

# VOTE 12

## Transport

Operational budget	R 3 119 147 000
MEC remuneration	R 720 000
Total amount to be appropriated	R 3 119 867 000
Responsible MEC	Mr B.H. Cele, MEC for Transport & Community Safety and Liaison
Administrating department	Transport
Accounting officer	Head: Transport

### 1. Overview

#### Vision

The KwaZulu-Natal Department of Transport's vision is *Prosperity through mobility*.

This means that all activities of the department and the manner in which the department delivers services to communities should increase the wealth and quality of life of all citizens of the province.

#### Mission statement

The mission of the department is to provide the public with an integrated and accessible road and public transport infrastructure, to promote road and public transport safety and ensure that, in delivering on its mandate, the department meets the developmental needs of this province.

Furthermore, the department strives to promote transparent and accountable government, plan in accordance with the needs of its customers, and ensure effective, efficient and transparent delivery of services through appropriate involvement of the public, and through regular and accurate reporting.

#### Strategic objectives

The strategic community outcomes of the department are as follows:

- An equitable, affordable, safe and well managed transportation system;
- An equitable and economically empowered construction and transportation industry;
- Improved quality of life;
- Good governance; and
- Community supported transportation service delivery.

#### Core functions

Turning the vision of the department into reality can only be achieved by focusing the attention and energy of all employees and relevant stakeholders on the performance of its core functions, namely:

##### *Road infrastructure*

The department's mandate is to construct and maintain a balanced road network that meets the mobility needs of the citizens of KwaZulu-Natal, and supports the national and provincial growth and development strategies.

### ***Public and freight transport***

The department's mandate is to regulate public transport and ensure public access to safe, efficient and affordable public transport. The department is further mandated to facilitate development in the freight transport industry and the minimisation of negative externalities resultant from the transport of freight.

### ***Traffic management***

The department's mandate is to create a safe road environment through the reduction of road accidents. The main services rendered by this programme include road traffic enforcement, road safety education and the analysis and re-engineering of hazardous locations and the registration and licensing of vehicles.

### ***Own revenue***

The department's revenue, amounting to an estimated R851 million in 2007/08, accrues to the provincial revenue fund. This revenue is largely derived from tax receipts collected in terms of the Road Traffic Act.

## **Legislative mandate**

The Department of Transport is responsible for the management of the transportation system in KwaZulu-Natal. This includes the construction, upgrading, maintenance and control of the provincial road network, the regulation, management and overall control of public and freight transport operations, the registration and licensing of vehicles and drivers, the regulation of traffic, the implementation of road safety campaigns and awareness programmes, and the management of the provincial vehicle fleet.

The key legislative mandates of the department are derived mainly from the following legislations:

- National Road Traffic Act (Act No. 93 of 1996)
- KZN Provincial Roads Act (Act No. 4 of 2001)
- National Roads Act (Act No. 54 of 1971)
- Administrative Adjudication of Road Traffic Offences Act (Act No. 46 of 1998)
- Cross-border Act (Act No. 4 of 1998)
- KZN Provincial Minibus Taxi Act (Act No. 4 of 1998)
- KZN Procurement Act (Act No. 3 of 2001)
- KZN Road Traffic Act (Act No. 7 of 1997)
- National Land Transport Transition Act (Act No. 22 of 2000)
- Public Finance Management Act (Act No. 1 of 1999, as amended)
- Preferential Procurement Policy Framework Act (Act No. 5 of 2000)

## **2. Review of the 2006/07 financial year**

Section 2 provides a review of 2006/07, outlining the main achievements and progress made by the department during the year, as well as providing a brief discussion on challenges and new developments.

A major constraint on the department is the impact of HIV and AIDS on the workforce. Loss of skilled workers through sickness and death is not only a human tragedy, but also negatively impacts on service delivery. In order to address this constraint, the department has an HIV and AIDS awareness and education programme and an Employee Assistance Programme (EAP), which provide free medical testing and referral services to staff for all medical conditions, not just HIV and AIDS.

The African Renaissance Road Upgrade Programme (ARRUP), Local Access Road construction programme and Rural Roads for Development Programme continue to make a marked impact in ensuring the provision of a balanced and equitable road network, which addresses historic imbalances. To this end, during the 2006/07 financial year, a total of 76 kilometres of gravel road were upgraded to blacktop

standard, and 420 kilometres of new gravel road (including 14 kilometres of road constructed using labour intensive methods), 3 new bridges and 49 causeways will be constructed.

In delivering its mandate to ensure the adequate maintenance of the provincial road network, the department must undertake preventative maintenance and rehabilitate the road network. In this regard, the department aims to reseal approximately 106 kilometres of tarred roads and rehabilitate approximately 70 kilometres of surfaced road in 2006/07.

In delivering its outputs, the department strives to ensure that it addresses the needs of the people. Community consultation forms a central role in the planning, design and construction of projects. The department, recognising the importance of municipalities and their mandated planning and consultation processes, continued to undertake community consultation through Rural Road Transport Forums, Community Road Safety Councils and Project Liaison Committees. In 2006/07, the department also actively participated in the Municipal Integrated Development Planning (IDP) programme, and ensured alignment between the department's community consultation and municipal planning programmes.

The *Zibambele* road maintenance programme is a labour intensive road maintenance programme. It continues to be expanded and, by the end of 2006/07, a total of 20,100 kilometres (approximately 71 per cent) of the road network will be maintained by 32,000 *Zibambele* contractors.

The department drives the Expanded Public Works Programme (EPWP) in the province. The strategic framework for the implementation of the EPWP was approved by the Provincial Cabinet, and co-ordinating structures were established for each of the clusters in 2006/07. In support of the EPWP, the department is piloting labour based construction methods.

The department provided financial and technical assistance to municipalities in order to assist them in preparing their legislated public transport plans. Current Public Transport Records were completed by all municipalities, while Public Transport Plans were completed by all municipalities except Ugu, Umkhanyakude, Umzinyathi and Zululand district municipalities. These district municipalities are projected to complete their Public Transport Plans by the end of 2006/07.

The department made good progress in converting public transport permits to operating licenses. An intensive campaign to ensure that operators apply for conversion of their permits to operating licenses commenced in October 2005, and resulted in 96 per cent of the 248 associations submitting applications for their members to date.

The department's road safety education and community outreach programmes continued to keep road safety in the attention of the public. Coupled with this, the department conducted goal directed road traffic management enforcement campaigns. Through appropriate road safety engineering interventions, the safety of the road environment is also being improved.

In 2006/07, the department expanded the implementation of the computerised learner license system, which automatically computes whether a learner has passed or failed. This project has improved service delivery to the public and curbed the fraudulent issue of driver and learner licenses.

The department successfully implemented Supply Chain Management in 2006/07, establishing the required structures and undergoing extensive training in support of its roll-out. This has contributed to reducing delays in procurement processes in the department.

### **3. Outlook for the 2007/08 financial year**

Section 3 looks at the key focus areas of 2007/08, outlining what the department is hoping to achieve during the year, as well as briefly looking at challenges and proposed new developments.

The department has a mandated obligation to ensure a balance between the adequate maintenance of the Provincial Road Network with its mandate of ensuring equitable access to all areas of the province.

Further additional funding is required to restore the network to an adequate condition and ensure provision of equitable access.

The safety of people travelling on taxis remains a serious concern, and much dialogue on strategies to improve public safety has been undertaken in line with the department's mandated development goal to regulate public transport and to ensure public access to safe, efficient, regulated and affordable mode of transport. The department will continue over the 2007/08 MTEF period to support the implementation of the National Department of Transport's Taxi Recapitalisation Programme in the province.

The capacity of the department to deliver efficiently and effectively on its mandate is dependant on the availability of a skilled and experienced workforce. The scarcity of certain skills in the South African labour market negatively affects the department's service delivery initiatives. In order to address this challenge, the department has a proactive approach to skills development, including the development and implementation of a Workplace Skills Plan, an Adult Basic Education and Training (ABET) programme, a bursary policy, a retention policy and a strategy to retain skilled staff in the public service, and the development of human resource development policies and structures (Internship, Learnerships, etc.).

The main objective of the department is the sustainable, safe, cost efficient and cost effective movement of people and goods throughout the province, with transport acting as a bridge between the first and second economies in the province. In order to achieve this, the department has an integrated approach including transport infrastructure, public transport, freight transport, road safety and traffic management working together to achieve a common goal of 'Prosperity through Mobility'.

The Provincial Spatial Economic Development Strategy (PSEDS) emphasises the importance of the Dube TradePort for the economic development of the province. In order to support this, the department has reprioritised its budget over the 2007/08 MTEF period in order to ensure that funding is made available in 2007/08 and 2008/09 for the planning and design of roads required in the vicinity of the Dube TradePort and King Shaka International Airport.

The Provincial Growth Development Strategy (PGDS) and PSEDS prioritise the need to create jobs and reduce poverty. The department will expand community-based labour absorptive road construction and maintenance programmes, which are aligned with the objectives of the EPWP. The department will launch several new EPWP-based programmes in 2007/08 in alignment with Treasury requirements on the conditional grant allocation. These programmes include labour-based alien vegetation clearing in the road reserves, labour-based drain clearing, other labour based maintenance activities, and the construction of pedestrian sidewalks and bridges.

The department aims to continue the development of a Black Economic Empowerment (BEE) road construction and maintenance industry through the provision of accredited business skills training for 150 *Vukuzakhe* contractors. The department will also invest in the development of skills within the road construction sector, by making 60 student internship positions available.

Finally, to improve co-ordination between the department and other spheres of government within the province, the department is in the process of developing a White Paper on Provincial Transport Policy. This White Paper is being developed in a consultative process with all stakeholders, and will guide the work of all spheres of government in the province on transport matters. In addition to this, the department continues to participate in provincial structures, which ensure co-ordination within the province.

## **4. Receipts and financing**

### **4.1 Summary of receipts**

Table 12.1 gives the sources of funding used for Vote 12 over a seven-year period 2003/04 to 2009/10. The table also compares actual and budgeted receipts against actual and budgeted payments.

The department receives a provincial allocation in the form of an equitable share, and a provincial infrastructure conditional grant for the maintenance and construction of road infrastructure in the province, both of which have increased significantly over the seven-years under review. The deficits noted in 2003/04, 2004/05 and 2005/06 are mainly attributable to the write-offs of thefts and losses.

Table 12.1: Summary of receipts and financing

R000	Outcome			Main Budget	Adjusted Budget	Estimated actual	Medium-term estimates		
	Audited 2003/04	Audited 2004/05	Audited 2005/06				2007/08	2008/09	2009/10
Provincial allocation	1,355,141	1,522,053	1,964,411	2,067,789	2,188,639	2,188,639	2,546,855	2,924,839	3,405,351
Conditional grants	200,121	282,594	315,121	348,194	348,194	348,194	573,012	649,422	818,843
Provincial Infrastructure Grant	200,121	282,594	315,121	348,194	348,194	348,194	573,012	649,422	818,843
<b>Total</b>	<b>1,555,262</b>	<b>1,804,647</b>	<b>2,279,532</b>	<b>2,415,983</b>	<b>2,536,833</b>	<b>2,536,833</b>	<b>3,119,867</b>	<b>3,574,261</b>	<b>4,224,194</b>
<b>Total payments</b>	<b>1,565,497</b>	<b>1,810,262</b>	<b>2,279,024</b>	<b>2,415,983</b>	<b>2,536,833</b>	<b>2,536,948</b>	<b>3,119,867</b>	<b>3,574,261</b>	<b>4,224,194</b>
Surplus/(Deficit) before financing	(10,235)	(5,615)	508	-	-	(115)	-	-	-
Financing									
of which									
Provincial roll-overs	5,545	-	-	-	-	-	-	-	-
Provincial cash resources	-	5,000	(615)	-	-	-	-	-	-
<b>Surplus/(deficit) after financing</b>	<b>(4,690)</b>	<b>(615)</b>	<b>(107)</b>	<b>-</b>	<b>-</b>	<b>(115)</b>	<b>-</b>	<b>-</b>	<b>-</b>

## 4.2 Departmental receipts collection

Table 12.2 below indicates the estimated departmental receipts for Vote 12.

Table 12.2: Details of departmental receipts

R000	Outcome			Main Budget	Adjusted Budget	Estimated actual	Medium-term estimates		
	Audited 2003/04	Audited 2004/05	Audited 2005/06				2007/08	2008/09	2009/10
Tax receipts	496,951	515,828	624,302	600,000	660,000	706,000	745,000	785,000	821,688
Non-tax receipts	32,181	94,977	70,625	80,100	80,100	80,642	89,100	97,100	109,080
Sale of goods and services other than capital assets	8,479	73,193	50,422	55,000	55,000	56,588	61,000	67,000	75,266
Fines, penalties and forfeits	23,352	21,611	20,158	25,000	25,000	23,956	28,000	30,000	33,701
Interest, dividends and rent on land	350	173	45	100	100	98	100	100	113
Transfers received	-	-	-	-	-	-	-	-	-
Sales of capital assets	32,264	2,003	6,502	14,000	14,000	13,371	16,000	18,000	20,221
Financial transactions	3,263	1,403	1,820	900	900	987	900	900	1,011
<b>Total</b>	<b>564,659</b>	<b>614,211</b>	<b>703,249</b>	<b>695,000</b>	<b>755,000</b>	<b>801,000</b>	<b>851,000</b>	<b>901,000</b>	<b>952,000</b>

As reflected in the table above, the majority of the department's revenue is derived from tax receipts collected in terms of the Road Traffic Act. This revenue consists of motor vehicle registration and licensing fees, and the sale of personalised and specific number plates. Other revenue collected consists of non-tax receipts such as traffic fines resulting from road traffic infringements and the sale of capital assets, being the sale of vehicles from the provincial vehicle fleet and the sale of departmental plant.

There is a disparity in license fees in all nine provinces. Accordingly, a task team has been appointed to address this problem and to rationalise the fees structure in order to implement a uniform fee for licences in South Africa.

The department's revenue was adjusted by R60 million in the 2006/07 Adjustments Estimate. The projections of revenue for the 2007/08 MTEF period are based on the projected actual revenue collections for 2006/07, inflated by the expected annual tariff increases over the MTEF, and also adjusted by the expected changes in the vehicle population over time. These increases are approved by the MEC for Transport and the Provincial Treasury. This practice will continue until motor vehicle licence fees are better aligned to other provinces and international best practice.

In consultation with the National Department of Transport, the department was able to link debts on the National Traffic Information System (NaTIS), which has resulted in a substantial increase in the projected income. A debt collection section to recover all outstanding licence fees was set up, and is fully operational. The department can recover all outstanding fees as far back as 1994 when NaTIS was commissioned, as prescription on taxes does not apply.

### 4.3 Donor funding and agency receipts

Table 12.3 presents details of the agency receipts received by the department. The department does not receive any donor funding.

Table 12.3: Donor funding and agency receipt

Name of Donor Organisation	Audited 2003/04	Audited 2004/05	Audited 2005/06	Main budget	Adjusted budget	Estimated actual	Medium-term estimates		
				2006/07			2007/08	2008/09	2009/10
Donor funding	-	-	-	-	-	-	-	-	-
Agency receipt	416,789	460,369	490,787	506,227	506,227	506,227	555,688	610,173	670,681
Bus Subsidies	409,550	452,000	482,000	497,000	497,000	497,000	546,000	600,000	660,000
Overload Control	7,239	8,369	8,787	9,227	9,227	9,227	9,688	10,173	10,681
<b>Total</b>	<b>416,789</b>	<b>460,369</b>	<b>490,787</b>	<b>506,227</b>	<b>506,227</b>	<b>506,227</b>	<b>555,688</b>	<b>610,173</b>	<b>670,681</b>

The department receives funding from the National Department of Transport on an agency basis aimed at subsidising bus transport in the province. It also receives funding from the South African National Roads Agency to cater for an extended overload control function on the national road network in the province.

The increases in the category *Bus Subsidies* from 2006/07 to 2007/08 and the outer years relate to projected high fuel prices, which affect the bus transport industry and therefore require more funding from the state.

## 5. Payment summary

This section summarises payments and budgeted estimates for the vote in terms of programme and economic classification, details of which are given in *Annexure to Vote 12 – Transport*.

### 5.1 Key assumptions

The department applied the following broad assumptions when compiling the budget:

- Although the department's budget has grown over the years, the level of funding is still inadequate considering the backlog with regard to road infrastructure. This has created a condition whereby the department consciously chooses to fund a road programme that minimises the further deterioration of the primary road network, while at the same time maximising the allocations needed to provide isolated rural communities with appropriate access;
- With the introduction of the Performance Based Budgeting System (PBS), the department adopted a zero-based budgeting method for the 2007/08 MTEF. This explains variances between 2006/07 and 2007/08 against several sub-programmes and economic categories, as shown across each programme;
- Provision was made for the inflationary wage adjustment for the three years of the 2007/08 MTEF, the annual 1 per cent pay progression, and the filling of a number of vacancies;
- All inflation related increases are based on CPIX projections, as well as on construction industry inflation rate of approximately 10.8 per cent.

### 5.2 Additional allocation for the 2005/06 to 2007/08 MTEF

Table 12.4 shows additional funding received by the department over the three MTEF periods: 2005/06, 2006/07 and 2007/08. Note that the table reflects only the provincial additional allocations, and excludes additional allocations in respect of conditional grants.

The purpose of introducing such a table is two-fold. Firstly, it shows the quantum of additional funding allocated to the department in the past and current MTEF periods. Secondly, it indicates the policies and purposes for which the additional funding was allocated. The table serves as a reminder of the number of

new priorities that are funded on an annual basis – often without the success thereof being monitored from a policy implementation perspective.

The carry-through allocations for the 2005/06 MTEF period (i.e. for the financial years 2008/09 and 2009/10) are based on the incremental percentage used in the 2006/07 MTEF and 2007/08 MTEF. A similar approach was used for the carry-through allocations for the 2006/07 MTEF period.

It is important to explain how this table should be read and interpreted. The total additional funding in any given year shows how much a department received in addition to the increases which already existed in its 2004/05 MTEF baseline. The sum of the total additional provincial allocations across the five financial years shows cumulative amounts received over and above the cumulative baseline budget for that period.

**Table 12.4: Summary of additional provincial allocations for 2005/06 to 2009/10**

R000	2005/06	2006/07	2007/08	2008/09	2009/10
<b>2005/06 MTEF period</b>	<b>171,760</b>	<b>119,500</b>	<b>173,976</b>	<b>186,155</b>	<b>200,116</b>
Carry through of 2004/05 Adjustments Estimate	5,000	5,250	5,513	5,899	6,341
Rehabilitation of flood damaged roads	35,000	-	-	-	-
Establishment of a testing station at the Durban harbour (revenue enhancement)	20,000	10,500	11,025	11,797	12,682
Improvement in motor licencing revenue collection	6,760	5,250	5,513	5,899	6,341
Provision of access roads to schools, health care facilities & agricultural areas	20,000	93,500	141,925	151,860	163,249
Zimbabwe contractors to maintain the roads constructed	3,000	5,000	10,000	10,700	11,503
2005/06 Adj. Estimates - Funding for pedestrian roads and bridges to schools, clinics, etc.	82,000	-	-	-	-
<b>2006/07 MTEF period</b>	<b>-</b>	<b>191,800</b>	<b>250,000</b>	<b>500,000</b>	<b>537,500</b>
Renewal of roads	-	-	150,000	200,000	215,000
Maintenance of roads	-	30,000	50,000	200,000	215,000
Access roads & Bridges - new works	-	30,000	50,000	100,000	107,500
Anti-corruption & Fraud prevention	-	10,000	-	-	-
2006/07 Adj. Estimates - funding for infrastructure and Umzimkhulu	-	121,800	-	-	-
<b>2007/08 MTEF period</b>	<b>-</b>	<b>-</b>	<b>150,675</b>	<b>128,426</b>	<b>399,207</b>
Net financial implication of demarcation (Net of Umzimkhulu and Matatiele)	-	-	110,675	128,426	114,400
Dube Trade Port (R102 - Ballito and M4 - R102)	-	-	-	-	84,807
Maintaining the existing road network	-	-	20,000	-	150,000
Access to community facilities	-	-	20,000	-	50,000
<b>Total</b>	<b>171,760</b>	<b>311,300</b>	<b>574,651</b>	<b>814,581</b>	<b>1,136,823</b>

It is clearly evident from the table that substantial additional funding was allocated to Vote 12 from 2005/06 onwards. The increase in funding over the 2005/06, 2006/07 and 2007/08 MTEF periods is primarily to address backlogs that existed in the renewal and maintenance of roads in the province as well as for the construction of access roads and bridges to link rural communities to public facilities, such as schools, clinics, police stations, etc. The additional allocations over the three MTEF periods will contribute significantly toward the department's core mandate to address provincial priorities such as poverty alleviation and employment through the EPWP based projects.

In the 2005/06 MTEF, the establishment of a testing station at the Durban harbour, for which additional funding was allocated, did not materialise due to the unavailability of a suitable plot of land. The additional funding was then used to complement an anti-corruption and fraud prevention initiative in drivers' license testing stations, for which only a once-off allocation of R10 million was provided in 2006/07. The department also received a once-off amount of R35 million in 2005/06 for the repair and rehabilitation of roads and bridges that were damaged as a result of the 2004 floods in the province.

In the 2006/07 MTEF, further to the additional funding allocated for the renewal and maintenance of roads and for access roads and bridges, as mentioned above, the department received additional allocations of R121,8 million during the 2006/07 Adjustments Estimate. Of this amount, R21,8 million was for spending pressures in Umzimkhulu and a once-off allocation of R100 million was for road infrastructure development in the province.

In 2007/08, the bulk of the additional funding is in respect of Umzimkhulu, to be used for improving service delivery within the area to the same level as other areas of the province. A further R84,8 million was allocated for linking the existing road network to the Dube TradePort (R102 – Ballito and M4 – R102), which is one of largest infrastructure developments in the province with the highest priority.

### 5.3 Summary by programme and economic classification

The services rendered by the department are categorised under five programmes, which conform to the requirements of the transport, roads and public works sector. The mission of the department is to provide the public with an integrated and accessible road and public transport infrastructure and to promote road and public transport safety, through the interaction of the department's five programmes.

To realign the functions of the department, changes were made to sub-programmes, linking them to the appropriate programmes. This is especially significant for Programme 2: Road Infrastructure, where community based projects such as *Vukuzakhe* and *Zimbambele* Management were moved to Programme 5: Community Based Programme. Furthermore, the budgets for ABET, EAP, and for the Head Office buildings were moved from Programme 2 to Programme 1. The aim of these realignments is to reflect expenditure against the proper programme objective and purpose. In both cases, the historical figures were adjusted accordingly.

Table 12.5 and 12.6 provide a summary of the vote's payments and budgeted estimates according to programmes and economic classification.

Table 12.5: Summary of payments and estimates by programme

R000	Outcome			Main Budget	Adjusted Budget	Estimated actual	Medium-term estimates		
	Audited 2003/04	Audited 2004/05	Audited 2005/06				2007/08	2008/09	2009/10
1. Administration	104,863	118,199	112,257	116,464	125,464	125,464	149,173	153,911	160,913
2. Road Infrastructure	1,129,947	1,333,407	1,682,010	1,779,912	1,844,762	1,844,762	2,359,229	2,796,871	3,404,589
3. Transportation	31,884	30,967	34,097	47,389	94,389	94,389	70,788	77,478	80,373
4. Traffic Management	231,134	265,894	370,433	389,149	389,149	389,149	434,238	430,430	457,982
5. Community Based Programme	62,834	61,314	79,969	83,069	83,069	83,069	106,439	115,571	120,337
Special Functions	4,835	481	258	-	-	115	-	-	-
<b>Total</b>	<b>1,565,497</b>	<b>1,810,262</b>	<b>2,279,024</b>	<b>2,415,983</b>	<b>2,536,833</b>	<b>2,536,948</b>	<b>3,119,867</b>	<b>3,574,261</b>	<b>4,224,194</b>

Note: Programme 1 includes MEC remuneration Salary: R575,410, Car allowance: R143,852

Table 12.6: Summary of payments and estimates by economic classification

R000	Outcome			Main Budget	Adjusted Budget	Estimated actual	Medium-term estimates		
	Audited 2003/04	Audited 2004/05	Audited 2005/06				2007/08	2008/09	2009/10
<b>Current payments</b>	<b>500,740</b>	<b>756,235</b>	<b>886,083</b>	<b>984,500</b>	<b>1,040,500</b>	<b>1,068,953</b>	<b>1,059,426</b>	<b>1,182,143</b>	<b>1,329,990</b>
Compensation of employees	215,440	367,959	389,822	401,743	402,643	430,749	515,399	543,038	578,086
Goods and services	280,465	387,777	495,960	582,757	637,857	638,062	544,027	639,105	751,904
Other	4,835	499	301	-	-	142	-	-	-
<b>Transfers and subsidies to:</b>	<b>9,622</b>	<b>10,145</b>	<b>14,003</b>	<b>21,854</b>	<b>21,854</b>	<b>25,863</b>	<b>22,388</b>	<b>27,405</b>	<b>32,364</b>
Local government	4,208	1,408	1,575	15,100	15,100	16,173	21,491	26,452	31,355
Non-profit institutions	-	-	-	-	-	51	-	-	-
Households	114	2,100	5,466	670	670	1,928	704	753	809
Other	5,300	6,637	6,962	6,084	6,084	7,711	193	200	200
<b>Payments for capital assets</b>	<b>1,055,135</b>	<b>1,043,882</b>	<b>1,378,938</b>	<b>1,409,629</b>	<b>1,474,479</b>	<b>1,442,132</b>	<b>2,038,053</b>	<b>2,364,713</b>	<b>2,861,840</b>
Buildings and other fixed structures	991,819	994,437	1,342,242	1,347,988	1,412,838	1,384,019	1,970,048	2,293,461	2,785,897
Machinery and equipment	63,316	49,375	32,527	61,641	61,641	58,105	68,005	71,252	75,943
Other	-	70	4,169	-	-	8	-	-	-
<b>Total</b>	<b>1,565,497</b>	<b>1,810,262</b>	<b>2,279,024</b>	<b>2,415,983</b>	<b>2,536,833</b>	<b>2,536,948</b>	<b>3,119,867</b>	<b>3,574,261</b>	<b>4,224,194</b>
<i>1. Included under Payment of Capital Assets are capitalised payments for:</i>									
Compensation of employees	120,224	100,415	113,602	148,100	148,100	148,100	180,157	220,218	240,224
Total compensation of employees	335,664	468,374	503,424	549,843	550,743	578,849	695,556	763,256	818,310
Goods and Services	-	-	-	-	-	-	355,695	375,596	415,596
Total Goods and Services	-	-	-	-	-	-	899,722	1,014,701	1,167,500

There have been significant annual increases in the budget allocation of Vote 12, as reflected in the 2004/05 to 2005/06 Audited amounts and also in the estimates for the 2007/08 MTEF. These increases in funding are specifically related to the department's investment in the provincial road network, which are housed in Programme 2 and against *Goods and services* and *Buildings and other fixed structures*.

The increase in the 2006/07 Adjusted Budget from the Main Budget is mainly due to amounts of R100 million and R21,8 million allocated to Programme 2 to fund infrastructure spending and spending pressures in Umzimkhulu, respectively. These increases in additional funding are also reflected against the category *Buildings and other fixed structures* in the 2006/07 Adjusted Budget.



With regard to Programme 1, the increase in the 2006/07 Adjusted Budget can be ascribed to amounts of R7 million and R2 million that were reprioritised to this programme to cater for the increase in legal fees for claims against the state, and to fund the EAP programme, respectively.

The increase in the 2006/07 Adjusted Budget against Programme 3 is due to a reprioritisation of R47 million to this programme to cater for the challenges in the public transport arena in the build up to 2010, as well as to address an urgent intervention in the bus industry in the eThekweni bus industry. This also explains the increase in *Goods and services* in the 2006/07 Adjusted Budget.

The category *Buildings and other fixed structures* includes a capitalised portion of *Compensation of employees* and *Goods and services*. This feature is unique to the Department of Transport. The total of *Compensation of employees* and *Goods and services* (from 2007/08 onwards) is provided as a footnote in Table 12.6 above, as well as to the *Annexure to Vote 12 – Transport*.

*Compensation of employees* increases significantly from the 2006/07 Adjusted Budget to 2007/08. This is mainly due to the anticipated filling of vacant posts, improvements in conditions of service and inflation. The rapid and sustained increase in funding for road infrastructure over the past few years has necessitated this increase, in order to ensure that the department can adequately and efficiently deliver on its mandate. In addition to this, the department has invested in expanding the number of traffic officers in order to ensure adequate road traffic enforcement.

The projected over-expenditure against *Compensation of employees* as well as the projected under-expenditure against *Buildings and other fixed structures* in 2006/07 are due to the incorrect allocations between the two categories. The total spending on *Compensation of employees* for the department for 2006/07 is in line with budget.

The decrease in the category *Goods and services* from the 2006/07 Adjusted Budget to 2007/08 is explained in the narration under Programme 2.

The increase in *Transfers and subsidies to: Local government* in the 2006/07 Main Budget and over the 2007/08 MTEF, compared to 2005/06, is related to additional funding for the Metropolitan Transport Authority Board (MTAB), the development of municipal transport plans, the construction/upgrading of public transport facilities and, finally, the maintenance of roads undertaken by the municipalities.

The transfer payment to the KwaZulu-Natal Taxi Council is scheduled to end during 2006/07, thus accounting for the decrease in the category *Transfers and subsidies to: Other* over the MTEF.

## 5.4 Summary of expenditure and estimates by district municipal area

Table 12.7 shows the spending (excluding operational costs) estimated to take place within each district municipality. The department had to make informed estimates in certain instances. These estimates will be improved over time, as planning processes are further refined in terms of spatial distribution.

The department's service delivery is equitably distributed throughout the province, based on various factors including the extent of backlogs, the existence or potential importance of the area (including economic, social, agricultural, tourism, etc.), the size of the community affected, and the poverty index in the area. Furthermore, the projects in these areas are selected and prioritised by the communities being served, by means of the department's Rural Road Transportation Forums (RRTSs).

As reflected in Table 12.7, the bulk of the spending, which increases over the 2007/08 MTEF period, is concentrated in the uMgungundlovu District Municipality. Programmes and projects undertaken by the department, which are provincially implemented and where expenditure is not easily split to individual district municipal area, are allocated to uMgungundlovu, where the department's Head Office is based.

The second highest spending occurs in the uThungulu district municipal area, and this relates to the reconstruction of the John Ross Highway and other ARRUP projects.

The Sisonke district municipal area includes the additional allocation for Umzimkhulu over the MTEF, explaining the high spending in this area over the 2007/08 MTEF.

Table 12.7: Summary of expenditure and estimates by district municipal area

District Municipal Area	Outcome Audited 2005/06	Estimated Actual 2006/07	Medium-term estimates		
			2007/08	2008/09	2009/10
<b>R000</b>					
eThekweni	230,696	278,827	116,290	123,517	130,253
Ugu	86,719	113,784	99,883	109,872	115,864
uMgungundlovu	621,505	658,173	1,659,941	1,991,663	2,557,028
Uthukela	119,932	136,334	110,333	121,363	127,982
Umzinyathi	69,549	75,934	68,204	75,017	82,512
Amajuba	47,890	58,123	48,512	53,363	58,699
Zululand	197,340	238,917	90,176	99,193	109,113
Umkhanyakude	131,426	159,772	57,444	63,188	69,507
uThungulu	235,184	283,934	170,233	187,256	205,981
Ilembe	88,909	111,266	67,960	74,752	78,829
Sisonke	67,262	55,171	119,179	137,781	124,265
<b>Total</b>	<b>1,896,412</b>	<b>2,170,235</b>	<b>2,608,155</b>	<b>3,036,965</b>	<b>3,660,033</b>

## 5.5 Summary of infrastructure expenditure and estimates

Table 12.8 presents a summary of infrastructure expenditure and estimates by category for the Vote. A more detailed listing of infrastructure projects to be undertaken by the department can be found in the *Annexure to Vote 12 – Transport*.

Table 12.8: Summary of infrastructure expenditure and estimates

R000	Outcome			Main Budget	Adjusted Budget 2006/07	Estimated actual	Medium-term estimates		
	Audited 2003/04	Audited 2004/05	Audited 2005/06				2007/08	2008/09	2009/10
<b>Capital</b>	<b>998,497</b>	<b>1,009,316</b>	<b>938,548</b>	<b>1,348,988</b>	<b>1,413,838</b>	<b>1,385,019</b>	<b>1,972,048</b>	<b>2,299,461</b>	<b>2,796,897</b>
New constructions	378,549	222,851	371,069	461,480	461,750	443,706	609,808	700,058	1,016,831
Rehabilitation/upgrading	619,948	786,465	567,479	886,508	951,088	940,313	1,360,240	1,593,403	1,769,066
Other capital projects	-	-	-	-	-	-	-	-	-
Infrastructure transfer	-	-	-	1,000	1,000	1,000	2,000	6,000	11,000
<b>Current</b>	<b>51,190</b>	<b>289,790</b>	<b>386,676</b>	<b>488,502</b>	<b>459,728</b>	<b>459,728</b>	<b>471,476</b>	<b>564,910</b>	<b>691,691</b>
<b>Total</b>	<b>1,049,687</b>	<b>1,299,106</b>	<b>1,325,224</b>	<b>1,837,490</b>	<b>1,873,566</b>	<b>1,844,747</b>	<b>2,443,524</b>	<b>2,864,371</b>	<b>3,488,588</b>

Major infrastructure projects being undertaken by the department include the African Renaissance Roads Upgrading Programme (ARRUP), which includes the upgrading of eight major rural road transport corridors, the construction of P700 (Ulundi to Hluhwe/Mfolozi Game Reserve) and the construction of P577 (Duffs Road to Kwa-Dabeka).

The largest increase in budget over the MTEF in respect of the department's investment in the provincial road network was allocated to *Rehabilitation/upgrading*. This increase relates to the rehabilitation, resealing and regravelling of roads, as well as the upgrade of roads in Umzimkhulu.

The second largest increase in the budget over the MTEF was allocated to *New constructions*, to cater for the following large road construction projects – the Sani Pass, the roads to support the Dube TradePort, the reconstruction of the John Ross Highway, and the reconstruction of P416 (Umzimkhulu – Staffords Post) to an acceptable standard.

The funding allocated to *Infrastructure transfers* increases substantially in 2008/09 and 2009/10 due to a new programme of the department to provide funding support to municipalities for the construction/upgrading of public transport facilities in support of the Taxi Recapitalisation Programme.

The budget allocation under the category *Current* relates to maintenance expenditure on the road network. Although this item receives the least portion of the budget increase in 2007/08, it increases significantly in 2008/09 and 2009/10 in support of the department's strategy to increase expenditure on maintenance.

### 5.5.1 Summary of departmental Public Private Partnerships

The department has finalised a feasibility study for the supply and maintenance of major plant such as graders and bulldozers to both the department and *Vukuzakhe* emerging contractors as a Public Private Partnership project (PPP). The study, however, still needs to conclude on the sustainability of the PPP and the department has thus not yet made any provision in its budget for the PPP.

## 5.6 Transfers to public entities

Table 12.9 provides a summary of departmental transfer to public entities. A financial summary in respect of the KwaZulu-Natal Taxi Council is presented in *Annexure to Vote 12 – Transport*.

The KwaZulu-Natal Taxi Council was established as an entity that is separate from the Department of Transport (performing its own administrative and financial functions). No funding has been allocated in 2007/08 MTEF, as the funding agreement with the KZN Taxi Council is set to end during 2006/07.

Table 12.9: Summary of departmental transfers to public entities

R000	Outcome			Main Budget	Adjusted Budget	Estimated actual	Medium-term estimates		
	Audited	Audited	Audited				2007/08	2008/09	2009/10
	2003/04	2004/05	2005/06						
KwaZulu-Natal Taxi Council	5,265	5,600	5,800	5,900	5,900	5,900	-	-	-
<b>Total</b>	<b>5,265</b>	<b>5,600</b>	<b>5,800</b>	<b>5,900</b>	<b>5,900</b>	<b>5,900</b>	<b>-</b>	<b>-</b>	<b>-</b>

## 5.7 Transfers to local government

Table 12.10 details the transfers to municipalities, summarised according to categories A, B and C and Table 12.11 provides the departmental transfers to the municipalities by grant name. The detailed information on the departmental transfers to local government by transfer/grant type, category and municipality is presented in the *Annexure to Vote 12 – Transport*.

Table 12.10: Summary of departmental transfers to local government by category

R000	Outcome			Main Budget	Adjusted Budget	Estimated actual	Medium-term estimates		
	Audited	Audited	Audited				2007/08	2008/09	2009/10
	2003/04	2004/05	2005/06						
Category A	2,000	189	206	11,170	11,170	11,170	13,250	13,350	13,450
Category B	244	18	-	1,000	1,000	1,000	2,000	6,000	11,000
Category C	-	1,201	1,369	408	408	408	-	-	-
Unallocated/unclassified	1,964	-	-	2,522	2,522	3,595	6,241	7,102	6,905
<b>Total</b>	<b>4,208</b>	<b>1,408</b>	<b>1,575</b>	<b>15,100</b>	<b>15,100</b>	<b>16,173</b>	<b>21,491</b>	<b>26,452</b>	<b>31,355</b>

Table 12.11: Summary of departmental transfers to local government by grant name

R000	Outcome			Main Budget	Adjusted Budget	Estimated actual	Medium-term estimates		
	Audited	Audited	Audited				2007/08	2008/09	2009/10
	2003/04	2004/05	2005/06						
Regional Service Council Levy	1,964	1,390	1,575	578	578	578	-	-	-
Municipal Transport Planning and Infrastructure	2,000	-	-	14,000	14,000	14,873	13,000	17,000	22,000
Maintenance Main Roads	244	18	-	522	522	722	8,491	9,452	9,355
<b>Total</b>	<b>4,208</b>	<b>1,408</b>	<b>1,575</b>	<b>15,100</b>	<b>15,100</b>	<b>16,173</b>	<b>21,491</b>	<b>26,452</b>	<b>31,355</b>

The large increase in transfers to Category A municipalities (eThekweni) from 2005/06 to 2006/07 and over the MTEF relates to the establishment of the Metropolitan Transportation Authority Board (MTAB).

The funding allocated to Category B municipalities includes funding for the development of municipal transport plans (Municipal Transport Planning), in compliance with the National Land Transport Transition Act. The increase to the Category B municipalities over the MTEF relates to the new programme to support municipalities in the construction and upgrading of public transport infrastructure.

The payment of the Regional Service Council Levy reflected against Category C municipalities was discontinued from 1 July 2006 as per new legislation.

The subsidies paid to the various municipalities for the 'Maintenance Main Roads' relate to the maintenance of provincial roads that is undertaken by the municipalities. These transfers are reflected under Category A, with a significant portion against *Unallocated/unclassified*. The unallocated portions are due to the fact that not all municipalities submit their applications for subsidies to the department in time for inclusion per municipality in the Budget Statements.

## 6. Programme description

The services rendered by the department are categorised under five programmes. The expenditure and budgeted estimates for each programme are summarised in terms of economic classification, details of which are presented in the *Annexure to Vote 12 – Transport*.

### 6.1 Programme 1: Administration

The purpose of Programme 1: Administration is to provide the department with strategic planning, financial management and corporate support services, in order to ensure that it delivers on its mandate in an integrated, efficient, effective and sustainable manner.

Programme 1 includes the Office of the MEC, Management, Corporate Support and Programme Support Office. This programme also includes the costs in respect of the repair and maintenance of the buildings occupied by the department.

Tables 12.12 and 12.13 below summarise payments and estimates relating to Programme 1: Administration for the financial years 2003/04 to 2009/10.

Table 12.12: Summary of payments and estimates - Programme 1: Administration

R000	Outcome			Main Budget	Adjusted Budget	Estimated actual	Medium-term estimates		
	Audited 2003/04	Audited 2004/05	Audited 2005/06				2007/08	2008/09	2009/10
Office of the MEC	3,471	3,579	5,334	3,979	3,979	3,979	4,178	4,387	4,629
Management	14,020	9,560	8,670	11,586	11,586	11,586	12,117	12,673	13,425
Corporate Support	59,674	63,319	61,706	62,173	71,173	71,173	79,245	84,396	88,591
Programme Support Office	27,698	41,741	36,547	38,726	38,726	38,726	53,633	52,455	54,268
<b>Total</b>	<b>104,863</b>	<b>118,199</b>	<b>112,257</b>	<b>116,464</b>	<b>125,464</b>	<b>125,464</b>	<b>149,173</b>	<b>153,911</b>	<b>160,913</b>

Table 12.13: Summary of payments and estimates by economic classification - Programme 1: Administration

R000	Outcome			Main Budget	Adjusted Budget	Estimated actual	Medium-term estimates		
	Audited 2003/04	Audited 2004/05	Audited 2005/06				2007/08	2008/09	2009/10
<b>Current payments</b>	<b>86,422</b>	<b>93,731</b>	<b>94,426</b>	<b>98,123</b>	<b>105,123</b>	<b>108,170</b>	<b>110,407</b>	<b>111,160</b>	<b>117,918</b>
Compensation of employees	31,475	35,940	40,122	36,916	37,816	45,004	50,568	53,096	55,751
Goods and services	54,947	57,773	54,261	61,207	67,307	63,140	59,839	58,064	62,167
Other	-	18	43	-	-	26	-	-	-
<b>Transfers and subsidies to:</b>	<b>-</b>	<b>1,638</b>	<b>2,850</b>	<b>264</b>	<b>264</b>	<b>1,866</b>	<b>193</b>	<b>200</b>	<b>200</b>
Local government	-	122	159	80	80	78	-	-	-
Non-profit institutions	-	-	-	-	-	27	-	-	-
Households	-	480	1,754	-	-	38	-	-	-
Other	-	1,036	937	184	184	1,723	193	200	200
<b>Payments for capital assets</b>	<b>18,441</b>	<b>22,830</b>	<b>14,981</b>	<b>18,077</b>	<b>20,077</b>	<b>15,428</b>	<b>38,573</b>	<b>42,551</b>	<b>42,795</b>
Buildings and other fixed structures	17,075	20,805	14,578	11,100	13,100	12,483	30,073	33,851	34,095
Machinery and equipment	1,366	2,025	403	6,977	6,977	2,945	8,500	8,700	8,700
Other	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>104,863</b>	<b>118,199</b>	<b>112,257</b>	<b>116,464</b>	<b>125,464</b>	<b>125,464</b>	<b>149,173</b>	<b>153,911</b>	<b>160,913</b>

The sub-programme: Programme Support Office increases substantially in 2007/08 compared to the 2006/07 Adjusted Budget, largely as a result of an increased allocation for the upgrade, repair and maintenance of buildings occupied by the department. This also explains the notable increase against *Building and other fixed structures* and *Machinery and equipment* in 2007/08.

All of the other sub-programmes show a steady increase over the seven-year period.

According to the department, the adoption of a zero-based budgeting approach, as mentioned, enabled the department to reflect more accurate and realistic projected expenditure figures for the 2007/08 MTEF. This explains the decrease in the category *Goods and services*, which was calculated from a zero base.

The projected under-expenditure against *Machinery and equipment* in the 2006/07 Estimated Actual compared to the 2006/07 Adjusted Budget can be explained by the fact that the department's orders for motor vehicles were not finalised. The projections will be revised to include the estimated expenditure on all *Machinery and equipment* for 2006/07.

## 6.2 Programme 2: Road Infrastructure

The purpose of this programme is to provide a balanced and equitable provincial road network. The main functions include the upgrading of surfaced roads, and the construction, rehabilitation and maintenance of roads, causeways and bridges. In the performance of these functions, the department endeavours to award contracts to emerging contractors and to create employment opportunities as far as possible.

The programme is aimed at determining the needs for the development of infrastructure, implementing maintenance programmes and providing access roads for communities to unlock economic potential, as well as promoting community development and eco-tourism. The programme consists of six sub-programmes, in line with the sector specific budget format, namely Programme Support Office, Planning, Design, Construction, Maintenance and Financial Assistance.

Tables 12.14 and 12.15 below summarise the expenditure and estimates relating to Programme 2: Road Infrastructure, for the financial years 2003/04 to 2009/10.

Table 12.14: Summary of payments and estimates - Programme 2: Road Infrastructure

R000	Outcome			Main Budget	Adjusted Budget	Estimated actual	Medium-term estimates		
	Audited 2003/04	Audited 2004/05	Audited 2005/06				2007/08	2008/09	2009/10
Programme Support Office	19,648	97,641	105,968	86,243	86,243	86,243	93,766	99,941	108,513
Planning	25,902	13,744	11,569	13,466	13,466	13,466	14,140	14,847	15,738
Design	2,290	13,215	6,432	12,869	12,869	12,869	13,513	14,189	15,041
Construction	390,139	658,098	899,586	858,022	922,872	922,872	1,245,646	1,447,748	1,784,187
Maintenance	691,845	549,717	655,690	807,986	807,986	807,986	990,772	1,218,684	1,479,560
Financial Assistance	123	992	2,765	1,326	1,326	1,326	1,392	1,462	1,550
<b>Total</b>	<b>1,129,947</b>	<b>1,333,407</b>	<b>1,682,010</b>	<b>1,779,912</b>	<b>1,844,762</b>	<b>1,844,762</b>	<b>2,359,229</b>	<b>2,796,871</b>	<b>3,404,589</b>

Table 12.15: Summary of payments and estimates by economic classification - Programme 2: Road Infrastructure

R000	Outcome			Main Budget	Adjusted Budget	Estimated actual	Medium-term estimates		
	Audited 2003/04	Audited 2004/05	Audited 2005/06				2007/08	2008/09	2009/10
<b>Current payments</b>	<b>136,929</b>	<b>363,307</b>	<b>424,162</b>	<b>500,069</b>	<b>502,069</b>	<b>532,198</b>	<b>509,686</b>	<b>597,475</b>	<b>706,290</b>
Compensation of employees	77,403	169,506	167,604	151,370	151,370	181,475	249,901	266,362	290,496
Goods and services	59,526	193,801	256,558	348,699	350,699	350,722	259,785	331,113	415,794
Other	-	-	-	-	-	1	-	-	-
<b>Transfers and subsidies to:</b>	<b>4,322</b>	<b>2,584</b>	<b>4,646</b>	<b>1,470</b>	<b>1,470</b>	<b>2,845</b>	<b>9,195</b>	<b>10,205</b>	<b>10,164</b>
Local government	4,208	1,171	911	800	800	1,003	8,491	9,452	9,355
Non-profit institutions	-	-	-	-	-	-	-	-	-
Households	114	1,412	3,510	670	670	1,740	704	753	809
Other	-	1	225	-	-	102	-	-	-
<b>Payments for capital assets</b>	<b>988,696</b>	<b>967,516</b>	<b>1,253,202</b>	<b>1,278,373</b>	<b>1,341,223</b>	<b>1,309,719</b>	<b>1,840,348</b>	<b>2,189,191</b>	<b>2,688,135</b>
Buildings and other fixed structures	941,599	942,664	1,232,925	1,249,034	1,311,884	1,280,395	1,808,518	2,155,710	2,652,143
Machinery and equipment	47,097	24,789	16,108	29,339	29,339	29,316	31,830	33,481	35,992
Other	-	63	4,169	-	-	8	-	-	-
<b>Total</b>	<b>1,129,947</b>	<b>1,333,407</b>	<b>1,682,010</b>	<b>1,779,912</b>	<b>1,844,762</b>	<b>1,844,762</b>	<b>2,359,229</b>	<b>2,796,871</b>	<b>3,404,589</b>
<i>1. Included under Payment of Capital Assets are capitalised payments for:</i>									
Compensation of employees	120,224	100,415	113,602	148,100	148,100	148,100	180,157	220,218	240,224
Total compensation of employees	197,627	269,921	281,206	299,470	299,470	329,575	430,058	486,580	530,720
Goods and Services	-	-	-	-	-	-	355,695	375,596	415,596
Total Goods and Services	-	-	-	-	-	-	615,480	706,709	831,390

There has been a significant increase in the level of funding allocated to this programme over the seven years under review. This increased funding over the MTEF period relates mainly to the maintenance of the existing road network (sub-programme: Maintenance), and to specific road construction projects undertaken by the department (sub-programme: Construction), including the following:

- African Renaissance Road Upgrading Programme (ARRUP);
- Upgrading of P700 (the road from Ulundi to the Mfolozi Game Reserve);
- P577 (Duff's Road to Clermont);
- P496 (the John Ross highway linking Empangeni and Richards Bay); and
- The construction of roads and pedestrian bridges providing access to community facilities including schools and clinics.

Additional funding has also been allocated to Umzimkhulu for addressing backlogs. All these increases are also reflected against the category *Buildings and other fixed structures*.

*Compensation of employees* increases significantly in 2007/08 in order to manage the huge additional budget allocated to the programme. The projected over-expenditure against *Compensation of employees* as well as the projected under-expenditure against *Buildings and other fixed structures* in 2006/07, as explained above, are due to the incorrect allocations between the two categories. The total spending on *Compensation of employees* for the department for 2006/07 is in line with budget.

As mentioned, *Buildings and other fixed structures* includes a capitalised portion of *Compensation of employees* and *Goods and services*. In the past, the department experienced difficulties in classification of expenditure, especially between *Compensation of employees*, *Goods and services* and *Buildings and other fixed structures*. Accordingly, when compiling the 2007/08 MTEF budget, the zero-based budgeting method was used to assist the department to realign the expenditure between current and capital. Thus, the capital portion of *Goods and services* will be included in *Buildings and other fixed structures* from 2007/08 onwards. This explains the decrease in *Goods and services* from 2006/07 to 2007/08. The total of *Compensation of employees* and *Goods and services* (from 2007/08 onwards) for Programme 2 is provided as a footnote in Table 12.15 above, as well as in *Annexure to Vote 12 - Transport*.

The increase in the subsidies paid to municipalities for the maintenance of provincial roads undertaken by the municipalities, explains the increase in the category *Transfer and subsidies: Local government* from 2006/07 to 2007/08.

## Service delivery measures – Programme 2: Road Infrastructure

Table 12.16 illustrates some of the main service delivery measures pertaining to Programme 2. While most of outputs/performance measures reflect increases in the targets for 2007/08 compared to the 2006/07 Estimated Actual, the output *Kilometres of gravel roads constructed for local access* shows a decrease in the target for the period. This decrease is related to the high cost of gravelling associated with the transportation of the scarce raw materials in the province from quarries and borrow pit.

Table 12.16: Service delivery measures – Programme 2: Road Infrastructure

Outputs	Performance measures	Performance targets	
		2006/07 Est. Actual	2007/08 Estimate
Surfaced Roads			
1. Rehabilitation of surfaced roads	<ul style="list-style-type: none"><li>No. of square meters: Light and heavy rehabilitation</li></ul>	660,000	1,800,000
2. Maintain surfaced roads	<ul style="list-style-type: none"><li>No. of square meters: Tarred roads resealed</li></ul>	1,000,000	1,700,000
	<ul style="list-style-type: none"><li>No. of square meters: Blacktop patching</li></ul>	120,000	140,000
3. Construct surfaced roads	<ul style="list-style-type: none"><li>Kilometres constructed: New blacktop roads</li></ul>	1	1
	<ul style="list-style-type: none"><li>Kilometres upgraded: Upgrade gravel to blacktop road</li></ul>	76	84

Table 12.16: Service delivery measures – Programme 2: Road Infrastructure

Outputs	Performance measures	Performance targets	
		2006/07 Est. Actual	2007/08 Estimate
Gravel Roads			
4. Construct local access roads	Kilometres of gravel roads constructed	420	360
	Kilometres constructed using labour based construction	14	15
5. Maintain local roads - <i>Zimbabwe</i>	Kilometres maintained using <i>Zimbabwe</i> contractors	20,100	23,000
6. Maintain gravel roads	Kilometres of road: blading	85,000	86,000
	Kilometres of road: betterment and gravelling	900	1,000
General			
7. Construction of causeways and bridges	Number of causeways constructed	49	59
	Number of bridges constructed	1	4
	Number of pedestrian bridges constructed	11	6
8. To improve the skill and cost efficiency of road construction and maintenance	Number of courses offered by the T <sup>2</sup> Centre	30	30

### 6.3 Programme 3: Transportation

The purpose of this programme is to plan, regulate, enforce and develop public transport and freight transport in order to ensure balanced, equitable, safe and sustainable public and freight transport services.

The main functions include the development of policies and plans for public and freight transport service and supporting infrastructure; the regulation of public and freight transport services; and the enforcement of legislation in respect of public transport.

The department has compiled an Integrated Development Programme for public and freight transport, with the following needs identified:

- To accelerate delivery on the taxi process;
- To improve services to disadvantaged communities;
- To fast track services that contribute to economic growth; and
- To lend support to other government initiatives.

Tables 12.17 and 12.18 summarise payments and estimates relating to Programme 3: Transportation.

Table 12.17: Summary of payments and estimates - Programme 3: Transportation

R000	Outcome			Main Budget	Adjusted Budget	Estimated actual	Medium-term estimates		
	Audited 2003/04	Audited 2004/05	Audited 2005/06				2007/08	2008/09	2009/10
Programme Support Office	2,000	1,683	2,817	2,829	2,829	2,829	6,168	6,507	6,888
Planning	19,189	14,057	15,034	20,276	67,276	67,276	37,817	39,432	36,466
Infrastructure	-	-	300	1,000	1,000	1,000	2,000	6,000	11,000
Empowerment and Institutional Management	5,266	5,600	6,332	16,900	16,900	16,900	17,000	17,300	17,300
Regulation and Control	5,429	9,627	9,614	6,384	6,384	6,384	7,803	8,239	8,719
<b>Total</b>	<b>31,884</b>	<b>30,967</b>	<b>34,097</b>	<b>47,389</b>	<b>94,389</b>	<b>94,389</b>	<b>70,788</b>	<b>77,478</b>	<b>80,373</b>

Table 12.18: Summary of payments and estimates by economic classification - Programme 3: Transportation

R000	Outcome			Main Budget	Adjusted Budget	Estimated actual	Medium-term estimates		
	Audited 2003/04	Audited 2004/05	Audited 2005/06				2007/08	2008/09	2009/10
Current payments	26,584	24,931	28,154	26,489	73,489	72,080	57,788	60,478	58,373
Compensation of employees	5,049	9,580	11,863	12,523	12,523	12,699	14,850	15,593	16,372
Goods and services	21,535	15,351	16,291	13,966	60,966	59,381	42,938	44,885	42,001
Other	-	-	-	-	-	-	-	-	-
Transfers and subsidies to:	5,300	5,631	5,834	19,900	19,900	20,773	13,000	17,000	22,000
Local government	-	31	34	14,000	14,000	14,873	13,000	17,000	22,000
Non-profit institutions	-	-	-	-	-	-	-	-	-
Households	-	-	-	-	-	-	-	-	-
Other	5,300	5,600	5,800	5,900	5,900	5,900	-	-	-
Payments for capital assets	-	405	109	1,000	1,000	1,536	-	-	-
Buildings and other fixed structures	-	42	-	1,000	1,000	1,007	-	-	-
Machinery and equipment	-	360	109	-	-	529	-	-	-
Other	-	3	-	-	-	-	-	-	-
<b>Total</b>	<b>31,884</b>	<b>30,967</b>	<b>34,097</b>	<b>47,389</b>	<b>94,389</b>	<b>94,389</b>	<b>70,788</b>	<b>77,478</b>	<b>80,373</b>

The increase in the sub-programme: Planning and in *Goods and services* in the 2006/07 Adjusted Budget is due to a reprioritisation of funds to cater for the challenges in the public transport arena in build-up to the 2010 World Cup (maintained over the 2007/08 MTEF), as well as a once-off payment of R24 million to address the crises in the bus industry in the eThekweni Municipality. The decrease in the over-all budget under Programme 3 from the 2006/07 Adjusted Budget to 2007/08 is therefore due to the once-off allocation of R24 million reprioritised to the programme in the 2006/07 Adjustments Estimate.

The decrease in 2009/10 against the sub-programme: Planning is due to the fact that the Integrated Transport Planning programme, an initiative from the National Department of Transport that is housed under this sub-programme, is set to end in 2008/09.

*Transfers and subsidies to: Local government* relates to funding for the Metropolitan Transportation Authority Board (MTAB), as well as increased funding for the construction/upgrade of public transport facilities (sub-programme: Infrastructure), which reflects a substantial increase over the MTEF.

*Transfers and subsidies to: Other* relates to the funding contribution by the department to the KZN Taxi Council. This funding will be terminated in 2006/07 due to the inability of the Council to manage their affairs in compliance with the PFMA.

### Service delivery measures – Programme 3: Transportation

Table 12.19 below illustrates service delivery measures applicable to Programme 3: Transportation.

Table 12.19: Service delivery measures – Programme 3: Transportation

Outputs	Performance measures	Performance targets	
		2006/07 Est. Actual	2007/08 Estimate
1. Integrated planning of transport	<ul style="list-style-type: none"> <li>Number of municipalities assisted in the preparation of transport plans</li> <li>Review of public transport framework</li> </ul>	4 Review	5 N/A
2. Promote BEE in the public and freight transport industry	<ul style="list-style-type: none"> <li>Number of BEE and SMME public transport operators trained</li> <li>Number of BEE and SMME freight transport operators trained</li> <li>Number of BEE bicycle sales &amp; service shops established in rural areas</li> </ul>	100 200 5	150 200 5
3. To establish and manage a sound and effective institutional framework for the regulation and enforcement of the public transport industry in order to reduce conflict and increase safety	<ul style="list-style-type: none"> <li>Number of Public Transport Enforcement Unit officers</li> <li>Undertake goal directed enforcement of public transport (Operation Shanela)</li> <li>Number of commuter associations established</li> </ul>	105 312 40	107 312 140
4. Development of truck stops on major freight routes	<ul style="list-style-type: none"> <li>Number of truck stops whose development has been facilitated by the department</li> <li>Percentage completion of the plan for the movement of dangerous goods</li> </ul>	1 75%	1 100%



## 6.4 Programme 4: Traffic Management

The purpose of this programme is to ensure the provision of a safe road environment through the regulation of traffic on public roads, law enforcement, the implementation of road safety campaigns and awareness programmes and the registration and licensing of vehicles and drivers.

The department's integrated road safety programme is aimed at facilitating road safety campaigns, developing policy in consultation with all relevant authorities charged with the responsibility for road safety structures, and encouraging participation in road safety initiatives and awareness programmes.

The types of services rendered by this programme are listed as follows:

- To render technical services relating to mass measuring bridges, and conduct analysis and re-engineering of hazardous locations;
- To conduct road traffic law enforcement (including overloading control);
- To register and license vehicles; and
- To develop road safety educational programmes and train educators in traffic safety.

Tables 12.20 and 12.21 below summarise expenditure relating to this programme, for the financial years 2003/04 to 2009/10.

Table 12.20: Summary of payments and estimates - Programme 4: Traffic Management

R000	Outcome			Main Budget	Adjusted Budget	Estimated actual	Medium-term estimates		
	Audited 2003/04	Audited 2004/05	Audited 2005/06				2007/08	2008/09	2009/10
Programme Support Office	4,384	13,028	12,630	12,029	12,029	12,029	12,631	13,263	14,045
Safety Engineering	5,286	3,570	32,699	17,738	17,738	17,738	24,786	25,429	25,837
Traffic Law Enforcement	122,715	146,839	179,297	199,640	199,640	199,640	228,842	215,859	233,037
Road Safety Education	31,605	40,259	50,931	53,433	53,433	53,433	56,029	58,482	61,550
Transport Administration and Licensing	67,144	60,155	92,472	101,309	101,309	101,309	106,875	112,243	118,260
Overload Control	-	2,043	2,404	5,000	5,000	5,000	5,075	5,154	5,253
<b>Total</b>	<b>231,134</b>	<b>265,894</b>	<b>370,433</b>	<b>389,149</b>	<b>389,149</b>	<b>389,149</b>	<b>434,238</b>	<b>430,430</b>	<b>457,982</b>

Table 12.21: Summary of payments and estimates by economic classification - Programme 4: Traffic Management

R000	Outcome			Main Budget	Adjusted Budget	Estimated actual	Medium-term estimates		
	Audited 2003/04	Audited 2004/05	Audited 2005/06				2007/08	2008/09	2009/10
<b>Current payments</b>	<b>214,427</b>	<b>237,612</b>	<b>298,959</b>	<b>319,286</b>	<b>319,286</b>	<b>316,282</b>	<b>340,329</b>	<b>359,603</b>	<b>392,279</b>
Compensation of employees	100,430	144,507	164,360	188,841	188,841	184,668	192,832	200,376	207,476
Goods and services	113,997	93,105	134,599	130,445	130,445	131,614	147,497	159,227	184,803
Other	-	-	-	-	-	-	-	-	-
<b>Transfers and subsidies to:</b>	<b>-</b>	<b>260</b>	<b>643</b>	<b>200</b>	<b>200</b>	<b>359</b>	<b>-</b>	<b>-</b>	<b>-</b>
Local government	-	52	441	200	200	199	-	-	-
Non-profit institutions	-	-	-	-	-	24	-	-	-
Households	-	208	202	-	-	150	-	-	-
Other	-	-	-	-	-	-14	-	-	-
<b>Payments for capital assets</b>	<b>16,707</b>	<b>28,022</b>	<b>70,831</b>	<b>69,663</b>	<b>69,663</b>	<b>72,508</b>	<b>93,909</b>	<b>70,827</b>	<b>65,703</b>
Buildings and other fixed structures	1,896	5,875	54,953	44,838	44,838	47,683	66,984	42,756	35,527
Machinery and equipment	14,811	22,143	15,878	24,825	24,825	24,825	26,925	28,071	30,176
Other	-	4	-	-	-	-	-	-	-
<b>Total</b>	<b>231,134</b>	<b>265,894</b>	<b>370,433</b>	<b>389,149</b>	<b>389,149</b>	<b>389,149</b>	<b>434,238</b>	<b>430,430</b>	<b>457,982</b>

The relocation of the Road Traffic Inspectorate (RTI) offices to the Merchiston Building explains the high allocated amount in 2007/08 under the sub-programme: Traffic Law Enforcement compared to 2006/07. This also explains the high amount budgeted for in 2007/08 against *Building and other fixed structures*, *Goods and services*.

The increased focus on road safety is apparent from the fact that the budget allocated to the sub-programme: Safety Engineering increases substantially from 2006/07 to 2007/08. The installation of Intelligent Road Studs and the construction of a vehicle testing station in 2005/06 account for the high expenditure in this sub-programme and against *Buildings and other fixed structures* and *Goods and services* in that year.

Although the number of traffic officers is set to increase over the 2007/08 MTEF, this is not fully reflected in *Compensation of employees*. According to the department, the mere 4 per cent increase in *Compensation of employees* from the 2006/07 Estimated Actual to 2007/08 is due to the fact that this programme has a high attrition rate of approximately 6 to 12 per cent.

## Service delivery measures – Programme 4: Traffic Management

Table 12.22 illustrates the main service delivery measures relating to Programme 4: Traffic Management.

With the exception of the outputs *Hours of manual speed timing activities* and *Number of officers trained to promote safe use of public roads*, all of the outputs/performance measures under this programme are either constant or reflect an increase from the 2006/07 Estimated Actual to 2007/08.

The shift to automatic surface cameras explains the decrease in the targets from 2006/07 to 2007/08 for the output *Hours of manual speed timing activities*. With regard to the output *Number of officers trained to promote safe use of public roads*, the target of 600 officers trained in 2006/07 includes officers who attended a once-off training with regard to legislation in respect of Traffic and Roads Act.

Table 12.22: Service delivery measures – Programme 4: Traffic Management

Outputs	Performance measures	Performance targets	
		2006/07 Est. Actual	2007/08 Estimate
1. Reduce road traffic crashes in general and fatalities in particular	• Number of remedial safety engineering measures	40	40
	• Number of crossing patrols provided	79	83
2. Facilitate behavioural and attitude change of road users	• Number of schools participating	285	300
	• Number of adults educated	30 000	30 000
	• Number of awareness campaigns	21	30
	• Number of Community Road Safety Councils (CRSCs) trained	42	42
3. Protect the road environment through the regulation and enforcement of the freight industry	• Hours of overloading control enforcement	25 000	25 000
	• Number of vehicles weighed	160 000	160 000
	• Number of weighbridges maintained/calibrated	13	16
	• Number of weighbridges constructed	0	1
4. Promote safe use of public roads	• Number of traffic officers employed	450	480
	• Hours of manual speed timing activities	75 000	55 000
	• Hours of automatic speed timing activities	24 000	30 000
	• Number of vehicles checked in roadblocks	15 000	30 000
	• Number of kilometres patrolled (official and subsidised vehicles)	4 500 000	5 500 000
	• Number of officers trained	600	200
5. To maximise revenue collection through the levying of appropriate charges for services rendered and through effective debtor control	• % of licenses paid on time	97%	97%

## 6.5 Programme 5: Community Based Programme

This programme caters for the development of programmes designed to empower and transfer skills to historically disadvantaged communities, thereby facilitating the process of active participation in the economy of the country. These programmes include *Zibambele*, *Vukuzakhe*, Labour Based and Labour

Intensive Construction. In addition, this programme is aimed at the development and incubation of programmes that utilise the core functions of the department to facilitate the principles of Black Economic Empowerment and rural upliftment.

Tables 12.23 and 12.24 below summarise this programme's payments and estimates.

Table 12.23: Summary of payments and estimates - Programme 5: Community Based Programme

R000	Outcome			Main Budget	Adjusted Budget	Estimated actual	Medium-term estimates		
	Audited 2003/04	Audited 2004/05	Audited 2005/06				2007/08	2008/09	2009/10
Programme Support Office	21,050	31,989	29,891	34,410	34,410	34,410	38,096	39,861	41,984
Community Development	7,010	3,914	10,268	5,285	5,285	5,285	5,700	6,135	6,570
Emerging Contractor Development	34,774	25,411	39,810	43,374	43,374	43,374	62,643	69,575	71,783
<b>Total</b>	<b>62,834</b>	<b>61,314</b>	<b>79,969</b>	<b>83,069</b>	<b>83,069</b>	<b>83,069</b>	<b>106,439</b>	<b>115,571</b>	<b>120,337</b>

Table 12.24: Summary of payments and estimates by economic classification - Programme 5: Community Based Programme

R000	Outcome			Main Budget	Adjusted Budget	Estimated actual	Medium-term estimates		
	Audited 2003/04	Audited 2004/05	Audited 2005/06				2007/08	2008/09	2009/10
<b>Current payments</b>	<b>31,543</b>	<b>36,173</b>	<b>40,124</b>	<b>40,533</b>	<b>40,533</b>	<b>40,108</b>	<b>41,216</b>	<b>53,427</b>	<b>55,130</b>
Compensation of employees	1,083	8,426	5,873	12,093	12,093	6,903	7,248	7,611	7,991
Goods and services	30,460	27,747	34,251	28,440	28,440	33,205	33,968	45,816	47,139
Other	-	-	-	-	-	-	-	-	-
<b>Transfers and subsidies to:</b>	<b>-</b>	<b>32</b>	<b>30</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>-</b>	<b>-</b>	<b>-</b>
Local government	-	32	30	20	20	20	-	-	-
Non-profit institutions	-	-	-	-	-	-	-	-	-
Households	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
<b>Payments for capital assets</b>	<b>31,291</b>	<b>25,109</b>	<b>39,815</b>	<b>42,516</b>	<b>42,516</b>	<b>42,941</b>	<b>65,223</b>	<b>62,144</b>	<b>65,207</b>
Buildings and other fixed structures	31,249	25,051	39,786	42,016	42,016	42,451	64,473	61,144	64,132
Machinery and equipment	42	58	29	500	500	490	750	1,000	1,075
Other	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>62,834</b>	<b>61,314</b>	<b>79,969</b>	<b>83,069</b>	<b>83,069</b>	<b>83,069</b>	<b>106,439</b>	<b>115,571</b>	<b>120,337</b>

The high expenditure in the sub-programme: Community Development in the 2005/06 Audited amount was due to the costs involved in starting the *Zibambele* savings clubs.

With regard to *Compensation of employees*, the high amount in the 2006/07 Main and Adjusted Budget compared to 2005/06 is a result of a misallocation between *Goods and services* and *Compensation of employees*. This also explains the decrease in *Goods and services* from 2005/06 to 2006/07. It is noted that this misallocation was not rectified in the 2006/07 Adjustments Estimate.

With regard to sub-programme: Emerging Contractor Development, the department increased the allocation over the 2007/08 MTEF period for learnerships in support of the EPWP. This explains the increase in 2007/08 compared to the 2006/07 Adjusted Budget, and also partly explains the increase in 2007/08 against *Goods and services* and *Building and other fixed structures*.

## Service delivery measures – Programme 5: Community Based Programme

Table 12.25 below reflects the main service delivery measures relevant to Programme 5.

Table 12.25: Service delivery measures – Programme 5: Community Based Programme

Outputs	Performance measures	Performance targets	
		2006/07 Est. Actual	2007/08 Estimate
1. Develop and support Black Economic Empowerment (BEE) programmes	• Develop BEE scorecard	Review	N/A
	• Develop Expanded Public Works (EPWP) implementation framework	Implement	N/A
	• Number of <i>Zibambele</i> contractors employed	32 000	36 000
	• Number of <i>Zibambele</i> savings clubs trained	900	1000
	• Number of <i>Vukuzakhe</i> contractors trained	150	150
	• Number of capacity building and development sessions for RRTFs	93	93

Table 12.25: Service delivery measures – Programme 5: Community Based Programme

Outputs	Performance measures	Performance targets	
		2006/07 Est. Actual	2007/08 Estimate
2. Ensure community supported transportation service delivery	• Number of public participation events facilitated – RRTF meetings	372	372
	• Number of public participation events facilitated – CRSC meetings	480	480
3. To construct and maintain the road network utilising labour intensive means	• Number of persons employed– EPWP projects	47 000	50 000
	• Number of person days of work created – EPWP projects	3 500 000	3 800 000

## 7. Other programme information

### 7.1 Personnel numbers and costs

Personnel numbers per programme for full-time equivalent positions are given in Table 12.26 below for the previous and current financial years, along with estimates over the MTEF.

Table 12.26: Personnel numbers and costs per programme

Personnel numbers	As at 31 March 2004	As at 31 March 2005	As at 31 March 2006	As at 31 March 2007	As at 31 March 2008	As at 31 March 2009	As at 31 March 2010
1. Administration	217	228	232	251	276	276	276
2. Road Infrastructure	2,652	2,658	2,544	2,426	2,776	2,776	2,776
3. Transportation	51	53	55	59	64	64	64
4. Traffic Management	1,138	1,111	1,167	1,230	1,361	1,361	1,361
5. Community Based Programme	44	45	45	45	45	45	45
<b>Total</b>	<b>4,102</b>	<b>4,095</b>	<b>4,043</b>	<b>4,011</b>	<b>4,522</b>	<b>4,522</b>	<b>4,522</b>
Total personnel cost (R000)	335,664	468,374	503,424	578,849	695,556	763,256	818,310
Unit cost (R000)	82	114	125	144	154	169	181

Note that the total personnel costs shown in the Table 12.26 above includes both the amount that is reflected in the department's budget as *Compensation of employees*, as well as the portion of the personnel budget that is capitalised and forms part of the category *Payments for capital assets*.

Table 12.27 below reflects the summary of personnel numbers in the department, specifying the number of posts in the Human Resource and Finance components, incorporating Financial Management services, Supply Chain Management and associated services.

Table 12.27: Details of departmental personnel numbers and costs

	Audited 2003/04	Audited 2004/05	Audited 2005/06	Main Budget	Adjusted Budget	Estimated actual	Medium-term estimates		
				2006/07			2007/08	2008/09	2009/10
<b>Total for department</b>									
Personnel numbers (head count)	4,102	4,095	4,043	4,176	4,176	4,011	4,522	4,522	4,522
Personnel cost (R'000)	335,664	468,374	503,424	549,843	550,743	578,849	695,556	763,256	818,310
<b>Human resources component</b>									
Personnel numbers (head count)	123	120	121	87	87	87	92	92	92
Personnel cost (R'000)	12,530	13,330	14,180	14,441	14,441	14,441	15,195	15,195	15,195
Head count as % of total for department	3.00	2.93	2.99	2.08	2.08	2.17	2.03	2.03	2.03
Personnel cost as % of total for department	3.73	2.85	2.82	2.63	2.62	2.49	2.18	1.99	1.86
<b>Finance component</b>									
Personnel numbers (head count)	227	224	226	230	230	230	228	230	230
Personnel cost (R'000)	18,417	19,592	20,842	22,092	22,092	22,092	23,417	24,822	26,187
Head count as % of total for department	5.53	5.47	5.59	5.51	5.51	5.73	5.04	5.09	5.09
Personnel cost as % of total for department	5.49	4.18	4.14	4.02	4.01	3.82	3.37	3.25	3.20
<b>Full time workers</b>									
Personnel numbers (head count)	4,102	4,095	4,043	4,176	4,176	4,011	4,522	4,522	4,522
Personnel cost (R'000)	335,664	468,374	503,424	549,843	550,743	578,849	695,556	763,256	818,310
Head count as % of total for department	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Personnel cost as % of total for department	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
<b>Part-time workers</b>									
Personnel numbers (head count)									
Personnel cost (R'000)									
Head count as % of total for department	-	-	-	-	-	-	-	-	-
Personnel cost as % of total for department	-	-	-	-	-	-	-	-	-
<b>Contract workers</b>									
Personnel numbers (head count)									
Personnel cost (R'000)									
Head count as % of total for department	-	-	-	-	-	-	-	-	-
Personnel cost as % of total for department	-	-	-	-	-	-	-	-	-

## 7.2 Training

Table 12.28 reflects departmental expenditure on training per programme over the seven-year period under review.

Table 12.28: Expenditure on training

R000	Outcome			Main Budget	Adjusted Budget	Estimated actual	Medium-term estimates		
	Audited 2003/04	Audited 2004/05	Audited 2005/06	2006/07			2007/08	2008/09	2009/10
1. Administration	782	2,011	1,325	3,200	3,200	3,200	3,392	3,629	3,901
2. Road Infrastructure	3,261	6,758	1,978	12,600	12,600	12,600	13,356	14,291	15,363
3. Transportation	246	3,200	603	260	260	260	276	295	317
4. Traffic Management	377	446	250	850	850	850	901	964	1,036
5. Community Based Programme	1,500	-	-	3,200	3,200	3,200	13,392	13,629	14,651
<b>Total</b>	<b>6,166</b>	<b>12,415</b>	<b>4,156</b>	<b>20,110</b>	<b>20,110</b>	<b>20,110</b>	<b>31,317</b>	<b>32,808</b>	<b>35,269</b>

The department is required by the Skills Development Act to budget at least 1 per cent of its salary expense on staff training. This requirement gives credence to government policy on human resource development. To facilitate this process, the department is affiliated to the line function Sectoral Education and Training Authority (SETA), and the Construction Education and Training Authority (CETA).

The increase in the budgets and estimates for expenditure on training against Programme 2: Road Infrastructure in 2006/07 and over the MTEF is a reflection of greater emphasis being placed by the department on training and skills transfer within the construction and maintenance categories. Similarly, the increase under Programme 5 from 2006/07 to 2007/08 is due to the additional funding allocated by the department over the MTEF period for learnerships in support of the EPWP.

## ANNEXURE TO VOTE 12 – TRANSPORT

Table 12.A: Details of departmental receipts

R000	Outcome			Main Budget	Adjusted Budget	Estimated actual	Medium-term estimates		
	Audited 2003/04	Audited 2004/05	Audited 2005/06				2007/08	2008/09	2009/10
<b>Tax receipts</b>	<b>496,951</b>	<b>515,828</b>	<b>624,302</b>	<b>600,000</b>	<b>660,000</b>	<b>706,000</b>	<b>745,000</b>	<b>785,000</b>	<b>821,688</b>
Casino taxes									
Motor vehicle licenses	496,951	515,828	624,302	600,000	660,000	706,000	745,000	785,000	821,688
Horseracing									
Other taxes									
<b>Non-tax receipts</b>	<b>32,181</b>	<b>94,977</b>	<b>70,625</b>	<b>80,100</b>	<b>80,100</b>	<b>80,642</b>	<b>89,100</b>	<b>97,100</b>	<b>109,080</b>
Sale of goods and services other than capital asset	8,479	73,193	50,422	55,000	55,000	56,588	61,000	67,000	75,266
Sales of goods and services produced by dept.	-	55,185	50,422	55,000	55,000	56,588	61,000	67,000	75,266
Sales by market establishments	-	-	-	-	-	-	-	-	-
Administrative fees	-	-	-	-	-	-	-	-	-
Other sales	-	55,185	50,422	55,000	55,000	56,588	61,000	67,000	75,266
Of which									
Abnormal load permits	-	4,389	-	5,500	5,500	-	6,000	6,500	-
Housing rent recoveries	-	995	-	1,000	1,000	-	1,000	1,000	-
Other	-	49,801	50,422	48,500	48,500	56,588	54,000	59,500	75,266
Sales of scrap, waste, arms and other used current goods (excluding capital assets)	8,479	18,008	-	-	-	-	-	-	-
Fines, penalties and forfeits	23,352	21,611	20,158	25,000	25,000	23,956	28,000	30,000	33,701
Interest, dividends and rent on land	350	173	45	100	100	98	100	100	113
Interest	350	63	45	100	100	98	100	100	113
Dividends									
Rent on land	-	110	-	-	-	-	-	-	-
<b>Transfers received from:</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Other governmental units									
Universities and technikons									
Foreign governments									
International organisations									
Public corporations and private enterprises									
Households and non-profit institutions									
<b>Sales of capital assets</b>	<b>32,264</b>	<b>2,003</b>	<b>6,502</b>	<b>14,000</b>	<b>14,000</b>	<b>13,371</b>	<b>16,000</b>	<b>18,000</b>	<b>20,221</b>
Land and subsoil assets	61								
Other capital assets	32,203	2,003	6,502	14,000	14,000	13,371	16,000	18,000	20,221
<b>Financial transactions</b>	<b>3,263</b>	<b>1,403</b>	<b>1,820</b>	<b>900</b>	<b>900</b>	<b>987</b>	<b>900</b>	<b>900</b>	<b>1,011</b>
<b>Total</b>	<b>564,659</b>	<b>614,211</b>	<b>703,249</b>	<b>695,000</b>	<b>755,000</b>	<b>801,000</b>	<b>851,000</b>	<b>901,000</b>	<b>952,000</b>

Table 12.B: Details of payments and estimates by economic classification

R000	Outcome			Main Budget	Adjusted Budget	Estimated actual	Medium-term estimates		
	Audited 2003/04	Audited 2004/05	Audited 2005/06				2007/08	2008/09	2009/10
<b>Current payments</b>	<b>500,740</b>	<b>756,235</b>	<b>886,083</b>	<b>984,500</b>	<b>1,040,500</b>	<b>1,068,953</b>	<b>1,059,426</b>	<b>1,182,143</b>	<b>1,329,990</b>
Compensation of employees	215,440	367,959	389,822	401,743	402,643	430,749	515,399	543,038	578,086
Salaries and wages	146,476	257,571	278,073	281,220	282,120	309,955	376,956	409,442	438,873
Social contributions	68,964	110,388	111,749	120,523	120,523	120,794	138,443	133,596	139,213
Goods and services	280,465	387,777	495,960	582,757	637,857	638,062	544,027	639,105	751,904
of which									
Consultants	99,625	135,763	94,383	111,939	111,939	111,939	118,655	125,774	143,536
Maintenance repair and running costs	3,155	112,889	169,911	126,842	126,842	126,842	134,453	142,520	147,477
Inventory	28,005	43,339	54,624	48,695	48,695	48,695	51,617	54,714	58,989
Interest and rent on land	-	18	43	-	-	26	-	-	-
Interest	-	-	-	-	-	-	-	-	-
Rent on land	-	18	43	-	-	26	-	-	-
Financial transactions in assets and liabilities	4,835	481	258	-	-	116	-	-	-
Unauthorised expenditure	-	-	-	-	-	-	-	-	-
<b>Transfers and subsidies to:</b>	<b>9,622</b>	<b>10,145</b>	<b>14,003</b>	<b>21,854</b>	<b>21,854</b>	<b>25,863</b>	<b>22,388</b>	<b>27,405</b>	<b>32,364</b>
Local government	4,208	1,408	1,575	15,100	15,100	16,173	21,491	26,452	31,355
Municipalities	4,208	1,286	1,575	15,100	15,100	16,173	21,491	26,452	31,355
Municipal agencies and funds	-	122	-	-	-	-	-	-	-
Departmental agencies and accounts	5,300	6,499	6,737	6,084	6,084	6,521	193	200	200
Social security funds	-	898	-	-	-	-	-	-	-
Entities receiving funds	5,300	5,601	6,737	6,084	6,084	6,521	193	200	200
Public corporations and private enterprises	-	138	225	-	-	1,190	-	-	-
Public corporations	-	138	225	-	-	1,190	-	-	-
Subsidies on production	-	-	-	-	-	-	-	-	-
Other transfers	-	138	225	-	-	1,190	-	-	-
Private enterprises	-	-	-	-	-	-	-	-	-
Subsidies on production	-	-	-	-	-	-	-	-	-
Other transfers	-	-	-	-	-	-	-	-	-
Foreign governments and international organisations	-	-	-	-	-	-	-	-	-
Non-profit institutions	-	-	-	-	-	51	-	-	-
Households	114	2,100	5,466	670	670	1,928	704	753	809
Social benefits	-	480	1,754	-	-	38	-	-	-
Other transfers to households	114	1,620	3,712	670	670	1,890	704	753	809
<b>Payments for capital assets<sup>1</sup></b>	<b>1,055,135</b>	<b>1,043,882</b>	<b>1,378,938</b>	<b>1,409,629</b>	<b>1,474,479</b>	<b>1,442,132</b>	<b>2,038,053</b>	<b>2,364,713</b>	<b>2,861,840</b>
Buildings and other fixed structures	991,819	994,437	1,342,242	1,347,988	1,412,838	1,384,019	1,970,048	2,293,461	2,785,897
Buildings	17,075	20,805	14,578	34,700	36,700	36,083	75,482	43,851	44,845
Other fixed structures	974,744	973,632	1,327,664	1,313,288	1,376,138	1,347,936	1,894,566	2,249,610	2,741,052
Machinery and equipment	63,316	49,375	32,527	61,641	61,641	58,105	68,005	71,252	75,943
Transport equipment	7,637	-	-	16,899	16,899	14,480	18,793	19,550	20,581
Other machinery and equipment	55,679	49,375	32,527	44,742	44,742	43,625	49,212	51,702	55,362
Cultivated assets	-	-	-	-	-	-	-	-	-
Software and other intangible assets	-	7	4,169	-	-	8	-	-	-
Land and subsoil assets	-	63	-	-	-	-	-	-	-
<b>Total</b>	<b>1,565,497</b>	<b>1,810,262</b>	<b>2,279,024</b>	<b>2,415,983</b>	<b>2,536,833</b>	<b>2,536,948</b>	<b>3,119,867</b>	<b>3,574,261</b>	<b>4,224,194</b>
<b>1. Included under Payment of Capital Assets are capitalised payments for:</b>									
Compensation of employees	120,224	100,415	113,602	148,100	148,100	148,100	180,157	220,218	240,224
Total compensation of employees	335,664	468,374	503,424	549,843	550,743	578,849	695,556	763,256	818,310
Goods and Services							355,695	375,596	415,596
Total Goods and services							899,722	1,014,701	1,167,500

Table 12.C: Details of payments and estimates by economic classification - Programme 1: Administration

R000	Outcome			Main Budget	Adjusted Budget	Estimated actual	Medium-term estimates		
	Audited 2003/04	Audited 2004/05	Audited 2005/06				2007/08	2008/09	2009/10
<b>Current payments</b>	<b>86,422</b>	<b>93,731</b>	<b>94,426</b>	<b>98,123</b>	<b>105,123</b>	<b>108,170</b>	<b>110,407</b>	<b>111,160</b>	<b>117,918</b>
Compensation of employees	31,475	35,940	40,122	36,916	37,816	45,004	50,568	53,096	55,751
Salaries and wages	21,718	25,158	30,123	25,841	26,741	31,772	40,412	40,029	42,238
Social contributions	9,757	10,782	9,999	11,075	11,075	13,232	10,156	13,067	13,513
Goods and services	54,947	57,773	54,261	61,207	67,307	63,140	59,839	58,064	62,167
of which									
Communication services	4,088	5,103	1,944	7,000	7,000	7,000	7,500	8,000	10,600
Hire of equipment	1,019	2,549	873	5,000	5,000	5,000	5,700	6,200	8,665
Professional services	17,055	19,887	11,451	16,617	23,617	23,617	16,427	17,138	21,528
Other	32,785	30,234	39,993	32,590	31,690	27,523	30,212	26,726	21,374
Interest and rent on land	-	18	43	-	-	26	-	-	-
Interest									
Rent on land	-	18	43	-	-	26	-	-	-
Financial transactions in assets and liabilities									
Unauthorised expenditure									
<b>Transfers and subsidies to:</b>	<b>-</b>	<b>1,638</b>	<b>2,850</b>	<b>264</b>	<b>264</b>	<b>1,866</b>	<b>193</b>	<b>200</b>	<b>200</b>
Local government	-	122	159	80	80	78	-	-	-
Municipalities	-	-	159	80	80	78	-	-	-
Municipal agencies and funds	-	122	-	-	-	-	-	-	-
Departmental agencies and accounts	-	898	937	184	184	621	193	200	200
Social security funds	-	898	-	-	-	-	-	-	-
Entities receiving funds	-	-	937	184	184	621	193	200	200
Public corporations and private enterprises	-	138	-	-	-	1,102	-	-	-
Public corporations	-	138	-	-	-	1,102	-	-	-
Subsidies on production									
Other transfers	-	138	-	-	-	1,102	-	-	-
Private enterprises	-	-	-	-	-	-	-	-	-
Subsidies on production									
Other transfers									
Foreign governments and international organisations									
Non-profit institutions	-	-	-	-	-	27	-	-	-
Households	-	480	1,754	-	-	38	-	-	-
Social benefits	-	480	1,754	-	-	38	-	-	-
Other transfers to households									
<b>Payments for capital assets</b>	<b>18,441</b>	<b>22,830</b>	<b>14,981</b>	<b>18,077</b>	<b>20,077</b>	<b>15,428</b>	<b>38,573</b>	<b>42,551</b>	<b>42,795</b>
Buildings and other fixed structures	17,075	20,805	14,578	11,100	13,100	12,483	30,073	33,851	34,095
Buildings	17,075	20,805	14,578	11,100	13,100	12,483	30,073	33,851	34,095
Other fixed structures									
Machinery and equipment	1,366	2,025	403	6,977	6,977	2,945	8,500	8,700	8,700
Transport equipment	942	-	-	4,399	4,399	1,980	5,793	5,800	5,800
Other machinery and equipment	424	2,025	403	2,578	2,578	965	2,707	2,900	2,900
Cultivated assets									
Software and other intangible assets									
Land and subsoil assets									
<b>Total</b>	<b>104,863</b>	<b>118,199</b>	<b>112,257</b>	<b>116,464</b>	<b>125,464</b>	<b>125,464</b>	<b>149,173</b>	<b>153,911</b>	<b>160,913</b>



Table 12.D: Details of payments and estimates by economic classification - Programme 2: Road Infrastructure

R000	Outcome			Main Budget	Adjusted Budget 2006/07	Estimated actual	Medium-term estimates		
	Audited 2003/04	Audited 2004/05	Audited 2005/06				2007/08	2008/09	2009/10
<b>Current payments</b>	<b>136,929</b>	<b>363,307</b>	<b>424,162</b>	<b>500,069</b>	<b>502,069</b>	<b>532,198</b>	<b>509,686</b>	<b>597,475</b>	<b>706,290</b>
Compensation of employees	77,403	169,506	167,604	151,370	151,370	181,475	249,901	266,362	290,496
Salaries and wages	54,182	118,654	122,225	105,959	105,959	135,194	187,219	216,296	238,177
Social contributions	23,221	50,852	45,379	45,411	45,411	46,281	62,682	50,066	52,319
Goods and services	59,526	193,801	256,558	348,699	350,699	350,722	259,785	331,113	415,794
of which									
Transport	7,945	9,570	6,293	21,000	21,000	21,000	22,050	23,594	25,364
Inventory incl Fuel and Oil	22,309	25,809	9,060	22,500	22,500	22,500	25,725	27,316	29,365
Professional services	10,606	25,801	56,678	42,570	42,570	42,570	50,905	79,770	52,801
Other	18,666	132,621	184,527	262,629	264,629	264,652	161,105	200,433	308,264
Interest and rent on land	-	-	-	-	-	-	-	-	-
Interest	-	-	-	-	-	-	-	-	-
Rent on land	-	-	-	-	-	-	-	-	-
Financial transactions in assets and liabilities	-	-	-	-	-	1	-	-	-
Unauthorised expenditure	-	-	-	-	-	-	-	-	-
<b>Transfers and subsidies to:</b>	<b>4,322</b>	<b>2,584</b>	<b>4,646</b>	<b>1,470</b>	<b>1,470</b>	<b>2,845</b>	<b>9,195</b>	<b>10,205</b>	<b>10,164</b>
Local government	4,208	1,171	911	800	800	1,003	8,491	9,452	9,355
Municipalities	4,208	1,171	911	800	800	1,003	8,491	9,452	9,355
Municipal agencies and funds	-	1	-	-	-	-	-	-	-
Departmental agencies and accounts	-	1	-	-	-	-	-	-	-
Social security funds	-	1	-	-	-	-	-	-	-
Entities receiving funds	-	-	225	-	-	102	-	-	-
Public corporations and private enterprises	-	-	225	-	-	102	-	-	-
Public corporations	-	-	225	-	-	102	-	-	-
Subsidies on production	-	-	225	-	-	102	-	-	-
Other transfers	-	-	-	-	-	-	-	-	-
Private enterprises	-	-	-	-	-	-	-	-	-
Subsidies on production	-	-	-	-	-	-	-	-	-
Other transfers	-	-	-	-	-	-	-	-	-
Foreign governments and international organisations	-	-	-	-	-	-	-	-	-
Non-profit institutions	-	-	-	-	-	-	-	-	-
Households	114	1,412	3,510	670	670	1,740	704	753	809
Social benefits	-	-	-	-	-	-	-	-	-
Other transfers to households	114	1,412	3,510	670	670	1,740	704	753	809
<b>Payments for capital assets<sup>1</sup></b>	<b>988,696</b>	<b>967,516</b>	<b>1,253,202</b>	<b>1,278,373</b>	<b>1,341,223</b>	<b>1,309,719</b>	<b>1,840,348</b>	<b>2,189,191</b>	<b>2,688,135</b>
Buildings and other fixed structures	941,599	942,664	1,232,925	1,249,034	1,311,884	1,280,395	1,808,518	2,155,710	2,652,143
Buildings	941,599	942,664	1,232,925	1,249,034	1,311,884	1,280,395	1,808,518	2,155,710	2,652,143
Other fixed structures	47,097	24,789	16,108	29,339	29,339	29,316	31,830	33,481	35,992
Machinery and equipment	47,097	24,789	16,108	29,339	29,339	29,316	31,830	33,481	35,992
Transport equipment	-	-	-	-	-	-	-	-	-
Other machinery and equipment	-	-	-	-	-	-	-	-	-
Cultivated assets	-	-	4,169	-	-	8	-	-	-
Software and other intangible assets	-	63	-	-	-	-	-	-	-
Land and subsoil assets	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>1,129,947</b>	<b>1,333,407</b>	<b>1,682,010</b>	<b>1,779,912</b>	<b>1,844,762</b>	<b>1,844,762</b>	<b>2,359,229</b>	<b>2,796,871</b>	<b>3,404,589</b>
<b>1. Included under Payment of Capital Assets are capitalised payments for:</b>									
Compensation of employees	120,224	100,415	113,602	148,100	148,100	148,100	180,157	220,218	240,224
Total compensation of employees	197,627	269,921	281,206	299,470	299,470	329,575	430,058	486,580	530,720
Goods and Services	-	-	-	-	-	-	355,695	375,596	415,596
Total Goods and Services	-	-	-	-	-	-	615,480	706,709	831,390

Table 12.E: Details of payments and estimates by economic classification - Programme 3: Transportation

R000	Outcome			Main Budget	Adjusted Budget	Estimated actual	Medium-term estimates		
	Audited 2003/04	Audited 2004/05	Audited 2005/06				2007/08	2008/09	2009/10
<b>Current payments</b>	<b>26,584</b>	<b>24,931</b>	<b>28,154</b>	<b>26,489</b>	<b>73,489</b>	<b>72,080</b>	<b>57,788</b>	<b>60,478</b>	<b>58,373</b>
Compensation of employees	5,049	9,580	11,863	12,523	12,523	12,699	14,850	15,593	16,372
Salaries and wages	3,785	6,706	8,304	8,766	8,766	8,889	10,905	9,873	10,403
Social contributions	1,264	2,874	3,559	3,757	3,757	3,810	3,945	5,720	5,969
Goods and services	21,535	15,351	16,291	13,966	60,966	59,381	42,938	44,885	42,001
of which									
Professional services	12,771	13,958	15,160	7,111	7,111	7,111	8,463	9,571	10,289
Other	8,764	1,393	1,131	6,855	53,855	52,270	34,475	35,314	31,712
Interest and rent on land	-	-	-	-	-	-	-	-	-
Interest									
Rent on land									
Financial transactions in assets and liabilities									
Unauthorised expenditure									
<b>Transfers and subsidies to:</b>	<b>5,300</b>	<b>5,631</b>	<b>5,834</b>	<b>19,900</b>	<b>19,900</b>	<b>20,773</b>	<b>13,000</b>	<b>17,000</b>	<b>22,000</b>
Local government	-	31	34	14,000	14,000	14,873	13,000	17,000	22,000
Municipalities	-	31	34	14,000	14,000	14,873	13,000	17,000	22,000
Municipal agencies and funds									
Departmental agencies and accounts	5,300	5,600	5,800	5,900	5,900	5,900	-	-	-
Social security funds									
Entities receiving funds	5,300	5,600	5,800	5,900	5,900	5,900	-	-	-
Public corporations and private enterprises	-	-	-	-	-	-	-	-	-
Public corporations	-	-	-	-	-	-	-	-	-
Subsidies on production									
Other transfers									
Private enterprises	-	-	-	-	-	-	-	-	-
Subsidies on production									
Other transfers									
Foreign governments and international organisations									
Non-profit institutions									
Households	-	-	-	-	-	-	-	-	-
Social benefits									
Other transfers to households									
<b>Payments for capital assets</b>	<b>-</b>	<b>405</b>	<b>109</b>	<b>1,000</b>	<b>1,000</b>	<b>1,536</b>	<b>-</b>	<b>-</b>	<b>-</b>
Buildings and other fixed structures	-	42	-	1,000	1,000	1,007	-	-	-
Buildings									
Other fixed structures	-	42	-	1,000	1,000	1,007	-	-	-
Machinery and equipment	-	360	109	-	-	529	-	-	-
Transport equipment									
Other machinery and equipment	-	360	109	-	-	529	-	-	-
Cultivated assets									
Software and other intangible assets	-	3	-	-	-	-	-	-	-
Land and subsoil assets									
<b>Total</b>	<b>31,884</b>	<b>30,967</b>	<b>34,097</b>	<b>47,389</b>	<b>94,389</b>	<b>94,389</b>	<b>70,788</b>	<b>77,478</b>	<b>80,373</b>

Table 12.F: Details of payments and estimates by economic classification - Programme 4: Traffic Management

R000	Outcome			Main Budget	Adjusted Budget	Estimated actual	Medium-term estimates		
	Audited 2003/04	Audited 2004/05	Audited 2005/06				2007/08	2008/09	2009/10
<b>Current payments</b>	<b>214,427</b>	<b>237,612</b>	<b>298,959</b>	<b>319,286</b>	<b>319,286</b>	<b>316,282</b>	<b>340,329</b>	<b>359,603</b>	<b>392,279</b>
Compensation of employees	100,430	144,507	164,360	188,841	188,841	184,668	192,832	200,376	207,476
Salaries and wages	66,064	101,155	115,052	132,189	132,189	129,268	133,347	137,917	142,206
Social contributions	34,366	43,352	49,308	56,652	56,652	55,400	59,485	62,459	65,270
Goods and services	113,997	93,105	134,599	130,445	130,445	131,614	147,497	159,227	184,803
of which									
Transport and Fuel	6,030	7,779	9,352	21,320	21,320	21,320	22,886	42,582	34,651
Communication	6,349	7,995	10,012	6,650	6,650	6,650	6,983	7,472	8,738
Professional services	52,653	55,963	58,852	50,456	50,456	50,456	51,222	54,808	58,918
Other	48,965	21,368	56,383	52,019	52,019	53,188	66,406	54,365	82,496
Interest and rent on land	-	-	-	-	-	-	-	-	-
Interest									
Rent on land									
Financial transactions in assets and liabilities									
Unauthorised expenditure									
<b>Transfers and subsidies to:</b>	<b>-</b>	<b>260</b>	<b>643</b>	<b>200</b>	<b>200</b>	<b>359</b>	<b>-</b>	<b>-</b>	<b>-</b>
Local government	-	52	441	200	200	199	-	-	-
Municipalities	-	52	441	200	200	199	-	-	-
Municipal agencies and funds									
Departmental agencies and accounts	-	-	-	-	-	-	-	-	-
Social security funds									
Entities receiving funds									
Public corporations and private enterprises	-	-	-	-	-	(14)	-	-	-
Public corporations	-	-	-	-	-	(14)	-	-	-
Subsidies on production									
Other transfers	-	-	-	-	-	(14)	-	-	-
Private enterprises	-	-	-	-	-	-	-	-	-
Subsidies on production									
Other transfers									
Foreign governments and international organisations									
Non-profit institutions	-	-	-	-	-	24	-	-	-
Households	-	208	202	-	-	150	-	-	-
Social benefits									
Other transfers to households	-	208	202	-	-	150	-	-	-
<b>Payments for capital assets</b>	<b>16,707</b>	<b>28,022</b>	<b>70,831</b>	<b>69,663</b>	<b>69,663</b>	<b>72,508</b>	<b>93,909</b>	<b>70,827</b>	<b>65,703</b>
Buildings and other fixed structures	1,896	5,875	54,953	44,838	44,838	47,683	66,984	42,756	35,527
Buildings	-	-	-	23,600	23,600	23,600	45,409	10,000	10,750
Other fixed structures	1,896	5,875	54,953	21,238	21,238	24,083	21,575	32,756	24,777
Machinery and equipment	14,811	22,143	15,878	24,825	24,825	24,825	26,925	28,071	30,176
Transport equipment	6,695	-	-	12,500	12,500	12,500	13,000	13,750	14,781
Other machinery and equipment	8,116	22,143	15,878	12,325	12,325	12,325	13,925	14,321	15,395
Cultivated assets									
Software and other intangible assets	-	4	-	-	-	-	-	-	-
Land and subsoil assets									
<b>Total</b>	<b>231,134</b>	<b>265,894</b>	<b>370,433</b>	<b>389,149</b>	<b>389,149</b>	<b>389,149</b>	<b>434,238</b>	<b>430,430</b>	<b>457,982</b>

Table 12.G: Details of payments and estimates by economic classification - Programme 5: Community Based Programme

R000	Outcome			Main Budget	Adjusted Budget	Estimated actual	Medium-term estimates		
	Audited 2003/04	Audited 2004/05	Audited 2005/06				2007/08	2008/09	2009/10
<b>Current payments</b>	<b>31,543</b>	<b>36,173</b>	<b>40,124</b>	<b>40,533</b>	<b>40,533</b>	<b>40,108</b>	<b>41,216</b>	<b>53,427</b>	<b>55,130</b>
Compensation of employees	1,083	8,426	5,873	12,093	12,093	6,903	7,248	7,611	7,991
Salaries and wages	727	5,898	2,369	8,465	8,465	4,832	5,073	5,327	5,849
Social contributions	356	2,528	3,504	3,628	3,628	2,071	2,175	2,284	2,142
Goods and services	30,460	27,747	34,251	28,440	28,440	33,205	33,968	45,816	47,139
of which									
Community Forums	-	-	-	8,158	8,158	8,158	8,676	9,283	9,979
Professional services	16,961	17,882	23,585	6,500	6,500	6,500	6,825	7,303	7,851
Other	13,499	9,865	10,666	13,782	13,782	18,547	18,467	29,230	29,309
Interest and rent on land	-	-	-	-	-	-	-	-	-
Interest									
Rent on land									
Financial transactions in assets and liabilities									
Unauthorised expenditure									
<b>Transfers and subsidies to:</b>	<b>-</b>	<b>32</b>	<b>30</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>-</b>	<b>-</b>	<b>-</b>
Local government	-	32	30	20	20	20	-	-	-
Municipalities	-	32	30	20	20	20	-	-	-
Municipal agencies and funds									
Departmental agencies and accounts	-	-	-	-	-	-	-	-	-
Social security funds									
Entities receiving funds									
Public corporations and private enterprises	-	-	-	-	-	-	-	-	-
Public corporations	-	-	-	-	-	-	-	-	-
Subsidies on production									
Other transfers									
Private enterprises	-	-	-	-	-	-	-	-	-
Subsidies on production									
Other transfers									
Foreign governments and international organisations									
Non-profit institutions									
Households	-	-	-	-	-	-	-	-	-
Social benefits									
Other transfers to households									
<b>Payments for capital assets</b>	<b>31,291</b>	<b>25,109</b>	<b>39,815</b>	<b>42,516</b>	<b>42,516</b>	<b>42,941</b>	<b>65,223</b>	<b>62,144</b>	<b>65,207</b>
Buildings and other fixed structures	31,249	25,051	39,786	42,016	42,016	42,451	64,473	61,144	64,132
Buildings									
Other fixed structures	31,249	25,051	39,786	42,016	42,016	42,451	64,473	61,144	64,132
Machinery and equipment	42	58	29	500	500	490	750	1,000	1,075
Transport equipment									
Other machinery and equipment	42	58	29	500	500	490	750	1,000	1,075
Cultivated assets									
Software and other intangible assets									
Land and subsoil assets									
<b>Total</b>	<b>62,834</b>	<b>61,314</b>	<b>79,969</b>	<b>83,069</b>	<b>83,069</b>	<b>83,069</b>	<b>106,439</b>	<b>115,571</b>	<b>120,337</b>

Table 12.H: Details of expense on infrastructure

Type of Infrastructure	Programme	Number of projects	Total costs	Medium-term estimates		
				2007/08	2008/09	2009/10
<b>Capital</b>		<b>216</b>	<b>13,317,064</b>	<b>1,972,048</b>	<b>2,299,461</b>	<b>2,796,897</b>
New constructions		25	1,877,344	609,808	700,058	1,016,831
<i>P577 New Construction</i>	<i>Prog. 2</i>	<i>1</i>	<i>389,344</i>	<i>136,112</i>	<i>132,851</i>	<i>70,000</i>
<i>P700 Upgrade</i>	<i>Prog. 2</i>	<i>1</i>	<i>496,000</i>	<i>105,250</i>	<i>110,513</i>	<i>145,138</i>
<i>Access to community facilities</i>	<i>Prog. 2</i>			<i>115,500</i>	<i>177,965</i>	<i>275,244</i>
<i>Access Roads</i>	<i>Prog. 2</i>			<i>119,073</i>	<i>125,031</i>	<i>177,539</i>
<i>Sani Pass</i>	<i>Prog. 2</i>	<i>1</i>	<i>170,000</i>	<i>20,000</i>	<i>25,000</i>	<i>30,000</i>
<i>DubeTrade Port Roads</i>	<i>Prog. 2</i>	<i>2</i>	<i>555,000</i>	<i>19,000</i>	<i>50,000</i>	<i>240,643</i>
<i>Pedestrian Bridges</i>	<i>Prog. 4</i>	<i>15</i>	<i>207,000</i>	<i>6,711</i>	<i>7,000</i>	<i>7,000</i>
<i>Computerised license testing</i>	<i>Prog. 4</i>	<i>4</i>	<i>48,000</i>	<i>38,000</i>	<i>8,000</i>	<i>8,000</i>
<i>Weighbridge</i>	<i>Prog. 3</i>	<i>1</i>	<i>12,000</i>	<i>3,500</i>	<i>3,500</i>	<i>3,500</i>
<i>Other</i>				<i>46,662</i>	<i>60,198</i>	<i>59,767</i>
Rehabilitation		191	11,439,720	1,360,240	1,593,403	1,769,066
<i>Regravelling</i>	<i>Prog. 2</i>			<i>188,496</i>	<i>190,621</i>	<i>270,915</i>
<i>Reseals</i>	<i>Prog. 2</i>			<i>86,149</i>	<i>104,489</i>	<i>169,828</i>
<i>Rehabilitation</i>	<i>Prog. 2</i>			<i>219,929</i>	<i>286,605</i>	<i>379,597</i>
<i>Major and minor works</i>	<i>Prog. 1</i>			<i>14,600</i>	<i>18,840</i>	<i>18,840</i>
<i>ARRUP Roads</i>	<i>Prog. 2</i>	<i>7</i>	<i>2,057,720</i>	<i>335,750</i>	<i>336,788</i>	<i>262,000</i>
<i>P496 Upgrade</i>	<i>Prog. 2</i>	<i>1</i>	<i>382,000</i>	<i>50,000</i>	<i>50,817</i>	<i>53,866</i>
<i>Pedestrian sidewalks</i>	<i>Prog. 2</i>			<i>11,000</i>	<i>11,000</i>	<i>11,000</i>
<i>Other upgrade and renewal</i>	<i>Prog. 2</i>	<i>183</i>	<i>9,000,000</i>	<i>454,316</i>	<i>594,243</i>	<i>603,020</i>
Other capital projects		-	-	-	-	-
Infrastructure transfers		-	-	2,000	6,000	11,000
<i>Municipal public transport infrastructure</i>	<i>Prog. 3</i>			<i>2,000</i>	<i>6,000</i>	<i>11,000</i>
<b>Current</b>		-	-	<b>471,476</b>	<b>564,910</b>	<b>691,691</b>
Maintenance				471,476	564,910	691,691
<b>Total</b>		<b>216</b>	<b>13,317,064</b>	<b>2,443,524</b>	<b>2,864,371</b>	<b>3,488,588</b>

**Table 12.I: Summary of transfers to municipalities**

R000	Outcome			Main Budget	Adjusted Budget	Estimated actual	Medium-term estimates		
	Audited	Audited	Audited				2007/08	2008/09	2009/10
	2003/04	2004/05	2005/06						
<b>A eThekweni</b>	<b>2,000</b>	<b>189</b>	<b>206</b>	<b>11,170</b>	<b>11,170</b>	<b>11,170</b>	<b>13,250</b>	<b>13,350</b>	<b>13,450</b>
<b>Total: Ugu Municipalities</b>	<b>47</b>	<b>66</b>	<b>72</b>	<b>30</b>	<b>30</b>	<b>30</b>	-	-	-
B KZ211 Vulamehlo	29	-	-	-	-	-	-	-	-
B KZ212 Umdoni	12	-	-	-	-	-	-	-	-
B KZ213 Umzumbe	-	-	-	-	-	-	-	-	-
B KZ214 uMuziwabantu	-	-	-	-	-	-	-	-	-
B KZ215 Ezingolweni	-	-	-	-	-	-	-	-	-
B KZ216 Hibiscus Coast	6	-	-	-	-	-	-	-	-
C DC21 Ugu District Municipality	-	66	72	30	30	30	-	-	-
<b>Total: uMgungundlovu Municipalities</b>	<b>-</b>	<b>542</b>	<b>630</b>	<b>1,163</b>	<b>1,163</b>	<b>1,163</b>	<b>2,000</b>	<b>6,000</b>	<b>11,000</b>
B KZ221 uMshwathi	-	-	-	-	-	-	-	-	-
B KZ222 uMngeni	-	-	-	-	-	-	-	-	-
B KZ223 Mpofana	-	-	-	-	-	-	-	-	-
B KZ224 Impendle	-	-	-	-	-	-	-	-	-
B KZ225 Msunduzi	-	-	-	1,000	1,000	1,000	2,000	6,000	11,000
B KZ226 Mkhambathini	-	-	-	-	-	-	-	-	-
B KZ227 Richmond	-	-	-	-	-	-	-	-	-
C DC22 uMgungundlovu District Municipality	-	542	630	163	163	163	-	-	-
<b>Total: Uthukela Municipalities</b>	<b>-</b>	<b>144</b>	<b>140</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>-</b>	<b>-</b>	<b>-</b>
B KZ232 Emnambithi/Ladysmith	-	-	-	-	-	-	-	-	-
B KZ233 Indaka	-	-	-	-	-	-	-	-	-
B KZ234 Umtshezi	-	-	-	-	-	-	-	-	-
B KZ235 Okhahlamba	-	-	-	-	-	-	-	-	-
B KZ236 Imbabazane	-	-	-	-	-	-	-	-	-
C DC23 Uthukela District Municipality	-	144	140	40	40	40	-	-	-
<b>Total: Umzinyathi Municipalities</b>	<b>60</b>	<b>83</b>	<b>99</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>-</b>	<b>-</b>	<b>-</b>
B KZ241 Endumeni	39	-	-	-	-	-	-	-	-
B KZ242 Nquthu	-	-	-	-	-	-	-	-	-
B KZ244 Usinga	-	-	-	-	-	-	-	-	-
B KZ245 Umvoti	21	-	-	-	-	-	-	-	-
C DC24 Umzinyathi District Municipality	-	83	99	30	30	30	-	-	-
<b>Total: Amajuba Municipalities</b>	<b>43</b>	<b>12</b>	<b>65</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>-</b>	<b>-</b>	<b>-</b>
B KZ252 Newcastle	-	-	-	-	-	-	-	-	-
B KZ253 eMadlangeni	35	-	-	-	-	-	-	-	-
B KZ254 Dannhauser	8	-	-	-	-	-	-	-	-
C DC25 Amajuba District Municipality	-	12	65	20	20	20	-	-	-
<b>Total: Zululand Municipalities</b>	<b>43</b>	<b>127</b>	<b>139</b>	<b>52</b>	<b>52</b>	<b>52</b>	<b>-</b>	<b>-</b>	<b>-</b>
B KZ261 eDumbe	6	-	-	-	-	-	-	-	-
B KZ262 uPhongolo	-	-	-	-	-	-	-	-	-
B KZ263 Abaqulusi	37	-	-	-	-	-	-	-	-
B KZ265 Nongoma	-	-	-	-	-	-	-	-	-
B KZ266 Ulundi	-	-	-	-	-	-	-	-	-
C DC26 Zululand District Municipality	-	127	139	52	52	52	-	-	-
<b>Total: Umkhanyakude Municipalities</b>	<b>-</b>	<b>52</b>	<b>37</b>	<b>23</b>	<b>23</b>	<b>23</b>	<b>-</b>	<b>-</b>	<b>-</b>
B KZ271 Umhlabyalingana	-	-	-	-	-	-	-	-	-
B KZ272 Jozini	-	-	-	-	-	-	-	-	-
B KZ273 The Big Five False Bay	-	-	-	-	-	-	-	-	-
B KZ274 Hlabisa	-	-	-	-	-	-	-	-	-
B KZ275 Mtubatuba	-	-	-	-	-	-	-	-	-
C DC27 Umkhanyakude District Municipality	-	52	37	23	23	23	-	-	-
<b>Total: uThungulu Municipalities</b>	<b>20</b>	<b>136</b>	<b>152</b>	<b>47</b>	<b>47</b>	<b>47</b>	<b>-</b>	<b>-</b>	<b>-</b>
B KZ281 Mbonambi	-	-	-	-	-	-	-	-	-
B KZ282 uMhlathuze	-	-	-	-	-	-	-	-	-
B KZ283 Ntambanana	-	-	-	-	-	-	-	-	-
B KZ284 Umlalazi	20	-	-	-	-	-	-	-	-
B KZ285 Mthonjaneni	-	-	-	-	-	-	-	-	-
B KZ286 Nkandla	-	-	-	-	-	-	-	-	-
C DC28 uThungulu District Municipality	-	136	152	47	47	47	-	-	-
<b>Total: Ilembe Municipalities</b>	<b>-</b>	<b>39</b>	<b>35</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>-</b>	<b>-</b>	<b>-</b>
B KZ291 Mandeni	-	-	-	-	-	-	-	-	-
B KZ292 KwaDukuza	-	-	-	-	-	-	-	-	-
B KZ293 Ndwedwe	-	-	-	-	-	-	-	-	-
B KZ294 Maphumulo	-	-	-	-	-	-	-	-	-
C DC29 Ilembe District Municipality	-	39	35	3	3	3	-	-	-
<b>Total: Sisonke Municipalities</b>	<b>31</b>	<b>18</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
B KZ5a1 Ingwe	-	-	-	-	-	-	-	-	-
B KZ5a2 Kwa Sani	2	-	-	-	-	-	-	-	-
B KZ5a3 Matatiele	11	-	-	-	-	-	-	-	-
B KZ5a4 Kokstad	18	18	-	-	-	-	-	-	-
B KZ5a5 Ubuhlebezwe	-	-	-	-	-	-	-	-	-
B KZ5a6 Umzimkhulu	-	-	-	-	-	-	-	-	-
C DC43 Sisonke District Municipality	-	-	-	-	-	-	-	-	-
<b>Unallocated</b>	<b>1,964</b>	<b>-</b>	<b>-</b>	<b>2,522</b>	<b>2,522</b>	<b>3,595</b>	<b>6,241</b>	<b>7,102</b>	<b>6,905</b>
<b>Total</b>	<b>4,208</b>	<b>1,408</b>	<b>1,575</b>	<b>15,100</b>	<b>15,100</b>	<b>16,173</b>	<b>21,491</b>	<b>26,452</b>	<b>31,355</b>

**Table 12.J: Transfers to municipalities - Municipal Transport Planning and Infrastructure**

R000		Outcome			Main Budget	Adjusted Budget	Estimated actual	Medium-term estimates											
		Audited	Audited	Audited															
		2003/04	2004/05	2005/06				2006/07	2007/08	2008/09	2009/10								
A	eThekweni	2,000	-	-	11,000	11,000	11,000	11,000	11,000	11,000									
Total: Ugu Municipalities		-	-	-	-	-	-	-	-	-									
B	KZ211 Vulamehlo																		
B	KZ212 Umdoni																		
B	KZ213 Umzumbe																		
B	KZ214 uMuziwabantu																		
B	KZ215 Ezingolweni																		
B	KZ216 Hibiscus Coast																		
C	DC21 Ugu District Municipality																		
Total: uMgungundlovu Municipalities		-	-	-	1,000	1,000	1,000	2,000	6,000	11,000									
B	KZ221 uMshwathi																		
B	KZ222 uMngeni																		
B	KZ223 Mpofana																		
B	KZ224 Impendle																		
B	KZ225 Msunduzi																		
B	KZ226 Mkhambathini																		
B	KZ227 Richmond																		
C	DC22 uMgungundlovu District Municipality																		
Total:Uthukela Municipalities		-	-	-	-	-	-	-	-	-									
B	KZ232 Emnambithi/Ladysmith																		
B	KZ233 Indaka																		
B	KZ234 Umtshezi																		
B	KZ235 Okhahlamba																		
B	KZ236 Imbabazane																		
C	DC23 Uthukela District Municipality																		
Total: Umzinyathi Municipalities											-	-	-	-	-	-	-	-	-
B	KZ241 Endumeni																		
B	KZ242 Nquthu																		
B	KZ244 Usinga																		
B	KZ245 Umvoli																		
C	DC24 Umzinyathi District Municipality																		
Total: Amajuba Municipalities											-	-	-	-	-	-	-	-	-
B	KZ252 Newcastle																		
B	KZ253 eMadlangeni																		
B	KZ254 Dannhauser																		
C	DC25 Amajuba District Municipality																		
Total: Zululand Municipalities		-	-	-	-	-	-	-	-	-									
B	KZ261 eDumbe																		
B	KZ262 uPhongolo																		
B	KZ263 Abaqulusi																		
B	KZ265 Nongoma																		
B	KZ266 Ulundi																		
C	DC26 Zululand District Municipality																		
Total: Umkhanyakude Municipalities											-	-	-	-	-	-	-	-	-
B	KZ271 Umhlabyalingana																		
B	KZ272 Jozini																		
B	KZ273 The Big Five False Bay																		
B	KZ274 Hlabisa																		
B	KZ275 Mtubatuba																		
C	DC27 Umkhanyakude District Municipality																		
Total: uThungulu Municipalities											-	-	-	-	-	-	-	-	-
B	KZ281 Mbonambi																		
B	KZ282 uMhlathuze																		
B	KZ283 Ntambanana																		
B	KZ284 Umlalazi																		
B	KZ285 Mthonjaneni																		
B	KZ286 Nkandla																		
C	DC28 uThungulu District Municipality																		
Total: Ilembe Municipalities		-	-	-	-	-	-	-	-	-									
B	KZ291 Mandeni																		
B	KZ292 KwaDukuza																		
B	KZ293 Ndwedwe																		
B	KZ294 Maphumulo																		
C	DC29 Ilembe District Municipality																		
Total: Sisonke Municipalities		-	-	-	-	-	-	-	-	-									
B	KZ5a1 Ingwe																		
B	KZ5a2 Kwa Sani																		
B	KZ5a3 Matatiele																		
B	KZ5a4 Kokstad																		
B	KZ5a5 Ubuhlebezwe																		
B	KZ5a6 Umzimkhulu																		
C	DC43 Sisonke District Municipality																		
Unallocated		-	-	-	2,000	2,000	2,873	-	-	-									
Total		2,000	-	-	14,000	14,000	14,873	13,000	17,000	22,000									

**Table 12.K: Transfers to municipalities - Maintenance Main Roads**

R000	Outcome			Main Budget	Adjusted Budget	Estimated actual	Medium-term estimates		
	Audited 2003/04	Audited 2004/05	Audited 2005/06				2007/08	2008/09	2009/10
<b>A eThekweni</b>	-	-	-	-	-	-	2,250	2,350	2,450
<b>Total: Ugu Municipalities</b>	<b>47</b>	-	-	-	-	-	-	-	-
B KZ211 Vulamehlo	29	-	-	-	-	-	-	-	-
B KZ212 Umdoni	12	-	-	-	-	-	-	-	-
B KZ213 Umzumbe									
B KZ214 uMuziwabantu									
B KZ215 Ezingolweni									
B KZ216 Hibiscus Coast	6	-	-	-	-	-	-	-	-
C DC21 Ugu District Municipality									
<b>Total: uMgungundlovu Municipalities</b>	-	-	-	-	-	-	-	-	-
B KZ221 uMshwathi									
B KZ222 uMngeni									
B KZ223 Mpofana									
B KZ224 Impendle									
B KZ225 Msunduzi									
B KZ226 Mkhambathini									
B KZ227 Richmond									
C DC22 uMgungundlovu District Municipality									
<b>Total: Uthukela Municipalities</b>	-	-	-	-	-	-	-	-	-
B KZ232 Emnambithi/Ladysmith									
B KZ233 Indaka									
B KZ234 Umtshezi									
B KZ235 Okhahlamba									
B KZ236 Imbabazane									
C DC23 Uthukela District Municipality									
<b>Total: Umzinyathi Municipalities</b>	<b>60</b>	-	-	-	-	-	-	-	-
B KZ241 Endumeni	39	-	-	-	-	-	-	-	-
B KZ242 Nquthu									
B KZ244 Usinga									
B KZ245 Umvoti	21	-	-	-	-	-	-	-	-
C DC24 Umzinyathi District Municipality									
<b>Total: Amajuba Municipalities</b>	<b>43</b>	-	-	-	-	-	-	-	-
B KZ252 Newcastle									
B KZ253 eMadlangeni	35	-	-	-	-	-	-	-	-
B KZ254 Dannhauser	8	-	-	-	-	-	-	-	-
C DC25 Amajuba District Municipality									
<b>Total: Zululand Municipalities</b>	<b>43</b>	-	-	-	-	-	-	-	-
B KZ261 eDumbe	6	-	-	-	-	-	-	-	-
B KZ262 uPhongolo									
B KZ263 Abaqulusi	37	-	-	-	-	-	-	-	-
B KZ265 Nongoma									
B KZ266 Ulundi									
C DC26 Zululand District Municipality									
<b>Total: Umkhanyakude Municipalities</b>	-	-	-	-	-	-	-	-	-
B KZ271 Umhlabyalingana									
B KZ272 Jozini									
B KZ273 The Big Five False Bay									
B KZ274 Hlabisa									
B KZ275 Mtubatuba									
C DC27 Umkhanyakude District Municipality									
<b>Total: uThungulu Municipalities</b>	<b>20</b>	-	-	-	-	-	-	-	-
B KZ281 Mbonambi									
B KZ282 uMhlathuze									
B KZ283 Ntambanana									
B KZ284 Umlalazi	20	-	-	-	-	-	-	-	-
B KZ285 Mthonjaneni									
B KZ286 Nkandla									
C DC28 uThungulu District Municipality							-	-	-
<b>Total: Ilembe Municipalities</b>	-	-	-	-	-	-	-	-	-
B KZ291 Mandeni									
B KZ292 KwaDukuza									
B KZ293 Ndwedwe									
B KZ294 Maphumulo									
C DC29 Ilembe District Municipality									
<b>Total: Sisonke Municipalities</b>	<b>31</b>	<b>18</b>	-	-	-	-	-	-	-
B KZ5a1 Ingwe									
B KZ5a2 Kwa Sani	2	-	-	-	-	-	-	-	-
B KZ5a3 Matatiele	11	-	-	-	-	-	-	-	-
B KZ5a4 Kokstad	18	18	-	-	-	-	-	-	-
B KZ5a5 Ubuhlebezwe									
B KZ5a6 Umzimkhulu									
C DC43 Sisonke District Municipality									
<b>Unallocated</b>	-	-	-	522	522	722	6,241	7,102	6,905
<b>Total</b>	<b>244</b>	<b>18</b>	-	<b>522</b>	<b>522</b>	<b>722</b>	<b>8,491</b>	<b>9,452</b>	<b>9,355</b>



Table 12.L: Financial summary for the KZN Taxi Council

	Outcome			Estimated outcome	Medium-term estimate		
	Audited	Audited	Audited		2007/08	2008/09	2009/10
R 000	2003/04	2004/05	2005/06	2006/07			
<b>Revenue</b>							
Tax revenue	-	-	-	-	-	-	-
Non-tax revenue	28	2	-	-	-	-	-
Sale of goods and services other than capital assets	-	-	-	-	-	-	-
Of which:							
Admin fees	-	-	-	-	-	-	-
Sales by market establishments	-	-	-	-	-	-	-
Non-market est. sales	-	-	-	-	-	-	-
Other non-tax revenue	28	2	-	-	-	-	-
Transfers received	5,059	5,600	5,800	5,900	-	-	-
<b>Total revenue</b>	<b>5,087</b>	<b>5,602</b>	<b>5,800</b>	<b>5,900</b>	-	-	-
<b>Expenses</b>							
Current expense	4,870	5,687	5,800	5,900	-	-	-
Compensation of employees	1,689	2,251	2,150	2,280	-	-	-
Goods and services	3,171	3,356	3,650	3,620	-	-	-
Depreciation	10	80	-	-	-	-	-
Interest, dividends and rent on land	-	-	-	-	-	-	-
Interest	-	-	-	-	-	-	-
Dividends	-	-	-	-	-	-	-
Rent on land	-	-	-	-	-	-	-
Unearned reserves (social security funds only)	-	-	-	-	-	-	-
Transfers and subsidies	-	-	-	-	-	-	-
<b>Total expenses</b>	<b>4,870</b>	<b>5,687</b>	<b>5,800</b>	<b>5,900</b>	-	-	-
<b>Surplus / (Deficit)</b>	<b>217</b>	<b>(85)</b>	<b>-</b>	<b>-</b>	-	-	-
Tax payment	-	-	-	-	-	-	-
Outside shareholders Interest	-	-	-	-	-	-	-
<b>Cash flow summary</b>							
Adjust surplus / (deficit) for accrual transactions	-	78	-	-	-	-	-
Adjustments for:							
Depreciation	-	80	-	-	-	-	-
Impairments	-	(2)	-	-	-	-	-
Interest	-	-	-	-	-	-	-
Net (profit) / loss on disposal of fixed assets	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-
<b>Operating surplus / (deficit) before changes in working capital</b>	<b>217</b>	<b>(7)</b>	<b>-</b>	<b>-</b>	-	-	-
Changes in working capital	-	138	-	-	-	-	-
(Decrease) / increase in accounts payable	196	118	-	-	-	-	-
Decrease / (increase) in accounts receivable	(196)	20	-	-	-	-	-
Decrease / (increase) in inventory	-	-	-	-	-	-	-
(Decrease) / increase in provisions	-	-	-	-	-	-	-
<b>Cash flow from operating activities</b>	<b>217</b>	<b>131</b>	<b>-</b>	<b>-</b>	-	-	-
Transfers from government	5,600	5,800	5,900	-	-	-	-
Of which: Capital	-	-	-	-	-	-	-
: Current	5,600	5,800	5,900	-	-	-	-
<b>Cash flow from investing activities</b>	<b>(186)</b>	<b>(149)</b>	<b>-</b>	<b>-</b>	-	-	-
Acquisition of Assets	(186)	(151)	-	-	-	-	-
Other flows from Investing Activities	-	2	-	-	-	-	-
<b>Cash flow from financing activities</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	-	-	-
<b>Net increase / (decrease) in cash and cash equivalents</b>	<b>31</b>	<b>(18)</b>	<b>-</b>	<b>-</b>	-	-	-
<b>Balance Sheet Data</b>							
Carrying Value of Assets	176	247	-	-	-	-	-
Investments	-	-	-	-	-	-	-
Cash and Cash Equivalents	41	23	-	-	-	-	-
Receivables and Prepayments	138	118	-	-	-	-	-
Inventory	-	-	-	-	-	-	-
<b>TOTAL ASSETS</b>	<b>355</b>	<b>388</b>	<b>-</b>	<b>-</b>	-	-	-
Capital & Reserves	132	132	132	132	132	132	-
Borrowings	-	-	-	-	-	-	-
Post Retirement Benefits	-	-	-	-	-	-	-
Trade and Other Payables	138	256	-	-	-	-	-
Provisions	-	-	-	-	-	-	-
Managed Funds	-	-	-	-	-	-	-
<b>TOTAL EQUITY &amp; LIABILITIES</b>	<b>270</b>	<b>388</b>	<b>132</b>	<b>132</b>	<b>132</b>	<b>132</b>	<b>-</b>
<b>Contingent Liabilities</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

