.9</b>	<b>1 507.7</b>	<b>1 471.1</b>	<b>-5.8%</b>	<b>99.6%</b>	<b>1 743.4</b>	<b>1 844.0</b>	<b>1 959.2</b>	<b>10.0%</b>	<b>98.7%</b>
Compensation of employees	997.2	823.9	912.5	864.2	-4.7%	59.0%	1 024.5	1 074.2	1 182.8	11.0%	58.3%
Goods and services	598.9	351.8	415.3	384.2	-13.8%	28.3%	466.8	505.9	534.4	11.6%	26.6%
Depreciation	157.3	165.9	170.4	186.0	5.7%	11.3%	189.8	202.2	185.0	-0.2%	10.9%
Interest, dividends and rent on land	9.3	9.3	9.4	36.7	58.1%	1.1%	62.3	61.8	57.0	15.8%	3.0%
<b>Transfers and subsidies</b>	<b>27.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-100.0%</b>	<b>0.4%</b>	<b>30.7</b>	<b>32.8</b>	<b>32.7</b>	<b>-</b>	<b>1.3%</b>
<b>Total expenses</b>	<b>1 790.1</b>	<b>1 350.9</b>	<b>1 507.7</b>	<b>1 471.1</b>	<b>-6.3%</b>	<b>100.0%</b>	<b>1 774.2</b>	<b>1 876.8</b>	<b>1 991.9</b>	<b>10.6%</b>	<b>100.0%</b>
<b>Surplus/(Deficit)</b>	<b>67.3</b>	<b>(578.6)</b>	<b>(377.9)</b>	<b>(212.6)</b>	<b>-246.7%</b>		<b>83.1</b>	<b>88.8</b>	<b>88.4</b>	<b>-174.6%</b>	
<b>Cash flow statement</b>											
<b>Cash flow from operating activities</b>	<b>422.6</b>	<b>(533.2)</b>	<b>(218.2)</b>	<b>(59.2)</b>	<b>-151.9%</b>	<b>100.0%</b>	<b>273.0</b>	<b>291.0</b>	<b>273.4</b>	<b>-266.5%</b>	<b>100.0%</b>
<b>Receipts</b>											
<b>Non-tax receipts</b>	<b>1 877.8</b>	<b>590.9</b>	<b>1 025.2</b>	<b>1 175.9</b>	<b>-14.4%</b>	<b>99.2%</b>	<b>1 857.3</b>	<b>1 965.6</b>	<b>2 080.3</b>	<b>20.9%</b>	<b>100.0%</b>
Sale of goods and services other than capital assets	1 673.4	547.4	1 017.3	1 165.6	-11.4%	94.4%	1 832.1	1 940.7	2 047.3	20.7%	98.7%
<i>of which:</i>											
<i>Administrative fees</i>	1 462.9	428.2	855.4	980.9	-12.5%	78.7%	1 626.4	1 725.0	1 820.4	22.9%	86.6%
<i>En-route and approach fees</i>	1 462.9	428.2	855.4	980.9	-12.5%	78.7%	1 626.4	1 725.0	1 820.4	22.9%	86.6%
<i>Sales by market establishment</i>	210.5	119.2	162.0	184.6	-4.3%	15.6%	205.7	215.7	227.0	7.1%	12.2%
<i>Very small aperture and North Easter African-Indian Ocean very small aperture network revenue</i>	103.3	46.1	73.0	82.1	-7.4%	6.8%	97.5	103.5	109.8	10.2%	5.7%
<i>Small aerodrome fee and sundry revenue</i>	55.0	51.2	58.7	74.0	10.4%	5.9%	78.1	81.0	84.6	4.5%	4.7%
<i>Aeronautical information services/rental received and commission fees</i>	5.6	5.3	7.9	6.8	6.7%	0.6%	7.2	7.4	7.8	4.5%	0.4%
<i>Technical maintenance to third parties and training to third parties</i>	46.6	16.7	22.3	21.7	-22.5%	2.3%	22.9	23.7	24.8	4.5%	1.4%
Other tax receipts	204.4	43.4	7.8	10.3	-63.0%	4.9%	25.2	24.9	33.0	47.3%	1.3%
<b>Transfers received</b>	<b>38.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-100.0%</b>	<b>0.5%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Financial transactions in assets and liabilities</b>	<b>20.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-100.0%</b>	<b>0.3%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total receipts</b>	<b>1 936.8</b>	<b>590.9</b>	<b>1 025.2</b>	<b>1 175.9</b>	<b>-15.3%</b>	<b>100.0%</b>	<b>1 857.3</b>	<b>1 965.6</b>	<b>2 080.3</b>	<b>20.9%</b>	<b>100.0%</b>

**Table 40.22 Air Traffic and Navigation Services Company statements of financial performance, cash flow and financial position (continued)**

R million	Audited outcome				Revised estimate	Average growth rate (%)	Average: Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/ Total (%)		
	2019/20	2020/21	2021/22	2022/23				2019/20 - 2022/23	2023/24	2024/25			2025/26	2022/23 - 2025/26
<b>Cash flow statement</b>														
<b>Payment</b>														
<b>Current payments</b>	<b>1 501.9</b>	<b>1 110.1</b>	<b>1 235.5</b>	<b>1 317.7</b>		<b>-4.3%</b>	<b>101.0%</b>	<b>1 553.6</b>	<b>1 641.8</b>	<b>1 774.3</b>	<b>10.4%</b>	<b>100.2%</b>		
Compensation of employees	951.6	823.9	912.5	864.7		-3.1%	69.9%	1 024.5	1 074.2	1 182.8	11.0%	66.1%		
Goods and services	537.9	276.9	313.6	429.9		-7.2%	30.0%	466.8	505.9	534.4	7.5%	31.0%		
Interest and rent on land	12.4	9.3	9.4	23.1		23.1%	1.1%	62.3	61.8	57.0	35.1%	3.2%		
<b>Transfers and subsidies</b>	<b>12.4</b>	<b>(0.2)</b>	<b>-</b>	<b>(82.7)</b>		<b>-288.4%</b>	<b>-1.5%</b>	<b>30.7</b>	<b>32.8</b>	<b>32.7</b>	<b>-173.4%</b>	<b>-0.2%</b>		
<b>Payments for financial assets</b>	<b>-</b>	<b>14.2</b>	<b>7.9</b>	<b>-</b>		<b>-</b>	<b>0.5%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		
<b>Total payments</b>	<b>1 514.2</b>	<b>1 124.1</b>	<b>1 243.4</b>	<b>1 235.1</b>		<b>-6.6%</b>	<b>100.0%</b>	<b>1 584.3</b>	<b>1 674.7</b>	<b>1 807.0</b>	<b>13.5%</b>	<b>100.0%</b>		
<b>Net cash flow from investing activities</b>	<b>(148.7)</b>	<b>(155.5)</b>	<b>(186.0)</b>	<b>(273.0)</b>		<b>22.5%</b>	<b>100.0%</b>	<b>(333.9)</b>	<b>(169.8)</b>	<b>(320.2)</b>	<b>5.5%</b>	<b>100.0%</b>		
Acquisition of property, plant, equipment and intangible assets	(149.2)	(155.6)	(187.1)	(273.0)		22.3%	100.3%	(333.9)	(169.8)	(320.2)	5.5%	100.0%		
Proceeds from the sale of property, plant, equipment and intangible assets	0.3	0.1	1.1	-		-100.0%	-0.2%	-	-	-	-	-		
Other flows from investing activities	0.3	-	-	-		-100.0%	-	-	-	-	-	-		
<b>Net cash flow from financing activities</b>	<b>(9.0)</b>	<b>(12.4)</b>	<b>(9.8)</b>	<b>255.6</b>		<b>-404.6%</b>	<b>100.0%</b>	<b>71.4</b>	<b>(54.1)</b>	<b>(71.5)</b>	<b>-165.4%</b>	<b>100.0%</b>		
Borrowing activities	-	-	-	273.0		-	26.7%	87.7	(37.8)	(55.2)	-158.7%	94.2%		
Repayment of finance leases	(9.0)	(12.4)	(9.8)	(17.5)		24.5%	73.3%	(16.3)	(16.3)	(16.3)	-2.2%	5.8%		
<b>Net increase/(decrease) in cash and cash equivalents</b>	<b>264.9</b>	<b>(701.1)</b>	<b>(414.0)</b>	<b>(76.6)</b>		<b>-166.1%</b>	<b>-17.4%</b>	<b>10.5</b>	<b>67.1</b>	<b>(118.4)</b>	<b>15.6%</b>	<b>-1.7%</b>		
<b>Statement of financial position</b>														
Carrying value of assets of which:	1 537.1	1 479.6	1 446.5	1 549.5		0.3%	57.0%	1 785.7	1 753.3	1 888.6	6.8%	63.8%		
<b>Acquisition of assets</b>	<b>(149.2)</b>	<b>(155.6)</b>	<b>(187.1)</b>	<b>(273.0)</b>		<b>22.3%</b>	<b>100.0%</b>	<b>(333.9)</b>	<b>(169.8)</b>	<b>(320.2)</b>	<b>5.5%</b>	<b>100.0%</b>		
Investments	-	78.2	-	-		-	0.7%	-	-	-	-	-		
Loans	20.1	16.9	16.3	17.8		-4.0%	0.7%	23.9	23.9	23.9	10.3%	0.8%		
Receivables and prepayments	166.7	131.8	156.7	205.5		7.2%	6.3%	206.4	183.8	192.7	-2.1%	7.3%		
Cash and cash equivalents	1 601.8	830.4	408.4	299.6		-42.8%	27.3%	498.7	659.8	592.7	25.5%	18.5%		
Taxation	10.9	159.2	242.8	370.6		224.3%	8.0%	251.2	218.4	185.7	-20.6%	9.6%		
<b>Total assets</b>	<b>3 336.5</b>	<b>2 696.0</b>	<b>2 270.6</b>	<b>2 443.1</b>		<b>-9.9%</b>	<b>100.0%</b>	<b>2 765.8</b>	<b>2 839.1</b>	<b>2 883.4</b>	<b>5.7%</b>	<b>100.0%</b>		
Accumulated surplus/(deficit)	2 708.3	2 130.1	1 752.1	1 557.9		-16.8%	75.3%	1 729.7	1 818.5	1 906.9	7.0%	64.1%		
Capital and reserves	190.6	190.6	190.6	190.6		-	7.2%	190.6	190.6	190.6	-	7.0%		
Borrowings	-	-	-	400.8		-	4.1%	500.0	462.2	407.0	0.5%	16.2%		
Finance lease	97.7	88.5	89.9	60.0		-15.0%	3.2%	82.4	66.1	49.8	-6.0%	2.4%		
Trade and other payables	213.0	264.2	215.4	210.3		-0.4%	8.6%	230.2	268.8	296.2	12.1%	9.2%		
Taxation	29.1	-	-	-		-100.0%	0.2%	-	-	-	-	-		
Provisions	89.5	18.4	16.4	13.6		-46.6%	1.2%	27.4	27.4	27.4	26.2%	0.9%		
Derivatives financial instruments	8.1	4.2	6.1	9.8		6.4%	0.3%	5.6	5.6	5.6	-17.3%	0.2%		
<b>Total equity and liabilities</b>	<b>3 336.5</b>	<b>2 696.0</b>	<b>2 270.6</b>	<b>2 443.1</b>		<b>-9.9%</b>	<b>100.0%</b>	<b>2 765.8</b>	<b>2 839.1</b>	<b>2 883.4</b>	<b>5.7%</b>	<b>100.0%</b>		

**Personnel information**

**Table 40.23 Air Traffic and Navigation Services Company personnel numbers and cost by salary level**

Air Traffic and Navigation Services Company Limited	Number of posts estimated for 31 March 2023		Number and cost <sup>1</sup> of personnel posts filled/planned for on funded establishment									Average growth rate of personnel posts (%)	Average: Salary level/ Total (%)						
	Number of funded posts	Number of posts on approved establishment	Actual			Revised estimate			Medium-term expenditure estimate										
			2021/22	2022/23	2023/24	2024/25	2025/26	2022/23 - 2025/26											
			Number	Unit cost	Number	Unit cost	Number	Unit cost	Number	Unit cost	Number	Unit cost							
Salary level	1 255	1 255	1 255	912.5	0.7	1 100	864.2	0.8	1 214	1 024.5	0.8	1 214	1 074.2	0.9	1 260	1 182.8	0.9	4.6%	100.0%
1 – 6	73	73	73	21.9	0.3	69	20.8	0.3	69	24.7	0.4	69	25.9	0.4	69	28.5	0.4	-	5.8%
11 – 12	1 123	1 123	1 123	788.0	0.7	977	748.2	0.8	1 091	888.5	0.8	1 091	931.6	0.9	1 137	1 025.8	0.9	5.2%	89.7%
13 – 16	55	55	55	90.3	1.6	52	85.7	1.7	52	99.8	1.9	52	104.7	2.0	52	115.3	2.2	-	4.3%
17 – 22	3	3	3	12.3	4.1	3	9.6	3.6	3	11.2	4.1	3	11.7	4.3	3	12.9	4.8	-	0.2%

1. Rand million.



## Airports Company South Africa

### Selected performance indicators

**Table 40.24 Airports Company South Africa performance indicators by programme/objective/activity and related priority**

Indicator	Programme/Objective/Activity	MTSF priority	Audited performance			Estimated performance	MTEF targets		
			2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Number of departing passengers accommodated at national airports per year	Airport management	Entity mandate	20.9 million	4.6 million	10.6 million	13.6 million	16.8 million	17.9 million	18.5 million
Number of arrival aircraft accommodated at all airports per year	Airport management		248 519	99 880	172 980	193 247	202 938	213 580	223 148
Aeronautical revenue per departing passenger per year	Airport management		R178.09	R177.34	R169.55	R182.81	R184.07	R191.91	R191.91
Non-aeronautical revenue per departing passenger per year	Airport management		R161.90	R293.56	R198.08	R186.30	R153.15	R149.84	R149.84

### Entity overview

Airports Company South Africa was established in terms of the Airports Company Act (1993). The company owns and operates the 9 principal airports in South Africa, including the 3 main international gateways – OR Tambo International Airport, Cape Town International Airport and King Shaka International Airport.

Over the medium term, the company will focus on building and replacing infrastructure, and plans to invest approximately R1 billion in each year over the medium term on capital expenditure projects. This focus was deferred during the COVID-19 pandemic, which saw a significant decrease in commercial air travel, resulting in financial instability.

Total expenditure is expected to increase at an average annual rate of 1.1 per cent, from R5.2 billion in 2022/23 to R5.4 billion in 2025/26, with goods and services accounting for 45.3 per cent (R7.2 billion) of this spending. Revenue is expected to increase at an average annual rate of 8.5 per cent, from R5 billion in 2022/23 to R6.4 billion in 2025/26, driven by the expected increase in passenger numbers as the air travel industry continues its recovery from the pandemic.

### Programmes/Objectives/Activities

**Table 40.25 Airports Company South Africa expenditure trends and estimates by programme/objective/activity**

R million	Audited outcome			Revised estimate	Average growth rate (%)	Average: Expenditure/Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/Total (%)
	2019/20	2020/21	2021/22				2022/23	2023/24	2024/25		
Administration	4 082.7	3 575.3	3 312.9	2 754.4	-12.3%	57.4%	2 403.3	2 596.3	2 712.6	-0.5%	50.3%
Airport infrastructure and asset management	1 583.4	1 040.3	1 027.0	1 109.3	-11.2%	19.9%	1 310.3	1 119.3	1 169.5	1.8%	22.7%
Airport security and safety	27.0	36.6	15.5	19.1	-11.0%	0.4%	19.9	20.8	21.7	4.5%	0.4%
Airport management	1 172.0	1 509.4	1 269.9	1 311.6	3.8%	22.3%	1 344.0	1 405.7	1 468.7	3.8%	26.6%
<b>Total</b>	<b>6 865.1</b>	<b>6 161.6</b>	<b>5 625.3</b>	<b>5 194.4</b>	<b>-8.9%</b>	<b>100.0%</b>	<b>5 077.5</b>	<b>5 142.1</b>	<b>5 372.5</b>	<b>1.1%</b>	<b>100.0%</b>

### Statements of financial performance, cash flow and financial position

**Table 40.26 Airports Company South Africa statements of financial performance, cash flow and financial position**

Statement of financial performance											
R million	Audited outcome			Revised estimate	Average growth rate (%)	Average: Expenditure/Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/Total (%)
	2019/20	2020/21	2021/22				2022/23	2023/24	2024/25		
<b>Revenue</b>											
<b>Non-tax revenue</b>	<b>8 245.2</b>	<b>2 549.5</b>	<b>4 089.0</b>	<b>5 020.0</b>	<b>-15.2%</b>	<b>89.9%</b>	<b>5 658.3</b>	<b>6 131.5</b>	<b>6 406.2</b>	<b>8.5%</b>	<b>100.0%</b>
Sale of goods and services other than capital assets of which:	7 335.7	2 154.3	3 898.0	5 020.0	-11.9%	83.3%	5 658.3	6 131.5	6 406.2	8.5%	100.0%
<i>Sales by market establishments</i>	7 335.7	2 154.3	3 898.0	5 020.0	-11.9%	83.3%	5 658.3	6 131.5	6 406.2	8.5%	100.0%
<i>Aeronautical revenue</i>	3 743.4	810.4	1 797.0	2 486.2	-12.8%	39.1%	3 088.5	3 443.1	3 597.3	13.1%	54.1%
<i>Non-aeronautical revenue</i>	3 380.1	1 341.5	2 099.4	2 533.8	-9.2%	43.6%	2 569.7	2 688.4	2 808.9	3.5%	45.9%
<i>Other income</i>	212.1	2.4	1.7	–	-100.0%	0.7%	–	–	–	–	–
Other non-tax revenue	909.5	395.2	191.0	–	-100.0%	6.5%	–	–	–	–	–
<b>Transfers received</b>	<b>–</b>	<b>1 043.4</b>	<b>533.9</b>	<b>–</b>	<b>–</b>	<b>10.1%</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>
<b>Total revenue</b>	<b>8 245.2</b>	<b>3 592.9</b>	<b>4 623.0</b>	<b>5 020.0</b>	<b>-15.2%</b>	<b>100.0%</b>	<b>5 658.3</b>	<b>6 131.5</b>	<b>6 406.2</b>	<b>8.5%</b>	<b>100.0%</b>

**Table 40.26 Airports Company South Africa statements of financial performance, cash flow and financial position (continued)**

Statement of financial performance				Revised estimate	Average growth rate (%)	Average: Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/ Total (%)
Audited outcome			2022/23				2019/20 - 2022/23	2023/24	2024/25		
R million	2019/20	2020/21	2021/22	2022/23	2019/20 - 2022/23	2023/24	2024/25	2025/26	2022/23 - 2025/26	2022/23 - 2025/26	
<b>Expenses</b>											
<b>Current expenses</b>	<b>6 467.3</b>	<b>6 161.6</b>	<b>5 625.3</b>	<b>5 194.4</b>	<b>-7.0%</b>	<b>98.6%</b>	<b>5 077.5</b>	<b>5 142.1</b>	<b>5 372.5</b>	<b>1.1%</b>	<b>100.0%</b>
Compensation of employees	1 821.4	1 882.0	1 318.7	1 310.9	-10.4%	26.4%	1 357.5	1 425.2	1 489.0	4.3%	26.9%
Goods and services	2 907.7	2 287.5	2 328.4	2 191.9	-9.0%	40.8%	2 298.3	2 406.1	2 513.9	4.7%	45.3%
Depreciation	1 077.4	1 335.6	1 200.7	1 133.5	1.7%	20.1%	1 035.1	993.9	1 038.4	-2.9%	20.2%
Interest, dividends and rent on land	660.8	656.5	777.6	558.0	-5.5%	11.2%	386.6	317.0	331.2	-16.0%	7.7%
<b>Transfers and subsidies</b>	<b>397.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-100.0%</b>	<b>1.4%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total expenses</b>	<b>6 865.1</b>	<b>6 161.6</b>	<b>5 625.3</b>	<b>5 194.4</b>	<b>-8.9%</b>	<b>100.0%</b>	<b>5 077.5</b>	<b>5 142.1</b>	<b>5 372.5</b>	<b>1.1%</b>	<b>100.0%</b>
<b>Surplus/(Deficit)</b>	<b>1 380.1</b>	<b>(2 568.7)</b>	<b>(1 002.4)</b>	<b>(174.3)</b>	<b>-150.2%</b>		<b>580.8</b>	<b>989.4</b>	<b>1 033.7</b>	<b>-281.0%</b>	
<b>Cash flow statement</b>											
<b>Cash flow from operating activities</b>	<b>2 046.7</b>	<b>(1 316.3)</b>	<b>360.2</b>	<b>802.9</b>	<b>-26.8%</b>	<b>100.0%</b>	<b>1 270.3</b>	<b>1 546.6</b>	<b>1 615.9</b>	<b>26.3%</b>	<b>100.0%</b>
<b>Receipts</b>											
<b>Non-tax receipts</b>	<b>7 477.3</b>	<b>2 258.4</b>	<b>4 051.5</b>	<b>5 020.0</b>	<b>-12.4%</b>	<b>89.2%</b>	<b>5 658.3</b>	<b>6 131.5</b>	<b>6 406.2</b>	<b>8.5%</b>	<b>100.0%</b>
Sales of goods and services other than capital assets	7 335.7	2 157.5	3 898.0	5 020.0	-11.9%	87.1%	5 658.3	6 131.5	6 406.2	8.5%	100.0%
<i>of which:</i>											
<i>Sales by market establishment</i>	<i>7 123.6</i>	<i>2 157.5</i>	<i>3 898.0</i>	<i>5 020.0</i>	<i>-11.0%</i>	<i>86.4%</i>	<i>5 658.3</i>	<i>6 131.5</i>	<i>6 406.2</i>	<i>8.5%</i>	<i>100.0%</i>
<i>Aeronautical revenue</i>	<i>3 743.4</i>	<i>810.4</i>	<i>1 797.0</i>	<i>2 486.2</i>	<i>-12.8%</i>	<i>40.8%</i>	<i>3 088.5</i>	<i>3 443.1</i>	<i>3 597.3</i>	<i>13.1%</i>	<i>54.1%</i>
<i>Non-aeronautical revenue</i>	<i>3 380.1</i>	<i>1 341.5</i>	<i>2 099.4</i>	<i>2 533.8</i>	<i>-9.2%</i>	<i>45.5%</i>	<i>2 569.7</i>	<i>2 688.4</i>	<i>2 808.9</i>	<i>3.5%</i>	<i>45.9%</i>
<i>Other income</i>	<i>-</i>	<i>5.6</i>	<i>1.7</i>	<i>-</i>	<i>-</i>	<i>0.1%</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
Other sales	212.1	-	-	-	-100.0%	0.7%	-	-	-	-	-
Other tax receipts	141.6	100.9	153.5	-	-100.0%	2.1%	-	-	-	-	-
<b>Transfers received</b>	<b>-</b>	<b>1 043.7</b>	<b>533.9</b>	<b>-</b>	<b>-</b>	<b>10.8%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total receipts</b>	<b>7 477.3</b>	<b>3 302.1</b>	<b>4 585.5</b>	<b>5 020.0</b>	<b>-12.4%</b>	<b>100.0%</b>	<b>5 658.3</b>	<b>6 131.5</b>	<b>6 406.2</b>	<b>8.5%</b>	<b>100.0%</b>
<b>Payment</b>											
<b>Current payments</b>	<b>4 954.9</b>	<b>4 745.6</b>	<b>4 382.2</b>	<b>4 217.1</b>	<b>-5.2%</b>	<b>99.4%</b>	<b>4 387.9</b>	<b>4 584.9</b>	<b>4 790.3</b>	<b>4.3%</b>	<b>100.0%</b>
Compensation of employees	1 821.4	1 882.0	1 318.7	1 505.9	-6.1%	35.3%	1 565.7	1 636.0	1 709.3	4.3%	35.7%
Goods and services	3 133.5	2 863.6	3 063.5	2 711.2	-4.7%	64.1%	2 822.2	2 948.9	3 081.0	4.4%	64.3%
<b>Transfers and subsidies</b>	<b>475.6</b>	<b>(127.2)</b>	<b>(156.9)</b>	<b>-</b>	<b>-100.0%</b>	<b>0.6%</b>	<b>0.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total payments</b>	<b>5 430.6</b>	<b>4 618.4</b>	<b>4 225.3</b>	<b>4 217.1</b>	<b>-8.1%</b>	<b>100.0%</b>	<b>4 388.0</b>	<b>4 584.9</b>	<b>4 790.3</b>	<b>4.3%</b>	<b>100.0%</b>
<b>Net cash flow from investing activities</b>	<b>(1 310.0)</b>	<b>388.1</b>	<b>(799.5)</b>	<b>(1 000.0)</b>	<b>-8.6%</b>	<b>100.0%</b>	<b>(1 000.0)</b>	<b>(1 000.0)</b>	<b>(1 044.8)</b>	<b>1.5%</b>	<b>100.0%</b>
Acquisition of property, plant, equipment and intangible assets	(1 250.5)	(706.5)	(519.0)	(1 000.0)	-7.2%	19.6%	(1 000.0)	(1 000.0)	(1 044.8)	1.5%	100.0%
Investment property	(5.5)	(37.7)	(22.5)	-	-100.0%	-1.6%	-	-	-	-	-
Acquisition of software and other intangible assets	(30.9)	(30.9)	(6.1)	-	-100.0%	-1.2%	-	-	-	-	-
Proceeds from the sale of property, plant, equipment and intangible assets	1.0	0.7	0.1	-	-100.0%	-	-	-	-	-	-
Other flows from investing activities	(24.1)	1 162.6	(252.1)	-	-100.0%	83.2%	-	-	-	-	-
<b>Net cash flow from financing activities</b>	<b>(870.4)</b>	<b>2 270.6</b>	<b>(844.9)</b>	<b>(451.0)</b>	<b>-19.7%</b>	<b>100.0%</b>	<b>(1 041.0)</b>	<b>(1 087.7)</b>	<b>(1 136.5)</b>	<b>36.1%</b>	<b>100.0%</b>
Borrowing activities	(296.4)	2 838.4	(296.4)	204.0	-188.3%	37.2%	(204.0)	(213.2)	(222.7)	-203.0%	3.4%
Other flows from financing activities	(574.0)	(567.8)	(548.5)	(655.0)	4.5%	62.8%	(837.0)	(874.6)	(913.8)	11.7%	96.6%
<b>Net increase/(decrease) in cash and cash equivalents</b>	<b>(133.6)</b>	<b>1 342.4</b>	<b>(1 284.2)</b>	<b>(648.1)</b>	<b>69.3%</b>	<b>-3.9%</b>	<b>(770.7)</b>	<b>(541.1)</b>	<b>(565.4)</b>	<b>-4.4%</b>	<b>-12.2%</b>
<b>Statement of financial position</b>											
Carrying value of assets	27 066.6	26 261.8	25 429.9	26 111.9	-1.2%	85.5%	25 921.2	25 695.4	26 846.5	0.9%	90.9%
<i>of which:</i>											
<i>Acquisition of assets</i>	<i>(1 250.5)</i>	<i>(706.5)</i>	<i>(519.0)</i>	<i>(1 000.0)</i>	<i>-7.2%</i>	<i>100.0%</i>	<i>(1 000.0)</i>	<i>(1 000.0)</i>	<i>(1 044.8)</i>	<i>1.5%</i>	<i>100.0%</i>
Investments	1 446.5	1 746.0	1 855.5	718.8	-20.8%	4.7%	718.8	718.8	751.0	1.5%	2.5%
Inventory	1.6	1.0	1.3	1.0	-13.8%	-	1.0	1.0	1.1	1.5%	-
Receivables and prepayments	1 021.1	958.9	1 706.4	1 237.8	6.6%	4.0%	930.1	1 007.9	1 053.1	-5.2%	3.7%
Cash and cash equivalents	990.0	2 332.4	1 048.2	401.6	-26.0%	3.8%	452.7	490.5	512.5	8.5%	1.6%
Taxation	616.8	238.6	313.7	354.6	-16.9%	1.2%	354.6	354.6	370.5	1.5%	1.2%
Derivatives financial instruments	983.2	13.3	5.7	-	-100.0%	0.8%	20.7	-	-	-	-
<b>Total assets</b>	<b>32 125.8</b>	<b>31 552.1</b>	<b>30 360.8</b>	<b>28 825.7</b>	<b>-3.5%</b>	<b>100.0%</b>	<b>28 399.1</b>	<b>28 268.2</b>	<b>29 534.6</b>	<b>0.8%</b>	<b>100.0%</b>
Accumulated surplus/(deficit)	22 141.3	19 545.5	18 543.1	19 859.6	-3.6%	65.2%	20 003.1	20 364.7	21 277.0	2.3%	70.9%
Capital and reserves	983.0	1 165.7	1 150.2	1 951.9	25.7%	4.3%	1 951.9	1 951.9	2 039.3	1.5%	6.9%
Borrowings	6 405.0	9 321.4	9 254.1	4 806.9	-9.1%	24.2%	2 549.4	2 010.3	2 100.4	-24.1%	10.0%
Deferred income	54.5	50.1	47.1	-	-100.0%	0.1%	-	-	-	-	-
Trade and other payables	924.6	1 104.9	1 292.5	720.6	-8.0%	3.3%	764.6	794.2	829.8	4.8%	2.7%
Taxation	1 550.9	302.8	0.8	740.1	-21.9%	2.1%	751.3	768.3	802.7	2.7%	2.7%
Provisions	57.9	58.0	71.7	27.4	-22.0%	0.2%	27.4	27.4	28.7	1.5%	0.1%
Derivatives financial instruments	8.7	3.7	1.2	719.2	336.4%	0.6%	2 351.5	2 351.5	2 456.8	50.6%	6.9%
<b>Total equity and liabilities</b>	<b>32 125.8</b>	<b>31 552.1</b>	<b>30 360.8</b>	<b>28 825.7</b>	<b>-3.5%</b>	<b>100.0%</b>	<b>28 399.1</b>	<b>28 268.2</b>	<b>29 534.6</b>	<b>0.8%</b>	<b>100.0%</b>

**Personnel information****Table 40.27 Airports Company South Africa personnel numbers and cost by salary level**

Number of posts estimated for 31 March 2023		Number and cost <sup>1</sup> of personnel posts filled/planned for on funded establishment															Average growth rate of personnel posts (%)	Average: Salary level/ Total (%)		
Number of funded posts	Number of approved establishment posts	Actual			Revised estimate			Medium-term expenditure estimate									2022/23 - 2025/26			
		2021/22		2022/23		2023/24			2024/25			2025/26								
		Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost				
Airports Company South Africa		3 012	3 012	3 012	1 318.7	0.4	3 012	1 310.9	0.4	3 012	1 357.5	0.5	3 012	1 425.2	0.5	3 012	1 489.0	0.5	-	100.0%
Salary level																				
1 – 6	1 326	1 326	1 326	371.0	0.3	1 326	307.3	0.2	1 326	309.5	0.2	1 326	330.5	0.2	1 326	345.3	0.3	-	44.0%	
7 – 10	1 339	1 339	1 339	561.0	0.4	1 339	594.1	0.4	1 339	620.3	0.5	1 339	648.0	0.5	1 339	677.0	0.5	-	44.5%	
11 – 12	200	200	200	169.5	0.8	200	179.5	0.9	200	187.5	0.9	200	195.8	1.0	200	204.6	1.0	-	6.6%	
13 – 16	130	130	130	171.1	1.3	130	181.2	1.4	130	189.2	1.5	130	197.7	1.5	130	206.5	1.6	-	4.3%	
17 – 22	17	17	17	46.1	2.7	17	48.8	2.9	17	51.0	3.0	17	53.2	3.1	17	55.6	3.3	-	0.6%	

1. Rand million.

**Cross-Border Road Transport Agency****Selected performance indicators****Table 40.28 Cross-Border Road Transport Agency performance indicators by programme/objective/activity and related priority**

Indicator	Programme/Objective/Activity	MTSF priority	Audited performance			Estimated performance	MTEF targets		
			2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Percentage of temporary permits issued in front office within 8 working hours per year	Regulatory services	Entity mandate	99.8%	98%	99%	99%	98%	98%	98%
			(44 580/44 687)	(25 267/25 600)	(26 880/27 149)	(28 224/28 506)			
Percentage of temporary permits issued in remote offices within 1 day per year	Regulatory services		99%	99%	98%	98%	98%	98%	98%
			(32 668/33 011)	(34 301/34 644)	(36 016/36 376)				
Number of permits issued per year	Regulatory services		94 055	62 464	68 710	75 581	83 139	87 295	91 659
Number of cross-border road traffic law enforcement inspection conducted per year	Law enforcement		318 242	245 843	245 843	245 843	245 843	245 843	245 843

**Entity overview**

The Cross-Border Road Transport Agency is mandated to regulate the cross-border road freight and passenger industry in terms of the Cross-Border Transport Act (1998). Over the next 3 years, the agency will continue to facilitate an unimpeded flow of freight and passenger road transport across the region. To this end, the agency plans to conduct an average of 245 843 inspections to enforce cross-border road traffic law over this period.

Expenditure is expected to increase at an average annual rate of 4.4 per cent, from R274.2 million in 2022/23 to R312.5 million in 2025/26, mainly driven by spending on administration, law enforcement, and research and regulatory services. The agency expects to derive 84.2 per cent (R757.4 million) of its revenue over the MTEF period from administrative fees. Revenue is set to increase in line with spending.

**Programmes/Objectives/Activities****Table 40.29 Cross-Border Road Transport Agency expenditure trends and estimates by programme/objective/activity**

R million	Audited outcome				Revised estimate	Average growth rate (%)		Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/ Total (%)
	2019/20	2020/21	2021/22	2022/23		2019/20 - 2022/23	2022/23 - 2025/26	2023/24	2024/25	2025/26		
Administration	128.1	125.3	121.4	153.5	6.2%	56.2%	160.3	167.5	175.0	4.4%	56.0%	
Regulatory services	20.3	21.1	23.8	27.3	10.4%	9.8%	28.5	29.7	31.1	4.4%	9.9%	
Law enforcement	43.8	18.8	41.6	53.5	6.9%	16.3%	55.9	58.4	61.0	4.4%	19.5%	
Facilitation	14.5	13.4	19.8	23.6	17.7%	7.5%	24.6	25.7	26.9	4.4%	8.6%	
Research and development	27.3	22.9	27.2	16.3	-15.9%	10.2%	17.0	17.7	18.5	4.4%	5.9%	
<b>Total</b>	<b>234.0</b>	<b>201.7</b>	<b>233.7</b>	<b>274.2</b>	<b>5.4%</b>	<b>100.0%</b>	<b>286.3</b>	<b>299.1</b>	<b>312.5</b>	<b>4.4%</b>	<b>100.0%</b>	

**Statements of financial performance, cash flow and financial position**

**Table 40.30 Cross-Border Road Transport Agency statements of financial performance**

Statement of financial performance											
R million	Audited outcome			Revised estimate	Average growth rate (%)	Average: Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/ Total (%)
	2019/20	2020/21	2021/22	2022/23	2019/20 - 2022/23		2023/24	2024/25	2025/26	2022/23 - 2025/26	
<b>Revenue</b>											
<b>Non-tax revenue</b>	<b>263.0</b>	<b>212.0</b>	<b>265.4</b>	<b>274.5</b>	<b>1.4%</b>	<b>96.1%</b>	<b>286.7</b>	<b>299.4</b>	<b>312.8</b>	<b>4.4%</b>	<b>100.0%</b>
Sale of goods and services other than capital assets	208.1	190.8	213.5	231.3	3.6%	80.0%	241.5	252.3	263.6	4.4%	84.2%
of which:											
Administrative fees	208.1	190.8	213.5	231.3	3.6%	80.0%	241.5	252.3	263.6	4.4%	84.2%
Permit issue fees	159.7	143.9	171.1	183.5	4.8%	62.3%	191.7	200.2	209.2	4.4%	66.9%
Permit application fees	41.9	35.1	28.8	37.2	-3.9%	13.6%	38.8	40.5	42.3	4.4%	13.5%
Other admin fees	6.5	11.9	13.6	10.6	17.4%	4.0%	11.1	11.5	12.1	4.4%	3.9%
Other non-tax revenue	54.9	21.3	51.9	43.2	-7.6%	16.2%	45.2	47.2	49.3	4.4%	15.8%
<b>Transfers received</b>	<b>-</b>	<b>38.5</b>	<b>0.4</b>	<b>-</b>	<b>-</b>	<b>3.9%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total revenue</b>	<b>263.0</b>	<b>250.5</b>	<b>265.8</b>	<b>274.5</b>	<b>1.4%</b>	<b>100.0%</b>	<b>286.7</b>	<b>299.4</b>	<b>312.8</b>	<b>4.4%</b>	<b>100.0%</b>
<b>Expenses</b>											
<b>Current expenses</b>	<b>234.0</b>	<b>201.7</b>	<b>233.7</b>	<b>274.2</b>	<b>5.4%</b>	<b>100.0%</b>	<b>286.3</b>	<b>299.1</b>	<b>312.5</b>	<b>4.4%</b>	<b>100.0%</b>
Compensation of employees	131.9	131.5	136.3	154.3	5.4%	59.0%	161.1	168.3	175.8	4.4%	56.3%
Goods and services	98.6	65.9	93.0	111.6	4.2%	38.8%	116.6	121.8	127.2	4.4%	40.7%
Depreciation	3.1	3.7	4.0	8.3	38.5%	2.0%	8.6	9.0	9.4	4.4%	3.0%
Interest, dividends and rent on land	0.4	0.4	0.5	-	-100.0%	0.1%	-	-	-	-	-
<b>Total expenses</b>	<b>234.0</b>	<b>201.7</b>	<b>233.7</b>	<b>274.2</b>	<b>5.4%</b>	<b>100.0%</b>	<b>286.3</b>	<b>299.1</b>	<b>312.5</b>	<b>4.4%</b>	<b>100.0%</b>
<b>Surplus/(Deficit)</b>	<b>29.0</b>	<b>48.9</b>	<b>32.1</b>	<b>-</b>	<b>-100.0%</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**Personnel information**

**Table 40.31 Cross-Border Road Transport Agency personnel numbers and cost by salary level**

Number of posts estimated for 31 March 2023	Number and cost <sup>1</sup> of personnel posts filled/planned for on funded establishment															Average growth rate of personnel posts (%)	Average: Salary level/ Total (%)		
	Number of approved funded posts	Number of posts on establishment	Actual			Revised estimate			Medium-term expenditure estimate										
			2021/22	2022/23		2023/24		2024/25		2025/26		2022/23 - 2025/26							
<b>Cross-Border Road Transport Agency</b>	<b>195</b>	<b>266</b>	<b>179</b>	<b>136.3</b>	<b>0.8</b>	<b>187</b>	<b>154.3</b>	<b>0.8</b>	<b>188</b>	<b>161.1</b>	<b>0.9</b>	<b>188</b>	<b>168.3</b>	<b>0.9</b>	<b>188</b>	<b>175.8</b>	<b>0.9</b>	<b>0.2%</b>	<b>100.0%</b>
Salary level																			
1 – 6	26	26	18	3.6	0.2	25	4.6	0.2	25	5.0	0.2	25	5.1	0.2	25	5.3	0.2	-	13.3%
7 – 10	80	108	74	41.2	0.6	74	48.5	0.7	74	50.2	0.7	74	56.2	0.8	74	58.8	0.8	-	39.4%
11 – 12	63	106	63	56.2	0.9	63	59.7	0.9	63	59.5	0.9	63	59.8	0.9	63	62.5	1.0	-	33.6%
13 – 16	23	23	21	30.0	1.4	22	32.5	1.5	23	37.0	1.6	23	37.4	1.6	23	39.1	1.7	1.5%	12.1%
17 – 22	3	3	3	5.2	1.7	3	9.0	3.0	3	9.5	3.2	3	9.7	3.2	3	10.1	3.4	-	1.6%

1. Rand million.

**Driving licence card account**

**Selected performance indicators**

**Table 40.32 Driving licence card account performance indicators by programme/objective/activity and related priority**

Indicator	Programme/ Objective/Activity	MTSF priority	Audited performance			Estimated performance	MTEF targets		
			2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Number of driving licence cards produced per year	Production	Entity mandate	2.5 million	206 102	2.3 million	2 million	2.5 million	2.5 million	2.5 million
Number of days taken to produce and distribute driving licence cards per year	Production		-1	24	14	14	14	14	14
Percentage of driving licence cards delivered within 7 working days of production per year	Production		62% (1.6 million/ 2.5 million)	98% (201 980/ 206 102)	90% (2.1 million/ 2.3 million)	95%	95%	95%	95%
Percentage of driving licence cards orders produced per year	Production		-1	-1	-1	95%	95%	95%	95%

1. No historical data available.

**Entity overview**

The driving licence card account was established in terms of the Public Finance Management Act (1999) to manufacture driving licence cards based on orders from testing centres across South Africa.

Over the MTEF period, the entity will focus on improving data collection, and design and introduce a new format

for driving licence cards. It will also invest in new machinery to ensure optimal manufacturing productivity. As a result, spending on production and infrastructure is expected to account for 63.2 per cent (R357.3 million) of the entity's budget over the medium term.

Total expenditure is expected to decrease at an average annual rate of 2.4 per cent, from R208.7 million in 2022/23 to R194 million in 2025/26, due to the accelerated depreciation of the current card production machine, which is nearing the end of its usable lifespan. The entity generates revenue through the sale of licence cards, increasing at an average annual rate of 3.2 per cent, from R225.7 million in 2022/23 to R248.1 million in 2025/26.

### Programmes/Objectives/Activities

**Table 40.33 Driving license card account expenditure trends and estimates by programme/objective/activity**

R million	Audited outcome			Revised estimate	Average growth rate (%)		Medium-term expenditure estimate			Average growth rate (%)	
	2019/20	2020/21	2021/22		2022/23	2019/20 - 2022/23	2023/24	2024/25	2025/26	2022/23 - 2025/26	
						Average: Expenditure/ Total (%)					Average: Expenditure/ Total (%)
Administration	33.7	28.3	30.4	67.4	26.0%	23.5%	71.0	74.1	76.5	4.3%	36.8%
Production	69.3	52.4	72.1	71.2	0.9%	40.7%	72.0	74.9	78.6	3.4%	37.8%
Infrastructure	55.8	54.2	51.5	69.9	7.8%	35.4%	54.8	38.3	38.7	-17.9%	25.4%
Service delivery	1.4	0.6	0.1	0.1	-55.0%	0.4%	0.1	0.1	0.1	3.4%	0.1%
<b>Total</b>	<b>160.1</b>	<b>135.6</b>	<b>154.1</b>	<b>208.7</b>	<b>9.2%</b>	<b>100.0%</b>	<b>197.9</b>	<b>187.4</b>	<b>194.0</b>	<b>-2.4%</b>	<b>100.0%</b>

### Statements of financial performance, cash flow and financial position

**Table 40.34 Driving license card account statements of financial performance, cash flow and financial position**

Statement of financial performance											
R million	Audited outcome			Revised estimate	Average growth rate (%)		Medium-term expenditure estimate			Average growth rate (%)	
	2019/20	2020/21	2021/22		2022/23	2019/20 - 2022/23	2023/24	2024/25	2025/26	2022/23 - 2025/26	
<b>Revenue</b>											
<b>Non-tax revenue</b>	<b>227.8</b>	<b>149.6</b>	<b>193.0</b>	<b>225.7</b>	<b>-0.3%</b>	<b>100.0%</b>	<b>235.6</b>	<b>245.5</b>	<b>248.1</b>	<b>3.2%</b>	<b>100.0%</b>
Sale of goods and services other than capital assets	200.9	140.0	182.3	213.4	2.0%	92.7%	222.7	232.1	234.5	3.2%	94.5%
<i>of which:</i>											
Administrative fees	0.0	0.0	0.0	0.0	-11.0%	–	0.0	0.0	0.0	4.0%	–
Late licence application fees	0.0	0.0	0.0	0.0	-11.0%	–	0.0	0.0	0.0	4.0%	–
Sales by market establishments	200.8	140.0	182.3	213.4	2.0%	92.7%	222.7	232.1	234.5	3.2%	94.5%
Driving licence card sales	200.8	140.0	182.3	213.4	2.0%	92.7%	222.7	232.1	234.5	3.2%	94.5%
Other non-tax revenue	26.9	9.6	10.7	12.3	-23.0%	7.3%	12.8	13.4	13.5	3.3%	5.5%
<b>Total revenue</b>	<b>227.8</b>	<b>149.6</b>	<b>193.0</b>	<b>225.7</b>	<b>-0.3%</b>	<b>100.0%</b>	<b>235.6</b>	<b>245.5</b>	<b>248.1</b>	<b>3.2%</b>	<b>100.0%</b>
<b>Expenses</b>											
<b>Current expenses</b>	<b>160.1</b>	<b>135.6</b>	<b>154.1</b>	<b>208.7</b>	<b>9.2%</b>	<b>100.0%</b>	<b>197.9</b>	<b>187.4</b>	<b>194.0</b>	<b>-2.4%</b>	<b>100.0%</b>
Compensation of employees	19.7	17.5	18.7	39.7	26.4%	14.1%	41.4	43.3	45.2	4.5%	21.6%
Goods and services	106.0	86.4	103.6	112.8	2.1%	62.8%	112.0	116.9	121.6	2.5%	58.9%
Depreciation	34.4	31.6	31.7	56.2	17.7%	23.1%	44.5	27.1	27.1	-21.5%	19.5%
<b>Total expenses</b>	<b>160.1</b>	<b>135.6</b>	<b>154.1</b>	<b>208.7</b>	<b>9.2%</b>	<b>100.0%</b>	<b>197.9</b>	<b>187.4</b>	<b>194.0</b>	<b>-2.4%</b>	<b>100.0%</b>
<b>Surplus/(Deficit)</b>	<b>67.6</b>	<b>14.0</b>	<b>38.9</b>	<b>17.0</b>	<b>-36.9%</b>		<b>37.6</b>	<b>58.1</b>	<b>54.1</b>	<b>47.1%</b>	
<b>Cash flow statement</b>											
<b>Cash flow from operating activities</b>	<b>(173.4)</b>	<b>41.3</b>	<b>109.9</b>	<b>37.2</b>	<b>-159.9%</b>	<b>100.0%</b>	<b>98.5</b>	<b>110.7</b>	<b>111.8</b>	<b>44.3%</b>	<b>100.0%</b>
<b>Receipts</b>											
<b>Non-tax receipts</b>	<b>232.3</b>	<b>159.2</b>	<b>220.1</b>	<b>225.6</b>	<b>-1.0%</b>	<b>100.0%</b>	<b>294.9</b>	<b>312.4</b>	<b>315.7</b>	<b>11.8%</b>	<b>100.0%</b>
Sales of goods and services other than capital assets	205.4	150.2	209.8	213.3	1.3%	93.2%	282.1	299.0	302.2	12.3%	95.4%
<i>of which:</i>											
Administrative fees	0.0	0.1	–	–	-100.0%	–	–	–	–	–	–
Late licence application fees	0.0	0.1	–	–	-100.0%	–	–	–	–	–	–
Sales by market establishment	205.3	150.1	209.8	213.3	1.3%	93.1%	282.1	299.0	302.2	12.3%	95.4%
Driving licence card sales	205.3	150.1	209.8	213.3	1.3%	93.1%	282.1	299.0	302.2	12.3%	95.4%
Other tax receipts	26.9	9.0	10.3	12.3	-23.0%	6.8%	12.8	13.4	13.5	3.2%	4.6%
<b>Total receipts</b>	<b>232.3</b>	<b>159.2</b>	<b>220.1</b>	<b>225.6</b>	<b>-1.0%</b>	<b>100.0%</b>	<b>294.9</b>	<b>312.4</b>	<b>315.7</b>	<b>11.8%</b>	<b>100.0%</b>

**Table 40.34 Driving license card account statements of financial performance, cash flow and financial position (continued)**

Cash flow statement											
R million	Audited outcome			Revised estimate 2022/23	Average growth rate (%) 2019/20 - 2022/23	Average: Expenditure/ Total (%) 2019/20 - 2022/23	Medium-term expenditure estimate			Average growth rate (%) 2022/23 - 2025/26	Average: Expenditure/ Total (%) 2022/23 - 2025/26
	2019/20	2020/21	2021/22				2023/24	2024/25	2025/26		
<b>Payment</b>											
<b>Current payments</b>	<b>132.7</b>	<b>117.9</b>	<b>110.1</b>	<b>188.4</b>	<b>12.4%</b>	<b>83.2%</b>	<b>196.4</b>	<b>201.7</b>	<b>203.9</b>	<b>2.7%</b>	<b>100.0%</b>
Compensation of employees	19.5	17.3	18.7	39.7	26.7%	14.4%	41.4	43.3	43.8	3.3%	21.3%
Goods and services	113.2	100.7	91.4	148.7	9.5%	68.8%	155.0	158.4	160.1	2.5%	78.7%
Transfers and subsidies	272.9	-	-	-	-100.0%	16.8%	-	-	-	-	-
<b>Total payments</b>	<b>405.6</b>	<b>117.9</b>	<b>110.1</b>	<b>188.4</b>	<b>-22.6%</b>	<b>100.0%</b>	<b>196.4</b>	<b>201.7</b>	<b>203.9</b>	<b>2.7%</b>	<b>100.0%</b>
<b>Net cash flow from investing activities</b>											
<b>Net cash flow from investing activities</b>	<b>(24.9)</b>	<b>(3.3)</b>	<b>(9.3)</b>	<b>(331.8)</b>	<b>137.2%</b>	<b>100.0%</b>	<b>(486.8)</b>	<b>(26.8)</b>	<b>(27.1)</b>	<b>-56.6%</b>	<b>100.0%</b>
Acquisition of property, plant, equipment and intangible assets	(24.8)	(3.3)	(9.3)	(331.8)	137.3%	100.0%	(486.8)	(26.8)	(27.1)	-56.6%	100.0%
Acquisition of software and other intangible assets	(0.0)	-	-	-	-100.0%	-	-	-	-	-	-
<b>Net increase/(decrease) in cash and cash equivalents</b>	<b>(198.2)</b>	<b>38.0</b>	<b>100.6</b>	<b>(294.5)</b>	<b>14.1%</b>	<b>-42.9%</b>	<b>(388.3)</b>	<b>83.9</b>	<b>84.7</b>	<b>-166.0%</b>	<b>-62.2%</b>
<b>Statement of financial position</b>											
Carrying value of assets	111.2	84.0	60.8	334.8	44.4%	33.4%	487.1	460.8	440.9	9.6%	68.5%
of which:											
Acquisition of assets	(24.8)	(3.3)	(9.3)	(331.8)	137.3%	100.0%	(486.8)	(26.8)	(27.1)	-56.6%	100.0%
Inventory	16.2	48.8	8.4	11.8	-10.1%	4.8%	12.3	12.9	13.0	3.3%	2.0%
Receivables and prepayments	21.5	11.4	4.0	22.7	1.9%	3.4%	18.8	19.6	19.8	-4.5%	3.4%
Cash and cash equivalents	262.3	300.3	400.9	78.1	-33.2%	58.3%	146.8	230.7	235.8	44.5%	26.2%
<b>Total assets</b>	<b>411.3</b>	<b>444.5</b>	<b>474.1</b>	<b>447.4</b>	<b>2.9%</b>	<b>100.0%</b>	<b>665.0</b>	<b>723.9</b>	<b>709.4</b>	<b>16.6%</b>	<b>100.0%</b>
Accumulated surplus/(deficit)	395.1	409.1	448.4	425.3	2.5%	94.4%	432.9	491.1	496.2	5.3%	74.5%
Trade and other payables	16.2	35.4	25.7	22.1	11.0%	5.6%	232.0	232.9	213.2	112.8%	25.5%
<b>Total equity and liabilities</b>	<b>411.3</b>	<b>444.5</b>	<b>474.1</b>	<b>447.4</b>	<b>2.9%</b>	<b>100.0%</b>	<b>665.0</b>	<b>723.9</b>	<b>709.4</b>	<b>16.6%</b>	<b>100.0%</b>

**Personnel information**

**Table 40.35 Driving license card account personnel numbers and cost by salary level**

Number of posts estimated for 31 March 2023		Number and cost <sup>1</sup> of personnel posts filled/planned for on funded establishment										Average growth rate of personnel posts (%) 2022/23 - 2025/26	Average: Salary level/ Total (%)				
Number of funded posts	Number of approved establishment	Actual			Revised estimate			Medium-term expenditure estimate									
		2021/22		2022/23		2023/24		2024/25		2025/26							
Driving License Card Account		Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	
Salary level	78	78	56	18.7	0.3	71	39.7	0.6	71	41.4	0.6	71	43.3	0.6	71	45.2	0.6
1 – 6	14	14	4	0.6	0.1	4	1.7	0.4	4	1.8	0.4	4	1.9	0.5	4	1.9	0.5
7 – 10	47	47	35	13.4	0.4	47	20.1	0.4	47	21.0	0.4	47	22.0	0.5	47	22.9	0.5
11 – 12	11	11	11	1.6	0.1	14	9.8	0.7	14	10.2	0.7	14	10.6	0.8	14	11.1	0.8
13 – 16	6	6	6	3.1	0.5	6	8.1	1.4	6	8.5	1.4	6	8.9	1.5	6	9.3	1.5

1. Rand million.

**Passenger Rail Agency of South Africa**

**Selected performance indicators**

**Table 40.36 Passenger Rail Agency of South Africa performance indicators by programme/objective/activity and related priority**

Indicator	Programme/Objective/Activity	MTSF priority	Audited performance			Estimated performance	MTEF targets		
			2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Number of Metrorail trains scheduled per year	Metrorail	Priority 5: Spatial integration, human settlements and local government	478 015	49 858	73 695	211 690	424 421	509 305	534 770
Trains running on time as a percentage of trains run per year	Metrorail		62%	63%	69%	80%	90%	90%	90%
Train service availability (trains not cancelled) per year	Metrorail		376 813	44 645	60 932	179 937	381 979	483 840	508 032
Number of safety occurrences reported to the Railway Safety Regulator (categories A-L) per year	Metrorail		1 355	147	247	1 083	1 028	977	880

**Table 40.36 Passenger Rail Agency of South Africa performance indicators by programme/objective/activity and related priority (continued)**

Indicator	Programme/Objective/Activity	MTSF priority	Audited performance			Estimated performance	MTEF targets		
			2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Number of safety occurrences reported to the Railway Safety Regulator (categories 1-9) per year	Metrorail	Priority 5: Spatial integration, human settlements and local government	4 613	3 387	1 705	2 970	2 673	2 405	2 165
Trains running on time as a percentage of trains scheduled per year	Metrorail		62.3%	56.4%	70%	80%	90%	90%	90%
Number of train trips per year	Mainline passenger service		1 731	0	12 032	41 501	41 700	62 251	74 701
Number of Autopax bus trips scheduled per year	Autopax		39 110	10 337	21 202	31 353	47 223	47 223	47 223
Number of Autopax passengers per year	Autopax		1.5 million	380 000	800 000	1.6 million	2.4 million	2.5 million	2.5 million
Number of mainline passenger service coaches refurbished per year	Mainline passenger service		0	0	0	0	12	22	22
Number of Metrorail coaches refurbished per year	Metrorail		1	0	0	12	65	193	193
Number of new train sets delivered for Metrorail per year	Metrorail		10	25	33	40	52	62	62
Number of signalling commissions completed in signalling upgrade programme per year	Metrorail		30	22	20	11	0	0	0

### Entity overview

The Passenger Rail Agency of South Africa was established in terms of the Legal Succession to the South African Transport Services Amendment Act (2008). Its primary mandate is to provide rail commuter services within, to and from South Africa in the public interest. The agency also provides long-haul passenger rail and bus services within, to and from South Africa.

Over the medium term, the agency will focus on ensuring the recovery of commuter rail services by implementing its strategic corridor recovery programme and modernising its core infrastructure, which includes the replacement of old rolling stock and investment in signalling infrastructure. As part of its strategic corridor recovery programme, the agency aims to restore services on Cape Town's central line and Tshwane's Mabopane line. To support this, capital expenditure is expected to increase at an average annual rate of 21.8 per cent, from R12.5 billion in 2022/23 to R22.6 billion in 2025/26. The agency also expects to acquire 176 new train sets towards its rolling stock fleet renewal programme.

Total expenditure is expected to increase at an average annual rate of 5.1 per cent, from R14.6 billion in 2022/23 to R17 billion in 2025/26, with 66.8 per cent (R32.5 billion) of this spending earmarked in the Metrorail and mainline passenger service programmes. Compensation of employees accounts for an estimated 38.8 per cent (R18.8 billion) of total spending over the period ahead.

Departmental transfers account for an estimated 89.2 per cent (R64.1 billion) of the agency's revenue over the next 3 years. Other sources of income include the sale of train and bus tickets, rental income from leasing properties, on-board sales and interest. Total revenue is expected to increase at an average annual rate of 4 per cent, from R22.2 billion in 2022/23 to R25 billion in 2025/26, driven mainly by a projected recovery in ticket sales as more commuter lines come back online.

The agency expects to run surpluses over the medium term. However, trade and other payables is expected to increase from R8.9 billion in 2022/23 to R25.4 billion in 2025/26, which suggests that the agency could face challenges in paying service providers and meeting targets over the period ahead.

**Programmes/Objectives/Activities****Table 40.37 Passenger Rail Agency of South Africa expenditure trends and estimates by programme/objective/activity**

R million	Audited outcome				Revised estimate	Average growth rate (%)	Average: Expenditure/Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/Total (%)
	2019/20	2020/21	2021/22	2022/23				2019/20 - 2022/23	2023/24	2024/25		
Administration	2 519.7	5 817.1	2 782.4	2 606.3	1.1%	23.7%	2 786.8	2 903.8	2 980.2	4.6%	17.8%	
Metrorail	8 204.6	6 941.9	7 245.8	8 834.0	2.5%	55.1%	9 223.1	9 668.8	10 129.3	4.7%	59.7%	
Mainline passenger service	958.7	795.7	627.9	1 034.3	2.6%	6.0%	1 100.9	1 172.7	1 207.7	5.3%	7.1%	
Corporate real estate solutions	1 118.5	1 007.0	1 298.5	1 275.4	4.5%	8.3%	1 360.8	1 414.7	1 505.9	5.7%	8.8%	
Intersite	20.2	15.4	28.2	–	-100.0%	0.1%	–	–	–	–	–	
Autopax	729.0	520.3	626.5	556.4	-8.6%	4.3%	750.7	775.2	807.3	13.2%	4.5%	
Technical	392.0	428.5	276.9	312.6	-7.3%	2.5%	320.8	329.6	344.1	3.3%	2.1%	
<b>Total</b>	<b>13 942.7</b>	<b>15 525.7</b>	<b>12 886.3</b>	<b>14 619.1</b>	<b>1.6%</b>	<b>100.0%</b>	<b>15 543.1</b>	<b>16 264.8</b>	<b>16 974.5</b>	<b>5.1%</b>	<b>100.0%</b>	

**Statements of financial performance, cash flow and financial position****Table 40.38 Passenger Rail Agency of South Africa statements of financial performance, cash flow and financial position**

Statement of financial performance												
R million	Audited outcome				Revised estimate	Average growth rate (%)	Average: Expenditure/Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/Total (%)
	2019/20	2020/21	2021/22	2022/23				2019/20 - 2022/23	2023/24	2024/25		
<b>Revenue</b>												
<b>Non-tax revenue</b>	<b>3 436.3</b>	<b>1 926.5</b>	<b>2 104.3</b>	<b>2 319.4</b>	<b>-12.3%</b>	<b>14.3%</b>	<b>2 433.4</b>	<b>2 734.8</b>	<b>2 649.6</b>	<b>4.5%</b>	<b>10.8%</b>	
Sale of goods and services other than capital assets	1 916.2	831.0	1 098.4	1 491.0	-8.0%	7.6%	1 554.6	1 953.6	2 102.7	12.1%	7.5%	
of which:												
Sales by market establishments	1 775.9	706.4	952.2	1 392.3	-7.8%	6.9%	1 470.0	1 811.2	1 953.9	12.0%	7.0%	
Rental income	726.0	527.9	608.8	736.7	0.5%	3.7%	625.2	718.6	790.9	2.4%	3.1%	
Metrorail: Fare revenue	563.9	66.9	105.5	203.4	-28.8%	1.4%	270.4	293.8	324.5	16.9%	1.2%	
Mainline passenger service: Fare revenue	66.9	2.8	3.0	96.9	13.1%	0.2%	32.5	34.0	35.5	-28.4%	0.2%	
Autopax: Fare revenue	419.1	108.7	234.9	355.3	-5.4%	1.6%	541.8	764.8	803.0	31.2%	2.6%	
Other sales	140.2	124.6	146.2	98.7	-11.1%	0.8%	84.7	142.4	148.8	14.7%	0.5%	
Other non-tax revenue	1 520.1	1 095.5	1 005.9	828.4	-18.3%	6.6%	878.7	781.2	546.9	-12.9%	3.3%	
<b>Transfers received</b>	<b>12 651.5</b>	<b>11 718.2</b>	<b>16 669.5</b>	<b>19 858.5</b>	<b>16.2%</b>	<b>85.7%</b>	<b>20 451.8</b>	<b>21 370.3</b>	<b>22 327.7</b>	<b>4.0%</b>	<b>89.2%</b>	
<b>Total revenue</b>	<b>16 087.8</b>	<b>13 644.7</b>	<b>18 773.7</b>	<b>22 177.9</b>	<b>11.3%</b>	<b>100.0%</b>	<b>22 885.2</b>	<b>24 105.1</b>	<b>24 977.3</b>	<b>4.0%</b>	<b>100.0%</b>	
<b>Expenses</b>												
<b>Current expenses</b>	<b>13 942.7</b>	<b>15 525.7</b>	<b>12 886.3</b>	<b>14 619.1</b>	<b>1.6%</b>	<b>100.0%</b>	<b>15 543.1</b>	<b>16 264.8</b>	<b>16 974.5</b>	<b>5.1%</b>	<b>100.0%</b>	
Compensation of employees	5 742.9	5 738.3	5 848.1	5 830.2	0.5%	40.9%	6 068.2	6 264.1	6 425.7	3.3%	38.8%	
Goods and services	5 652.9	6 815.6	4 518.0	5 889.8	1.4%	39.9%	6 292.1	6 554.0	6 930.4	5.6%	40.5%	
Depreciation	2 512.2	2 942.1	2 479.8	2 899.0	4.9%	19.0%	3 182.8	3 446.7	3 618.5	7.7%	20.7%	
Interest, dividends and rent on land	34.8	29.7	40.4	–	-100.0%	0.2%	–	–	–	–	–	
<b>Total expenses</b>	<b>13 942.7</b>	<b>15 525.7</b>	<b>12 886.3</b>	<b>14 619.1</b>	<b>1.6%</b>	<b>100.0%</b>	<b>15 543.1</b>	<b>16 264.8</b>	<b>16 974.5</b>	<b>5.1%</b>	<b>100.0%</b>	
<b>Surplus/(Deficit)</b>	<b>2 145.0</b>	<b>(1 881.1)</b>	<b>5 887.4</b>	<b>7 558.9</b>	<b>52.2%</b>		<b>7 342.1</b>	<b>7 840.4</b>	<b>8 002.7</b>	<b>1.9%</b>		
<b>Cash flow statement</b>												
<b>Cash flow from operating activities</b>	<b>699.1</b>	<b>1 550.1</b>	<b>312.9</b>	<b>(2 159.5)</b>	<b>-245.6%</b>	<b>100.0%</b>	<b>(2 379.8)</b>	<b>(2 195.9)</b>	<b>(2 465.8)</b>	<b>4.5%</b>	<b>100.0%</b>	
<b>Receipts</b>												
<b>Non-tax receipts</b>	<b>3 374.4</b>	<b>1 958.6</b>	<b>2 121.3</b>	<b>2 259.4</b>	<b>-12.5%</b>	<b>23.6%</b>	<b>2 433.4</b>	<b>2 734.8</b>	<b>2 649.6</b>	<b>5.5%</b>	<b>24.6%</b>	
Sales of goods and services other than capital assets	1 854.2	863.1	1 115.4	1 431.0	-8.3%	12.8%	1 554.6	1 953.6	2 102.7	13.7%	17.1%	
of which:												
Sales by market establishment	1 714.0	734.1	999.2	1 332.3	-8.1%	11.6%	1 470.0	1 811.2	1 953.9	13.6%	16.0%	
Rental income	664.0	555.6	655.8	676.7	0.6%	6.3%	625.2	718.6	790.9	5.3%	6.9%	
Metrorail: Fare revenue	563.9	66.9	105.5	203.4	-28.8%	2.2%	270.4	293.8	324.5	16.9%	2.7%	
Mainline passenger service: Fare revenue	66.9	2.8	3.0	96.9	13.1%	0.4%	32.5	34.0	35.5	-28.4%	0.5%	
Autopax: Fare revenue	419.1	108.7	234.9	355.3	-5.4%	2.7%	541.8	764.8	803.0	31.2%	6.0%	
Other sales	140.2	129.0	116.3	98.7	-11.1%	1.2%	84.7	142.4	148.8	14.7%	1.2%	
Other tax receipts	1 520.1	1 095.5	1 005.9	828.4	-18.3%	10.7%	878.7	781.2	546.9	-12.9%	7.5%	
<b>Transfers received</b>	<b>8 376.5</b>	<b>8 773.6</b>	<b>6 923.3</b>	<b>7 240.1</b>	<b>-4.7%</b>	<b>76.4%</b>	<b>7 515.5</b>	<b>7 853.0</b>	<b>8 204.9</b>	<b>4.3%</b>	<b>75.4%</b>	
<b>Total receipts</b>	<b>11 750.9</b>	<b>10 732.2</b>	<b>9 044.6</b>	<b>9 499.4</b>	<b>-6.8%</b>	<b>100.0%</b>	<b>9 948.9</b>	<b>10 587.9</b>	<b>10 854.4</b>	<b>4.5%</b>	<b>100.0%</b>	



**Table 40.38 Passenger Rail Agency of South Africa statements of financial performance, cash flow and financial position (continued)**

Cash flow statement											
R million	Audited outcome			Revised estimate 2022/23	Average growth rate (%) 2019/20 - 2022/23	Average: Expenditure/ Total (%) 2019/20 - 2022/23	Medium-term expenditure estimate			Average growth rate (%) 2022/23 - 2025/26	Average: Expenditure/ Total (%) 2022/23 - 2025/26
	2019/20	2020/21	2021/22				2023/24	2024/25	2025/26		
<b>Payment</b>											
<b>Current payments</b>	<b>11 051.8</b>	<b>9 182.1</b>	<b>8 731.7</b>	<b>11 658.9</b>	<b>1.8%</b>	<b>100.0%</b>	<b>12 328.7</b>	<b>12 783.8</b>	<b>13 320.2</b>	<b>4.5%</b>	<b>100.0%</b>
Compensation of employees	5 765.7	5 740.2	5 810.1	5 830.2	0.4%	57.8%	6 068.2	6 264.1	6 425.7	3.3%	49.1%
Goods and services	5 251.3	3 412.2	2 881.1	5 828.7	3.5%	41.9%	6 260.5	6 519.7	6 894.5	5.8%	50.9%
Interest and rent on land	34.8	29.7	40.4	–	-100.0%	0.3%	–	–	–	–	–
<b>Total payments</b>	<b>11 051.8</b>	<b>9 182.1</b>	<b>8 731.7</b>	<b>11 658.9</b>	<b>1.8%</b>	<b>100.0%</b>	<b>12 328.7</b>	<b>12 783.8</b>	<b>13 320.2</b>	<b>4.5%</b>	<b>100.0%</b>
<b>Net cash flow from investing activities</b>	<b>(2 919.0)</b>	<b>(4 110.4)</b>	<b>(7 739.9)</b>	<b>(12 618.5)</b>	<b>62.9%</b>	<b>100.0%</b>	<b>(17 851.5)</b>	<b>(21 667.5)</b>	<b>(23 065.6)</b>	<b>22.3%</b>	<b>100.0%</b>
Acquisition of property, plant, equipment and intangible assets	(2 820.8)	(4 027.8)	(7 733.0)	(12 519.5)	64.3%	98.4%	(17 631.7)	(21 244.1)	(22 616.8)	21.8%	98.5%
Investment property	(98.2)	(82.6)	(6.2)	(41.8)	-24.8%	1.4%	(97.7)	(257.7)	(273.2)	86.9%	0.8%
Acquisition of software and other intangible assets	–	–	(0.6)	(57.1)	–	0.1%	(122.1)	(165.7)	(175.6)	45.4%	0.7%
<b>Net cash flow from financing activities</b>	<b>8 085.7</b>	<b>700.9</b>	<b>9 746.2</b>	<b>12 618.5</b>	<b>16.0%</b>	<b>100.0%</b>	<b>12 936.3</b>	<b>13 517.3</b>	<b>14 122.8</b>	<b>3.8%</b>	<b>100.0%</b>
Deferred income	8 085.7	700.9	9 746.2	12 618.5	16.0%	100.0%	12 936.3	13 517.3	14 122.8	3.8%	100.0%
<b>Net increase/(decrease) in cash and cash equivalents</b>	<b>5 865.8</b>	<b>(1 859.4)</b>	<b>2 319.3</b>	<b>(2 159.5)</b>	<b>-171.7%</b>	<b>8.3%</b>	<b>(7 295.0)</b>	<b>(10 346.1)</b>	<b>(11 408.5)</b>	<b>74.2%</b>	<b>-48.1%</b>
<b>Statement of financial position</b>											
Carrying value of assets	46 626.1	41 378.7	47 545.0	57 203.3	7.1%	57.6%	72 022.1	90 488.1	110 182.0	24.4%	74.6%
<i>of which:</i>											
Acquisition of assets	(2 820.8)	(4 027.8)	(7 733.0)	(12 519.5)	64.3%	100.0%	(17 631.7)	(21 244.1)	(22 616.8)	21.8%	100.0%
Inventory	565.9	486.9	480.7	456.7	-6.9%	0.6%	466.3	443.0	420.8	-2.7%	0.4%
Receivables and prepayments	11 851.5	11 566.6	10 378.3	9 447.1	-7.3%	13.1%	8 500.5	7 320.9	6 146.4	-13.3%	7.5%
Cash and cash equivalents	24 171.0	22 322.3	24 641.6	24 641.6	0.6%	28.8%	19 257.0	15 648.3	13 020.6	-19.2%	17.5%
Taxation	0.7	–	–	–	-100.0%	–	–	–	–	–	–
<b>Total assets</b>	<b>83 215.2</b>	<b>75 754.5</b>	<b>83 045.6</b>	<b>91 748.8</b>	<b>3.3%</b>	<b>100.0%</b>	<b>100 245.8</b>	<b>113 900.2</b>	<b>129 769.8</b>	<b>12.3%</b>	<b>100.0%</b>
Accumulated surplus/(deficit)	19 454.6	16 814.5	70 316.0	77 024.3	58.2%	53.5%	83 481.0	90 521.2	98 319.9	8.5%	80.6%
Capital and reserves	4 248.3	4 248.3	4 248.3	4 248.3	–	5.1%	4 248.3	4 248.3	4 248.3	–	4.0%
Capital reserve fund	49 071.4	46 595.9	–	–	-100.0%	30.1%	–	–	–	–	–
Trade and other payables	8 378.9	6 323.2	6 814.4	8 861.1	1.9%	9.1%	10 853.4	17 417.6	25 436.8	42.1%	13.8%
Taxation	–	–	1.8	–	–	–	–	–	–	–	–
Provisions	2 062.1	1 772.7	1 665.2	1 615.1	-7.8%	2.1%	1 663.2	1 713.2	1 764.9	3.0%	1.6%
<b>Total equity and liabilities</b>	<b>83 215.2</b>	<b>75 754.5</b>	<b>83 045.6</b>	<b>91 748.8</b>	<b>3.3%</b>	<b>100.0%</b>	<b>100 245.8</b>	<b>113 900.2</b>	<b>129 769.8</b>	<b>12.3%</b>	<b>100.0%</b>

**Personnel information****Table 40.39 Passenger Rail Agency of South Africa personnel numbers and cost by salary level**

Passenger Rail Agency of South Africa	Number of posts estimated for 31 March 2023		Number and cost <sup>1</sup> of personnel posts filled/planned for on funded establishment												Average growth rate of personnel posts (%) 2022/23 - 2025/26	Average: Salary level/ Total (%) 2022/23 - 2025/26			
	Number of funded posts	Number of posts on approved establishment	Actual			Revised estimate			Medium-term expenditure estimate										
			2021/22	2022/23	2023/24	2024/25	2025/26												
			Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost		
Salary level	16 511	16 511	16 965	5 848.1	0.3	16 511	5 830.2	0.4	16 511	6 068.2	0.4	16 511	6 264.1	0.4	16 511	6 425.7	0.4	–	100.0%
1 – 6	8 788	8 788	8 965	2 078.1	0.2	8 788	2 172.0	0.2	8 788	2 227.1	0.3	8 788	2 230.9	0.3	8 788	2 190.9	0.2	–	53.2%
7 – 10	7 285	7 285	7 518	3 208.4	0.4	7 285	3 124.1	0.4	7 285	3 280.3	0.5	7 285	3 444.3	0.5	7 285	3 616.6	0.5	–	44.1%
11 – 12	262	262	282	249.5	0.9	262	239.9	0.9	262	251.9	1.0	262	264.5	1.0	262	277.7	1.1	–	1.6%
13 – 16	153	153	169	235.9	1.4	153	226.4	1.5	153	237.7	1.6	153	249.6	1.6	153	262.1	1.7	–	0.9%
17 – 22	23	23	31	76.2	2.5	23	67.8	2.9	23	71.2	3.1	23	74.8	3.3	23	78.5	3.4	–	0.1%

1. Rand million.

## Ports Regulator of South Africa

### Selected performance indicators

Table 40.40 Ports Regulator of South Africa performance indicators by programme/objective/activity and related priority

Indicator	Programme/Objective/Activity	MTSF priority	Audited performance			Estimated performance	MTEF targets		
			2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Number of global port pricing comparator studies conducted per year	Economic regulation	Priority 2: Economic transformation and job creation	1	1	1	1	1	1	1
Number of National Ports Authority tariff assessments conducted per year	Economic regulation		1	1	1	1	1	1	1
Number of port capacity and usage reviews conducted per year	Industry development		1	1	1	1	1	1	1

### Entity overview

The Ports Regulator of South Africa was established in terms of the National Ports Act (2005) to regulate South Africa's ports infrastructure system. The regulator sets port tariffs for the National Ports Authority and oversees complaints and appeals to preserve fairness, transparency and competitive practices for ports infrastructure.

The regulator will continue to focus on strengthening the economic regulation of ports infrastructure and compliance with the ports regulatory framework over the medium term. In doing so, its expenditure is expected to increase at an average annual rate of 2.9 per cent, from R44.5 million in 2022/23 to R48.5 million in 2025/26. The regulator derives its revenue from departmental transfers, which are set to increase at an average annual rate of 2.7 per cent, from R43 million in 2022/23 to R46.6 million in 2025/26. Total revenue is set to increase in line with expenditure.

### Programmes/Objectives/Activities

Table 40.41 Ports Regulator of South Africa expenditure trends and estimates by programme/objective/activity

R million	Audited outcome			Revised estimate	Average growth rate (%)	Average: Expenditure/Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/Total (%)
	2019/20	2020/21	2021/22	2022/23	2019/20 - 2022/23		2023/24	2024/25	2025/26	2022/23 - 2025/26	
Administration	12.3	13.1	15.3	16.5	10.2%	41.4%	17.4	18.9	20.0	6.7%	39.7%
Economic regulation	4.0	3.8	4.9	7.4	23.0%	14.1%	7.7	8.1	8.5	4.8%	17.3%
Legal services	3.3	9.2	10.2	11.1	50.0%	23.4%	8.8	8.2	8.7	-7.7%	20.1%
Industry development	4.3	3.8	3.7	6.9	17.2%	13.4%	7.4	7.9	8.2	5.9%	16.6%
Governance	2.8	3.2	1.7	2.6	-1.9%	7.7%	2.7	3.1	3.0	5.0%	6.3%
<b>Total</b>	<b>26.6</b>	<b>33.1</b>	<b>35.9</b>	<b>44.5</b>	<b>18.6%</b>	<b>100.0%</b>	<b>44.1</b>	<b>46.2</b>	<b>48.5</b>	<b>2.9%</b>	<b>100.0%</b>

### Statements of financial performance, cash flow and financial position

Table 40.42 Ports Regulator of South Africa statements of financial performance

Statement of financial performance	Audited outcome			Revised estimate	Average growth rate (%)	Average: Expenditure/Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/Total (%)
	2019/20	2020/21	2021/22	2022/23	2019/20 - 2022/23		2023/24	2024/25	2025/26	2022/23 - 2025/26	
<b>Revenue</b>											
Non-tax revenue	1.7	1.1	1.7	1.5	-3.8%	3.6%	1.6	1.7	1.9	7.6%	3.6%
Other non-tax revenue	1.7	1.1	1.7	1.5	-3.8%	3.6%	1.6	1.7	1.9	7.6%	3.6%
<b>Transfers received</b>	<b>36.8</b>	<b>38.8</b>	<b>41.0</b>	<b>43.0</b>	<b>5.3%</b>	<b>96.4%</b>	<b>42.6</b>	<b>44.5</b>	<b>46.6</b>	<b>2.7%</b>	<b>96.4%</b>
<b>Total revenue</b>	<b>38.5</b>	<b>39.9</b>	<b>42.6</b>	<b>44.5</b>	<b>5.0%</b>	<b>100.0%</b>	<b>44.1</b>	<b>46.2</b>	<b>48.5</b>	<b>2.9%</b>	<b>100.0%</b>
<b>Expenses</b>											
Current expenses	26.6	33.1	35.9	44.5	18.6%	100.0%	44.1	46.2	48.5	2.9%	100.0%
Compensation of employees	17.5	18.7	19.7	29.4	18.8%	60.9%	30.9	32.4	34.0	4.9%	69.1%
Goods and services	8.6	14.0	15.8	14.6	19.4%	37.9%	12.8	13.3	14.0	-1.4%	29.9%
Depreciation	0.5	0.4	0.3	0.4	-5.7%	1.2%	0.4	0.5	0.5	3.7%	0.9%
<b>Total expenses</b>	<b>26.6</b>	<b>33.1</b>	<b>35.9</b>	<b>44.5</b>	<b>18.6%</b>	<b>100.0%</b>	<b>44.1</b>	<b>46.2</b>	<b>48.5</b>	<b>2.9%</b>	<b>100.0%</b>
<b>Surplus/(Deficit)</b>	<b>11.8</b>	<b>6.8</b>	<b>6.8</b>	<b>-</b>	<b>-100.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## Personnel information

**Table 40.43 Ports Regulator of South Africa personnel numbers and cost by salary level**

Number of posts estimated for 31 March 2023			Number and cost <sup>1</sup> of personnel posts filled/planned for on funded establishment															Average growth rate of personnel posts (%)	Average: Salary level/ Total (%)
Number of funded posts	Number of approved posts on establishment	Number of posts on approved establishment	Actual			Revised estimate			Medium-term expenditure estimate										
			2021/22			2022/23			2023/24			2024/25			2025/26			2022/23 - 2025/26	
			Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost		
Ports Regulator of South Africa	30	30	24	19.7	0.8	30	29.4	1.0	29	30.9	1.1	29	32.4	1.1	29	34.0	1.2	-1.1%	100.0%
Salary level																			
1 – 6	3	3	3	0.6	0.2	3	0.6	0.2	2	0.5	0.3	2	0.5	0.3	2	0.6	0.3	-12.6%	7.7%
7 – 10	16	16	12	6.3	0.5	16	11.2	0.7	16	12.0	0.7	16	12.6	0.8	16	13.3	0.8	–	54.7%
11 – 12	3	3	2	1.9	0.9	3	2.9	1.0	3	3.0	1.0	3	3.2	1.1	3	3.3	1.1	–	10.3%
13 – 16	7	7	6	7.7	1.3	7	11.3	1.6	7	11.9	1.7	7	12.4	1.8	7	12.9	1.8	–	23.9%
17 – 22	1	1	1	3.3	3.3	1	3.4	3.4	1	3.5	3.5	1	3.7	3.7	1	3.9	3.9	–	3.4%

1. Rand million.

## Railway Safety Regulator

### Selected performance indicators

**Table 40.44 Railway Safety Regulator performance indicators by programme/objective/activity and related priority**

Indicator	Programme/Objective/Activity	MTSF priority	Audited performance			Estimated performance	MTEF targets		
			2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Number of safety initiatives conducted per year	Administration	Entity mandate	22	20	30	42	48	48	48
Number of safety performance agreements signed for high-risk operators per year	Operations		20	25	30	35	35	35	35
Number of industry safety risk profiles developed per year	Operations		1	1	1	1	1	1	1
Number of interface agreements aligned with operational risks per year	Operations		1	1	1	1	1	1	1
Number of common safety methods developed and implemented per year	Operations		1	1	1	1	1	1	1

### Entity overview

The Railway Safety Regulator was established in terms of the National Railway Safety Regulator Act (2002). The regulator is mandated to oversee railway operations, monitor operators and enforce a safe operating environment. This includes rail operators from neighbouring countries with operations that enter South Africa.

Over the medium term, the regulator will focus on its primary business of issuing safety permits to railway operators. It also plans to conduct 48 safety initiatives in 2023/24. These include education and awareness campaigns, community involvement programmes and training for safety ambassadors.

Expenditure is expected to increase at an average annual rate of 3.6 per cent, from R263.2 million in 2022/23 to R292.5 million in 2025/26. This mainly covers operational expenses such as compensation of employees, office rental, professional fees and capital expenditure. The regulator expects to generate 70 per cent (R591.1 million) of its revenue over the period ahead from administrative fees and the remainder through transfers from the department. Revenue is expected to increase in line with spending.

### Programmes/Objectives/Activities

**Table 40.45 Railway Safety Regulator expenditure trends and estimates by programme/objective/activity**

R million	Audited outcome				Revised estimate	Average: Expenditure/ Total (%)		Medium-term expenditure estimate			Average: Expenditure/ Total (%)
	2019/20	2020/21	2021/22	2022/23		2019/20 - 2022/23	2023/24	2024/25	2025/26	2022/23 - 2025/26	
Administration	122.6	158.8	145.0	137.9	4.0%	57.8%	142.2	145.7	154.7	3.9%	52.5%
Operations	79.8	98.4	111.2	125.3	16.2%	42.2%	127.9	134.3	137.9	3.2%	47.5%
<b>Total</b>	<b>202.4</b>	<b>257.2</b>	<b>256.2</b>	<b>263.2</b>	<b>9.1%</b>	<b>100.0%</b>	<b>270.2</b>	<b>280.0</b>	<b>292.5</b>	<b>3.6%</b>	<b>100.0%</b>

**Statements of financial performance, cash flow and financial position**

**Table 40.46 Railway Safety Regulator statements of financial performance**

Statement of financial performance												
R million	Audited outcome				Revised estimate	Average growth rate (%)	Average: Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/ Total (%)
	2019/20	2020/21	2021/22	2022/23				2019/20 - 2022/23	2023/24	2024/25		
<b>Revenue</b>												
<b>Non-tax revenue</b>	<b>180.3</b>	<b>177.8</b>	<b>189.1</b>	<b>190.3</b>	<b>1.8%</b>	<b>71.9%</b>	<b>194.1</b>	<b>200.5</b>	<b>209.5</b>	<b>3.3%</b>	<b>71.8%</b>	
Sale of goods and services other than capital assets	170.6	170.9	178.9	183.3	2.4%	68.6%	189.9	196.2	205.0	3.8%	70.0%	
<i>of which:</i>												
Administrative fees	170.6	170.9	178.9	183.3	2.4%	68.6%	189.9	196.2	205.0	3.8%	70.0%	
Permit issuing fees	164.4	170.6	178.4	179.3	2.9%	67.5%	187.7	196.2	205.0	4.6%	69.4%	
Permit application fees	6.1	0.3	0.5	4.0	-12.9%	1.1%	2.2	-	-	-100.0%	0.6%	
Other non-tax revenue	9.8	6.9	10.2	7.0	-10.6%	3.3%	4.1	4.3	4.5	-13.4%	1.8%	
<b>Transfers received</b>	<b>63.5</b>	<b>82.0</b>	<b>69.7</b>	<b>72.9</b>	<b>4.7%</b>	<b>28.1%</b>	<b>76.1</b>	<b>79.5</b>	<b>83.0</b>	<b>4.4%</b>	<b>28.2%</b>	
<b>Total revenue</b>	<b>243.8</b>	<b>259.8</b>	<b>258.7</b>	<b>263.2</b>	<b>2.6%</b>	<b>100.0%</b>	<b>270.2</b>	<b>280.0</b>	<b>292.5</b>	<b>3.6%</b>	<b>100.0%</b>	
<b>Expenses</b>												
<b>Current expenses</b>	<b>202.4</b>	<b>257.2</b>	<b>248.4</b>	<b>263.2</b>	<b>9.1%</b>	<b>99.2%</b>	<b>270.2</b>	<b>280.0</b>	<b>292.5</b>	<b>3.6%</b>	<b>100.0%</b>	
Compensation of employees	134.0	142.9	165.7	165.8	7.4%	62.4%	174.8	184.9	189.0	4.5%	64.6%	
Goods and services	61.0	108.9	77.5	97.3	16.8%	34.9%	95.4	95.1	103.5	2.1%	35.4%	
Depreciation	7.4	5.4	5.2	0.0	-94.9%	1.9%	0.0	0.0	-	-100.0%	-	
Transfers and subsidies	-	-	7.7	-	-	0.8%	-	-	-	-	-	
<b>Total expenses</b>	<b>202.4</b>	<b>257.2</b>	<b>256.2</b>	<b>263.2</b>	<b>9.1%</b>	<b>100.0%</b>	<b>270.2</b>	<b>280.0</b>	<b>292.5</b>	<b>3.6%</b>	<b>100.0%</b>	
<b>Surplus/(Deficit)</b>	<b>41.5</b>	<b>2.6</b>	<b>2.6</b>	<b>-</b>	<b>-100.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

**Personnel information**

**Table 40.47 Railway Safety Regulator personnel numbers and cost by salary level**

Number of posts estimated for 31 March 2023		Number and cost <sup>1</sup> of personnel posts filled/planned for on funded establishment												Average growth rate of personnel posts (%)	Average: Salary level/ Total (%)							
Number of funded posts	Number of approved establishment posts	Actual			Revised estimate			Medium-term expenditure estimate														
		2021/22		2022/23		2023/24		2024/25		2025/26		2022/23 - 2025/26										
		Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost						
<b>Railway Safety Regulator</b>		<b>185</b>	<b>185</b>		<b>184</b>	<b>165.7</b>	<b>0.9</b>	<b>174</b>	<b>165.8</b>	<b>1.0</b>	<b>171</b>	<b>174.8</b>	<b>1.0</b>	<b>172</b>	<b>184.9</b>	<b>1.1</b>	<b>173</b>	<b>189.0</b>	<b>1.1</b>	<b>-0.2%</b>	<b>100.0%</b>	
<b>Salary level</b>																						
1 – 6	32	32	31	6.9	0.2	21	8.4	0.4	26	15.2	0.6	27	16.1	0.6	27	16.4	0.6	27	16.4	0.6	8.7%	14.6%
7 – 10	63	63	63	37.9	0.6	63	37.5	0.6	61	45.4	0.7	61	48.0	0.8	62	49.8	0.8	62	49.8	0.8	-0.5%	35.8%
11 – 12	27	27	27	26.3	1.0	27	26.1	1.0	24	24.9	1.0	24	26.4	1.1	24	26.8	1.1	24	26.8	1.1	-3.9%	14.3%
13 – 16	60	60	60	86.4	1.4	60	85.7	1.4	57	80.6	1.4	57	85.3	1.5	57	86.8	1.5	57	86.8	1.5	-1.7%	33.5%
17 – 22	3	3	3	8.2	2.7	3	8.1	2.7	3	8.6	2.9	3	9.1	3.0	3	9.3	3.1	3	9.3	3.1	-	1.7%

1. Rand million.

**Road Accident Fund**

**Selected performance indicators**

**Table 40.48 Road Accident Fund performance indicators by programme/objective/activity and related priority**

Indicator	Programme/Objective/Activity	MTSF priority	Audited performance			Estimated performance	MTEF targets		
			2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Unrepresented claims as a percentage of total claims per year	Payment of claims to accident victims	Entity mandate	- <sup>1</sup>	- <sup>1</sup>	6.03%	7.74%	- <sup>2</sup>	- <sup>2</sup>	- <sup>2</sup>
Legal costs as a percentage of claims payments per year	Payment of claims to accident victims		24.6% (R9.7bn/ R39.5bn)	16.4% (R5.8bn/ R35.4bn)	15.3% (R6.2bn/ R40.4bn)	15.98% (R3.9bn/ R24.7bn)	- <sup>2</sup>	- <sup>2</sup>	- <sup>2</sup>
Number of open claims received but not finalised per year	Payment of claims to accident victims		297 130	350 257	324 354 <sup>3</sup>	334 179	- <sup>2</sup>	- <sup>2</sup>	- <sup>2</sup>
Average value per personal claims per year	Payment of claims to accident victims		R279 950	R396 218	R254 531 <sup>3</sup>	- <sup>2</sup>	- <sup>2</sup>	- <sup>2</sup>	- <sup>2</sup>
Average value per loss of earnings claims per year	Payment of claims to accident victims		R826 007	R1 084 369	R959 098 <sup>3</sup>	- <sup>2</sup>	- <sup>2</sup>	- <sup>2</sup>	- <sup>2</sup>
Average value of general damages claims per year	Payment of claims to accident victims		R462 130	R516 097	R508 147 <sup>3</sup>	- <sup>2</sup>	- <sup>2</sup>	- <sup>2</sup>	- <sup>2</sup>

1. No historical data available.

2. No projections available.

3. Based on unpublished report.

## Entity overview

In terms of the Road Accident Fund Act (1996), the Road Accident Fund is mandated to compensate South African road users for losses or damages caused by motor vehicle accidents within the borders of South Africa.

Over the medium term, a change in the settlement policy of loss-of-income claims from lump sum to annuity will see a moderation in the payment of claims to match the fund's pay-as-you-go principle. Accordingly, the total value of claims paid out over the MTEF period is expected to decrease from R43.3 billion in 2022/23 to R35.9 billion in 2025/26 at an average annual rate of 6.1 per cent.

The entity derives revenue from the road accident fund levy in terms of the Customs and Excise Act (1964). Transfers received through the levy are expected to increase at an average annual rate of 0.5 per cent, from R48.1 billion in 2022/23 to R48.9 billion by 2025/26, in line with an expected increase in fuel sales.

**Table 40.49 Road Accident Fund expenditure trends and estimates by programme/objective/activity**

R million	Audited outcome			Revised estimate 2022/23	Average growth rate (%) 2019/20 - 2022/23	Average Expenditure/ Total (%) 2019/20 - 2022/23	Medium-term expenditure estimate			Average growth rate (%) 2022/23 - 2025/26	Average Expenditure/ Total (%) 2022/23 - 2025/26
	2019/20	2020/21	2021/22				2023/24	2024/25	2025/26		
Administration	2 798.1	2 587.7	2 804.1	3 245.8	5.1%	5.5%	3 458.6	3 628.8	3 806.2	5.5%	8.7%
Payment of claims to accident victims	98 066.4	37 877.4	43 915.5	43 284.0	-23.9%	94.5%	38 183.8	32 597.8	35 887.7	-6.1%	91.3%
<b>Total</b>	<b>100 864.5</b>	<b>40 465.1</b>	<b>46 719.6</b>	<b>46 529.8</b>	<b>-22.7%</b>	<b>100.0%</b>	<b>41 642.4</b>	<b>36 226.6</b>	<b>39 693.9</b>	<b>-5.2%</b>	<b>100.0%</b>

## Statements of financial performance, cash flow and financial position

**Table 40.50 Road Accident Fund statements of financial performance, cash flow and financial position**

Statement of financial performance											
R million	Audited outcome			Revised estimate 2022/23	Average growth rate (%) 2019/20 - 2022/23	Average Expenditure/ Total (%) 2019/20 - 2022/23	Medium-term expenditure estimate			Average growth rate (%) 2022/23 - 2025/26	Average Expenditure/ Total (%) 2022/23 - 2025/26
	2019/20	2020/21	2021/22				2023/24	2024/25	2025/26		
<b>Revenue</b>											
<b>Non-tax revenue</b>	<b>62.8</b>	<b>159.9</b>	<b>222.8</b>	<b>239.1</b>	<b>56.1%</b>	<b>0.4%</b>	<b>253.5</b>	<b>964.9</b>	<b>2 390.2</b>	<b>115.4%</b>	<b>1.9%</b>
Other non-tax revenue	62.8	159.9	222.8	239.1	56.1%	0.4%	253.5	964.9	2 390.2	115.4%	1.9%
<b>Transfers received</b>	<b>41 177.7</b>	<b>42 088.6</b>	<b>48 278.2</b>	<b>48 105.6</b>	<b>5.3%</b>	<b>99.6%</b>	<b>48 380.2</b>	<b>48 767.2</b>	<b>48 857.2</b>	<b>0.5%</b>	<b>98.1%</b>
<b>Total revenue</b>	<b>41 240.5</b>	<b>42 248.5</b>	<b>48 501.0</b>	<b>48 344.6</b>	<b>5.4%</b>	<b>100.0%</b>	<b>48 633.7</b>	<b>49 732.2</b>	<b>51 247.4</b>	<b>2.0%</b>	<b>100.0%</b>
<b>Expenses</b>											
<b>Current expenses</b>	<b>2 798.1</b>	<b>2 587.7</b>	<b>2 804.1</b>	<b>3 245.8</b>	<b>5.1%</b>	<b>5.5%</b>	<b>3 458.6</b>	<b>3 628.8</b>	<b>3 806.2</b>	<b>5.5%</b>	<b>8.7%</b>
Compensation of employees	1 727.5	1 768.1	1 996.0	2 135.7	7.3%	3.7%	2 251.4	2 374.1	2 504.2	5.4%	5.7%
Goods and services	781.5	679.7	644.2	928.9	5.9%	1.5%	1 026.9	1 070.6	1 116.4	6.3%	2.6%
Depreciation	52.3	49.7	44.8	55.1	1.8%	0.1%	46.5	42.3	35.2	-13.9%	0.1%
Interest, dividends and rent on land	236.8	90.1	119.1	126.2	-18.9%	0.2%	133.8	141.8	150.3	6.0%	0.3%
<b>Transfers and subsidies</b>	<b>98 066.4</b>	<b>37 877.4</b>	<b>43 915.5</b>	<b>43 284.0</b>	<b>-23.9%</b>	<b>94.5%</b>	<b>38 183.8</b>	<b>32 597.8</b>	<b>35 887.7</b>	<b>-6.1%</b>	<b>91.3%</b>
<b>Total expenses</b>	<b>100 864.5</b>	<b>40 465.1</b>	<b>46 719.6</b>	<b>46 529.8</b>	<b>-22.7%</b>	<b>100.0%</b>	<b>41 642.4</b>	<b>36 226.6</b>	<b>39 693.9</b>	<b>-5.2%</b>	<b>100.0%</b>
<b>Surplus/(Deficit)</b>	<b>(59 624.0)</b>	<b>1 783.4</b>	<b>1 781.3</b>	<b>1 814.8</b>	<b>-131.2%</b>		<b>6 991.3</b>	<b>13 505.6</b>	<b>11 553.5</b>	<b>85.3%</b>	
<b>Cash flow statement</b>											
<b>Cash flow from operating activities</b>	<b>467.2</b>	<b>3 346.1</b>	<b>(3 988.1)</b>	<b>(2 062.0)</b>	<b>-264.0%</b>	<b>100.0%</b>	<b>(3 214.8)</b>	<b>(3 961.1)</b>	<b>21 018.3</b>	<b>-316.8%</b>	<b>100.0%</b>
<b>Receipts</b>											
<b>Non-tax receipts</b>	<b>66.3</b>	<b>138.9</b>	<b>216.6</b>	<b>224.3</b>	<b>50.1%</b>	<b>0.4%</b>	<b>237.9</b>	<b>948.3</b>	<b>2 372.6</b>	<b>119.5%</b>	<b>1.9%</b>
Other tax receipts	66.3	138.9	216.6	224.3	50.1%	0.4%	237.9	948.3	2 372.6	119.5%	1.9%
<b>Transfers received</b>	<b>42 632.8</b>	<b>40 559.6</b>	<b>47 058.7</b>	<b>47 907.5</b>	<b>4.0%</b>	<b>99.6%</b>	<b>48 290.8</b>	<b>48 677.1</b>	<b>48 823.2</b>	<b>0.6%</b>	<b>98.1%</b>
<b>Financial transactions in assets and liabilities</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-100.0%</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total receipts</b>	<b>42 699.2</b>	<b>40 698.5</b>	<b>47 275.3</b>	<b>48 131.9</b>	<b>4.1%</b>	<b>100.0%</b>	<b>48 528.7</b>	<b>49 625.5</b>	<b>51 195.8</b>	<b>2.1%</b>	<b>100.0%</b>
<b>Payment</b>											
<b>Current payments</b>	<b>2 693.4</b>	<b>2 548.2</b>	<b>2 703.7</b>	<b>2 953.9</b>	<b>3.1%</b>	<b>6.1%</b>	<b>3 558.7</b>	<b>4 438.2</b>	<b>6 041.1</b>	<b>26.9%</b>	<b>10.3%</b>
Compensation of employees	1 727.5	1 704.3	1 996.0	2 135.7	7.3%	4.2%	2 251.4	2 374.1	2 504.2	5.4%	5.3%
Goods and services	729.1	753.8	588.7	692.0	-1.7%	1.6%	1 173.5	1 922.2	3 386.5	69.8%	4.6%
Interest and rent on land	236.8	90.1	119.1	126.2	-18.9%	0.3%	133.8	141.8	150.3	6.0%	0.3%
<b>Transfers and subsidies</b>	<b>39 538.6</b>	<b>34 804.2</b>	<b>48 559.7</b>	<b>47 239.9</b>	<b>6.1%</b>	<b>93.9%</b>	<b>48 184.7</b>	<b>49 148.4</b>	<b>24 136.4</b>	<b>-20.1%</b>	<b>89.7%</b>
<b>Total payments</b>	<b>42 232.0</b>	<b>37 352.3</b>	<b>51 263.4</b>	<b>50 193.9</b>	<b>5.9%</b>	<b>100.0%</b>	<b>51 743.5</b>	<b>53 586.6</b>	<b>30 177.5</b>	<b>-15.6%</b>	<b>100.0%</b>
<b>Net cash flow from investing activities</b>	<b>(23.7)</b>	<b>(13.4)</b>	<b>(45.1)</b>	<b>(128.1)</b>	<b>75.5%</b>	<b>100.0%</b>	<b>(133.9)</b>	<b>(139.9)</b>	<b>(146.1)</b>	<b>4.5%</b>	<b>100.0%</b>
Acquisition of property, plant, equipment and intangible assets	(7.2)	(9.8)	(35.0)	(47.0)	86.9%	54.4%	(49.2)	(51.4)	(53.7)	4.6%	36.7%
Acquisition of software and other intangible assets	(16.5)	(3.6)	(10.1)	(81.1)	70.0%	45.6%	(84.7)	(88.4)	(92.4)	4.5%	63.3%
<b>Net increase/(decrease) in cash and cash equivalents</b>	<b>443.5</b>	<b>3 332.7</b>	<b>(4 033.2)</b>	<b>(2 190.1)</b>	<b>-270.3%</b>	<b>-1.2%</b>	<b>(3 348.7)</b>	<b>(4 101.0)</b>	<b>20 872.1</b>	<b>-312.0%</b>	<b>7.1%</b>

**Table 40.50 Road Accident Fund statements of financial performance, cash flow and financial position (continued)**

Statement of financial position		Audited outcome			Revised estimate	Average growth rate (%)	Average: Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/ Total (%)
		2019/20	2020/21	2021/22				2022/23	2023/24	2024/25		
R million												
Carrying value of assets		247.6	215.2	222.2	295.9	6.1%	2.0%	383.4	480.9	591.9	26.0%	2.0%
of which:												
Acquisition of assets		(7.2)	(9.8)	(35.0)	(47.0)	86.9%	100.0%	(49.2)	(51.4)	(53.7)	4.6%	100.0%
Inventory		4.6	5.0	4.8	5.1	3.7%	–	5.4	5.7	6.1	6.0%	–
Loans		197.8	422.8	214.1	227.0	4.7%	2.0%	240.6	255.0	270.3	6.0%	1.3%
Receivables and prepayments		8 855.4	10 335.9	11 005.1	11 204.7	8.2%	81.8%	11 295.9	11 387.8	11 423.8	0.6%	58.8%
Cash and cash equivalents		1 351.5	4 684.2	867.6	904.3	-12.5%	14.2%	5 546.3	5 823.6	49 188.0	278.9%	37.8%
<b>Total assets</b>		<b>10 656.9</b>	<b>15 663.0</b>	<b>12 313.8</b>	<b>12 637.0</b>	<b>5.8%</b>	<b>100.0%</b>	<b>17 471.5</b>	<b>17 953.1</b>	<b>61 480.1</b>	<b>69.4%</b>	<b>100.0%</b>
Accumulated surplus/(deficit)	(322 029.8)	(346 576.0)	(344 792.7)	(342 977.9)	2.1%	-2 687.2%	(335 986.5)	(322 481.0)	(310 927.5)	-3.2%	-1 734.8%	
Capital and reserves		97.6	102.0	108.7	108.7	3.7%	0.8%	108.7	108.7	108.7	–	0.6%
Trade and other payables		316.2	335.9	337.2	357.4	4.2%	2.7%	378.8	401.6	425.6	6.0%	2.0%
Provisions	332 241.7	361 749.8	356 549.8	355 031.3	2.2%	2 783.0%	352 845.9	339 791.7	371 733.2	1.5%	1 831.6%	
Derivatives financial instruments		31.0	51.4	110.9	117.5	55.8%	0.6%	124.6	132.0	140.0	6.0%	0.7%
<b>Total equity and liabilities</b>		<b>10 656.9</b>	<b>15 663.0</b>	<b>12 313.8</b>	<b>12 637.0</b>	<b>5.8%</b>	<b>100.0%</b>	<b>17 471.5</b>	<b>17 953.1</b>	<b>61 480.1</b>	<b>69.4%</b>	<b>100.0%</b>

**Personnel information**

**Table 40.51 Road Accident Fund personnel numbers and cost by salary level**

Number of posts estimated for 31 March 2023		Number and cost <sup>1</sup> of personnel posts filled/planned for on funded establishment										Average growth rate of personnel posts (%)	Average: Salary level/ Total (%)				
Number of approved funded posts	Number of posts on establishment	Actual		Revised estimate		Medium-term expenditure estimate					2022/23 - 2025/26						
		2021/22		2022/23		2023/24		2024/25		2025/26							
		Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	
<b>Road Accident Fund</b>		<b>3 380</b>	<b>1 996.0</b>	<b>0.6</b>	<b>3 380</b>	<b>2 135.7</b>	<b>0.6</b>	<b>3 380</b>	<b>2 251.4</b>	<b>0.7</b>	<b>3 380</b>	<b>2 374.1</b>	<b>0.7</b>	<b>3 380</b>	<b>2 504.2</b>	<b>0.7</b>	
<b>Salary level</b>	<b>3 380</b>	<b>3 380</b>	<b>1 996.0</b>	<b>0.6</b>	<b>3 380</b>	<b>2 135.7</b>	<b>0.6</b>	<b>3 380</b>	<b>2 251.4</b>	<b>0.7</b>	<b>3 380</b>	<b>2 374.1</b>	<b>0.7</b>	<b>3 380</b>	<b>2 504.2</b>	<b>0.7</b>	
1 – 6	933	933	933	162.2	0.2	933	173.5	0.2	933	182.9	0.2	933	192.9	0.2	933	203.5	0.2
7 – 10	1 738	1 738	1 738	968.0	0.6	1 738	1 035.8	0.6	1 738	1 091.9	0.6	1 738	1 151.5	0.7	1 738	1 214.6	0.7
11 – 12	410	410	410	416.8	1.0	410	445.9	1.1	410	470.1	1.1	410	495.7	1.2	410	522.9	1.3
13 – 16	293	293	293	428.9	1.5	293	458.9	1.6	293	483.7	1.7	293	510.1	1.7	293	538.1	1.8
17 – 22	6	6	6	20.1	3.4	6	21.5	3.6	6	22.7	3.8	6	23.9	4.0	6	25.3	4.2

1. Rand million.

**Road Traffic Infringement Agency**

**Selected performance indicators**

**Table 40.52 Road Traffic Infringement Agency performance indicators by programme/objective/activity and related priority**

Indicator	Programme/Objective/Activity	MTSF priority	Audited performance			Estimated performance	MTEF targets		
			2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Percentage of representations received adjudicated within 21 days	AARTO adjudication and support	Entity mandate	100%	100%	100%	100%	100%	100%	100%
Number of courtesy letters issued per year	AARTO adjudication and support		3 649 869	786 363	2 594 787	– <sup>1</sup>	– <sup>1</sup>	– <sup>1</sup>	– <sup>1</sup>
Number of enforcement orders issued per year	AARTO adjudication and support		1 675 737	343 123	2 594 787	– <sup>1</sup>	– <sup>1</sup>	– <sup>1</sup>	– <sup>1</sup>

1. No projection available.

**Entity overview**

The Road Traffic Infringement Agency derives its mandate from the Administrative Adjudication of Road Traffic Offences (AARTO) Act (1998). The agency was established to administer procedures to discourage the contravention of road traffic laws, adjudicate infringements, enforce penalties for the contravention of road traffic laws, provide specialised prosecution support services, and carry out community education and awareness programmes in road safety-related matters. The agency’s activities over the medium term are focused on administration, adjudication and support, and the rollout programme.

Expenditure is expected to increase at an average annual rate of 4.5 per cent, from R487 million in 2023/24 to R555.6 million in 2025/26, with goods and services accounting for an estimated 60.8 per cent (R969.8 million) of this spending. The agency derives its revenue mainly through administrative fees and transfers from the department. Revenue is set to increase in line with expenditure.

**Programmes/Objectives/Activities****Table 40.53 Road Traffic Infringement Agency expenditure trends and estimates by programme/objective/activity**

R million	Audited outcome			Revised estimate	Average growth rate (%)		Medium-term expenditure estimate			Average growth rate (%)	Average Expenditure/ Total (%)
	2019/20	2020/21	2021/22		2022/23	2019/20 - 2022/23	2023/24	2024/25	2025/26		
Administration	95.1	84.8	113.1	127.4	10.2%	41.8%	133.1	139.1	145.4	4.5%	26.2%
AARTO adjudication and support	133.0	35.5	31.8	139.9	1.7%	29.0%	146.2	152.7	159.5	4.5%	28.7%
AARTO information and analytics	–	4.2	8.2	8.5	–	2.0%	8.9	9.3	9.7	4.5%	1.8%
AARTO education and administration	29.7	7.2	10.9	56.4	23.9%	8.0%	59.0	61.6	64.4	4.5%	11.6%
AARTO rollout programme	11.1	14.1	73.5	154.7	140.3%	19.1%	161.7	168.9	176.5	4.5%	31.8%
<b>Total</b>	<b>268.9</b>	<b>145.8</b>	<b>237.4</b>	<b>487.0</b>	<b>21.9%</b>	<b>100.0%</b>	<b>508.9</b>	<b>531.7</b>	<b>555.6</b>	<b>4.5%</b>	<b>100.0%</b>

**Statements of financial performance, cash flow and financial position****Table 40.54 Road Traffic Infringement Agency statements of financial performance, cash flow and financial position**

Statement of financial performance											
R million	Audited outcome			Revised estimate	Average growth rate (%)		Medium-term expenditure estimate			Average growth rate (%)	Average Expenditure/ Total (%)
	2019/20	2020/21	2021/22		2022/23	2019/20 - 2022/23	2023/24	2024/25	2025/26		
<b>Revenue</b>											
<b>Non-tax revenue</b>	<b>272.3</b>	<b>263.1</b>	<b>185.3</b>	<b>312.0</b>	<b>4.6%</b>	<b>80.8%</b>	<b>326.1</b>	<b>340.7</b>	<b>356.0</b>	<b>4.5%</b>	<b>75.3%</b>
Sale of goods and services other than capital assets	270.9	260.3	178.2	312.0	4.8%	79.9%	326.1	340.7	356.0	4.5%	75.3%
<i>of which:</i>											
Administrative fees	270.9	260.3	178.2	312.0	4.8%	79.9%	326.1	340.7	356.0	4.5%	75.3%
Infringement fees	270.9	260.3	178.2	312.0	4.8%	79.9%	326.1	340.7	356.0	4.5%	75.3%
Other non-tax revenue	1.5	2.9	7.1	–	-100.0%	0.8%	–	–	–	–	–
Transfers received	7.8	88.2	159.4	9.1	5.3%	19.2%	153.0	159.9	167.1	164.1%	24.7%
<b>Total revenue</b>	<b>280.1</b>	<b>351.3</b>	<b>344.7</b>	<b>321.1</b>	<b>4.7%</b>	<b>100.0%</b>	<b>479.1</b>	<b>500.6</b>	<b>523.1</b>	<b>17.7%</b>	<b>100.0%</b>
<b>Expenses</b>											
<b>Current expenses</b>	<b>268.9</b>	<b>145.8</b>	<b>237.4</b>	<b>487.0</b>	<b>21.9%</b>	<b>100.0%</b>	<b>508.9</b>	<b>531.7</b>	<b>555.6</b>	<b>4.5%</b>	<b>100.0%</b>
Compensation of employees	126.6	85.3	146.8	189.0	14.3%	51.6%	197.5	206.4	215.7	4.5%	38.8%
Goods and services	139.6	58.7	88.6	295.9	28.5%	47.6%	309.2	323.0	337.6	4.5%	60.8%
Depreciation	2.8	1.9	2.0	2.1	-9.0%	0.9%	2.2	2.3	2.4	4.5%	0.4%
<b>Total expenses</b>	<b>268.9</b>	<b>145.8</b>	<b>237.4</b>	<b>487.0</b>	<b>21.9%</b>	<b>100.0%</b>	<b>508.9</b>	<b>531.7</b>	<b>555.6</b>	<b>4.5%</b>	<b>100.0%</b>
<b>Surplus/(Deficit)</b>	<b>11.2</b>	<b>205.5</b>	<b>107.4</b>	<b>(165.9)</b>	<b>-345.6%</b>		<b>(29.9)</b>	<b>(31.1)</b>	<b>(32.5)</b>	<b>-41.9%</b>	
<b>Cash flow statement</b>											
<b>Cash flow from operating activities</b>	<b>32.4</b>	<b>219.4</b>	<b>105.3</b>	<b>(138.7)</b>	<b>-262.3%</b>	<b>100.0%</b>	<b>(1.4)</b>	<b>(1.5)</b>	<b>(1.6)</b>	<b>-77.6%</b>	<b>100.0%</b>
<b>Receipts</b>											
<b>Non-tax receipts</b>	<b>265.2</b>	<b>265.7</b>	<b>466.3</b>	<b>280.0</b>	<b>1.8%</b>	<b>63.9%</b>	<b>292.6</b>	<b>305.8</b>	<b>319.6</b>	<b>4.5%</b>	<b>73.5%</b>
Sales of goods and services other than capital assets	264.2	263.1	459.5	280.0	2.0%	63.4%	292.6	305.8	319.6	4.5%	73.5%
<i>of which:</i>											
Administrative fees	264.2	263.1	459.5	280.0	2.0%	63.4%	292.6	305.8	319.6	4.5%	73.5%
Infringement fees	264.2	263.1	459.5	280.0	2.0%	63.4%	292.6	305.8	319.6	4.5%	73.5%
Other tax receipts	1.1	2.6	6.8	–	-100.0%	0.4%	–	–	–	–	–
Transfers received	7.8	88.2	159.4	9.1	5.3%	10.7%	153.0	159.9	167.0	164.1%	26.5%
Financial transactions in assets and liabilities	309.8	336.0	–	–	-100.0%	25.5%	–	–	–	–	–
<b>Total receipts</b>	<b>582.8</b>	<b>689.9</b>	<b>625.8</b>	<b>289.1</b>	<b>-20.8%</b>	<b>100.0%</b>	<b>445.6</b>	<b>465.6</b>	<b>486.6</b>	<b>19.0%</b>	<b>100.0%</b>
<b>Payment</b>											
<b>Current payments</b>	<b>241.0</b>	<b>134.8</b>	<b>236.7</b>	<b>427.8</b>	<b>21.1%</b>	<b>54.5%</b>	<b>447.1</b>	<b>467.1</b>	<b>488.2</b>	<b>4.5%</b>	<b>100.0%</b>
Compensation of employees	110.4	83.4	96.7	189.0	19.6%	25.1%	197.5	206.4	215.7	4.5%	44.2%
Goods and services	130.5	51.3	140.0	238.8	22.3%	29.3%	249.5	260.7	272.5	4.5%	55.8%
Transfers and subsidies	309.4	335.7	283.8	–	-100.0%	45.5%	–	–	–	–	–
<b>Total payments</b>	<b>550.4</b>	<b>470.5</b>	<b>520.5</b>	<b>427.8</b>	<b>-8.1%</b>	<b>100.0%</b>	<b>447.1</b>	<b>467.1</b>	<b>488.2</b>	<b>4.5%</b>	<b>100.0%</b>
<b>Net cash flow from investing activities</b>	<b>(3.4)</b>	<b>(10.2)</b>	<b>(7.5)</b>	<b>(21.0)</b>	<b>82.6%</b>	<b>100.0%</b>	<b>(23.5)</b>	<b>(24.6)</b>	<b>(25.7)</b>	<b>6.9%</b>	<b>100.0%</b>
Acquisition of property, plant, equipment and intangible assets	(1.1)	(7.6)	(3.2)	(15.8)	140.2%	56.4%	(18.1)	(18.9)	(19.7)	7.7%	76.5%
Acquisition of software and other intangible assets	(2.3)	(2.6)	(4.3)	(5.2)	31.1%	43.6%	(5.4)	(5.7)	(5.9)	4.5%	23.5%
<b>Net increase/(decrease) in cash and cash equivalents</b>	<b>29.0</b>	<b>209.2</b>	<b>97.7</b>	<b>(159.7)</b>	<b>-276.6%</b>	<b>40.7%</b>	<b>(24.9)</b>	<b>(26.1)</b>	<b>(27.2)</b>	<b>-44.5%</b>	<b>-11.9%</b>

**Table 40.54 Road Traffic Infringement Agency statements of financial performance, cash flow and financial position (continued)**

Statement of financial position	Audited outcome				Revised estimate	Average growth rate (%)	Average Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average Expenditure/ Total (%)		
	2019/20	2020/21	2021/22	2022/23				2019/20 - 2022/23	2023/24	2024/25			2025/26	2022/23 - 2025/26
	R million													
Carrying value of assets	3.7	8.9	10.4	3.6	-0.8%	2.6%	3.7	3.9	4.1	4.5%	3.2%			
<i>of which:</i>														
Acquisition of assets	(1.1)	(7.6)	(3.2)	(15.8)	140.2%	100.0%	(18.1)	(18.9)	(19.7)	7.7%	100.0%			
Investments	57.2	60.8	62.0	-	-100.0%	17.5%	-	-	-	-	-			
Receivables and prepayments	44.4	36.0	42.6	61.6	11.6%	26.4%	64.4	67.3	70.3	4.5%	55.8%			
Cash and cash equivalents	39.9	249.2	346.9	45.2	4.2%	53.4%	47.3	49.4	51.6	4.5%	41.0%			
<b>Total assets</b>	<b>145.1</b>	<b>354.9</b>	<b>461.9</b>	<b>110.4</b>	<b>-8.7%</b>	<b>100.0%</b>	<b>115.4</b>	<b>120.5</b>	<b>126.0</b>	<b>4.5%</b>	<b>100.0%</b>			
Accumulated surplus/(deficit)	36.7	242.2	349.6	95.6	37.6%	63.9%	99.9	104.4	109.1	4.5%	86.6%			
Trade and other payables	72.5	74.9	73.3	12.8	-43.9%	24.6%	13.3	13.9	14.6	4.5%	11.6%			
Provisions	35.9	37.8	39.0	2.1	-61.4%	11.4%	2.2	2.3	2.4	4.3%	1.9%			
<b>Total equity and liabilities</b>	<b>145.1</b>	<b>354.9</b>	<b>461.9</b>	<b>110.4</b>	<b>-8.7%</b>	<b>100.0%</b>	<b>115.4</b>	<b>120.5</b>	<b>126.0</b>	<b>4.5%</b>	<b>100.0%</b>			

**Personnel information**

**Table 40.55 Road Traffic Infringement Agency personnel numbers and cost by salary level**

Number of posts estimated for 31 March 2023	Number and cost <sup>1</sup> of personnel posts filled/planned for on funded establishment											Average growth rate of personnel posts (%)	Average Salary level/ Total (%)						
	Number of approved posts	Number of posts on establishment	Actual		Revised estimate		Medium-term expenditure estimate												
			2021/22		2022/23		2023/24		2024/25		2025/26			2022/23 - 2025/26					
Agency	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost				
Road Traffic Infringement Agency	183	183	183	179.1	1.0	192	189.0	1.0	197	197.5	1.0	197	206.4	1.0	-	215.7	-	-100.0%	-
Salary level	53	53	53	15.9	0.3	53	16.2	0.3	53	16.4	0.3	53	17.2	0.3	-	17.9	-	-100.0%	-
1 – 6	87	87	87	72.0	0.8	94	78.1	0.8	94	79.4	0.8	94	82.9	0.9	-	86.4	-	-100.0%	-
7 – 10	17	17	17	17.8	1.0	19	20.2	1.1	24	26.0	1.1	24	27.2	1.1	-	28.4	-	-100.0%	-
11 – 12	19	19	19	29.8	1.6	19	30.3	1.6	19	30.8	1.6	19	32.1	1.7	-	33.6	-	-100.0%	-
13 – 16	7	7	7	43.6	6.2	7	44.3	6.3	7	45.0	6.4	7	47.0	6.7	-	49.3	-	-100.0%	-
17 – 22																			

1. Rand million.

**Road Traffic Management Corporation**

**Selected performance indicators**

**Table 40.56 Road Traffic Management Corporation performance indicators by programme/objective/activity and related priority**

Indicator	Programme/Objective/Activity	MTSF priority	Audited performance			Estimated performance	MTEF targets		
			2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Number of road safety programmes implemented per year	Operations	Entity mandate	5	4	4	4	4	4	4
Number of modules on national qualification framework level 6 traffic officer qualification completed for traffic trainees per year	Operations		12	4	7	10	13	13	13
Number of modules on national qualification level 6 road traffic safety officer qualification completed for road safety practitioners	Operations		6	3	6	9	9	9	9
Number of targeted law enforcement interventions conducted per year	Law enforcement		1 863	4 322	5 864	3 186	3 345	3 513	3 513
Number of inspections conducted	Law enforcement		320 204	332 424	359 890	325 000	341 250	358 312	358 312
Percentage of reported fraud and corruption complaints investigated per year	Traffic intelligence and security		100%	100%	100%	100%	100%	100%	100%
Number of self-initiated fraud and corruption cases investigated per year	Traffic intelligence and security		100	130	160	190	220	220	220
Number of traffic officer modules delivered to existing traffic officers per year	Training of traffic personnel		2	3	3	3	3	3	3
Number of modules on national qualification framework level 6 traffic officer qualification completed for traffic trainees per year	Training of traffic personnel		12	0	0	10	13	13	13
Number of modules on national qualification framework level 6 road traffic safety officer qualification completed for road safety practitioners	Training of traffic personnel	3	0	0	9	9	9	9	



**Table 40.56 Road Traffic Management Corporation performance indicators by programme/objective/activity and related priority (continued)**

Indicator	Programme/Objective/Activity	MTSF priority	Audited performance			Estimated performance	MTEF targets		
			2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Number of state of road safety reports published per year	Strategic services	Entity mandate	7	2	0	1	1	1	1
Number of road traffic research studies published per year	Strategic services		2	3	4	1	3	3	3
Number of learner licence testing centres computerised per year	Strategic services		-1	25	120	100	130	130	130
Number of vehicle testing stations using digitised roadworthiness testing sheet forms per year	Strategic services		-1	-1	116	100	130	130	130

1. No historical data available.

### Entity overview

The Road Traffic Management Corporation was established through the Road Traffic Management Corporation Act (1999). It is mandated to provide national road traffic strategic planning and law enforcement, and pool public sector resources for the provision of road traffic management.

Over the medium term, the corporation plans to promote road traffic safety through education and awareness campaigns, manage road traffic data and information through the automation of processes in driving licence testing centres, maintain the electronic national traffic information system, and improve the coordination of road traffic law enforcement. Accordingly, spending on operations, the training of traffic personnel, strategic services and law enforcement is expected to account for 91.1 per cent (R5.4 billion) of the corporation's total spending over the period ahead.

Expenditure is expected to increase at an average annual rate of 8.3 per cent, from R1.6 billion in 2022/23 to R2 billion in 2025/26, mainly driven by spending on compensation of employees. The corporation derives revenue mainly through transaction fees, which account for 65.6 per cent (R3.7 billion) of total projected revenue over the period ahead. Revenue is set to increase in line with spending.

**Table 40.57 Road Traffic Management Corporation expenditure trends and estimates by programme/objective/activity**

R million	Audited outcome				Revised estimate	Average growth rate (%)	Average: Expenditure/Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/Total (%)
	2019/20	2020/21	2021/22	2022/23	2019/20 - 2022/23	2023/24	2024/25	2025/26	2022/23 - 2025/26	2022/23 - 2025/26		
Administration	338.1	390.9	418.9	552.5	17.8%	34.3%	845.9	886.0	815.1	13.8%	42.9%	
Road safety marketing and stakeholder	181.6	158.7	213.9	340.4	23.3%	17.7%	34.1	36.0	72.6	-40.3%	7.4%	
Law enforcement	284.5	253.6	271.2	329.1	5.0%	23.2%	323.9	337.9	434.7	9.7%	19.9%	
Training of traffic personnel	-	-	-	-	-	-	237.5	248.2	204.2	-	9.2%	
Traffic intelligence and security	25.5	23.3	25.4	29.4	4.9%	2.1%	24.1	25.1	26.8	-3.1%	1.5%	
Strategic services	295.7	226.7	284.8	303.0	0.8%	22.7%	313.2	340.2	420.4	11.5%	19.1%	
<b>Total</b>	<b>1 125.3</b>	<b>1 053.2</b>	<b>1 214.2</b>	<b>1 554.5</b>	<b>11.4%</b>	<b>100.0%</b>	<b>1 778.6</b>	<b>1 873.4</b>	<b>1 973.8</b>	<b>8.3%</b>	<b>100.0%</b>	

### Statements of financial performance, cash flow and financial position

**Table 40.58 Road Traffic Management Corporation statements of financial performance, cash flow and financial position**

Statement of financial performance												
R million	Audited outcome				Revised estimate	Average growth rate (%)	Average: Expenditure/Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/Total (%)
	2019/20	2020/21	2021/22	2022/23	2019/20 - 2022/23	2023/24	2024/25	2025/26	2022/23 - 2025/26	2022/23 - 2025/26		
<b>Revenue</b>	<b>1 166.5</b>	<b>939.9</b>	<b>1 019.2</b>	<b>1 330.3</b>	<b>4.5%</b>	<b>82.7%</b>	<b>1 558.5</b>	<b>1 643.4</b>	<b>1 733.5</b>	<b>9.2%</b>	<b>87.2%</b>	
Non-tax revenue	915.5	886.1	928.7	1 162.2	8.3%	72.5%	1 374.6	1 450.3	1 530.7	9.6%	76.8%	
Sale of goods and services other than capital assets												
of which:												
Administrative fees	915.3	885.5	909.0	999.7	3.0%	69.5%	1 200.6	1 236.8	1 273.7	8.4%	65.6%	
eNaTIS transaction fees	915.3	885.5	909.0	999.7	3.0%	69.5%	904.1	926.7	949.9	-1.7%	53.2%	
Driving licence card production	-	-	-	-	-	-	222.7	232.1	241.4	-	9.3%	
Driving licence testing centres administrative fees	-	-	-	-	-	-	58.2	60.8	63.6	-	2.4%	
Delivery fee: Driving licence cards	-	-	-	-	-	-	15.6	17.1	18.8	-	0.7%	
Other sales	0.2	0.6	19.7	162.5	844.3%	3.0%	174.0	213.5	257.0	16.5%	11.2%	
Other non-tax revenue	251.0	53.8	90.5	168.1	-12.5%	10.2%	183.9	193.1	202.8	6.5%	10.4%	
<b>Transfers received</b>	<b>214.1</b>	<b>260.2</b>	<b>217.3</b>	<b>224.2</b>	<b>1.5%</b>	<b>17.3%</b>	<b>220.1</b>	<b>230.0</b>	<b>240.3</b>	<b>2.3%</b>	<b>12.8%</b>	
<b>Total revenue</b>	<b>1 380.6</b>	<b>1 200.2</b>	<b>1 236.5</b>	<b>1 554.5</b>	<b>4.0%</b>	<b>100.0%</b>	<b>1 778.6</b>	<b>1 873.4</b>	<b>1 973.8</b>	<b>8.3%</b>	<b>100.0%</b>	

**Table 40.58 Road Traffic Management Corporation statements of financial performance, cash flow and financial position (continued)**

Statement of financial performance												
R million	Audited outcome				Revised estimate 2022/23	Average growth rate (%) 2019/20 - 2022/23	Average: Expenditure/ Total (%) 2019/20 - 2022/23	Medium-term expenditure estimate			Average growth rate (%) 2022/23 - 2025/26	Average: Expenditure/ Total (%) 2022/23 - 2025/26
	2019/20	2020/21	2021/22	2022/23				2023/24	2024/25	2025/26		
<b>Expenses</b>												
<b>Current expenses</b>	<b>1 125.3</b>	<b>1 053.2</b>	<b>1 214.2</b>	<b>1 554.5</b>	<b>11.4%</b>	<b>100.0%</b>	<b>1 778.6</b>	<b>1 873.4</b>	<b>1 973.8</b>	<b>8.3%</b>	<b>100.0%</b>	
Compensation of employees	593.2	610.5	666.2	759.9	8.6%	53.6%	824.3	854.8	886.1	5.3%	46.4%	
Goods and services	488.1	380.1	479.6	729.0	14.3%	41.5%	885.9	948.5	1 013.3	11.6%	49.7%	
Depreciation	44.1	62.6	66.9	65.5	14.1%	4.9%	68.3	70.0	74.2	4.3%	3.9%	
Interest, dividends and rent on land	0.0	0.0	1.5	0.1	164.0%	-	0.1	0.1	0.1	5.0%	-	
<b>Total expenses</b>	<b>1 125.3</b>	<b>1 053.2</b>	<b>1 214.2</b>	<b>1 554.5</b>	<b>11.4%</b>	<b>100.0%</b>	<b>1 778.6</b>	<b>1 873.4</b>	<b>1 973.8</b>	<b>8.3%</b>	<b>100.0%</b>	
<b>Surplus/(Deficit)</b>	<b>255.3</b>	<b>147.0</b>	<b>22.3</b>	<b>-</b>	<b>-100.0%</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Cash flow statement</b>												
<b>Cash flow from operating activities</b>	<b>303.9</b>	<b>61.0</b>	<b>89.9</b>	<b>198.6</b>	<b>-13.2%</b>	<b>100.0%</b>	<b>405.2</b>	<b>539.9</b>	<b>514.9</b>	<b>37.4%</b>	<b>100.0%</b>	
<b>Receipts</b>												
<b>Non-tax receipts</b>	<b>961.7</b>	<b>902.3</b>	<b>953.3</b>	<b>1 277.5</b>	<b>9.9%</b>	<b>76.6%</b>	<b>1 499.6</b>	<b>1 581.8</b>	<b>1 669.1</b>	<b>9.3%</b>	<b>84.0%</b>	
Sales of goods and services other than capital assets	945.7	890.3	903.1	1 162.2	7.1%	73.1%	1 374.6	1 450.3	1 530.7	9.6%	76.8%	
of which:												
Administrative fees	945.5	889.6	896.9	999.7	1.9%	70.4%	1 200.6	1 236.8	1 273.7	8.4%	65.7%	
eNaTIS transaction fees	945.5	889.6	896.9	999.7	1.9%	70.4%	904.1	926.7	949.9	-1.7%	53.2%	
Driving licence card production	-	-	-	-	-	-	222.7	232.1	241.4	-	9.3%	
Driving licence testing centres administrative fees	-	-	-	-	-	-	58.2	60.8	63.6	-	2.4%	
Delivery fee: Driving licence cards	-	-	-	-	-	-	15.6	17.1	18.8	-	0.7%	
Other sales	0.2	0.6	6.1	162.5	844.3%	2.8%	174.0	213.5	257.0	16.5%	11.2%	
Other tax receipts	16.1	12.1	50.2	115.3	92.9%	3.4%	125.0	131.5	138.4	6.3%	7.1%	
<b>Transfers received</b>	<b>211.4</b>	<b>247.7</b>	<b>217.3</b>	<b>224.2</b>	<b>2.0%</b>	<b>17.1%</b>	<b>220.1</b>	<b>230.0</b>	<b>240.3</b>	<b>2.3%</b>	<b>12.8%</b>	
<b>Financial transactions in assets and liabilities</b>	<b>226.7</b>	<b>25.1</b>	<b>47.3</b>	<b>47.0</b>	<b>-40.8%</b>	<b>6.3%</b>	<b>58.9</b>	<b>61.6</b>	<b>64.3</b>	<b>11.1%</b>	<b>3.2%</b>	
<b>Total receipts</b>	<b>1 399.9</b>	<b>1 175.1</b>	<b>1 217.8</b>	<b>1 548.7</b>	<b>3.4%</b>	<b>100.0%</b>	<b>1 778.6</b>	<b>1 873.4</b>	<b>1 973.8</b>	<b>8.4%</b>	<b>100.0%</b>	
<b>Payment</b>												
<b>Current payments</b>	<b>1 096.0</b>	<b>1 114.1</b>	<b>1 127.9</b>	<b>1 350.0</b>	<b>7.2%</b>	<b>100.0%</b>	<b>1 373.4</b>	<b>1 333.4</b>	<b>1 458.8</b>	<b>2.6%</b>	<b>100.0%</b>	
Compensation of employees	602.8	622.0	701.6	765.3	8.3%	57.4%	826.3	854.8	886.1	5.0%	60.4%	
Goods and services	493.2	492.0	424.9	584.6	5.8%	42.5%	547.0	478.5	572.7	-0.7%	39.6%	
Interest and rent on land	0.0	0.0	1.4	0.1	213.0%	-	0.1	0.1	0.1	1.4%	-	
<b>Total payments</b>	<b>1 096.0</b>	<b>1 114.1</b>	<b>1 127.9</b>	<b>1 350.0</b>	<b>7.2%</b>	<b>100.0%</b>	<b>1 373.4</b>	<b>1 333.4</b>	<b>1 458.8</b>	<b>2.6%</b>	<b>100.0%</b>	
<b>Net cash flow from investing activities</b>	<b>(180.4)</b>	<b>(121.6)</b>	<b>(197.2)</b>	<b>(170.4)</b>	<b>-1.9%</b>	<b>100.0%</b>	<b>(392.5)</b>	<b>(462.1)</b>	<b>(389.1)</b>	<b>31.7%</b>	<b>100.0%</b>	
Acquisition of property, plant, equipment and intangible assets	(171.3)	(116.1)	(119.8)	(165.7)	-1.1%	87.1%	(387.7)	(458.4)	(385.0)	32.4%	98.5%	
Acquisition of software and other intangible assets	-	(6.2)	(79.2)	(4.7)	-	12.0%	(4.7)	(3.7)	(4.1)	-4.3%	1.5%	
Proceeds from the sale of property, plant, equipment and intangible assets	1.0	0.7	1.8	-	-100.0%	-0.5%	-	-	-	-	-	
Other flows from investing activities	(10.0)	-	-	-	-100.0%	1.4%	-	-	-	-	-	
<b>Net cash flow from financing activities</b>	<b>-</b>	<b>-</b>	<b>(11.8)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
Repayment of finance leases	-	-	(11.8)	-	-	-	-	-	-	-	-	
<b>Net increase/(decrease) in cash and cash equivalents</b>	<b>123.5</b>	<b>(60.6)</b>	<b>(119.0)</b>	<b>28.2</b>	<b>-38.9%</b>	<b>-0.7%</b>	<b>12.7</b>	<b>77.8</b>	<b>125.8</b>	<b>64.6%</b>	<b>3.3%</b>	
<b>Statement of financial position</b>												
Carrying value of assets	606.6	699.3	977.5	553.3	-3.0%	69.1%	771.0	820.5	793.3	12.8%	70.4%	
of which:												
Acquisition of assets	(171.3)	(116.1)	(119.8)	(165.7)	-1.1%	100.0%	(387.7)	(458.4)	(385.0)	32.4%	100.0%	
Investments	10.0	-	-	-	-100.0%	0.2%	-	-	-	-	-	
Inventory	8.2	4.2	7.3	16.0	25.0%	0.9%	16.8	13.9	14.0	-4.5%	1.5%	
Receivables and prepayments	141.4	121.3	127.3	108.6	-8.4%	12.4%	114.0	119.1	120.9	3.7%	11.2%	
Cash and cash equivalents	253.4	192.8	73.7	162.7	-13.7%	17.3%	170.9	178.5	179.5	3.3%	16.8%	
<b>Total assets</b>	<b>1 019.6</b>	<b>1 017.5</b>	<b>1 185.8</b>	<b>840.6</b>	<b>-6.2%</b>	<b>100.0%</b>	<b>1 072.7</b>	<b>1 132.0</b>	<b>1 107.8</b>	<b>9.6%</b>	<b>100.0%</b>	
Accumulated surplus/(deficit)	842.6	859.4	847.1	-	-100.0%	59.6%	840.3	891.6	863.2	-	58.8%	
Capital and reserves	55.7	55.7	55.7	672.3	129.4%	23.9%	55.7	55.7	55.7	-56.4%	23.8%	
Finance lease	-	-	122.8	0.8	-	2.6%	0.8	0.9	0.9	4.7%	0.1%	
Trade and other payables	61.6	64.6	88.2	91.6	14.1%	7.7%	96.2	100.5	103.0	4.0%	9.5%	
Provisions	59.7	37.8	71.9	76.0	8.4%	6.2%	79.8	83.3	85.1	3.8%	7.9%	
<b>Total equity and liabilities</b>	<b>1 019.6</b>	<b>1 017.5</b>	<b>1 185.8</b>	<b>840.6</b>	<b>-6.2%</b>	<b>100.0%</b>	<b>1 072.7</b>	<b>1 132.0</b>	<b>1 107.8</b>	<b>9.6%</b>	<b>100.0%</b>	

## Personnel information

**Table 40.59 Road Traffic Management Corporation personnel numbers and cost by salary level**

Number of posts estimated for 31 March 2023			Number and cost <sup>1</sup> of personnel posts filled/planned for on funded establishment												Average growth rate of personnel posts (%)	Average: Salary level/ Total (%)			
Number of funded posts	Number of approved establishment	Number of posts on approved establishment	Actual			Revised estimate			Medium-term expenditure estimate										
			2021/22		2022/23		2023/24		2024/25		2025/26		2022/23 - 2025/26						
			Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost		
Road Traffic Management Corporation			1 065	666.2	0.6	1 327	759.9	0.6	1 362	824.3	0.6	1 362	854.8	0.6	1 362	886.1	0.7	0.9%	100.0%
Salary level	1 327	1 327																	
1 – 6	177	177	177	28.2	0.2	177	29.1	0.2	192	35.2	0.2	192	36.5	0.2	192	38.1	0.2	2.7%	13.9%
7 – 10	939	939	677	352.1	0.5	939	438.2	0.5	957	480.8	0.5	957	495.2	0.5	957	511.0	0.5	0.6%	70.4%
11 – 12	96	96	96	92.4	1.0	96	95.1	1.0	98	102.3	1.0	98	106.9	1.1	98	111.5	1.1	0.7%	7.2%
13 – 16	107	107	107	169.2	1.6	107	170.8	1.6	107	178.0	1.7	107	186.9	1.7	107	195.0	1.8	–	7.9%
17 – 22	8	8	8	24.3	3.0	8	26.7	3.3	8	28.0	3.5	8	29.2	3.7	8	30.5	3.8	–	0.6%

1. Rand million.

## South African Civil Aviation Authority

### Selected performance indicators

**Table 40.60 South African Civil Aviation Authority performance indicators by programme/objective/activity and related priority**

Indicator	Programme/Objective/Activity	MTSF priority	Audited performance			Estimated performance	MTEF targets		
			2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Number of air safety infrastructure inspections conducted or certificates issued per year	Civil aviation safety	Entity mandate	279	229	229	229	229	229	229
Number of air safety operation inspections conducted or certificates issued per year	Civil aviation safety		1 453	1 374	1 374	1 374	1 374	1 374	1 374
Number of aviation security inspections conducted or certificates issued per year	Civil aviation safety		1 232	877	877	877	877	877	877

### Entity overview

The South African Civil Aviation Authority was established in terms of the Civil Aviation Act (2009). The authority is mandated to oversee the safety and security of the civil aviation industry and ensure compliance with and adherence to the standards and recommended practices of the International Civil Aviation Organisation.

Over the medium term, the authority will focus on implementing safety and security programmes in line with the standards and recommended practices issued by the organisation and civil aviation regulations in South Africa. Accordingly, it plans to conduct 229 air safety infrastructure investigations and 1 374 air safety operation inspections per year over the MTEF period. The projected increase in capital expenditure from R10 million in 2022/23 to R225.6 million in 2025/26 is driven by the replacement of the inspection aircraft and calibration equipment.

Expenditure is expected to increase at an average annual rate of 6.9 per cent, from R862.3 million in 2022/23 to R1.1 billion in 2025/26. Revenue, which is set to increase in line with spending, is mainly generated through passenger safety charges, user fees and the aviation fuel levy.

### Programmes/Objectives/Activities

**Table 40.61 South African Civil Aviation Authority expenditure trends and estimates by programme/objective/activity**

R million	Audited outcome				Revised estimate	Average: Expenditure/ Total (%)		Medium-term expenditure estimate			Average: Expenditure/ Total (%)	Average: Expenditure/ Total (%)
	2019/20	2020/21	2021/22	2022/23		2019/20 - 2022/23	2022/23 - 2025/26	2023/24	2024/25	2025/26		
Administration	307.1	270.5	304.9	379.4	7.3%	45.2%	390.2	419.3	447.2	5.6%	43.5%	
Continually improve civil aviation safety	318.2	290.0	314.5	427.5	10.3%	48.2%	445.1	475.6	537.7	7.9%	50.0%	
Continually improve civil aviation security	46.1	39.6	44.2	55.5	6.3%	6.6%	59.1	62.9	67.4	6.7%	6.5%	
<b>Total</b>	<b>671.4</b>	<b>600.1</b>	<b>663.6</b>	<b>862.3</b>	<b>8.7%</b>	<b>100.0%</b>	<b>894.4</b>	<b>957.8</b>	<b>1 052.3</b>	<b>6.9%</b>	<b>100.0%</b>	

**Statements of financial performance, cash flow and financial position****Table 40.62 South African Civil Aviation Authority statements of financial performance, cash flow and financial position**

Statement of financial performance												
R million	Audited outcome				Revised estimate	Average growth rate (%)		Medium-term expenditure estimate			Average growth rate (%)	
	2019/20	2020/21	2021/22	2022/23		2019/20	2022/23	2023/24	2024/25	2025/26	2022/23	2025/26
<b>Revenue</b>												
<b>Non-tax revenue</b>	<b>764.4</b>	<b>305.3</b>	<b>497.9</b>	<b>675.9</b>	<b>-4.0%</b>	<b>77.2%</b>	<b>808.6</b>	<b>868.1</b>	<b>958.6</b>	<b>12.4%</b>	<b>87.6%</b>	
Sale of goods and services other than capital assets	712.8	287.3	483.3	648.0	-3.1%	73.2%	786.3	844.8	934.2	13.0%	85.0%	
<i>of which:</i>												
<i>Administrative fees</i>	679.6	252.7	447.3	608.1	-3.6%	68.0%	745.7	802.4	889.9	13.5%	80.5%	
<i>User fees</i>	102.9	90.4	112.8	136.3	9.8%	15.9%	142.4	148.7	155.4	4.5%	15.5%	
<i>Fuel levy</i>	21.5	37.6	36.4	31.1	13.1%	4.8%	32.5	33.9	35.4	4.5%	3.5%	
<i>Passenger safety charges</i>	555.2	124.8	298.1	440.6	-7.4%	47.3%	570.9	619.8	699.1	16.6%	61.5%	
<i>Sales by market establishments</i>	33.2	34.6	35.9	39.9	6.4%	5.3%	40.5	42.4	44.3	3.6%	4.4%	
<i>Accidents and incidents investigations</i>	33.2	34.6	35.9	39.9	6.4%	5.3%	40.5	42.4	44.3	3.6%	4.4%	
Other non-tax revenue	51.7	18.0	14.6	27.9	-18.6%	3.9%	22.4	23.3	24.4	-4.4%	2.6%	
<b>Transfers received</b>	<b>-</b>	<b>155.5</b>	<b>277.6</b>	<b>187.9</b>	<b>-</b>	<b>22.8%</b>	<b>85.8</b>	<b>89.7</b>	<b>93.7</b>	<b>-20.7%</b>	<b>12.4%</b>	
<b>Total revenue</b>	<b>764.4</b>	<b>460.8</b>	<b>775.5</b>	<b>863.8</b>	<b>4.2%</b>	<b>100.0%</b>	<b>894.4</b>	<b>957.8</b>	<b>1 052.3</b>	<b>6.8%</b>	<b>100.0%</b>	
<b>Expenses</b>												
<b>Current expenses</b>	<b>671.4</b>	<b>600.1</b>	<b>663.6</b>	<b>862.3</b>	<b>8.7%</b>	<b>100.0%</b>	<b>894.4</b>	<b>957.8</b>	<b>1 052.3</b>	<b>6.9%</b>	<b>100.0%</b>	
Compensation of employees	423.7	444.5	473.1	585.9	11.4%	69.1%	622.4	665.0	744.1	8.3%	69.4%	
Goods and services	228.5	144.2	178.9	261.6	4.6%	28.8%	253.2	270.2	282.8	2.6%	28.4%	
Depreciation	19.2	11.4	11.6	14.8	-8.3%	2.1%	18.8	22.6	25.4	19.8%	2.1%	
<b>Total expenses</b>	<b>671.4</b>	<b>600.1</b>	<b>663.6</b>	<b>862.3</b>	<b>8.7%</b>	<b>100.0%</b>	<b>894.4</b>	<b>957.8</b>	<b>1 052.3</b>	<b>6.9%</b>	<b>100.0%</b>	
<b>Surplus/(Deficit)</b>	<b>93.0</b>	<b>(139.4)</b>	<b>111.9</b>	<b>1.4</b>	<b>-75.3%</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-100.0%</b>		
<b>Cash flow statement</b>												
<b>Cash flow from operating activities</b>	<b>(5.0)</b>	<b>(93.5)</b>	<b>147.2</b>	<b>101.4</b>	<b>-372.4%</b>	<b>100.0%</b>	<b>25.5</b>	<b>42.1</b>	<b>48.1</b>	<b>-22.0%</b>	<b>100.0%</b>	
<b>Receipts</b>												
<b>Non-tax receipts</b>	<b>746.3</b>	<b>345.6</b>	<b>478.8</b>	<b>694.9</b>	<b>-2.3%</b>	<b>77.7%</b>	<b>796.7</b>	<b>863.3</b>	<b>951.0</b>	<b>11.0%</b>	<b>87.7%</b>	
Sales of goods and services other than capital assets	727.8	335.3	467.8	674.8	-2.5%	75.7%	775.6	841.3	928.1	11.2%	85.4%	
<i>of which:</i>												
<i>Administrative fees</i>	694.7	300.7	431.9	634.9	-3.0%	70.5%	735.0	798.9	883.7	11.7%	80.9%	
<i>User fees</i>	694.7	300.7	431.9	634.9	-3.0%	70.5%	735.0	798.9	883.7	11.7%	80.9%	
<i>Fuel levy</i>	-	-	-	31.1	-	0.9%	-	-	-	-100.0%	0.9%	
<i>Passenger safety charges</i>	-	-	-	440.6	-	12.5%	-	-	-	-100.0%	12.5%	
<i>Sales by market establishment</i>	33.2	34.6	35.9	39.9	6.4%	5.2%	40.5	42.4	44.3	3.6%	4.5%	
<i>Accidents and incidents investigations</i>	33.2	34.6	35.9	39.9	6.4%	5.2%	40.5	42.4	44.3	3.6%	4.5%	
Other tax receipts	18.5	10.3	10.9	20.2	3.0%	2.1%	21.1	22.0	23.0	4.4%	2.3%	
<b>Transfers received</b>	<b>-</b>	<b>155.5</b>	<b>277.6</b>	<b>187.9</b>	<b>-</b>	<b>22.3%</b>	<b>85.8</b>	<b>89.7</b>	<b>93.7</b>	<b>-20.7%</b>	<b>12.3%</b>	
<b>Total receipts</b>	<b>746.3</b>	<b>501.1</b>	<b>756.4</b>	<b>882.8</b>	<b>5.8%</b>	<b>100.0%</b>	<b>882.5</b>	<b>952.9</b>	<b>1 044.7</b>	<b>5.8%</b>	<b>100.0%</b>	
<b>Payment</b>												
<b>Current payments</b>	<b>751.3</b>	<b>594.6</b>	<b>609.2</b>	<b>781.5</b>	<b>1.3%</b>	<b>100.0%</b>	<b>857.0</b>	<b>910.8</b>	<b>996.6</b>	<b>8.4%</b>	<b>100.0%</b>	
Compensation of employees	523.1	450.4	431.4	523.7	-	70.8%	607.5	644.5	718.0	11.1%	70.2%	
Goods and services	213.9	144.2	177.8	257.8	6.4%	28.7%	249.5	266.3	278.6	2.6%	29.8%	
Interest and rent on land	14.3	-	-	-	-100.0%	0.5%	-	-	-	-	-	
<b>Total payments</b>	<b>751.3</b>	<b>594.6</b>	<b>609.2</b>	<b>781.5</b>	<b>1.3%</b>	<b>100.0%</b>	<b>857.0</b>	<b>910.8</b>	<b>996.6</b>	<b>8.4%</b>	<b>100.0%</b>	
<b>Net cash flow from investing activities</b>	<b>2.9</b>	<b>(5.8)</b>	<b>(7.0)</b>	<b>(27.0)</b>	<b>-310.8%</b>	<b>100.0%</b>	<b>(34.5)</b>	<b>(25.5)</b>	<b>(235.6)</b>	<b>105.9%</b>	<b>100.0%</b>	
Acquisition of property, plant, equipment and intangible assets	(14.3)	(4.8)	(2.2)	(10.0)	-11.3%	-86.6%	(19.5)	(10.5)	(225.6)	182.6%	57.6%	
Acquisition of software and other intangible assets	(4.1)	(1.8)	(5.2)	(17.0)	60.4%	6.2%	(15.0)	(15.0)	(10.0)	-16.2%	42.4%	
Proceeds from the sale of property, plant, equipment and intangible assets	21.3	0.8	0.3	-	-100.0%	180.3%	-	-	-	-	-	
<b>Net cash flow from financing activities</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>123.1</b>	<b>-</b>	<b>-</b>	
Borrowing activities	-	-	-	-	-	-	-	-	123.1	-	-	
<b>Net increase/(decrease) in cash and cash equivalents</b>	<b>(2.1)</b>	<b>(99.3)</b>	<b>140.2</b>	<b>74.4</b>	<b>-426.8%</b>	<b>3.2%</b>	<b>(9.0)</b>	<b>16.6</b>	<b>(64.4)</b>	<b>-195.3%</b>	<b>0.8%</b>	

**Table 40.62 South African Civil Aviation Authority statements of financial performance, cash flow and financial position (continued)**

Statement of financial position	Audited outcome			Revised estimate	Average growth rate (%)	Average: Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/ Total (%)	
	2019/20	2020/21	2021/22				2022/23	2019/20 - 2022/23	2023/24			2024/25
R million												
Carrying value of assets of which:	94.2	87.9	83.3	95.6	0.5%	19.7%	111.3	114.2	324.4	50.3%	24.4%	
Acquisition of assets	(14.3)	(4.8)	(2.2)	(10.0)	-11.3%	100.0%	(19.5)	(10.5)	(225.6)	182.6%	100.0%	
Inventory	1.1	0.9	0.5	0.2	-42.7%	0.2%	0.2	0.2	0.2	-	-	
Receivables and prepayments	93.6	53.3	72.4	53.3	-17.1%	14.7%	65.4	70.3	78.0	13.5%	10.7%	
Cash and cash equivalents	298.0	198.7	338.9	413.3	11.5%	65.4%	404.2	420.8	356.4	-4.8%	64.9%	
<b>Total assets</b>	<b>486.8</b>	<b>340.7</b>	<b>495.1</b>	<b>562.3</b>	<b>4.9%</b>	<b>100.0%</b>	<b>581.1</b>	<b>605.6</b>	<b>759.1</b>	<b>10.5%</b>	<b>100.0%</b>	
Accumulated surplus/(deficit)	427.5	288.1	400.0	401.4	-2.1%	81.1%	401.4	401.4	401.4	-	64.9%	
Finance lease	-	-	-	-	-	-	-	-	123.1	-	4.1%	
Trade and other payables	59.3	52.7	72.6	85.9	13.1%	14.4%	99.6	114.1	129.5	14.7%	17.1%	
Provisions	-	-	22.5	75.0	-	4.5%	80.0	90.0	105.0	11.9%	13.9%	
<b>Total equity and liabilities</b>	<b>486.8</b>	<b>340.7</b>	<b>495.1</b>	<b>562.3</b>	<b>4.9%</b>	<b>100.0%</b>	<b>581.1</b>	<b>605.6</b>	<b>759.1</b>	<b>10.5%</b>	<b>100.0%</b>	

## Personnel information

**Table 40.63 South African Civil Aviation Authority personnel numbers and cost by salary level**

Number of posts estimated for 31 March 2023	Number and cost <sup>1</sup> of personnel posts filled/planned for on funded establishment															Average growth rate of personnel posts (%)	Average: Salary level/ Total (%)		
	Number of approved funded posts	Actual			Revised estimate			Medium-term expenditure estimate						2022/23 - 2025/26					
		2021/22		2022/23		2023/24		2024/25		2025/26									
	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost				
South African Civil Aviation Authority	678	678	582	473.1	0.8	599	585.9	1.0	599	622.4	1.0	599	665.0	1.1	599	744.1	1.2	-	100.0%
Salary level	678	678	582	473.1	0.8	599	585.9	1.0	599	622.4	1.0	599	665.0	1.1	599	744.1	1.2	-	100.0%
1 – 6	66	66	44	28.3	0.6	60	23.9	0.4	60	26.2	0.4	60	24.7	0.4	60	30.0	0.5	-	10.0%
7 – 10	159	159	148	68.6	0.5	151	85.0	0.6	151	90.8	0.6	151	97.0	0.6	151	106.2	0.7	-	25.2%
11 – 12	344	344	295	233.4	0.8	293	298.3	1.0	293	320.4	1.1	293	344.3	1.2	293	393.9	1.3	-	48.9%
13 – 16	103	103	89	124.5	1.4	89	157.3	1.8	89	162.7	1.8	89	175.2	2.0	89	188.5	2.1	-	14.9%
17 – 22	6	6	6	18.4	3.1	6	21.5	3.6	6	22.4	3.7	6	23.8	4.0	6	25.5	4.2	-	1.0%

1. Rand million.

## South African Maritime Safety Authority

### Selected performance indicators

**Table 40.64 South African Maritime Safety Authority performance indicators by programme/objective/activity and related priority**

Indicator	Programme/Objective/Activity	MTSF priority	Audited performance			Estimated performance	MTEF targets		
			2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Number of reportable maritime pollution incidents from all types of vessels per year	Prevent and combat pollution of marine environment by ships	Entity mandate	17	2	<2	<2	<2	<2	<2
Number of reportable maritime safety incidents from all types of vessels per year	Ensure the safety of life and property at sea		-1	10	10	<7	<6	<5	<5
Percentage of port state inspections on high priority foreign vessels per year	Ensure the safety of life and property at sea		-1	100%	100%	100%	100%	100%	100%
Number of maritime fatalities reported from all types of vessels per year	Ensure the safety of life and property at sea		21	2	2	<2	<2	<2	<2

1. No historical data available.

### Entity overview

The South African Maritime Safety Authority was established in terms of the South African Maritime Safety Authority Act (1998). The authority is mandated to ensure the safety of life and property at sea, and prevent and combat marine pollution.

Over the next 3 years, the authority will continue to focus on ensuring safety and preventing pollution at sea. Spending on these activities accounts for an estimated 71.9 per cent (R1.1 billion) of expenditure over the period ahead. Total expenditure is expected to increase at an average annual rate of 4 per cent, from R487.1 million in

2022/23 to R548.4 million in 2025/26. The authority generates revenue through levies, fees and user charges. Revenue is expected to increase at an average annual rate of 3.9 per cent, from R490.8 million in 2022/23 to R550.9 million in 2025/26, in line with inflationary adjustments to levies.

**Programmes/Objectives/Activities**

**Table 40.65 South African Maritime Safety Authority expenditure trends and estimates by programme/objective/activity**

R million	Audited outcome			Revised estimate 2022/23	Average growth rate (%) 2019/20 - 2022/23	Average: Expenditure/Total (%) 2019/20 - 2022/23	Medium-term expenditure estimate			Average growth rate (%) 2022/23 - 2025/26	Average: Expenditure/Total (%) 2022/23 - 2025/26
	2019/20	2020/21	2021/22				2023/24	2024/25	2025/26		
Administration	37.9	37.6	34.1	42.5	3.9%	7.0%	42.0	45.9	48.8	4.7%	8.9%
Prevent and combat pollution of the marine environment by ships	58.9	56.8	56.9	70.8	6.4%	11.2%	70.0	76.5	81.4	4.7%	14.8%
Ensure the safety of life and property at sea	227.6	219.6	220.1	273.9	6.4%	43.2%	270.5	295.8	314.6	4.7%	57.1%
Promote South Africa's maritime interests	293.1	237.1	243.3	99.9	-30.1%	38.7%	89.1	97.4	103.7	1.2%	19.3%
<b>Total</b>	<b>617.4</b>	<b>551.1</b>	<b>554.4</b>	<b>487.1</b>	<b>-7.6%</b>	<b>100.0%</b>	<b>471.6</b>	<b>515.6</b>	<b>548.4</b>	<b>4.0%</b>	<b>100.0%</b>

**Statements of financial performance, cash flow and financial position**

**Table 40.66 South African Maritime Safety Authority statements of financial performance**

**Statement of financial performance**

R million	Audited outcome			Revised estimate 2022/23	Average growth rate (%) 2019/20 - 2022/23	Average: Expenditure/Total (%) 2019/20 - 2022/23	Medium-term expenditure estimate			Average growth rate (%) 2022/23 - 2025/26	Average: Expenditure/Total (%) 2022/23 - 2025/26
	2019/20	2020/21	2021/22				2023/24	2024/25	2025/26		
<b>Revenue</b>	<b>622.9</b>	<b>533.3</b>	<b>588.6</b>	<b>490.2</b>	<b>-7.7%</b>	<b>99.8%</b>	<b>470.2</b>	<b>517.0</b>	<b>550.2</b>	<b>3.9%</b>	<b>99.9%</b>
<b>Non-tax revenue</b>	<b>610.5</b>	<b>528.4</b>	<b>579.5</b>	<b>488.7</b>	<b>-7.1%</b>	<b>98.6%</b>	<b>468.7</b>	<b>515.5</b>	<b>548.7</b>	<b>3.9%</b>	<b>99.6%</b>
Sale of goods and services other than capital assets											
of which:											
Administrative fees	314.3	286.4	312.1	358.6	4.5%	57.5%	352.8	388.6	413.9	4.9%	74.5%
SAMSA levies	314.3	286.4	312.1	358.6	4.5%	57.5%	352.8	388.6	413.9	4.9%	74.5%
Sales by market establishments	239.2	188.8	199.1	60.1	-36.9%	29.9%	34.3	37.0	39.4	-13.1%	8.5%
Vessel Management services	216.6	188.8	195.4	30.2	-48.2%	27.3%	30.3	32.3	34.4	4.5%	6.3%
SA Agulhas fees	22.6	0.0	3.8	29.9	9.8%	2.6%	4.0	4.7	5.0	-44.9%	2.2%
Other sales	57.0	53.3	68.2	70.1	7.1%	11.2%	81.6	89.9	95.4	10.8%	16.6%
Other non-tax revenue	12.4	4.8	9.1	1.5	-50.6%	1.2%	1.5	1.5	1.5	-	0.3%
Transfers received	3.0	1.2	0.4	0.6	-41.3%	0.2%	0.6	0.7	0.7	6.4%	0.1%
<b>Total revenue</b>	<b>625.9</b>	<b>534.4</b>	<b>589.0</b>	<b>490.8</b>	<b>-7.8%</b>	<b>100.0%</b>	<b>470.8</b>	<b>517.7</b>	<b>550.9</b>	<b>3.9%</b>	<b>100.0%</b>
<b>Expenses</b>	<b>615.0</b>	<b>548.0</b>	<b>548.7</b>	<b>482.2</b>	<b>-7.8%</b>	<b>99.2%</b>	<b>467.7</b>	<b>511.5</b>	<b>544.0</b>	<b>4.1%</b>	<b>99.1%</b>
<b>Current expenses</b>	<b>298.9</b>	<b>329.4</b>	<b>327.1</b>	<b>308.1</b>	<b>1.0%</b>	<b>57.6%</b>	<b>292.2</b>	<b>323.2</b>	<b>342.6</b>	<b>3.6%</b>	<b>62.6%</b>
Compensation of employees	305.7	209.5	214.6	164.5	-18.7%	40.0%	167.1	179.2	191.7	5.2%	34.7%
Goods and services	10.3	9.0	6.9	9.5	-2.5%	1.6%	8.4	9.0	9.6	0.3%	1.8%
Depreciation	0.0	0.1	0.0	-	-100.0%	-	-	-	-	-	-
Interest, dividends and rent on land	2.4	3.2	5.8	4.9	26.5%	0.8%	3.9	4.1	4.4	-3.1%	0.9%
Transfers and subsidies	617.4	551.1	554.4	487.1	-7.6%	100.0%	471.6	515.6	548.4	4.0%	100.0%
<b>Total expenses</b>	<b>617.4</b>	<b>551.1</b>	<b>554.4</b>	<b>487.1</b>	<b>-7.6%</b>	<b>100.0%</b>	<b>471.6</b>	<b>515.6</b>	<b>548.4</b>	<b>4.0%</b>	<b>100.0%</b>
<b>Surplus/(Deficit)</b>	<b>8.5</b>	<b>(16.7)</b>	<b>34.6</b>	<b>3.7</b>	<b>-24.2%</b>		<b>(0.8)</b>	<b>2.1</b>	<b>2.6</b>	<b>-11.1%</b>	

## Personnel information

**Table 40.67 South African Maritime Safety Authority personnel numbers and cost by salary level**

Number of posts estimated for 31 March 2023		Number and cost <sup>1</sup> of personnel posts filled/planned for on funded establishment															Average growth rate of personnel posts (%)	Average: Salary level/ Total (%)	
Number of funded posts	Number of posts on approved establishment	Actual			Revised estimate			Medium-term expenditure estimate									2022/23 - 2025/26		
		2021/22		2022/23		2023/24			2024/25			2025/26							
		Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost			
South African Maritime Safety Authority																			
Salary level	385	385	474	327.1	0.7	385	308.1	0.8	381	292.2	0.8	381	323.2	0.8	381	342.6	0.9	-0.4%	100.0%
1 – 6	57	57	128	30.6	0.2	57	13.3	0.2	54	12.0	0.2	54	13.3	0.2	54	14.1	0.3	-1.7%	14.4%
7 – 10	167	167	191	101.8	0.5	167	86.8	0.5	165	81.8	0.5	165	90.5	0.5	165	96.0	0.6	-0.4%	43.4%
11 – 12	64	64	76	74.7	1.0	64	59.6	0.9	64	56.9	0.9	64	63.0	1.0	64	66.7	1.0	–	16.8%
13 – 16	91	91	75	109.9	1.5	91	131.1	1.4	91	124.8	1.4	91	138.1	1.5	91	146.4	1.6	–	23.8%
17 – 22	6	6	4	10.1	2.5	6	17.4	2.9	6	16.6	2.8	6	18.3	3.1	6	19.4	3.2	–	1.6%

1. Rand million.

## South African National Roads Agency

### Selected performance indicators

**Table 40.68 South African National Roads Agency performance indicators by programme/objective/activity and related priority**

Indicator	Programme/Objective/Activity	MTSF priority	Audited performance			Estimated performance	MTEF targets		
			2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Smooth travel exposure: Percentage of travel undertaken per year on national roads with roughness less than 4.2m/km	Roads asset infrastructure management	Priority 2: Economic transformation and job creation	95.9%	95.3%	95%	95%	95%	95%	95%
Low rut exposure: Percentage of travel undertaken per year on national roads with rut depth less than 20mm	Roads asset infrastructure management		98.8%	98.6%	95%	95%	95%	95%	95%
High texture exposure: Percentage of travel undertaken per year on national roads with macro-texture higher than 0.4mm	Roads asset infrastructure management		98.8%	98.6%	95%	95%	95%	95%	95%
Bridge condition exposure index: Percentage of travel per year over or under bridges on national roads with overall condition index higher than 70	Roads asset infrastructure management		93.5%	93.4%	90%	90%	90%	90%	90%
Length of national road network with active routine road maintenance contracts (km) per year	Roads asset infrastructure management		22 207	22 253	22 262	22 262	22 262	22 262	22 262
Length of national road network with active resurfacing contracts (km) per year	Roads asset infrastructure management		192	125	1 000	1 200	1 800	2 400	2 400
Length of national road network with active strengthening, improvement or construction contracts (km) per year	Roads asset infrastructure management		152	78	600	300	450	600	600

### Entity overview

The South African National Roads Agency was established in terms of the South African National Roads Agency Limited and National Roads Act (1998). It is responsible for the planning, design, construction, operation, management, control, maintenance and rehabilitation of the South African national road network, including the financing of these functions, for both toll and non-toll roads.

Over the medium term, the agency's focus remains on the construction, maintenance and preservation of the national road network. It plans to increase the length of the network in active strengthening and resurfacing contracts from 1 500 kilometres in 2022/23 to 3 000 kilometres in 2025/26. As a result, planned capital expenditure is expected to increase from R15.8 billion in 2022/23 to R38 billion in 2025/26 at an average annual rate of 34 per cent. Although the agency's number of personnel is expected to remain unchanged at 695 over the MTEF period, spending on compensation of employees is expected to increase at an average annual rate of 5.5 per cent, from R748.4 million in 2022/23 to R878.9 million in 2025/26. This is driven by an expected change in the composition of personnel, with more professionals and specialists, specifically project managers and procurement specialists, set to join the establishment to improve procurement processes and reduce the road

maintenance backlog. The special allocation of R23.7 billion in 2022/23 is expected to provide the agency with sufficient funds to service several large debt redemptions and related maintenance in 2023/24.

Expenditure is expected to decrease at an average annual rate of 2.2 per cent, from R27.5 billion in 2022/23 to R25.8 billion in 2025/26. This is due to moderation in spending from R35.4 billion in 2024/25 as the agency accelerates road maintenance projects to deal with the backlog in the first 2 years of the MTEF period.

The agency is set to receive 72.3 per cent (R75.7 billion) of its revenue over the MTEF period through transfers from the department and 17.5 per cent (R17.6 billion) through toll fees, concession income and rental income from investment properties. Revenue is expected to increase at an average annual rate of 9.6 per cent, from R29 billion in 2022/23 to R38.1 billion in 2025/26.

### Programmes/Objectives/Activities

**Table 40.69 South African National Roads Agency expenditure trends and estimates by programme/objective/activity**

	Audited outcome			Revised estimate	Average growth rate (%)	Average: Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/ Total (%)
	2019/20	2020/21	2021/22				2022/23	2019/20 - 2022/23	2023/24		
R million											
Administration	2 915.8	2 692.3	2 950.5	3 379.1	5.0%	16.2%	3 839.7	4 233.3	4 409.2	9.3%	13.5%
Roads asset infrastructure management	12 815.7	12 550.8	15 278.8	24 162.9	23.5%	83.8%	26 291.3	31 188.5	21 369.9	-4.0%	86.5%
<b>Total</b>	<b>15 731.5</b>	<b>15 243.0</b>	<b>18 229.2</b>	<b>27 541.9</b>	<b>20.5%</b>	<b>100.0%</b>	<b>30 131.0</b>	<b>35 421.8</b>	<b>25 779.1</b>	<b>-2.2%</b>	<b>100.0%</b>

### Statements of financial performance, cash flow and financial position

**Table 40.70 South African National Roads Agency statements of financial performance, cash flow and financial position**

Statement of financial performance											
	Audited outcome			Revised estimate	Average growth rate (%)	Average: Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/ Total (%)
	2019/20	2020/21	2021/22				2022/23	2019/20 - 2022/23	2023/24		
R million											
<b>Revenue</b>											
<b>Non-tax revenue</b>	<b>7 215.6</b>	<b>6 726.3</b>	<b>8 295.2</b>	<b>8 660.0</b>	<b>6.3%</b>	<b>40.0%</b>	<b>8 957.2</b>	<b>9 252.0</b>	<b>9 606.7</b>	<b>3.5%</b>	<b>27.7%</b>
Sale of goods and services other than capital assets	4 699.8	4 420.6	5 315.4	5 982.7	8.4%	26.3%	6 195.5	6 402.9	6 629.9	3.5%	19.2%
<i>of which:</i>											
<i>Sales by market establishments</i>	4 625.2	3 909.6	4 774.2	5 466.6	5.7%	24.2%	5 669.1	5 866.0	6 069.0	3.5%	17.5%
<i>Toll revenue</i>	4 370.1	3 706.9	4 522.0	5 204.7	6.0%	22.9%	5 386.9	5 575.9	5 767.3	3.5%	16.7%
<i>Concession income</i>	205.1	154.5	199.6	209.5	0.7%	1.0%	218.9	223.3	233.3	3.7%	0.7%
<i>Rental income on leased properties</i>	50.0	48.3	52.7	52.4	1.6%	0.3%	63.4	66.8	68.3	9.3%	0.2%
Other sales	74.7	510.9	541.1	516.0	90.5%	2.1%	526.4	536.9	560.9	2.8%	1.6%
Other non-tax revenue	2 515.8	2 305.8	2 979.8	2 677.3	2.1%	13.7%	2 761.7	2 849.1	2 976.8	3.6%	8.6%
<b>Transfers received</b>	<b>9 779.2</b>	<b>8 897.5</b>	<b>10 282.5</b>	<b>20 336.0</b>	<b>27.6%</b>	<b>60.0%</b>	<b>21 985.0</b>	<b>25 219.1</b>	<b>28 531.7</b>	<b>11.9%</b>	<b>72.3%</b>
<b>Total revenue</b>	<b>16 994.8</b>	<b>15 623.8</b>	<b>18 577.7</b>	<b>28 996.0</b>	<b>19.5%</b>	<b>100.0%</b>	<b>30 942.2</b>	<b>34 471.1</b>	<b>38 138.4</b>	<b>9.6%</b>	<b>100.0%</b>
<b>Expenses</b>											
<b>Current expenses</b>	<b>15 731.5</b>	<b>15 243.0</b>	<b>18 229.2</b>	<b>27 541.9</b>	<b>20.5%</b>	<b>100.0%</b>	<b>30 131.0</b>	<b>35 421.8</b>	<b>25 779.1</b>	<b>-2.2%</b>	<b>100.0%</b>
Compensation of employees	397.9	436.3	446.9	748.4	23.4%	2.6%	820.7	841.2	878.9	5.5%	2.8%
Goods and services	7 339.8	6 866.0	9 164.4	18 492.1	36.1%	52.3%	20 411.7	25 718.3	16 444.8	-3.8%	67.8%
Depreciation	3 895.5	4 250.6	4 301.1	4 748.3	6.8%	23.4%	5 059.4	5 391.2	5 618.9	5.8%	17.8%
Interest, dividends and rent on land	4 098.2	3 690.2	4 316.9	3 553.1	-4.6%	21.7%	3 839.1	3 471.2	2 836.5	-7.2%	11.6%
<b>Total expenses</b>	<b>15 731.5</b>	<b>15 243.0</b>	<b>18 229.2</b>	<b>27 541.9</b>	<b>20.5%</b>	<b>100.0%</b>	<b>30 131.0</b>	<b>35 421.8</b>	<b>25 779.1</b>	<b>-2.2%</b>	<b>100.0%</b>
<b>Surplus/(Deficit)</b>	<b>1 263.3</b>	<b>380.8</b>	<b>348.5</b>	<b>1 454.1</b>	<b>4.8%</b>		<b>811.2</b>	<b>(950.7)</b>	<b>12 359.3</b>	<b>104.1%</b>	
<b>Cash flow statement</b>											
<b>Cash flow from operating activities</b>	<b>12 290.5</b>	<b>13 852.5</b>	<b>10 895.6</b>	<b>3 127.9</b>	<b>-36.6%</b>	<b>100.0%</b>	<b>4 287.8</b>	<b>3 410.7</b>	<b>16 930.1</b>	<b>75.6%</b>	<b>100.0%</b>
<b>Receipts</b>											
<b>Non-tax receipts</b>	<b>5 878.9</b>	<b>5 756.0</b>	<b>6 919.5</b>	<b>7 709.0</b>	<b>9.5%</b>	<b>26.4%</b>	<b>7 990.9</b>	<b>8 280.9</b>	<b>8 592.0</b>	<b>3.7%</b>	<b>26.2%</b>
Sales of goods and services other than capital assets	4 646.9	4 369.7	5 259.5	5 982.7	8.8%	20.3%	6 195.5	6 405.1	6 632.2	3.5%	20.3%
<i>of which:</i>											
<i>Sales by market establishment</i>	4 566.9	3 851.3	4 715.9	5 466.6	6.2%	18.7%	5 669.1	5 868.2	6 071.3	3.6%	18.6%
<i>Toll revenue</i>	4 370.1	3 706.9	4 522.0	5 204.7	6.0%	17.9%	5 386.9	5 575.9	5 767.3	3.5%	17.7%
<i>Concession income</i>	146.8	96.2	141.3	209.5	12.6%	0.6%	218.9	225.5	235.6	4.0%	0.7%
<i>Rental income on leased properties</i>	50.0	48.3	52.7	52.4	1.6%	0.2%	63.4	66.8	68.3	9.3%	0.2%
Other sales	80.0	518.3	543.6	516.0	86.1%	1.7%	526.4	536.9	560.9	2.8%	1.7%
Other tax receipts	1 232.0	1 386.4	1 659.9	1 726.3	11.9%	6.0%	1 795.4	1 875.8	1 959.8	4.3%	5.9%
<b>Transfers received</b>	<b>18 740.3</b>	<b>18 709.1</b>	<b>17 267.9</b>	<b>18 490.5</b>	<b>-0.4%</b>	<b>73.6%</b>	<b>21 524.5</b>	<b>24 885.6</b>	<b>28 192.4</b>	<b>15.1%</b>	<b>73.8%</b>
<b>Total receipts</b>	<b>24 619.2</b>	<b>24 465.1</b>	<b>24 187.3</b>	<b>26 199.5</b>	<b>2.1%</b>	<b>100.0%</b>	<b>29 515.4</b>	<b>33 166.5</b>	<b>36 784.5</b>	<b>12.0%</b>	<b>100.0%</b>



**Table 40.70 South African National Roads Agency statements of financial performance, cash flow and financial position (continued)**

Cash flow statement		Audited outcome			Revised estimate	Average growth rate (%)	Average: Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/ Total (%)
		2019/20	2020/21	2021/22				2022/23	2019/20 - 2022/23	2023/24		
R million												
<b>Payment</b>												
<b>Current payments</b>												
Compensation of employees	12 328.7	10 612.6	13 291.7	23 071.6	23.2%	100.0%	25 227.6	29 755.8	19 854.4	-4.9%	100.0%	
Goods and services	430.8	436.3	446.9	628.4	13.4%	3.4%	700.7	721.2	753.5	6.2%	2.9%	
Interest and rent on land	8 111.9	6 675.5	9 072.7	18 482.6	31.6%	69.3%	20 522.2	25 585.6	16 272.4	-4.2%	82.4%	
	3 786.0	3 500.8	3 772.1	3 960.6	1.5%	27.3%	4 004.6	3 449.0	2 828.5	-10.6%	14.7%	
<b>Total payments</b>	<b>12 328.7</b>	<b>10 612.6</b>	<b>13 291.7</b>	<b>23 071.6</b>	<b>23.2%</b>	<b>100.0%</b>	<b>25 227.6</b>	<b>29 755.8</b>	<b>19 854.4</b>	<b>-4.9%</b>	<b>100.0%</b>	
<b>Net cash flow from investing activities</b>	<b>(7 755.0)</b>	<b>(205.4)</b>	<b>(6 395.0)</b>	<b>(17 439.0)</b>	<b>31.0%</b>	<b>100.0%</b>	<b>(19 594.2)</b>	<b>(30 667.7)</b>	<b>(39 865.4)</b>	<b>31.7%</b>	<b>100.0%</b>	
Acquisition of property, plant, equipment and intangible assets	(3 817.8)	(2 336.9)	(4 772.2)	(15 766.8)	60.4%	338.0%	(17 848.2)	(28 843.4)	(37 959.4)	34.0%	92.7%	
Acquisition of software and other intangible assets	(18.1)	(15.9)	(26.7)	(5.1)	-34.2%	2.1%	(5.4)	(6.1)	(6.4)	7.4%	-	
Proceeds from the sale of property, plant, equipment and intangible assets	12.1	3.2	0.6	-	-100.0%	-0.4%	-	-	-	-	-	
Other flows from investing activities	(3 931.2)	2 144.3	(1 596.6)	(1 667.0)	-24.9%	-239.7%	(1 740.7)	(1 818.2)	(1 899.6)	4.4%	7.3%	
<b>Net cash flow from financing activities</b>	<b>3 258.2</b>	<b>(840.7)</b>	<b>7 409.0</b>	<b>21 200.5</b>	<b>86.7%</b>	<b>100.0%</b>	<b>(4 093.8)</b>	<b>2 192.0</b>	<b>3 103.3</b>	<b>-47.3%</b>	<b>100.0%</b>	
Deferred income	3 020.2	1 432.1	4 334.4	4 404.4	13.4%	0.4%	4 599.1	4 803.8	5 019.0	4.5%	72.3%	
Borrowing activities	238.0	(2 272.9)	3 074.7	(6 940.4)	-407.8%	71.6%	(8 693.0)	(2 611.8)	(1 915.7)	-34.9%	-0.3%	
Other flows from financing activities	-	-	-	23 736.4	-	28.0%	-	-	-	-100.0%	28.0%	
<b>Net increase/(decrease) in cash and cash equivalents</b>	<b>7 793.8</b>	<b>12 806.4</b>	<b>11 909.7</b>	<b>6 889.4</b>	<b>-4.0%</b>	<b>56.0%</b>	<b>(19 400.3)</b>	<b>(25 064.9)</b>	<b>(19 832.1)</b>	<b>-242.3%</b>	<b>-46.8%</b>	
<b>Statement of financial position</b>												
Carrying value of assets	440 314.8	448 129.2	518 500.8	528 322.5	6.3%	93.6%	535 086.6	556 868.2	579 523.6	3.1%	96.8%	
<i>of which:</i>												
Acquisition of assets	(3 817.8)	(2 336.9)	(4 772.2)	(15 766.8)	60.4%	100.0%	(17 848.2)	(28 843.4)	(37 959.4)	34.0%	100.0%	
Investments	3 992.5	1 791.9	3 265.5	64.5	-74.7%	0.5%	67.4	69.5	72.2	3.8%	-	
Receivables and prepayments	1 218.1	1 233.7	1 523.8	1 270.7	1.4%	0.3%	1 598.1	1 652.9	1 712.8	10.5%	0.3%	
Cash and cash equivalents	16 533.9	29 340.3	41 250.0	33 106.1	26.0%	5.7%	16 489.7	10 335.4	4 508.9	-48.5%	2.9%	
Non-current assets held for sale	22.6	13.7	13.3	42.9	23.8%	-	44.8	46.2	48.0	3.8%	-	
<b>Total assets</b>	<b>462 082.0</b>	<b>480 508.7</b>	<b>564 553.4</b>	<b>562 806.8</b>	<b>6.8%</b>	<b>100.0%</b>	<b>553 286.7</b>	<b>568 972.2</b>	<b>585 865.6</b>	<b>1.3%</b>	<b>100.0%</b>	
Accumulated surplus/(deficit)	(14 853.4)	(14 468.5)	(14 120.6)	(15 141.0)	0.6%	-2.9%	(15 822.3)	(16 297.0)	(16 948.9)	3.8%	-2.8%	
Capital and reserves	346 349.5	354 620.4	422 502.7	423 273.7	6.9%	74.7%	455 294.9	475 490.8	498 967.4	5.6%	81.6%	
Capital reserve fund	-	-	-	23 736.4	-	1.1%	-	-	-	-100.0%	1.1%	
Borrowings	47 755.2	45 936.4	49 596.8	42 224.8	-4.0%	9.0%	33 199.4	28 947.0	25 041.2	-16.0%	5.7%	
Accrued interest	844.3	767.2	911.5	1 056.4	7.8%	0.2%	1 103.9	1 137.0	1 182.5	3.8%	0.2%	
Deferred income	77 912.6	89 583.1	100 946.0	83 496.7	2.3%	17.1%	75 231.1	75 234.6	72 985.3	-4.4%	13.5%	
Trade and other payables	1 012.7	905.5	1 372.1	951.0	-2.1%	0.2%	998.6	1 048.5	1 090.4	4.7%	0.2%	
Taxation	2 358.8	2 423.7	2 502.1	2 509.1	2.1%	0.5%	2 562.5	2 669.4	2 776.2	3.4%	0.5%	
Provisions	445.9	460.1	566.8	573.3	8.7%	0.1%	598.9	617.1	641.8	3.8%	0.1%	
Managed funds	256.5	280.9	276.0	126.4	-21.0%	-	119.7	124.7	129.7	0.8%	-	
<b>Total equity and liabilities</b>	<b>462 082.0</b>	<b>480 508.7</b>	<b>564 553.4</b>	<b>562 806.8</b>	<b>6.8%</b>	<b>100.0%</b>	<b>553 286.7</b>	<b>568 972.2</b>	<b>585 865.6</b>	<b>1.3%</b>	<b>100.0%</b>	

**Personnel information****Table 40.71 South African National Roads Agency personnel numbers and cost by salary level**

Number of posts estimated for 31 March 2023		Number and cost <sup>1</sup> of personnel posts filled/planned for on funded establishment															Average growth rate of personnel posts (%)	Average: Salary level/ Total (%)	
		Actual			Revised estimate			Medium-term expenditure estimate											
Number of approved funded posts	Number of posts on establishment	2021/22			2022/23			2023/24			2024/25			2025/26			2022/23 - 2025/26		
		Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost			
South African National Roads Agency																			
Salary level	695	695	484	446.9	0.9	695	748.4	1.1	689	820.7	1.2	695	841.2	1.2	695	878.9	1.3	-	100.0%
1 - 6	41	41	12	1.5	0.1	41	12.4	0.3	41	13.6	0.3	41	13.9	0.3	41	14.5	0.4	-	5.9%
7 - 10	310	310	134	43.0	0.3	310	181.4	0.6	310	198.5	0.6	310	203.5	0.7	310	212.6	0.7	-	44.7%
11 - 12	160	160	176	47.8	0.3	160	178.3	1.1	160	195.5	1.2	160	200.4	1.3	160	209.4	1.3	-	23.1%
13 - 16	177	177	142	287.3	2.0	177	345.6	2.0	176	400.1	2.3	177	388.4	2.2	177	405.8	2.3	-	25.5%
17 - 22	7	7	20	67.4	3.4	7	30.8	4.4	2	13.0	6.5	7	35.0	5.0	7	36.6	5.2	-	0.8%

1. Rand million.

