

# Transport

## Budget summary

R million	2026/27				2027/28	2028/29
	Current payments	Transfers and subsidies	Payments for capital assets	Total	Total	Total
<b>MTEF allocation</b>						
Administration	624.2	22.1	13.6	659.9	674.6	694.8
Integrated Transport Planning	100.8	18.2	0.3	119.2	127.1	132.6
Rail Transport	129.3	31 789.3	0.2	31 918.8	29 142.7	36 937.4
Road Transport	174.5	49 415.0	1.0	52 969.7	54 206.5	60 184.4
Civil Aviation	240.4	28.7	0.6	269.8	280.9	289.6
Maritime Transport	376.9	939.9	0.5	1 317.3	542.4	466.0
Public Transport	357.4	14 439.6	0.4	14 797.3	13 979.4	13 516.5
State-owned Companies Governance Assurance and Performance	55.7	–	1.2	56.9	62.9	64.8
<b>Subtotal</b>	<b>2 059.1</b>	<b>96 652.7</b>	<b>17.8</b>	<b>102 108.9</b>	<b>99 016.4</b>	<b>112 286.0</b>
<b>Direct charge against the National Revenue Fund</b>						
International Oil Pollution Compensation Funds	–	14.3	–	14.3	14.8	15.3
<b>Total expenditure estimates</b>	<b>2 059.1</b>	<b>96 667.0</b>	<b>17.8</b>	<b>102 123.1</b>	<b>99 031.2</b>	<b>112 301.3</b>

Executive authority: Minister of Transport  
 Accounting officer: Director-General of Transport  
 Website: [www.transport.gov.za](http://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 the national, provincial and local levels of government for all modes of transport, with the associated infrastructure and operational requirements. The Department of Transport is responsible for legislation and policies for roads, rail, pipelines, airports, harbours and the intermodal operations of public transport and freight. It conducts sector research, formulates legislation and policy to set the strategic directions for subsectors, assigns responsibilities to public entities, sets norms and standards, and monitors implementation.

## Selected performance indicators

**Table 40.1 Performance indicators by programme and related outcome**

Indicator	Programme	MTDP outcome	Audited performance			Estimated performance	MTEF targets		
			2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
Lane kilometres of surfaced roads rehabilitated per year	Road Transport	Increased infrastructure investment, access and efficiency	1 313	2 739	3 177	3 977	4 200	4 450	4 806
Lane kilometres of roads resealed per year	Road Transport		1 633	3 712	4 305	5 105	5 300	5 700	6 042
Kilometres of roads regavelled per year	Road Transport		5 265	5 500	6 105	7 750	8 000	8 500	9 775
Square metres of blacktop patching on roads (including pothole repairs) per year	Road Transport		1 820 389	2 196 952	2 141 856	2 527 390	2 700 000	2 975 400	3 719 250
Kilometres of gravel roads bladed per year	Road Transport		338 334	764 376	840 814	933 214	950 000	500 000	625 000

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

Indicator	Programme	MTDP outcome	Audited performance			Estimated performance	MTEF targets		
Total number of municipalities with integrated public transport networks facilitated at the construction phase	Public Transport	Improved service delivery in the local government sphere	10	10	10	10	11	11	11
Number of average weekday bus rapid transit passenger trips per year: Rea Vaya (Johannesburg)	Public Transport		38 133	27 566	51 219	39 130	39 130	40 000	41 739
Number of average weekday bus rapid transit passenger trips per year: MyCITI (Cape Town)	Public Transport		67 011	60 838	73 180	66 333	66 333	67 333	68 969
Number of average weekday bus rapid transit passenger trips per year: GO George (George)	Public Transport		21 607	18 500	26 018	28 500	28 500	28 750	29 100
Number of average weekday bus rapid transit passenger trips per year: A Re Yeng (Tshwane)	Public Transport		8 179	6 915	42 221	15 366	15 366	29 190	30 650
Number of average weekday bus rapid transit passenger trips per year: Libhongoletu (Nelson Mandela Bay)	Public Transport		4 327	3 900	5 925	12 692	12 692	12 692	12 692
Number of average weekday bus rapid transit passenger trips per year: Harambee (Ekurhuleni)	Public Transport		8 821	8 962	20 162	13 000	13 000	12 500	26 000
Number of average weekday bus rapid transit passenger trips per year: Leeto la Polokwane (Polokwane)	Public Transport		3 105	4 534	10 000	8 343	8 343	12 515	17 520
Number of average weekday bus rapid transit passenger trips per year: Yarona (Rustenburg)	Public Transport		3 098	10 200	16 416	30 000	30 000	44 000	51 000
Number of cities rolling out the single integrated ticketing system per year	Public Transport		Increased infrastructure investment, access and efficiency	2	2	2	3	36	3

## Expenditure overview

The department, through its public entities, will focus on maintaining, rehabilitating, upgrading, revitalising and expanding its rail and road infrastructure over the medium term. This is expected to result in improved mobility and access to social and economic activities for citizens and the efficient movement of goods through a stronger logistics sector.

Over the MTEF period, the department is expected to receive a total of R313.5 billion. Transfers and subsidies to its entities account for an estimated 94.4 per cent (R296 billion) of this budget, with allocations increasing at an average annual rate of 2.4 per cent, from R98.4 billion in 2025/26 to R105.5 billion in 2028/29. The department's total spending is expected to increase at an average annual rate of 1.6 per cent, from R106.9 billion in 2025/26 to R112.3 billion in 2028/29. The department receives additional funding of R5.5 million in 2026/27 to make provisions for the staff early retirement and voluntary exit programmes. These funds are allocated in its budget for transfers to households.

National Treasury's targeted and responsible savings initiative identified a growing mismatch between the vision and implementation of the *public transport network grant*, which began more than 15 years ago after the 2007 public transport strategy paper's instruction to transform South Africa's fragmented public transport system. The grant has consistently underspent and experienced delays in implementation, leading to the announcement in the 2025 Medium-term Budget Policy Statement that it will be wound down. To this end, the grant is reduced by R8.6 billion over the medium term, of which R3 billion is the result of the targeted and responsible savings process. Despite the grant's poor performance, the need for integrated public transport remains. The department will use the opportunity to re-envisage what integrated public transport planning must provide, including the organisation of powers and functions, especially against a backdrop of revitalised public rail transportation services and South Africa's spatial patterns.

### ***Revitalising passenger and freight rail services***

A total of 35 corridors were fully recovered between 2018/19 and 2025/26, with the remaining 5 expected to be recovered during 2026/27. To support the recovery of additional corridors and improve the efficiency of recovered corridors, R98 billion over the medium term is allocated to the *Rail Transport* programme. Of this amount, R95.6 billion will be transferred to the Passenger Rail Agency of South Africa for capital and operational expenditure to support efforts to ensure the agency is able to fulfil its mandate, accelerate the rollout of signalling infrastructure and secure the necessary capital expenditure to fully modernise passenger rail infrastructure for efficient mass transportation. Through these efforts, the number of passenger trips per year was expected to increase from 77 million in 2024/25 to an estimate of 116 million in 2025/26, then to an estimated range of between 250 million and 450 million over the medium term.

Through the budget facility for infrastructure, Transnet is set to receive R1.8 billion in 2026/27 for the north corridor reinstatement project. This entails modernising and increasing the corridor's capacity and efficiency for capital and operational expenditure, including structures, improvements to yards, electrification, restoring vandalised assets and securing and safeguarding assets. To this end, R974.5 million is allocated over the medium term for phase 2b of the Cape Town container terminal. These funds are allocated for infrastructure expansion focused on increasing capacity in handling 20-foot equivalent units, improving container storage and landside access, enhancing rail integration, and modernising terminal operations at the port.

An additional R15.1 billion was allocated to the department in 2025/26 to go towards: the Passenger Rail Agency of South Africa to meet funding shortfalls in its rolling stock fleet renewal programme (R5.8 billion); the north corridor reinstatement project (R4.9 billion) to rehabilitate and restore the Transnet Freight Rail north corridor line and associated infrastructure; the iron ore corridor project (R3.4 billion) for rebuilding rail infrastructure, upgrading degraded track sections, and removing operational bottlenecks constraining freight flows; and R1 billion for the Durban container terminal (berth 203-205) reconstruction, deepening and lengthening.

### ***Upgrading and preserving South Africa's road network***

Targeted investments in maintaining, rehabilitating, upgrading and expanding the road network remain key to preserving public mobility and accessibility, as well as the movement of freight. These investments are aimed at ensuring that passengers and freight carriers, which haul approximately 80 per cent of South Africa's freight load, have access to safe roads. To fund efforts to maintain, upgrade and construct national and provincial road networks, R167.4 billion over the medium term is allocated to the *Road Transport* programme. The South African National Roads Agency is expected to receive R99.9 billion of this allocation over the medium term. These funds will be used for: capital expenditure on the non-toll network (R63.9 billion); Gauteng freeway improvement project operations (R2.4 billion); the N2 Wild Coast (R4.4 billion) route for large-scale construction works, major bridges, and new road sections aimed at shortening travel times between Eastern Cape and KwaZulu-Natal; the development of the Moloto Road corridor (R3.3 billion); and the agency's operations (R25.9 billion).

Transfers to provinces from the programme through the *provincial roads maintenance grant* are expected to amount to R54.2 billion over the medium term. With this allocation, over the MTEF period, provinces are expected to rehabilitate 13 456 lane kilometres of road, reseal 17 042 lane kilometres, blacktop-patch 9 394 650 square metres, re-gravel 26 275 kilometres and blade 2 075 000 kilometres. The grant is set to receive an additional allocation of R1.5 billion in 2026/27 to go towards the reconstruction and rehabilitation of infrastructure damaged by natural disasters in June 2025. Of this additional funding, Eastern Cape is expected to receive R707.6 million and Limpopo R803.9 million.

## Expenditure trends and estimates

**Table 40.2 Vote expenditure trends by programme and economic classification<sup>1</sup>**

<b>Programmes</b>											
1. Administration											
2. Integrated Transport Planning											
3. Rail Transport											
4. Road Transport											
5. Civil Aviation											
6. Maritime Transport											
7. Public Transport											
8. State-owned Companies Governance Assurance and Performance											
Programme	Audited outcome			Adjusted appropriation	Average growth rate (%)	Average: Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/ Total (%)
	2022/23	2023/24	2024/25				2025/26	2026/27	2027/28		
R million	2022/23	2023/24	2024/25	2025/26	2022/23	2025/26	2026/27	2027/28	2028/29	2025/26 - 2028/29	2026/27 - 2028/29
Programme 1	472.6	538.2	563.2	689.2	13.4%	0.6%	659.9	674.6	694.8	0.3%	0.6%
Programme 2	78.5	98.3	92.0	96.1	7.0%	0.1%	119.2	127.1	132.6	11.3%	0.1%
Programme 3	19 971.6	20 582.7	19 480.1	37 486.1	23.4%	26.1%	31 918.8	29 142.7	36 937.4	-0.5%	31.3%
Programme 4	59 735.8	41 964.1	49 262.5	49 827.8	-5.9%	53.8%	52 969.7	54 206.5	60 184.4	6.5%	53.4%
Programme 5	414.0	305.4	529.3	572.6	11.4%	0.5%	269.8	280.9	289.6	-20.3%	0.3%
Programme 6	147.3	184.6	178.3	1 538.0	118.6%	0.5%	1 317.3	542.4	466.0	-32.8%	0.7%
Programme 7	13 723.4	14 286.1	14 808.4	16 679.0	6.7%	16.0%	14 797.3	13 979.4	13 516.5	-6.8%	13.5%
Programme 8	8 466.5	55.3	43.3	54.0	-81.5%	2.3%	56.9	62.9	64.8	6.2%	0.1%
<b>Subtotal</b>	<b>103 009.6</b>	<b>78 014.8</b>	<b>84 957.0</b>	<b>106 942.8</b>	<b>1.3%</b>	<b>100.0%</b>	<b>102 108.9</b>	<b>99 016.4</b>	<b>112 286.0</b>	<b>1.6%</b>	<b>100.0%</b>
<b>Direct charge against the National Revenue Fund</b>	<b>1.5</b>	<b>7.6</b>	<b>7.8</b>	<b>13.7</b>	<b>107.2%</b>	<b>0.0%</b>	<b>14.3</b>	<b>14.8</b>	<b>15.3</b>	<b>3.7%</b>	<b>0.0%</b>
International Oil Pollution Compensation Funds	1.5	7.6	7.8	13.7	107.2%	0.0%	14.3	14.8	15.3	3.7%	0.0%
<b>Total</b>	<b>103 011.2</b>	<b>78 022.3</b>	<b>84 964.7</b>	<b>106 956.5</b>	<b>1.3%</b>	<b>100.0%</b>	<b>102 123.1</b>	<b>99 031.2</b>	<b>112 301.3</b>	<b>1.6%</b>	<b>100.0%</b>
Change to 2025 Budget estimate				-			5 711.4	3 821.7	9 486.6		
<b>Economic classification</b>											
<b>Current payments</b>	<b>1 226.0</b>	<b>1 418.3</b>	<b>1 514.7</b>	<b>1 984.6</b>	<b>17.4%</b>	<b>1.6%</b>	<b>2 059.1</b>	<b>2 071.7</b>	<b>2 136.4</b>	<b>2.5%</b>	<b>2.0%</b>
Compensation of employees	535.8	566.4	599.5	640.9	6.2%	0.6%	664.6	694.6	716.2	3.8%	0.7%
Goods and services <sup>1</sup>	690.2	851.9	915.2	1 343.7	24.9%	1.0%	1 394.6	1 377.1	1 420.2	1.9%	1.3%
<i>of which:</i>											
Communication	88.0	97.4	137.9	164.6	23.2%	0.1%	154.1	157.1	161.0	-0.7%	0.2%
Computer services	21.1	32.2	28.9	46.1	29.8%	0.0%	36.8	32.3	34.7	-9.0%	0.0%
Consultants: Business and advisory services	244.3	269.3	333.2	685.5	41.0%	0.4%	781.1	741.6	764.7	3.7%	0.7%
Infrastructure and planning services	57.2	95.6	89.0	97.7	19.5%	0.1%	102.2	104.8	108.1	3.4%	0.1%
Operating leases	114.1	95.7	105.1	87.4	-8.5%	0.1%	86.4	90.6	93.4	2.3%	0.1%
Travel and subsistence	64.0	112.6	103.6	89.6	11.9%	0.1%	93.0	94.8	97.6	2.9%	0.1%
<b>Transfers and subsidies<sup>1</sup></b>	<b>69 617.3</b>	<b>76 582.1</b>	<b>78 217.9</b>	<b>98 390.1</b>	<b>12.2%</b>	<b>86.6%</b>	<b>96 667.0</b>	<b>93 828.1</b>	<b>105 542.0</b>	<b>2.4%</b>	<b>94.4%</b>
Provinces and municipalities	25 883.8	29 029.5	31 179.1	34 415.1	10.0%	32.3%	32 174.2	31 234.8	31 302.3	-3.1%	30.2%
Departmental agencies and accounts	23 433.5	26 631.0	26 952.2	25 001.7	2.2%	27.4%	31 520.8	33 098.5	37 027.2	14.0%	32.4%
Foreign governments and international organisations	17.9	25.2	24.9	38.8	29.4%	0.0%	40.4	42.0	43.3	3.7%	0.0%
Public corporations and private enterprises	19 858.5	20 451.8	19 734.2	38 573.1	24.8%	26.4%	32 699.2	29 197.1	36 899.6	-1.5%	31.5%
Non-profit institutions	32.1	33.5	35.0	36.5	4.5%	0.0%	38.0	39.5	40.8	3.7%	0.0%
Households	391.5	411.1	292.5	324.9	-6.0%	0.4%	194.4	216.2	228.8	-11.0%	0.2%
<b>Payments for capital assets</b>	<b>11.8</b>	<b>21.0</b>	<b>6.9</b>	<b>7.7</b>	<b>-13.3%</b>	<b>0.0%</b>	<b>17.8</b>	<b>16.6</b>	<b>15.9</b>	<b>27.5%</b>	<b>0.0%</b>
Buildings and other fixed structures	0.1	-	-	-	-100.0%	0.0%	-	-	-	0.0%	0.0%
Machinery and equipment	11.7	21.0	6.9	7.7	-13.1%	0.0%	17.8	16.6	15.9	27.5%	0.0%
<b>Payments for financial assets</b>	<b>32 156.1</b>	<b>0.9</b>	<b>5 225.3</b>	<b>6 574.2</b>	<b>-41.1%</b>	<b>11.8%</b>	<b>3 379.3</b>	<b>3 114.8</b>	<b>4 607.0</b>	<b>-11.2%</b>	<b>3.5%</b>
<b>Total</b>	<b>103 011.2</b>	<b>78 022.3</b>	<b>84 964.7</b>	<b>106 956.5</b>	<b>1.3%</b>	<b>100.0%</b>	<b>102 123.1</b>	<b>99 031.2</b>	<b>112 301.3</b>	<b>1.6%</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 (%)
	2022/23	2023/24	2024/25				2025/26	2022/23 - 2025/26	2026/27		
R thousand											
<b>Households</b>											
<b>Social benefits</b>											
<b>Current</b>	2 205	2 607	2 713	279	-49.8%	–	5 763	302	311	3.7%	0.0%
Employee social benefits	2 205	2 607	2 713	279	-49.8%	–	290	302	311	3.7%	0.0%
Early retirement and voluntary exit programmes	–	–	–	–	–	–	5 473	–	–	–	0.0%
<b>Other transfers to households</b>											
<b>Current</b>	389 283	408 481	289 787	324 583	-5.9%	0.4%	188 612	215 900	228 514	-11.0%	0.2%
Other transfers to households	–	11 200	10 183	–	–	–	–	–	–	–	–
Bursaries for non-employees	11 135	–	–	13 991	7.9%	–	14 556	15 138	15 608	3.7%	0.0%
Taxi recapitalisation	378 148	397 281	279 604	310 592	-6.3%	0.4%	174 056	200 762	212 906	-11.8%	0.2%
<b>Departmental agencies and accounts</b>											
<b>Departmental agencies (non-business entities)</b>											
<b>Current</b>	12 129 106	9 342 775	9 075 204	9 416 901	-8.1%	12.4%	9 681 829	10 070 994	10 386 168	3.3%	10.2%
Transport Education and Training Authority	1 515	1 582	1 653	1 727	4.5%	–	1 797	1 869	1 927	3.7%	0.0%
Transport Economic Regulator	–	–	–	–	–	–	18 170	21 630	23 931	–	0.0%
Railway Safety Regulator	72 874	76 086	79 503	83 065	4.5%	0.1%	86 422	89 871	92 664	3.7%	0.1%
Road Traffic Management Corporation	224 179	220 104	196 991	249 264	3.6%	0.3%	214 061	222 603	229 522	-2.7%	0.2%
South African National Roads Agency: Gauteng freeway improvement project	4 404 436	1 330 915	724 033	756 470	-44.4%	2.2%	787 042	818 450	843 887	3.7%	0.8%
South African National Roads Agency	7 186 139	7 494 490	7 689 510	7 992 801	3.6%	9.4%	8 315 747	8 647 602	8 916 363	3.7%	8.7%
Road Traffic Infringement Agency: Operations	9 068	9 468	159 868	10 293	4.3%	0.1%	10 709	11 137	11 483	3.7%	0.0%
South African National Roads Agency: Single ticketing for public transport	–	10 000	20 000	30 000	–	–	31 212	32 458	33 467	3.7%	0.0%
South African Civil Aviation Authority: Operations	187 900	85 801	87 406	90 075	-21.7%	0.1%	–	–	–	-100.0%	–
Ports Regulator of South Africa	42 995	42 564	44 476	46 469	2.6%	0.1%	53 598	55 796	58 076	7.7%	0.1%
Road Traffic Infringement Agency: Administrative adjudication of road traffic offences rollout	–	71 765	71 764	156 737	–	0.1%	163 071	169 578	174 848	3.7%	0.2%
<b>Capital</b>	11 304 400	17 288 225	17 877 009	15 584 807	11.3%	19.2%	21 838 938	23 027 493	26 640 994	19.6%	24.2%
South African National Roads Agency: Non-toll network	8 863 142	15 122 974	15 614 518	13 220 956	14.3%	16.4%	19 379 553	20 469 961	24 003 975	22.0%	21.6%
South African National Roads Agency: Moloto Road upgrade	885 826	923 794	965 281	1 008 526	4.4%	1.2%	1 049 285	1 091 159	1 125 072	3.7%	1.1%
South African National Roads Agency: N2 Wild Coast project	1 190 432	1 241 457	1 297 210	1 355 325	4.4%	1.6%	1 410 100	1 466 373	1 511 947	3.7%	1.5%
South African National Roads Agency: KwaZulu-Natal flood damage to toll roads	365 000	–	–	–	-100.0%	0.1%	–	–	–	–	–
<b>Public corporations and private enterprises</b>											
<b>Other transfers to private enterprises</b>											
<b>Current</b>	–	–	380 200	362 877	–	0.2%	112 933	115 661	119 255	-31.0%	0.1%
Taxi Recapitalisation South Africa: Taxi empowerment projects	–	–	80 200	109 950	–	0.1%	112 933	115 661	119 255	2.7%	0.1%
Taxi Recapitalisation South Africa: One-off taxi gratuity	–	–	300 000	252 927	–	0.2%	–	–	–	-100.0%	–

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

	Audited outcome			Adjusted appropriation	Average growth rate (%)	Average Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average Expenditure/ Total (%)
	2022/23	2023/24	2024/25				2025/26	2022/23 - 2025/26	2026/27		
R thousand											
<b>Other transfers to public corporations</b>											
<b>Capital</b>	12 618 475	12 936 309	11 577 544	30 244 298	33.8%	20.9%	21 709 380	18 971 631	26 250 767	-4.6%	22.6%
Passenger Rail Agency of South Africa: Other capital programmes	3 401 272	5 887 882	1 848 907	1 931 738	-17.2%	4.0%	4 110 687	4 275 234	4 408 105	31.7%	4.3%
Passenger Rail Agency of South Africa: Rolling stock fleet renewal programme	6 801 794	6 908 676	5 279 213	12 141 802	21.3%	9.6%	7 538 422	5 977 089	6 162 852	-20.2%	6.6%
Passenger Rail Agency of South Africa: Signalling	935 846	89 704	2 516 292	4 589 022	69.9%	2.5%	7 344 856	8 628 248	15 679 810	50.6%	10.7%
Passenger Rail Agency of South Africa: Metrorail (refurbishment of coaches)	1 400 589	49 427	1 733 951	1 811 632	9.0%	1.5%	-	-	-	-100.0%	-
Passenger Rail Agency of South Africa: Mainline passenger services (refurbishment of coaches)	78 974	620	199 181	208 104	38.1%	0.2%	-	-	-	-100.0%	-
Development Bank of Southern Africa: Infrastructure Fund	-	-	-	209 000	-	0.1%	-	-	-	-100.0%	-
Ukuvuselela Gauteng-Eastern Cape high-capacity rail corridor	-	-	-	4 937 000	-	1.5%	1 832 000	-	-	-100.0%	0.6%
Development Bank of Southern Africa: Infrastructure Fund: North corridor reinstatement project	-	-	-	3 396 000	-	1.1%	-	-	-	-100.0%	-
Development Bank of Southern Africa: Infrastructure Fund: Iron ore corridor	-	-	-	-	-	-	883 415	91 060	-	-	0.3%
Development Bank of Southern Africa: Infrastructure Fund: Phase 2B Cape Town container terminal expansion	-	-	-	1 020 000	-	0.3%	-	-	-	-100.0%	-
Development Bank of Southern Africa: Infrastructure Fund: Durban container terminal	-	-	-	-	-	-	-	-	-	-100.0%	-
<b>Subsidies on products and production</b>											
<b>Current</b>	7 240 066	7 515 518	7 776 477	7 965 904	3.2%	9.4%	10 876 889	10 109 829	10 529 591	9.7%	10.6%
Passenger Rail Agency of South Africa: Metrorail (operations)	5 020 328	5 293 468	5 454 636	5 690 044	4.3%	6.6%	9 788 533	8 978 040	9 362 627	18.1%	9.5%
Passenger Rail Agency of South Africa: Mainline passenger services (operations)	1 257 646	1 263 858	1 320 617	1 229 781	-0.7%	1.6%	-	-	-	-100.0%	-
Passenger Rail Agency of South Africa: Rail maintenance operations and inventories	962 092	958 192	1 001 224	1 046 079	2.8%	1.2%	1 088 356	1 131 789	1 166 964	3.7%	1.1%
<b>Non-profit institutions</b>											
<b>Current</b>	32 053	33 467	34 968	36 533	4.5%	-	38 009	39 528	40 755	3.7%	0.0%
National Sea Rescue Institute	4 147	4 331	4 525	4 728	4.5%	-	4 919	5 115	5 273	3.7%	0.0%
South African Radio League: National emergency communications division	112	117	122	127	4.3%	-	132	138	142	3.8%	0.0%
Mountain Club of South Africa	112	117	122	127	4.3%	-	132	138	142	3.8%	0.0%
Off Road Rescue Unit	112	117	122	127	4.3%	-	132	138	142	3.8%	0.0%
K9 Search and Rescue Association of South Africa	112	117	122	127	4.3%	-	132	138	142	3.8%	0.0%
Search and Rescue ZA	-	-	122	-	-	-	-	-	-	-	-
South African National Taxi Council	27 458	28 668	29 955	31 297	4.5%	-	32 562	33 861	34 914	3.7%	0.0%
<b>Foreign governments and international organisations</b>											
<b>Current</b>	17 943	25 236	24 870	38 840	29.4%	-	40 409	42 021	43 329	3.7%	0.0%
African Civil Aviation Commission	3 661	3 896	4 096	7 322	26.0%	-	7 617	7 921	8 167	3.7%	0.0%
International Civil Aviation Organisation	4 048	3 321	3 271	6 326	16.0%	-	6 582	6 844	7 057	3.7%	0.0%
Cospas-Sarsat Programme	844	937	931	745	-4.1%	-	775	806	831	3.7%	0.0%
Southern African Development Community: International Civil Aviation Organisation mission	87	-	94	86	-0.4%	-	90	93	98	4.5%	0.0%
Southern African Development Community Aviation Safety Organisation	6 935	8 511	7 658	7 896	4.4%	-	8 215	8 543	8 808	3.7%	0.0%
International Maritime Organisation	418	520	567	2 252	75.3%	-	2 343	2 436	2 512	3.7%	0.0%
Indian Ocean memorandum of understanding	408	475	498	497	6.8%	-	517	538	555	3.7%	0.0%
International Oil Pollution Compensation Funds	1 542	7 576	7 755	13 716	107.2%	-	14 270	14 840	15 301	3.7%	0.0%

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

	Audited outcome			Adjusted appropriation	Average growth rate (%)	Average Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average Expenditure/ Total (%)	
	2022/23	2023/24	2024/25				2025/26	2026/27	2027/28			2028/29
R thousand												
<b>Provinces and municipalities</b>												
<b>Provincial agencies and funds</b>												
Current	2	–	2	–	-100.0%	–	–	–	–	–	–	–
Provincial agencies and funds	2	–	2	–	-100.0%	–	–	–	–	–	–	–
<b>Provincial revenue funds</b>												
Current	7 090 432	7 402 934	7 735 396	8 081 942	4.5%	9.4%	8 408 569	8 744 129	9 015 889	3.7%	8.8%	
Public transport operations grant	7 090 432	7 402 934	7 735 396	8 081 942	4.5%	9.4%	8 408 569	8 744 129	9 015 889	3.7%	8.8%	
Capital	12 665 441	15 317 086	17 243 490	18 663 002	13.8%	19.8%	17 923 068	17 844 441	18 399 031	-0.5%	18.3%	
Provincial roads maintenance grant: Roads maintenance component	10 766 106	10 748 944	12 001 645	12 094 302	4.0%	14.1%	11 246 078	12 228 443	12 608 493	1.4%	12.2%	
Provincial roads maintenance grant: Disaster relief component	1 510 425	600 531	–	–	-100.0%	0.7%	1 511 558	–	–	–	0.5%	
Provincial roads maintenance grant: Welisizwe rural bridges programme	388 910	1 020 000	1 254 000	1 378 000	52.5%	1.3%	–	–	–	-100.0%	–	
Provincial roads maintenance grant: Refurbishment component	–	2 947 611	3 987 845	5 190 700	–	3.8%	5 165 432	5 615 998	5 790 538	3.7%	5.6%	
<b>Municipal bank accounts</b>												
Current	115 020	115 461	120 646	126 051	3.1%	0.1%	131 145	136 379	140 617	3.7%	0.1%	
Rural roads asset management systems grant	115 020	115 461	120 646	126 051	3.1%	0.1%	131 145	136 379	140 617	3.7%	0.1%	
Capital	6 012 892	6 194 045	6 079 563	7 544 074	7.9%	8.0%	5 711 440	4 509 802	3 746 801	-20.8%	4.7%	
Public transport network grant	6 012 892	6 194 045	6 079 563	7 544 074	7.9%	8.0%	5 711 440	4 509 802	3 746 801	-20.8%	4.7%	
<b>Total</b>	<b>69 617 318</b>	<b>76 582 144</b>	<b>78 217 869</b>	<b>98 390 091</b>	<b>12.2%</b>	<b>100.0%</b>	<b>96 666 984</b>	<b>93 828 110</b>	<b>105 542 022</b>	<b>2.4%</b>	<b>100.0%</b>	

## Personnel information

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

Programmes													Average growth rate (%)	Average: Salary level/ Total (%)					
Number of posts estimated for 31 March 2026																			
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																	
		Actual		Revised estimate			Medium-term expenditure estimate												
		2024/25		2025/26			2026/27		2027/28		2028/29		2025/26 - 2028/29	2026/27 - 2028/29					
		Number	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost				
<b>Transport</b>	<b>781</b>	<b>46</b>	<b>802</b>	<b>599.5</b>	<b>0.7</b>	<b>773</b>	<b>640.9</b>	<b>0.8</b>	<b>764</b>	<b>664.6</b>	<b>0.9</b>	<b>711</b>	<b>694.6</b>	<b>1.0</b>	<b>692</b>	<b>716.2</b>	<b>1.0</b>	<b>-3.6%</b>	<b>100.0%</b>
1 – 6	158	–	140	82.1	0.6	147	104.2	0.7	147	110.0	0.8	141	113.2	0.8	132	111.3	0.8	-3.5%	19.4%
7 – 10	313	1	333	193.3	0.6	297	189.8	0.6	293	196.6	0.7	294	207.9	0.7	283	211.2	0.7	-1.6%	40.1%
11 – 12	143	–	143	133.7	0.9	136	135.5	1.0	136	142.9	1.1	137	151.9	1.1	137	160.2	1.2	0.3%	18.9%
13 – 16	120	–	120	179.7	1.5	127	200.8	1.6	123	204.4	1.7	123	215.4	1.8	123	227.3	1.8	-1.1%	17.0%
Other	47	45	66	10.6	0.2	66	10.6	0.2	66	10.6	0.2	17	6.2	0.4	17	6.2	0.4	-36.4%	4.6%
<b>Programme</b>	<b>781</b>	<b>46</b>	<b>802</b>	<b>599.5</b>	<b>0.7</b>	<b>773</b>	<b>640.9</b>	<b>0.8</b>	<b>764</b>	<b>664.6</b>	<b>0.9</b>	<b>711</b>	<b>694.6</b>	<b>1.0</b>	<b>692</b>	<b>716.2</b>	<b>1.0</b>	<b>-3.6%</b>	<b>100.0%</b>
Programme 1	383	34	395	256.7	0.6	377	269.2	0.7	372	279.9	0.8	325	292.6	0.9	319	301.7	0.9	-5.5%	46.9%
Programme 2	63	–	68	58.2	0.9	68	62.6	0.9	70	65.5	0.9	70	68.4	1.0	68	70.6	1.0	-0.3%	9.6%
Programme 3	32	–	31	26.6	0.9	31	31.5	1.0	30	32.9	1.1	29	34.4	1.2	28	35.5	1.3	-2.5%	4.0%
Programme 4	91	–	93	78.4	0.8	87	80.0	0.9	86	82.1	1.0	85	85.8	1.0	82	88.5	1.1	-1.7%	11.7%
Programme 5	54	–	56	51.8	0.9	49	51.5	1.1	48	53.9	1.1	47	56.3	1.2	45	58.1	1.3	-2.3%	6.5%
Programme 6	31	–	32	31.9	1.0	28	31.2	1.1	25	30.0	1.2	24	31.4	1.3	24	32.4	1.4	-4.8%	3.4%
Programme 7	90	12	94	67.5	0.7	91	72.1	0.8	90	75.4	0.8	90	78.9	0.9	87	81.3	0.9	-1.5%	12.3%
Programme 8	37	–	33	28.2	0.9	44	42.8	1.0	43	44.7	1.0	42	46.8	1.1	39	48.2	1.2	-3.5%	5.7%

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

	Audited outcome			Adjusted estimate	Revised estimate	Average growth rate (%)	Average: Receipt item/ Total (%)	Medium-term receipts estimate			Average growth rate (%)	Average: Receipt item/ Total (%)	
	2022/23	2023/24	2024/25					2025/26	2022/23 - 2025/26	2026/27			2027/28
R thousand													
<b>Departmental receipts</b>	<b>204 263</b>	<b>3 222</b>	<b>831 300</b>	<b>3 877</b>	<b>427 775</b>	<b>27.9%</b>	<b>100.0%</b>	<b>3 315</b>	<b>3 635</b>	<b>3 955</b>	<b>-79.0%</b>	<b>100.0%</b>	
Sales of goods and services produced by department	988	1 123	1 193	1 590	2 235	31.3%	0.4%	1 253	1 323	1 393	-14.6%	36.4%	
Sales by market establishments	89	109	110	110	110	7.3%	-	130	140	150	10.9%	3.9%	
of which:													
Rental parking:	89	109	110	110	110	7.3%	-	130	140	150	10.9%	3.9%	
Covered and open Administrative fees	712	817	890	1 300	1 900	38.7%	0.3%	930	990	1 050	-17.9%	27.2%	
of which:													
Foreign operating permits	712	179	260	330	400	-17.5%	0.1%	280	290	300	-9.1%	8.0%	
Public driver permits	-	638	630	970	1 500	-	0.2%	650	700	750	-20.6%	19.3%	
Other sales	187	197	193	180	225	6.4%	0.1%	193	193	193	-5.0%	5.3%	
of which:													
Commission on insurance	187	192	190	175	220	5.6%	0.1%	190	190	190	-4.8%	5.2%	
Replacement of security cards and tender documents (Item can be removed)	-	4	2	4	5	-	-	2	2	2	-26.3%	0.1%	
Departmental publications	-	1	1	1	-	-	-	1	1	1	-	-	
Sales of scrap, waste, arms and other used current goods	-	42	32	7	-	-	-	32	32	32	-	0.9%	
of which:													
Wastepaper	-	-	2	2	-	-	-	2	2	2	-	0.1%	
Scrap	-	42	30	5	-	-	-	30	30	30	-	0.8%	
Interest, dividends and rent on land	515	329	805 105	120	423 045	836.5%	83.8%	130	130	130	-93.3%	3.6%	
Interest	515	329	600	120	178	-29.8%	0.1%	130	130	130	-9.9%	3.6%	
Dividends	-	-	804 505	-	422 867	-	83.7%	-	-	-	-100.0%	-	
of which:													
Shareholder dividends from Airports Company South Africa	-	-	804 505	-	422 867	-	83.7%	-	-	-	-100.0%	-	
Transactions in financial assets and liabilities	202 760	1 728	24 970	2 160	2 495	-76.9%	15.8%	1 900	2 150	2 400	-1.3%	59.1%	
<b>Total</b>	<b>204 263</b>	<b>3 222</b>	<b>831 300</b>	<b>3 877</b>	<b>427 775</b>	<b>27.9%</b>	<b>100.0%</b>	<b>3 315</b>	<b>3 635</b>	<b>3 955</b>	<b>-79.0%</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 (%)	
	2022/23	2023/24	2024/25				2025/26	2022/23 - 2025/26	2026/27			2027/28
R million												
Ministry Management	37.7	46.9	50.8	44.5	5.7%	7.9%	46.4	48.3	49.8	3.9%	7.1%	
Corporate Services	58.9	79.4	86.7	92.1	16.1%	14.0%	94.9	99.0	102.1	3.5%	14.6%	
Communications	222.5	267.6	264.7	349.2	16.2%	48.8%	328.3	332.7	343.2	-0.6%	49.5%	
Office Accommodation	39.7	45.5	56.4	110.3	40.5%	11.1%	93.2	93.6	95.6	-4.6%	13.9%	
<b>Total</b>	<b>113.7</b>	<b>98.7</b>	<b>104.5</b>	<b>93.1</b>	<b>-6.4%</b>	<b>18.1%</b>	<b>97.1</b>	<b>100.9</b>	<b>104.0</b>	<b>3.8%</b>	<b>14.9%</b>	
Change to 2025 Budget estimate							49.3	40.0	31.6			

**Table 40.6 Administration 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 (%)
	2022/23	2023/24	2024/25				2025/26	2026/27	2027/28		
R million	2022/23	2023/24	2024/25	2025/26	2022/23 - 2025/26	2025/26 - 2028/29	2026/27	2027/28	2028/29	2025/26 - 2028/29	2026/27 - 2028/29
<b>Current payments</b>	<b>452.4</b>	<b>506.9</b>	<b>546.0</b>	<b>669.7</b>	<b>14.0%</b>	<b>96.1%</b>	<b>624.2</b>	<b>645.1</b>	<b>665.5</b>	<b>-0.2%</b>	<b>95.3%</b>
Compensation of employees	221.3	241.7	256.7	269.2	6.7%	43.7%	279.9	292.6	301.7	3.9%	43.1%
Goods and services	231.1	265.2	289.2	400.6	20.1%	52.4%	344.2	352.5	363.8	-3.2%	52.3%
<i>of which:</i>											
Communication	5.2	19.2	37.4	82.4	151.8%	6.4%	63.9	62.5	63.5	-8.3%	9.4%
Computer services	18.7	31.4	27.7	45.6	34.5%	5.5%	36.3	31.7	34.1	-9.2%	5.0%
Consultants: Business and advisory services	6.0	3.7	7.4	23.5	57.7%	1.8%	26.2	27.1	27.9	6.0%	4.0%
Operating leases	111.1	92.3	98.0	86.3	-8.1%	17.1%	83.5	89.4	92.2	2.2%	13.1%
Property payments	13.5	14.0	17.9	12.9	-1.4%	2.6%	19.3	22.4	23.1	21.3%	3.2%
Travel and subsistence	24.1	49.8	54.6	39.0	17.3%	7.4%	41.1	42.3	43.6	3.8%	6.3%
<b>Transfers and subsidies</b>	<b>14.1</b>	<b>14.4</b>	<b>14.0</b>	<b>16.0</b>	<b>4.3%</b>	<b>2.6%</b>	<b>22.1</b>	<b>17.3</b>	<b>17.8</b>	<b>3.7%</b>	<b>2.8%</b>
Provinces and municipalities	0.0	-	0.0	-	-100.0%	0.0%	-	-	-	-	-
Departmental agencies and accounts	1.5	1.6	1.7	1.7	4.5%	0.3%	1.8	1.9	1.9	3.7%	0.3%
Households	12.6	12.8	12.4	14.3	4.3%	2.3%	20.3	15.4	15.9	3.7%	2.5%
<b>Payments for capital assets</b>	<b>6.0</b>	<b>16.2</b>	<b>3.0</b>	<b>3.5</b>	<b>-16.6%</b>	<b>1.3%</b>	<b>13.6</b>	<b>12.2</b>	<b>11.4</b>	<b>48.6%</b>	<b>1.8%</b>
Buildings and other fixed structures	0.1	-	-	-	-100.0%	0.0%	-	-	-	-	-
Machinery and equipment	5.9	16.2	3.0	3.5	-16.2%	1.3%	13.6	12.2	11.4	48.6%	1.8%
<b>Payments for financial assets</b>	<b>0.1</b>	<b>0.7</b>	<b>0.2</b>	<b>-</b>	<b>-100.0%</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>472.6</b>	<b>538.2</b>	<b>563.2</b>	<b>689.2</b>	<b>13.4%</b>	<b>100.0%</b>	<b>659.9</b>	<b>674.6</b>	<b>694.8</b>	<b>0.3%</b>	<b>100.0%</b>
<b>Proportion of total programme expenditure to vote expenditure</b>	<b>0.5%</b>	<b>0.7%</b>	<b>0.7%</b>	<b>0.6%</b>	<b>-</b>	<b>-</b>	<b>0.6%</b>	<b>0.7%</b>	<b>0.6%</b>	<b>-</b>	<b>-</b>
<b>Details of transfers and subsidies</b>											
<b>Households</b>											
<b>Social benefits</b>											
<b>Current</b>	1.4	1.6	2.2	0.3	-42.2%	0.2%	5.8	0.3	0.3	3.7%	0.3%
Employee social benefits	1.4	1.6	2.2	0.3	-42.2%	0.2%	0.3	0.3	0.3	3.7%	0.0%
Early retirement and voluntary exit programmes	-	-	-	-	-	-	5.5	-	-	-	0.3%
<b>Other transfers to households</b>											
<b>Current</b>	11.1	11.2	10.2	14.0	7.9%	2.1%	14.6	15.1	15.6	3.7%	2.2%
Other transfers to households	-	11.2	10.2	-	-	0.9%	-	-	-	-	-
Bursaries for non-employees	11.1	-	-	14.0	7.9%	1.1%	14.6	15.1	15.6	3.7%	2.2%
<b>Departmental agencies and accounts</b>											
<b>Departmental agencies (non-business entities)</b>											
<b>Current</b>	1.5	1.6	1.7	1.7	4.5%	0.3%	1.8	1.9	1.9	3.7%	0.3%
Transport Education and Training Authority	1.5	1.6	1.7	1.7	4.5%	0.3%	1.8	1.9	1.9	3.7%	0.3%
<b>Provinces and municipalities</b>											
<b>Provincial agencies and funds</b>											
<b>Current</b>	0.0	-	0.0	-	-100.0%	-	-	-	-	-	-
Provincial agencies and funds	0.0	-	0.0	-	-100.0%	-	-	-	-	-	-

## Personnel information

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

Number of posts estimated for 31 March 2026	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										
			2024/25	2025/26	2026/27	2027/28	2028/29	2025/26 - 2028/29	2026/27 - 2028/29										
<b>Administration</b>			Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost					
<b>Salary level</b>	<b>383</b>	<b>34</b>	<b>395</b>	<b>256.7</b>	<b>0.6</b>	<b>377</b>	<b>269.2</b>	<b>0.7</b>	<b>372</b>	<b>279.9</b>	<b>0.8</b>	<b>325</b>	<b>292.6</b>	<b>0.9</b>	<b>319</b>	<b>301.7</b>	<b>0.9</b>	<b>-5.5%</b>	<b>100.0%</b>
1 – 6	101	-	78	51.6	0.7	96	74.9	0.8	96	78.8	0.8	94	82.8	0.9	90	82.0	0.9	-1.8%	27.6%
7 – 10	146	1	164	70.4	0.4	137	66.3	0.5	133	68.2	0.5	135	73.3	0.5	133	75.9	0.6	-1.1%	39.5%
11 – 12	56	-	58	58.5	1.0	51	56.4	1.1	52	59.7	1.2	53	64.2	1.2	53	67.8	1.3	0.7%	15.4%
13 – 16	45	-	47	67.3	1.4	42	62.3	1.5	41	64.0	1.6	41	67.4	1.6	41	71.1	1.7	-0.8%	12.1%
Other	35	33	48	9.0	0.2	51	9.3	0.2	51	9.3	0.2	2	4.9	2.5	2	4.9	2.5	-66.0%	5.4%

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

### Programme purpose

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 March 2027 by:
  - conducting various public consultations on the transport just transition plan
  - submitting the green transport strategy to Cabinet.
- Improve competition and access in the transport sector by March 2027 by:
  - operationalising the Transport Economic Regulator as a public entity within the department
  - drafting an analysis model of the impact of transportation on the economy and finalising the analysis by March 2028.

### 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 an emphasis on integrating elements of the system across all modes of transport.
- *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 on, in and monitoring of the transport sector.
- *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 (%)		Medium-term expenditure estimate			Average growth rate (%)	
	2022/23	2023/24	2024/25		2022/23 - 2025/26	2025/26 - 2026/27 - 2028/29	2026/27	2027/28	2028/29	2025/26 - 2028/29	2026/27 - 2028/29
R million											
Macro Sector Planning	12.1	13.7	11.4	15.4	8.3%	14.4%	17.5	18.3	18.9	7.1%	14.4%
Freight Logistics	14.3	16.7	18.3	21.2	14.1%	19.3%	21.3	22.2	22.9	2.7%	17.5%
Modelling and Economic Analysis	17.1	33.3	25.8	25.3	13.9%	27.8%	41.3	45.7	48.8	24.5%	35.8%
Regional Integration	10.0	6.6	12.8	10.4	1.1%	10.9%	11.8	12.4	12.7	7.1%	9.7%
Research and Innovation	16.1	17.8	13.3	14.2	-4.1%	16.8%	15.7	16.4	16.9	6.0%	12.9%
Integrated Transport Planning Administration Support	8.9	10.3	10.5	9.7	2.7%	10.8%	11.5	12.0	12.4	8.7%	9.5%
<b>Total</b>	<b>78.5</b>	<b>98.3</b>	<b>92.0</b>	<b>96.1</b>	<b>7.0%</b>	<b>100.0%</b>	<b>119.2</b>	<b>127.1</b>	<b>132.6</b>	<b>11.3%</b>	<b>100.0%</b>
Change to 2025 Budget estimate				-			18.0	21.2	22.1		

**Table 40.8 Integrated Transport Planning 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 (%)
	2022/23	2023/24	2024/25				2025/26	2026/27	2027/28		
R million	2022/23	2023/24	2024/25	2025/26	2022/23 - 2025/26	2025/26	2026/27	2027/28	2028/29	2025/26 - 2028/29	2026/27 - 2028/29
<b>Current payments</b>	<b>78.1</b>	<b>97.7</b>	<b>91.4</b>	<b>95.8</b>	<b>7.0%</b>	<b>99.5%</b>	<b>100.8</b>	<b>105.1</b>	<b>108.4</b>	<b>4.2%</b>	<b>82.9%</b>
Compensation of employees	54.6	58.9	58.2	62.6	4.6%	64.2%	65.5	68.4	70.6	4.1%	54.0%
Goods and services	23.5	38.9	33.3	33.2	12.3%	35.3%	35.3	36.7	37.8	4.4%	29.0%
<i>of which:</i>											
Advertising	2.1	3.5	3.3	1.6	-8.3%	2.9%	1.2	1.7	1.8	2.3%	1.2%
Catering: Departmental activities	0.6	0.6	2.5	0.9	13.7%	1.2%	0.8	1.3	1.3	15.5%	0.9%
Communication	1.4	2.1	3.6	1.3	-1.1%	2.3%	1.2	1.6	1.6	6.3%	1.1%
Consultants: Business and advisory services	9.1	6.1	10.4	21.1	32.5%	12.8%	21.8	21.4	22.1	1.6%	17.3%
Travel and subsistence	7.3	19.0	9.4	6.6	-3.8%	11.6%	7.9	7.6	7.8	6.0%	6.2%
Venues and facilities	1.6	4.7	3.0	1.0	-15.9%	2.8%	1.7	2.3	2.3	34.1%	1.7%
<b>Transfers and subsidies</b>	<b>0.1</b>	<b>0.0</b>	<b>0.4</b>	<b>-</b>	<b>-100.0%</b>	<b>0.2%</b>	<b>18.2</b>	<b>21.6</b>	<b>23.9</b>	<b>-</b>	<b>16.8%</b>
Departmental agencies and accounts	-	-	-	-	-	-	18.2	21.6	23.9	-	16.8%
Households	0.1	0.0	0.4	-	-100.0%	0.2%	-	-	-	-	-
<b>Payments for capital assets</b>	<b>0.3</b>	<b>0.6</b>	<b>0.1</b>	<b>0.3</b>	<b>-1.7%</b>	<b>0.3%</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>3.7%</b>	<b>0.2%</b>
Machinery and equipment	0.3	0.6	0.1	0.3	-1.7%	0.3%	0.3	0.3	0.3	3.7%	0.2%
<b>Payments for financial assets</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>-</b>	<b>-100.0%</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>78.5</b>	<b>98.3</b>	<b>92.0</b>	<b>96.1</b>	<b>7.0%</b>	<b>100.0%</b>	<b>119.2</b>	<b>127.1</b>	<b>132.6</b>	<b>11.3%</b>	<b>100.0%</b>
<b>Proportion of total programme expenditure to vote expenditure</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>-</b>	<b>-</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>-</b>	<b>-</b>
<b>Details of transfers and subsidies</b>											
<b>Households</b>											
<b>Social benefits</b>											
Current	0.1	0.0	0.4	-	-100.0%	0.2%	-	-	-	-	-
Employee social benefits	0.1	0.0	0.4	-	-100.0%	0.2%	-	-	-	-	-
<b>Departmental agencies and accounts</b>											
<b>Departmental agencies (non-business entities)</b>											
Current	-	-	-	-	-	-	18.2	21.6	23.9	-	16.8%
Transport Economic Regulator	-	-	-	-	-	-	18.2	21.6	23.9	-	16.8%

## Personnel information

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

Number of posts estimated for 31 March 2026	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										
			2024/25	2025/26	2026/27	2027/28	2028/29	2025/26 - 2028/29	2026/27 - 2028/29										
<b>Integrated Transport Planning</b>			<b>Number</b>	<b>Cost</b>	<b>Unit cost</b>	<b>Number</b>	<b>Cost</b>	<b>Unit cost</b>	<b>Number</b>	<b>Cost</b>	<b>Unit cost</b>	<b>Number</b>	<b>Cost</b>	<b>Unit cost</b>	<b>Number</b>	<b>Cost</b>	<b>Unit cost</b>		
Salary level	63	-	68	58.2	0.9	68	62.6	0.9	70	65.5	0.9	70	68.4	1.0	68	70.6	1.0	-0.3%	100.0%
1 – 6	10	-	12	6.9	0.6	9	5.8	0.6	11	7.6	0.7	10	7.5	0.7	8	6.2	0.8	-2.9%	14.2%
7 – 10	27	-	27	16.9	0.6	29	19.3	0.7	31	21.7	0.7	31	22.8	0.7	31	24.1	0.8	2.5%	45.1%
11 – 12	10	-	11	9.6	0.9	12	11.2	0.9	12	11.7	1.0	12	12.4	1.0	12	13.1	1.1	-	17.3%
13 – 16	16	-	18	24.8	1.4	18	26.3	1.5	16	24.5	1.5	16	25.8	1.6	16	27.2	1.7	-3.8%	23.3%

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 the rail legislative and policy environment by finalising railway safety regulations for implementation by March 2029.
- Increase access to affordable and reliable transport systems in the rail sector by:
  - updating the national rail master plan databank by March 2028
  - obtaining approval to submit the National Rail Bill to Parliament by March 2027
  - developing the railway safety regulations by March 2027
  - finalising the bids procurement of the private sector participation unit by March 2027.

## 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 investments in rail infrastructure.
- *Rail Operations* coordinates the implementation of integrated rail services, and monitors and analyses service delivery challenges in 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 (%)
	2022/23	2023/24	2024/25	2025/26				2026/27	2027/28	2028/29		
R million												
Rail Regulation	8.5	9.2	12.5	19.5	31.9%	0.1%	18.1	18.9	19.5	-0.1%	0.1%	
Rail Infrastructure and Industry Development	19.1	29.5	19.8	170.4	107.4%	0.2%	91.0	22.3	23.0	-48.7%	0.1%	
Rail Operations	6.8	9.9	7.2	16.1	33.5%	0.0%	13.5	14.0	14.5	-3.5%	0.0%	
Rail Oversight	19 931.4	20 527.9	19 433.5	37 273.3	23.2%	99.6%	31 789.3	29 080.3	36 873.0	-0.4%	99.7%	
Rail Administration Support	5.8	6.1	7.0	6.8	5.4%	0.0%	6.9	7.2	7.4	3.1%	0.0%	
<b>Total</b>	<b>19 971.6</b>	<b>20 582.7</b>	<b>19 480.1</b>	<b>37 486.1</b>	<b>23.4%</b>	<b>100.0%</b>	<b>31 918.8</b>	<b>29 142.7</b>	<b>36 937.4</b>	<b>-0.5%</b>	<b>100.0%</b>	
Change to 2025 Budget estimate				-			8 823.8	6 884.8	13 680.3			
<b>Economic classification</b>												
<b>Current payments</b>	<b>39.6</b>	<b>54.1</b>	<b>46.3</b>	<b>212.5</b>	<b>75.2%</b>	<b>0.4%</b>	<b>129.3</b>	<b>62.2</b>	<b>64.2</b>	<b>-32.9%</b>	<b>0.3%</b>	
Compensation of employees	22.2	22.0	26.6	31.5	12.3%	0.1%	32.9	34.4	35.5	4.1%	0.1%	
Goods and services	17.3	32.1	19.7	181.0	118.6%	0.3%	96.4	27.8	28.7	-45.9%	0.2%	
of which:												
Communication	0.3	0.3	0.3	0.6	25.7%	0.0%	0.7	0.7	0.7	6.5%	0.0%	
Consultants: Business and advisory services	14.3	29.9	15.9	178.3	131.7%	0.2%	93.6	24.9	25.7	-47.6%	0.1%	
Consumables: Stationery, printing and office supplies	0.6	0.2	0.6	0.2	-33.6%	0.0%	0.3	0.2	0.2	-2.1%	0.0%	
Travel and subsistence	1.2	1.4	1.3	1.4	5.1%	0.0%	1.5	1.7	1.7	7.1%	0.0%	
Operating payments	0.2	0.1	0.1	0.1	-24.1%	0.0%	0.0	0.1	0.1	1.0%	0.0%	
Venues and facilities	0.2	-	0.5	0.2	2.1%	0.0%	0.1	0.1	0.1	-18.3%	0.0%	
<b>Transfers and subsidies</b>	<b>19 931.4</b>	<b>20 528.0</b>	<b>19 433.5</b>	<b>37 273.3</b>	<b>23.2%</b>	<b>99.6%</b>	<b>31 789.3</b>	<b>29 080.3</b>	<b>36 873.0</b>	<b>-0.4%</b>	<b>99.7%</b>	
Departmental agencies and accounts	72.9	76.1	79.5	83.1	4.5%	0.3%	86.4	89.9	92.7	3.7%	0.3%	
Public corporations and private enterprises	19 858.5	20 451.8	19 354.0	37 190.2	23.3%	99.3%	31 702.9	28 990.4	36 780.4	-0.4%	99.5%	
Households	-	0.1	-	-	-	0.0%	-	-	-	-	-	
<b>Payments for capital assets</b>	<b>0.6</b>	<b>0.5</b>	<b>0.2</b>	<b>0.3</b>	<b>-19.3%</b>	<b>0.0%</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>-19.4%</b>	<b>0.0%</b>	
Machinery and equipment	0.6	0.5	0.2	0.3	-19.3%	0.0%	0.2	0.2	0.2	-19.4%	0.0%	
<b>Payments for financial assets</b>	<b>0.0</b>	<b>-</b>	<b>0.0</b>	<b>-</b>	<b>-100.0%</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Total</b>	<b>19 971.6</b>	<b>20 582.7</b>	<b>19 480.1</b>	<b>37 486.1</b>	<b>23.4%</b>	<b>100.0%</b>	<b>31 918.8</b>	<b>29 142.7</b>	<b>36 937.4</b>	<b>-0.5%</b>	<b>100.0%</b>	
Proportion of total programme expenditure to vote expenditure	19.4%	26.4%	22.9%	35.1%	-	-	31.3%	29.4%	32.9%	-	-	

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

Details of transfers and subsidies	Audited outcome			Adjusted appropriation	Average growth rate (%)	Average Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average Expenditure/ Total (%)			
	2022/23	2023/24	2024/25				2025/26	2026/27	2027/28			2028/29	2025/26 - 2028/29	2026/27 - 2028/29
	R million													
<b>Households</b>														
<b>Social benefits</b>														
<b>Current</b>		0.1												
Employee social benefits		0.1												
<b>Departmental agencies and accounts</b>														
<b>Departmental agencies (non-business entities)</b>														
<b>Current</b>	72.9	76.1	79.5	83.1	4.5%	0.3%	86.4	89.9	92.7	3.7%	0.3%			
Railway Safety Regulator	72.9	76.1	79.5	83.1	4.5%	0.3%	86.4	89.9	92.7	3.7%	0.3%			
<b>Public corporations and private enterprises</b>														
<b>Other transfers to public corporations</b>														
<b>Capital</b>	12 618.5	12 936.3	11 577.5	29 224.3	32.3%	68.0%	20 826.0	18 880.6	26 250.8	-3.5%	67.3%			
Passenger Rail Agency of South Africa: Other capital programmes	3 401.3	5 887.9	1 848.9	1 931.7	-17.2%	13.4%	4 110.7	4 275.2	4 408.1	31.7%	13.1%			
Passenger Rail Agency of South Africa: Rolling stock fleet renewal programme	6 801.8	6 908.7	5 279.2	12 141.8	21.3%	31.9%	7 538.4	5 977.1	6 162.9	-20.2%	20.1%			
Passenger Rail Agency of South Africa: Signalling	935.8	89.7	2 516.3	4 589.0	69.9%	8.3%	7 344.9	8 628.2	15 679.8	50.6%	32.3%			
Passenger Rail Agency of South Africa: Metrorail (refurbishment of coaches)	1 400.6	49.4	1 734.0	1 811.6	9.0%	5.1%				-100.0%				
Passenger Rail Agency of South Africa: Mainline passenger services (refurbishment of coaches)	79.0	0.6	199.2	208.1	38.1%	0.5%				-100.0%				
Development Bank of Southern Africa: Infrastructure Fund: Ukuvuselela Gauteng-Eastern Cape High-Capacity Rail Corridor				209.0		0.2%				-100.0%				
Development Bank of Southern Africa: Infrastructure Fund: North Corridor Reinstatement Project				4 937.0		5.1%	1 832.0			-100.0%	1.9%			
Development Bank of Southern Africa: Infrastructure Fund: Iron Ore Corridor				3 396.0		3.5%				-100.0%				
<b>Subsidies on products and production</b>														
<b>Current</b>	7 240.1	7 515.5	7 776.5	7 965.9	3.2%	31.3%	10 876.9	10 109.8	10 529.6	9.7%	32.2%			
Passenger Rail Agency of South Africa: Metrorail (operations)	5 020.3	5 293.5	5 454.6	5 690.0	4.3%	22.0%	9 788.5	8 978.0	9 362.6	18.1%	28.7%			
Passenger Rail Agency of South Africa: Mainline passenger services (operations)	1 257.6	1 263.9	1 320.6	1 229.8	-0.7%	5.2%				-100.0%				
Passenger Rail Agency of South Africa: Rail maintenance operations and inventories	962.1	958.2	1 001.2	1 046.1	2.8%	4.1%	1 088.4	1 131.8	1 167.0	3.7%	3.5%			

## Personnel information

**Table 40.11 Rail Transport 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											
		2024/25			2025/26			2026/27			2027/28			2028/29					2025/26 - 2028/29
		Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost			
<b>Rail Transport</b>																			
<b>Salary level</b>	<b>32</b>																		
1 – 6	7		7	3.2	0.5	6	3.3	0.5	5	3.2	0.6	5	3.1	0.6	5	3.3	0.7	-2.5%	100.0%
7 – 10	11		11	7.9	0.7	11	8.0	0.8	11	8.4	0.8	11	8.9	0.8	9	8.5	0.9	-6.4%	17.3%
11 – 12	8		8	5.4	0.7	7	5.0	0.7	7	5.3	0.8	7	5.6	0.8	7	5.9	0.8		24.0%
13 – 16	6		5	10.2	2.0	7	15.2	2.2	7	16.0	2.3	7	16.8	2.4	7	17.8	2.5		24.0%

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, and oversee road public entities.

### Objective

- Increase investment in road infrastructure to improve access and efficiency and reduce the cost of road transport by:
  - submitting the road policy for South Africa to Cabinet for approval by March 2027
  - implementing the national road safety strategy by March 2027
  - submitting the draft Road Accident Benefit Scheme Bill for public comments by March 2027
  - amending bills for the Cross-Border Road Transport Agency, the Road Traffic Management Corporation, the Road Traffic Infringement Agency, the South African National Roads Agency and the Road Accident Fund for approval by Parliament by March 2028.

### 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 and the Road Traffic Infringement Agency, and transfers the *provincial roads maintenance grant* to provinces.
- *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 (%)	Average Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average Expenditure/ Total (%)
	2022/23	2023/24	2024/25				2025/26	2026/27	2027/28		
R million					2022/23 - 2025/26		2026/27	2027/28	2028/29	2025/26 - 2028/29	2026/27 - 2028/29
Road Regulation	46.0	53.1	55.4	52.7	4.6%	0.1%	52.3	54.6	56.3	2.2%	0.1%
Road Infrastructure and Industry Development	20.0	26.3	51.6	83.4	61.1%	0.1%	85.0	86.6	88.9	2.1%	0.2%
Road Oversight	59 645.1	41 857.5	49 124.4	49 605.0	-6.0%	99.7%	52 794.2	54 025.0	59 997.2	6.5%	99.7%
Road Administration Support	9.0	10.1	9.6	60.9	89.0%	0.0%	10.8	11.3	11.6	-42.4%	0.0%
Road Engineering Standards	15.7	17.1	21.5	25.7	17.9%	0.0%	27.3	29.0	30.3	5.7%	0.1%
<b>Total</b>	<b>59 735.8</b>	<b>41 964.1</b>	<b>49 262.5</b>	<b>49 827.8</b>	<b>-5.9%</b>	<b>100.0%</b>	<b>52 969.7</b>	<b>54 206.5</b>	<b>60 184.4</b>	<b>6.5%</b>	<b>100.0%</b>
Change to 2025				-			(486.9)	(132.2)	75.3		
Budget estimate											

**Table 40.12 Road 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 (%)
	2022/23	2023/24	2024/25				2025/26	2022/23 - 2025/26	2026/27		
R million											
<b>Current payments</b>	<b>89.6</b>	<b>106.0</b>	<b>137.6</b>	<b>221.8</b>	<b>35.2%</b>	<b>0.3%</b>	<b>174.5</b>	<b>180.4</b>	<b>186.1</b>	<b>-5.7%</b>	<b>0.3%</b>
Compensation of employees	68.7	72.7	78.4	80.0	5.2%	0.1%	82.1	85.8	88.5	3.4%	0.2%
Goods and services	21.0	33.3	59.2	141.8	89.0%	0.1%	92.4	94.6	97.6	-11.7%	0.2%
<i>of which:</i>											
Advertising	0.2	0.9	0.5	0.9	57.5%	0.0%	1.3	1.0	1.0	2.6%	0.0%
Catering: Departmental activities	0.2	0.8	0.0	0.7	63.6%	0.0%	0.8	1.3	1.3	26.1%	0.0%
Communication	1.0	4.9	5.6	1.3	10.0%	0.0%	1.2	1.4	1.5	3.7%	0.0%
Consultants: Business and advisory services	1.0	5.1	31.0	115.7	379.5%	0.1%	65.1	67.0	69.2	-15.7%	0.1%
Travel and subsistence	13.7	18.1	19.6	20.2	13.8%	0.0%	20.6	20.8	21.3	1.8%	0.0%
Venues and facilities	0.1	0.4	0.1	0.9	160.7%	0.0%	1.1	1.1	1.1	5.4%	0.0%
<b>Transfers and subsidies</b>	<b>35 908.8</b>	<b>41 857.6</b>	<b>44 103.4</b>	<b>43 569.4</b>	<b>6.7%</b>	<b>82.4%</b>	<b>49 415.0</b>	<b>50 910.1</b>	<b>55 390.2</b>	<b>8.3%</b>	<b>93.0%</b>
Provinces and municipalities	12 780.5	15 432.5	17 364.1	18 789.1	13.7%	32.1%	18 054.2	17 980.8	18 539.6	-0.4%	32.6%
Departmental agencies and accounts	23 128.2	26 425.0	26 739.2	24 780.4	2.3%	50.3%	31 360.8	32 929.3	36 850.6	14.1%	60.4%
Households	0.1	0.1	0.1	-	-100.0%	0.0%	-	-	-	-	-
<b>Payments for capital assets</b>	<b>0.9</b>	<b>0.5</b>	<b>0.4</b>	<b>1.0</b>	<b>3.6%</b>	<b>0.0%</b>	<b>1.0</b>	<b>1.1</b>	<b>1.1</b>	<b>3.7%</b>	<b>0.0%</b>
Machinery and equipment	0.9	0.5	0.4	1.0	3.6%	0.0%	1.0	1.1	1.1	3.7%	0.0%
<b>Payments for financial assets</b>	<b>23 736.5</b>	<b>0.0</b>	<b>5 021.1</b>	<b>6 035.6</b>	<b>-36.6%</b>	<b>17.3%</b>	<b>3 379.3</b>	<b>3 114.8</b>	<b>4 607.0</b>	<b>-8.6%</b>	<b>6.6%</b>
<b>Total</b>	<b>59 735.8</b>	<b>41 964.1</b>	<b>49 262.5</b>	<b>49 827.8</b>	<b>-5.9%</b>	<b>100.0%</b>	<b>52 969.7</b>	<b>54 206.5</b>	<b>60 184.4</b>	<b>6.5%</b>	<b>100.0%</b>
<b>Proportion of total programme expenditure to vote expenditure</b>	<b>58.0%</b>	<b>53.8%</b>	<b>58.0%</b>	<b>46.6%</b>	<b>-</b>	<b>-</b>	<b>51.9%</b>	<b>54.7%</b>	<b>53.6%</b>	<b>-</b>	<b>-</b>
<b>Details of transfers and subsidies</b>											
<b>Households</b>											
<b>Social benefits</b>											
<b>Current</b>	0.1	0.1	0.1	-	-100.0%	-	-	-	-	-	-
Employee social benefits	0.1	0.1	0.1	-	-100.0%	-	-	-	-	-	-
<b>Other transfers to households</b>											
<b>Current</b>	-	0.0	-	-	-	-	-	-	-	-	-
Other transfers to households	-	0.0	-	-	-	-	-	-	-	-	-
<b>Departmental agencies and accounts</b>											
<b>Departmental agencies (non-business entities)</b>											
<b>Current</b>	11 823.8	9 136.7	8 862.2	9 195.6	-8.0%	19.4%	9 521.8	9 901.8	10 209.6	3.5%	17.7%
Road Traffic Management Corporation	224.2	220.1	197.0	249.3	3.6%	0.4%	214.1	222.6	229.5	-2.7%	0.4%
South African National Roads Agency: Gauteng freeway improvement project	4 404.4	1 330.9	724.0	756.5	-44.4%	3.6%	787.0	818.5	843.9	3.7%	1.5%
South African National Roads Agency	7 186.1	7 494.5	7 689.5	7 992.8	3.6%	15.1%	8 315.7	8 647.6	8 916.4	3.7%	15.5%
Road Traffic Infringement Agency: Operations	9.1	9.5	159.9	10.3	4.3%	0.1%	10.7	11.1	11.5	3.7%	0.0%
South African National Roads Agency: Single ticketing for public transport	-	10.0	20.0	30.0	-	-	31.2	32.5	33.5	3.7%	0.1%
Road Traffic Infringement Agency: Administrative adjudication of road traffic offences rollout	-	71.8	71.8	156.7	-	0.1%	163.1	169.6	174.8	3.7%	0.3%
<b>Capital</b>	11 823.8	17 288.2	17 877.0	15 584.8	11.3%	30.9%	21 838.9	23 027.5	26 641.0	19.6%	42.7%
South African National Roads Agency: Non-toll network	8 863.1	15 123.0	15 614.5	13 221.0	14.3%	26.3%	19 379.6	20 470.0	24 004.0	22.0%	38.2%
South African National Roads Agency: Moloto Road upgrade	885.8	923.8	965.3	1 008.5	4.4%	1.9%	1 049.3	1 091.2	1 125.1	3.7%	2.0%
South African National Roads Agency: N2 Wild Coast project	1 190.4	1 241.5	1 297.2	1 355.3	4.4%	2.5%	1 410.1	1 466.4	1 511.9	3.7%	2.6%
South African National Roads Agency: KwaZulu-Natal flood damage to toll roads	365.0	-	-	-	-100.0%	0.2%	-	-	-	-	-

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

Details of transfers and subsidies	Audited outcome			Adjusted appropriation	Average growth rate (%)	Average Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average Expenditure/ Total (%)	
	2022/23	2023/24	2024/25				2025/26	2026/27	2027/28			2028/29
	R million							2025/26 - 2028/29	2026/27 - 2028/29			
<b>Provinces and municipalities</b>												
<b>Provincial revenue funds</b>												
<b>Capital</b>	12 665.4	15 317.1	17 243.5	18 663.0	13.8%	31.8%	17 923.1	17 844.4	18 399.0	-0.5%	32.4%	
Provincial roads maintenance grant: Roads maintenance component	10 766.1	10 748.9	12 001.6	12 094.3	4.0%	22.7%	11 246.1	12 228.4	12 608.5	1.4%	21.6%	
Provincial roads maintenance grant: Disaster relief component	1 510.4	600.5	–	–	-100.0%	1.1%	1 511.6	–	–	–	0.9%	
Provincial roads maintenance grant: Welisizwe rural bridges programme	388.9	1 020.0	1 254.0	1 378.0	52.5%	2.0%	–	–	–	-100.0%	–	
Provincial roads maintenance grant: Refurbishment component	–	2 947.6	3 987.8	5 190.7	–	6.0%	5 165.4	5 616.0	5 790.5	3.7%	9.9%	
<b>Municipal bank accounts</b>												
<b>Current</b>	115.0	115.5	120.6	126.1	3.1%	0.2%	131.1	136.4	140.6	3.7%	0.2%	
Rural roads asset management systems grant	115.0	115.5	120.6	126.1	3.1%	0.2%	131.1	136.4	140.6	3.7%	0.2%	

## Personnel information

**Table 40.13 Road Transport 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											
		2024/25	2025/26	2026/27	2027/28	2028/29	2025/26 - 2028/29	2026/27 - 2028/29											
<b>Road Transport</b>		Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost			
Salary level	91	–	93	78.4	0.8	87	80.0	0.9	86	82.1	1.0	85	85.8	1.0	82	88.5	1.1	-1.7%	100.0%
1 – 6	9	–	11	5.0	0.5	9	4.7	0.5	9	4.9	0.5	9	5.2	0.6	9	5.5	0.6	–	10.7%
7 – 10	46	–	47	37.1	0.8	43	36.0	0.8	43	37.8	0.9	42	39.1	0.9	40	39.2	1.0	-2.7%	49.4%
11 – 12	26	–	26	19.5	0.8	25	19.8	0.8	25	20.8	0.8	25	21.9	0.9	25	23.1	0.9	–	29.3%
13 – 16	10	–	9	16.8	1.9	10	19.6	2.0	9	18.6	2.1	9	19.6	2.2	9	20.7	2.3	-3.7%	10.6%

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, and oversee aviation entities.

### Objectives

- Ensure safer air travel and increased business confidence by:
  - conducting and finalising the benchmark study for setting up an independent aircraft accidents and incidents authority by March 2027
  - submitting the search and rescue asset strategy to Cabinet for approval by March 2028
  - submitting the national civil aviation policy to Cabinet for approval by March 2027
  - submitting the national airports development plan to Cabinet for approval by March 2028
  - developing an airfreight strategy for South Africa for submission to Cabinet by March 2027.

## 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 (%)	Average: Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/ Total (%)
	2022/23	2023/24	2024/25				2025/26	2026/27	2027/28		
R million					2022/23 - 2025/26		2026/27	2027/28	2028/29	2025/26 - 2028/29	2026/27 - 2028/29
Aviation Policy and Regulations	34.0	38.6	42.0	42.9	8.0%	8.7%	39.8	41.5	42.8	-0.1%	14.8%
Aviation Economic Analysis and Industry Development	12.4	21.3	15.1	28.1	31.5%	4.2%	23.9	24.9	25.7	-2.9%	8.9%
Aviation Safety, Security, Environment, and Search and Rescue	93.9	75.3	87.5	94.9	0.4%	19.3%	104.1	108.3	111.6	5.6%	38.6%
Aviation Oversight	263.9	160.8	377.3	399.6	14.8%	66.0%	94.6	98.3	101.4	-36.7%	35.0%
Aviation Administration Support	9.8	9.4	7.4	7.2	-9.9%	1.9%	7.5	7.8	8.1	4.0%	2.8%
<b>Total</b>	<b>414.0</b>	<b>305.4</b>	<b>529.3</b>	<b>572.6</b>	<b>11.4%</b>	<b>100.0%</b>	<b>269.8</b>	<b>280.9</b>	<b>289.6</b>	<b>-20.3%</b>	<b>100.0%</b>
Change to 2025 Budget estimate				-			(95.0)	(100.5)	(108.9)		
<b>Economic classification</b>											
<b>Current payments</b>	<b>204.7</b>	<b>196.8</b>	<b>214.9</b>	<b>235.7</b>	<b>4.8%</b>	<b>46.8%</b>	<b>240.4</b>	<b>250.3</b>	<b>258.1</b>	<b>3.1%</b>	<b>89.1%</b>
Compensation of employees	40.6	46.3	51.8	51.5	8.3%	10.4%	53.9	56.3	58.1	4.1%	20.0%
Goods and services	164.1	150.5	163.1	184.2	3.9%	36.3%	186.6	194.0	200.0	2.8%	69.1%
of which:											
Communication	78.8	62.2	70.5	76.2	-1.1%	15.8%	84.2	87.7	90.4	5.9%	31.2%
Consultants: Business and advisory services	68.3	69.4	75.1	94.3	11.4%	16.9%	86.6	91.0	93.8	-0.2%	32.3%
Consumables: Stationery, printing and office supplies	0.5	0.5	0.3	1.1	33.2%	0.1%	0.6	1.2	1.3	4.6%	0.4%
Operating leases	1.9	2.1	2.5	0.5	-34.2%	0.4%	2.4	0.6	0.6	6.2%	0.4%
Travel and subsistence	4.2	8.1	6.0	8.6	27.6%	1.5%	9.3	9.4	9.7	3.9%	3.4%
Venues and facilities	0.6	2.2	3.5	0.6	1.9%	0.4%	1.1	0.8	0.8	9.7%	0.3%
<b>Transfers and subsidies</b>	<b>208.1</b>	<b>107.6</b>	<b>108.5</b>	<b>117.7</b>	<b>-17.3%</b>	<b>29.8%</b>	<b>28.7</b>	<b>29.9</b>	<b>30.8</b>	<b>-36.0%</b>	<b>10.6%</b>
Departmental agencies and accounts	187.9	85.8	87.4	90.1	-21.7%	24.8%	-	-	-	-100.0%	-
Foreign governments and international organisations	15.6	16.7	16.1	22.4	12.8%	3.9%	23.3	24.2	25.0	3.7%	8.6%
Non-profit institutions	4.6	4.8	5.0	5.2	4.4%	1.1%	5.4	5.7	5.8	3.7%	2.0%
Households	0.0	0.3	0.0	-	-100.0%	0.0%	-	-	-	-	-
<b>Payments for capital assets</b>	<b>1.2</b>	<b>1.0</b>	<b>1.9</b>	<b>0.6</b>	<b>-18.8%</b>	<b>0.3%</b>	<b>0.6</b>	<b>0.7</b>	<b>0.7</b>	<b>3.7%</b>	<b>0.2%</b>
Machinery and equipment	1.2	1.0	1.9	0.6	-18.8%	0.3%	0.6	0.7	0.7	3.7%	0.2%
<b>Payments for financial assets</b>	<b>0.0</b>	<b>0.1</b>	<b>204.0</b>	<b>218.6</b>	<b>5924.0%</b>	<b>23.2%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-100.0%</b>	<b>-</b>
<b>Total</b>	<b>414.0</b>	<b>305.4</b>	<b>529.3</b>	<b>572.6</b>	<b>11.4%</b>	<b>100.0%</b>	<b>269.8</b>	<b>280.9</b>	<b>289.6</b>	<b>-20.3%</b>	<b>100.0%</b>
<b>Proportion of total programme expenditure to vote expenditure</b>	<b>0.4%</b>	<b>0.4%</b>	<b>0.6%</b>	<b>0.5%</b>	<b>-</b>	<b>-</b>	<b>0.3%</b>	<b>0.3%</b>	<b>0.3%</b>	<b>-</b>	<b>-</b>

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

Details of transfers and subsidies	Audited outcome			Adjusted appropriation	Average growth rate (%)	Average Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average Expenditure/ Total (%)
	2022/23	2023/24	2024/25	2025/26	2022/23 - 2025/26		2026/27	2027/28	2028/29	2025/26 - 2028/29	2026/27 - 2028/29
	R million										
<b>Households</b>											
<b>Social benefits</b>											
<b>Current</b>	0.0	0.3	0.0	–	-100.0%	–	–	–	–	–	–
Employee social benefits	0.0	0.3	0.0	–	-100.0%	–	–	–	–	–	–
<b>Departmental agencies and accounts</b>											
<b>Departmental agencies (non-business entities)</b>											
<b>Current</b>	187.9	85.8	87.4	90.1	-21.7%	24.8%	–	–	–	-100.0%	–
South African Civil Aviation Authority: Operations	187.9	85.8	87.4	90.1	-21.7%	24.8%	–	–	–	-100.0%	–
<b>Non-profit institutions</b>											
<b>Current</b>	4.6	4.8	5.0	5.2	4.4%	1.1%	5.4	5.7	5.8	3.7%	2.0%
National Sea Rescue Institute	4.1	4.3	4.5	4.7	4.5%	1.0%	4.9	5.1	5.3	3.7%	1.8%
South African Radio League: National emergency communications division	0.1	0.1	0.1	0.1	4.3%	–	0.1	0.1	0.1	3.8%	0.0%
Mountain Club of South Africa	0.1	0.1	0.1	0.1	4.3%	–	0.1	0.1	0.1	3.8%	0.0%
Off Road Rescue Unit	0.1	0.1	0.1	0.1	4.3%	–	0.1	0.1	0.1	3.8%	0.0%
K9 Search and Rescue	0.1	0.1	0.1	0.1	4.3%	–	0.1	0.1	0.1	3.8%	0.0%
Association of South Africa Search and Rescue ZA	–	–	0.1	–	–	–	–	–	–	–	–
<b>Foreign governments and international organisations</b>											
<b>Current</b>	15.6	16.7	16.1	22.4	12.8%	3.9%	23.3	24.2	25.0	3.7%	8.6%
African Civil Aviation Commission	3.7	3.9	4.1	7.3	26.0%	1.0%	7.6	7.9	8.2	3.7%	2.8%
International Civil Aviation Organisation	4.0	3.3	3.3	6.3	16.0%	0.9%	6.6	6.8	7.1	3.7%	2.4%
Cospas-Sarsat Programme	0.8	0.9	0.9	0.7	-4.1%	0.2%	0.8	0.8	0.8	3.7%	0.3%
Southern African Development Community: International Civil Aviation Organisation mission	0.1	–	0.1	0.1	-0.4%	–	0.1	0.1	0.1	4.5%	0.0%
Southern African Development Community Aviation Safety Organisation	6.9	8.5	7.7	7.9	4.4%	1.7%	8.2	8.5	8.8	3.7%	3.0%

## Personnel information

**Table 40.15 Civil Aviation 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											
		2024/25		Unit cost	2025/26		Unit cost	2026/27		Unit cost	2027/28		Unit cost			2028/29		Unit cost	
<b>Civil Aviation</b>		<b>Number</b>	<b>Cost</b>	<b>Unit cost</b>	<b>Number</b>	<b>Cost</b>	<b>Unit cost</b>	<b>Number</b>	<b>Cost</b>	<b>Unit cost</b>	<b>Number</b>	<b>Cost</b>	<b>Unit cost</b>	<b>Number</b>	<b>Cost</b>	<b>Unit cost</b>			
Salary level	54	–	56	51.8	0.9	49	51.5	1.1	48	53.9	1.1	47	56.3	1.2	45	58.1	1.3	-2.3%	100.0%
1 – 6	8	–	11	3.6	0.3	5	1.8	0.3	4	1.6	0.4	3	1.2	0.4	3	1.3	0.4	-14.8%	7.9%
7 – 10	26	–	25	22.5	0.9	23	22.5	1.0	23	23.7	1.0	23	24.9	1.1	22	25.0	1.1	-1.8%	49.3%
11 – 12	12	–	12	12.3	1.0	12	13.1	1.1	12	13.8	1.1	12	14.5	1.2	12	15.3	1.3	–	25.7%
13 – 16	8	–	8	13.4	1.7	8	14.1	1.8	8	14.9	1.9	8	15.7	2.0	8	16.5	2.1	–	17.1%

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, and oversee maritime public entities.

### Objectives

- Position South Africa as a strategic shipping and maritime player by submitting coastal shipping agreement tabled in Cabinet by March 2029

- Ensure safer communities and increased business confidence by overseeing inspections of fishing vessels for safety compliance on an ongoing basis.

## 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 the implementation of legislation, policies and strategies related to maritime safety, security and environmental protection.
- *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 (%)
	2022/23	2023/24	2024/25				2025/26	2022/23 - 2025/26	2026/27		
R million											
Maritime Policy Development	12.7	14.3	14.0	15.6	7.1%	2.8%	14.2	14.9	15.3	-0.6%	1.9%
Maritime Infrastructure and Industry Development	14.9	9.3	8.2	12.8	-5.0%	2.2%	13.3	13.9	14.3	4.0%	1.8%
Implementation, Monitoring and Evaluation	68.4	109.8	103.0	114.0	18.5%	19.3%	343.1	356.8	367.9	47.8%	45.9%
Maritime Oversight	43.8	43.6	45.6	1 389.2	216.5%	74.3%	939.9	149.8	61.1	-64.7%	49.5%
Maritime Administration Support	7.5	7.7	7.5	6.4	-5.0%	1.4%	6.7	7.0	7.2	3.9%	0.9%
<b>Total</b>	<b>147.3</b>	<b>184.6</b>	<b>178.3</b>	<b>1 538.0</b>	<b>118.6%</b>	<b>100.0%</b>	<b>1 317.3</b>	<b>542.4</b>	<b>466.0</b>	<b>-32.8%</b>	<b>100.0%</b>
Change to 2025 Budget estimate				-			(1.4)	0.3	(100.5)		
<b>Economic classification</b>											
<b>Current payments</b>	<b>102.6</b>	<b>140.5</b>	<b>131.9</b>	<b>148.3</b>	<b>13.1%</b>	<b>25.5%</b>	<b>376.9</b>	<b>392.1</b>	<b>404.3</b>	<b>39.7%</b>	<b>50.4%</b>
Compensation of employees	26.7	28.4	31.9	31.2	5.4%	5.8%	30.0	31.4	32.4	1.2%	4.0%
Goods and services	75.9	112.1	100.0	117.1	15.5%	19.8%	346.9	360.7	371.9	47.0%	46.4%
of which:											
<i>Catering: Departmental activities</i>	0.1	0.5	0.1	0.5	70.5%	0.1%	0.5	0.6	0.6	4.2%	0.1%
<i>Communication</i>	0.3	0.4	0.4	1.0	44.1%	0.1%	1.0	1.1	1.2	5.8%	0.1%
<i>Consultants: Business and advisory services</i>	0.5	-	0.4	10.0	180.4%	0.5%	236.6	247.5	255.2	194.3%	31.8%
<i>Infrastructure and planning services</i>	57.2	95.6	89.0	97.7	19.5%	16.6%	102.2	104.8	108.1	3.4%	13.5%
<i>Operating leases</i>	1.1	1.3	1.5	0.5	-25.6%	0.2%	0.5	0.5	0.5	5.9%	0.1%
<i>Travel and subsistence</i>	7.1	8.0	5.2	4.6	-13.6%	1.2%	4.8	4.9	5.1	3.4%	0.6%
<b>Transfers and subsidies</b>	<b>43.8</b>	<b>43.6</b>	<b>45.5</b>	<b>1 069.2</b>	<b>190.0%</b>	<b>58.7%</b>	<b>939.9</b>	<b>149.8</b>	<b>61.1</b>	<b>-61.5%</b>	<b>49.5%</b>
Departmental agencies and accounts	43.0	42.6	44.5	46.5	2.6%	8.6%	53.6	55.8	58.1	7.7%	7.2%
Foreign governments and international organisations	0.8	1.0	1.1	2.7	49.3%	0.3%	2.9	3.0	3.1	3.7%	0.4%
Public corporations and private enterprises	-	-	-	1 020.0	-	49.8%	883.4	91.1	-	-100.0%	41.9%
<b>Payments for capital assets</b>	<b>0.9</b>	<b>0.6</b>	<b>0.9</b>	<b>0.5</b>	<b>-18.5%</b>	<b>0.1%</b>	<b>0.5</b>	<b>0.5</b>	<b>0.5</b>	<b>3.7%</b>	<b>0.1%</b>
Machinery and equipment	0.9	0.6	0.9	0.5	-18.5%	0.1%	0.5	0.5	0.5	3.7%	0.1%
<b>Payments for financial assets</b>	<b>0.0</b>	<b>0.1</b>	<b>-</b>	<b>320.0</b>	<b>4208.9%</b>	<b>15.6%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-100.0%</b>	<b>-</b>
<b>Total</b>	<b>147.3</b>	<b>184.6</b>	<b>178.3</b>	<b>1 538.0</b>	<b>118.6%</b>	<b>100.0%</b>	<b>1 317.3</b>	<b>542.4</b>	<b>466.0</b>	<b>-32.8%</b>	<b>100.0%</b>
<b>Proportion of total programme expenditure to vote expenditure</b>	<b>0.1%</b>	<b>0.2%</b>	<b>0.2%</b>	<b>1.4%</b>	<b>-</b>	<b>-</b>	<b>1.3%</b>	<b>0.5%</b>	<b>0.4%</b>	<b>-</b>	<b>-</b>

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

Details of transfers and subsidies		Audited outcome			Adjusted appropriation	Average growth rate (%)	Average Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average Expenditure/ Total (%)
		2022/23	2023/24	2024/25				2025/26	2026/27	2027/28		
R million		2022/23	2023/24	2024/25	2025/26	2022/23 - 2025/26		2026/27	2027/28	2028/29	2025/26 - 2028/29	2026/27 - 2028/29
<b>Departmental agencies and accounts</b>												
<b>Departmental agencies (non-business entities)</b>												
<b>Current</b>												
		43.0	42.6	44.5	46.5	2.6%	8.6%	53.6	55.8	58.1	7.7%	7.2%
	Ports Regulator of South Africa	43.0	42.6	44.5	46.5	2.6%	8.6%	53.6	55.8	58.1	7.7%	7.2%
<b>Public corporations and private enterprises</b>												
<b>Other transfers to public corporations</b>												
<b>Capital</b>												
		–	–	–	1 020.0	–	49.8%	883.4	91.1	–	-100.0%	41.9%
	Development Bank of Southern Africa: Infrastructure Fund: Phase 2B Cape Town Container Terminal expansion	–	–	–	–	–	–	883.4	91.1	–	–	41.9%
	Development Bank of Southern Africa: Infrastructure Fund: Durban Container Terminal	–	–	–	1 020.0	–	49.8%	–	–	–	-100.0%	–
<b>Foreign governments and international organisations</b>												
<b>Current</b>												
		0.8	1.0	1.1	2.7	49.3%	0.3%	2.9	3.0	3.1	3.7%	0.4%
	International Maritime Organisation	0.4	0.5	0.6	2.3	75.3%	0.2%	2.3	2.4	2.5	3.7%	0.3%
	Indian Ocean memorandum of understanding	0.4	0.5	0.5	0.5	6.8%	0.1%	0.5	0.5	0.6	3.7%	0.1%

## Personnel information

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

Number of posts estimated for 31 March 2026		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													
Number of funded posts	Number of posts additional to the establishment	2024/25		2025/26			2026/27		2027/28		2028/29		2025/26 - 2028/29	2026/27 - 2028/29						
		Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost							
<b>Maritime Transport</b>		<b>31</b>	<b>–</b>	<b>32</b>	<b>31.9</b>	<b>1.0</b>	<b>28</b>	<b>31.2</b>	<b>1.1</b>	<b>25</b>	<b>30.0</b>	<b>1.2</b>	<b>24</b>	<b>31.4</b>	<b>1.3</b>	<b>24</b>	<b>32.4</b>	<b>1.4</b>	<b>-4.8%</b>	<b>100.0%</b>
1–6	5	–	5	1.5	0.3	5	1.8	0.4	5	1.9	0.4	4	1.7	0.4	4	1.8	0.4	-3.9%	19.0%	
7–10	14	–	15	12.8	0.9	11	11.0	1.0	9	8.8	1.0	9	9.2	1.1	8	9.0	1.1	-10.7%	34.6%	
11–12	5	–	5	5.6	1.1	3	3.9	1.1	3	4.1	1.2	3	4.4	1.3	3	4.6	1.3	–	14.1%	
13–16	7	–	7	12.1	1.7	8	14.5	1.8	8	15.2	1.9	8	16.0	2.0	8	16.9	2.1	–	32.3%	

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 the accessibility, quality and reliability of public transport by March 2027 by distributing 10 000 bicycles to municipalities for the Shova Kalula programme.
- Improve the safety and security of public transport on an ongoing basis by:
  - scrapping and paying for all qualifying old taxis submitted as part of the taxi recapitalisation programme on an ongoing basis
  - implementing the national strategic plan to end gender-based violence and femicide in the taxi industry on an ongoing basis.
- Improve accessibility, quality and reliability of public transport by assisting 11 municipalities in planning, implementing and operating integrated public transport network programmes on an ongoing basis.

## 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 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 tax 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 transferring 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 help provide 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 (%)
	2022/23	2023/24	2024/25				2025/26	2022/23 - 2025/26	2026/27		
R million											
Public Transport Regulation	29.5	30.9	33.8	42.5	13.0%	0.2%	54.6	56.9	58.7	11.3%	0.4%
Rural and Scholar Transport	10.0	39.0	29.9	44.3	64.3%	0.2%	45.3	47.1	48.6	3.1%	0.3%
Public Transport Industry Development	155.3	162.5	189.0	206.7	10.0%	1.2%	207.0	218.0	224.9	2.8%	1.5%
Public Transport Oversight	13 508.9	14 022.9	14 504.7	16 330.8	6.5%	98.1%	14 439.6	13 604.2	13 129.8	-7.0%	97.4%
Public Transport Administration Support	10.5	18.5	29.5	21.4	27.0%	0.1%	16.3	17.0	17.5	-6.5%	0.1%
Public Transport Network Development	9.3	12.2	21.4	33.3	53.2%	0.1%	34.7	36.1	37.1	3.6%	0.3%
<b>Total</b>	<b>13 723.4</b>	<b>14 286.1</b>	<b>14 808.4</b>	<b>16 679.0</b>	<b>6.7%</b>	<b>100.0%</b>	<b>14 797.3</b>	<b>13 979.4</b>	<b>13 516.5</b>	<b>-6.8%</b>	<b>100.0%</b>
Change to 2025 Budget estimate				-			(2 596.3)	(2 891.6)	(4 111.9)		
<b>Economic classification</b>											
<b>Current payments</b>	<b>213.0</b>	<b>261.9</b>	<b>303.3</b>	<b>347.9</b>	<b>17.8%</b>	<b>1.9%</b>	<b>357.4</b>	<b>374.8</b>	<b>386.3</b>	<b>3.6%</b>	<b>2.6%</b>
Compensation of employees	62.9	63.5	67.5	72.1	4.7%	0.4%	75.4	78.9	81.3	4.1%	0.6%
Goods and services	150.0	198.4	235.8	275.7	22.5%	1.4%	282.0	295.9	305.0	3.4%	2.1%
of which:											
Minor assets	0.0	0.6	0.0	2.0	317.5%	0.0%	1.2	1.3	1.4	-11.3%	0.0%
Communication	0.7	8.0	19.5	1.3	20.3%	0.0%	1.3	1.6	1.6	8.0%	0.0%
Consultants: Business and advisory services	142.8	152.4	188.7	239.6	18.8%	1.2%	248.1	259.9	267.9	3.8%	1.8%
Inventory: Other supplies	0.6	27.7	15.0	22.1	233.5%	0.1%	22.9	23.6	24.4	3.4%	0.2%
Travel and subsistence	4.7	5.5	5.7	7.4	16.2%	0.0%	5.2	5.9	6.1	-6.0%	0.0%
Training and development	-	-	0.5	2.0	-	0.0%	2.1	2.3	2.4	5.5%	0.0%
<b>Transfers and subsidies</b>	<b>13 509.4</b>	<b>14 023.4</b>	<b>14 504.7</b>	<b>16 330.8</b>	<b>6.5%</b>	<b>98.1%</b>	<b>14 439.6</b>	<b>13 604.2</b>	<b>13 129.8</b>	<b>-7.0%</b>	<b>97.4%</b>
Provinces and municipalities	13 103.3	13 597.0	13 815.0	15 626.0	6.0%	94.4%	14 120.0	13 253.9	12 762.7	-6.5%	94.9%
Public corporations and private enterprises	-	-	380.2	362.9	-	1.2%	112.9	115.7	119.3	-31.0%	0.8%
Non-profit institutions	27.5	28.7	30.0	31.3	4.5%	0.2%	32.6	33.9	34.9	3.7%	0.2%
Households	378.7	397.8	279.6	310.6	-6.4%	2.3%	174.1	200.8	212.9	-11.8%	1.4%
<b>Payments for capital assets</b>	<b>1.0</b>	<b>0.8</b>	<b>0.3</b>	<b>0.3</b>	<b>-29.6%</b>	<b>0.0%</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>3.7%</b>	<b>0.0%</b>
Machinery and equipment	1.0	0.8	0.3	0.3	-29.6%	0.0%	0.4	0.4	0.4	3.7%	0.0%
<b>Payments for financial assets</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>-</b>	<b>-100.0%</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>13 723.4</b>	<b>14 286.1</b>	<b>14 808.4</b>	<b>16 679.0</b>	<b>6.7%</b>	<b>100.0%</b>	<b>14 797.3</b>	<b>13 979.4</b>	<b>13 516.5</b>	<b>-6.8%</b>	<b>100.0%</b>
<b>Proportion of total programme expenditure to vote expenditure</b>	<b>13.3%</b>	<b>18.3%</b>	<b>17.4%</b>	<b>15.6%</b>	<b>-</b>	<b>-</b>	<b>14.5%</b>	<b>14.1%</b>	<b>12.0%</b>	<b>-</b>	<b>-</b>

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

Details of transfers and subsidies		Audited outcome			Adjusted appropriation	Average growth rate (%)	Average Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average Expenditure/ Total (%)
		2022/23	2023/24	2024/25	2025/26	2022/23 - 2025/26	2026/27	2027/28	2028/29	2025/26 - 2028/29	2026/27 - 2028/29	
R million												
<b>Households</b>												
<b>Social benefits</b>												
<b>Current</b>		0.5	0.5	0.0	–	-100.0%	–	–	–	–	–	–
Employee social benefits		0.5	0.5	0.0	–	-100.0%	–	–	–	–	–	–
<b>Other transfers to households</b>												
<b>Current</b>		378.1	397.3	279.6	310.6	-6.3%	2.3%	174.1	200.8	212.9	-11.8%	1.4%
Taxi recapitalisation		378.1	397.3	279.6	310.6	-6.3%	2.3%	174.1	200.8	212.9	-11.8%	1.4%
<b>Public corporations and private enterprises</b>												
<b>Other transfers to private enterprises</b>												
<b>Current</b>		–	–	380.2	362.9	–	1.2%	112.9	115.7	119.3	-31.0%	0.8%
Taxi Recapitalisation South Africa: Taxi empowerment projects		–	–	80.2	110.0	–	0.3%	112.9	115.7	119.3	2.7%	0.8%
Taxi Recapitalisation South Africa: Once-off taxi gratuity		–	–	300.0	252.9	–	0.9%	–	–	–	-100.0%	–
<b>Non-profit institutions</b>												
<b>Current</b>		27.5	28.7	30.0	31.3	4.5%	0.2%	32.6	33.9	34.9	3.7%	0.2%
South African National Tax Council		27.5	28.7	30.0	31.3	4.5%	0.2%	32.6	33.9	34.9	3.7%	0.2%
<b>Provinces and municipalities</b>												
<b>Provincial revenue funds</b>												
<b>Current</b>		7 090.4	7 402.9	7 735.4	8 081.9	4.5%	50.9%	8 408.6	8 744.1	9 015.9	3.7%	61.9%
Public transport operations grant		7 090.4	7 402.9	7 735.4	8 081.9	4.5%	50.9%	8 408.6	8 744.1	9 015.9	3.7%	61.9%
<b>Municipal bank accounts</b>												
<b>Capital</b>		6 012.9	6 194.0	6 079.6	7 544.1	7.9%	43.4%	5 711.4	4 509.8	3 746.8	-20.8%	33.0%
Public transport network grant		6 012.9	6 194.0	6 079.6	7 544.1	7.9%	43.4%	5 711.4	4 509.8	3 746.8	-20.8%	33.0%

## Personnel information

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

Number of posts estimated for 31 March 2026			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								2025/26 - 2028/29
			2024/25		2025/26		2026/27		2027/28		2028/29						
Public Transport			Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost
Salary level	90	12	94	67.5	0.7	91	72.1	0.8	90	75.4	0.8	90	78.9	0.9	87	81.3	0.9
1 – 6	13	–	11	8.8	0.8	12	10.0	0.9	11	10.1	0.9	11	10.1	0.9	11	10.7	1.0
7 – 10	33	–	34	20.5	0.6	32	20.4	0.6	32	21.4	0.7	32	22.6	0.7	29	22.0	0.8
11 – 12	15	–	14	14.5	1.0	14	15.5	1.1	14	16.3	1.2	14	17.1	1.2	14	18.1	1.3
13 – 16	17	–	17	22.2	1.3	18	25.0	1.4	18	26.3	1.5	18	27.7	1.5	18	29.2	1.6
Other	12	12	18	1.6	0.1	15	1.3	0.1	15	1.3	0.1	15	1.3	0.1	15	1.3	0.1

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

2. Rand million.

## Programme 8: State-owned Companies Governance Assurance and Performance

### Programme purpose

Oversee the governance and performance of the department's state-owned entities.

### Objectives

- Improve corporate governance of the department's entities and strengthen its oversight function annually by:
  - submitting the shareholder compacts and performance agreements of 14 public entities to the minister for approval

- submitting the corporate plans, strategic plans and annual performance plans of entities to the minister for approval
- submitting the annual shareholder-led board evaluation reports to the minister for consideration.

## Subprogrammes

- *Technical Services* provides technical advisory services through feasibility studies, approvals, budgets, strategic/corporate plans and annual reports of the department's public entities.
- *Public Entity Oversight* provides financial assessments of state-owned companies, and coordinates and ensures compliance with performance and financial requirements.
- *Governance Services* facilitates, monitors and evaluates the implementation of good governance frameworks.
- *State-owned Companies Risk and Ethics* provides for the risk profiling of state-owned companies and the development of mitigation strategies to support the department as shareholder.
- *Business Enhancement Services* provides sector business enhancement services to enable the shareholder to enhance the strategic operations of its state-owned companies.
- *State-owned Companies Governance Assurance and Performance Administrative Support* provides strategic leadership and administrative support to the programme.

## Expenditure trends and estimates

**Table 40.20 State-owned Companies Governance Assurance and Performance 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 (%)
	2022/23	2023/24	2024/25				2025/26	2026/27	2027/28		
R million					2022/23 - 2025/26		2026/27	2027/28	2028/29	2025/26 - 2028/29	2026/27 - 2028/29
Technical Services	8.3	10.3	9.4	10.2	6.9%	–	10.8	11.3	11.7	4.5%	–
Public Entity Oversight	8 434.1	7.9	10.9	16.8	-87.4%	–	17.5	18.3	18.9	4.1%	–
Governance Services	9.8	21.5	10.7	13.3	10.7%	–	13.9	17.9	18.4	11.6%	–
State-owned Companies Risk and Ethics	2.8	3.3	2.8	3.3	5.2%	–	3.5	3.6	3.8	4.6%	–
Business Enhancement Services	3.1	3.3	3.4	3.0	-1.4%	–	3.2	3.4	3.5	5.4%	–
State-owned Companies Governance Assurance and Performance Administrative Support	8.3	9.0	6.1	7.5	-3.1%	–	8.0	8.3	8.6	4.5%	–
Change to 2025 Budget estimate				(54.0)			(56.9)	(63.0)	(65.9)		
<b>Economic classification</b>											
<b>Current payments</b>	<b>46.0</b>	<b>54.5</b>	<b>43.3</b>	<b>52.9</b>	<b>4.8%</b>	–	<b>55.7</b>	<b>61.6</b>	<b>63.5</b>	<b>6.3%</b>	–
Compensation of employees	38.8	33.1	28.2	42.8	3.4%	–	44.7	46.8	48.2	4.0%	–
Goods and services	7.2	21.4	15.1	10.1	11.8%	–	10.9	14.8	15.3	14.9%	–
of which:						–					–
Advertising	0.3	0.1	0.2	0.6	29.8%	–	0.6	0.6	0.6	3.8%	–
Communication	0.3	0.4	0.6	0.5	14.5%	–	0.7	0.6	0.6	4.8%	–
Consultants: Business and advisory services	2.4	2.6	4.2	3.0	7.7%	–	3.0	2.9	3.0	-0.1%	–
Legal services	2.2	14.6	1.8	2.8	7.8%	–	2.8	7.1	7.3	38.6%	–
Contractors	0.0	0.1	0.7	0.7	199.9%	–	0.7	0.7	0.7	2.2%	–
Travel and subsistence	1.6	2.7	1.8	1.9	6.6%	–	2.6	2.2	2.3	5.7%	–
<b>Payments for capital assets</b>	<b>0.9</b>	<b>0.8</b>	–	<b>1.1</b>	<b>6.8%</b>	–	<b>1.2</b>	<b>1.3</b>	<b>1.3</b>	<b>4.2%</b>	–
Machinery and equipment	0.9	0.8	–	1.1	6.8%	–	1.2	1.3	1.3	4.2%	–
<b>Payments for financial assets</b>	<b>8 419.5</b>	–	–	–	<b>-100.0%</b>	–	–	–	–	–	–
<b>Proportion of total programme expenditure to vote expenditure</b>					–	–				–	–

## Personnel information

**Table 40.21 State-owned Companies Governance Assurance and Performance personnel numbers and cost by salary level<sup>1</sup>**

Number of posts estimated for 31 March 2026			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										
			2024/25			2025/26			2026/27		2027/28		2028/29		2025/26 - 2028/29	2026/27 - 2028/29			
State-owned Companies Governance Assurance and Performance			Number	Unit Cost	Unit cost	Number	Unit Cost	Unit cost	Number	Unit Cost	Unit cost	Number	Unit Cost	Unit cost	Number	Unit Cost	Unit cost		
Salary level	37	–	33	28.2	0.9	44	42.8	1.0	43	44.7	1.0	42	46.8	1.1	39	48.2	1.2	-3.5%	100.0%
1 – 6	5	–	5	1.7	0.3	6	2.0	0.4	5	1.9	0.4	4	1.6	0.4	1	0.5	0.4	-39.8%	8.2%
7 – 10	10	–	10	5.2	0.5	11	6.3	0.6	11	6.6	0.6	11	7.0	0.6	11	7.4	0.7	–	26.6%
11 – 12	11	–	9	8.3	0.9	11	10.6	1.0	11	11.2	1.0	11	11.8	1.1	11	12.4	1.1	–	26.6%
13 – 16	11	–	9	13.0	1.4	16	23.9	1.5	16	25.1	1.6	16	26.4	1.7	16	27.9	1.7	–	38.7%

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

2. Rand million.

## Entities

### Air Traffic Navigation Services Company

#### Selected performance indicators

**Table 40.22 Air Traffic and Navigation Services Company performance indicators by programme/objective/activity and related outcome**

Indicator	Programme/Objective/Activity	MTDP outcome	Audited performance			Estimated performance	MTEF targets		
			2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
Number of air traffic safety incidents per year (per 100 000 flights)	Communication	Increased infrastructure investment, access and efficiency	7	2	2	2	2	2	2
Number of serious air traffic safety incidents per year (per 100 000 flight hours)	Surveillance		3	4	4	4	4	4	4
Average delay in seconds per delayed flight per year	Surveillance		360	360	360	360	360	360	360
Average communication system availability percentage per year	Communication		99.67%	99.67%	99.67%	99.67%	99.67%	99.68%	99.67%
Average navigation system availability percentage per year	Investigations		98.65%	98.65%	98.65%	98.65%	98.65%	98.65%	98.66%
Average surveillance system availability percentage per year	Surveillance		99.77%	99.77%	99.77%	99.77%	99.77%	99.77%	99.77%

#### Entity overview

The Air Traffic and Navigation Services Company is a schedule 2 public entity established in terms of the Air Traffic and Navigation Services Act (1993). It is mandated to provide safe, orderly and efficient air traffic navigation and associated services to the air traffic management community. The company operates in line with the standards and practices of the International Civil Authority Organisation, and the regulations and standards of the South African Civil Aviation Authority.

The company has a budget of R7.3 billion over the medium term, increasing at an average annual rate of 5.2 per cent, from R2.2 billion in 2025/26 to R2.5 billion in 2028/29. Spending on compensation of employees comprises an estimated 65.6 per cent (R4.8 billion) of total expenditure over the period ahead, while spending on goods and services accounts for an estimated 23.7 per cent (R1.7 billion).

As a self-funded company, the company expects to generate 97.2 per cent (R7.1 billion) of its revenue over the medium term from the calibration and aeronautical services it provides to the aviation industry. Revenue is expected to increase at an average annual rate of 5.3 per cent, from R2.2 billion in 2025/26 to R2.6 billion in 2028/29.

## Programmes/Objectives/Activities

**Table 40.23 Air Traffic and Navigation Services Company Limited 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 (%)
	2022/23	2023/24	2024/25				2025/26	2022/23 - 2025/26	2026/27		
R million											
Administration	240.6	281.2	295.0	350.4	13.3%	16.0%	368.7	384.2	407.8	5.2%	16.0%
Communication	751.9	885.8	922.0	1 094.9	13.3%	50.0%	1 152.1	1 200.6	1 274.4	5.2%	50.0%
Investigations	75.2	88.6	92.2	109.5	13.3%	5.0%	115.2	120.1	127.4	5.2%	5.0%
Surveillance	120.3	141.7	147.5	175.2	13.3%	8.0%	184.3	192.1	203.9	5.2%	8.0%
Display Systems	15.0	17.7	18.4	21.9	13.3%	1.0%	23.0	24.0	25.5	5.2%	1.0%
Simulator	300.7	354.3	368.8	438.0	13.3%	20.0%	460.9	480.2	509.8	5.2%	20.0%
<b>Total</b>	<b>1 503.7</b>	<b>1 769.2</b>	<b>1 843.9</b>	<b>2 189.9</b>	<b>13.3%</b>	<b>100.0%</b>	<b>2 304.3</b>	<b>2 401.2</b>	<b>2 548.8</b>	<b>5.2%</b>	<b>100.0%</b>

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

**Table 40.24 Air Traffic and Navigation Services Company Limited 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 (%)
	2022/23	2023/24	2024/25				2025/26	2022/23 - 2025/26	2026/27		
R million											
<b>Revenue</b>											
<b>Non-tax revenue</b>	<b>1 456.6</b>	<b>1 795.2</b>	<b>1 866.2</b>	<b>2 206.4</b>	<b>14.8%</b>	<b>99.9%</b>	<b>2 310.5</b>	<b>2 436.9</b>	<b>2 573.6</b>	<b>5.3%</b>	<b>100.0%</b>
Sale of goods and services other than capital assets	1 395.7	1 728.3	1 793.7	2 130.1	15.1%	96.2%	2 224.3	2 368.7	2 520.2	5.8%	97.2%
Other non-tax revenue	60.9	66.8	72.5	76.3	7.8%	3.8%	86.2	68.2	53.4	-11.3%	2.8%
Transfers received	5.3	-	-	-	-100.0%	0.1%	-	-	-	-	-
<b>Total revenue</b>	<b>1 461.9</b>	<b>1 795.2</b>	<b>1 866.2</b>	<b>2 206.4</b>	<b>14.7%</b>	<b>100.0%</b>	<b>2 310.5</b>	<b>2 436.9</b>	<b>2 573.6</b>	<b>5.3%</b>	<b>100.0%</b>
<b>Expenses</b>											
<b>Current expenses</b>	<b>1 503.7</b>	<b>1 731.9</b>	<b>1 829.5</b>	<b>2 183.8</b>	<b>13.2%</b>	<b>99.2%</b>	<b>2 302.0</b>	<b>2 388.0</b>	<b>2 539.6</b>	<b>5.2%</b>	<b>99.7%</b>
Compensation of employees	850.4	1 031.7	1 104.3	1 356.7	16.9%	59.4%	1 465.0	1 582.2	1 708.8	8.0%	65.6%
Goods and services	477.6	516.8	520.4	632.6	9.8%	29.4%	585.6	554.8	577.8	-3.0%	23.7%
Depreciation	162.5	157.5	168.8	157.6	-1.0%	8.8%	200.6	208.6	217.0	11.3%	8.6%
Interest, dividends and rent on land	13.3	25.9	36.0	36.8	40.4%	1.5%	50.8	42.3	36.0	-0.7%	1.8%
Transfers and subsidies	-	37.4	14.4	6.1	-	0.8%	2.3	13.2	9.2	14.5%	0.3%
<b>Total expenses</b>	<b>1 503.7</b>	<b>1 769.2</b>	<b>1 843.9</b>	<b>2 189.9</b>	<b>13.3%</b>	<b>100.0%</b>	<b>2 304.3</b>	<b>2 401.2</b>	<b>2 548.8</b>	<b>5.2%</b>	<b>100.0%</b>
<b>Surplus/(Deficit)</b>	<b>(41.8)</b>	<b>25.9</b>	<b>22.3</b>	<b>16.5</b>	<b>-173.4%</b>		<b>6.2</b>	<b>35.7</b>	<b>24.8</b>	<b>14.5%</b>	
<b>Cash flow statement</b>											
<b>Cash flow from operating activities</b>	<b>156.6</b>	<b>240.7</b>	<b>199.0</b>	<b>174.1</b>	<b>3.6%</b>	<b>100.0%</b>	<b>215.5</b>	<b>244.4</b>	<b>243.4</b>	<b>11.8%</b>	<b>100.0%</b>
<b>Receipts</b>											
<b>Non-tax receipts</b>	<b>1 413.6</b>	<b>1 793.0</b>	<b>1 866.2</b>	<b>2 206.4</b>	<b>16.0%</b>	<b>100.0%</b>	<b>2 319.2</b>	<b>2 436.9</b>	<b>2 573.6</b>	<b>5.3%</b>	<b>100.0%</b>
Sales of goods and services other than capital assets	1 395.7	1 728.3	1 793.7	2 130.1	15.1%	96.8%	2 233.0	2 368.7	2 520.2	5.8%	97.2%
Other tax receipts	17.9	64.6	72.5	76.3	62.2%	3.2%	86.2	68.2	53.4	-11.3%	2.8%
Financial transactions in assets and liabilities	-	2.2	-	-	-	-	-	-	-	-	-
<b>Total receipts</b>	<b>1 413.6</b>	<b>1 795.2</b>	<b>1 866.2</b>	<b>2 206.4</b>	<b>16.0%</b>	<b>100.0%</b>	<b>2 319.2</b>	<b>2 436.9</b>	<b>2 573.6</b>	<b>5.3%</b>	<b>100.0%</b>
<b>Payment</b>											
<b>Current payments</b>	<b>1 259.2</b>	<b>1 517.1</b>	<b>1 647.3</b>	<b>2 026.2</b>	<b>17.2%</b>	<b>99.1%</b>	<b>2 101.4</b>	<b>2 179.3</b>	<b>2 321.0</b>	<b>4.6%</b>	<b>99.6%</b>
Compensation of employees	850.4	1 031.7	1 104.3	1 356.7	16.9%	66.7%	1 465.0	1 582.2	1 708.8	8.0%	71.8%
Goods and services	395.7	459.5	507.0	632.6	16.9%	30.6%	585.6	554.8	577.8	-3.0%	25.9%
Interest and rent on land	13.2	25.9	36.0	36.8	40.8%	1.7%	50.8	42.3	34.4	-2.3%	1.9%
Transfers and subsidies	(2.3)	37.4	14.4	6.1	-239.2%	0.9%	2.3	13.2	9.2	14.5%	0.4%
Payments for financial assets	-	-	5.4	-	-	0.1%	-	-	-	-	-
<b>Total payments</b>	<b>1 257.0</b>	<b>1 554.5</b>	<b>1 667.2</b>	<b>2 032.3</b>	<b>17.4%</b>	<b>100.0%</b>	<b>2 103.7</b>	<b>2 192.5</b>	<b>2 330.1</b>	<b>4.7%</b>	<b>100.0%</b>
<b>Net cash flow from investing activities</b>	<b>(160.9)</b>	<b>(223.0)</b>	<b>(150.8)</b>	<b>(417.2)</b>	<b>37.4%</b>	<b>100.0%</b>	<b>(544.5)</b>	<b>(407.8)</b>	<b>(249.3)</b>	<b>-15.8%</b>	<b>100.0%</b>
Acquisition of property, plant, equipment and intangible assets	(161.0)	(223.3)	(150.9)	(417.2)	37.3%	100.0%	(544.5)	(407.8)	(249.3)	-15.8%	100.0%
Proceeds from the sale of property, plant, equipment and intangible assets	0.1	0.3	0.1	-	-100.0%	-	-	-	-	-	-
<b>Net cash flow from financing activities</b>	<b>170.6</b>	<b>150.0</b>	<b>218.2</b>	<b>(86.5)</b>	<b>-179.7%</b>	<b>100.0%</b>	<b>(86.5)</b>	<b>(86.2)</b>	<b>(84.4)</b>	<b>-0.8%</b>	<b>100.0%</b>
Borrowing activities	186.6	160.8	235.0	(69.0)	-171.8%	113.5%	(69.0)	(69.0)	(69.0)	-	80.5%
Repayment of finance leases	(16.0)	(10.8)	(16.9)	(17.6)	3.2%	-13.5%	(17.6)	(17.2)	(15.4)	-4.2%	19.5%
<b>Net increase/(decrease) in cash and cash equivalents</b>	<b>166.4</b>	<b>167.7</b>	<b>266.4</b>	<b>(329.6)</b>	<b>-225.6%</b>	<b>100.0%</b>	<b>(415.5)</b>	<b>(249.6)</b>	<b>(90.3)</b>	<b>-35.1%</b>	<b>100.0%</b>

**Table 40.24 Air Traffic and Navigation Services Company Limited statements of financial performance, cash flow and financial position (continued)**

Statement of financial position		Revised estimate	Average growth rate (%)	Average Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average Expenditure/ Total (%)		
Audited outcome					2026/27	2027/28	2028/29				
R million	2022/23	2023/24	2024/25	2025/26	2022/23 - 2025/26	2026/27	2027/28	2028/29	2025/26 - 2028/29	2026/27 - 2028/29	
Carrying value of assets of which:	1 383.7	1 363.5	1 361.1	1 478.2	2.2%	48.9%	1 754.5	1 953.7	1 986.0	10.3%	58.7%
Acquisition of assets	(161.0)	(223.3)	(150.9)	(417.2)	37.3%	100.0%	(544.5)	(407.8)	(249.3)	-15.8%	100.0%
Loans	19.4	20.4	20.2	20.5	1.9%	0.7%	19.2	19.2	19.2	-2.2%	0.6%
Receivables and prepayments	162.6	206.4	249.1	243.3	14.4%	7.5%	239.7	226.2	238.8	-0.6%	7.3%
Cash and cash equivalents	617.8	887.4	1 222.6	1 241.1	26.2%	34.8%	1 049.0	822.2	728.7	-16.3%	26.8%
Taxation	249.9	222.1	223.3	223.6	-3.6%	8.0%	224.1	213.2	205.0	-2.9%	6.6%
<b>Total assets</b>	<b>2 433.4</b>	<b>2 699.8</b>	<b>3 076.4</b>	<b>3 206.7</b>	<b>9.6%</b>	<b>100.0%</b>	<b>3 286.5</b>	<b>3 234.5</b>	<b>3 177.8</b>	<b>-0.3%</b>	<b>100.0%</b>
Accumulated surplus/(deficit)	1 711.6	1 735.3	1 757.2	1 764.5	1.0%	61.0%	1 769.2	1 806.1	1 833.8	1.3%	55.8%
Capital and reserves	190.6	190.6	394.6	190.6	-	8.5%	613.2	613.2	613.2	47.6%	19.0%
Borrowings	183.1	344.7	462.8	394.0	29.1%	12.1%	329.2	260.2	191.3	-21.4%	8.0%
Finance lease	126.3	104.2	98.8	129.4	0.8%	4.0%	61.7	44.5	29.0	-39.3%	1.4%
Deferred income	-	-	-	382.2	-	3.3%	-	-	-	-100.0%	-
Trade and other payables	197.2	230.4	260.8	252.9	8.7%	8.2%	357.5	354.7	354.7	11.9%	11.0%
Taxation	-	0.2	-	-	-	-	-	-	-	-	-
Provisions	22.8	86.3	85.7	82.1	53.3%	2.4%	138.7	138.7	138.7	19.1%	4.3%
Derivatives financial instruments	1.7	8.1	16.4	10.9	85.2%	0.3%	17.0	17.0	17.0	16.2%	0.5%
<b>Total equity and liabilities</b>	<b>2 433.4</b>	<b>2 699.8</b>	<b>3 076.4</b>	<b>3 206.7</b>	<b>9.6%</b>	<b>100.0%</b>	<b>3 286.5</b>	<b>3 234.5</b>	<b>3 177.8</b>	<b>-0.3%</b>	<b>100.0%</b>

## Personnel information

**Table 40.25 Air Traffic and Navigation Services Company Limited personnel numbers and cost by salary level**

Number of funded posts	Number of posts estimated for 31 March 2026		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 posts on approved establishment	Number of posts	Actual		Revised estimate		Medium-term expenditure estimate												
			2024/25	2025/26	2026/27	2027/28	2028/29	2025/26 - 2028/29	2026/27 - 2028/29										
Air Traffic and Navigation Services Company Limited																			
Salary level	1 260	1 260	1 214	1 104.3	0.9	1 260	1 356.7	1.1	1 260	1 465.0	1.2	1 260	1 582.2	1.3	1 260	1 708.8	1.4	-	100.0%
1 - 6	-	-	-	92.1	-	-	107.6	-	-	116.2	-	-	125.5	-	-	135.5	-	-	-
7 - 10	72	72	72	26.1	0.4	72	32.8	0.5	72	35.5	0.5	72	38.3	0.5	72	41.3	0.6	-	5.7%
11 - 12	1 088	1 088	1 042	797.6	0.8	1 088	995.8	0.9	1 088	1 075.2	1.0	1 088	1 161.3	1.1	1 088	1 254.2	1.2	-	86.4%
13 - 16	69	69	69	98.8	1.4	69	107.6	1.6	69	116.2	1.7	69	125.5	1.8	69	135.5	2.0	-	5.5%
17 - 22	30	30	30	89.7	3.0	30	112.9	3.7	30	121.9	4.0	30	131.7	4.3	30	142.2	4.7	-	2.4%

1. Rand million.

## Airports Company South Africa

### Selected performance indicators

**Table 40.26 Airports Company South Africa performance indicators by programme/objective/activity and related outcome**

Indicator	Programme/Objective/Activity	MTDP outcome	Audited performance			Estimated performance	MTEF targets		
			2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
Number of departing passengers accommodated at national airports per year	Operations management	Increased infrastructure investment, access and efficiency	13.6 million	18.3 million	19.2 million	20 million	20.7 million	21.4 million	22.1 million
Number of arrival aircraft accommodated at all airports per year	Operations management		193 247	201 832	232 594	243 428	249 014	254 843	233 614
Aeronautical revenue per departing passenger per year	Operations management	Improved governance and performance of public entities	R178.36	R247.78	R262.32	R271.87	R400.88	R408.12	R412.56
Non-aeronautical revenue per departing passenger per year	Operations management		R82.51	R187.28	R202.46	R209.40	R229.82	R250.56	R253.29

## Entity overview

Airports Company South Africa is a schedule 2 public entity established in terms of the Airports Company Act (1993). The company owns and operates the 9 principal airports in South Africa, including the main international gateways: OR Tambo International Airport, Cape Town International Airport and King Shaka International Airport. As passenger numbers have recovered to pre-pandemic levels, the company is expected to sustain itself over the medium term.

The company projects expenditure to amount to about R29.8 billion over the MTEF period, of which compensation of employees accounts for 30.6 per cent (R9.1 billion) and goods and services 39.9 per cent (R11.9 billion). The company expects its revenue to increase at an average annual rate of 8.8 per cent, from R8.7 billion in 2025/26 to R11.3 billion in 2028/29, driven by growth in non-aeronautical revenue such as parking and retail space; as well as expected increases in aeronautical revenue, notably between 2025/26 and 2026/27. The notable increase in aeronautical revenue also contributes to the higher-than-average increase in is expected to lead to increased revenue between 2025/26 and 2026/7. The notable increase in aeronautical revenue results in increased revenue between 2025/26 and 2026/27. This is expected to fund an increase in expenditure at a projected average annual rate of 9.8 per cent, from R8 billion in 2025/26 to R10.6 billion in 2028/29.

## Programmes/Objectives/Activities

**Table 40.27 Airports Company South Africa 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 (%)
	2022/23	2023/24	2024/25	2025/26	2022/23 - 2025/26	2026/27	2027/28	2028/29	2025/26 - 2028/29	2026/27 - 2028/29	
R million											
Administration	4 070.7	4 077.4	3 824.2	3 756.2	-2.6%	52.9%	4 118.7	5 003.7	5 296.8	12.1%	48.5%
Information and technology	421.1	446.6	487.4	634.7	14.7%	6.7%	707.8	736.6	769.7	6.6%	7.4%
Airport security and safety	744.5	762.3	1 046.7	1 032.6	11.5%	12.1%	1 221.7	1 283.2	1 333.7	8.9%	12.9%
Operations management	1 661.1	1 880.8	2 280.9	2 616.1	16.3%	28.4%	2 932.1	3 103.9	3 243.2	7.4%	31.2%
<b>Total</b>	<b>6 897.4</b>	<b>7 167.0</b>	<b>7 639.2</b>	<b>8 039.7</b>	<b>5.2%</b>	<b>100.0%</b>	<b>8 980.2</b>	<b>10 127.4</b>	<b>10 643.5</b>	<b>9.8%</b>	<b>100.0%</b>

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

**Table 40.28 Airports Company South Africa 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 (%)
	2022/23	2023/24	2024/25	2025/26	2022/23 - 2025/26	2026/27	2027/28	2028/29	2025/26 - 2028/29	2026/27 - 2028/29	
R million											
<b>Revenue</b>											
<b>Non-tax revenue</b>	<b>6 431.4</b>	<b>7 639.2</b>	<b>8 764.6</b>	<b>8 735.3</b>	<b>10.7%</b>	<b>100.0%</b>	<b>9 799.6</b>	<b>10 823.3</b>	<b>11 263.5</b>	<b>8.8%</b>	<b>100.0%</b>
Sale of goods and services other than capital assets	6 065.2	7 028.4	7 922.9	8 735.3	12.9%	94.2%	9 799.6	10 823.3	11 263.5	8.8%	100.0%
Other non-tax revenue	366.2	610.8	841.7	—	-100.0%	5.8%	—	—	—	—	—
<b>Total revenue</b>	<b>6 431.4</b>	<b>7 639.2</b>	<b>8 764.6</b>	<b>8 735.3</b>	<b>10.7%</b>	<b>100.0%</b>	<b>9 799.6</b>	<b>10 823.3</b>	<b>11 263.5</b>	<b>8.8%</b>	<b>100.0%</b>
<b>Expenses</b>											
<b>Current expenses</b>	<b>6 677.0</b>	<b>6 184.5</b>	<b>6 983.9</b>	<b>7 650.8</b>	<b>4.6%</b>	<b>92.4%</b>	<b>8 555.2</b>	<b>9 841.0</b>	<b>10 344.2</b>	<b>10.6%</b>	<b>96.6%</b>
Compensation of employees	1 241.8	1 575.9	2 058.1	2 427.1	25.0%	24.6%	2 828.1	3 033.7	3 230.9	10.0%	30.6%
Goods and services	3 142.8	2 656.5	2 958.3	3 528.5	3.9%	41.3%	3 825.3	3 929.4	4 106.2	5.2%	39.9%
Depreciation	1 385.9	1 166.7	1 280.1	1 278.5	-2.7%	17.2%	1 535.2	1 576.0	1 646.8	8.8%	16.0%
Interest, dividends and rent on land	906.5	785.5	687.4	416.7	-22.8%	9.4%	366.6	1 301.9	1 360.3	48.3%	10.2%
Transfers and subsidies	220.4	982.5	655.4	388.8	20.8%	7.6%	425.0	286.4	299.3	-8.4%	3.4%
<b>Total expenses</b>	<b>6 897.4</b>	<b>7 167.0</b>	<b>7 639.2</b>	<b>8 039.7</b>	<b>5.2%</b>	<b>100.0%</b>	<b>8 980.2</b>	<b>10 127.4</b>	<b>10 643.5</b>	<b>9.8%</b>	<b>100.0%</b>
<b>Surplus/(Deficit)</b>	<b>(466.1)</b>	<b>472.2</b>	<b>1 125.4</b>	<b>695.7</b>	<b>-214.3%</b>		<b>819.4</b>	<b>695.9</b>	<b>620.0</b>	<b>-3.8%</b>	

**Table 40.28 Airports Company South Africa 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 (%)
	2022/23	2023/24	2024/25	2025/26	2022/23 - 2025/26	2026/27	2027/28	2028/29	2025/26 - 2028/29	2026/27 - 2028/29	
R million											
<b>Cash flow from operating activities</b>	<b>2 457.0</b>	<b>3 493.9</b>	<b>3 311.6</b>	<b>2 604.2</b>	<b>2.0%</b>	<b>100.0%</b>	<b>3 641.4</b>	<b>3 957.3</b>	<b>4 135.0</b>	<b>16.7%</b>	<b>100.0%</b>
<b>Receipts</b>											
<b>Non-tax receipts</b>	<b>6 596.3</b>	<b>7 979.1</b>	<b>8 437.5</b>	<b>8 621.6</b>	<b>9.3%</b>	<b>100.0%</b>	<b>9 325.1</b>	<b>9 967.2</b>	<b>10 414.7</b>	<b>6.5%</b>	<b>100.0%</b>
Sales of goods and services other than capital assets	6 331.9	7 707.6	7 922.9	8 621.6	10.8%	96.7%	9 325.1	9 967.2	10 414.7	6.5%	100.0%
Other sales	266.6	684.2	–	–	-100.0%	3.0%	–	–	–	–	–
Other tax receipts	264.4	271.5	514.6	–	-100.0%	3.3%	–	–	–	–	–
<b>Total receipts</b>	<b>6 596.3</b>	<b>7 979.1</b>	<b>8 437.5</b>	<b>8 621.6</b>	<b>9.3%</b>	<b>100.0%</b>	<b>9 325.1</b>	<b>9 967.2</b>	<b>10 414.7</b>	<b>6.5%</b>	<b>100.0%</b>
<b>Payment</b>											
<b>Current payments</b>	<b>4 164.2</b>	<b>4 087.6</b>	<b>4 936.7</b>	<b>5 435.9</b>	<b>9.3%</b>	<b>94.2%</b>	<b>5 683.7</b>	<b>6 009.8</b>	<b>6 279.7</b>	<b>4.9%</b>	<b>100.0%</b>
Compensation of employees	1 241.1	1 515.3	2 058.1	2 094.4	19.1%	34.9%	2 230.5	2 374.5	2 481.1	5.8%	39.4%
Goods and services	2 074.6	2 572.4	2 191.3	3 341.5	17.2%	51.5%	3 453.1	3 635.3	3 798.6	4.4%	60.6%
Interest and rent on land	848.5	–	687.4	–	-100.0%	7.8%	–	–	–	–	–
<b>Transfers and subsidies</b>	<b>(24.9)</b>	<b>397.5</b>	<b>189.1</b>	<b>581.6</b>	<b>-385.7%</b>	<b>5.8%</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>-100.0%</b>	<b>–</b>
<b>Total payments</b>	<b>4 139.3</b>	<b>4 485.2</b>	<b>5 125.9</b>	<b>6 017.5</b>	<b>13.3%</b>	<b>100.0%</b>	<b>5 683.7</b>	<b>6 009.8</b>	<b>6 279.7</b>	<b>1.4%</b>	<b>100.0%</b>
<b>Net cash flow from investing activities</b>	<b>(2 072.9)</b>	<b>(76.0)</b>	<b>(1 338.2)</b>	<b>(1 044.8)</b>	<b>-20.4%</b>	<b>100.0%</b>	<b>(1 091.8)</b>	<b>(1 142.0)</b>	<b>(1 193.3)</b>	<b>4.5%</b>	<b>100.0%</b>
Acquisition of property, plant, equipment and intangible assets	(382.3)	(400.5)	(816.2)	(1 044.8)	39.8%	58.3%	(1 091.8)	(1 142.0)	(1 193.3)	4.5%	100.0%
Investment property	(8.8)	(0.5)	(0.7)	–	-100.0%	0.2%	–	–	–	–	–
Acquisition of software and other intangible assets	(83.6)	(67.6)	(43.7)	–	-100.0%	4.3%	–	–	–	–	–
Proceeds from the sale of property, plant, equipment and intangible assets	11.8	0.2	–	–	-100.0%	-0.3%	–	–	–	–	–
Other flows from investing activities	(1 609.9)	392.3	(477.6)	–	-100.0%	37.4%	–	–	–	–	–
<b>Net cash flow from financing activities</b>	<b>751.2</b>	<b>(2 751.3)</b>	<b>(2 150.1)</b>	<b>(1 136.5)</b>	<b>-214.8%</b>	<b>100.0%</b>	<b>(1 187.6)</b>	<b>(1 242.2)</b>	<b>(1 298.0)</b>	<b>4.5%</b>	<b>100.0%</b>
Borrowing activities	751.2	(2 139.1)	(886.6)	(222.7)	-166.7%	47.2%	(232.7)	(243.4)	(254.4)	4.5%	19.6%
Other flows from financing activities	–	(612.3)	(1 263.5)	(913.8)	–	52.8%	(954.9)	(998.8)	(1 043.7)	4.5%	80.4%
<b>Net increase/(decrease) in cash and cash equivalents</b>	<b>1 135.3</b>	<b>666.5</b>	<b>(176.8)</b>	<b>422.9</b>	<b>-28.0%</b>	<b>100.0%</b>	<b>1 362.0</b>	<b>1 573.1</b>	<b>1 643.7</b>	<b>57.2%</b>	<b>100.0%</b>
<b>Statement of financial position</b>											
Carrying value of assets	24 434.8	24 171.8	24 082.9	23 996.2	-0.6%	78.0%	28 811.8	40 603.9	55 758.3	32.5%	92.2%
<i>of which:</i>											
<b>Acquisition of assets</b>	<b>(382.3)</b>	<b>(400.5)</b>	<b>(816.2)</b>	<b>(1 044.8)</b>	<b>39.8%</b>	<b>100.0%</b>	<b>(1 091.8)</b>	<b>(1 142.0)</b>	<b>(1 193.3)</b>	<b>4.5%</b>	<b>100.0%</b>
Investments	3 490.3	3 161.9	3 918.1	2 761.8	-7.5%	10.8%	2 761.8	426.1	426.1	-46.4%	2.7%
Inventory	1.8	1.8	3.0	1.8	0.7%	–	1.8	1.8	1.8	–	–
Receivables and prepayments	1 695.4	1 430.9	1 342.1	1 074.7	-14.1%	4.5%	1 205.8	1 329.0	1 735.7	17.3%	3.1%
Cash and cash equivalents	2 183.6	2 850.2	2 672.6	697.3	-31.6%	6.8%	782.4	862.4	1 126.3	17.3%	2.0%
Derivatives financial instruments	1.2	1.1	–	–	-100.0%	–	–	–	–	–	–
<b>Total assets</b>	<b>31 807.0</b>	<b>31 617.7</b>	<b>32 018.7</b>	<b>28 531.9</b>	<b>-3.6%</b>	<b>100.0%</b>	<b>33 563.7</b>	<b>43 223.1</b>	<b>59 048.2</b>	<b>27.4%</b>	<b>100.0%</b>
Accumulated surplus/(deficit)	17 275.1	17 780.8	18 859.5	15 417.9	-3.7%	55.9%	16 566.8	17 341.2	19 541.8	8.2%	39.3%
Capital and reserves	1 088.3	1 075.6	1 069.9	5 026.2	66.5%	6.7%	5 026.2	5 026.2	5 026.2	–	11.1%
Borrowings	10 963.6	8 982.1	7 559.4	3 571.4	-31.2%	25.1%	6 668.5	14 376.9	27 215.8	96.8%	35.5%
Deferred income	45.1	43.9	40.0	37.9	-5.6%	0.1%	37.9	37.9	37.9	–	0.1%
Trade and other payables	1 314.0	1 623.4	1 788.7	1 359.2	1.1%	4.9%	2 137.7	3 342.1	3 995.8	43.3%	7.0%
Taxation	938.5	1 650.0	2 047.0	791.5	-5.5%	4.4%	798.7	771.0	902.9	4.5%	1.8%
Provisions	182.5	461.9	654.2	25.8	-47.9%	1.1%	25.8	25.8	25.8	–	0.1%
Derivatives financial instruments	0.1	–	–	2 302.1	2 857.4%	1.9%	2 302.1	2 302.1	2 302.1	–	5.1%
<b>Total equity and liabilities</b>	<b>31 807.0</b>	<b>31 617.7</b>	<b>32 018.7</b>	<b>28 531.9</b>	<b>-3.6%</b>	<b>100.0%</b>	<b>33 563.7</b>	<b>43 223.1</b>	<b>59 048.2</b>	<b>27.4%</b>	<b>100.0%</b>

## Personnel information

**Table 40.29 Airports Company South Africa personnel numbers and cost by salary level**

Number of posts estimated for 31 March 2026		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												
		2024/25			2025/26			2026/27		2027/28		2028/29		2025/26 - 2028/29	2026/27 - 2028/29					
		Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost				
Airports Company South Africa		3 871	3 871	3 827	2 058.1	0.5	3 871	2 427.1	0.6	3 871	2 828.1	0.7	3 871	3 033.7	0.8	3 871	3 230.9	0.8	-0.0%	100.0%
Salary level		2 512	2 512	2 492	974.8	0.4	2 512	1 223.2	0.5	2 512	1 542.0	0.6	2 512	1 654.2	0.7	2 511	1 754.4	0.7	-0.0%	64.9%
1 – 6	2 512	2 512	2 492	974.8	0.4	2 512	1 223.2	0.5	2 512	1 542.0	0.6	2 512	1 654.2	0.7	2 511	1 754.4	0.7	-0.0%	64.9%	
7 – 10	933	933	920	514.0	0.6	933	571.9	0.6	933	610.9	0.7	933	655.3	0.7	933	701.3	0.8	-	24.1%	
11 – 12	204	204	197	197.3	1.0	204	222.0	1.1	204	237.2	1.2	204	254.4	1.2	204	272.3	1.3	-	5.3%	
13 – 16	208	208	204	306.8	1.5	208	339.7	1.6	208	362.9	1.7	208	389.3	1.9	208	416.6	2.0	-	5.4%	
17 – 22	15	15	15	65.2	4.3	15	70.3	4.7	15	75.1	5.0	15	80.6	5.4	15	86.2	5.7	-	0.4%	

1. Rand million.

## Cross-Border Road Transport Agency

### Selected performance indicators

**Table 40.30 Cross-Border Road Transport Agency performance indicators by programme/objective/activity and related outcome**

Indicator	Programme/Objective/Activity	MTDP outcome	Audited performance			Estimated performance	MTEF targets		
			2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
Percentage of temporary permits issued in the front office within 8 working hours per year	Regulatory services	Increased infrastructure investment, access and efficiency	98%	98%	98%	98%	98%	98%	98%
Percentage of temporary permits issued in the remote office within 1 day per year	Regulatory services		(32 978/33 652)	(34 298/34 998)	(35 669/36 397)				
Number of permits issued per year	Regulatory services		84 130	87 495	90 994	96 623	98 418	99 242	102 017

### Entity overview

The Cross-Border Road Transport Agency is mandated to regulate and facilitate cross-border road transport to promote a fair and competitive operating environment for all operators. Its core functions include enforcing compliance with cross-border transport regulations, facilitating the movement of goods and passengers across borders, and engaging with domestic and regional stakeholders to support cooperation and coordinated transport operations. The agency is founded under the Cross-Border Road Transport Act (1998).

Total expenditure is expected to increase at an average annual rate of 1.8 per cent, from R436.7 million in 2025/26 to R461.3 million in 2028/29, driven mainly by increased spending on administration, law enforcement, regulatory services and facilitation. The agency generates revenue mainly from charging administrative and permit fees. Revenue is expected to increase at an average annual rate of 1.8 per cent, from R440.6 million in 2025/26 to R464.8 million in 2028/29, driven mainly by increases in tariffs and the number of inspections planned for 2026/27.

## Programmes/Objectives/Activities

**Table 40.31 Cross-Border Road Transport 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 (%)
	2022/23	2023/24	2024/25	2025/26				2022/23 - 2025/26	2026/27	2027/28		
R million												
Administration	141.4	148.2	161.1	221.6	16.1%	46.5%	195.1	203.6	212.7	-1.4%	46.1%	
Regulatory services	28.2	42.8	45.6	47.7	19.2%	11.4%	49.7	51.9	54.2	4.3%	11.7%	
Law enforcement	70.8	123.3	121.7	127.3	21.6%	30.6%	132.6	138.4	144.6	4.3%	31.3%	
Facilitation and research	–	–	–	40.1	–	2.8%	45.7	47.7	49.8	7.5%	10.8%	
Research and development	29.5	6.9	8.4	–	-100.0%	3.1%	–	–	–	–	–	
Facilitation	21.8	27.1	33.6	–	-100.0%	5.7%	–	–	–	–	–	
<b>Total</b>	<b>291.7</b>	<b>348.3</b>	<b>370.4</b>	<b>436.7</b>	<b>14.4%</b>	<b>100.0%</b>	<b>423.1</b>	<b>441.5</b>	<b>461.3</b>	<b>1.8%</b>	<b>100.0%</b>	

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

**Table 40.32 Cross-Border Road Transport 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 (%)
	2022/23	2023/24	2024/25	2025/26				2022/23 - 2025/26	2026/27	2027/28		
R million												
<b>Revenue</b>												
<b>Non-tax revenue</b>	<b>333.4</b>	<b>385.4</b>	<b>436.9</b>	<b>440.6</b>	<b>9.7%</b>	<b>100.0%</b>	<b>426.2</b>	<b>444.8</b>	<b>464.8</b>	<b>1.8%</b>	<b>100.0%</b>	
Sale of goods and services other than capital assets	243.9	288.8	318.5	333.2	11.0%	74.2%	318.3	332.2	347.1	1.4%	74.7%	
<i>of which:</i>												
Administrative fees	243.9	288.8	318.5	333.2	11.0%	74.2%	318.3	332.2	347.1	1.4%	74.7%	
Permit issue fees	186.8	220.7	256.2	271.7	13.3%	58.6%	254.8	266.0	277.9	0.7%	59.8%	
Permit application fees	42.2	50.0	41.6	43.5	1.1%	11.1%	45.3	47.3	49.4	4.3%	10.6%	
Compliance fees	14.9	18.1	20.7	17.9	6.2%	4.5%	18.1	18.9	19.8	3.3%	4.2%	
Other non-tax revenue	89.5	96.6	118.3	107.5	6.3%	25.8%	108.0	112.7	117.7	3.1%	25.3%	
Transfers received	0.1	–	–	–	-100.0%	–	–	–	–	–	–	
<b>Total revenue</b>	<b>333.4</b>	<b>385.4</b>	<b>436.9</b>	<b>440.6</b>	<b>9.7%</b>	<b>100.0%</b>	<b>426.2</b>	<b>444.8</b>	<b>464.8</b>	<b>1.8%</b>	<b>100.0%</b>	
<b>Expenses</b>												
<b>Current expenses</b>	<b>291.7</b>	<b>348.3</b>	<b>370.4</b>	<b>436.7</b>	<b>14.4%</b>	<b>100.0%</b>	<b>423.1</b>	<b>441.5</b>	<b>461.3</b>	<b>1.8%</b>	<b>100.0%</b>	
Compensation of employees	147.7	229.6	255.0	296.4	26.1%	64.2%	298.9	312.0	326.0	3.2%	70.7%	
Goods and services	137.9	109.7	102.9	127.7	-2.5%	33.0%	110.5	115.3	120.5	-1.9%	26.1%	
Depreciation	5.9	8.8	12.5	12.5	28.3%	2.7%	13.6	14.2	14.9	5.9%	3.2%	
Interest, dividends and rent on land	0.3	0.3	–	–	-100.0%	–	–	–	–	–	–	
<b>Total expenses</b>	<b>291.7</b>	<b>348.3</b>	<b>370.4</b>	<b>436.7</b>	<b>14.4%</b>	<b>100.0%</b>	<b>423.1</b>	<b>441.5</b>	<b>461.3</b>	<b>1.8%</b>	<b>100.0%</b>	
<b>Surplus/(Deficit)</b>	<b>41.7</b>	<b>37.0</b>	<b>66.5</b>	<b>3.9</b>	<b>-54.6%</b>		<b>3.2</b>	<b>3.3</b>	<b>3.5</b>	<b>-3.5%</b>		
<b>Cash flow statement</b>												
<b>Cash flow from operating activities</b>	<b>37.7</b>	<b>44.9</b>	<b>(16.9)</b>	<b>2.1</b>	<b>-61.8%</b>	<b>100.0%</b>	<b>4.1</b>	<b>6.1</b>	<b>(0.5)</b>	<b>-159.9%</b>	<b>100.0%</b>	
<b>Receipts</b>												
<b>Non-tax receipts</b>	<b>314.0</b>	<b>370.8</b>	<b>377.9</b>	<b>395.3</b>	<b>8.0%</b>	<b>100.0%</b>	<b>413.3</b>	<b>431.9</b>	<b>444.5</b>	<b>4.0%</b>	<b>100.0%</b>	
Sales of goods and services other than capital assets	314.0	370.8	377.9	395.3	8.0%	100.0%	413.3	431.9	444.5	4.0%	100.0%	
<i>of which:</i>												
Administrative fees	314.0	370.8	377.9	395.3	8.0%	100.0%	413.3	431.9	444.5	4.0%	100.0%	
Permit issue fees	313.9	370.8	377.9	395.3	8.0%	100.0%	413.3	431.9	444.5	4.0%	100.0%	
Permit application fees	–	–	–	43.5	–	3.0%	–	–	–	-100.0%	–	
Compliance fees	–	–	–	17.9	–	1.2%	–	–	–	-100.0%	–	
<b>Total receipts</b>	<b>314.0</b>	<b>370.8</b>	<b>377.9</b>	<b>395.3</b>	<b>8.0%</b>	<b>100.0%</b>	<b>413.3</b>	<b>431.9</b>	<b>444.5</b>	<b>4.0%</b>	<b>100.0%</b>	
<b>Payment</b>												
<b>Current payments</b>	<b>276.2</b>	<b>325.9</b>	<b>394.7</b>	<b>393.2</b>	<b>12.5%</b>	<b>100.0%</b>	<b>409.2</b>	<b>425.8</b>	<b>445.0</b>	<b>4.2%</b>	<b>100.0%</b>	
Compensation of employees	142.2	224.0	274.4	287.0	26.4%	66.7%	300.1	313.7	327.7	4.5%	73.6%	
Goods and services	134.1	101.9	120.4	106.1	-7.5%	33.3%	109.1	112.2	117.2	3.4%	26.4%	
<b>Total payments</b>	<b>276.2</b>	<b>325.9</b>	<b>394.7</b>	<b>393.2</b>	<b>12.5%</b>	<b>100.0%</b>	<b>409.2</b>	<b>425.8</b>	<b>445.0</b>	<b>4.2%</b>	<b>100.0%</b>	
<b>Net cash flow from investing activities</b>	<b>4.2</b>	<b>(17.4)</b>	<b>(37.9)</b>	<b>(66.0)</b>	<b>-349.6%</b>	<b>100.0%</b>	<b>4.7</b>	<b>(2.7)</b>	<b>(2.0)</b>	<b>-68.8%</b>	<b>100.0%</b>	
Acquisition of property, plant, equipment and intangible assets	(1.4)	(22.5)	(23.3)	(77.0)	284.0%	106.1%	(7.0)	(15.0)	(15.0)	-42.0%	14 587.3%	
Acquisition of software and other intangible assets	(6.3)	(11.4)	(28.0)	(3.0)	-21.8%	41.6%	(3.0)	(3.0)	(3.0)	–	27 872.6%	
Other flows from investing activities	11.9	16.5	13.4	14.0	5.6%	-47.7%	14.7	15.3	16.0	4.5%	42 359.9%	
<b>Net cash flow from financing activities</b>	<b>–</b>	<b>1.1</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>100.0%</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	
Deferred income	–	1.1	–	–	–	100.0%	–	–	–	–	–	
<b>Net increase/(decrease) in cash and cash equivalents</b>	<b>42.0</b>	<b>28.6</b>	<b>(54.8)</b>	<b>(63.9)</b>	<b>-215.0%</b>	<b>100.0%</b>	<b>8.8</b>	<b>3.4</b>	<b>(2.4)</b>	<b>-66.3%</b>	<b>100.0%</b>	

**Table 40.32 Cross-Border Road Transport Agency statements of financial performance, cash flow and financial position (continued)**

Statement of financial position			Revised estimate	Average growth rate (%)	Average: Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/ Total (%)	
Audited outcome						2026/27	2027/28	2028/29			
R million	2022/23	2023/24	2024/25	2025/26	2022/23 - 2025/26	2026/27	2027/28	2028/29	2025/26 - 2028/29	2026/27 - 2028/29	
Carrying value of assets	28.0	53.3	60.3	179.3	85.7%	25.3%	173.7	175.5	183.3	0.7%	53.6%
of which:											
Acquisition of assets	(1.4)	(22.5)	(23.3)	(77.0)	284.0%	100.0%	(7.0)	(15.0)	(15.0)	-42.0%	100.0%
Receivables and prepayments	21.8	19.8	32.2	20.8	-1.4%	7.4%	20.8	21.8	22.8	3.0%	6.6%
Cash and cash equivalents	211.4	240.1	282.1	121.4	-16.9%	67.3%	130.2	133.6	131.1	2.6%	39.8%
<b>Total assets</b>	<b>261.2</b>	<b>313.1</b>	<b>374.7</b>	<b>321.5</b>	<b>7.2%</b>	<b>100.0%</b>	<b>324.7</b>	<b>330.9</b>	<b>337.2</b>	<b>1.6%</b>	<b>100.0%</b>
Accumulated surplus/(deficit)	219.2	253.0	319.5	258.9	5.7%	82.7%	262.1	265.4	268.8	1.3%	80.2%
Borrowings	-	0.7	0.1	-	-	0.1%	-	-	-	-	-
Trade and other payables	24.1	34.3	32.8	37.4	15.9%	10.1%	37.4	39.1	40.9	3.0%	11.8%
Provisions	18.0	25.2	22.3	25.2	11.9%	7.1%	25.2	26.3	27.5	3.0%	8.0%
<b>Total equity and liabilities</b>	<b>261.2</b>	<b>313.1</b>	<b>374.7</b>	<b>321.5</b>	<b>7.2%</b>	<b>100.0%</b>	<b>324.7</b>	<b>330.9</b>	<b>337.2</b>	<b>1.6%</b>	<b>100.0%</b>

## Personnel information

**Table 40.33 Cross-Border Road Transport Agency personnel numbers and cost by salary level**

Number of posts estimated for 31 March 2026		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											
		2024/25		2025/26		2026/27		2027/28		2028/29		2025/26 - 2028/29	2026/27 - 2028/29						
Cross-Border Road Transport Agency		Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost			
Salary level	293	303	303	255.0	0.8	303	296.4	1.0	303	298.9	1.0	293	312.0	1.1	293	326.0	1.1	-1.1%	100.0%
1 – 6	31	31	31	30.2	1.0	31	31.7	1.0	31	23.3	0.8	31	34.8	1.1	31	36.3	1.2	-	10.5%
7 – 10	202	202	202	143.6	0.7	202	149.6	0.7	202	156.4	0.8	202	162.5	0.8	202	169.8	0.8	-	68.2%
13 – 16	60	70	70	81.1	1.2	70	115.1	1.6	70	119.2	1.7	60	114.7	1.9	60	119.8	2.0	-5.0%	21.4%

1. Rand million.

## Driving licence card account

### Selected performance indicators

**Table 40.34 Driving licence card account performance indicators by programme/objective/activity and related outcome**

Indicator	Programme/Objective/Activity	MTDP outcome	Audited performance			Estimated performance	MTEF targets		
			2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
Number of driving licence cards produced per year	Production	An ethical, capable and professional public service	3.4 million	2.8 million	2.5 million	3.1 million	3.2 million	3.4 million	3.4 million
Number of days taken to produce and distribute driving licence cards per year	Production		22	22	14	14	14	14	14
Percentage of driving licence cards delivered within 7 working days of production per year	Production		97% (3 304 485/ 3 398 594)	98% (2 763 095/ 2 812 518)	99% (2 372 596/ 2 409 522)	99% (2 309 983/ 2 341 332)	95%	95%	95%

### Entity overview

The driving licence card account was established in terms of the Public Finance Management Act (1999) and is responsible for producing new driving licence cards for testing centres nationwide. Despite ongoing production challenges, it aims to improve operational efficiency and meet demand by investing in a new card production machine by the end of 2026/27. In the interim, to address the growing backlog in the printing of driver's licence cards, the account signed a memorandum of agreement with the Government Printing Works, which is expected to begin producing licence cards in September 2026.

The account derives its revenue from issuing driving licence cards. Protracted delays in acquiring the new production machine have necessitated continued use of the existing, less efficient equipment, contributing to a

projected decrease in revenue at an average annual rate of 8.6 per cent, from R392.6 million in 2025/26 to R271.7 million in 2026/27 before recovering to R299.6 million in 2028/29 as the new production machine becomes operational. Expenditure is projected to increase at an average annual rate of 7.1 per cent, from R225.7 million in 2025/26 to R277.4 million in 2028/29, driven mainly by spending on goods and services for new card production material.

### Programmes/Objectives/Activities

**Table 40.35 Driving licence card account 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 (%)
	2022/23	2023/24	2024/25				2025/26	2022/23 - 2025/26	2026/27		
R million											
Administration	37.3	36.7	25.4	61.4	18.1%	20.1%	68.2	76.9	80.7	9.6%	29.1%
Production	110.0	106.2	105.6	110.8	0.3%	54.1%	116.4	122.2	128.3	5.0%	47.3%
Infrastructure	56.2	48.7	48.4	53.5	-1.6%	25.8%	56.1	58.9	68.4	8.5%	23.6%
Service delivery	0.1	-	-	-	-100.0%	-	-	-	-	-	-
<b>Total</b>	<b>203.6</b>	<b>191.6</b>	<b>179.4</b>	<b>225.7</b>	<b>3.5%</b>	<b>100.0%</b>	<b>240.7</b>	<b>258.0</b>	<b>277.4</b>	<b>7.1%</b>	<b>100.0%</b>

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

**Table 40.36 Driving licence card account 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 (%)
	2022/23	2023/24	2024/25				2025/26	2022/23 - 2025/26	2026/27		
R million											
<b>Revenue</b>											
<b>Non-tax revenue</b>	<b>285.0</b>	<b>241.5</b>	<b>204.1</b>	<b>258.8</b>	<b>-3.2%</b>	<b>88.1%</b>	<b>271.7</b>	<b>285.3</b>	<b>299.6</b>	<b>5.0%</b>	<b>100.0%</b>
Sale of goods and services other than capital assets	267.0	222.2	191.4	244.9	-2.8%	82.4%	257.1	270.0	283.5	5.0%	94.6%
<i>of which:</i>											
<i>Sales by market establishments</i>	267.0	222.2	191.4	244.9	-2.8%	82.4%	257.1	270.0	283.5	5.0%	94.6%
<i>Driving licence card sales</i>	267.0	222.2	191.4	244.9	-2.8%	82.4%	257.1	270.0	283.5	5.0%	94.6%
Other non-tax revenue	18.1	19.4	12.7	13.9	-8.4%	5.7%	14.6	15.3	16.1	5.0%	5.4%
Transfers received	-	-	-	133.8	-	11.9%	-	-	-	-100.0%	-
<b>Total revenue</b>	<b>285.0</b>	<b>241.5</b>	<b>204.1</b>	<b>392.6</b>	<b>11.3%</b>	<b>100.0%</b>	<b>271.7</b>	<b>285.3</b>	<b>299.6</b>	<b>-8.6%</b>	<b>100.0%</b>
<b>Expenses</b>											
<b>Current expenses</b>	<b>203.6</b>	<b>191.6</b>	<b>179.4</b>	<b>225.7</b>	<b>3.5%</b>	<b>100.0%</b>	<b>240.7</b>	<b>258.0</b>	<b>277.4</b>	<b>7.1%</b>	<b>100.0%</b>
Compensation of employees	22.8	22.0	20.3	40.5	21.2%	13.2%	44.9	50.1	52.6	9.0%	19.0%
Goods and services	149.6	142.4	142.8	166.9	3.7%	75.2%	176.7	187.8	203.7	6.9%	73.2%
Depreciation	31.3	27.2	16.3	18.3	-16.3%	11.6%	19.2	20.1	21.2	4.9%	7.8%
<b>Total expenses</b>	<b>203.6</b>	<b>191.6</b>	<b>179.4</b>	<b>225.7</b>	<b>3.5%</b>	<b>100.0%</b>	<b>240.7</b>	<b>258.0</b>	<b>277.4</b>	<b>7.1%</b>	<b>100.0%</b>
<b>Surplus/(Deficit)</b>	<b>81.4</b>	<b>50.0</b>	<b>24.7</b>	<b>166.9</b>	<b>27.0%</b>		<b>31.0</b>	<b>27.3</b>	<b>22.2</b>	<b>-49.0%</b>	
<b>Cash flow statement</b>											
<b>Cash flow from operating activities</b>	<b>87.7</b>	<b>61.5</b>	<b>91.7</b>	<b>219.5</b>	<b>35.8%</b>	<b>100.0%</b>	<b>89.6</b>	<b>92.7</b>	<b>97.4</b>	<b>-23.7%</b>	<b>100.0%</b>
<b>Receipts</b>											
<b>Non-tax receipts</b>	<b>264.5</b>	<b>227.2</b>	<b>232.3</b>	<b>258.8</b>	<b>-0.7%</b>	<b>88.0%</b>	<b>271.7</b>	<b>285.3</b>	<b>299.6</b>	<b>5.0%</b>	<b>100.0%</b>
Sales of goods and services other than capital assets	246.7	208.9	219.6	244.9	-0.2%	82.4%	257.1	270.0	283.5	5.0%	94.6%
<i>of which:</i>											
<i>Sales by market establishment</i>	246.7	208.9	219.6	244.9	-0.2%	82.4%	257.1	270.0	283.5	5.0%	94.6%
<i>Driving licence card sales</i>	246.7	208.9	219.6	244.9	-0.2%	82.4%	257.1	270.0	283.5	5.0%	94.6%
Other tax receipts	17.9	18.4	12.7	13.9	-8.0%	5.6%	14.6	15.3	16.1	5.0%	5.4%
Transfers received	-	-	-	133.8	-	12.0%	-	-	-	-100.0%	-
<b>Total receipts</b>	<b>264.5</b>	<b>227.2</b>	<b>232.3</b>	<b>392.6</b>	<b>14.1%</b>	<b>100.0%</b>	<b>271.7</b>	<b>285.3</b>	<b>299.6</b>	<b>-8.6%</b>	<b>100.0%</b>
<b>Payment</b>											
<b>Current payments</b>	<b>175.3</b>	<b>163.3</b>	<b>138.2</b>	<b>173.1</b>	<b>-0.4%</b>	<b>99.0%</b>	<b>182.2</b>	<b>192.6</b>	<b>202.2</b>	<b>5.3%</b>	<b>100.0%</b>
Compensation of employees	21.5	13.0	11.6	21.6	0.2%	10.3%	22.6	23.8	25.0	5.0%	12.4%
Goods and services	153.8	150.3	126.6	151.5	-0.5%	88.7%	159.5	168.8	177.3	5.4%	87.6%
Transfers and subsidies	-	2.4	2.3	-	-	0.7%	-	-	-	-	-
Payments for financial assets	1.5	-	0.1	-	-100.0%	0.3%	-	-	-	-	-
<b>Total payments</b>	<b>176.8</b>	<b>165.7</b>	<b>140.6</b>	<b>173.1</b>	<b>-0.7%</b>	<b>100.0%</b>	<b>182.2</b>	<b>192.6</b>	<b>202.2</b>	<b>5.3%</b>	<b>100.0%</b>
<b>Net cash flow from investing activities</b>	<b>(40.9)</b>	<b>(122.9)</b>	<b>(138.1)</b>	<b>(410.1)</b>	<b>115.6%</b>	<b>100.0%</b>	<b>(60.6)</b>	<b>(11.1)</b>	<b>(11.7)</b>	<b>-69.5%</b>	<b>100.0%</b>
Acquisition of property, plant, equipment and intangible assets	(40.9)	(122.9)	(138.1)	(410.1)	115.6%	100.0%	(60.6)	(11.1)	(11.7)	-69.5%	100.0%
<b>Net increase/(decrease) in cash and cash equivalents</b>	<b>46.8</b>	<b>(61.4)</b>	<b>(46.5)</b>	<b>(190.6)</b>	<b>-259.7%</b>	<b>100.0%</b>	<b>29.0</b>	<b>81.6</b>	<b>85.7</b>	<b>-176.6%</b>	<b>100.0%</b>

**Table 40.36 Driving licence card account statements of financial performance, cash flow and financial position (continued)**

Statement of financial position				Revised estimate	Average growth rate (%)	Average: Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/ Total (%)
Audited outcome							2026/27	2027/28	2028/29		
R million	2022/23	2023/24	2024/25	2025/26	2022/23 - 2025/26	2026/27	2027/28	2028/29	2025/26 - 2028/29	2026/27 - 2028/29	
Carrying value of assets	66.7	162.5	298.8	666.1	115.3%	51.4%	620.4	648.5	652.8	-0.7%	75.5%
<i>of which:</i>											
Acquisition of assets	(40.9)	(122.9)	(138.1)	(410.1)	115.6%	100.0%	(60.6)	(11.1)	(11.7)	-69.5%	100.0%
Inventory	24.9	16.4	49.4	12.9	-19.8%	4.5%	13.4	14.1	14.8	4.8%	1.7%
Receivables and prepayments	24.2	37.5	23.9	19.6	-6.8%	4.5%	18.6	17.7	18.6	-1.8%	2.2%
Cash and cash equivalents	272.3	204.3	151.2	158.7	-16.5%	33.9%	166.6	175.0	183.7	5.0%	20.6%
Statutory receivables	-	-	-	133.8	-	5.8%	-	-	-	-100.0%	-
<b>Total assets</b>	<b>388.2</b>	<b>420.6</b>	<b>523.2</b>	<b>991.1</b>	<b>36.7%</b>	<b>100.0%</b>	<b>819.0</b>	<b>855.2</b>	<b>869.9</b>	<b>-4.3%</b>	<b>100.0%</b>
Accumulated surplus/(deficit)	359.7	409.5	432.6	966.4	39.0%	93.3%	793.2	828.1	841.4	-4.5%	96.8%
Trade and other payables	28.0	10.6	90.1	24.2	-4.7%	6.6%	25.3	26.6	27.9	4.8%	3.1%
Derivatives financial instruments	0.5	0.5	0.5	0.5	0.6%	0.1%	0.5	0.6	0.6	5.0%	0.1%
<b>Total equity and liabilities</b>	<b>388.2</b>	<b>420.6</b>	<b>523.2</b>	<b>991.1</b>	<b>36.7%</b>	<b>100.0%</b>	<b>819.0</b>	<b>855.2</b>	<b>869.9</b>	<b>-4.3%</b>	<b>100.0%</b>

## Personnel information

**Table 40.37 Driving licence card account personnel numbers and cost by salary level**

Number of posts estimated for 31 March 2026			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												
			2024/25		2025/26		2026/27		2027/28		2028/29		2025/26 - 2028/29	2026/27 - 2028/29							
			Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost				
Driving licence card account			79	79	29	20.3	0.7	66	40.5	0.6	74	44.9	0.6	67	50.1	0.7	67	52.6	0.8	0.5%	100.0%
Salary level	79	79	29	20.3	0.7	66	40.5	0.6	74	44.9	0.6	67	50.1	0.7	67	52.6	0.8	0.5%	100.0%		
1 - 6	13	13	5	8.0	1.6	13	3.6	0.3	13	3.0	0.2	13	3.3	0.3	13	3.5	0.3	-	-	18.8%	
7 - 10	47	47	16	5.9	0.4	35	17.2	0.5	40	19.3	0.5	35	23.0	0.7	35	24.1	0.7	-	-	52.9%	
11 - 12	14	14	5	3.4	0.7	14	12.7	0.9	16	13.8	0.9	14	14.5	1.0	14	15.2	1.1	-	-	21.2%	
13 - 16	5	5	3	3.0	1.0	4	6.9	1.7	5	8.8	1.8	5	9.2	1.8	5	9.7	1.9	7.7%	7.2%		

1. Rand million.

## Passenger Rail Agency of South Africa

### Selected performance indicators

**Table 40.38 Passenger Rail Agency of South Africa performance indicators by programme/objective/activity and related outcome**

Indicator	Programme/Objective/Activity	MTDP outcome	Audited performance			Estimated performance	MTEF targets		
			2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
Number of Metrorail passengers per year	Metrorail	Reduced poverty and improved livelihoods	15.6 million	39.4 million	77 million	116 million	186 million	300 million	450 million
Number of Metrorail trains scheduled per year	Metrorail		80 265	140 699	208 254	288 495	335 154	419 888	419 888
Trains on-time as a percentage of trains run per year	Metrorail		77% (55 058/ 71 262)	87% (115 748/ 132 397)	92% (186 484/ 202 354)	90%	92%	92%	94%
Train service availability (trains not cancelled) per year	Metrorail		71 262	132 397	202 354	274 070	318 396	398 894	398 894
Number of safety occurrences reported to the Railway Safety Regulator (categories A-L) per year	Metrorail		168	2 882	1 083	1 083	1 083	1 083	1 083
Number of security incidents reported to the Railway Safety Regulator (categories 1-9) per year	Metrorail		1 036	946	929	1 156	1 103	1 070	1 070
Number of train trips per year	Mainline passenger services (Shosholoz Meyl)	Increased infrastructure investment, access and efficiency	44	36	22	34	40	40	45
Number of Autopax bus trips scheduled per year	Autopax		18 173	32 746	17 521	29 304	32 000	33 000	35 500
Number of Autopax passengers per year	Autopax		700 000	1.5 million	642 214	1.6 million	1.6 million	1.6 million	1.6 million
Number of mainline passenger service coaches refurbished per year	Mainline passenger services (Shosholoz Meyl)		0	25	54	54	112	18	18
Number of Metrorail coaches refurbished per year	Metrorail		134	15	96	89	138	103	46
Number of new trains sets delivered to Metrorail per year	Metrorail		57	60	60	24	24	24	24

## 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). The agency's primary mandate is to provide rail commuter services within, to and from South Africa in the public interest. It also provides long-haul passenger rail and bus services within South Africa, and to and from neighbouring countries.

Over the next 3 years, the agency will continue to focus on the recovery of commuter rail services by implementing its corridors recovery programme and modernising its infrastructure. This includes maintaining, recovering and renewing its rolling stock fleet, modernising rail infrastructure, improving signalling and rolling out new train sets to priority corridors to provide more passenger trips. As a result, spending on Metrorail and administrative support is expected to amount to 69.2 per cent (R41.4 billion) of the agency's budget over the MTEF period. As the agency anticipates increasing its spending on procurement and contracts, its goods and services budget is expected to account for 42.4 per cent (R25.3 billion) of total expenditure over the medium term, and compensation of employees for 33 per cent (R19.7 billion). Total expenditure is expected to increase at an average annual rate of 10.2 per cent, from R16.3 billion in 2025/26 to R21.8 billion in 2028/29, as the agency implements its recovery plan.

The agency expects to derive 87.1 per cent (R66.3 billion) of its revenue over the MTEF period through transfers from the department and the remainder through fares and ticket sales, rental income and interest. Revenue is expected to increase at an average annual rate of 1.8 per cent, from R25.1 billion in 2025/26 to R26.5 billion in 2028/29.

## Programmes/Objectives/Activities

**Table 40.39 Passenger Rail Agency of South Africa 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 (%)
	2022/23	2023/24	2024/25	2025/26				2026/27	2027/28	2028/29		
R million												
Administration	8 975.4	2 956.7	3 355.3	2 703.7		-33.0%	23.4%	2 843.1	3 206.0	3 349.9	7.4%	15.7%
Metrorail	12 206.5	9 145.8	11 301.2	11 278.1		-2.6%	57.2%	12 318.1	13 808.0	15 245.5	10.6%	69.2%
Mainline passenger services	1 468.0	570.9	783.0	258.4		-44.0%	4.0%	212.4	263.1	274.9	2.1%	1.3%
Corporate real estate solutions	2 798.9	1 269.3	1 396.1	1 369.7		-21.2%	8.9%	1 623.6	1 769.6	1 849.1	10.5%	8.8%
Intersite	24.1	0.8	14.5	56.5		32.8%	0.1%	173.6	262.9	274.7	69.4%	1.2%
Autopax	485.8	452.8	382.9	582.6		6.2%	2.5%	710.4	732.6	765.5	9.5%	3.7%
Technical	364.8	240.9	2 328.6	13.6		-66.6%	3.8%	17.6	23.8	24.9	22.1%	0.1%
<b>Total</b>	<b>26 323.5</b>	<b>14 637.2</b>	<b>19 561.6</b>	<b>16 262.7</b>		<b>-14.8%</b>	<b>100.0%</b>	<b>17 898.8</b>	<b>20 066.0</b>	<b>21 784.4</b>	<b>10.2%</b>	<b>100.0%</b>

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

**Table 40.40 Passenger Rail Agency of South Africa 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 (%)
	2022/23	2023/24	2024/25	2025/26				2026/27	2027/28	2028/29		
R million												
<b>Revenue</b>												
<b>Non-tax revenue</b>	<b>2 879.8</b>	<b>3 579.0</b>	<b>3 321.2</b>	<b>2 278.9</b>		-7.5%	12.7%	<b>2 874.1</b>	<b>3 479.1</b>	<b>3 452.6</b>	<b>14.9%</b>	<b>12.9%</b>
Sale of goods and services other than capital assets	1 227.3	2 029.5	1 552.2	1 972.1		17.1%	7.2%	2 553.3	3 143.8	3 285.0	18.5%	11.8%
of which:												
Sales by market establishments	1 001.0	1 220.4	1 428.3	1 935.7		24.6%	5.9%	2 515.0	3 100.5	3 239.7	18.7%	11.6%
Rental income	616.0	696.5	769.5	906.7		13.8%	3.2%	1 057.5	1 324.3	1 383.7	15.1%	4.9%
Metrorail: Fare revenue	116.4	254.5	401.4	483.4		60.7%	1.3%	754.8	1 038.3	1 085.0	30.9%	3.8%
Mainline passenger services: Fare revenue	2.2	3.0	2.7	3.7		19.1%	-	3.9	4.1	4.3	4.8%	0.0%
Autopax: Fare revenue	266.4	266.4	254.7	541.9		26.7%	1.4%	698.8	733.7	766.7	12.3%	2.9%
Other sales	226.3	809.1	124.0	36.3		-45.6%	1.3%	38.2	43.3	45.3	7.6%	0.2%
Other non-tax revenue	1 652.5	1 549.5	1 769.0	306.9		-42.9%	5.6%	320.8	335.3	167.7	-18.2%	1.1%
<b>Transfers received</b>	<b>19 858.5</b>	<b>20 451.8</b>	<b>19 354.0</b>	<b>22 870.7</b>		<b>4.8%</b>	<b>87.3%</b>	<b>21 078.1</b>	<b>22 104.4</b>	<b>23 096.9</b>	<b>0.3%</b>	<b>87.1%</b>
<b>Total revenue</b>	<b>22 738.4</b>	<b>24 030.8</b>	<b>22 675.2</b>	<b>25 149.6</b>		<b>3.4%</b>	<b>100.0%</b>	<b>23 952.2</b>	<b>25 583.6</b>	<b>26 549.5</b>	<b>1.8%</b>	<b>100.0%</b>

**Table 40.40 Passenger Rail Agency of South Africa statements of financial performance, cash flow and financial position (continued)**

Statement of financial performance											
	Audited outcome			Revised estimate	Average growth rate (%)	Average Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average Expenditure/ Total (%)
R million	2022/23	2023/24	2024/25	2025/26	2022/23 - 2025/26		2026/27	2027/28	2028/29	2025/26 - 2028/29	2026/27 - 2028/29
<b>Expenses</b>											
<b>Current expenses</b>	<b>26 323.5</b>	<b>14 637.2</b>	<b>19 561.6</b>	<b>16 262.7</b>	<b>-14.8%</b>	<b>100.0%</b>	<b>17 898.8</b>	<b>20 066.0</b>	<b>21 784.4</b>	<b>10.2%</b>	<b>100.0%</b>
Compensation of employees	6 290.2	6 396.2	6 333.8	6 005.7	-1.5%	32.6%	6 267.2	6 581.0	6 876.5	4.6%	33.0%
Goods and services	15 117.2	5 699.2	10 233.9	7 506.6	-20.8%	50.2%	7 942.1	8 503.0	8 884.7	5.8%	42.4%
Depreciation	4 850.7	2 531.8	2 941.7	2 675.9	-18.0%	16.9%	3 472.9	4 685.5	5 713.3	28.8%	23.2%
Interest, dividends and rent on land	65.4	10.1	52.3	74.5	4.5%	0.3%	216.6	296.5	309.8	60.8%	1.4%
<b>Total expenses</b>	<b>26 323.5</b>	<b>14 637.2</b>	<b>19 561.6</b>	<b>16 262.7</b>	<b>-14.8%</b>	<b>100.0%</b>	<b>17 898.8</b>	<b>20 066.0</b>	<b>21 784.4</b>	<b>10.2%</b>	<b>100.0%</b>
<b>Surplus/(Deficit)</b>	<b>(3 585.1)</b>	<b>9 393.6</b>	<b>3 113.6</b>	<b>8 886.9</b>	<b>-235.3%</b>		<b>6 053.4</b>	<b>5 517.6</b>	<b>4 765.1</b>	<b>-18.8%</b>	
<b>Cash flow statement</b>											
<b>Cash flow from operating activities</b>	<b>4 021.6</b>	<b>(1 901.0)</b>	<b>(3 561.9)</b>	<b>2 435.6</b>	<b>-15.4%</b>	<b>100.0%</b>	<b>5 659.5</b>	<b>3 857.0</b>	<b>10 335.8</b>	<b>61.9%</b>	<b>100.0%</b>
<b>Receipts</b>											
<b>Non-tax receipts</b>	<b>2 879.8</b>	<b>3 579.0</b>	<b>2 378.7</b>	<b>2 278.9</b>	<b>-7.5%</b>	<b>22.5%</b>	<b>2 874.1</b>	<b>3 479.1</b>	<b>3 452.6</b>	<b>14.9%</b>	<b>14.9%</b>
Sales of goods and services other than capital assets	1 227.3	2 029.5	1 552.2	1 972.1	17.1%	13.7%	2 553.3	3 143.8	3 285.0	18.5%	13.7%
<i>of which:</i>											
<i>Sales by market establishment</i>	<i>1 001.0</i>	<i>1 220.4</i>	<i>1 428.3</i>	<i>1 935.7</i>	<i>24.6%</i>	<i>11.3%</i>	<i>2 515.0</i>	<i>3 100.5</i>	<i>3 239.7</i>	<i>18.7%</i>	<i>13.5%</i>
<i>Rental income</i>	<i>616.0</i>	<i>696.5</i>	<i>769.5</i>	<i>906.7</i>	<i>13.8%</i>	<i>6.1%</i>	<i>1 057.5</i>	<i>1 324.3</i>	<i>1 383.7</i>	<i>15.1%</i>	<i>5.7%</i>
<i>Metrorail: Fare revenue</i>	<i>116.4</i>	<i>254.5</i>	<i>401.4</i>	<i>483.4</i>	<i>60.7%</i>	<i>2.5%</i>	<i>754.8</i>	<i>1 038.3</i>	<i>1 085.0</i>	<i>30.9%</i>	<i>4.4%</i>
<i>Mainline passenger services: Fare revenue</i>	<i>2.2</i>	<i>3.0</i>	<i>2.7</i>	<i>3.7</i>	<i>19.1%</i>	<i>-</i>	<i>3.9</i>	<i>4.1</i>	<i>4.3</i>	<i>4.8%</i>	<i>-</i>
<i>Autopax: Fare revenue</i>	<i>266.4</i>	<i>266.4</i>	<i>254.7</i>	<i>541.9</i>	<i>26.7%</i>	<i>2.7%</i>	<i>698.8</i>	<i>733.7</i>	<i>766.7</i>	<i>12.3%</i>	<i>3.3%</i>
Other sales	226.3	809.1	124.0	36.3	-45.6%	2.4%	38.2	43.3	45.3	7.6%	0.2%
Other tax receipts	1 652.5	1 549.5	826.4	306.9	-42.9%	8.8%	320.8	335.3	167.7	-18.2%	1.3%
<b>Transfers received</b>	<b>9 240.1</b>	<b>7 515.5</b>	<b>7 776.5</b>	<b>13 743.5</b>	<b>14.1%</b>	<b>77.5%</b>	<b>17 211.3</b>	<b>15 758.4</b>	<b>22 954.2</b>	<b>18.6%</b>	<b>85.1%</b>
<b>Total receipts</b>	<b>12 119.9</b>	<b>11 094.5</b>	<b>10 155.2</b>	<b>16 022.4</b>	<b>9.8%</b>	<b>100.0%</b>	<b>20 085.4</b>	<b>19 237.6</b>	<b>26 406.9</b>	<b>18.1%</b>	<b>100.0%</b>
<b>Payment</b>											
<b>Current payments</b>	<b>8 098.3</b>	<b>12 995.5</b>	<b>13 717.1</b>	<b>13 586.8</b>	<b>18.8%</b>	<b>100.0%</b>	<b>14 425.9</b>	<b>15 380.5</b>	<b>16 071.1</b>	<b>5.8%</b>	<b>100.0%</b>
Compensation of employees	6 051.5	6 616.8	6 333.8	6 005.7	-0.3%	51.7%	6 267.2	6 581.0	6 876.5	4.6%	43.0%
Goods and services	2 046.8	6 378.7	7 330.9	7 506.6	54.2%	48.1%	7 942.1	8 503.0	8 884.7	5.8%	55.2%
Interest and rent on land	-	-	52.3	74.5	-	0.3%	216.6	296.5	309.8	60.8%	1.8%
<b>Total payments</b>	<b>8 098.3</b>	<b>12 995.5</b>	<b>13 717.1</b>	<b>13 586.8</b>	<b>18.8%</b>	<b>100.0%</b>	<b>14 425.9</b>	<b>15 380.5</b>	<b>16 071.1</b>	<b>5.8%</b>	<b>100.0%</b>
<b>Net cash flow from investing activities</b>	<b>(15 958.3)</b>	<b>(20 685.7)</b>	<b>(15 820.7)</b>	<b>(30 454.1)</b>	<b>24.0%</b>	<b>100.0%</b>	<b>(34 352.9)</b>	<b>(37 526.4)</b>	<b>(44 607.2)</b>	<b>13.6%</b>	<b>100.0%</b>
Acquisition of property, plant, equipment and intangible assets	(15 605.9)	(20 248.8)	(15 707.3)	(29 702.1)	23.9%	98.0%	(33 128.5)	(36 986.4)	(44 607.2)	14.5%	98.5%
Investment property	(276.8)	(341.2)	(113.4)	(752.0)	39.5%	1.8%	(1 224.4)	(540.0)	-	-100.0%	1.5%
Acquisition of software and other intangible assets	(85.8)	(95.7)	-	-	-100.0%	0.2%	-	-	-	-	-
Proceeds from the sale of property, plant, equipment and intangible assets	10.2	-	-	-	-100.0%	-	-	-	-	-	-
<b>Net cash flow from financing activities</b>	<b>10 618.5</b>	<b>12 936.3</b>	<b>11 577.5</b>	<b>28 228.6</b>	<b>38.5%</b>	<b>100.0%</b>	<b>26 714.2</b>	<b>31 102.4</b>	<b>34 200.6</b>	<b>6.6%</b>	<b>100.0%</b>
Deferred income	10 618.5	12 936.3	11 577.5	14 904.8	12.0%	79.0%	12 659.5	13 232.0	13 826.1	-2.5%	43.2%
Borrowing activities	-	-	-	13 323.8	-	21.0%	14 054.7	17 870.4	20 374.5	15.2%	56.8%
<b>Net increase/(decrease) in cash and cash equivalents</b>	<b>(1 318.2)</b>	<b>(9 650.4)</b>	<b>(7 805.0)</b>	<b>210.0</b>	<b>-154.2%</b>	<b>100.0%</b>	<b>(1 979.2)</b>	<b>(2 567.0)</b>	<b>(70.8)</b>	<b>-169.6%</b>	<b>100.0%</b>
<b>Statement of financial position</b>											
Carrying value of assets	52 984.2	67 424.5	81 665.5	100 170.2	23.7%	76.9%	122 257.5	148 212.4	173 422.8	20.1%	93.0%
<i>of which:</i>											
<i>Acquisition of assets</i>	<i>(15 605.9)</i>	<i>(20 248.8)</i>	<i>(15 707.3)</i>	<i>(29 702.1)</i>	<i>23.9%</i>	<i>100.0%</i>	<i>(33 128.5)</i>	<i>(36 986.4)</i>	<i>(44 607.2)</i>	<i>14.5%</i>	<i>100.0%</i>
Inventory	464.8	466.3	446.5	480.4	1.1%	0.5%	480.4	480.4	480.4	-	0.3%
Receivables and prepayments	9 604.4	9 456.0	10 170.4	8 942.4	-2.4%	9.7%	9 052.2	9 210.6	9 229.9	1.1%	5.8%
Cash and cash equivalents	23 211.6	18 536.1	4 779.7	4 029.9	-44.2%	12.9%	3 309.8	563.3	422.6	-52.8%	0.9%
<b>Total assets</b>	<b>86 264.9</b>	<b>95 882.8</b>	<b>97 062.2</b>	<b>113 623.0</b>	<b>9.6%</b>	<b>100.0%</b>	<b>135 099.8</b>	<b>158 466.7</b>	<b>183 555.7</b>	<b>17.3%</b>	<b>100.0%</b>
Accumulated surplus/(deficit)	71 723.4	80 753.2	78 683.4	87 043.0	6.7%	81.0%	93 346.1	99 048.8	102 050.2	5.4%	61.7%
Capital and reserves	4 248.3	4 248.3	4 248.3	4 938.3	5.1%	4.5%	4 938.3	4 938.3	4 938.3	-	3.1%
Borrowings	-	-	-	12 571.8	-	3.2%	25 472.4	42 880.8	62 826.1	71.0%	27.5%
Finance lease	-	-	-	505.3	-	0.1%	435.1	357.1	270.5	-18.8%	0.2%
Trade and other payables	8 767.6	9 310.3	12 729.4	7 105.1	-6.8%	9.7%	9 448.6	9 782.4	12 011.2	19.1%	6.5%
Provisions	1 525.7	1 571.1	1 401.2	1 459.3	-1.5%	1.5%	1 459.3	1 459.3	1 459.3	-	0.9%
<b>Total equity and liabilities</b>	<b>86 264.9</b>	<b>95 882.8</b>	<b>97 062.2</b>	<b>113 623.0</b>	<b>9.6%</b>	<b>100.0%</b>	<b>135 099.8</b>	<b>158 466.7</b>	<b>183 555.7</b>	<b>17.3%</b>	<b>100.0%</b>

## Personnel information

**Table 40.41 Passenger Rail Agency of South Africa personnel numbers and cost by salary level**

Number of posts estimated for 31 March 2026		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											
		2024/25			2025/26			2026/27			2027/28			2028/29			2025/26 - 2028/29	2026/27 - 2028/29	
Passenger Rail Agency of South Africa		Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost			
Salary level	13 468	13 468	13 403	6 333.8	0.5	13 468	6 005.7	0.4	13 468	6 267.2	0.5	13 468	6 581.0	0.5	13 468	6 876.5	0.5	-	100.0%
1 – 6	6 809	6 809	6 814	1 848.9	0.3	6 809	1 798.9	0.3	6 809	1 877.3	0.3	6 809	1 971.3	0.3	6 809	2 059.8	0.3	-	50.6%
7 – 10	6 152	6 152	6 113	3 755.6	0.6	6 152	3 494.5	0.6	6 152	3 646.6	0.6	6 152	3 829.2	0.6	6 152	4 001.2	0.7	-	45.7%
11 – 12	270	270	263	297.0	1.1	270	276.4	1.0	270	288.4	1.1	270	302.9	1.1	270	316.5	1.2	-	2.0%
13 – 16	203	203	195	352.8	1.8	203	325.2	1.6	203	339.3	1.7	203	356.3	1.8	203	372.3	1.8	-	1.5%
17 – 22	34	34	18	79.6	4.4	34	110.7	3.3	34	115.5	3.4	34	121.3	3.6	34	126.7	3.7	-	0.3%

1. Rand million.

## Ports Regulator of South Africa

### Selected performance indicators

**Table 40.42 Ports Regulator of South Africa performance indicators by programme/objective/activity and related outcome**

Indicator	Programme/Objective/Activity	MTDP outcome	Audited performance			Estimated performance	MTEF targets		
			2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
Number of global port pricing comparator studies conducted per year	Economic regulation		1	1	1	1	1	1	1
Number of Transnet National Ports Authority tariff assessments conducted per year	Economic regulation	Enabling environment for investment and improved competitiveness through structural reforms	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
Number of port efficiency assessment reports conducted per year	Industry development		1	1	1	1	1	1	1

### Entity overview

The Ports Regulator of South Africa regulates South Africa's ports infrastructure system. It was established in terms of the National Ports Act (2005) and is mandated to set tariffs for the Transnet National Ports Authority and oversee complaints and appeals to maintain fairness, transparency and competitive practices for port infrastructure.

Over the MTEF period, the Ports Regulator intends to implement its regulatory imperative while promoting economic efficiency in the ports sector. It is envisioned to eventually transition or merge with a transport economic regulator, once established. In the interim, the regulator will continue to monitor competitive access to port infrastructure, hear complaints and appeals, and ensure transparency in port pricing and service delivery. Medium-term plans also include enforcing compliance with the pricing methodology and continuously improving the tariff strategy's responsiveness to economic conditions.

Spending on compensation of employees accounts for an estimated 67.4 per cent (R114.6 million) of the regulator's total budget over the period ahead. Total expenditure is expected to increase at an average annual rate of 7.3 per cent, from R47.4 million in 2025/26 to R58.5 million in 2028/29. The regulator derives its revenue almost entirely through transfers from the department. Revenue is set to increase in line with expenditure.

## Programmes/Objectives/Activities

**Table 40.43 Ports Regulator of South Africa 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 (%)
	2022/23	2023/24	2024/25				2025/26	2022/23 - 2025/26	2026/27		
R million											
Administration	20.3	19.0	19.0	19.1	-2.0%	41.0%	22.3	24.8	24.8	9.2%	42.2%
Economic regulation	6.0	6.8	6.0	8.2	11.2%	14.3%	10.4	9.0	9.4	4.7%	17.0%
Legal services	10.8	10.5	5.1	8.8	-6.7%	18.7%	9.1	9.4	9.8	3.6%	16.6%
Industry development	8.6	7.1	6.1	8.1	-1.8%	15.8%	8.4	9.1	9.4	5.1%	15.8%
Governance	4.2	6.9	5.0	3.2	-8.1%	10.2%	4.1	5.0	5.1	16.1%	8.4%
<b>Total</b>	<b>49.8</b>	<b>50.4</b>	<b>41.1</b>	<b>47.4</b>	<b>-1.6%</b>	<b>100.0%</b>	<b>54.3</b>	<b>57.3</b>	<b>58.5</b>	<b>7.3%</b>	<b>100.0%</b>

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

**Table 40.44 Ports Regulator of South Africa 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 (%)
	2022/23	2023/24	2024/25				2025/26	2022/23 - 2025/26	2026/27		
R million											
<b>Revenue</b>											
<b>Non-tax revenue</b>	<b>2.1</b>	<b>2.0</b>	<b>1.7</b>	<b>1.0</b>	<b>-23.1%</b>	<b>3.7%</b>	<b>1.0</b>	<b>2.0</b>	<b>1.7</b>	<b>21.0%</b>	<b>2.7%</b>
Sale of goods and services other than capital assets	-	0.0	-	-	-	-	-	-	-	-	-
<i>of which:</i>											
Administrative fees	-	0.0	-	-	-	-	-	-	-	-	-
Complaint lodging fees	-	0.0	-	-	-	-	-	-	-	-	-
Other non-tax revenue	2.1	2.0	1.7	1.0	-23.1%	3.7%	1.0	2.0	1.7	21.0%	2.7%
<b>Transfers received</b>	<b>43.0</b>	<b>42.6</b>	<b>44.5</b>	<b>46.5</b>	<b>2.6%</b>	<b>96.3%</b>	<b>53.3</b>	<b>55.3</b>	<b>56.8</b>	<b>6.9%</b>	<b>97.3%</b>
<b>Total revenue</b>	<b>45.1</b>	<b>44.6</b>	<b>46.2</b>	<b>47.4</b>	<b>1.7%</b>	<b>100.0%</b>	<b>54.3</b>	<b>57.3</b>	<b>58.5</b>	<b>7.3%</b>	<b>100.0%</b>
<b>Expenses</b>											
<b>Current expenses</b>	<b>49.8</b>	<b>50.4</b>	<b>41.1</b>	<b>47.4</b>	<b>-1.6%</b>	<b>100.0%</b>	<b>54.3</b>	<b>57.3</b>	<b>58.5</b>	<b>7.3%</b>	<b>100.0%</b>
Compensation of employees	27.9	30.1	26.5	33.8	6.6%	62.6%	36.5	38.1	40.0	5.8%	67.4%
Goods and services	21.7	19.8	14.1	13.2	-15.2%	36.4%	17.3	18.7	18.0	11.0%	31.7%
Depreciation	0.3	0.4	0.5	0.5	15.8%	0.9%	0.5	0.5	0.5	2.7%	0.9%
<b>Total expenses</b>	<b>49.8</b>	<b>50.4</b>	<b>41.1</b>	<b>47.4</b>	<b>-1.6%</b>	<b>100.0%</b>	<b>54.3</b>	<b>57.3</b>	<b>58.5</b>	<b>7.3%</b>	<b>100.0%</b>
<b>Surplus/(Deficit)</b>	<b>(4.8)</b>	<b>(5.8)</b>	<b>5.1</b>	<b>-</b>	<b>-100.0%</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

### Cash flow statement

<b>Cash flow from operating activities</b>	<b>(10.8)</b>	<b>(7.3)</b>	<b>6.1</b>	<b>(0.4)</b>	<b>-66.1%</b>	<b>100.0%</b>	<b>5.1</b>	<b>5.0</b>	<b>4.3</b>	<b>-317.0%</b>	<b>100.0%</b>
<b>Receipts</b>											
<b>Non-tax receipts</b>	<b>2.1</b>	<b>2.2</b>	<b>1.6</b>	<b>1.0</b>	<b>-23.1%</b>	<b>3.7%</b>	<b>1.0</b>	<b>2.0</b>	<b>1.7</b>	<b>21.0%</b>	<b>2.7%</b>
Sales of goods and services other than capital assets	0.0	-	-	-	-100.0%	-	-	-	-	-	-
<i>of which:</i>											
Administrative fees	0.0	-	-	-	-100.0%	-	-	-	-	-	-
Complaint lodging fees	0.0	-	-	-	-100.0%	-	-	-	-	-	-
Other tax receipts	2.1	2.2	1.6	1.0	-23.0%	3.7%	1.0	2.0	1.7	21.0%	2.7%
<b>Transfers received</b>	<b>43.0</b>	<b>42.6</b>	<b>44.5</b>	<b>46.5</b>	<b>2.6%</b>	<b>96.3%</b>	<b>53.6</b>	<b>55.8</b>	<b>58.1</b>	<b>7.7%</b>	<b>97.3%</b>
<b>Total receipts</b>	<b>45.1</b>	<b>44.7</b>	<b>46.1</b>	<b>47.4</b>	<b>1.7%</b>	<b>100.0%</b>	<b>54.6</b>	<b>57.8</b>	<b>59.8</b>	<b>8.0%</b>	<b>100.0%</b>
<b>Payment</b>											
<b>Current payments</b>	<b>55.9</b>	<b>52.0</b>	<b>40.0</b>	<b>47.8</b>	<b>-5.0%</b>	<b>100.0%</b>	<b>49.4</b>	<b>52.8</b>	<b>55.5</b>	<b>5.1%</b>	<b>100.0%</b>
Compensation of employees	27.9	31.7	26.5	34.3	7.2%	61.5%	36.0	37.3	39.1	4.4%	71.3%
Goods and services	28.0	20.4	13.5	13.5	-21.6%	38.5%	13.4	15.5	16.4	6.6%	28.7%
<b>Total payments</b>	<b>55.9</b>	<b>52.0</b>	<b>40.0</b>	<b>47.8</b>	<b>-5.0%</b>	<b>100.0%</b>	<b>49.4</b>	<b>52.8</b>	<b>55.5</b>	<b>5.1%</b>	<b>100.0%</b>
<b>Net cash flow from investing activities</b>	<b>(0.0)</b>	<b>(2.1)</b>	<b>(0.1)</b>	<b>-</b>	<b>-100.0%</b>	<b>100.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Acquisition of property, plant, equipment and intangible assets	(0.0)	(2.1)	(0.0)	-	-100.0%	98.3%	-	-	-	-	-
Acquisition of software and other intangible assets	-	-	(0.1)	-	-	3.0%	-	-	-	-	-
Proceeds from the sale of property, plant, equipment and intangible assets	-	0.0	-	-	-	-1.3%	-	-	-	-	-
<b>Net increase/(decrease) in cash and cash equivalents</b>	<b>(10.8)</b>	<b>(9.4)</b>	<b>6.0</b>	<b>(0.4)</b>	<b>-66.2%</b>	<b>100.0%</b>	<b>5.1</b>	<b>5.0</b>	<b>4.3</b>	<b>-317.0%</b>	<b>100.0%</b>

**Table 40.44 Ports Regulator of 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							2025/26	2022/23 - 2025/26	2026/27		
R million	2022/23	2023/24	2024/25	2025/26	2022/23 - 2025/26	2026/27	2027/28	2028/29	2025/26 - 2028/29	2026/27 - 2028/29	
Carrying value of assets	1.6	3.3	2.9	1.9	4.6%	9.3%	2.0	2.2	2.4	7.7%	7.1%
of which:											
Acquisition of assets	(0.0)	(2.1)	(0.0)	–	-100.0%	100.0%	–	–	–	–	–
Receivables and prepayments	0.7	1.2	1.0	0.9	6.7%	3.6%	0.9	0.9	1.0	5.2%	3.1%
Cash and cash equivalents	26.2	16.8	22.8	25.0	-1.5%	87.1%	26.4	27.3	28.6	4.5%	89.8%
<b>Total assets</b>	<b>28.6</b>	<b>21.3</b>	<b>26.7</b>	<b>27.8</b>	<b>-0.9%</b>	<b>100.0%</b>	<b>29.3</b>	<b>30.5</b>	<b>31.9</b>	<b>4.8%</b>	<b>100.0%</b>
Accumulated surplus/(deficit)	25.4	19.7	24.7	24.1	-1.7%	89.9%	25.4	26.8	28.3	5.5%	87.8%
Trade and other payables	1.8	0.5	1.1	2.1	4.6%	5.2%	2.2	1.9	1.8	-3.8%	6.4%
Provisions	1.4	1.2	0.9	1.6	4.6%	4.9%	1.7	1.8	1.8	3.8%	5.8%
<b>Total equity and liabilities</b>	<b>28.6</b>	<b>21.3</b>	<b>26.7</b>	<b>27.8</b>	<b>-0.9%</b>	<b>100.0%</b>	<b>29.3</b>	<b>30.5</b>	<b>31.9</b>	<b>4.8%</b>	<b>100.0%</b>

## Personnel information

**Table 40.45 Ports Regulator of South Africa personnel numbers and cost by salary level**

Number of posts estimated for 31 March 2026		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											
		2024/25		2025/26		2026/27		2027/28		2028/29		2025/26 - 2028/29	2026/27 - 2028/29						
Ports Regulator of South Africa		Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost			
Salary level	29	29	30	26.5	0.9	29	33.8	1.2	34	36.5	1.1	34	38.1	1.1	29	40.0	1.4	–	100.0%
1 – 6	2	2	4	4.3	1.1	2	4.5	2.2	7	5.5	0.8	7	5.8	0.8	2	6.0	3.0	–	16.5%
7 – 10	17	17	16	7.8	0.5	17	11.4	0.7	17	11.9	0.7	17	12.4	0.7	17	13.1	0.8	–	52.6%
11 – 12	1	1	1	0.9	0.9	1	0.9	0.9	1	1.0	1.0	1	1.0	1.0	1	1.1	1.1	–	3.1%
13 – 16	9	9	9	13.6	1.5	9	16.9	1.9	9	18.1	2.0	9	18.9	2.1	9	19.8	2.2	–	27.8%

1. Rand million.

## Railway Safety Regulator

### Selected performance indicators

**Table 40.46 Railway Safety Regulator performance indicators by programme/objective/activity and related outcome**

Indicator	Programme/Objective/Activity	MTDP outcome	Audited performance			Estimated performance	MTEF targets		
			2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
Number of safety initiatives conducted per year	Administration	An enabling environment for investment and improved competitiveness through structural reforms	42	40	48	40	40	40	40
Number of safety performance agreements signed for high-risk operators per year	Operations		33	35	35	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) to provide a national framework for regulating rail safety in South Africa. It ensures compliance with safety legislation by overseeing and monitoring railway operators and enforcing safe operational practices. Its responsibilities cover operators from neighbouring countries that operate rail services within South Africa's borders. Over the medium term, the regulator will focus on issuing safety permits, conducting inspections and audits, investigating rail-related incidents, and strengthening the regulatory environment by developing and

refining safety standards and regulations.

As regulation is labour intensive, spending on compensation of employees is expected to account for 68.4 per cent (R658.8 million) of total expenditure over the medium term. Expenditure is projected to increase at an average annual rate of 3.7 per cent, from R299.9 million in 2025/26 to R334.2 million in 2028/29. The regulator derives an estimated 69.5 per cent (R668.7 million) of its revenue over the MTEF period through administrative fees and 27.9 per cent (R296 million) through transfers from the department.

### Programmes/Objectives/Activities

**Table 40.47 Railway Safety Regulator 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 (%)
	2022/23	2023/24	2024/25				2025/26	2022/23 - 2025/26	2026/27		
Administration	143.3	157.5	160.9	155.6	2.8%	52.5%	161.9	168.0	174.9	4.0%	52.4%
Operations	125.3	134.5	154.6	144.3	4.8%	47.5%	146.4	151.9	159.3	3.4%	47.6%
<b>Total</b>	<b>268.5</b>	<b>292.1</b>	<b>315.5</b>	<b>299.9</b>	<b>3.7%</b>	<b>100.0%</b>	<b>308.3</b>	<b>319.9</b>	<b>334.2</b>	<b>3.7%</b>	<b>100.0%</b>

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

**Table 40.48 Railway Safety Regulator 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 (%)
	2022/23	2023/24	2024/25				2025/26	2022/23 - 2025/26	2026/27		
<b>Revenue</b>	<b>193.3</b>	<b>222.9</b>	<b>210.7</b>	<b>216.8</b>	<b>3.9%</b>	<b>73.0%</b>	<b>221.9</b>	<b>230.0</b>	<b>241.5</b>	<b>3.7%</b>	<b>72.1%</b>
Sale of goods and services other than capital assets	183.5	188.1	196.5	209.3	4.5%	67.3%	214.0	221.8	232.9	3.6%	69.5%
of which:											
Administrative fees	183.5	188.1	196.5	209.3	4.5%	67.3%	214.0	221.8	232.9	3.6%	69.5%
Permit issuing fees	179.4	186.4	195.7	205.1	4.6%	66.4%	212.3	221.8	232.9	4.3%	69.3%
Permit application fees	4.1	1.7	0.8	4.2	1.4%	0.9%	1.8	—	—	-100.0%	0.2%
Other non-tax revenue	9.8	34.8	14.2	7.5	-8.4%	5.7%	7.9	8.2	8.6	4.7%	2.6%
Transfers received	72.9	76.1	79.5	83.1	4.5%	27.0%	86.4	89.9	92.7	3.7%	27.9%
<b>Total revenue</b>	<b>266.2</b>	<b>299.0</b>	<b>290.2</b>	<b>299.9</b>	<b>4.1%</b>	<b>100.0%</b>	<b>308.3</b>	<b>319.9</b>	<b>334.2</b>	<b>3.7%</b>	<b>100.0%</b>
<b>Expenses</b>	<b>268.5</b>	<b>292.1</b>	<b>315.5</b>	<b>299.9</b>	<b>3.7%</b>	<b>100.0%</b>	<b>308.3</b>	<b>319.9</b>	<b>334.2</b>	<b>3.7%</b>	<b>100.0%</b>
<b>Current expenses</b>	<b>268.5</b>	<b>292.1</b>	<b>315.5</b>	<b>299.9</b>	<b>3.7%</b>	<b>100.0%</b>	<b>308.3</b>	<b>319.9</b>	<b>334.2</b>	<b>3.7%</b>	<b>100.0%</b>
Compensation of employees	165.8	184.6	201.3	190.8	4.8%	63.1%	209.0	219.4	230.4	6.5%	68.4%
Goods and services	97.5	101.8	107.9	109.1	3.8%	35.4%	99.3	100.5	103.8	-1.6%	31.6%
Depreciation	5.3	5.6	6.2	—	-100.0%	1.5%	—	—	—	—	—
<b>Total expenses</b>	<b>268.5</b>	<b>292.1</b>	<b>315.5</b>	<b>299.9</b>	<b>3.7%</b>	<b>100.0%</b>	<b>308.3</b>	<b>319.9</b>	<b>334.2</b>	<b>3.7%</b>	<b>100.0%</b>
<b>Surplus/(Deficit)</b>	<b>(2.4)</b>	<b>6.9</b>	<b>(25.3)</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>(2.7)</b>	<b>(5.1)</b>	<b>(10.6)</b>	<b>3.6</b>	<b>-209.9%</b>	<b>100.0%</b>	<b>3.8</b>	<b>5.3</b>	<b>8.4</b>	<b>32.2%</b>	<b>100.0%</b>
<b>Receipts</b>	<b>190.1</b>	<b>224.7</b>	<b>210.3</b>	<b>212.4</b>	<b>3.8%</b>	<b>72.9%</b>	<b>222.1</b>	<b>231.9</b>	<b>246.5</b>	<b>5.1%</b>	<b>72.3%</b>
Sales of goods and services other than capital assets	181.3	214.1	200.5	204.9	4.2%	69.7%	214.3	223.9	238.2	5.1%	69.8%
of which:											
Permit application fees	—	—	—	4.2	—	0.4%	—	—	—	-100.0%	—
Sales by market establishment	181.3	214.1	200.5	204.9	4.2%	69.7%	214.3	223.9	238.2	5.1%	69.8%
Permit issuing fees	181.3	214.1	200.5	204.9	4.2%	69.7%	214.3	223.9	238.2	5.1%	69.8%
Other tax receipts	8.8	10.6	9.9	7.5	-5.1%	3.2%	7.7	8.0	8.3	3.4%	2.5%
Transfers received	72.9	76.1	79.5	83.1	4.5%	27.1%	86.4	89.9	92.7	3.7%	27.7%
<b>Total receipts</b>	<b>263.0</b>	<b>300.8</b>	<b>289.8</b>	<b>295.5</b>	<b>4.0%</b>	<b>100.0%</b>	<b>308.5</b>	<b>321.8</b>	<b>339.2</b>	<b>4.7%</b>	<b>100.0%</b>
<b>Payment</b>	<b>265.7</b>	<b>305.9</b>	<b>300.4</b>	<b>291.9</b>	<b>3.2%</b>	<b>100.0%</b>	<b>304.7</b>	<b>316.5</b>	<b>330.8</b>	<b>4.3%</b>	<b>100.0%</b>
<b>Current payments</b>	<b>265.7</b>	<b>305.9</b>	<b>300.4</b>	<b>291.9</b>	<b>3.2%</b>	<b>100.0%</b>	<b>304.7</b>	<b>316.5</b>	<b>330.8</b>	<b>4.3%</b>	<b>100.0%</b>
Compensation of employees	165.1	184.3	200.4	190.8	4.9%	63.6%	209.0	219.4	230.4	6.5%	69.2%
Goods and services	92.8	121.6	100.0	101.1	2.9%	35.7%	95.7	97.1	100.4	-0.2%	30.8%
Interest and rent on land	7.7	—	—	—	-100.0%	0.7%	—	—	—	—	—
<b>Total payments</b>	<b>265.7</b>	<b>305.9</b>	<b>300.4</b>	<b>291.9</b>	<b>3.2%</b>	<b>100.0%</b>	<b>304.7</b>	<b>316.5</b>	<b>330.8</b>	<b>4.3%</b>	<b>100.0%</b>

**Table 40.48 Railway Safety Regulator 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 (%)
R million	2022/23	2023/24	2024/25	2025/26	2022/23 - 2025/26		2026/27	2027/28	2028/29	2025/26 - 2028/29	2026/27 - 2028/29
<b>Net cash flow from investing activities</b>	<b>(5.3)</b>	<b>(4.4)</b>	<b>(9.0)</b>	<b>(6.2)</b>	<b>5.2%</b>	<b>100.0%</b>	<b>(7.0)</b>	<b>(6.7)</b>	<b>(9.4)</b>	<b>15.0%</b>	<b>100.0%</b>
Acquisition of property, plant, equipment and intangible assets	(5.4)	(4.6)	(3.6)	(6.2)	4.3%	79.8%	(7.0)	(6.7)	(9.4)	15.0%	100.0%
Acquisition of software and other intangible assets	–	–	(5.4)	–	–	21.8%	–	–	–	–	–
Proceeds from the sale of property, plant, equipment and intangible assets	0.1	0.2	0.1	–	-100.0%	-1.6%	–	–	–	–	–
<b>Net increase/(decrease) in cash and cash equivalents</b>	<b>(8.0)</b>	<b>(9.5)</b>	<b>(19.6)</b>	<b>(2.5)</b>	<b>-31.8%</b>	<b>100.0%</b>	<b>(3.2)</b>	<b>(1.4)</b>	<b>(1.0)</b>	<b>-26.7%</b>	<b>100.0%</b>
<b>Statement of financial position</b>											
Carrying value of assets of which:	29.6	28.7	31.4	36.4	7.1%	29.4%	48.0	47.0	47.5	9.3%	47.5%
Acquisition of assets	(5.4)	(4.6)	(3.6)	(6.2)	4.3%	100.0%	(7.0)	(6.7)	(9.4)	15.0%	100.0%
Receivables and prepayments	10.8	8.5	8.2	7.3	-12.0%	8.1%	6.5	7.0	5.5	-9.3%	6.3%
Cash and cash equivalents	85.3	75.8	56.2	50.6	-15.9%	62.5%	47.4	46.0	45.0	-3.9%	46.2%
<b>Total assets</b>	<b>125.6</b>	<b>113.0</b>	<b>95.8</b>	<b>94.4</b>	<b>-9.1%</b>	<b>100.0%</b>	<b>101.9</b>	<b>100.0</b>	<b>98.0</b>	<b>1.3%</b>	<b>100.0%</b>
Accumulated surplus/(deficit)	66.1	69.7	44.4	58.2	-4.1%	55.6%	65.4	63.9	61.4	1.8%	63.6%
Trade and other payables	48.9	20.9	28.8	12.2	-37.1%	25.8%	13.6	14.9	18.0	13.9%	15.5%
Provisions	10.7	12.0	12.0	13.5	8.2%	11.2%	14.0	15.0	15.8	5.3%	14.9%
Derivatives financial instruments	–	10.5	10.6	10.5	–	7.4%	8.9	6.2	2.8	-35.6%	6.0%
<b>Total equity and liabilities</b>	<b>125.6</b>	<b>113.0</b>	<b>95.8</b>	<b>94.4</b>	<b>-9.1%</b>	<b>100.0%</b>	<b>101.9</b>	<b>100.0</b>	<b>98.0</b>	<b>1.3%</b>	<b>100.0%</b>

## Personnel information

**Table 40.49 Railway Safety Regulator personnel numbers and cost by salary level**

Number of posts estimated for 31 March 2026		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											
		2024/25		2025/26		2026/27		2027/28		2028/29		2025/26 - 2028/29	2026/27 - 2028/29						
Salary level	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost				
	150	150	160	201.3	1.3	150	190.8	1.3	152	209.0	1.4	152	219.4	1.4	152	230.4	1.5	0.4%	100.0%
1 – 6	17	17	19	3.6	0.2	17	33.4	2.0	17	15.2	0.9	17	16.0	0.9	17	16.8	1.0	–	11.2%
7 – 10	37	37	42	27.4	0.7	37	44.3	1.2	38	30.1	0.8	38	31.6	0.8	38	33.2	0.9	0.9%	25.0%
11 – 12	24	24	24	28.4	1.2	24	28.3	1.2	24	28.2	1.2	24	29.6	1.2	24	31.1	1.3	–	15.8%
13 – 16	64	64	67	117.2	1.7	64	74.4	1.2	65	113.3	1.7	65	118.9	1.8	65	124.9	1.9	0.5%	42.8%
17 – 22	8	8	8	24.8	3.1	8	10.4	1.3	8	22.2	2.8	8	23.3	2.9	8	24.5	3.1	–	5.3%

1. Rand million.

## Road Accident Fund

### Selected performance indicators

**Table 40.50 Road Accident Fund performance indicators by programme/objective/activity and related outcome**

Indicator	Programme/Objective/Activity	MTDP outcome	Audited performance			Estimated performance	MTEF targets		
			2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
Percentage reduction of 3-year-old open claims per year	Payment of claims to accident victims	Optimised social protection and improved coverage	14.5%	16.8%	20%	25%	– <sup>1</sup>	– <sup>1</sup>	– <sup>1</sup>
Percentage of claims processed within 120 days per year	Payment of claims to accident victims		0.3%	0.2%	9.8%	15%	– <sup>1</sup>	– <sup>1</sup>	– <sup>1</sup>

**Table 40.50 Road Accident Fund performance indicators by programme/objective/activity and related outcome (continued)**

Indicator	Programme/Objective/ Activity	MTDP outcome	Audited performance			Estimated performance	MTEF targets		
			2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
Percentage of claims validated and verified within 60 days per year	Payment of claims to accident victims	Optimised social protection and Improved coverage	59%	53%	89%	80%	-1	-1	-1
Percentage of total compensation to claimants (actual paid relative to claims budget)	Payment of claims to accident victims		-2	-2	87.8% (R36 bn/ R41 bn)	75%	75%	75%	75%
Percentage of new compliant personal claimed products settled within 120 days per year	Payment of claims to accident victims		10.6% (887/ 8 344)	10.4% (1 953/ 18 822)	9.6% (2 397/ 24 858)	15%	15%	17.5%	18%
Percentage reduction in net open claimed products (settlements within claims) per year	Payment of claims to accident victims		17% (28 610/ 167 962)	16.9% (34 110/ 201 709)	12.8% (26 907/ 210 458)	10%	15%	15%	15%
Number of road safety initiatives implemented per year	Payment of claims to accident victims		-2	3	4	4	4	4	4

1. Indicator discontinued.

2. No historical data available.

## Entity overview

The Road Accident Fund was established in terms of the Road Accident Fund Act (1996) and is mandated to provide compulsory social insurance to people who suffer loss or damage due to bodily injury or death caused by negligent driving on South Africa's roads. The fund aims to pursue a multipronged reform strategy over the medium term by transitioning to a structured annuity-based settlement model to better manage and align its assets and liabilities. These periodic payments are expected to better align liabilities with cash flows over time rather than requiring large immediate outlays. The strategy is aimed at stabilising the fund and improving service delivery.

Expenditure is expected to decrease at an average annual rate of 3.4 per cent, from R71.7 billion in 2025/26 to R64.6 billion in 2028/29. As expenditure must be matched to collected revenues, this decrease is due to an anticipated decrease in revenue collection as vehicles improve in fuel efficiency, coupled with an increasing share of electronic vehicles. The fund derives revenue mainly through the road accident fund levy. Revenue is projected to increase marginally, at an average annual rate of 0.4 per cent, from R49.3 billion in 2025/26 to R49.9 billion in 2028/29.

## Programmes/Objectives/Activities

**Table 40.51 Road Accident Fund 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 (%)
	2022/23	2023/24	2024/25	2025/26				2026/27	2027/28	2028/29		
R million												
Administration	3 264.6	3 848.1	6 173.2	13 359.1	59.9%	11.4%	5 319.4	5 452.9	5 560.7	-25.3%	8.0%	
Payment of claims to accident victims	53 921.9	47 054.8	46 901.7	58 371.8	2.7%	88.6%	64 341.1	65 389.1	59 025.2	0.4%	92.0%	
<b>Total</b>	<b>57 186.4</b>	<b>50 903.0</b>	<b>53 075.0</b>	<b>71 730.9</b>	<b>7.8%</b>	<b>100.0%</b>	<b>69 660.5</b>	<b>70 842.0</b>	<b>64 585.9</b>	<b>-3.4%</b>	<b>100.0%</b>	

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

**Table 40.52 Road Accident Fund statements of financial performance, cash flow and financial position**

Statement of financial performance				Revised estimate	Average growth rate (%)	Average: Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/ Total (%)
Audited outcome							2025/26	2022/23 - 2025/26	2026/27		
R million	2022/23	2023/24	2024/25	2025/26	2022/23 - 2025/26	2026/27	2027/28	2028/29	2025/26 - 2028/29	2026/27 - 2028/29	
<b>Revenue</b>											
Non-tax revenue	286.2	702.1	683.2	275.7	-1.2%	1.0%	82.8	78.7	60.1	-39.8%	0.1%
Other non-tax revenue	286.2	702.1	683.2	275.7	-1.2%	1.0%	82.8	78.7	60.1	-39.8%	0.1%
Transfers received	48 471.5	48 610.3	50 070.5	49 064.4	0.4%	99.0%	49 789.9	49 727.4	49 857.8	0.5%	99.9%
<b>Total revenue</b>	<b>48 757.8</b>	<b>49 312.3</b>	<b>50 753.7</b>	<b>49 340.1</b>	<b>0.4%</b>	<b>100.0%</b>	<b>49 872.7</b>	<b>49 806.1</b>	<b>49 917.9</b>	<b>0.4%</b>	<b>100.0%</b>
<b>Expenses</b>											
Current expenses	3 264.6	3 848.1	6 173.2	13 359.1	59.9%	11.4%	5 319.4	5 452.9	5 560.7	-25.3%	8.0%
Compensation of employees	2 135.7	2 201.8	2 242.0	2 370.7	3.5%	3.8%	2 478.0	2 595.2	2 745.1	5.0%	3.8%
Goods and services	785.3	1 325.5	3 710.9	10 663.5	138.6%	7.1%	2 557.9	2 558.6	2 530.9	-38.1%	3.7%
Depreciation	45.6	45.9	67.4	76.9	19.1%	0.1%	82.9	96.0	110.5	12.8%	0.1%
Interest, dividends and rent on land	298.1	274.9	152.9	247.9	-6.0%	0.4%	200.6	203.1	174.3	-11.1%	0.3%
Transfers and subsidies	53 921.9	47 054.8	46 901.7	58 371.8	2.7%	88.6%	64 341.1	65 389.1	59 025.2	0.4%	92.0%
<b>Total expenses</b>	<b>57 186.4</b>	<b>50 903.0</b>	<b>53 075.0</b>	<b>71 730.9</b>	<b>7.8%</b>	<b>100.0%</b>	<b>69 660.5</b>	<b>70 842.0</b>	<b>64 585.9</b>	<b>-3.4%</b>	<b>100.0%</b>
<b>Surplus/(Deficit)</b>	<b>(8 428.7)</b>	<b>(1 590.6)</b>	<b>(2 321.3)</b>	<b>(22 390.8)</b>	<b>38.5%</b>		<b>(19 787.8)</b>	<b>(21 035.9)</b>	<b>(14 668.0)</b>	<b>-13.2%</b>	
<b>Cash flow statement</b>											
Cash flow from operating activities	(173.0)	301.1	1 392.6	(1 039.7)	81.8%	100.0%	100.2	127.0	166.1	-154.3%	100.0%
<b>Receipts</b>											
Non-tax receipts	281.7	677.1	730.0	273.1	-1.0%	1.0%	80.1	76.0	57.3	-40.6%	0.1%
Other tax receipts	281.7	677.1	730.0	273.1	-1.0%	1.0%	80.1	76.0	57.3	-40.6%	0.1%
Transfers received	48 481.6	48 581.1	47 357.9	40 952.4	-5.5%	98.9%	49 789.9	49 727.4	49 857.8	6.8%	99.9%
Financial transactions in assets and liabilities	2.1	5.0	2.8	2.6	7.4%	-	2.7	2.8	2.8	3.3%	-
<b>Total receipts</b>	<b>48 765.4</b>	<b>49 263.2</b>	<b>48 090.7</b>	<b>41 228.1</b>	<b>-5.4%</b>	<b>100.0%</b>	<b>49 872.7</b>	<b>49 806.1</b>	<b>49 917.9</b>	<b>6.6%</b>	<b>100.0%</b>
<b>Payment</b>											
Current payments	3 245.4	3 862.3	4 068.3	5 170.2	16.8%	8.7%	5 236.5	5 357.0	5 450.2	1.8%	10.8%
Compensation of employees	2 135.7	2 201.8	2 242.0	2 370.7	3.5%	4.8%	2 478.0	2 595.2	2 745.1	5.0%	5.2%
Goods and services	811.6	1 385.6	1 673.4	2 551.6	46.5%	3.4%	2 557.9	2 558.6	2 530.9	-0.3%	5.1%
Interest and rent on land	298.1	274.9	152.9	247.9	-6.0%	0.5%	200.6	203.1	174.3	-11.1%	0.4%
Transfers and subsidies	45 693.0	45 099.8	42 629.7	37 097.6	-6.7%	91.3%	44 536.0	44 322.2	44 301.6	6.1%	89.2%
<b>Total payments</b>	<b>48 938.4</b>	<b>48 962.2</b>	<b>46 698.1</b>	<b>42 267.8</b>	<b>-4.8%</b>	<b>100.0%</b>	<b>49 772.5</b>	<b>49 679.1</b>	<b>49 751.7</b>	<b>5.6%</b>	<b>100.0%</b>
<b>Net cash flow from investing activities</b>	<b>(64.8)</b>	<b>(115.7)</b>	<b>(84.4)</b>	<b>(75.9)</b>	<b>5.4%</b>	<b>100.0%</b>	<b>(89.6)</b>	<b>(93.5)</b>	<b>(97.7)</b>	<b>8.8%</b>	<b>100.0%</b>
Acquisition of property, plant, equipment and intangible assets	(0.6)	(6.4)	(3.7)	(1.1)	20.0%	3.5%	(1.7)	(1.8)	(1.8)	18.6%	1.9%
Acquisition of software and other intangible assets	(64.1)	(109.3)	(80.8)	(74.8)	5.3%	96.5%	(87.9)	(91.7)	(95.8)	8.6%	98.1%
<b>Net increase/(decrease) in cash and cash equivalents</b>	<b>(237.8)</b>	<b>185.4</b>	<b>1 308.2</b>	<b>(1 115.6)</b>	<b>67.4%</b>	<b>100.0%</b>	<b>10.7</b>	<b>33.5</b>	<b>68.5</b>	<b>-139.4%</b>	<b>100.0%</b>
<b>Statement of financial position</b>											
Carrying value of assets	295.9	383.4	401.8	420.3	12.4%	2.2%	434.6	448.5	462.4	3.2%	2.2%
<i>of which:</i>											
Acquisition of assets	(0.6)	(6.4)	(3.7)	(1.1)	20.0%	100.0%	(1.7)	(1.8)	(1.8)	18.6%	100.0%
Inventory	5.1	5.4	5.7	5.9	5.1%	-	6.1	6.3	6.5	3.2%	-
Loans	227.0	240.6	252.1	263.7	5.1%	1.5%	272.7	281.4	290.2	3.2%	1.4%
Receivables and prepayments	11 204.7	11 295.9	11 838.1	12 383.8	3.4%	69.1%	12 804.8	13 214.6	13 624.3	3.2%	64.7%
Cash and cash equivalents	904.3	5 546.3	5 812.5	6 080.5	88.7%	27.1%	6 287.2	6 488.4	6 689.5	3.2%	31.7%
<b>Total assets</b>	<b>12 637.0</b>	<b>17 471.5</b>	<b>18 310.1</b>	<b>19 154.2</b>	<b>14.9%</b>	<b>100.0%</b>	<b>19 805.5</b>	<b>20 439.2</b>	<b>21 072.9</b>	<b>3.2%</b>	<b>100.0%</b>
Accumulated surplus/(deficit)	(342 977.9)	(335 986.5)	(352 113.9)	(368 346.3)	2.4%	-2 071.0%	(380 870.1)	(393 058.0)	(405 242.8)	3.2%	-1 923.1%
Capital and reserves	108.7	108.7	113.9	119.2	3.1%	0.7%	123.3	127.2	131.1	3.2%	0.6%
Trade and other payables	357.4	378.8	397.0	415.3	5.1%	2.3%	429.4	443.2	456.9	3.2%	2.2%
Provisions	355 031.3	352 845.9	369 782.5	386 829.5	2.9%	2 167.3%	399 981.7	412 781.1	425 577.3	3.2%	2 019.6%
Derivatives financial instruments	117.5	124.6	130.5	136.6	5.1%	0.8%	141.2	145.7	150.2	3.2%	0.7%
<b>Total equity and liabilities</b>	<b>12 637.0</b>	<b>17 471.5</b>	<b>18 310.1</b>	<b>19 154.2</b>	<b>14.9%</b>	<b>100.0%</b>	<b>19 805.5</b>	<b>20 439.2</b>	<b>21 072.9</b>	<b>3.2%</b>	<b>100.0%</b>

## Personnel information

**Table 40.53 Road Accident Fund personnel numbers and cost by salary level**

Number of posts estimated for 31 March 2026	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										
			2024/25		Unit cost	2025/26		Unit cost	2026/27		Unit cost	2027/28		Unit cost	2028/29			Unit cost	
<b>Road Accident Fund</b>	<b>3 034</b>	<b>3 034</b>	<b>3 034</b>	<b>2 242.0</b>	<b>0.7</b>	<b>3 034</b>	<b>2 370.7</b>	<b>0.8</b>	<b>3 034</b>	<b>2 478.0</b>	<b>0.8</b>	<b>3 034</b>	<b>2 595.2</b>	<b>0.9</b>	<b>3 034</b>	<b>2 745.1</b>	<b>0.9</b>		
<b>Salary level</b>																			
1 – 6	499	499	499	110.5	0.2	499	116.8	0.2	499	122.1	0.2	499	127.9	0.3	499	135.3	0.3	–	16.4%
7 – 10	1 897	1 897	1 897	1 205.7	0.6	1 897	1 274.9	0.7	1 897	1 332.6	0.7	1 897	1 395.7	0.7	1 897	1 476.2	0.8	–	62.5%
11 – 12	301	301	301	354.9	1.2	301	375.3	1.2	301	392.3	1.3	301	410.8	1.4	301	434.6	1.4	–	9.9%
13 – 16	332	332	332	548.4	1.7	332	579.9	1.7	332	606.2	1.8	332	634.8	1.9	332	671.5	2.0	–	10.9%
17 – 22	5	5	5	22.4	4.5	5	23.7	4.7	5	24.8	5.0	5	26.0	5.2	5	27.5	5.5	–	0.2%

1. Rand million.

## Road Traffic Infringement Agency

### Selected performance indicators

**Table 40.54 Road Traffic Infringement Agency performance indicators by programme/objective/activity and related outcome**

Indicator	Programme/Objective/Activity	MTDP outcome	Audited performance			Estimated performance	MTEF targets		
			2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
Percentage of representations received and adjudicated within 21 days per year	Administration	An ethical, capable and professional public service	100%	100%	100%	100%	100%	100%	100%
			(192 547)	(198 235)	(158 282)				
Number of education materials developed and shared per year	Administration		145	467	360	500	600	700	750

### Entity overview

The Road Traffic Infringement Agency operates in accordance with the Administrative Adjudication of Road Traffic Offences (AARTO) Act (1998). It is mandated to promote compliance with road traffic legislation by administering infringement procedures, adjudicating offences and enforcing applicable penalties. The agency also provides specialised support to prosecution processes and undertakes public education and awareness initiatives to improve road safety. Over the medium term, the agency will focus on discouraging and penalising contraventions of road traffic law by developing efficient and effective adjudication processes.

Total expenditure is expected to increase at an average annual rate of 4.1 per cent, from R523.1 million in 2025/26 to R590.7 million in 2028/29, with spending on goods and services accounting for an estimated 58.3 per cent (R994.4 million) of the agency's total budget over the period ahead. The agency derives its revenue through the collection of infringement-related fees. Total revenue is expected to increase in line with expenditure.

## Programmes/Objectives/Activities

**Table 40.55 Road Traffic Infringement 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 (%)
	2022/23	2023/24	2024/25				2025/26	2022/23 - 2025/26	2026/27		
R million											
Administration	114.4	99.8	94.4	145.4	8.3%	35.1%	151.9	158.0	165.1	4.3%	27.8%
AARTO adjudication and support	54.4	122.6	111.1	127.0	32.6%	32.1%	132.7	138.0	144.3	4.3%	24.3%
AARTO information and analytics	4.1	10.0	9.3	9.7	33.4%	2.6%	10.2	10.6	11.1	4.3%	1.9%
AARTO education and administration	23.4	12.3	20.6	64.4	40.1%	9.3%	67.3	70.0	73.2	4.3%	12.3%
AARTO rollout programme	–	17.9	74.8	176.5	–	20.8%	184.5	192.9	197.1	3.7%	33.7%
<b>Total</b>	<b>196.4</b>	<b>262.5</b>	<b>310.3</b>	<b>523.1</b>	<b>38.6%</b>	<b>100.0%</b>	<b>546.6</b>	<b>569.5</b>	<b>590.7</b>	<b>4.1%</b>	<b>100.0%</b>

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

**Table 40.56 Road Traffic Infringement 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 (%)
	2022/23	2023/24	2024/25				2025/26	2022/23 - 2025/26	2026/27		
R million											
<b>Revenue</b>											
<b>Non-tax revenue</b>	<b>126.1</b>	<b>115.5</b>	<b>239.9</b>	<b>356.0</b>	<b>41.3%</b>	<b>56.1%</b>	<b>372.1</b>	<b>386.9</b>	<b>404.4</b>	<b>4.3%</b>	<b>68.2%</b>
Sale of goods and services other than capital assets	112.9	102.3	230.7	356.0	46.6%	53.7%	372.1	386.9	404.4	4.3%	68.2%
<i>of which:</i>											
<i>Administrative fees</i>	112.9	102.3	230.7	356.0	46.6%	53.7%	372.1	386.9	404.4	4.3%	68.2%
<i>Infringement fees</i>	112.9	102.3	230.7	356.0	46.6%	53.7%	372.1	386.9	404.4	4.3%	68.2%
Other non-tax revenue	13.1	13.1	9.2	–	-100.0%	2.4%	–	–	–	–	–
<b>Transfers received</b>	<b>175.0</b>	<b>153.0</b>	<b>159.9</b>	<b>167.1</b>	<b>-1.5%</b>	<b>43.9%</b>	<b>174.6</b>	<b>182.6</b>	<b>186.3</b>	<b>3.7%</b>	<b>31.8%</b>
<b>Total revenue</b>	<b>301.1</b>	<b>268.5</b>	<b>399.8</b>	<b>523.1</b>	<b>20.2%</b>	<b>100.0%</b>	<b>546.6</b>	<b>569.5</b>	<b>590.7</b>	<b>4.1%</b>	<b>100.0%</b>
<b>Expenses</b>											
<b>Current expenses</b>	<b>196.4</b>	<b>262.5</b>	<b>310.3</b>	<b>523.1</b>	<b>38.6%</b>	<b>100.0%</b>	<b>546.6</b>	<b>569.5</b>	<b>590.7</b>	<b>4.1%</b>	<b>100.0%</b>
Compensation of employees	107.8	111.8	147.8	215.7	26.0%	45.1%	225.4	234.4	245.0	4.3%	41.3%
Goods and services	86.5	142.5	153.2	305.0	52.2%	53.2%	318.8	332.5	343.0	4.0%	58.3%
Depreciation	2.1	8.1	9.2	2.4	4.5%	1.7%	2.5	2.6	2.7	4.3%	0.5%
<b>Total expenses</b>	<b>196.4</b>	<b>262.5</b>	<b>310.3</b>	<b>523.1</b>	<b>38.6%</b>	<b>100.0%</b>	<b>546.6</b>	<b>569.5</b>	<b>590.7</b>	<b>4.1%</b>	<b>100.0%</b>
<b>Surplus/(Deficit)</b>	<b>104.7</b>	<b>6.0</b>	<b>89.5</b>	<b>–</b>	<b>-100.0%</b>		<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	

### Cash flow statement

<b>Cash flow from operating activities</b>	<b>(39.5)</b>	<b>(41.2)</b>	<b>344.2</b>	<b>359.8</b>	<b>-308.8%</b>	<b>100.0%</b>	<b>375.5</b>	<b>390.7</b>	<b>408.3</b>	<b>4.3%</b>	<b>100.0%</b>
<b>Receipts</b>											
<b>Non-tax receipts</b>	<b>309.8</b>	<b>280.6</b>	<b>658.3</b>	<b>687.9</b>	<b>30.5%</b>	<b>79.5%</b>	<b>717.0</b>	<b>745.7</b>	<b>779.3</b>	<b>4.2%</b>	<b>80.6%</b>
Sales of goods and services other than capital assets	297.0	270.9	658.3	687.9	32.3%	78.5%	717.0	745.7	779.3	4.2%	80.6%
<i>of which:</i>											
<i>Administrative fees</i>	297.0	270.9	658.3	687.9	32.3%	78.5%	717.0	745.7	779.3	4.2%	80.6%
<i>Infringement fees</i>	297.0	270.9	658.3	687.9	32.3%	78.5%	717.0	745.7	779.3	4.2%	80.6%
Other tax receipts	12.8	9.7	–	–	-100.0%	0.9%	–	–	–	–	–
<b>Transfers received</b>	<b>9.1</b>	<b>81.2</b>	<b>231.6</b>	<b>167.0</b>	<b>164.1%</b>	<b>20.1%</b>	<b>173.8</b>	<b>180.7</b>	<b>186.3</b>	<b>3.7%</b>	<b>19.4%</b>
<b>Financial transactions in assets and liabilities</b>	<b>0.4</b>	<b>11.1</b>	<b>–</b>	<b>–</b>	<b>-100.0%</b>	<b>0.5%</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>
<b>Total receipts</b>	<b>319.2</b>	<b>373.0</b>	<b>889.9</b>	<b>854.9</b>	<b>38.9%</b>	<b>100.0%</b>	<b>890.8</b>	<b>926.4</b>	<b>965.6</b>	<b>4.1%</b>	<b>100.0%</b>
<b>Payment</b>											
<b>Current payments</b>	<b>358.6</b>	<b>413.6</b>	<b>545.7</b>	<b>495.1</b>	<b>11.4%</b>	<b>100.0%</b>	<b>515.3</b>	<b>535.7</b>	<b>557.3</b>	<b>4.0%</b>	<b>100.0%</b>
Compensation of employees	108.4	111.5	206.4	215.7	25.8%	35.4%	225.4	234.4	245.0	4.3%	43.8%
Goods and services	250.2	302.1	339.3	279.4	3.8%	64.6%	289.9	301.3	312.3	3.8%	56.2%
<b>Transfers and subsidies</b>	<b>0.1</b>	<b>0.6</b>	<b>–</b>	<b>–</b>	<b>-100.0%</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>
<b>Total payments</b>	<b>358.7</b>	<b>414.2</b>	<b>545.7</b>	<b>495.1</b>	<b>11.3%</b>	<b>100.0%</b>	<b>515.3</b>	<b>535.7</b>	<b>557.3</b>	<b>4.0%</b>	<b>100.0%</b>
<b>Net cash flow from investing activities</b>	<b>(3.5)</b>	<b>(7.0)</b>	<b>(14.6)</b>	<b>(15.2)</b>	<b>62.3%</b>	<b>100.0%</b>	<b>(15.8)</b>	<b>(16.4)</b>	<b>(17.2)</b>	<b>4.2%</b>	<b>100.0%</b>
Acquisition of property, plant, equipment and intangible assets	(0.4)	(0.2)	(8.9)	(9.2)	182.0%	46.4%	(9.6)	(10.0)	(10.4)	4.2%	60.8%
Acquisition of software and other intangible assets	(3.1)	(6.8)	(5.7)	(5.9)	23.6%	53.6%	(6.2)	(6.4)	(6.7)	4.3%	39.2%
<b>Net increase/(decrease) in cash and cash equivalents</b>	<b>(43.1)</b>	<b>(48.2)</b>	<b>329.7</b>	<b>344.7</b>	<b>-300.0%</b>	<b>100.0%</b>	<b>359.7</b>	<b>374.3</b>	<b>391.1</b>	<b>4.3%</b>	<b>100.0%</b>

**Table 40.56 Road Traffic Infringement Agency statements of financial performance, cash flow and financial position (continued)**

Statement of financial position				Revised estimate	Average growth rate (%)	Average: Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/ Total (%)
Audited outcome			Medium-term expenditure estimate								
R million	2022/23	2023/24	2024/25	2025/26	2022/23 - 2025/26	2026/27	2027/28	2028/29	2025/26 - 2028/29	2026/27 - 2028/29	
Carrying value of assets	5.9	4.7	3.9	4.1	-11.8%	1.5%	4.3	4.4	4.6	4.3%	1.5%
<i>of which:</i>											
Acquisition of assets	(0.4)	(0.2)	(8.9)	(9.2)	182.0%	100.0%	(9.6)	(10.0)	(10.4)	4.2%	100.0%
Investments	136.6	139.1	148.5	154.4	4.2%	46.9%	160.6	167.0	174.6	4.2%	55.0%
Receivables and prepayments	27.4	34.3	67.3	70.3	37.0%	16.1%	73.5	76.4	79.8	4.3%	25.1%
Cash and cash equivalents	156.8	108.6	49.4	51.6	-31.0%	29.7%	53.9	56.1	58.6	4.3%	18.4%
Statutory receivables	-	71.8	-	-	-	5.8%	-	-	-	-	-
<b>Total assets</b>	<b>326.8</b>	<b>358.5</b>	<b>269.0</b>	<b>280.4</b>	<b>-5.0%</b>	<b>100.0%</b>	<b>292.3</b>	<b>303.9</b>	<b>317.6</b>	<b>4.2%</b>	<b>100.0%</b>
Accumulated surplus/(deficit)	177.5	185.3	104.4	109.1	-15.0%	46.7%	114.0	118.5	123.9	4.3%	39.0%
Trade and other payables	145.3	169.2	162.4	169.0	5.2%	52.3%	175.8	182.9	191.1	4.2%	60.2%
Provisions	4.0	4.0	2.3	2.4	-16.1%	1.0%	2.5	2.6	2.7	4.3%	0.8%
<b>Total equity and liabilities</b>	<b>326.8</b>	<b>358.5</b>	<b>269.0</b>	<b>280.4</b>	<b>-5.0%</b>	<b>100.0%</b>	<b>292.3</b>	<b>303.9</b>	<b>317.6</b>	<b>4.2%</b>	<b>100.0%</b>

## Personnel information

**Table 40.57 Road Traffic Infringement Agency personnel numbers and cost by salary level**

Number of posts estimated for 31 March 2026			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										
			2024/25		2025/26		2026/27		2027/28		2028/29		2025/26 - 2028/29	2026/27 - 2028/29					
Road Traffic Infringement Agency	Number	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost					
Salary level	197	197	197	147.8	0.8	197	215.7	1.1	197	225.4	1.1	197	234.4	1.2	197	245.0	1.2	-	100.0%
1 – 6	54	54	54	17.8	0.3	54	25.9	0.5	54	27.1	0.5	54	28.2	0.5	54	29.4	0.5	-	27.4%
7 – 10	94	94	94	59.4	0.6	94	86.4	0.9	94	90.3	1.0	94	94.0	1.0	94	98.2	1.0	-	47.7%
11 – 12	24	24	24	19.5	0.8	24	28.4	1.2	24	29.7	1.2	24	30.9	1.3	24	32.3	1.3	-	12.2%
13 – 16	19	19	19	23.0	1.2	19	33.6	1.8	19	35.1	1.8	19	36.5	1.9	19	38.2	2.0	-	9.6%
17 – 22	6	6	6	28.2	4.7	6	41.3	6.9	6	43.2	7.2	6	44.9	7.5	6	46.9	7.8	-	3.0%

1. Rand million.

## Road Traffic Management Corporation

### Selected performance indicators

**Table 40.58 Road Traffic Management Corporation performance indicators by programme/objective/activity and related outcome**

Indicator	Programme/Objective/Activity	MTDP outcome	Audited performance			Estimated performance	MTEF targets		
			2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
Number of road safety programmes implemented per year	Law enforcement	Reduced poverty and improved livelihoods	3	4	3	4	4	4	4
Number of targeted law enforcement interventions conducted per year	Law enforcement		3 196	3 345	7 665	16 519	17 348	18 215	20 682
Number of traffic officer modules delivered to existing traffic officers per year	Training of traffic personnel		3	3	3	4	4	4	4
Number of modules on the national qualifications framework (level 6) road traffic safety officer qualification completed for road safety practitioners per year	Training of traffic personnel		10	13	17	12	4	17	16
Number of self-initiated fraud and corruption cases investigated per year	Training of traffic personnel		197	220	190	220	250	280	310

**Table 40.58 Road Traffic Management Corporation performance indicators by programme/objective/activity and related outcome (continued)**

Indicator	Programme/Objective/Activity	MTDP outcome	Audited performance			Estimated performance	MTEF targets		
			2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
Number of road traffic research studies published per year	Strategic services	An ethical, capable and professional public service	1	3	1	3	3	3	3
Number of learner licence testing centres computerised per year	Strategic services		42	64	130	50	60	60	60
Number of vehicle testing stations using digitised roadworthiness testing sheet forms per year	Strategic services		82	75	120	120	120	60	129

### Entity overview

The Road Traffic Management Corporation was established in terms of the Road Traffic Management Corporation Act (1999). It is mandated to provide strategic planning and law enforcement, and pool public sector resources for national road traffic management. Over the medium term, the corporation will strive to maintain the target, set out in the United Nations Decade of Action to accelerate progress towards the achievement of the sustainable development goals, of reducing road fatalities on South Africa's roads by 50 per cent by 2030 from the baseline of 13 967 set in 2010. To give effect to this, the corporation intends to facilitate the enforcement of national road traffic laws. This is expected to integrate and harmonise the enforcement of traffic laws and facilitate the integration and development of road safety regulations and the fair and efficient use of resources across all spheres of government. To do this, road safety improvements are expected to come with combined efforts across law enforcement, infrastructure, user behaviour and post-crash response.

Total expenditure is expected to increase at an average annual rate of 6.4 per cent, from R1.9 billion in 2025/26 to R2.3 billion in 2028/29, driven mainly by spending on compensation of employees, which is set to increase at an average annual rate of 12.2 per cent. This relatively high increase is due to the number of personnel increasing from 1 755 in 2025/26 to 2 301 in 2028/29 as 546 traffic trainees are expected to be absorbed into the entity.

The corporation expects to generate the bulk of its revenue over the period ahead through administrative and eNatis transaction fees. Transfers from the department are expected to amount to 10.3 per cent (R666.2 million) of revenue over the medium term. Total revenue is expected to increase in line with expenditure.

### Programmes/Objectives/Activities

**Table 40.59 Road Traffic Management Corporation 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 (%)
	2022/23	2023/24	2024/25	2025/26				2026/27	2027/28	2028/29		
R million												
Administration	553.6	656.9	738.8	863.9	16.0%	43.9%	920.1	934.3	923.4	2.2%	43.1%	
Road safety marketing and stakeholder	228.2	26.1	27.4	32.4	-47.8%	4.9%	35.2	37.0	38.7	6.2%	1.7%	
Law enforcement	274.4	277.9	461.3	547.6	25.9%	24.4%	534.7	673.8	861.8	16.3%	32.1%	
Training of traffic personnel	–	160.2	156.2	108.0	–	6.6%	112.1	95.0	87.6	-6.8%	4.6%	
Traffic intelligence and security	21.3	23.1	23.4	30.5	12.7%	1.5%	30.8	32.3	33.9	3.6%	1.5%	
Strategic services	257.1	296.6	301.8	340.9	9.9%	18.7%	355.2	369.8	369.8	2.8%	17.0%	
<b>Total</b>	<b>1 334.6</b>	<b>1 440.7</b>	<b>1 709.0</b>	<b>1 923.3</b>	<b>13.0%</b>	<b>100.0%</b>	<b>1 988.2</b>	<b>2 142.3</b>	<b>2 315.3</b>	<b>6.4%</b>	<b>100.0%</b>	

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

**Table 40.60 Road Traffic Management Corporation statements of financial performance, cash flow and financial position**

Statement of financial performance				Revised estimate	Average growth rate (%)	Average: Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/ Total (%)
Audited outcome							2025/26	2022/23 - 2025/26	2026/27		
R million	2022/23	2023/24	2024/25	2025/26	2022/23	2025/26	2026/27	2027/28	2028/29	2025/26 - 2028/29	2026/27 - 2028/29
<b>Revenue</b>											
<b>Non-tax revenue</b>	<b>1 205.7</b>	<b>1 365.6</b>	<b>1 486.4</b>	<b>1 674.0</b>	<b>11.6%</b>	<b>86.6%</b>	<b>1 774.1</b>	<b>1 919.7</b>	<b>2 085.8</b>	<b>7.6%</b>	<b>89.7%</b>
Sale of goods and services other than capital assets	1 027.2	1 177.8	1 331.1	1 450.8	12.2%	75.3%	1 597.9	1 734.5	1 891.3	9.2%	81.0%
<i>of which:</i>											
<i>Administrative fees</i>	924.3	998.6	1 008.7	1 032.2	3.7%	59.9%	1 051.1	1 062.2	1 095.1	2.0%	49.8%
<i>eNATIS transactions fees</i>	924.3	948.7	964.9	982.4	2.1%	57.7%	989.0	1 004.1	1 034.2	1.7%	47.0%
<i>Driving licence testing centres administrative fees</i>	–	49.9	43.8	49.8	–	2.2%	62.1	58.0	60.9	7.0%	2.8%
Other sales	102.9	179.2	322.4	418.7	59.6%	15.5%	546.8	672.3	796.2	23.9%	31.3%
Other non-tax revenue	178.5	187.8	155.4	223.2	7.7%	11.2%	176.2	185.2	194.4	-4.5%	8.6%
<b>Transfers received</b>	<b>224.2</b>	<b>220.1</b>	<b>197.0</b>	<b>249.3</b>	<b>3.6%</b>	<b>13.4%</b>	<b>214.1</b>	<b>222.6</b>	<b>229.5</b>	<b>-2.7%</b>	<b>10.3%</b>
<b>Total revenue</b>	<b>1 429.9</b>	<b>1 585.7</b>	<b>1 683.4</b>	<b>1 923.3</b>	<b>10.4%</b>	<b>100.0%</b>	<b>1 988.2</b>	<b>2 142.3</b>	<b>2 315.3</b>	<b>6.4%</b>	<b>100.0%</b>
<b>Expenses</b>											
<b>Current expenses</b>	<b>1 334.6</b>	<b>1 440.7</b>	<b>1 709.0</b>	<b>1 923.3</b>	<b>13.0%</b>	<b>100.0%</b>	<b>1 988.2</b>	<b>2 142.3</b>	<b>2 315.3</b>	<b>6.4%</b>	<b>100.0%</b>
Compensation of employees	724.8	701.2	874.3	970.6	10.2%	51.0%	1 003.8	1 162.0	1 371.2	12.2%	54.9%
Goods and services	508.8	658.1	741.2	839.1	18.1%	42.9%	876.4	867.4	826.1	-0.5%	39.9%
Depreciation	96.3	78.8	92.5	112.8	5.4%	5.9%	107.5	112.3	117.4	1.3%	5.2%
Interest, dividends and rent on land	4.7	2.6	1.0	0.8	-44.7%	0.1%	0.6	0.6	0.6	-8.6%	–
<b>Total expenses</b>	<b>1 334.6</b>	<b>1 440.7</b>	<b>1 709.0</b>	<b>1 923.3</b>	<b>13.0%</b>	<b>100.0%</b>	<b>1 988.2</b>	<b>2 142.3</b>	<b>2 315.3</b>	<b>6.4%</b>	<b>100.0%</b>
<b>Surplus/(Deficit)</b>	<b>95.3</b>	<b>145.0</b>	<b>(25.6)</b>	<b>–</b>	<b>-100.0%</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>
<b>Cash flow statement</b>											
<b>Cash flow from operating activities</b>	<b>272.6</b>	<b>338.3</b>	<b>88.4</b>	<b>21.8</b>	<b>-57.0%</b>	<b>100.0%</b>	<b>157.5</b>	<b>122.4</b>	<b>81.6</b>	<b>55.4%</b>	<b>100.0%</b>
<b>Receipts</b>											
<b>Non-tax receipts</b>	<b>1 417.9</b>	<b>2 203.5</b>	<b>3 116.3</b>	<b>1 469.2</b>	<b>1.2%</b>	<b>88.9%</b>	<b>1 589.9</b>	<b>1 718.4</b>	<b>1 882.8</b>	<b>8.6%</b>	<b>88.2%</b>
Sales of goods and services other than capital assets	1 334.5	2 185.2	3 086.3	1 439.7	2.6%	87.2%	1 561.8	1 688.8	1 851.7	8.7%	86.7%
<i>of which:</i>											
<i>Administrative fees</i>	963.3	912.2	862.1	1 024.3	2.1%	40.8%	1 043.9	1 055.4	1 088.7	2.1%	54.2%
<i>eNATIS transactions fees</i>	900.3	853.3	805.8	974.6	2.7%	38.3%	981.7	997.4	1 027.8	1.8%	51.1%
<i>Driving licence testing centres administrative fees</i>	63.0	58.9	56.3	49.8	-7.6%	2.5%	62.1	58.0	60.9	7.0%	3.1%
Other sales	371.2	1 273.0	2 224.2	415.4	3.8%	46.4%	518.0	633.4	762.9	22.5%	32.5%
Other tax receipts	83.4	18.3	30.0	29.5	-29.3%	1.7%	28.1	29.5	31.1	1.8%	1.5%
<b>Transfers received</b>	<b>224.2</b>	<b>220.1</b>	<b>197.0</b>	<b>249.3</b>	<b>3.6%</b>	<b>9.6%</b>	<b>214.1</b>	<b>222.6</b>	<b>229.5</b>	<b>-2.7%</b>	<b>11.3%</b>
<b>Financial transactions in assets and liabilities</b>	<b>18.5</b>	<b>70.9</b>	<b>42.3</b>	<b>2.3</b>	<b>-50.2%</b>	<b>1.5%</b>	<b>9.6</b>	<b>10.0</b>	<b>10.4</b>	<b>66.0%</b>	<b>0.5%</b>
<b>Total receipts</b>	<b>1 660.6</b>	<b>2 494.5</b>	<b>3 355.6</b>	<b>1 720.8</b>	<b>1.2%</b>	<b>100.0%</b>	<b>1 813.5</b>	<b>1 951.0</b>	<b>2 122.7</b>	<b>7.2%</b>	<b>100.0%</b>
<b>Payment</b>											
<b>Current payments</b>	<b>1 388.0</b>	<b>2 156.2</b>	<b>3 267.2</b>	<b>1 699.0</b>	<b>7.0%</b>	<b>100.0%</b>	<b>1 656.0</b>	<b>1 828.6</b>	<b>2 041.1</b>	<b>6.3%</b>	<b>100.0%</b>
Compensation of employees	702.8	735.0	884.3	970.6	11.4%	38.7%	1 003.8	1 162.0	1 371.2	12.2%	64.0%
Goods and services	685.1	1 421.2	2 382.9	727.6	2.0%	61.3%	652.2	666.6	669.9	-2.7%	36.0%
Interest and rent on land	0.1	0.0	0.0	0.8	134.5%	–	–	–	–	-100.0%	–
<b>Total payments</b>	<b>1 388.0</b>	<b>2 156.2</b>	<b>3 267.2</b>	<b>1 699.0</b>	<b>7.0%</b>	<b>100.0%</b>	<b>1 656.0</b>	<b>1 828.6</b>	<b>2 041.1</b>	<b>6.3%</b>	<b>100.0%</b>
<b>Net cash flow from investing activities</b>	<b>(243.3)</b>	<b>(131.2)</b>	<b>(87.4)</b>	<b>(111.2)</b>	<b>-23.0%</b>	<b>100.0%</b>	<b>(224.2)</b>	<b>(200.8)</b>	<b>(156.1)</b>	<b>12.0%</b>	<b>100.0%</b>
Acquisition of property, plant, equipment and intangible assets	(227.0)	(133.7)	(87.4)	(111.2)	-21.2%	97.6%	(224.2)	(200.8)	(156.1)	12.0%	100.0%
Acquisition of software and other intangible assets	(17.2)	–	–	–	-100.0%	3.0%	–	–	–	–	–
Proceeds from the sale of property, plant, equipment and intangible assets	0.9	2.5	–	–	-100.0%	-0.6%	–	–	–	–	–
<b>Net cash flow from financing activities</b>	<b>(47.8)</b>	<b>(47.9)</b>	<b>(36.8)</b>	<b>–</b>	<b>-100.0%</b>	<b>100.0%</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>
Repayment of finance leases	(47.8)	(47.9)	(36.8)	–	-100.0%	100.0%	–	–	–	–	–
<b>Net increase/(decrease) in cash and cash equivalents</b>	<b>(18.4)</b>	<b>159.2</b>	<b>(35.9)</b>	<b>(89.5)</b>	<b>69.3%</b>	<b>100.0%</b>	<b>(66.7)</b>	<b>(78.4)</b>	<b>(74.5)</b>	<b>-5.9%</b>	<b>100.0%</b>

**Table 40.60 Road Traffic Management Corporation 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 (%)
		2022/23	2023/24	2024/25				2025/26	2026/27	2027/28		
R million												
Carrying value of assets		1 116.6	1 160.4	1 239.7	793.3	-10.8%	77.8%	830.6	873.8	913.1	4.8%	71.6%
of which:												
Acquisition of assets		(227.0)	(133.7)	(87.4)	(111.2)	-21.2%	100.0%	(224.2)	(200.8)	(156.1)	12.0%	100.0%
Inventory		2.9	2.3	3.7	14.0	69.8%	0.4%	14.6	15.4	16.1	4.8%	1.3%
Receivables and prepayments		137.6	151.1	167.2	120.9	-4.2%	10.4%	126.6	133.2	139.2	4.8%	10.9%
Cash and cash equivalents		55.3	214.5	178.6	179.5	48.1%	11.3%	188.0	197.8	206.6	4.8%	16.2%
<b>Total assets</b>		<b>1 312.3</b>	<b>1 528.3</b>	<b>1 589.3</b>	<b>1 107.8</b>	<b>-5.5%</b>	<b>100.0%</b>	<b>1 159.9</b>	<b>1 220.2</b>	<b>1 275.0</b>	<b>4.8%</b>	<b>100.0%</b>
Accumulated surplus/(deficit)		944.9	1 090.1	1 073.7	863.2	-3.0%	71.7%	906.4	956.4	999.3	5.0%	78.3%
Capital and reserves		55.7	55.7	140.8	55.7	-	5.6%	55.7	55.7	58.2	1.5%	4.6%
Finance lease		79.8	36.2	3.3	0.9	-77.6%	2.2%	0.9	1.0	1.0	4.8%	0.1%
Trade and other payables		146.8	271.5	276.5	103.0	-11.1%	14.4%	107.8	113.4	118.5	4.8%	9.3%
Provisions		85.2	74.7	94.9	85.1	-	6.1%	89.1	93.7	97.9	4.8%	7.7%
Derivatives financial instruments		-	0.0	-	-	-	-	-	-	-	-	-
<b>Total equity and liabilities</b>		<b>1 312.3</b>	<b>1 528.3</b>	<b>1 589.3</b>	<b>1 107.8</b>	<b>-5.5%</b>	<b>100.0%</b>	<b>1 159.9</b>	<b>1 220.2</b>	<b>1 275.0</b>	<b>4.8%</b>	<b>100.0%</b>

## Personnel information

**Table 40.61 Road Traffic Management Corporation personnel numbers and cost by salary level**

Number of posts estimated for 31 March 2026			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	Number of posts on establishment	Actual		Revised estimate			Medium-term expenditure estimate											
			2024/25	2025/26	2026/27	2027/28	2028/29	2025/26 - 2028/29	2026/27 - 2028/29										
Road Traffic Management Corporation			Number	Unit cost	Number	Unit cost	Number	Unit cost	Number	Unit cost	Number	Unit cost	Number	Unit cost					
Salary level	1 755	1 755	1 672	874.3	0.5	1 755	970.6	0.6	1 755	1 003.8	0.6	2 301	1 162.0	0.5	2 301	1 371.2	0.6	9.4%	100.0%
1 – 6	831	831	1	2.0	2.0	831	260.4	0.3	831	266.2	0.3	1 377	399.0	0.3	1 377	569.5	0.4	18.3%	56.4%
7 – 10	759	759	1 348	526.6	0.4	759	444.7	0.6	759	461.8	0.6	759	474.6	0.6	759	497.5	0.7	-	35.8%
11 – 12	74	74	204	155.4	0.8	74	83.4	1.1	74	86.9	1.2	74	90.4	1.2	74	94.9	1.3	-	3.5%
13 – 16	79	79	105	147.5	1.4	79	141.1	1.8	79	146.0	1.8	79	152.9	1.9	79	162.0	2.1	-	3.7%
17 – 22	12	12	14	42.7	3.0	12	40.9	3.4	12	42.9	3.6	12	45.0	3.8	12	47.3	3.9	-	0.6%

1. Rand million.

## South African Airways

### Selected performance indicators

**Table 40.62 South African Airways performance indicators by programme/objective/activity and related outcome**

Indicator	Programme/Objective/Activity	MTDP outcome	Audited performance			Estimated performance	MTEF targets		
			2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
Technical dispatch reliability per year	South African Airways	An enabling environment for investment and improved competitiveness through structural reforms	- <sup>1</sup>	98.5%	98.5%	98.5%	98.5%	98.5%	98.5%
On-time performance (to 15 minutes) per year	South African Airways		- <sup>1</sup>	87%	87%	87%	87%	87%	87%
Lost and mishandled baggage per year per 1 000 passengers flown	South African Airways		- <sup>1</sup>	3.79	3.79	3.79	3.79	3.79	3.79
Percentage of local spend per year	South African Airways	Economic transformation and equitable inclusion of women, youth and persons with disabilities for a just society	- <sup>1</sup>	70%	70%	70%	70%	70%	70%
Number of new artisan trainees per year	South African Airways	Increased employment and work opportunities	- <sup>1</sup>	75	75	75	75	75	75

1. No historical data available.

### Entity overview

South African Airways was established in April 1990 in terms of the Companies Act (2008) and is listed as a schedule 2 entity in terms of the Public Finance Management Act (1999). As part of the airline's business rescue

process, it plans to focus on its stabilisation and sustainability over the medium term despite its constrained working capital. This will entail densifying its schedule and expanding its fleet and routes.

As such, expenditure is expected to increase at an average annual rate of 31.3 per cent, from R14.5 billion in 2025/26 to R32.8 billion in 2028/29, driven by a fleet expansion, through leasing, to optimise operations. Total spending on goods and services is expected to account for 89.7 per cent of (R68.4 billion) of total expenditure over the medium term, mainly driven by fuel, aircraft leases, maintenance and related costs. Spending on compensation of employees constitutes an estimated 8.5 per cent (R6.5 billion) of total expenditure over the period ahead, increasing at an average annual rate of 29 per cent, from R1.2 billion in 2025/26 to R2.6 billion in 2028/29, due to a substantial increase in pilots' salaries and benefits, and an anticipated increase in the number of personnel over the same period. The airline generates revenue primarily through ticket sales. Revenue is expected to increase at an average annual rate of 32.7 per cent, from R14.5 billion in 2025/26 to R33.9 billion in 2028/29, in line with the airline's anticipated expansion of its fleet and operations, which is expected to drive ticket sales.

### Programmes/Objectives/Activities

**Table 40.63 South African Airways 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 (%)
	2022/23	2023/24	2024/25				2025/26	2022/23 - 2025/26	2026/27		
R million											
South African Airways	5 670.8	7 102.5	10 073.4	14 478.0	36.7%	100.0%	18 350.9	25 052.9	32 808.7	31.3%	100.0%
<b>Total</b>	<b>5 670.8</b>	<b>7 102.5</b>	<b>10 073.4</b>	<b>14 478.0</b>	<b>36.7%</b>	<b>100.0%</b>	<b>18 350.9</b>	<b>25 052.9</b>	<b>32 808.7</b>	<b>31.3%</b>	<b>100.0%</b>

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

**Table 40.64 South African Airways 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 (%)
	2022/23	2023/24	2024/25				2025/26	2022/23 - 2025/26	2026/27		
R million											
<b>Revenue</b>											
<b>Non-tax revenue</b>	<b>6 060.2</b>	<b>6 642.7</b>	<b>10 103.1</b>	<b>14 503.5</b>	<b>33.8%</b>	<b>100.0%</b>	<b>18 711.9</b>	<b>25 737.1</b>	<b>33 928.7</b>	<b>32.7%</b>	<b>100.0%</b>
Sale of goods and services other than capital assets	5 812.8	6 503.9	8 838.5	14 503.5	35.6%	95.6%	18 711.9	25 737.1	33 928.7	32.7%	100.0%
<i>of which:</i>											
<i>Sales by market establishments</i>	5 812.8	6 503.9	8 838.5	14 503.5	35.6%	95.6%	18 711.9	25 737.1	33 928.7	32.7%	100.0%
<i>Passenger revenue</i>	3 510.0	4 668.3	7 675.0	12 464.2	52.6%	75.9%	16 319.9	22 812.8	30 352.5	34.5%	88.7%
<i>Freight and mail (cargo)</i>	309.6	252.6	371.7	661.5	28.8%	4.3%	885.0	1 254.4	1 714.1	37.3%	4.9%
<i>Other</i>	1 993.2	1 583.0	791.8	1 377.8	-11.6%	15.4%	1 507.0	1 669.9	1 862.1	10.6%	6.4%
Other non-tax revenue	247.5	138.8	1 264.6	–	-100.0%	4.4%	–	–	–	–	–
<b>Total revenue</b>	<b>6 060.2</b>	<b>6 642.7</b>	<b>10 103.1</b>	<b>14 503.5</b>	<b>33.8%</b>	<b>100.0%</b>	<b>18 711.9</b>	<b>25 737.1</b>	<b>33 928.7</b>	<b>32.7%</b>	<b>100.0%</b>
<b>Expenses</b>											
<b>Current expenses</b>	<b>5 670.8</b>	<b>7 102.5</b>	<b>10 058.2</b>	<b>14 478.0</b>	<b>36.7%</b>	<b>100.0%</b>	<b>18 350.9</b>	<b>25 052.9</b>	<b>32 808.7</b>	<b>31.3%</b>	<b>100.0%</b>
Compensation of employees	552.6	744.0	1 008.5	1 234.4	30.7%	9.5%	1 682.3	2 174.0	2 649.0	29.0%	8.5%
Goods and services	4 972.1	6 011.4	8 303.8	12 909.1	37.4%	86.3%	16 275.7	22 443.2	29 681.1	32.0%	89.7%
Depreciation	94.8	313.4	528.4	102.5	2.6%	2.8%	145.4	188.2	231.1	31.1%	0.7%
Interest, dividends and rent on land	51.3	33.8	217.5	232.0	65.4%	1.4%	247.5	247.5	247.5	2.2%	1.0%
<b>Transfers and subsidies</b>	<b>–</b>	<b>–</b>	<b>15.2</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>
<b>Total expenses</b>	<b>5 670.8</b>	<b>7 102.5</b>	<b>10 073.4</b>	<b>14 478.0</b>	<b>36.7%</b>	<b>100.0%</b>	<b>18 350.9</b>	<b>25 052.9</b>	<b>32 808.7</b>	<b>31.3%</b>	<b>100.0%</b>
<b>Surplus/(Deficit)</b>	<b>389.4</b>	<b>(459.8)</b>	<b>29.7</b>	<b>25.4</b>	<b>-59.7%</b>		<b>361.0</b>	<b>684.2</b>	<b>1 120.1</b>	<b>253.3%</b>	

**Table 40.64 South African Airways 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 (%)
	2022/23	2023/24	2024/25	2025/26	2022/23 - 2025/26	2026/27	2027/28	2028/29	2025/26 - 2028/29	2026/27 - 2028/29	
R million											
<b>Cash flow from operating activities</b>	<b>(155.2)</b>	<b>(478.0)</b>	<b>(196.0)</b>	<b>1 158.3</b>	<b>-295.4%</b>	<b>100.0%</b>	<b>661.9</b>	<b>1 636.2</b>	<b>2 078.7</b>	<b>21.5%</b>	<b>100.0%</b>
<b>Receipts</b>											
<b>Non-tax receipts</b>	<b>5 872.0</b>	<b>6 591.8</b>	<b>8 869.1</b>	<b>14 503.5</b>	<b>35.2%</b>	<b>93.4%</b>	<b>18 711.9</b>	<b>25 737.1</b>	<b>33 928.7</b>	<b>32.7%</b>	<b>98.4%</b>
Sales of goods and services other than capital assets	5 812.8	6 503.9	8 838.5	14 503.5	35.6%	92.9%	18 711.9	25 737.1	33 928.7	32.7%	98.4%
<i>of which:</i>											
<i>Sales by market establishment</i>	<i>5 812.8</i>	<i>6 503.9</i>	<i>8 838.5</i>	<i>14 503.5</i>	<i>35.6%</i>	<i>92.9%</i>	<i>18 711.9</i>	<i>25 737.1</i>	<i>33 928.7</i>	<i>32.7%</i>	<i>98.4%</i>
<i>Passenger revenue</i>	<i>3 510.0</i>	<i>4 668.3</i>	<i>7 675.0</i>	<i>12 464.2</i>	<i>52.6%</i>	<i>73.8%</i>	<i>16 319.9</i>	<i>22 812.8</i>	<i>30 352.5</i>	<i>34.5%</i>	<i>87.2%</i>
<i>Freight and mail (cargo)</i>	<i>309.6</i>	<i>252.6</i>	<i>371.7</i>	<i>661.5</i>	<i>28.8%</i>	<i>4.2%</i>	<i>885.0</i>	<i>1 254.4</i>	<i>1 714.1</i>	<i>37.3%</i>	<i>4.8%</i>
<i>Other</i>	<i>1 993.2</i>	<i>1 583.0</i>	<i>791.8</i>	<i>1 377.8</i>	<i>-11.6%</i>	<i>15.0%</i>	<i>1 507.0</i>	<i>1 669.9</i>	<i>1 862.1</i>	<i>10.6%</i>	<i>6.3%</i>
Other tax receipts	59.3	87.9	30.6	–	-100.0%	0.5%	–	–	–	–	–
<b>Financial transactions in assets and liabilities</b>	<b>–</b>	<b>–</b>	<b>464.8</b>	<b>2 079.3</b>	<b>–</b>	<b>6.6%</b>	<b>76.5</b>	<b>475.6</b>	<b>727.6</b>	<b>-29.5%</b>	<b>1.6%</b>
<b>Total receipts</b>	<b>5 872.0</b>	<b>6 591.8</b>	<b>9 333.8</b>	<b>16 582.8</b>	<b>41.3%</b>	<b>100.0%</b>	<b>18 788.4</b>	<b>26 212.7</b>	<b>34 656.3</b>	<b>27.9%</b>	<b>100.0%</b>
<b>Payment</b>											
<b>Current payments</b>	<b>5 115.1</b>	<b>6 389.1</b>	<b>9 501.2</b>	<b>14 375.5</b>	<b>41.1%</b>	<b>93.0%</b>	<b>18 205.5</b>	<b>24 864.7</b>	<b>32 577.6</b>	<b>31.4%</b>	<b>100.5%</b>
Compensation of employees	552.6	744.0	1 008.5	1 234.4	30.7%	9.3%	1 682.3	2 174.0	2 649.0	29.0%	8.6%
Goods and services	4 511.2	5 611.4	8 275.2	12 909.1	42.0%	82.3%	16 275.7	22 443.2	29 681.1	32.0%	90.9%
Interest and rent on land	51.3	33.8	217.5	232.0	65.4%	1.4%	247.5	247.5	247.5	2.2%	1.0%
<b>Payments for financial assets</b>	<b>912.2</b>	<b>680.7</b>	<b>28.6</b>	<b>1 048.9</b>	<b>4.8%</b>	<b>7.0%</b>	<b>(79.0)</b>	<b>(288.2)</b>	<b>–</b>	<b>-100.0%</b>	<b>-0.5%</b>
<b>Total payments</b>	<b>6 027.2</b>	<b>7 069.8</b>	<b>9 529.8</b>	<b>15 424.5</b>	<b>36.8%</b>	<b>100.0%</b>	<b>18 126.5</b>	<b>24 576.5</b>	<b>32 577.6</b>	<b>28.3%</b>	<b>100.0%</b>
<b>Net cash flow from investing activities</b>	<b>(237.0)</b>	<b>(178.0)</b>	<b>1 065.0</b>	<b>(1 328.0)</b>	<b>77.6%</b>	<b>100.0%</b>	<b>(1 432.0)</b>	<b>(2 850.0)</b>	<b>(2 963.0)</b>	<b>30.7%</b>	<b>100.0%</b>
Acquisition of property, plant, equipment and intangible assets	(57.0)	(199.0)	(68.0)	(1 328.0)	185.6%	243.7%	(1 432.0)	(2 850.0)	(2 963.0)	30.7%	100.0%
Proceeds from the sale of property, plant, equipment and intangible assets	134.0	21.0	1 133.0	–	-100.0%	-190.0%	–	–	–	–	–
Other flows from investing activities	(314.0)	–	–	–	-100.0%	46.3%	–	–	–	–	–
<b>Net cash flow from financing activities</b>	<b>38.0</b>	<b>860.0</b>	<b>(332.0)</b>	<b>2 250.0</b>	<b>289.8%</b>	<b>100.0%</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>-100.0%</b>	<b>–</b>
Borrowing activities	(1 534.0)	–	–	2 250.0	-213.6%	25.4%	–	–	–	-100.0%	–
Repayment of finance leases	(11.0)	(140.0)	(332.0)	–	-100.0%	-17.2%	–	–	–	–	–
Other flows from financing activities	1 583.0	1 000.0	–	–	-100.0%	91.7%	–	–	–	–	–
<b>Net increase/(decrease) in cash and cash equivalents</b>	<b>(354.2)</b>	<b>204.0</b>	<b>537.0</b>	<b>2 080.3</b>	<b>-280.4%</b>	<b>100.0%</b>	<b>(770.1)</b>	<b>(1 213.8)</b>	<b>(884.3)</b>	<b>-175.2%</b>	<b>100.0%</b>
<b>Statement of financial position</b>											
Carrying value of assets	3 777.5	4 704.1	6 909.1	5 173.9	11.1%	42.0%	5 328.1	5 439.4	5 507.9	2.1%	28.4%
<i>of which:</i>											
<i>Acquisition of assets</i>	<i>(57.0)</i>	<i>(199.0)</i>	<i>(68.0)</i>	<i>(1 328.0)</i>	<i>185.6%</i>	<i>100.0%</i>	<i>(1 432.0)</i>	<i>(2 850.0)</i>	<i>(2 963.0)</i>	<i>30.7%</i>	<i>100.0%</i>
Investments	2 946.1	2 873.2	3 237.7	4 061.7	11.3%	26.8%	5 194.1	7 744.4	10 407.2	36.8%	40.7%
Inventory	41.5	52.5	45.5	53.6	8.9%	0.4%	69.2	95.4	129.5	34.2%	0.5%
Receivables and prepayments	1 153.6	2 171.8	2 168.6	2 470.6	28.9%	16.3%	2 929.5	4 214.3	5 569.6	31.1%	22.2%
Cash and cash equivalents	1 389.8	720.1	1 526.0	3 482.6	35.8%	14.5%	2 712.6	1 498.9	615.4	-43.9%	8.4%
Defined benefit plan assets	(31.1)	30.4	30.4	(33.9)	3.0%	–	(33.9)	(33.9)	(33.9)	–	-0.2%
Derivatives financial instruments	1.0	–	–	1.0	0.4%	–	1.0	1.0	1.0	–	–
<b>Total assets</b>	<b>9 278.5</b>	<b>10 552.0</b>	<b>13 917.2</b>	<b>15 209.5</b>	<b>17.9%</b>	<b>100.0%</b>	<b>16 200.6</b>	<b>18 959.6</b>	<b>22 196.6</b>	<b>13.4%</b>	<b>100.0%</b>
Accumulated surplus/(deficit)	(57 980.9)	(57 840.4)	(57 810.7)	(57 426.8)	-0.3%	-472.0%	(57 065.8)	(56 381.5)	(55 261.5)	-1.3%	-294.1%
Capital and reserves	2 905.8	2 919.7	2 926.3	3 918.3	10.5%	25.9%	3 918.3	3 918.3	3 918.3	–	20.5%
Capital reserve fund	60 261.7	61 261.7	61 261.7	61 261.7	0.6%	498.5%	61 261.7	61 261.7	61 261.7	–	320.4%
Borrowings	–	–	–	2 250.0	–	4.6%	2 250.0	2 250.0	2 250.0	–	11.8%
Deferred income	986.8	1 357.8	1 815.3	2 550.3	37.2%	13.7%	2 897.0	3 902.3	4 951.8	24.8%	20.5%
Trade and other payables	2 830.2	1 965.1	4 724.0	2 351.8	-6.0%	24.2%	2 635.2	3 704.7	4 772.2	26.6%	19.4%
Provisions	274.8	888.2	1 000.4	304.2	3.4%	5.0%	304.2	304.2	304.2	–	1.6%
Derivatives financial instruments	–	–	0.3	–	–	–	–	–	–	–	–
<b>Total equity and liabilities</b>	<b>9 278.5</b>	<b>10 552.0</b>	<b>13 917.2</b>	<b>15 209.5</b>	<b>17.9%</b>	<b>100.0%</b>	<b>16 200.6</b>	<b>18 959.6</b>	<b>22 196.6</b>	<b>13.4%</b>	<b>100.0%</b>

## Personnel information

**Table 40.65 South African Airways personnel numbers and cost by salary level**

Number of posts estimated for 31 March 2026	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										
			2024/25		Unit cost	2025/26		Unit cost	2026/27		Unit cost	2027/28		Unit cost	2028/29			Unit cost	
			Number	Cost		Number	Cost		Number	Cost		Number	Cost		Number				Cost
<b>South African Airways</b>			<b>1 888</b>	<b>1 008.5</b>	<b>0.5</b>	<b>1 930</b>	<b>1 234.4</b>	<b>0.6</b>	<b>1 940</b>	<b>1 682.3</b>	<b>0.9</b>	<b>1 951</b>	<b>2 174.0</b>	<b>1.1</b>	<b>1 951</b>	<b>2 649.0</b>	<b>1.4</b>		
<b>Salary level</b>	<b>1 930</b>	<b>1 930</b>	<b>1 888</b>	<b>1 008.5</b>	<b>0.5</b>	<b>1 930</b>	<b>1 234.4</b>	<b>0.6</b>	<b>1 940</b>	<b>1 682.3</b>	<b>0.9</b>	<b>1 951</b>	<b>2 174.0</b>	<b>1.1</b>	<b>1 951</b>	<b>2 649.0</b>	<b>1.4</b>	<b>0.4%</b>	<b>100.0%</b>
1 – 6	314	314	314	77.8	0.2	314	260.3	0.8	314	302.1	1.0	314	627.0	2.0	314	1 029.9	3.3	–	16.1%
7 – 10	1 157	1 157	1 127	369.3	0.3	1 157	386.5	0.3	1 167	548.6	0.5	1 178	618.1	0.5	1 178	646.9	0.5	0.6%	60.3%
11 – 12	209	209	203	174.1	0.9	209	182.2	0.9	209	258.7	1.2	209	288.9	1.4	209	302.4	1.4	–	10.7%
13 – 16	245	245	239	372.9	1.6	245	390.3	1.6	245	552.1	2.3	245	616.7	2.5	245	645.4	2.6	–	12.6%
17 – 22	5	5	5	14.5	2.9	5	15.2	3.0	5	20.9	4.2	5	23.3	4.7	5	24.4	4.9	–	0.3%

1. Rand million.

## South African Civil Aviation Authority

### Selected performance indicators

**Table 40.66 South African Civil Aviation Authority performance indicators by programme/objective/activity and related outcome**

Indicator	Programme/Objective/Activity	MTDP outcome	Audited performance			Estimated performance	MTEF targets		
			2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
Number of air safety infrastructure inspections conducted or certificates issued per year	Continually improve civil aviation safety	An enabling environment for investment and improved competitiveness through structural reforms	247	266	266	266	266	266	266
Number of air safety operations inspections conducted or certificates issued per year	Continually improve civil aviation safety	Effective border security	1 677	1 783	1 783	1 783	1 783	1 783	1 783
Number of aviation security inspections conducted or certificates issued per year	Continually improve civil aviation security		1 109	1 133	1 133	1 133	1 133	1 133	1 133

### Entity overview

The South African Civil Aviation Authority was established in terms of the South African Civil Aviation Act (2009) and is responsible for regulating and promoting safety and security within the civil aviation sector. In fulfilling this mandate, the authority ensures South Africa's aviation industry aligns with international aviation standards set by the International Civil Aviation Organisation. The authority's mandate has been extended to include oversight of the environmental impact arising from civil aviation activities.

Over the medium term, the authority will focus on strengthening and implementing aviation safety and security oversight programmes, including regulatory compliance monitoring, certification, licensing, inspection and enforcement, while maintaining the institutional capacity to effectively execute its regulatory responsibilities.

Total expenditure is expected to increase at an average annual rate of 4.1 per cent, from R1.1 billion in 2025/26 to R1.2 billion in 2028/29, with compensation of employees accounting for an estimated 67.1 per cent (R2.3 billion) of this spending over the period ahead. The authority expects to derive 83.6 per cent (R2.9 billion) of its revenue over the medium term through passenger safety charges and user fees. Revenue is expected to increase at an average annual rate of 3.2 per cent, from R1.1 billion in 2025/26 to R1.2 billion in 2028/29.

## Programmes/Objectives/Activities

**Table 40.67 South African Civil Aviation Authority 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 (%)	
	2022/23	2023/24	2024/25	2025/26				2022/23 - 2025/26	2026/27	2027/28			2028/29
R million													
Administration	366.7	390.6	449.1	459.5		7.8%	44.7%	456.3	473.9	493.9		2.4%	41.1%
Continually improve civil aviation safety	373.8	422.4	452.6	549.5		13.7%	48.3%	564.5	609.1	646.8		5.6%	52.6%
Continually improve civil aviation security	55.8	63.7	71.4	70.2		8.0%	7.0%	69.9	72.2	75.9		2.6%	6.3%
<b>Total</b>	<b>796.4</b>	<b>876.7</b>	<b>973.1</b>	<b>1 079.3</b>		<b>10.7%</b>	<b>100.0%</b>	<b>1 090.7</b>	<b>1 155.2</b>	<b>1 216.6</b>		<b>4.1%</b>	<b>100.0%</b>

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

**Table 40.68 South African Civil Aviation Authority 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 (%)	
	2022/23	2023/24	2024/25	2025/26				2022/23 - 2025/26	2026/27	2027/28			2028/29
R million													
<b>Revenue</b>													
<b>Non-tax revenue</b>	<b>697.7</b>	<b>840.9</b>	<b>887.7</b>	<b>1 016.8</b>		<b>13.4%</b>	<b>88.4%</b>	<b>1 090.7</b>	<b>1 155.2</b>	<b>1 216.6</b>		<b>6.2%</b>	<b>100.0%</b>
Sale of goods and services other than capital assets	664.0	792.3	836.4	970.2		13.5%	83.8%	1 045.6	1 109.9	1 169.1		6.4%	96.0%
<i>of which:</i>													
Administrative fees	626.8	751.7	794.0	925.9		13.9%	79.6%	999.6	1 062.1	1 119.3		6.5%	91.9%
User fees	137.6	105.1	118.2	138.9		0.3%	12.8%	149.4	156.0	164.1		5.7%	13.6%
Flight inspection unit user fees	33.3	45.7	43.4	49.2		13.8%	4.4%	51.4	53.7	56.1		4.5%	4.7%
Passenger safety charges	455.8	562.5	602.7	699.2		15.3%	59.6%	758.5	810.5	855.3		6.9%	70.0%
Fuel levy	–	38.5	29.6	38.6		–	2.7%	40.2	42.0	43.8		4.3%	3.6%
Sales by market establishments	37.2	40.5	42.4	44.3		6.0%	4.2%	46.0	47.8	49.8		4.0%	4.1%
Accidents and incidents investigations	37.2	40.5	42.4	44.3		6.0%	4.2%	46.0	47.8	49.8		4.0%	4.1%
Other non-tax revenue	33.7	48.7	51.3	46.6		11.4%	4.6%	45.1	45.4	47.5		0.6%	4.0%
Transfers received	187.9	85.8	87.4	90.1		-21.7%	11.6%	–	–	–		-100.0%	–
<b>Total revenue</b>	<b>885.6</b>	<b>926.7</b>	<b>975.1</b>	<b>1 106.9</b>		<b>7.7%</b>	<b>100.0%</b>	<b>1 090.7</b>	<b>1 155.2</b>	<b>1 216.6</b>		<b>3.2%</b>	<b>100.0%</b>
<b>Expenses</b>													
<b>Current expenses</b>	<b>796.4</b>	<b>876.7</b>	<b>973.1</b>	<b>1 079.3</b>		<b>10.7%</b>	<b>100.0%</b>	<b>1 090.7</b>	<b>1 155.2</b>	<b>1 216.6</b>		<b>4.1%</b>	<b>100.0%</b>
Compensation of employees	558.0	601.8	654.4	696.0		7.6%	67.4%	725.5	775.1	822.3		5.7%	67.1%
Goods and services	229.3	262.0	303.4	360.1		16.2%	31.0%	341.1	355.4	369.4		0.8%	30.8%
Depreciation	9.1	12.9	15.2	23.2		36.8%	1.6%	24.1	24.7	25.0		2.5%	2.1%
<b>Total expenses</b>	<b>796.4</b>	<b>876.7</b>	<b>973.1</b>	<b>1 079.3</b>		<b>10.7%</b>	<b>100.0%</b>	<b>1 090.7</b>	<b>1 155.2</b>	<b>1 216.6</b>		<b>4.1%</b>	<b>100.0%</b>
Surplus/(Deficit)	89.2	50.1	2.0	27.6		-32.4%	–	–	–	–		-100.0%	–
<b>Cash flow statement</b>													
<b>Cash flow from operating activities</b>	<b>138.4</b>	<b>80.2</b>	<b>32.3</b>	<b>93.8</b>		<b>-12.2%</b>	<b>100.0%</b>	<b>25.7</b>	<b>51.6</b>	<b>49.1</b>		<b>-19.4%</b>	<b>100.0%</b>
<b>Receipts</b>													
<b>Non-tax receipts</b>	<b>689.0</b>	<b>826.6</b>	<b>879.1</b>	<b>1 019.9</b>		<b>14.0%</b>	<b>88.3%</b>	<b>1 065.1</b>	<b>1 143.5</b>	<b>1 262.8</b>		<b>7.4%</b>	<b>100.0%</b>
Sales of goods and services other than capital assets	665.0	784.3	834.1	976.6		13.7%	84.3%	1 021.9	1 100.3	1 217.6		7.6%	96.2%
<i>of which:</i>													
Administrative fees	627.7	743.7	791.7	930.2		14.0%	80.0%	975.8	1 052.5	1 167.8		7.9%	92.1%
User fees	627.7	743.7	791.7	930.2		14.0%	80.0%	975.8	1 052.5	1 167.8		7.9%	92.1%
Flight inspection unit user fees	–	–	–	49.2		–	1.3%	–	–	–		-100.0%	–
Passenger safety charges	–	–	–	699.2		–	18.1%	–	–	–		-100.0%	–
Fuel levy	–	–	–	38.6		–	1.0%	–	–	–		-100.0%	–
Sales by market establishment	37.2	40.5	42.4	46.4		7.6%	4.3%	46.0	47.8	49.8		2.4%	4.1%
Accidents and incidents investigations	37.2	40.5	42.4	46.4		7.6%	4.3%	46.0	47.8	49.8		2.4%	4.1%
Other tax receipts	24.0	42.3	45.1	43.3		21.7%	4.0%	43.3	43.2	45.2		1.4%	3.8%
Transfers received	187.9	85.8	87.4	90.1		-21.7%	11.7%	–	–	–		-100.0%	–
<b>Total receipts</b>	<b>876.9</b>	<b>912.4</b>	<b>966.6</b>	<b>1 109.9</b>		<b>8.2%</b>	<b>100.0%</b>	<b>1 065.1</b>	<b>1 143.5</b>	<b>1 262.8</b>		<b>4.4%</b>	<b>100.0%</b>
<b>Payment</b>													
<b>Current payments</b>	<b>738.6</b>	<b>832.2</b>	<b>934.3</b>	<b>1 016.2</b>		<b>11.2%</b>	<b>100.0%</b>	<b>1 039.5</b>	<b>1 091.9</b>	<b>1 213.7</b>		<b>6.1%</b>	<b>100.0%</b>
Compensation of employees	515.4	574.1	612.5	677.8		9.6%	67.6%	732.1	759.7	861.0		8.3%	70.3%
Goods and services	223.2	258.1	321.7	338.3		14.9%	32.4%	307.4	332.1	352.7		1.4%	29.7%
<b>Total payments</b>	<b>738.6</b>	<b>832.2</b>	<b>934.3</b>	<b>1 016.2</b>		<b>11.2%</b>	<b>100.0%</b>	<b>1 039.5</b>	<b>1 091.9</b>	<b>1 213.7</b>		<b>6.1%</b>	<b>100.0%</b>

**Table 40.68 South African Civil Aviation Authority 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 (%)
		2022/23	2023/24	2024/25				2025/26	2026/27	2027/28		
R million						2022/23 - 2025/26				2025/26 - 2028/29	2026/27 - 2028/29	
<b>Net cash flow from investing activities</b>		<b>(6.3)</b>	<b>(10.3)</b>	<b>(19.9)</b>	<b>(111.5)</b>	<b>160.6%</b>	<b>100.0%</b>	<b>(56.0)</b>	<b>(24.0)</b>	<b>(306.0)</b>	<b>40.0%</b>	<b>100.0%</b>
Acquisition of property, plant, equipment and intangible assets		(7.1)	(9.3)	(10.4)	(78.5)	122.9%	71.1%	(21.0)	(14.0)	(296.0)	55.6%	85.8%
Acquisition of software and other intangible assets		–	(1.1)	(10.4)	(33.0)	–	30.0%	(35.0)	(10.0)	(10.0)	-32.8%	14.2%
Proceeds from the sale of property, plant, equipment and intangible assets		0.8	0.2	0.8	–	-100.0%	-1.2%	–	–	–	–	–
<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>236.1</b>	<b>–</b>	<b>100.0%</b>
Borrowing activities		–	–	–	–	–	–	–	–	236.1	–	100.0%
<b>Net increase/(decrease) in cash and cash equivalents</b>		<b>132.0</b>	<b>69.9</b>	<b>12.3</b>	<b>(17.7)</b>	<b>-151.2%</b>	<b>100.0%</b>	<b>(30.3)</b>	<b>27.6</b>	<b>(20.8)</b>	<b>5.5%</b>	<b>100.0%</b>
<b>Statement of financial position</b>												
Carrying value of assets of which:		80.5	77.8	92.2	194.1	34.1%	15.4%	226.0	225.3	506.3	37.6%	34.3%
Acquisition of assets		(7.1)	(9.3)	(10.4)	(78.5)	122.9%	100.0%	(21.0)	(14.0)	(296.0)	55.6%	100.0%
Inventory		0.6	0.3	0.8	0.8	9.2%	0.1%	0.8	0.8	0.8	–	0.1%
Receivables and prepayments		77.7	90.8	97.7	81.2	1.5%	12.0%	87.6	93.1	98.1	6.5%	10.0%
Cash and cash equivalents		470.9	540.8	553.1	535.4	4.4%	72.6%	505.0	532.7	511.9	-1.5%	55.6%
<b>Total assets</b>		<b>629.8</b>	<b>709.7</b>	<b>743.7</b>	<b>811.4</b>	<b>8.8%</b>	<b>100.0%</b>	<b>819.5</b>	<b>851.8</b>	<b>1 117.0</b>	<b>11.2%</b>	<b>100.0%</b>
Accumulated surplus/(deficit)		489.2	539.3	541.4	569.0	5.2%	73.9%	569.0	569.0	569.0	–	61.2%
Finance lease		–	–	–	–	–	–	–	–	236.1	–	8.5%
Trade and other payables		65.2	84.0	118.1	144.7	30.4%	14.2%	172.7	198.3	221.9	15.3%	21.3%
Provisions		75.3	86.4	84.3	97.8	9.1%	11.9%	77.8	84.6	90.1	-2.7%	9.1%
<b>Total equity and liabilities</b>		<b>629.8</b>	<b>709.7</b>	<b>743.7</b>	<b>811.4</b>	<b>8.8%</b>	<b>100.0%</b>	<b>819.5</b>	<b>851.8</b>	<b>1 117.0</b>	<b>11.2%</b>	<b>100.0%</b>

**Personnel information****Table 40.69 South African Civil Aviation Authority personnel numbers and cost by salary level**

Number of posts estimated for 31 March 2026		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											
		2024/25		2025/26		2026/27		2027/28		2028/29		2025/26 - 2028/29	2026/27 - 2028/29						
South African Civil Aviation Authority		Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost						
Salary level	729	729	570	654.4	1.1	675	696.0	1.0	712	725.5	1.0	713	775.1	1.1	713	822.3	1.2	1.8%	100.0%
1 – 6	46	48	83	19.3	0.2	46	42.4	0.9	46	44.0	1.0	46	49.6	1.1	46	52.2	1.1	–	6.5%
7 – 10	232	240	154	116.9	0.8	232	227.7	1.0	232	226.3	1.0	232	253.5	1.1	232	267.2	1.2	–	32.6%
11 – 12	224	214	139	170.0	1.2	204	188.8	0.9	211	196.2	0.9	211	196.7	0.9	211	213.0	1.0	1.1%	29.6%
13 – 16	185	185	182	297.5	1.6	181	188.7	1.0	181	204.7	1.1	182	218.0	1.2	182	230.1	1.3	0.2%	25.5%
17 – 22	42	42	12	50.8	4.2	12	48.4	4.0	42	54.2	1.3	42	57.3	1.4	42	59.7	1.4	51.8%	5.9%

1. Rand million.

## South African Maritime Safety Authority

### Selected performance indicators

**Table 40.70 South African Maritime Safety Authority performance indicators by programme/objective/activity and related outcome**

Indicator	Programme/Objective/Activity	MTDP outcome	Audited performance			Estimated performance	MTEF targets		
			2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
Number of reportable maritime pollution incidents from all types of vessels per year	Prevent and combat pollution of marine environment by ships	An enabling environment for investment and improved competitiveness through structural reform	1.9	0.5	0.9	<4	<4	<4	<4
Reportable maritime incident rate from all types of vessels per year	Ensure the safety of life and property at sea		14	12.9	13.3	<20	<20	<20	<20
High-priority foreign vessels inspected under port state responsibility per year	Ensure the safety of life and property at sea		100% (125)	100% (118)	100% (130)	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		0.93	2.12	2.03	<2	<2	<2	<2
Number of merchant vessels registered on the South African ships register per year	Promote South Africa's maritime interests		1	1	1	1	1	1	1
Number of port state control inspections conducted for all foreign vessels entering South Africa's ports per year	Ensure the safety of life and property at sea	An ethical, capable and professional public service	-1	-1	-1	150	160	170	180

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). It is responsible for regulating and enforcing maritime safety, preventing marine pollution from ships and promoting South Africa's maritime interests. Over the medium term, the authority will continue to focus on ensuring the safety of life and property at sea, and on preventing and combating marine pollution. In doing so, it will strengthen regulatory enforcement, incident response and maritime emergency coordination.

Total expenditure is expected to increase at an average annual rate of 2.4 per cent, from R535.7 million in 2025/26 to R575.6 million in 2028/29, with compensation of employees constituting an estimated 63.3 per cent (R1 billion) of total expenditure over the MTEF period. The authority derives its revenue through levies, fees and user charges. Revenue is expected to increase in line with expenditure.

### Programmes/Objectives/Activities

**Table 40.71 South African Maritime Safety Authority 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 (%)			
				2026/27	2027/28	2028/29					
R million	2022/23	2023/24	2024/25	2025/26	2022/23 - 2025/26	2026/27	2027/28	2028/29	2025/26 - 2028/29	2026/27 - 2028/29	
Administration	35.3	36.7	37.9	48.2	11.0%	6.3%	47.2	49.4	51.9	2.5%	9.0%
Prevent and combat pollution of the marine environment by ships	57.9	61.2	63.2	80.4	11.5%	10.5%	78.6	82.3	86.5	2.5%	15.0%
Ensure the safety of life and property at sea	224.0	236.6	244.2	310.7	11.5%	40.4%	304.2	318.2	334.3	2.5%	58.0%
Promote South Africa's maritime interests	282.5	362.4	335.3	96.4	-30.1%	42.8%	94.4	98.3	102.8	2.2%	17.9%
<b>Total</b>	<b>599.7</b>	<b>696.9</b>	<b>680.6</b>	<b>535.7</b>	<b>-3.7%</b>	<b>100.0%</b>	<b>524.4</b>	<b>548.3</b>	<b>575.6</b>	<b>2.4%</b>	<b>100.0%</b>

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

**Table 40.72 South African Maritime Safety Authority statements of financial performance, cash flow and financial position**

Statement of financial performance				Revised estimate	Average growth rate (%)	Average: Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/ Total (%)
Audited outcome			2025/26				2022/23 - 2025/26	2026/27	2027/28		
R million	2022/23	2023/24	2024/25	2025/26	2022/23 - 2025/26	2026/27	2027/28	2028/29	2025/26 - 2028/29	2026/27 - 2028/29	
<b>Revenue</b>											
<b>Non-tax revenue</b>	<b>637.3</b>	<b>788.3</b>	<b>773.1</b>	<b>535.1</b>	<b>-5.7%</b>	<b>99.9%</b>	<b>523.6</b>	<b>547.5</b>	<b>574.8</b>	<b>2.4%</b>	<b>99.9%</b>
Sale of goods and services other than capital assets	621.4	725.0	748.9	533.6	-5.0%	96.1%	522.1	546.0	573.3	2.4%	99.6%
<i>of which:</i>											
Administrative fees	312.2	339.1	377.2	407.0	9.2%	52.5%	407.0	416.3	437.1	2.4%	76.5%
Levies	312.2	339.1	377.2	407.0	9.2%	52.5%	407.0	416.3	437.1	2.4%	76.5%
Sales by market establishments	234.3	278.3	263.0	31.9	-48.5%	29.5%	19.6	20.4	21.4	-12.4%	3.7%
Vessel Management services	234.1	278.3	263.0	31.9	-48.5%	29.5%	19.6	20.4	21.4	-12.4%	3.7%
SA Agulhas fees	0.3	-	-	-	-100.0%	-	-	-	-	-	-
Contributions received	-	0.0	-	-	-	-	-	-	-	-	-
Other sales	74.8	107.6	108.6	94.7	8.1%	14.1%	95.5	109.3	114.7	6.6%	19.4%
Other non-tax revenue	15.9	63.3	24.3	1.5	-54.5%	3.8%	1.5	1.5	1.5	-	0.3%
Transfers received	<b>0.7</b>	<b>0.5</b>	<b>0.5</b>	<b>0.7</b>	<b>2.4%</b>	<b>0.1%</b>	<b>0.7</b>	<b>0.8</b>	<b>0.8</b>	<b>5.2%</b>	<b>0.1%</b>
<b>Total revenue</b>	<b>638.0</b>	<b>788.9</b>	<b>773.7</b>	<b>535.8</b>	<b>-5.7%</b>	<b>100.0%</b>	<b>524.4</b>	<b>548.3</b>	<b>575.6</b>	<b>2.4%</b>	<b>100.0%</b>
<b>Expenses</b>											
<b>Current expenses</b>	<b>597.0</b>	<b>695.5</b>	<b>679.7</b>	<b>533.4</b>	<b>-3.7%</b>	<b>99.7%</b>	<b>522.7</b>	<b>544.0</b>	<b>571.2</b>	<b>2.3%</b>	<b>99.4%</b>
Compensation of employees	330.0	329.2	342.3	326.2	-0.4%	52.8%	317.1	354.4	372.2	4.5%	63.3%
Goods and services	261.0	360.9	331.4	199.3	-8.6%	45.9%	196.7	181.7	190.7	-1.5%	34.5%
Depreciation	6.1	5.4	6.0	7.9	9.1%	1.0%	8.8	8.0	8.4	2.0%	1.5%
Interest, dividends and rent on land	0.0	0.0	0.0	-	-100.0%	-	-	-	-	-	-
Transfers and subsidies	2.7	1.5	0.9	2.3	-4.7%	0.3%	1.7	4.2	4.4	24.3%	0.6%
<b>Total expenses</b>	<b>599.7</b>	<b>696.9</b>	<b>680.6</b>	<b>535.7</b>	<b>-3.7%</b>	<b>100.0%</b>	<b>524.4</b>	<b>548.3</b>	<b>575.6</b>	<b>2.4%</b>	<b>100.0%</b>
<b>Surplus/(Deficit)</b>	<b>38.3</b>	<b>91.9</b>	<b>93.1</b>	<b>-</b>	<b>-100.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Cash flow statement</b>											
<b>Cash flow from operating activities</b>	<b>66.5</b>	<b>1.4</b>	<b>71.2</b>	<b>13.8</b>	<b>-40.8%</b>	<b>100.0%</b>	<b>7.5</b>	<b>15.9</b>	<b>16.4</b>	<b>6.0%</b>	<b>100.0%</b>
<b>Receipts</b>											
<b>Non-tax receipts</b>	<b>648.8</b>	<b>677.7</b>	<b>749.6</b>	<b>508.0</b>	<b>-7.8%</b>	<b>99.3%</b>	<b>522.7</b>	<b>559.3</b>	<b>587.1</b>	<b>4.9%</b>	<b>100.0%</b>
Sales of goods and services other than capital assets	632.8	664.4	727.0	506.5	-7.2%	97.2%	521.2	557.8	585.6	5.0%	99.7%
<i>of which:</i>											
Administrative fees	322.6	320.9	359.1	376.7	5.3%	53.0%	407.0	413.2	433.9	4.8%	75.1%
Levies	322.6	320.9	359.1	376.7	5.3%	53.0%	407.0	413.2	433.9	4.8%	75.1%
Sales by market establishment	234.3	266.2	295.1	31.9	-48.6%	31.8%	19.6	35.2	37.0	5.1%	5.5%
Vessel Management services	234.1	266.2	295.1	31.9	-48.5%	31.8%	19.6	35.2	37.0	5.1%	5.5%
SA Agulhas fees	0.3	-	-	-	-100.0%	-	-	-	-	-	-
Other sales	75.9	77.3	72.9	98.0	8.9%	12.4%	94.6	109.3	114.7	5.4%	19.1%
Other tax receipts	15.9	13.3	22.6	1.5	-54.5%	2.1%	1.5	1.5	1.5	-	0.3%
Transfers received	<b>0.7</b>	<b>0.6</b>	<b>0.7</b>	<b>-</b>	<b>-100.0%</b>	<b>0.1%</b>	<b>0.7</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>-</b>
Financial transactions in assets and liabilities	-	16.2	-	-	-	0.6%	-	-	-	-	-
<b>Total receipts</b>	<b>649.4</b>	<b>694.6</b>	<b>750.3</b>	<b>508.0</b>	<b>-7.9%</b>	<b>100.0%</b>	<b>523.4</b>	<b>559.3</b>	<b>587.1</b>	<b>4.9%</b>	<b>100.0%</b>
<b>Payment</b>											
<b>Current payments</b>	<b>582.9</b>	<b>693.2</b>	<b>675.7</b>	<b>490.4</b>	<b>-5.6%</b>	<b>99.7%</b>	<b>513.9</b>	<b>543.3</b>	<b>566.8</b>	<b>4.9%</b>	<b>99.6%</b>
Compensation of employees	330.0	329.2	342.3	318.2	-1.2%	53.9%	317.1	352.8	370.4	5.2%	63.8%
Goods and services	252.9	364.0	333.3	172.2	-12.0%	45.8%	196.7	190.5	196.4	4.5%	35.8%
Interest and rent on land	0.0	0.0	0.0	-	-100.0%	-	-	-	-	-	-
Transfers and subsidies	-	-	3.4	3.9	-	0.3%	2.0	-	3.9	0.4%	0.4%
<b>Total payments</b>	<b>582.9</b>	<b>693.2</b>	<b>679.0</b>	<b>494.3</b>	<b>-5.4%</b>	<b>100.0%</b>	<b>515.8</b>	<b>543.3</b>	<b>570.8</b>	<b>4.9%</b>	<b>100.0%</b>
<b>Net cash flow from investing activities</b>	<b>(2.9)</b>	<b>36.1</b>	<b>(3.2)</b>	<b>(13.6)</b>	<b>67.5%</b>	<b>100.0%</b>	<b>(34.9)</b>	<b>(14.3)</b>	<b>(15.0)</b>	<b>3.3%</b>	<b>100.0%</b>
Acquisition of property, plant, equipment and intangible assets	(2.9)	(8.4)	(3.2)	(10.1)	51.6%	-150.0%	(19.2)	(10.6)	(11.1)	3.3%	63.8%
Acquisition of software and other intangible assets	(0.0)	(0.5)	-	(3.5)	629.9%	-24.1%	(15.7)	(3.7)	(3.9)	3.3%	36.2%
Proceeds from the sale of property, plant, equipment and intangible assets	0.0	45.0	-	-	-100.0%	274.1%	-	-	-	-	-
<b>Net increase/(decrease) in cash and cash equivalents</b>	<b>63.6</b>	<b>37.5</b>	<b>68.0</b>	<b>0.2</b>	<b>-86.4%</b>	<b>100.0%</b>	<b>(27.3)</b>	<b>1.6</b>	<b>1.4</b>	<b>105.2%</b>	<b>100.0%</b>

**Table 40.72 South African Maritime Safety Authority statements of financial performance, cash flow and financial position (continued)**

Statement of financial position				Revised estimate	Average growth rate (%)	Average: Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/ Total (%)
Audited outcome							2025/26	2022/23 - 2025/26	2026/27		
R million	2022/23	2023/24	2024/25	2025/26	2022/23 - 2025/26	2026/27	2027/28	2028/29	2025/26 - 2028/29	2026/27 - 2028/29	
Carrying value of assets	12.8	16.2	13.2	41.5	48.0%	5.9%	48.7	51.1	53.4	8.8%	18.2%
<i>of which:</i>											
Acquisition of assets	(2.9)	(8.4)	(3.2)	(10.1)	51.6%	100.0%	(19.2)	(10.6)	(11.1)	3.3%	100.0%
Inventory	0.4	0.5	1.2	0.3	-11.7%	0.2%	0.3	0.3	0.3	3.1%	0.1%
Receivables and prepayments	58.3	77.3	98.2	64.7	3.6%	20.9%	56.8	59.6	62.3	-1.2%	21.2%
Cash and cash equivalents	228.9	266.3	331.4	219.7	-1.3%	73.1%	161.7	169.8	177.4	-6.9%	60.4%
<b>Total assets</b>	<b>300.4</b>	<b>360.3</b>	<b>444.0</b>	<b>326.2</b>	<b>2.8%</b>	<b>100.0%</b>	<b>267.5</b>	<b>280.9</b>	<b>293.5</b>	<b>-3.5%</b>	<b>100.0%</b>
Accumulated surplus/(deficit)	147.4	239.1	330.6	246.7	18.7%	67.4%	189.1	199.0	207.9	-5.5%	70.8%
Capital and reserves	1.1	1.1	1.1	1.1	-0.8%	0.3%	1.1	1.2	1.2	3.1%	0.4%
Capital reserve fund	5.0	-	5.0	8.3	18.4%	1.3%	8.3	8.3	8.7	1.5%	3.0%
Borrowings	-	0.7	-	-	-	0.1%	-	-	-	-	-
Accrued interest	-	0.2	-	-	-	-	-	-	-	-	-
Trade and other payables	138.5	106.1	95.5	60.2	-24.3%	28.0%	58.7	61.6	64.4	2.3%	21.9%
Taxation	-	-	0.1	-	-	-	-	-	-	-	-
Provisions	7.7	13.0	10.9	9.2	6.3%	2.8%	9.6	10.1	10.5	4.6%	3.6%
Derivatives financial instruments	0.6	-	0.7	0.7	5.0%	0.1%	0.7	0.7	0.7	-	0.3%
<b>Total equity and liabilities</b>	<b>300.4</b>	<b>360.3</b>	<b>444.0</b>	<b>326.2</b>	<b>2.8%</b>	<b>100.0%</b>	<b>267.5</b>	<b>280.9</b>	<b>293.5</b>	<b>-3.5%</b>	<b>100.0%</b>

## Personnel information

**Table 40.73 South African Maritime Safety Authority personnel numbers and cost by salary level**

Number of posts estimated for 31 March 2026		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											2025/26 - 2028/29
		2024/25		2025/26		2026/27			2027/28			2028/29							
South African Maritime Safety Authority		Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost			
Salary level	363	363	362	342.3	0.9	363	326.2	0.9	332	317.1	1.0	362	354.4	1.0	362	372.2	1.0	-0.1%	100.0%
1 – 6	68	68	68	39.9	0.6	68	20.3	0.3	61	20.4	0.3	68	22.8	0.3	68	24.0	0.4	-	18.7%
7 – 10	156	156	156	105.4	0.7	156	101.3	0.6	137	95.2	0.7	155	106.4	0.7	155	111.7	0.7	-0.2%	42.3%
11 – 12	66	66	66	77.7	1.2	66	72.6	1.1	61	72.9	1.2	66	81.5	1.2	66	85.6	1.3	-	18.3%
13 – 16	68	68	68	104.5	1.5	68	116.5	1.7	68	112.6	1.7	68	125.8	1.9	68	132.1	1.9	-	19.3%
17 – 22	5	5	4	14.8	3.7	5	15.7	3.1	5	16.0	3.2	5	17.8	3.6	5	18.7	3.7	-	1.4%

1. Rand million.

## South African National Roads Agency

### Selected performance indicators

**Table 40.74 South African National Roads Agency performance indicators by programme/objective/activity and related outcome**

Indicator	Programme/Objective/Activity	MTDP outcome	Audited performance			Estimated performance	MTEF targets		
			2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
Percentage of travel undertaken per year on national roads with roughness less than 4.2m/km	Roads asset infrastructure management	Increased infrastructure investment, access and efficiency	95%	95%	95%	95%	95%	95%	95%
Percentage of travel undertaken per year on national roads with rut depth less than 20mm	Roads asset infrastructure management		95%	95%	95%	95%	95%	95%	95%
Percentage of travel undertaken per year on national roads with macro-texture higher than 0.4mm	Roads asset infrastructure management		95%	95%	95%	95%	95%	95%	95%
Percentage of travel over or under bridges per year on national roads with an overall condition index higher than 70	Roads asset infrastructure management		90%	90%	90%	90%	90%	90%	90%

**Table 40.74 South African National Roads Agency performance indicators by programme/objective/activity and related outcome (continued)**

Indicator	Programme/Objective/Activity	MTDP outcome	Audited performance			Estimated performance	MTEF targets		
			2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
Length of national road network with active routine road maintenance contracts per year (km)	Roads asset infrastructure management	Increased infrastructure investment, access and efficiency	22 262	23 559	24 384	26 802	26 802	26 802	26 802
Length of national road network with active resurfacing contracts per year (km)	Roads asset infrastructure management		1 200	1 200	950	2 000	2 000	2 000	2 000
Length of national road network with active strengthening, improvement or construction contracts per year (km)	Roads asset infrastructure management		300	270	200	300	400	400	400

### Entity overview

The South African National Roads Agency is established in terms of the South African National Roads Agency Limited and National Roads Act (1998). It is responsible for planning, designing, constructing, operating, maintaining and rehabilitating the national toll and non-toll road network. The toll network is self-financed, whereas the non-toll network is supported through the fiscus.

Over the medium term, the agency will focus on carrying out preventative maintenance to improve and preserve the national road network. This is expected to result in 6 000 kilometres of road being resurfaced, 1 200 kilometres of road being strengthened or improved, 43 new bridges and 19 new interchanges. Capital expenditure is expected to increase at an average annual rate of 8.6 per cent, from R26.6 billion in 2025/26 to R34 billion in 2028/29. Payments for goods and services account for an estimated 70.2 per cent (R72.3 billion) of the agency's total expenditure over the MTEF period. As a result of the agency's strategy to negotiate contract fees, this expenditure is expected to decrease at an average annual rate of 9.3 per cent, from R28.7 billion in 2025/26 to R21.4 billion in 2028/29. Total expenditure is therefore also expected to decrease, at an average annual rate of 4 per cent, from R37.5 billion in 2025/26 to R33.1 billion in 2028/29.

Expenditure on compensation of employees is expected to increase at an average annual rate of 12.3 per cent, from R878.9 million in 2025/26 to R1.2 billion in 2028/29, as the agency's number of personnel is anticipated to increase from 697 in 2025/26 to 1 055 in 2028/29. This expansion is primarily driven by the transition to support provincial operations on the non-toll portfolio and fill critical vacant positions, and to ensure compliance and improve the agency's capacity to deliver projects.

The agency has 2 primary sources of revenue: national government grant transfers for the non-toll portfolio and toll fees collected from the toll portfolio. Revenue from the grant allocation amounts to R97 billion over the MTEF period. Revenue from toll fees is expected to increase at an average annual rate of 29.2 per cent, from R5 billion in 2026/27 to R10.7 billion in 2028/29, mainly driven by inflation-linked adjustments to toll tariffs, projected traffic growth, and the planned takeover of the N4 Trans African Concession in February 2028, which will result in increased toll revenue.

### Programmes/Objectives/Activities

**Table 40.75 South African National Roads Agency 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 (%)
	2022/23	2023/24	2024/25	2025/26	2022/23 - 2025/26		2026/27	2027/28	2028/29	2025/26 - 2028/29	2026/27 - 2028/29
Administration	3 076.0	4 145.3	4 443.4	5 282.9	19.8%	14.8%	9 274.3	7 956.2	7 957.2	14.6%	24.5%
Roads asset infrastructure management	18 923.6	21 859.2	24 910.7	32 186.2	19.4%	85.2%	26 567.7	25 993.3	25 156.1	-7.9%	75.5%
<b>Total</b>	<b>21 999.6</b>	<b>26 004.5</b>	<b>29 354.0</b>	<b>37 469.0</b>	<b>19.4%</b>	<b>100.0%</b>	<b>35 842.0</b>	<b>33 949.6</b>	<b>33 113.2</b>	<b>-4.0%</b>	<b>100.0%</b>

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

**Table 40.76 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 (%)
	2022/23	2023/24	2024/25	2025/26				2022/23 - 2025/26	2026/27	2027/28		
R million												
<b>Revenue</b>	<b>9 890.5</b>	<b>12 790.0</b>	<b>12 958.8</b>	<b>10 478.1</b>	<b>1.9%</b>	<b>33.8%</b>	<b>9 942.6</b>	<b>11 282.7</b>	<b>17 117.0</b>	<b>17.8%</b>	<b>28.3%</b>	
<b>Non-tax revenue</b>	<b>9 890.5</b>	<b>12 790.0</b>	<b>12 958.8</b>	<b>10 478.1</b>	<b>1.9%</b>	<b>33.8%</b>	<b>9 942.6</b>	<b>11 282.7</b>	<b>17 117.0</b>	<b>17.8%</b>	<b>28.3%</b>	
Sale of goods and services other than capital assets	5 053.1	5 054.9	5 699.0	5 525.8	3.0%	15.6%	6 041.8	7 240.8	11 389.6	27.3%	18.2%	
<i>of which:</i>												
<i>Sales by market establishments</i>	4 753.0	4 834.1	5 525.4	5 265.6	3.5%	14.9%	5 764.7	6 947.1	11 078.2	28.1%	17.6%	
<i>Toll revenue</i>	4 475.3	4 625.9	5 249.9	4 972.7	3.6%	14.1%	5 448.7	6 605.3	10 723.8	29.2%	16.8%	
<i>Concession income</i>	223.0	142.5	185.2	196.3	-4.2%	0.5%	205.0	214.1	222.0	4.2%	0.5%	
<i>Rental income on leased properties</i>	54.7	65.8	90.3	96.5	20.9%	0.2%	111.0	127.7	132.4	11.1%	0.3%	
Other sales	300.1	220.8	173.6	260.2	-4.6%	0.7%	277.1	293.8	311.4	6.2%	0.7%	
Other non-tax revenue	4 837.3	7 735.2	7 259.8	4 952.3	0.8%	18.1%	3 900.8	4 041.9	5 727.5	5.0%	10.1%	
<b>Transfers received</b>	<b>14 119.3</b>	<b>26 261.1</b>	<b>26 307.7</b>	<b>23 818.1</b>	<b>19.0%</b>	<b>66.2%</b>	<b>31 972.9</b>	<b>32 137.6</b>	<b>32 931.2</b>	<b>11.4%</b>	<b>71.7%</b>	
<b>Total revenue</b>	<b>24 009.8</b>	<b>39 051.2</b>	<b>39 266.5</b>	<b>34 296.1</b>	<b>12.6%</b>	<b>100.0%</b>	<b>41 915.5</b>	<b>43 420.3</b>	<b>50 048.3</b>	<b>13.4%</b>	<b>100.0%</b>	
<b>Expenses</b>	<b>21 999.6</b>	<b>26 004.5</b>	<b>29 354.0</b>	<b>37 469.0</b>	<b>19.4%</b>	<b>100.0%</b>	<b>35 842.0</b>	<b>33 949.6</b>	<b>33 113.2</b>	<b>-4.0%</b>	<b>100.0%</b>	
<b>Current expenses</b>	<b>21 999.6</b>	<b>26 004.5</b>	<b>29 354.0</b>	<b>37 469.0</b>	<b>19.4%</b>	<b>100.0%</b>	<b>35 842.0</b>	<b>33 949.6</b>	<b>33 113.2</b>	<b>-4.0%</b>	<b>100.0%</b>	
Compensation of employees	491.5	581.3	729.1	878.9	21.4%	2.3%	1 028.2	1 131.1	1 244.2	12.3%	3.3%	
Goods and services	12 710.1	17 448.9	20 810.7	28 678.1	31.2%	69.4%	26 711.3	24 183.1	21 369.9	-9.3%	70.2%	
Depreciation	4 405.9	4 568.7	4 803.9	5 618.9	8.4%	16.9%	5 877.4	6 143.1	6 378.6	4.3%	17.9%	
Interest, dividends and rent on land	4 392.1	3 405.6	3 010.3	2 293.2	-19.5%	11.4%	2 225.1	2 492.4	4 120.6	21.6%	8.6%	
<b>Total expenses</b>	<b>21 999.6</b>	<b>26 004.5</b>	<b>29 354.0</b>	<b>37 469.0</b>	<b>19.4%</b>	<b>100.0%</b>	<b>35 842.0</b>	<b>33 949.6</b>	<b>33 113.2</b>	<b>-4.0%</b>	<b>100.0%</b>	
<b>Surplus/(Deficit)</b>	<b>2 010.2</b>	<b>13 046.7</b>	<b>9 912.5</b>	<b>(3 172.9)</b>	<b>-216.4%</b>		<b>6 073.6</b>	<b>9 470.7</b>	<b>16 935.0</b>	<b>-274.8%</b>		
<b>Cash flow statement</b>												
<b>Cash flow from operating activities</b>	<b>6 608.2</b>	<b>17 924.9</b>	<b>14 104.0</b>	<b>1 483.3</b>	<b>-39.2%</b>	<b>100.0%</b>	<b>11 523.9</b>	<b>14 050.6</b>	<b>18 007.7</b>	<b>129.8%</b>	<b>100.0%</b>	
<b>Receipts</b>	<b>8 684.1</b>	<b>10 747.2</b>	<b>10 475.0</b>	<b>9 060.7</b>	<b>1.4%</b>	<b>29.9%</b>	<b>8 607.0</b>	<b>8 978.5</b>	<b>11 966.0</b>	<b>9.7%</b>	<b>22.8%</b>	
<b>Non-tax receipts</b>	<b>8 684.1</b>	<b>10 747.2</b>	<b>10 475.0</b>	<b>9 060.7</b>	<b>1.4%</b>	<b>29.9%</b>	<b>8 607.0</b>	<b>8 978.5</b>	<b>11 966.0</b>	<b>9.7%</b>	<b>22.8%</b>	
Sale of goods and services other than capital assets	4 994.8	4 674.3	5 241.2	5 525.8	3.4%	15.7%	6 041.8	7 240.8	11 389.6	27.3%	19.1%	
<i>of which:</i>												
<i>Sales by market establishment</i>	4 694.7	4 491.8	5 067.7	5 265.6	3.9%	15.0%	5 764.7	6 947.1	11 078.2	28.1%	18.4%	
<i>Toll revenue</i>	4 475.3	4 307.1	4 792.2	4 972.7	3.6%	14.2%	5 448.7	6 605.3	10 723.8	29.2%	17.6%	
<i>Concession income</i>	164.7	118.9	185.2	196.3	6.0%	0.5%	205.0	214.1	222.0	4.2%	0.5%	
<i>Rental income on leased properties</i>	54.7	65.8	90.3	96.5	20.9%	0.2%	111.0	127.7	132.4	11.1%	0.3%	
Other sales	300.1	182.4	173.6	260.2	-4.6%	0.7%	277.1	293.8	311.4	6.2%	0.7%	
Other tax receipts	3 689.3	6 073.0	5 233.8	3 535.0	-1.4%	14.2%	2 565.2	1 737.6	576.4	-45.4%	3.8%	
<b>Transfers received</b>	<b>14 992.7</b>	<b>25 886.0</b>	<b>26 307.7</b>	<b>24 364.1</b>	<b>17.6%</b>	<b>70.1%</b>	<b>30 972.9</b>	<b>32 526.0</b>	<b>36 434.7</b>	<b>14.4%</b>	<b>77.2%</b>	
<b>Total receipts</b>	<b>23 676.8</b>	<b>36 633.2</b>	<b>36 782.7</b>	<b>33 424.8</b>	<b>12.2%</b>	<b>100.0%</b>	<b>39 579.9</b>	<b>41 504.5</b>	<b>48 400.7</b>	<b>13.1%</b>	<b>100.0%</b>	
<b>Payment</b>	<b>17 068.6</b>	<b>18 708.3</b>	<b>22 678.7</b>	<b>31 941.5</b>	<b>23.2%</b>	<b>100.0%</b>	<b>28 056.0</b>	<b>27 453.8</b>	<b>30 393.0</b>	<b>-1.6%</b>	<b>100.0%</b>	
<b>Current payments</b>	<b>17 068.6</b>	<b>18 708.3</b>	<b>22 678.7</b>	<b>31 941.5</b>	<b>23.2%</b>	<b>100.0%</b>	<b>28 056.0</b>	<b>27 453.8</b>	<b>30 393.0</b>	<b>-1.6%</b>	<b>100.0%</b>	
Compensation of employees	491.7	569.5	740.6	878.9	21.4%	3.0%	1 028.2	1 131.1	1 244.2	12.3%	4.0%	
Goods and services	12 997.3	15 114.9	18 934.7	28 769.4	30.3%	83.9%	24 802.7	23 830.4	25 028.2	-4.5%	85.7%	
Interest and rent on land	3 579.6	3 023.9	3 003.4	2 293.2	-13.8%	13.2%	2 225.1	2 492.4	4 120.6	21.6%	10.3%	
<b>Total payments</b>	<b>17 068.6</b>	<b>18 708.3</b>	<b>22 678.7</b>	<b>31 941.5</b>	<b>23.2%</b>	<b>100.0%</b>	<b>28 056.0</b>	<b>27 453.8</b>	<b>30 393.0</b>	<b>-1.6%</b>	<b>100.0%</b>	
<b>Net cash flow from investing activities</b>	<b>(12 025.2)</b>	<b>(12 821.0)</b>	<b>(13 792.0)</b>	<b>(28 589.7)</b>	<b>33.5%</b>	<b>100.0%</b>	<b>(32 152.6)</b>	<b>(37 151.2)</b>	<b>(36 382.2)</b>	<b>8.4%</b>	<b>100.0%</b>	
Acquisition of property, plant, equipment and intangible assets	(8 280.1)	(12 136.7)	(18 191.6)	(26 607.3)	47.6%	97.0%	(30 079.1)	(34 984.0)	(34 038.1)	8.6%	93.8%	
Investment property	(17.5)	-	-	-	-100.0%	-	-	-	-	-	-	
Acquisition of software and other intangible assets	(15.9)	(75.6)	(68.9)	(82.8)	73.1%	0.4%	(86.5)	(90.4)	(93.8)	4.3%	0.3%	
Proceeds from the sale of property, plant, equipment and intangible assets	2.7	0.8	-	-	-100.0%	-	-	-	-	-	-	
Other flows from investing activities	(3 714.4)	(609.5)	4 468.5	(1 899.6)	-20.0%	2.6%	(1 987.0)	(2 076.8)	(2 250.4)	5.8%	6.0%	
<b>Net cash flow from financing activities</b>	<b>(155.2)</b>	<b>(11 258.1)</b>	<b>(5 103.3)</b>	<b>(4 097.9)</b>	<b>197.8%</b>	<b>100.0%</b>	<b>2 040.7</b>	<b>2 438.0</b>	<b>11 435.7</b>	<b>-240.8%</b>	<b>100.0%</b>	
Deferred income	7 925.1	-	-	-	-100.0%	-38.4%	-	-	-	-	-	
Borrowing activities	(8 080.3)	(11 995.3)	(4 970.6)	(4 097.9)	-20.3%	141.4%	2 040.7	2 438.0	11 435.7	-240.8%	100.0%	
Other flows from financing activities	-	737.2	(132.8)	-	-	-2.9%	-	-	-	-	-	
<b>Net increase/(decrease) in cash and cash equivalents</b>	<b>(5 572.2)</b>	<b>(6 154.2)</b>	<b>(4 791.3)</b>	<b>(31 204.3)</b>	<b>77.6%</b>	<b>100.0%</b>	<b>(18 588.0)</b>	<b>(20 662.6)</b>	<b>(6 938.7)</b>	<b>-39.4%</b>	<b>100.0%</b>	

**Table 40.76 South African National Roads Agency statements of financial performance, cash flow and financial position (continued)**

Statement of financial position			Revised estimate	Average growth rate (%)	Average: Expenditure/ Total (%)	Medium-term expenditure estimate			Average growth rate (%)	Average: Expenditure/ Total (%)	
Audited outcome						Medium-term expenditure estimate					
R million	2022/23	2023/24	2024/25	2025/26	2022/23 - 2025/26		2026/27	2027/28	2028/29	2025/26 - 2028/29	2026/27 - 2028/29
Carrying value of assets	593 662.2	664 228.2	771 971.4	642 320.0	2.7%	92.5%	680 829.3	711 602.7	737 932.0	4.7%	98.7%
of which:											
Acquisition of assets	(8 280.1)	(12 136.7)	(18 191.6)	(26 607.3)	47.6%	100.0%	(30 079.1)	(34 984.0)	(34 038.1)	8.6%	100.0%
Investments	7 062.4	7 704.9	3 432.9	72.2	-78.3%	0.6%	75.6	79.0	81.9	4.3%	-
Receivables and prepayments	1 825.3	1 818.5	2 089.2	1 712.8	-2.1%	0.3%	1 791.6	1 872.5	1 941.8	4.3%	0.3%
Cash and cash equivalents	59 414.2	53 260.0	53 489.7	23 511.6	-26.6%	6.6%	14 716.3	4 929.4	1 356.3	-61.4%	1.0%
Non-current assets held for sale	-	-	-	48.0	-	-	50.2	52.5	54.5	4.3%	-
<b>Total assets</b>	<b>661 964.1</b>	<b>727 011.6</b>	<b>830 983.2</b>	<b>667 664.7</b>	<b>0.3%</b>	<b>100.0%</b>	<b>697 462.9</b>	<b>718 536.2</b>	<b>741 366.6</b>	<b>3.6%</b>	<b>100.0%</b>
Accumulated surplus/(deficit)	84 240.3	97 286.9	107 199.4	44 887.9	-18.9%	11.6%	55 512.9	57 361.9	55 728.8	7.5%	7.8%
Capital and reserves	492 691.9	554 404.6	647 369.0	559 647.6	4.3%	78.1%	590 883.1	612 206.0	642 872.5	4.7%	85.6%
Capital reserve fund	23 736.4	23 736.4	28 757.5	13 163.2	-17.8%	3.1%	6 758.5	6 229.7	6 460.2	-21.1%	0.9%
Borrowings	27 940.5	22 754.5	18 995.2	27 756.4	-0.2%	3.4%	23 653.4	23 586.1	18 752.7	-12.3%	3.1%
Deferred income	11 361.0	10 713.9	10 050.2	8 871.4	-7.9%	1.4%	6 692.7	4 513.9	2 372.2	-35.6%	0.6%
Trade and other payables	1 929.9	3 060.7	4 763.8	2 005.6	1.3%	0.4%	2 045.8	2 138.2	2 217.3	3.4%	0.3%
Taxation	4 037.5	4 953.9	4 809.1	3 562.0	-4.1%	0.6%	3 760.4	3 930.4	4 075.8	4.6%	0.5%
Provisions	625.5	660.4	876.2	697.3	3.7%	0.1%	719.3	751.8	779.6	3.8%	0.1%
Managed funds	276.9	743.7	357.8	299.6	2.7%	0.1%	305.6	319.4	331.2	3.4%	-
Derivatives financial instruments	15 124.3	8 696.7	7 805.1	6 773.6	-23.5%	1.3%	7 131.2	7 498.8	7 776.2	4.7%	1.0%
<b>Total equity and liabilities</b>	<b>661 964.1</b>	<b>727 011.6</b>	<b>830 983.2</b>	<b>667 664.7</b>	<b>0.3%</b>	<b>100.0%</b>	<b>697 462.9</b>	<b>718 536.2</b>	<b>741 366.6</b>	<b>3.6%</b>	<b>100.0%</b>

## Personnel information

**Table 40.77 South African National Roads Agency personnel numbers and cost by salary level**

Number of posts estimated for 31 March 2026		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												
		2024/25		2025/26			2026/27		2027/28		2028/29		2025/26 - 2028/29	2026/27 - 2028/29					
South African National Roads Agency		Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost			
Salary level	697	697	729.1	1.0	697	878.9	1.3	850	1 028.2	1.2	950	1 131.1	1.2	1 055	1 244.2	1.2	14.8%	100.0%	
1 – 6	43	43	43	13.2	0.3	43	14.5	0.3	63	58.9	0.9	91	34.1	0.4	131	35.5	0.3	45.0%	10.0%
7 – 10	310	310	310	187.6	0.6	310	212.6	0.7	370	263.3	0.7	410	301.5	0.7	440	341.5	0.8	12.4%	42.7%
11 – 12	160	160	160	190.4	1.2	160	209.4	1.3	200	268.1	1.3	220	316.5	1.4	230	335.1	1.5	12.9%	22.8%
13 – 16	177	177	177	304.5	1.7	177	405.8	2.3	212	404.2	1.9	222	443.2	2.0	246	492.3	2.0	11.6%	23.8%
17 – 22	7	7	7	33.3	4.8	7	36.6	5.2	5	33.7	6.7	7	35.7	5.1	8	39.9	5.0	4.6%	0.7%

1. Rand million.

## Transnet

### Selected performance indicators

**Table 40.78 Transnet performance indicators by programme/objective/activity and related outcome**

Indicator	Programme/Objective/Activity	MTDP outcome	Audited performance			Estimated performance	MTEF targets		
			2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
General freight business in metric tons per year	Transnet Freight Rail	Increased infrastructure investment, access and efficiency	49.7	52.2	56	61.4	67.9	54.8	56.5
Metric tons of coal exported per year	Transnet Freight Rail		48.7	48.5	53.6	62.2	63.1	68.9	71.6
Metric tons of iron ore exported per year	Transnet Freight Rail		51.1	50.9	51.3	57	57	58	58
Container volume in thousands (20-foot equivalent units) per year	National Ports Authority		4 034	4 132	4 164	4 421	4 538	4 667	4 800
Metric tons of dry bulk goods transported per year	National Ports Authority		149.5	163.85	164.06	185.42	191.39	195.33	198.94
Number of automobiles handled at port terminals per year	Transnet port terminals		869 368	784 143	760 344	778 167	812 962	824 291	845 326
Total petroleum volume (million litres) transported per year	Transnet pipelines		15 500	15 782	13 566	14 810	14 892	15 093	15 258

## Entity overview

Transnet was established in April 1990 in terms of the Companies Act (2008) and is listed as a schedule 2 entity in terms of the Public Finance Management Act (1999). The company operates in the transportation and logistics industry with a primary focus on rail, ports and pipelines. It is mandated to lower logistics costs relative to GDP, facilitate a modal shift from road to rail, integrate South Africa with regional and global markets, maximise socioeconomic impact and leverage private sector partnerships.

To support economic growth and job creation through the development of infrastructure and to reduce freight-related costs of doing business, Transnet's recovery plan focuses on stabilising freight rail volumes, improving the efficiency of port terminals and addressing maintenance backlogs. Over the medium term, these efforts are underpinned by an estimated expenditure of R229.1 billion on rail infrastructure, accounting for 70 per cent of the total budget. The company will also aim to keep operational expenditure low over the MTEF period, with spending on compensation of employees set to increase marginally, at an average annual rate of 0.6 per cent, from R35.3 billion in 2025/26 to R36 billion in 2028/29; and goods and services at an average annual rate of only 1 per cent, from R30.2 billion in 2025/26 to R31.1 billion in 2028/29.

Revenue expectations are driven by improved volumes, product mix, distribution patterns and tariff assumptions, and include other external revenue streams such as property rental income. The company will continue to prioritise higher-margin commodities to enhance returns on invested capital. As a result, revenue is expected to increase at an average annual rate of 7.7 per cent, from R104.4 billion in 2025/26 to R130.2 billion in 2028/29.

## Programmes/Objectives/Activities

**Table 40.79 Transnet 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 (%)
	2022/23	2023/24	2024/25	2025/26				2026/27	2027/28	2028/29		
R million												
Administration	5 719.5	6 640.6	7 556.5	8 501.1		14.1%	7.5%	8 852.1	9 248.1	9 657.1	4.3%	8.5%
Transnet Freight Rail	48 250.5	51 372.5	55 843.8	57 826.4		6.2%	56.4%	62 920.6	56 010.3	58 268.8	0.3%	54.1%
Transnet Engineering	11 541.5	11 761.1	13 638.6	13 684.0		5.8%	13.4%	15 383.5	18 157.3	18 331.6	10.2%	15.8%
National Ports Authority	11 337.9	11 644.9	12 448.8	12 077.0		2.1%	12.6%	12 958.5	13 506.3	14 040.3	5.1%	12.4%
Transnet port terminals	14 528.3	15 652.3	17 998.2	19 009.1		9.4%	17.8%	15 181.5	15 815.0	16 682.7	-4.3%	14.6%
Transnet pipelines	3 742.0	8 306.3	7 120.6	5 328.8		12.5%	6.5%	5 417.8	6 042.5	6 018.8	4.1%	5.3%
Transnet rail infrastructure manager	-	-	-	24 754.6		-	6.5%	27 024.5	26 035.1	26 140.2	1.8%	24.2%
Transnet property	3 597.1	2 646.2	2 844.6	3 044.1		-5.4%	3.2%	3 287.8	-	-	-100.0%	1.0%
Treasury	13 782.7	17 147.9	18 593.1	17 464.5		8.2%	17.7%	19 290.7	18 615.3	16 517.6	-1.8%	16.6%
Head office adjustments	-	-	-	-		-	-	1 500.0	2 000.0	2 120.0	-	1.7%
Consolidation and elimination	(28 016.7)	(32 473.3)	(38 635.4)	(57 817.3)		27.3%	-41.5%	(62 237.8)	(57 436.5)	(57 905.9)	0.1%	-54.2%
<b>Total</b>	<b>84 482.8</b>	<b>92 698.5</b>	<b>97 408.9</b>	<b>103 872.3</b>		<b>7.1%</b>	<b>100.0%</b>	<b>109 579.3</b>	<b>107 993.4</b>	<b>109 871.2</b>	<b>1.9%</b>	<b>100.0%</b>

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

**Table 40.80 Transnet 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 (%)
	2022/23	2023/24	2024/25	2025/26				2026/27	2027/28	2028/29		
R million												
<b>Revenue</b>	<b>73 304.2</b>	<b>80 087.5</b>	<b>89 930.1</b>	<b>100 439.2</b>		<b>11.1%</b>	<b>94.4%</b>	<b>115 218.8</b>	<b>117 948.8</b>	<b>125 387.0</b>	<b>7.7%</b>	<b>96.5%</b>
Non-tax revenue	70 864.0	79 127.8	87 069.2	96 729.0		10.9%	91.7%	104 562.3	108 946.1	116 133.3	6.3%	88.8%
Sale of goods and services other than capital assets												
of which:												
Administrative fees	1 987.3	2 429.4	1 366.2	887.3		-23.6%	1.8%	1 985.2	971.5	996.1	3.9%	1.1%
Technical services rendered	-	37.2	-	28.3		-	-	27.5	30.7	30.0	2.0%	0.0%
Recoveries and Others	1 987.3	2 392.2	1 366.2	859.0		-24.4%	1.8%	1 957.7	940.8	966.1	4.0%	1.0%
Sales by market establishments	68 876.6	76 698.4	85 703.0	95 841.7		11.6%	89.9%	102 577.1	107 974.6	115 137.2	6.3%	87.7%
External Revenue	66 220.0	73 755.5	82 691.2	92 203.8		11.7%	86.5%	97 917.1	104 750.3	111 757.8	6.6%	84.7%
Lease Income	2 656.7	2 942.9	3 011.8	3 637.8		11.0%	3.4%	4 660.0	3 224.3	3 379.4	-2.4%	3.0%
Other non-tax revenue	2 440.2	959.7	2 860.9	3 710.2		15.0%	2.7%	10 656.5	9 002.6	9 253.7	35.6%	7.8%
Transfers received	5 502.6	5 281.2	5 572.4	3 947.6		-10.5%	5.6%	3 706.4	4 318.0	4 848.2	7.1%	3.5%
<b>Total revenue</b>	<b>78 806.8</b>	<b>85 368.7</b>	<b>95 502.5</b>	<b>104 386.7</b>		<b>9.8%</b>	<b>100.0%</b>	<b>118 925.2</b>	<b>122 266.8</b>	<b>130 235.2</b>	<b>7.7%</b>	<b>100.0%</b>

**Table 40.80 Transnet 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						2025/26	2022/23 - 2025/26	2026/27			2027/28
R million	2022/23	2023/24	2024/25	2025/26	2022/23 - 2025/26	2026/27	2027/28	2028/29	2025/26 - 2028/29	2026/27 - 2028/29	
<b>Expenses</b>											
<b>Current expenses</b>	<b>80 629.5</b>	<b>89 901.0</b>	<b>92 325.1</b>	<b>99 234.2</b>	<b>7.2%</b>	<b>95.7%</b>	<b>101 904.5</b>	<b>98 399.0</b>	<b>97 476.3</b>	<b>-0.6%</b>	<b>90.9%</b>
Compensation of employees	28 934.6	31 650.5	33 715.2	35 309.9	6.9%	34.2%	35 714.4	34 693.1	35 988.0	0.6%	32.5%
Goods and services	23 204.3	26 064.7	23 942.8	30 156.4	9.1%	27.3%	31 110.9	30 224.0	31 069.7	1.0%	28.2%
Depreciation	16 098.8	17 689.2	19 085.1	18 902.1	5.5%	19.0%	18 481.2	17 883.8	17 645.1	-2.3%	16.5%
Interest, dividends and rent on land	12 391.8	14 496.6	15 582.0	14 865.9	6.3%	15.1%	16 598.1	15 598.0	12 773.4	-4.9%	13.7%
<b>Transfers and subsidies</b>	<b>3 853.3</b>	<b>2 797.5</b>	<b>5 083.9</b>	<b>4 638.1</b>	<b>6.4%</b>	<b>4.3%</b>	<b>7 674.7</b>	<b>9 594.4</b>	<b>12 394.9</b>	<b>38.8%</b>	<b>9.1%</b>
<b>Total expenses</b>	<b>84 482.8</b>	<b>92 698.5</b>	<b>97 408.9</b>	<b>103 872.3</b>	<b>7.1%</b>	<b>100.0%</b>	<b>109 579.3</b>	<b>107 993.4</b>	<b>109 871.2</b>	<b>1.9%</b>	<b>100.0%</b>
<b>Surplus/(Deficit)</b>	<b>(5 676.0)</b>	<b>(7 329.7)</b>	<b>(1 906.5)</b>	<b>514.4</b>	<b>-144.9%</b>		<b>9 345.9</b>	<b>14 273.4</b>	<b>20 364.0</b>	<b>240.8%</b>	
<b>Cash flow statement indirect method</b>											
<b>Net cash flow from operating activities</b>	<b>21 535.0</b>	<b>14 246.0</b>	<b>13 761.0</b>	<b>16 609.1</b>	<b>-8.3%</b>	<b>100.0%</b>	<b>25 124.4</b>	<b>24 060.4</b>	<b>31 823.5</b>	<b>24.2%</b>	<b>100.0%</b>
Cash generated from operations before working capital	20 320.0	30 551.0	21 990.0	33 979.8	18.7%	100.0%	40 347.4	42 404.9	50 765.6	14.3%	100.0%
<b>Changes in working capital</b>	<b>4 356.9</b>	<b>(1 749.0)</b>	<b>6 636.0</b>	<b>(1 301.0)</b>	<b>-166.8%</b>	<b>100.0%</b>	<b>2 787.8</b>	<b>(1 162.1)</b>	<b>(4 313.1)</b>	<b>49.1%</b>	<b>100.0%</b>
Increase/(decrease) in trade and other payables	-	-	-	-	-	-	-	-	-	-	-
Other working capital movements	4 356.9	(1 749.0)	6 636.0	(1 301.0)	-166.8%	100.0%	2 787.8	(1 162.1)	(4 313.1)	49.1%	100.0%
<b>Cash generated from operations after working capital</b>	<b>(3 141.9)</b>	<b>(14 556.0)</b>	<b>(14 865.0)</b>	<b>(16 069.7)</b>	<b>72.3%</b>	<b>100.0%</b>	<b>(18 010.8)</b>	<b>(17 182.4)</b>	<b>(14 629.1)</b>	<b>-3.1%</b>	<b>100.0%</b>
Interest received	46.2	509.0	527.0	404.3	106.1%	-3.1%	154.2	155.6	154.9	-27.4%	-0.9%
Interest paid	(11 113.1)	(14 282.0)	(14 722.0)	(14 321.0)	8.8%	111.9%	(15 940.0)	(14 643.0)	(11 601.0)	-6.8%	84.7%
Tax benefit	-	2.0	-	-	-	-	-	-	-	-	-
Tax payment	-	-	-	(1 673.0)	-	3.4%	(1 737.0)	(2 198.0)	(2 677.0)	17.0%	13.3%
Other changes	7 925.0	(785.0)	(670.0)	(480.0)	-139.3%	-12.3%	(488.0)	(497.0)	(506.0)	1.8%	3.0%
<b>Net cash flow from investing activities</b>	<b>(17 054.0)</b>	<b>(16 969.0)</b>	<b>(24 818.0)</b>	<b>(26 990.8)</b>	<b>16.5%</b>	<b>100.0%</b>	<b>(23 034.4)</b>	<b>(13 370.7)</b>	<b>(26 810.3)</b>	<b>-0.2%</b>	<b>100.0%</b>
Acquisition of property, plant, equipment and intangible assets	(16 222.0)	(15 475.0)	(23 183.0)	(25 512.4)	16.3%	93.7%	(27 505.5)	(34 279.5)	(30 253.2)	5.8%	145.6%
Investment property	-	-	(36.0)	-	-	-	-	-	-	-	-
Acquisition of software and other intangible assets	-	(229.0)	(102.0)	(529.0)	-	1.0%	(292.1)	(268.3)	(404.5)	-8.6%	1.5%
Disposals of property, plant, equipment and intangible assets	-	94.0	-	602.1	-	-0.8%	6 242.2	22 965.1	5 811.5	112.9%	-55.4%
Other flows from investing activities	(832.0)	(1 359.0)	(1 497.0)	(1 551.5)	23.1%	6.1%	(1 479.0)	(1 788.0)	(1 964.0)	8.2%	8.3%
<b>Net cash flow from financing activities</b>	<b>(6 875.0)</b>	<b>3 067.0</b>	<b>7 165.0</b>	<b>10 979.8</b>	<b>-216.9%</b>	<b>100.0%</b>	<b>(2 220.8)</b>	<b>(14 242.5)</b>	<b>(8 720.4)</b>	<b>-192.6%</b>	<b>100.0%</b>
Borrowing activities	(6 875.0)	3 067.0	7 165.0	10 979.8	-216.9%	100.0%	(2 220.8)	(14 242.5)	(8 720.4)	-192.6%	100.0%
<b>Net increase/(decrease) in cash and cash equivalents</b>	<b>(2 394.0)</b>	<b>344.0</b>	<b>(3 892.0)</b>	<b>598.1</b>	<b>-163.0%</b>	<b>100.0%</b>	<b>(130.9)</b>	<b>(3 552.8)</b>	<b>(3 707.2)</b>	<b>-283.7%</b>	<b>100.0%</b>
<b>Statement of financial position</b>											
Carrying value of assets	331 034.0	326 575.4	332 672.3	349 179.0	1.8%	90.7%	353 905.8	335 962.3	345 269.2	-0.4%	87.5%
Investments	3 241.0	3 599.4	3 676.9	4 291.5	9.8%	1.0%	13 331.3	23 422.8	30 291.0	91.8%	5.7%
Inventory	3 655.0	4 083.4	4 825.7	5 170.1	12.3%	1.2%	5 409.0	5 485.5	5 526.7	2.2%	1.4%
Receivables and prepayments	8 840.0	10 082.3	11 254.0	11 419.7	8.9%	2.8%	12 013.4	14 100.4	14 577.1	8.5%	3.4%
Cash and cash equivalents	13 540.0	13 883.8	9 992.0	8 783.8	-13.4%	3.1%	8 654.2	5 103.3	1 397.4	-45.8%	1.3%
Non-current assets held for sale	326.0	399.3	932.5	429.1	9.6%	0.1%	429.1	429.5	429.5	-	0.1%
Derivatives financial instruments	3 418.0	6 011.5	3 511.8	2 466.1	-10.3%	1.0%	2 466.1	2 273.0	2 273.0	-2.7%	0.6%
<b>Total assets</b>	<b>364 054.0</b>	<b>364 635.1</b>	<b>366 865.2</b>	<b>381 739.4</b>	<b>1.6%</b>	<b>100.0%</b>	<b>396 208.9</b>	<b>386 776.9</b>	<b>399 763.9</b>	<b>1.5%</b>	<b>100.0%</b>
Capital and reserves	129 223.0	119 596.6	115 851.4	116 063.2	-3.5%	32.5%	126 250.7	137 287.0	158 524.7	11.0%	35.7%
Capital reserve fund	18 498.0	18 497.5	18 497.5	18 498.0	-	5.0%	18 498.0	18 498.0	18 498.0	-	4.7%
Borrowings	130 067.0	137 661.2	144 785.4	156 698.7	6.4%	38.5%	154 647.4	130 299.4	120 411.4	-8.4%	34.3%
Trade and other payables	24 382.0	27 387.4	36 740.0	27 095.3	3.6%	7.8%	30 909.1	31 912.3	28 119.1	1.2%	7.7%
Taxation	44 314.0	40 929.1	39 767.0	39 492.2	-3.8%	11.1%	41 521.5	44 917.2	50 108.7	8.3%	11.5%
Provisions	11 842.0	16 692.8	7 287.2	18 617.6	16.3%	3.7%	19 331.2	19 978.9	20 270.9	2.9%	5.0%
Derivatives financial instruments	5 728.0	3 870.6	3 936.7	5 274.4	-2.7%	1.3%	5 051.1	3 884.1	3 831.2	-10.1%	1.1%
<b>Total equity and liabilities</b>	<b>364 054.0</b>	<b>364 635.1</b>	<b>366 865.2</b>	<b>381 739.4</b>	<b>1.6%</b>	<b>100.0%</b>	<b>396 208.9</b>	<b>386 776.9</b>	<b>399 763.9</b>	<b>1.5%</b>	<b>100.0%</b>

**Personnel information**

**Table 40.81 Transnet personnel numbers and cost by salary level**

Number of posts estimated for 31 March 2026		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									2025/26 - 2028/29	2026/27 - 2028/29
		2024/25			2025/26			2026/27			2027/28			2028/29				
		Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost	Number	Cost	Unit cost		
<b>Transnet</b>	<b>52 633</b>	<b>52 633</b>	<b>33 715.2</b>	<b>0.6</b>	<b>52 633</b>	<b>35 309.9</b>	<b>0.7</b>	<b>52 633</b>	<b>35 714.4</b>	<b>0.7</b>	<b>52 633</b>	<b>34 693.1</b>	<b>0.7</b>	<b>52 633</b>	<b>35 988.0</b>	<b>0.7</b>	-	<b>100.0%</b>
1 – 6	9 649	9 649	1 876.7	0.2	9 649	1 965.5	0.2	9 649	1 988.0	0.2	9 649	1 931.2	0.2	9 649	2 003.2	0.2	-	18.3%
7 – 10	36 242	36 242	23 554.1	0.6	36 242	24 668.2	0.7	36 242	24 950.8	0.7	36 242	24 237.3	0.7	36 242	25 141.9	0.7	-	68.9%
11 – 12	5 414	5 414	5 823.4	1.1	5 414	6 098.8	1.1	5 414	6 168.7	1.1	5 414	5 992.3	1.1	5 414	6 216.0	1.1	-	10.3%
13 – 16	1 226	1 226	2 083.2	1.7	1 226	2 181.8	1.8	1 226	2 206.7	1.8	1 226	2 143.6	1.7	1 226	2 223.7	1.8	-	2.3%
17 – 22	102	102	377.8	3.7	102	395.6	3.9	102	400.2	3.9	102	388.7	3.8	102	403.2	4.0	-	0.2%

1. Rand million.