

VOTE 7

DEPARTMENT OF ROADS AND TRANSPORT

To be appropriated by vote	R 6 241 504 000
Responsible MEC	MEC for Roads and Transport
Administering Department	Department of Roads and Transport
Accounting Officer	Head of Department

1. OVERVIEW

The Gauteng Department of Roads and Transport (GDRT) is the main contributor to the provincial outcomes of providing an environmentally sustainable road infrastructure and integrated transport system that is reliable, accessible, safe and affordable and has a broad range of socio-economic effects. These include the benefits flowing from increased accessibility, employment creation, increased efficiency and social inclusion of all citizens of the province.

Vision

World-class roads and transport infrastructure networks and systems that facilitate seamless mobility of goods and people within Gauteng.

Mission

To provide an environmentally sustainable road infrastructure and integrated transport systems and services that are reliable, accessible, safe, and affordable and which promote socio-economic development in Gauteng.

Strategic objectives

- To ensure the availability of overall management and administrative support functions
- To provide a balanced and equitable road network
- To plan, regulate and facilitate the provision of public and freight transport services
- To ensure the efficient management and implementation of the Gautrain

Departmental measurable objectives

- To contribute to the achievement of departmental outcomes
- To develop and maintain a sustainable road infrastructure that contributes to the increased economic growth and enhanced quality of life in Gauteng
- To develop the policy framework in support of a modern, integrated and intelligent transport system
- To contribute to the regulation of transport-related carbon emissions
- Through green transport, to contribute to environmental protection
- To provide public transport infrastructure to promote integration and inter-modality of public transport modes
- To regulate public transport operations through the issuing of operating licenses and permits
- To regulate public transport operations through the registration of associations
- To issue valid drivers' licenses
- To issue valid vehicle licenses

Acts, rules and regulations

Schedule 4 and 5 of the Constitution of South Africa empowers provinces with concurrent competencies with national government, and with exclusive legislative competencies in specific functional areas such as public transport, provincial road and public works.

Key legislation and policies that impact on the mandate of the GDRT include:

- Gauteng Transport Framework Revision Bill, 2008;
- Government Immoveable Assets Management Bill, 2006;
- Gautrain Agency Management Act, 2006;
- Gauteng Planning and Development Act, 2003;
- Gauteng Transport Framework Revision Act, 2002;
- Planning Professions Act, 2002;
- Gauteng Public Passenger Road Transport Act, 2001;
- Gauteng Transport Infrastructure Act, 2001;
- National Spatial Development Perspective;
- Architectural Profession Act, 2000;
- Built Environment Professions Act, 2000;
- Construction Industry Development Board Act, 2000;
- Engineering Profession Act, 2000;
- Landscape Architectural Profession Act, 2000;
- National Land Transport Transition Act, 2000;
- Project and Construction Management Act, 2000;
- Property Valuers' Profession Act, 2000;
- Road Traffic Management Corporation Act, 1999;
- National Environmental Management Act, 1998;
- National Road Traffic Act, 1996;
- Occupational Health and Safety Act, 1993 (and particularly the associated construction regulations);
- Road Traffic Act, 1989;
- Standards Act, 1982 (and particularly the associated National Building Regulations).

Aligning departmental budgets to achieve prescribed outcomes

The functions of the Department relate to delivery of outputs that support four government outcomes: creating decent work and building a growing, inclusive economy; vibrant, equitable and sustainable rural communities and food security for all; sustainable human settlements and improved quality of household life; and an efficient, effective and development-oriented public service and empowered, fair and inclusive citizenship.

The DRT has initiated the development of outcome statements in relation to the relevant government outcomes. It has consulted lead and support departments pivotal to the realization of the decent work outcome, including consultations focused on the content, costing and budgeting for key projects that support the outcome statements. The Department plays a key role in the implementation of the decent work outcome through the provision of transport infrastructure, transport regulation services and transport planning services. The Department contributes to the Provincial Rural Development Strategy through the construction of the rural roads infrastructure. It will contribute to the Inner City Renewal Programme through the construction of road linkages, which in turn contribute to the provincial outcome of sustainable human settlements.

The administrative functions of the Department contribute to the public service and inclusive citizenship outcome. As it is a new focus within government, the outcomes planning and budgeting process has required extra effort within limited timeframes, and departments have had to focus on developing their plans for their own lead roles and at the same time on their supporting roles aligned with the lead roles of other departments. Ensuring proper alignment has therefore posed a challenge. The province will continue to confront this challenge during further implementation of outcomes planning and budgeting.

2. REVIEW OF THE CURRENT FINANCIAL YEAR (2010 /11)

The key feature of the 2010/11 financial year was the Department's preparations for the implementation of the Provincial outcomes-based approach, to commence in the 2011/12 financial year. The focus was mainly on projects that were either continued from previous financial years; or on new projects that commenced in the 2010/11 financial year.

In order to reach the Department's strategic goals and objectives set for the 2010/11 financial year, the budget focused on major projects that were in line with those of the National Department of Transport and on others that the Premier and the MEC identified for the province.

Infrastructure Planning

This unit was allocated the responsibility for matters to do with the 2010 FIFA World Cup. The Department was required to provide an efficient transport service for spectators and the general population during the event; ensure integration of road, rail and air land movement; and ensure that the host cities' plans integrated regional movement. The Department was also responsible for issuing operational licenses; providing Inter-City Movement (airports to hubs); navigational signage; road beautification, construction and maintenance; and communication branding and marketing.

The road infrastructure works completed on the N14 (maintenance), R55 (routine maintenance) and the construction of K29 were all part of the 2010 World Cup Strategy. 324 road signs were erected on the main roads and freeways such as the N1 and N12, to provide increased guidance towards stadiums, airports and park and rides. 79 540 copies of the 2010 Travel Guides were issued to soccer fans at stadiums. Furthermore, 400 and 225 metered and mini bus taxis respectively were branded with Gautransie, tariff stickers and FIFA logos. The unit erected 400 flags along main routes such as the M1, Chris Hani, R55, and the M2.

Also during the year, the Department appointed the South African Post Office (SAPO) as an agent for the renewal of motor vehicle licences; this is expected to result in increased revenue collected from these renewals.

Design

Projects within this unit support the provincial and departmental goals of the Maize Triangle, assist with easing traffic congestion, improve the safety of provincial roads, and allow for free flow within the economic hubs of the province.

The unit commenced and completed road designs outlined in the 2010/11 plan. Detailed designs for K71 Phase 2 (dual carriageway from K103 to P39/1 in Tshwane), K46 Phase 1 (from Fourways to Jukskei River) and P4-1 (Nederveen road, between Leondale Forsdicks and Barry Marais roads) were completed. Construction of K71 Phase 2 commenced during the financial year.

The unit also undertook a review of the preliminary designs for PWV5 (William Nicol), PWV9 (a new road that will link Sandton with Northern Tshwane) and K99. The first two have been completed and the last road is still in progress as the Environmental Impact Assessment (EIA) has still not been issued. Some of the other detailed designs that were either partly completed or not completed by the end of 2010/11, including the K164 road in Vereeniging and the K101, have been deferred to future financial years because of changes in their scope.

The detailed design of the first 9.5km of P1-1 (R82 Old Vereeniging road between Johannesburg to Walkerville) was completed. This road will reduce congestion on the link between Johannesburg and Vereeniging and the farming community in the Maize Triangle will have easy access to the markets in Johannesburg.

The design unit is also responsible for land proclamations for all land on which roads are constructed. Compensation in relation to the K71 Phase 2 and K46 Phase 2 projects is still outstanding to some landowners due to slow responses from them to offers made by the Department. This will be completed in 2011/12 financial year, and construction can then commence.

Construction

The projects that were implemented in the 2010/11 financial year were all aimed at improving access for residents of developing areas and at improving mobility by upgrading roads identified as part of the strategic public transport network (SPTN). All of the projects were labour intensive, in support of the national goal of job creation. Skills development and small contractor development was also required of projects as the Department's contribution towards BEE and skills empowerment.

The planned roads for the year under review, with the feedback for each road, were as follows:

Cayman road (D2529) Phase 2

The project entails the surfacing of 4.2km of gravel road to improve accessibility to the Eye of Africa developments. Construction commenced in August 2009 and the completion date is November 2011. Given that groundwork had been completed in the previous financial years, the total budget for the 2010/11 financial year financed the procurement of materials.

R55 (K71) Phase 1

The scope of the project involves upgrading 4.2km of Voortrekker Road between Wierda road and Laudium. This involves the reconstruction and doubling of the existing road, and includes the construction of two bridges. The project commenced on 1st November 2010 and only site establishment, site clearing, services relocations and maintenance of the existing carriageway had been completed by the end of the year. Construction of 2km of one carriageway and one lane of the bridge will commence and end in the 2011/12 financial year.

Bolani road

The project commenced in March 2009 and is still ongoing. It involves the upgrading of Bolani Road in Jabulani (Soweto) by introducing an additional single lane on either side, together with sidewalks. The project was scheduled to be completed during the 2010/11 financial year but was delayed due to the rains. It will be completed in the 2011/12 financial year, as 80 percent of the work is complete.

The following roads were completed during the financial year:

- Malibongwe (K29) Phase 2: upgrading of the K29 road between Cosmo city and the N14 highway
- Adcock Road (K15): upgrading of the road from Leratong to Protea Glen in Soweto
- All but 4 of the planned 20T roads were completed
- Beyers Naude (D374): upgrading to a dual carriageway of 6.3km of Voortrekker Road between N14 and Wierda Road, including the construction of two bridges
- Malibongwe (K29) Phase 3: upgrading of 5.7km of Malibongwe drive between N14 and Lanseria airport. The drainage works at an intersecting road (K33) are still outstanding and may be deferred into the 2011/12 financial year.

In accordance with EPWP job-creation principles, various construction related projects created 297 jobs and resulted in the development of 29 contractors.

Maintenance

There are two road maintenance programmes: Routine Road Maintenance and Preventative Road Maintenance. The Department has predominantly been conducting Routine Road Maintenance, primarily utilizing external contractors, whilst Preventative Maintenance was postponed due to a lack of road maintenance funds. Of the total of 5 229km of roads within the province, 3 850km have been maintained through this Outsourced Routine Road Maintenance programme, whilst the balance of 1 379km was maintained through internal maintenance teams.

The Outsourced Routine Road Maintenance programme created 2 079 jobs and developed 69 contractors. Furthermore, the drive to ensure safety of the provincial roads network resulted in the Department filling more than 42 000 potholes during the third quarter of the financial year (October – December 2010). The Department introduced a maintenance monitoring and inspection committee, whose primary role is to ensure the identification of road maintenance problems and to address any identified problems.

Bus Subsidies

The Department is focused on providing subsidized bus public transport services with the objective of making public transport more affordable to the people of Gauteng. A total of 34 public transport contracts were subsidized and managed during the 2010/11 financial year.

The current subsidized bus services operate in four municipalities: Ekurhuleni, City of Joburg, City of Tshwane and Sedibeng. The distances between the residential and work place locations of commuters require a number of cross boundary operations within the municipalities, further justifying the need for the subsidies to be provided. During the period under review, more than 9 million passengers utilised the subsidised bus within this demographic, as the following details show.

Public Transport Integrated and Special Projects (PTI&SP)

The October Transport Month activities were part of the deliverables that added an impetus to the programmes, with green transport issues and other public transport imperatives discussed in detail. This resulted in the identification of six Non-Motorised Transport (NMT) projects within Kungwini Municipality. Two contracts were awarded for the construction of two walkways in the West Rand and 10 bicycle racks for 10 schools in the West Rand with the potential for creating significant EPWP employment opportunities. One of these contracts was awarded to a female contractor. Construction has already commenced and will continue in the 2011/12 financial year.

With regard to the green transport technology research project, the Department is leading the way in converting its own vehicles to Compressed Natural Gas (CNG). Four g-Fleet vehicles have been converted to CNG during the 2010/11 financial year, a further four vehicles converted to bio diesel and another four to Liquid Petroleum Gas. Subject to the availability of funding, this will continue to be rolled out with further conversions over the MTEF. A green transport technology and conversion workshop was undertaken by the Department in terms of its goal to promote an environmentally-friendly transport system.

Public and Freight Transport

To promote the use of public transportation as a preferred mode of transport, the Department is involved rolling out restructured and scheduled subsidised public transport services. It is also in the process of implementing and rolling out the taxi recapitalisation project (TRP) which includes converting permits to operating licenses and scrapping old taxis. To date, 15 767 permits have been converted to operating licenses and 1 223 taxis scrapped.

Improving Driver Learner Testing Centres (DLTC) services

The Department has installed 90 data points at Registering Authorities, Vehicle Testing Centres and in the DLTCs. It has also rolled out eNatis equipment at 75 post offices, trained 387 post office personnel and distributed eNatis equipment at 40 sites.

The Department has identified inefficiencies relating to service delivery, operational systems and management of the DLTCs. In order to address these, it developed a DLTC Turnaround Strategy which was approved and adopted in August 2010. A workshop was held with stakeholders to roll out the strategy and to encourage their support for and commitment to the process. The implementation of the strategy has been completed and the outcome of the analysis will commence at the beginning of the 2011/12 financial year.

Gautrain Rapid Rail Link Project

The Gautrain Management Agency (GMA) and Bombela engaged in protracted negotiations to reach agreement on accelerating the FIFA 2010 World Cup works to achieve the opening of the OR Tambo International Airport to Sandton link in time for the FIFA 2010 World Cup. The completion of this link, which commenced operations on 8 June 2010, ensured easy airport transfers during the tournament.

In line with the Provincial Strategic Priority of creating decent work, the project created and sustained an estimated 96 600 direct, indirect and induced jobs up to the 2010/11 financial year, more than 27 500 of which were for people living near the construction works. Of this, 9 500 are historically disadvantaged individuals, 800 are women and 105 are people with disabilities. These numbers exceed the obligated employment targets set for the Project.

To benefit BEEs and SMMEs, the project sub-contracted to more than 329 existing BEE firms, more than 113 new BEE firms and 277 SMMEs. 4 976 women participated in the Women Training and Mentorship Programme and 3 475 in the Women Learners Employed and Mentored Programme.

3. OUTLOOK FOR THE COMING FINANCIAL YEAR (2011 /12)

The Department has allocated the budget for 2011/12 financial year in line with the provincial outcomes it is contributing towards; projects are thus aligned with the outcomes.

Outcome 4: Decent employment through inclusive economic growth

The work of the Department is linked to this outcome and it will strive to provide affordable new transport infrastructure and upgraded current infrastructure and systems. There will also be a focus on promoting accessibility to economic hubs and creating jobs for the citizens in the province. The Department will contribute to this outcome through the construction and maintenance of the provincial road network.

Construction

Roads to which there are commitments from previous financial year will form part of the Department's deliverables for the 2011/12 financial year. These include the Cayman road, R55 (K71) Phase 1, Bolani road, 4 20PTP roads and the drainage works in relation to the Malibongwe (K29) Phase 3; this may not be finalised by the end of the financial year and may therefore roll over to the 2011/12 financial year. The roads may not be completed in this year and will thus also continue into future financial years, as the construction work is extensive. The 20PTP

roads, mainly within the Sedibeng municipality, will be implemented in this financial year, with the completion of the designs and construction of the roads.

Maintenance

The goal of the province is to direct adequate funding towards the maintenance of its road network. This has not been the case over the last few years, resulting in a deterioration of the provincial road network. The Provincial Roads Maintenance Grant that has been allocated to the Department for the first time this year will be utilised for the attainment of this departmental goal.

The preventative maintenance programme is being revived in this financial year, with a substantial budget allocated for the purpose. This programme will involve single and double reseal, light and heavy rehabilitation and re-gravelling some gravel roads. It is expected to reduce the amount of routine maintenance that the Department undertakes, as the approach will no longer be reactive. Maintenance of traffic lights also forms part of the provincial priorities, and funds have been made available to ensure that the Department delivers on this.

The second phase of the Gautrain project, due for completion by 27 March 2011, is expected to run into delays resulting its being completed in the 2011/12 financial year. Services on the fully completed system will commence in June 2011 and will provide the citizens of the province with a quality transport service.

In order to allow the Department to plan, regulate and facilitate the provision of transport services, the Provincial Regulatory Entity (PRE) will be implemented during the year as per the National Land Transport Act (NLTA). It will be established after the dissolution of the Gauteng Operating Licence Board (GOLB) and the Gauteng Public Passenger Road Transport Act (GPPRTA). The Department will provide Integrated Public Transport (IPTN) design for upgrading and developing infrastructure related to public transport, such as taxi ranks, bus terminals and inter-modal transfer facilities. The designs will take account of environmental impact.

Continuing with activities that commenced in the previous financial year, the Department will be constructing two inter-modal facilities in Bophelong and Zandspruit. In order to prepare for construction of other facilities in future periods, there is also an undertaking from the Department to undertake planning for two more facilities to be constructed in the following financial year.

Bus subsidisation is set to continue during this year, with the budget growing marginally to allow for these payments. The services will continue within the same municipalities. To enforce the regulatory frameworks that ensure the safety of the public and private transport on the roads, the Department will continue to facilitate the issuing of operating licences or permits to public transport operators, and drivers' licences; and to regulate the driving school industry.

The Department's aim is to provide accessible, affordable, reliable, safe and environmentally sustainable transport systems through an increased focus on the green transport agenda. This will be achieved by establishing the Green Transport policy framework during the year, which will be utilised as the basis for all green transport initiatives. The Integrated Public Transport Master Plan will enable the Department to establish long-term plans to ensure that projects to be implemented will be forward-looking and not simply reactive. Other policies, such as the Approved Rail Management Agenda and the Gauteng Household survey, will also be developed during the financial year.

The Department is also currently engaged in consultations with stakeholders for the development of a Tow Truck Policy which is envisaged to result in the enactment of a Gauteng Tow Truck Bill. The aim of the policy and eventually the Bill will be to regulate an industry which at present is hardly regulated. The inconsistent manner, in which the industry operates, along with a lucrative environment for fraud and corruption, poses a risk to all road users. This policy is thus in line with the Department's primary goal for ensuring safety on the roads as well regulating road use and transport services.

Outcome 5: Vibrant, equitable, sustainable rural communities contributing towards food security for all

The Department aims to contribute to the development of rural communities' road infrastructure through the construction of rural roads to ensure accessibility by farm communities to mainstream economic hubs. The Maize Triangle roads will be in the detailed design phase in this financial year, and the land proclamations for these roads will also be in process to ensure that they are ready for construction in the following financial year.

As a Corporate Social Responsibility programme of the Department, the Shovakalula programme, through which 3 000 bicycles will be distributed to mainly to schools throughout the province, will be implemented in this financial year. This will be further supported by the Non-Motorised Transport (NMT) programme of constructing walkways along roads with high pedestrian volumes, thus assisting with pedestrian safety along these routes. The first phase of the NMT will be in the West Rand and Metsweding municipalities.

Outcome 6: Sustainable human settlements and improved quality of household life

In order to contribute to inner city urban renewal through the construction of road linkages, the Department will complete the last phase of the construction of roads within the 20 prioritised townships, mainly focusing on the prioritised townships within the three metros as well as Sedibeng and Metsweding municipalities Outcome 8: An efficient, effective and development-orientated public service and empowered, fair and inclusive citizenship In order to build the capacity of the Department for good governance and effective service delivery, it will be offering 43 bursaries to external candidates in a range of disciplines including transport engineering and economics, as well as allocating funds for training and development of employees. The personnel structure will be finalised, with the phasing in of posts depending on the availability of funding.

4. RECEIPTS AND FINANCING

4.1 Summary of receipts

The Department's revenue is sourced from the equitable share and conditional grants. The conditional grants allocated to the Department are:

- Public Transport Operations grant to fund bus subsidization within the province
- The Gautrain DORA Conditional grant, utilized to fund the Gautrain Rapid Rail Link Project for the implementation of the Gautrain system
- The Provincial Roads Maintenance grant that will be utilised for the maintenance of roads

TABLE 1: SUMMARY OF RECEIPTS: DEPARTMENT OF ROADS AND TRANSPORT

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium term estimates		
	2007/08	2008/09	2009/10	2010/11			2011/12	2012/13	2013/14
Equitable share	2 617 823	2 893 406	5 143 142	3 781 883	4 918 283	4 918 283	4 091 675	4 290 755	4 520 753
Conditional grants	3 305 025	3 582 012	4 796 686	2 396 966	2 396 966	2 396 966	2 149 829	2 218 921	2 328 323
<i>Gautrain Rapid Rail Link Grant</i>	3 029 411	3 265 993	2 976 720	438 360	438 360	438 360	5 300		
<i>Overload Control Grant</i>			5 034						
<i>Public Transport Operations Grant</i>			1 403 826	1 496 442	1 496 442	1 496 442	1 577 612	1 635 695	1 702 781
<i>Sani Pass Roads Grant</i>									
<i>Transport Disaster Management Grant</i>									
<i>Infrastructure Grant to Provinces</i>	275 614	315 019	411 106	462 164	462 164	462 164			
<i>Provincial Roads Maintenance Grant</i>							566 917	583 226	625 542
Total receipts	5 922 848	6 474 418	9 957 828	6 178 849	7 315 249	7 315 249	6 241 504	6 509 676	6 849 076

As well as being funded from the equitable share and conditional grants, the department is also the highest revenue collector for the province. The allocation for the Department decreases from R7.3 billion in 2010/11 to R6.2 billion, R6.5 billion and R6.8 billion in 2011/12, 2012/13 and 2013/14 respectively. The conditional grants include a new grant that has been specifically earmarked for the maintenance and rehabilitation of roads which is the main focus of the Department over the MTEF period.

The equitable share allocation increases from R3.7 billion in 2010/11 to R4.5 billion in the last year of the MTEF, an increase of 22 per cent. This allocation includes an allocation of R2.1 billion for Gautrain, which will be mainly for finalization of the project and operational costs, as well as the provincial allocation for infrastructure.

4.2 Departmental receipts collection

TABLE 2: DEPARTMENTAL RECEIPTS:ROADS AND TRANSPORT

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2007/08	2008/09	2009/10	2010/11			2011/12	2012/13	2013/14
Tax receipts	1 443 711	1 183 906	1 534 213	1 614 089	1 614 089	1 614 089	1 775 498	1 953 048	2 148 352
<i>Casino taxes</i>									
<i>Horse racing taxes</i>									
<i>Liquor licences</i>									
Motor vehicle licences	1 443 711	1 183 906	1 534 213	1 614 089	1 614 089	1 614 089	1 775 498	1 953 048	2 148 352
Sales of goods and services other than capital assets				17 500	17 500	36 100	20 125	23 145	26 615
Transfers received									
Fines, penalties and forfeits									
Interest, dividends and rent on land	459	431	349	1 200	1 200	1 200	1 380	1 587	1 825
Sales of capital assets									
Transactions in financial assets and liabilities	2 192	6 489	5 101	1 346	1 346	1 346	1 507	1 688	1 890
Total departmental receipts	1 446 362	1 190 826	1 539 663	1 634 135	1 634 135	1 652 735	1 798 510	1 979 468	2 178 682

The most important revenue source for the Department is tax receipts. This revenue category is largely made up of motor vehicle registration and licensing fees. Despite a drop in collection in 2008/09 this revenue category is expected to show growth over the MTEF. Revenue generated through motor vehicle fees is mainly earmarked for the construction and maintenance of provincial roads. The Department has been in discussions with a number of stakeholders, including the Department of Finance, to ensure that motor vehicle fees in Gauteng are aligned to those of other provinces thereby addressing the structural imbalances that exist in fees charged across the country. Prior to the Western Cape Government increasing license fees dramatically in the period 1998/99 – 2001/02, the changes applied in the provinces were comparable, with a total average deviation of less than 15 per cent. Between this period the Western Cape increased license fees significantly resulting in a doubling of the fee base with an average annual increase over 25 per cent to address a growing concern about the increasing backlogs in road infrastructure development and maintenance. Other provinces such as Gauteng did not follow a similar model with the result that there is significant structural difference between the Western Cape and other provinces.

The Department is liable for direct costs which emanate from the collection of motor vehicle licenses by agencies such as municipalities and the South Africa Post Office on behalf of the Department. Concerns have been raised by the Department of Finance that the agency fees in Gauteng are by far the highest in the country and they have to be reduced from an average of 33 per cent paid to some municipalities to about 20 percent over the new few years. The South Africa Post Office is paid a commission of 11.4 per cent which has been deemed excessive given that it provides only for motor vehicle renewals as opposed to municipal centres that provide a variety of services.

The Sales of goods and services other than capital assets comprises fees in respect of abnormal loads licences, duplicate documents licences, permits of authorised officials, sport gathering public road permits, and sale of personalised motor vehicle registrations. This revenue category is projected to record modest growth over the MTEF.

The contribution of Transactions in financial assets and liabilities emanates from debt recovery and other fees. This revenue category's contribution is relatively low and fluctuates from year to year. Overall revenue in 2011/12 is projected at R1, 798, 510 billion mainly as a result of tax receipts. The Department is expecting to collect R1.7 billion, R2 billion and R2.2 billion over the three respective years of the MTEF. These increases give rise to an annual average increase of 30 per cent over the MTEF, mainly as a result of the increase in motor vehicle fees and the anticipated growth in the number of registered passenger vehicles over the MTEF period.

Legal framework

The Road Traffic Act provides for collection of motor vehicle licenses. The Act also provides for agreements between the Department, metropolitan areas and local authorities for the collection of license fees on an agency basis. The Department is then liable for about 33 per cent of the collected sum in the form of direct charges to the other agencies.

Analysis of existing own revenue sources

Motor Vehicle Licence Fees (MVLFF)

The Minister of Transport has, in terms of the National Road Traffic Act (NRTA) devolved certain functions to the provinces. These functions are governed by the NRTA, 1996 and its Regulations as well as the Gauteng Provincial Road Traffic Act, 1997. One of the functions devolved to this province is motor vehicle licence fees and revenue collection in respect of this function.

The Department believes that the cumulative decline in interest rates should improve the financial position of households and make a positive contribution towards the business of the Department. Again the strong rand should reduce cost pressures on motor vehicles facilitating stable new vehicle pricing for some time.

5. PAYMENT SUMMARY

5.1 Key assumptions

Guidelines for the compensation budget for the 2011 MTEF were based on the latest wage agreement within the public sector and also take into account the CPIX inflation rates over that period. The rates utilised are 5.6 per cent for 2011/12 and 5 per cent for each of the outer years of the MTEF.

The following have been taken into account when determining personnel budgets for the new MTEF:

- Numbers of staff and possible changes over the MTEF
- Basic salary costs including ICS adjustments from 1 July and January each year
- Salary increases for people with scarce skills
- Grades and level of staff
- Increased take up of benefits such as medical aid and homeowners allowance, etc.
- Contract employees
- Overtime pay
- Merit bonuses
- Pension fund contributions, thirteenth cheque and overtime all linked to the basic salary cost (increases at the same rate)
- Medical aid contributions which normally increase more rapidly than inflation
- Homeowners allowance which changes with the interest rate, and skills development

5.2 Programme summary

TABLE 3 :SUMMARY OF PAYMENTS AND ESTIMATES:ROADS AND TRANSPORT

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2007/08	2008/09	2009/10	2010/11			2011/12	2012/13	2013/14
1.Administration	113 664	118 944	191 409	221 632	223 032	175 790	164 171	252 132	265 943
2.Transport Infrastructure	1 078 818	1 398 716	1 418 555	1 281 842	1 286 484	1 537 179	1 826 437	1 651 979	1 658 925
3.Transport Operations	82 050	213 658	1 554 562	1 799 142	1 800 892	1 800 892	1 790 525	2 025 808	2 204 313
4.Transport Regulation	60 357	108 211	175 385	347 873	349 623	324 538	266 841	282 115	302 776
5.Gautrain	4 890 116	7 524 015	6 060 787	2 528 360	3 655 218	2 896 071	2 193 530	2 297 642	2 417 119
Total payments and estimates	6 225 005	9 363 544	9 400 698	6 178 849	7 315 249	6 734 470	6 241 504	6 509 676	6 849 076

The table above indicates the expenditure outcomes and budget allocations as categorised by the programmes within the Department. In 2010/11 the programme structure has been revised for the MTEF and other programmes have been renamed. The Public and Freight Transport programme from the previous approved structure has been split into two programmes, namely Transport Operations and Transport Regulation.

The total payment for the Department increases from R6.2 billion to 6.8 billion for the seven year period under review. However the Department's budget experienced a significant increase during the 2008/09 and 2009/10 financial years. The budget allocations and expenditure outcome increased substantially during the period 2007/08 to 2009/10. The increases were mainly for the Gautrain Rapid Rail Link project since its commencement on the 28 September 2006.

During November 2010/11 adjustments made to the Department's budget were for the compensation of employees. This was to fund the outcomes of the bargaining chamber agreement between labour and government for improvement to conditions of services at 7.5 per cent and an R800 housing allowance subsidy for qualifying employees. Thus an additional amount of R9.6 million was allocated to the department to fund higher than anticipated increase in personnel expenditure and housing allowances. The Gautrain Rapid Rail Link Project received an extra R1.1 billion to fund spending pressures.

The Department budget of R6.2 billion in the 2011/12 financial year caters for the provincial outcomes to which it is contributing and as such the projects are aligned with these outcomes. The budget will fund the provision of new transport infrastructure and upgrade current infrastructure and systems that are affordable. The current budget also includes the Provincial Roads Maintenance Grant that has been allocated to the Department for the first time, and it will be utilised for the preventative maintenance programme that is being revived. The programme involves single and double reseal, light and heavy rehabilitation, as well as re-gravelling some of the gravel roads. The budget over the MTEF increases steadily at 9.7 per cent from R6.2 billion to R6.8 billion in 2013/14. The focus of the Department will be on the maintenance of the roads in the province hence the increased allocation to the Transport Infrastructure programme, where the Maintenance sub-programme is placed.

5.3 Summary of economic classification

TABLE 4: SUMMARY OF ECONOMIC CLASSIFICATION: ROADS AND TRANSPORT

	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
R thousand	2007/08	2008/09	2009/10	2010/11			2011/12	2012/13	2013/14
Current payments	559 397	1 644 709	3 216 294	3 590 481	3 600 023	3 778 393	3 931 573	4 138 505	4 344 020
Compensation of employees	212 629	228 668	346 693	441 301	450 943	420 569	426 237	509 902	530 415
Goods and services	346 347	1 411 445	2 868 527	3 149 180	3 149 080	3 357 742	3 505 336	3 628 603	3 813 605
Interest and rent on land	421	4 596	1 074			82			
Transfers and subsidies to:	4 900 485	7 675 747	6 138 523	2 528 360	3 655 218	2 896 074	2 193 530	2 297 642	2 417 119
Provinces and municipalities	1 650	5 717	8 611			2			
Departmental agencies and accounts	4 890 116	7 661 641	6 126 118	2 528 360	3 655 218	2 896 071	2 193 530	2 297 642	2 417 119
Universities									
Foreign governments and international organisations									
Public corporations and private enterprises	(- 6)	2 563	120						
Non-profit institutions		875							
Households	8 725	4 951	3 674			1			
Payments for capital assets	765 123	43 088	45 207	60 008	60 008	60 008	116 401	73 529	87 937
Buildings and other fixed structures	725 286	25 477		25 008	25 008	25 008	61 901	32 729	35 602
Machinery and equipment	5 302	12 083	2 960	10 000	10 000	10 000	22 000	25 800	23 285
Heritage Assets									
Specialised military assets									
Biological assets	10 699								
Land and sub-soil assets	23 836	5 528	42 247	25 000	25 000	25 000	32 500	15 000	29 050
Software and other intangible assets									
Payments for financial assets			674			(5)			
Total economic classification	6 225 005	9 363 544	9 400 698	6 178 849	7 315 249	6 734 470	6 241 504	6 509 676	6 849 076

The budget for the compensation of employees has increased steadily from the 2007/08 financial year and will continue to do so over the MTEF period. During the 2011/12 financial year the Department's budget for compensation of employees is earmarked by the Treasury, thus limiting the shifting of these funds to other items. This also ensures that the departmental structure is implemented up to the allocated budget to ensure there is no over expenditure or irregular expenditure under personnel budget.

Total payments for goods and services grew significantly from R346.3 million in 2008/09 to 2.8 billion in 2009/10. The growth in the budget is mainly because the goods and services item includes the budget for projects that the Department undertakes and its operational budget. It constitutes the bulk of the budget. During 2010/11, the budget for goods and services amounted to R3.1 billion and projects to overspend by R200 million by the end of the financial year. The budget increases at a rate of 8.8 per cent over the MTEF.

Transfers and subsidies mainly consist of the allocation in relation to the Gautrain project; the Department transfers the funds to Gautrain. The project will be concluded during the 2011/12 financial year. By the end of the 2010/11 financial year the construction phase of the project will be 94 per cent complete, leaving the department to focus on its maintenance budget.

The budget for payment for capital assets grows by 58 million from R60 million in 2010/11 to R118 million in the 2011/12 financial year. The significant growth in budget is mainly for building and other infrastructure and the funds are made available for the construction of plant to be acquired by the Department.

5.4 Infrastructure payments

TABLE 5: SUMMARY OF DEPARTMENTAL INFRASTRUCTURE PAYMENTS

	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
Programme	2007/08	2008/09	2009/10	2010/11			2011/12	2012/13	2013/14
Payments for infrastructure by category									
New and replacement assets	4 608 490	5 015 443	5 212 691	2 719 880	3 846 738	2 485 427	2 337 732	2 358 642	2 545 619
Gautrain	4 608 490	5 015 443	5 212 691	2 447 660	3 574 518	2 447 660	2 193 530	2 297 642	2 417 119
Other New				272 220	272 220	37 767	144 202	61 000	128 500
Existing infrastructure assets	578 468	1 141 823	1 194 452	871 164	871 164	1 123 030	1 502 265	1 980 193	1 209 068
Upgrades and additions	400 043	993 200	967 157	403 061	403 061	566 088	575 046	1 021 536	662 975
Rehabilitation, renovations and refurbishments							634 634	527 506	71 827
Maintenance and repairs	178 425	148 623	227 295	468 103	468 103	556 942	292 585	431 151	474 266
Infrastructure transfers									
Current	178 425	148 623	227 295	468 103	468 103	556 942	927 219	958 657	546 093
Capital	5 008 533	6 008 643	6 179 848	3 122 941	4 249 799	3 051 515	2 912 778	3 380 178	3 208 594
Current infrastructure	178 425	148 623	227 295	468 103	468 103	556 942	927 219	958 657	546 093
Capital infrastructure	5 008 533	6 008 643	6 179 848	3 122 941	4 249 799	3 051 515	2 912 778	3 380 178	3 208 594
Total provincial infrastructure	5 186 958	6 157 266	6 407 143	3 591 044	4 717 902	3 608 457	3 839 997	4 338 835	3 754 687

The Department's infrastructure budget has been focused on design, maintenance, construction and public transport activities in past financial years. The focus over the 2011 MTEF will be on the maintenance of the existing road network rather than construction of new roads.

New and replacement assets

The category of infrastructure payments includes the Gautrain, new construction plant that will be utilised for in-house maintenance projects, and the construction of the Bophelong and Zandspruit taxi ranks.

Upgrades and additions

The projects that form part of this category include, but are not limited to, those within the Maize Triangle, other major design projects that will be constructed in the future, the maintenance of five rural roads that have been

made a provincial priority, other construction projects that are continuing into the MTEF, and the public transport projects that relate to the construction of walkways along the routes with a high volume of pedestrians.

Rehabilitation, renovations and refurbishments

The preventative maintenance budget falls under this item. This will cover a range of roads in the province.

Maintenance and repairs

This item is constituted of the maintenance of:

- Traffic lights
- Storm water drainage systems
- Construction plant
- Weighbridges

The ongoing in-house and outsourced maintenance programmes also form part of this category of infrastructure.

PROGRAMME DESCRIPTION

PROGRAMME1: ADMINISTRATION

Programme description

To provide the Department with overall management and administrative, strategic, financial and corporate support services in order to ensure that it delivers on its mandate in an integrated, efficient, effective and sustainable manner.

Programme objectives

- To render advisory, parliamentary, secretarial, administrative and office support service to the MEC
- Overall management and support of the department
- To manage personnel, procurement, finance, administration and related support services.

TABLE 6: SUMMARY OF PAYMENTS AND ESTIMATES: ADMINISTRATION

	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
R thousand	2007/08	2008/09	2009/10	2010/11			2011/12	2012/13	2013/14
1. Office of the MEC	2 555	3 952	13 044	15 852	15 852	11 930	14 147	17 811	18 790
2. Management	23 816	31 715	22 416	35 807	37 207	31 737	30 409	40 232	42 445
3. Corporate Services	87 293	83 277	155 949	169 973	169 973	132 123	119 615	194 089	204 708
Total payments and estimates	113 664	118 944	191 409	221 632	223 032	175 790	164 171	252 132	265 943

TABLE 7: SUMMARY OF ECONOMIC CLASSIFICATION: ADMINISTRATION

	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
R thousand	2007/08	2008/09	2009/10	2010/11			2011/12	2012/13	2013/14
Current payments	110 279	117 593	187 918	221 632	223 032	175 793	164 171	252 132	265 943
Compensation of employees	46 587	47 076	80 109	93 571	95 071	88 969	92 769	110 392	116 464
Goods and services	63 692	70 517	107 749	128 061	127 961	86 742	71 402	141 740	149 479
Interest and rent on land			60			82			
Transfers and subsidies to:	1 489	12	1 480			2			
Provinces and municipalities			(43)			1			
Departmental agencies and accounts									
Universities									
Foreign governments and international organisations									
Public corporations and private enterprises									
Non-profit institutions									
Households	1 489	12	1 523			1			
Payments for capital assets	1 896	1 339	1 337						

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2007/08	2008/09	2009/10	2010/11			2011/12	2012/13	2013/14
Buildings and other fixed structures									
Machinery and equipment	1 896	1 339	1 337						
Heritage Assets									
Specialised military assets									
Biological assets									
Land and sub-soil assets									
Software and other intangible assets									
Payments for financial assets			674			(5)			
Total economic classification	113 664	118 944	191 409	221 632	223 032	175 790	164 171	252 132	265 943

For the period 2007/08 to 2009/10 expenditure for the programme increased from R113.6 million to R191.4 million, representing a substantial growth rate of 68 per cent. During 2010/11 the budget allocated to the programme amounted to R221 million and, taking into account inflation-related adjustments, the budget increases steadily over the MTEF from R164 million to R265.9 million in the 2013/14 financial year.

The programme's budget grows to build the capacity of the Department for good governance and effective service delivery. In doing so it will offer 43 bursaries to external candidates in a range of disciplines, including transport engineering and economics, and allocate funds for training and development of employees.

The Corporate Services subprogramme is allocated the largest share of the budget; this is mainly for remuneration to senior management of the trading entities. However, the budget declines significantly by R57 million during 2011/12 when compared to the 2010/11 main budget allocation of R221 million. The decrease is mainly in the subprogramme Corporate Services because of decline in expenditure for goods and services as the main drivers of programme expenditure, with its share of the total programme ranging between 42 and 55 per cent during the first three years.

PROGRAMME 2: TRANSPORT INFRASTRUCTURE

Programme description To promote accessibility and the safe, affordable movement of people, goods and services through the delivery and maintenance of transport infrastructure that is sustainable, integrated and environmentally sensitive, and which supports and facilitates social empowerment and economic growth.

Programme objectives

- Provide planning for all modes of transport including the movement of goods and passenger to integrate transport and spatial planning
- Provide for planning and co-ordination towards the formulation of provincial transport policies and statutory plans
- Plan integrated modal transport facilities and systems for all modes of transport including non motorised transport
- Promote and improve safety on the transport infrastructure
- Facilitate the provision of road safety audits on all roads and transport infrastructure to ensure safe traffic and people movement
- Provide data collection services; research to provide management information systems for the provincial road network
- Provide design of road and transport infrastructure including all necessary support functions such as environmental impact assessments, traffic impact assessments, survey, expropriation, material investigations and testing
- Develop new roads and re-construct, upgrade and rehabilitate road and transport infrastructure
- Effectively maintain road and transport infrastructure

TABLE 8 : SUMMARY OF PAYMENTS AND ESTIMATES:TRANSPORT INFRASTRUCTURE

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2007/08	2008/09	2009/10	2010/11			2011/12	2012/13	2013/14
1. Infrastructure Planning	34 801	35 204	190 940	221 561	221 561	222 984	64 567	65 785	72 484
2. Infrastructure Design	52 888	82 216	85 643	140 000	140 000	140 000	173 153	164 970	106 417

	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
R thousand	2007/08	2008/09	2009/10	2010/11			2011/12	2012/13	2013/14
3.Construction	570 386	504 117	502 851	492 531	492 531	492 387	417 466	223 525	94 755
4.Maintenance	246 335	777 179	639 121	427 750	432 392	681 808	1 171 251	1 197 699	1 385 269
5.Development Planning	45 846								
6.Infrastructure Grant	128 562								
Total payments and estimates	1 078 818	1 398 716	1 418 555	1 281 842	1 286 484	1 537 179	1 826 437	1 651 979	1 658 925

TABLE 9: SUMMARY OF ECONOMIC CLASSIFICATION: TRANSPORT INFRASTRUCTURE

	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
R thousand	2007/08	2008/09	2009/10	2010/11			2011/12	2012/13	2013/14
Current payments	308 778	1 211 948	1 363 919	1 224 834	1 229 476	1 477 649	1 718 036	1 586 850	1 580 048
Compensation of employees	136 958	126 009	180 778	207 336	211 978	246 559	197 030	231 851	231 371
Goods and services	171 399	1 081 343	1 183 077	1 017 498	1 017 498	1 231 090	1 521 006	1 354 999	1 348 677
Interest and rent on land	421	4 596	64						
Transfers and subsidies to:	7 236	145 788	10 901			1			
Provinces and municipalities	23	4 543	8 602			1			
Departmental agencies and accounts		135 606	80						
Universities									
Foreign governments and international organisations									
Public corporations and private enterprises		874	120						
Non-profit institutions		875							
Households	7 213	3 890	2 099						
Payments for capital assets	762 804	40 980	43 735	57 008	57 008	59 529	108 401	65 129	78 877
Buildings and other fixed structures	725 286	25 477		25 008	25 008	25 008	61 901	32 729	35 602
Machinery and equipment	2 983	9 975	1 488	7 000	7 000	9 521	14 000	17 400	14 225
Heritage Assets									
Specialised military assets									
Biological assets	10 699								
Land and sub-soil assets	23 836	5 528	42 247	25 000	25 000	25 000	32 500	15 000	29 050
Software and other intangible assets									
Payments for financial assets									
Total economic classification	1 078 818	1 398 716	1 418 555	1 281 842	1 286 484	1 537 179	1 826 437	1 651 979	1 658 925

The main contributors to expenditure under this programme are maintenance, the construction of new roads and infrastructure projects. Programme payments increased from R1 billion in 2007/08 to R1.4 billion in 2009/10 showing an annual average growth rate of 30 per cent for the first three years. The increased expenditure was within the Maintenance sub-programme during the 2008/09 financial year.

The budget for the programme is set to rise from R1.5 billion in 2010/11 to R1.6 billion over the MTEF. The uneven budget growth trend is due to the restructuring of the sub-programmes. The sub-programme Transport Administration and Licensing shifted from this programme as a result decreasing the programmes expenditure and budget minimally for the period under review.

The budget for sub-programme Maintenance increases radically from R432.3 million in 2010/11 to R1.1 billion in 2011/12. The increase in the maintenance budget is to ensure that adequate funding is directed towards the

maintenance of the road network within the province. The department received a Provincial Roads Maintenance Grant to be utilised for the attainment of this objective.

The Preventative Maintenance programme is being revived and a substantial budget is allocated for that purpose. This programme involves single and double reseal, light and heavy rehabilitation, and re-gravelling some gravel roads. The maintenance of traffic lights also forms part of the provincial priorities and funds have been made available to ensure that the Department delivers on this project.

Total payments for goods and services increases from R1.2 billion in 2010/11 to R1.5 billion in the 2011/12 financial year. However it declines in 2012/13 to R1.3 billion and remains constant over the MTEF period. The programme forms part of the core activities of the Department, and the bulk of the infrastructure spending occurs therein. The projects are all spent under the goods and services item whilst any plant and land purchases are within the payments for capital assets category. The compensation of employees item has been reprioritised based on the earmarked allocation. As a result the budget reduces over the MTEF period in comparison with the 2010/11 financial year. The budget for payments of capital assets increases by R50 million in the 2011/12 financial year and thereafter declines over the MTEF period.

SERVICE DELIVERY MEASURES

PROGRAMME 2: TRANSPORT INFRASTRUCTURE

Performance Measures	Estimated Annual Targets		
	2011/12	2012/13	2013/14
Number of infrastructure designs for the Maize Triangle belt completed	3	0	0
K164			
R 82			
K11			
Number of km's of roads upgraded	2	7	13
R 55	2		
K15		2	2
K46		2	2
R55 Phase 1		2	
P126/1			2
K164			2
P1-1 (R 82)			2
K11&P1-1			2
Number of km's of rural roads developed	13		
Number of km's of roads completed	24	3	
Number of 20PTP km's of roads completed	11	3	
Bolani Road and Thulani B in Soweto	1		
Sedibeng Region (All Sharpeville Roads)	6	3	
Mogo street and LE 3 in Soshanguve	2		
Sekweri street in Refilwe	2		
Number of roads rehabilitated	234	250	250
Number of jobs created through EPWP	5 636	3 000	3 000
Number of contractors	78	52	52
Women	12		
Youth	12		
People with disabilities	12		
Number of km's of existing roads on routine maintenance	5 638	5 638	5 638
Number of km's of roads resealed	226	200	196
Number of km's of roads re-graveled	347	347	347
Number of km's of roads patched	4 248	4 248	4 248
Number of km's of roads bladed	1 042	1 042	1 042

PROGRAMME 3: TRANSPORT OPERATIONS**Programme description**

To plan, regulate and facilitate the provision of integrated land transport services through co-ordination and co-operation with national planning authorities, CBOs, NGOs and the private sector in order to enhance the mobility of all communities particularly those currently without or with limited access.

Programme objectives

- The management of integrated land transport contracts to provide mobility to commuters.
- Manage, co-ordinate and facilitate transport safety and compliance in all modes with related legislation, regulations and policies through pro-active and reactive tactics and strategies.

TABLE 10: SUMMARY OF PAYMENTS AND ESTIMATES: TRANSPORT OPERATIONS

	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
R thousand	2007/08	2008/09	2009/10	2010/11			2011/12	2012/13	2013/14
1. Public Transport Services	82 050	213 658	1 554 562	1 799 142	1 800 892	1 800 892	1 790 525	2 025 808	2 204 313
Total payments and estimates	82 050	213 658	1 554 562	1 799 142	1 800 892	1 800 892	1 790 525	2 025 808	2 204 313

TABLE 11: SUMMARY OF PAYMENTS AND ESTIMATES: TRANSPORT OPERATIONS

	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
R thousand	2007/08	2008/09	2009/10	2010/11			2011/12	2012/13	2013/14
Current payments	80 172	207 519	1 554 509	1 796 142	1 799 642	1 800 413	1 786 525	2 021 808	2 200 093
Compensation of employees	10 545	18 665	14 596	34 761	38 261	25 411	34 462	41 010	43 266
Goods and services	69 627	188 854	1 538 963	1 761 381	1 761 381	1 775 002	1 752 063	1 980 798	2 156 827
Interest and rent on land			950						
Transfers and subsidies to:	1 620	6 028	28						
Provinces and municipalities	1 627	950							
Departmental agencies and accounts		2 340							
Universities									
Foreign governments and international organisations									
Public corporations and private enterprises	(6)	1 689							
Non-profit institutions									
Households	(1)	1 049	28						
Payments for capital assets	258	111	25	3 000	1 250	479	4 000	4 000	4 220
Buildings and other fixed structures									
Machinery and equipment	258	111	25	3 000	1 250	479	4 000	4 000	4 220
Heritage Assets									
Specialised military assets									
Biological assets									
Land and sub-soil assets									
Software and other intangible assets									

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2007/08	2008/09	2009/10	2010/11			2011/12	2012/13	2013/14
Payments for financial assets									
Total economic classification	82 050	213 658	1 554 562	1 799 142	1 800 892	1 800 892	1 790 525	2 025 808	2 204 313

The programme was affected by the revised budget and programme structure that has been implemented for the 2011 MTEF. Spending for the programme increased from R80 million in 2007/08 to R1.5 billion in the 2009/10 financial year. The increase in expenditure during 2009/10 was due to the introduction of a conditional grant, the Public Transport Operations Grant. The Public Transport Operations Grant was put in place to finance the new programme. The grant will marginally increase over the MTEF period hence the 13 per cent growth of the programme from 2011/12 to the 2013/14 financial year.

The programme structure has changed, as it was split into two programmes and the names changed to Transport Operations and Transport Regulations respectively. Furthermore, the subprogramme: Control and Regulation is shifted to become a new programme: Transport Regulation. During the 2010/11 adjustment budget the programme received additional funding of R3.5 million for compensation of employees to fund the higher than anticipated increases in personnel expenditure and housing allowances.

The programme continues with bus subsidisation during the 2011/12 financial year and the budget grew marginally to allow for these payments and for services to continue within the same municipalities. The public transport operation grant received an allocation of R 4.9 billion over the MTEF for the provision of subsidized bus public transport services with the objective of making public transport more affordable to the people of Gauteng. In continuation of activities that commenced in the previous financial year, the Department allocated funds for the construction of the two intermodal facilities in Bophelong and Zandspruit.

SERVICE DELIVERY MEASURES

PROGRAMME 3: TRANSPORT OPERATIONS

Performance Measure	Estimated Annual Targets		
	2011/12	2012/13	2013/14
Number of subsidized bus transport contracts managed	34	34	34
Number of subsidized bus contracts physically monitored	26	26	34
Number of km's of Public Transport routes subsidized	100 956 481	100 956 481	100 956 481
Number of km's monitored	100 956 481	100 956 481	100 956 481
Number of Public Transport Operators subsidized	12	12	12
Number of fully registered associations in the Gauteng Province	20	49	65
Number of metered taxis regulated and legalised	200	200	200
Number of learner transport operators regulated and legalised	130	130	100
Number of tourism transport operators regulated and legalised	40	40	100
Number of bus operators regulated and legalised	89	89	25
Number of Public Transport transfer facilities constructed	2	2	3
Number of km's of Non- Motorised Transport Infrastructure(walkways & cycle lanes) constructed	16	20	20
Number of weighbridges maintained	4	4	5
Number of abnormal load permits issued	16 800	18 480	20 328

PROGRAMME 4: TRANSPORT REGULATION

Programme description

To ensure the provision of a safe environment through the regulation of traffic on public infrastructure, law enforcement, implementation of road safety education and awareness programmes and the registration and licensing of vehicles and drivers.

Programme objectives

- To monitor and control registration and licensing of all motor vehicles and to render services regarding the administration of applications in terms of the National Road Traffic Act (Act 93 of 1996).
- Implementation of laws and regulations relating to vehicle registration and licensing, vehicle fitness testing and driver fitness testing.
- Management, approval and control of registration of transport operators and the issuing of all licenses and permits required in terms of legislation.
- Management, approval and control of registration of transport operators and the issuing of all licenses and permits required in terms of legislation (setting of Provincial Regulatory Entity and support)

TABLE 13: SUMMARY OF PAYMENTS AND ESTIMATES: TRANSPORT REGULATION

	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
R thousand	2007/08	2008/09	2009/10	2010/11			2011/12	2012/13	2013/14
1.Transport Administration and Licensing		48 972	127 655	250 873	250 873	250 321	168 100	213 933	228 126
2.Operator License and Permits	60 357	59 239	47 730	97 000	98 750	74 217	98 741	68 182	74 650
Total payments and estimates	60 357	108 211	175 385	347 873	349 623	324 538	266 841	282 115	302 776

TABLE 14: SUMMARY OF ECONOMIC CLASSIFICATION: TRANSPORT REGULATION

	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
R thousand	2007/08	2008/09	2009/10	2010/11			2011/12	2012/13	2013/14
Current payments	60 168	107 329	105 272	347 873	347 873	324 538	262 841	277 715	297 936
Compensation of employees	18 539	36 918	71 210	105 633	105 633	59 630	101 976	126 649	139 314
Goods and services	41 629	70 411	34 062	242 240	242 240	264 908	160 865	151 066	158 622
Interest and rent on land									
Transfers and subsidies to:	24	224	70 003						
Provinces and municipalities		224	52						
Departmental agencies and accounts			69 927						
Universities									
Foreign governments and international organisations									
Public corporations and private enterprises									
Non-profit institutions									
Households	24		24						
Payments for capital assets	165	658	110		1 750		4 000	4 400	4 840
Buildings and other fixed structures									
Machinery and equipment	165	658	110		1 750		4 000	4 400	4 840
Heritage Assets									
Specialised military assets									
Biological assets									
Land and sub-soil assets									

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2007/08	2008/09	2009/10	2010/11			2011/12	2012/13	2013/14
Software and other intangible assets									
Payments for financial assets									
Total economic classification	60 357	108 211	175 385	347 873	349 623	324 538	266 841	282 115	302 776

Total payments for the programme grew from R60 million in 2007/08 to R374 million in 2009/10, the main cost driver for programme expenditure being the subprogramme: Transport Administration and Licensing. For the 2010/11 financial year the programme received an allocation of R250 million, however slightly declining to R168 million for 2011/12 and slowly recovering over the MTEF.

The budget for the programme is mainly to enforce the regulatory frameworks that ensure the safety of the public and private transport on the roads. An amount of R78 million is allocated to continue to facilitate the issuance of operating licences or permits to public transport operators, drivers' licences and to regulate the driving school industry.

The programme also funded plans to provide accessible, affordable, reliable, safe and environmentally sustainable transport systems through increased focus on the green transport agenda through the Green Transport policy framework. This will be a basis for all green transport initiatives.

The funding also focuses on the Integrated Public Transport Master Plan which enables the Department to establish long-term plans to ensure that the projects to be implemented are forward-looking and not only reactive. Other policies, such as the Approved Rail Management Agenda and the Gauteng Household Survey will also be developed during the financial year.

The expenditure for the period 2007/08 to 2009/10 within the compensation of employees and goods and services budgets increased sharply as a result of expenditure related to the Transport Administration and Licensing sub-programme introduced in 2008/09.

SERVICE DELIVERY MEASURES

PROGRAMME 4: TRANSPORT REGULATIONS

Performance Measure	Estimated Annual Targets		
	2011/12	2012/13	2013/14
Registering Authority Established	1	1	2
Number of license compliance inspections executed	100	110	120
Number of new vehicles registered	352	370	388 678
Number of vehicles registered	4 215 464	4 408 482	4 672 990
Number of vehicles licensed	4 075 766	4 320 312	4 579 531
Number of vehicles licenses paid on time	3 260 614	3 585 859	3 892 601
Percentage of registered vehicles licensed	96%	98%	98%
Percentage of registered vehicles licenses paid on time	80%	83%	85%
Administration costs as % of total license revenue	35%	31%	31%
Number of permits converted	3 500	3 000	1 500
Number of valid operating licenses/permits issued to Public Transport Operators	5 000	5 000	8 000

PROGRAMME 5: GAUTRAIN RAPID RAIL LINK**Programme description**

To plan, design and construct the Rapid Rail Link and ensure efficient management and implementation of the Gautrain.

The management of the concession agreement will remain one of the most important functions of the Gautrain Management Agency. The agreement was concluded between the Province, through the Department of Roads and Transport on the one hand and the Concessionaire on the other for the design, construction and operation of the railway line for the Gautrain Rapid Rail Project.

The agreement was concluded in terms of Treasury Regulation 16 as a PPP on the basis that the Concessionaire will perform the institutional function of the Province for the design, construction and operation of the railway line, acquiring the use of the land on which the railway line is established and use of the railway line itself when constructed.

Programme objectives

The strategic objectives of the Gautrain Management Agency are to manage, co-ordinate and oversee the Gautrain Rapid Rail Link Project in terms of the concession agreement.

- In order for the GMA to manage, co-ordinate and oversee the Gautrain Project, the GMA must discharge the following main functions:
- Manage the concession agreement.
- Manage the Project's finances, financial securities, insurance, socio-economic development (SED) objectives, assets and the maintenance thereof.
- Liaise and exchange information with three spheres of government, interested and affected parties, institutions and professional bodies in the RSA and other countries.
- Enhance integration with the Province's public transport system.
- Monitor government policies and legislation.
- Perform duties assigned by the Railway Safety Regulator.
- Protect the rail reserve and provincial transport infrastructure involved in the Project in terms of the Gauteng Transport Infrastructure Act (GTIA).
- Establish and operate information and management systems.

TABLE 15 : SUMMARY OF PAYMENTS AND ESTIMATES: GAUTRAIN

	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
R thousand	2007/08	2008/09	2009/10	2010/11			2011/12	2012/13	2013/14
1. Gautrain Rapid Rail Link	4 890 116	7 524 015	6 060 787	2 528 360	3 655 218	2 896 071	2 193 530	2 297 642	2 417 119
Total payments and estimates	4 890 116	7 524 015	6 060 787	2 528 360	3 655 218	2 896 071	2 193 530	2 297 642	2 417 119

TABLE 16: SUMMARY OF ECONOMIC CLASSIFICATION: GAUTRAIN

	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
R thousand	2007/08	2008/09	2009/10	2010/11			2011/12	2012/13	2013/14
Current payments		320	4 676						
Compensation of employees									
Goods and services		320	4 676						
Interest and rent on land									
Transfers and subsidies to:	4 890 116	7 523 695	6 056 111	2 528 360	3 655 218	2 896 071	2 193 530	2 297 642	2 417 119
Provinces and municipalities									
Departmental agencies and accounts	4 890 116	7 523 695	6 056 111	2 528 360	3 655 218	2 896 071	2 193 530	2 297 642	2 417 119
Universities									

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2007/08	2008/09	2009/10	2010/11			2011/12	2012/13	2013/14
Foreign governments and international organisations									
Public corporations and private enterprises									
Non-profit institutions									
Households									
Payments for capital assets									
Buildings and other fixed structures									
Machinery and equipment									
Heritage Assets									
Specialised military assets									
Biological assets									
Land and sub-soil assets									
Software and other intangible assets									
Payments for financial assets									
Total economic classification	4 890 116	7 524 015	6 060 787	2 528 360	3 655 218	2 896 071	2 193 530	2 297 642	2 417 119

Expenditure for the programme for the period 2007/08 to 2009/10 was very high as the bulk of construction of the Gautrain occurred during that period. During 2010/11, the Gautrain project reached the end of its forty-seven months of development, indicating that 87 per cent of the actual time of the development period has lapsed since the effective date when construction commenced. Highlights of progress include the commencement of operations for Phase one, completion of the Hatfield station structure, surfacing of parking at Midrand station and installing of radio cabinets at Midrand, Centurion and Hatfield stations. The Gauteng Rapid Rail Link Project received an extra R1.1 billion in 2010/11 to fund spending pressures.

The programme's budget then declines for the 2010/11 financial year at R2.5 billion, as well as over the MTEF period because the allocations made during that period were for the maintenance phase as the major construction phase has been completed.

6. OTHER INFORMATION

6.1 Personnel numbers and costs

TABLE 17: PERSONNEL NUMBERS AND COSTS: ROADS AND TRANSPORT

	As at 31 March 2008	As at 31 March 2009	As at 31 March 2010	As at 31 March 2011	As at 31 March 2012	As at 31 March 2013	As at 31 March 2014
Personnel numbers							
1. Administration	211	211	211	211	337	337	337
2. Transport Infrastructure	6 630	1 421	1 391	1 102	1 102	1 102	1 102
3. Transport Operations	234	234	282	125	125	125	125
4. Transport Regulation	256	256	270	200	200	200	200
5. Gautrain							
Total departmental personnel numbers	7 331	2 122	2 154	1 638	1 764	1 764	1 764
Total departmental personnel cost (R thousand)	212 629	228 668	346 693	441 301	426 237	509 902	530 415
Unit cost (R thousand)	29	108	161	269	260	311	301

TABLE 18: SUMMARY OF DEPARTMENTAL PERSONNEL NUMBERS AND COSTS

	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2007/08	2008/09	2009/10				2010/11		2011/12
Total for department									
Personnel numbers (head count)	7 331	2 122	2 154	1 638	1 638	1 638	1 764	1 764	1 764
Personnel cost (R thousands)	212 629	228 668	346 693	441 301	450 943	420 569	426 237	509 902	530 415
Human resources component									
Personnel numbers (head count)	34	35	34	34	34	34	37	34	
Personnel cost (R thousands)	3 753	3 753	3 978	3 978	3 978	3 978	16 000	16 000	16 000
Head count as % of total for department	0%	2%	2%	2%	2%	2%	2%	2%	0%
Personnel cost as % of total for department	2%	2%	1%	1%	1%	1%	4%	3%	3%
Finance component									
Personnel numbers (head count)	28	32	32	32	32	32	32	84	84
Personnel cost (R thousands)	3 125	4 051	4 294	4 294	4 294	4 294	4 638	22 000	22 000
Head count as % of total for department	0%	2%	1%	2%	2%	2%	2%	5%	5%
Personnel cost as % of total for department	1%	2%	1%	1%	1%	1%	1%	4%	4%
Full time workers									
Personnel numbers (head count)	7 331	2 122	2 154	1 638	1 638	1 638	1 764	1 764	1 764
Personnel cost (R thousands)	212 629	228 668	346 693	441 301	450 943	420 569	426 237	509 902	530 415
Head count as % of total for department	0%	2%	1%	2%	2%	2%	2%	5%	5%
Personnel cost as % of total for department	1%	2%	1%	1%	1%	1%	1%	4%	4%
Part-time workers									
Personnel numbers (head count)	130	50	25	25	25	25	25	25	
Personnel cost (R thousands)	12 090	5 150	2 400	2 400	2 400	2 400	2 400	2 400	
Head count as % of total for department	2%	2%	1%	2%	2%	2%	2%	2%	0%
Personnel cost as % of total for department	6%	2%	1%	1%	1%	1%	1%	0%	0%
Contract workers									
Personnel numbers (head count)	228		175						
Personnel cost (R thousands)	21 204		16 800						
Head count as % of total for department	3%		8%						
Personnel cost as % of total for department	10%		5%						

The tables above indicate that personnel numbers increased from 7 311 in March 2008 to 2 154 during March 2010. Personnel numbers and cost are mainly in programme 2: Transport Infrastructure. Total personnel expenditure increases from R212 million in 2008 to R346 million 2011. The budget mainly covers inflationary increases. The Department does not have part-time and contract workers.

6.2 Training

TABLE 19: PAYMENTS FOR TRAINING: ROADS AND TRANSPORT

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2007/08	2008/09	2009/10				2011/12	2012/13	2013/14
1. Administration	4 258	7 489	5 798	5 922	5 922	5 922	6 331	6 388	6 388
Subsistence and travel	2 557	2 557	100	116	116	116	118	175	175
Payments on tuition	1 701	4 932	5 698	5 806	5 806	5 806	6 213	6 213	6 213
2. Transport Infrastructure	6 730	1 521	1 722	1 755	1 755	1 755	1 788	1 788	
Subsistence and travel	6 730	30							
Payments on tuition		1 491	1 722	1 755	1 755	1 755	1 788	1 788	
3. Transport Operations	6 054	352	515	525	525	525	536	537	537
Subsistence and travel	5 890	9	11	12	12	12	13	14	14
Payments on tuition	164	343	504	513	513	513	523	523	523
4. Transport Regulation									
Subsistence and travel									
Payments on tuition									
5. Gautrain									
Subsistence and travel									
Payments on tuition									
Total payments on training	17 042	9 362	8 035	8 202	8 202	8 202	8 655	8 713	6 925

The total allocation during the 2011/12 financial year for training, including bursaries, amounts to R8.6 million or 1.1 per cent of the total personnel budget. This payment on training exceeds the 1 per cent of the personnel budget required in terms of the Skills Development Act.

TABLE 20: INFORMATION ON TRAINING: ROADS AND TRANSPORT

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2007/08	2008/09	2009/10				2011/12	2012/13	2013/14
Number of staff	772	940	993	1015	1015	1015	1062	1062	1062
Number of personnel trained	519	678	722	736	736	736	739	739	739
of which									
Male	444	584	621	633	633	633	636	636	636
Female	75	94	101	103	103	103	103	103	103
Number of training opportunities	81	50	50	50	50	50	50	50	50
of which									
Tertiary	81	50	502	50	50	50	50	50	50
Workshops									
Seminars									
Other									
Number of bursaries offered	18	50	53	53	53	53	53	53	53
Number of interns appointed	66	69	74	75	75	75	72	72	72
Number of learnerships appointed	88	93	94	101	101	101	148	148	148
Number of days spent on training									

The Department offered 53 bursaries during the period 2007/08 and 2009/10. In the 2011/12 financial year the Department offered 53 bursaries. A total of 75 interns were appointed in the Department for 2010/11 which decreased to 72 in 2011/12. Over the MTEF the Department plans to appoint 148 interns.

**ANNEXURES TO THE ESTIMATES OF
PROVINCIAL REVENUE AND EXPENDITURE**

TABLE 21: SPECIFICATION OF RECEIPTS: ROADS AND TRANSPORT

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2007/08	2008/09	2009/10				2010/11		2011/12
Tax receipts	1 443 711	1 183 906	1 534 213	1 614 089	1 614 089	1 614 089	1 775 498	1 953 048	2 148 352
Casino taxes									
Horse racing taxes									
Liquor licences									
Motor vehicle licences	1 443 711	1 183 906	1 534 213	1 614 089	1 614 089	1 614 089	1 775 498	1 953 048	2 148 352
Sales of goods and services other than capital assets				17 500	17 500	36 100	20 125	23 145	26 615
Sale of goods and services produced by department (excluding capital assets)				17 500	17 500	36 100	20 125	23 145	26 615
Sales by market establishments				17 500	17 500	36 100	20 125	23 145	26 615
Administrative fees									
Other sales									
Of which									
Health patient fees									
Boarding Services									
Commission									
Agricultural Products									
Sales of scrap, waste, arms and other used current goods (excluding capital assets)									
Transfers received from:									
Other governmental units									
Universities and technikons									
Foreign governments									
International organisations									
Public corporations and private enterprises									
Households and non-profit institutions									
Fines, penalties and forfeits									
Interest, dividends and rent on land	459	431	349	1 200	1 200	1 200	1 380	1 587	1 825
Interest		431	49	1 200	1 200	1 200	1 380	1 587	1 825
Dividends									
Rent on land	459		300						
Sales of capital assets									
Land and sub-soil assets									
Other capital assets									
Transactions in financial assets and liabilities	2 192	6 489	5 101	1 346	1 346	1 346	1 507	1 688	1 890
Total departmental receipts	1 446 362	1 190 826	1 539 663	1 634 135	1 634 135	1 652 735	1 798 510	1 979 468	2 178 682

TABLE 22: SUMMARY OF PAYMENTS AND ESTIMATES BY ECONOMIC CLASSIFICATION: ADMINISTRATION

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2007/08	2008/09	2009/10	2010/11			2011/12	2012/13	2013/14
Current payments	110279	117593	187918	221632	223032	175793	164171	252132	265943
Compensation of employees	46 587	47 076	80 109	93 571	95 071	88 969	92 769	110 392	116 464
Salaries and wages	46 587	47 076	72 610	68 300	69 395	69 121	64 482	80 578	85 010
Social contributions			7 499	25 271	25 676	19 848	28 287	29 814	31 454
Goods and services	63 692	70 517	107 749	128 061	127 961	86 742	71 402	141 740	149 479
of which									
Administrative fees		143	(11)	1 787	1 787	1 326			
Advertising	3 488	6 192	7 181	6 079	6 079	6 991	8 307	6 842	7 219
Assets <R5000	50	554	29	1 623	1 623	1 239	1 089	1 819	1 919
Audit cost: External		2 120	413	8 935	8 935	5 922	9 000	21 593	22 781
Bursaries (employees)			2 050	6 435	6 435	266			
Catering: Departmental activities	2 854	115	403	1 230	1 230	1 231	4 022	4 267	4 502
Communication	4 877	3 302	7 876	9 356	9 356	8 868	11 385	12 091	12 756
Computer services	4 112	3 876	3 713	6 450	6 450	6 066	7 087	7 497	7 896
Cons/prof:business & advisory services	32 678	27 605	16 861	14 163	14 163	14 162	5 500	10 884	11 439
Cons/prof: Infrastructure & planning		2 752	7 467						
Cons/prof: Laboratory services									
Cons/prof: Legal cost	75	1 752	5 603	7 488	7 488	6 481	1 000	8 414	8 877
Contractors	1 525	2 861	64	5 685	5 685	1 140	3 000	6 388	6 739
Agency & support/outsourced services	3 314	4 351	40 166	14 882	14 782	13 699	2 247	12 547	13 237
Entertainment		433	(27)	1 555	1 555	1 555	1 851	1 747	1 843
Government motor transport									
Housing									
Inventory: Food and food supplies		522	175	1 997	1 997	1 996	300	2 244	2 367
Inventory: Fuel, oil and gas			(115)						
Inventory:Learn & teacher support material		243		1 758	1 758	1 758		1 975	2 084
Inventory: Raw materials			(386)						
Inventory: Medical supplies									
Inventory: Medicine									
Medsas inventory interface									
Inventory: Military stores								1 742	1 838
Inventory: Other consumables	3 229	51	(510)	1 680	1 680	1 680	2 111	7 580	7 996
Inventory: Stationery and printing	2 047	1 990	1 342	6 709	6 709	1 264	3 445	8 627	9 102
Lease payments	843	1 119	1 636	7 524	7 524	1 919			
Owned & leasehold property expenditure		104	(283)						
Transport provided dept activity			105				1 000	9 589	10 116
Travel and subsistence	2 611	5 229	9 792	10 515	10 515	7 450	3 286	8 667	9 143
Training & staff development	16	3 078	1 947	5 653	5 653	1 729			
Operating expenditure		645	268				6 772	7 227	7 625
Venues and facilities	1 973	1 480	1 990	6 557	6 557				
Interest and rent on land			60			82			
Interest			60			82			
Rent on land									

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2007/08	2008/09	2009/10	2010/11			2011/12	2012/13	2013/14
Transfers and subsidies to:	1 489	12	1 480			2			
Provinces and municipalities			(43)			1			
Provinces									
Provincial Revenue Funds									
Provincial agencies and funds									
Municipalities			(43)			1			
Municipalities			(43)			1			
of which: Regional service council levies									
Municipal agencies and funds									
Departmental agencies and accounts									
Social security funds									
Universities and technikons									
Foreign governments and international organisations									
Public corporations and private enterprises									
Public corporations									
Subsidies on production									
Other transfers									
Private enterprises									
Subsidies on production									
Other transfers									
Non-profit institutions									
Households	1 489	12	1 523			1			
Social benefits	15	12	48			1			
Other transfers to households	1 474		1 475						
Payments for capital assets	1 896	1 339	1 337						
Buildings and other fixed structures									
Buildings									
Other fixed structures									
Machinery and equipment	1 896	1 339	1 337						
Transport equipment	1 896	1 118							
Other machinery and equipment		221	1 337						
Heritage Assets									
Specialised military assets									
Biological assets									
Land and sub-soil assets									
Software and other intangible assets									
Payments for financial assets			674			(5)			
Total economic classification	113 664	118 944	191 409	221 632	223 032	175 790	164 171	252 132	265 943

TABLE 23: SUMMARY OF PAYMENTS AND ESTIMATES BY ECONOMIC CLASSIFICATION: TRANSPORT INFRASTRUCTURE

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2007/08	2008/09	2009/10	2010/11			2011/12	2012/13	2013/14
Current payments	308778	1211948	1363919	1224834	1229476	1477649	1718036	1586850	1580048
Compensation of employees	136 958	126 009	180 778	207 336	211 978	246 559	197 030	231 851	231 371
Salaries and wages	118 767	114 625	160 353	151 341	154 730	195 613	136 950	169 235	168 884
Social contributions	18 191	11 384	20 425	55 995	57 248	50 946	60 080	62 616	62 487
Goods and services	171 399	1 081 343	1 183 077	1 017 498	1 017 498	1 231 090	1 521 006	1 354 999	1 348 677
of which									
Administrative fees	84	1 640	237	1 775	1 775	776	822	872	920
Advertising	499	488	102 582	2 566	2 566	344	4 054	10 390	10 963
Assets <R5000	135	722	416	10 581	10 581	3 914	12 766	12 810	13 514
Audit cost: External									
Bursaries (employees)		17							
Catering: Departmental activities		62	4	81	81	81	114	121	128
Communication	7 761	2 771	3 689	12 881	12 881	29 828	16 073	20 745	21 886
Computer services	24 844	363	519	1 005	1 005	1 846	1 300	281	296
Cons/prof:business & advisory services	(6 445)	53 921	71 084	153 994	153 994	203 991	212 592	126 889	33 171
Cons/prof: Infrastructre & planning	24 292	239 948	211 387	122 379	122 379	106 631	215 819	153 495	143 352
Cons/prof: Laboratory services				13 500	13 500	13 500			
Cons/prof: Legal cost	1 151	16 837	3 501	6 850	6 850	7 217	2 835	3 005	3 170
Contractors	26 323	615 417	730 046	480 297	480 297	580 438	449 323	419 650	563 444
Agency & support/outsourced services	3 740	105 287	17 328	104 114	104 114	189 302	97 217	55 686	17 413
Entertainment		41	9						
Government motor transport		653	9	1 200	1 200	1 200	878	931	982
Housing									
Inventory: Food and food supplies	203	63	37	9 227	9 227	9 343	11 637	17 867	11 153
Inventory: Fuel, oil and gas	41	524	1 952	8 594	8 594	8 594	10 634	10 647	11 233
Inventory:Learn & teacher support material		10	(4 690)			36 346			
Inventory: Raw materials		8 209	13 510	36 301	36 301		382 157	371 129	380 515
Inventory: Medical supplies									
Inventory: Medicine									
Medsas inventory interface									
Inventory: Military stores							341	496	523
Inventory: Other consumables	27 978	5 381	4 651	398	398	398	2 547	8 850	2 336
Inventory: Stationery and printing	6 535	1 053	1 054	12 782	12 782	12 959	13 234	19 473	13 545
Lease payments	42 040	16 379	10 333	10 773	10 773	10 987	13 881	19 994	13 894
Owned & leasehold property expenditure	3 142	3 312	2 461	11 393	11 393	5 602			
Transport provided dept activity		(16)		9 039	9 039		15 292	21 574	17 761
Travel and subsistence	6 730	6 645	9 079	3 079	3 079	3 079	3 100	9 423	4 941
Training & staff development	1 042	1 230	2 243	2 763	2 763	2 763			
Operating expenditure		123	49				54 390	70 671	83 537
Venues and facilities	1 304	263	1 587	1 926	1 926	1 951			
Interest and rent on land	421	4 596	64						
Interest		4 358							
Rent on land	421	238	64						
Transfers and subsidies to:	7 236	145 788	10 901			1			
Provinces and municipalities	23	4 543	8 602			1			
Provinces		2 486	6 035						
Provincial Revenue Funds									

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2007/08	2008/09	2009/10	2010/11			2011/12	2012/13	2013/14
Provincial agencies and funds		2 486	6 035						
Municipalities	23	2 057	2 567			1			
Municipalities	23	2 057	2 567			1			
of which: Regional service council levies									
Municipal agencies and funds									
Departmental agencies and accounts		135 606	80						
Social security funds		135 606	80						
Universities and technikons									
Foreign governments and international organisations									
Public corporations and private enterprises ⁵		874	120						
Public corporations		874							
Subsidies on production									
Other transfers		874							
Private enterprises			120						
Subsidies on production									
Other transfers			120						
Non-profit institutions		875							
Households	7 213	3 890	2 099						
Social benefits	1 590	3 887	2 099						
Other transfers to households	5 623	3							
Payments for capital assets	762 804	40 980	43 735	57 008	57 008	59 529	108 401	65 129	78 877
Buildings and other fixed structures	725 286	25 477		25 008	25 008	25 008	61 901	32 729	35 602
Buildings	128 962	19 477		20 000	20 000	25 008			
Other fixed structures	596 324	6 000		5 008	5 008		61 901	32 729	35 602
Machinery and equipment	2 983	9 975	1 488	7 000	7 000	9 521	14 000	17 400	14 225
Transport equipment									
Other machinery and equipment	2 983	9 975	1 488	7 000	7 000	9 521	14 000	17 400	14 225
Heritage Assets									
Specialised military assets									
Biological assets	10 699								
Land and sub-soil assets	23 836	5 528	42 247	25 000	25 000	25 000	32 500	15 000	29 050
Software and other intangible assets									
Payments for financial assets									
Total economic classification	1 078 818	1 398 716	1 418 555	1 281 842	1 286 484	1 537 179	1 826 437	1 651 979	1 658 925

TABLE 24: PAYMENTS AND ESTIMATES BY ECONOMIC CLASSIFICATION: TRANSPORT OPERATIONS

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2007/08	2008/09	2009/10	2010/11			2011/12	2012/13	2013/14
Current payments	80172	207519	1554509	1796142	1799642	1800413	1786525	2021808	2200093
Compensation of employees	10 545	18 665	14 596	34 761	38 261	25 411	34 462	41 010	43 266
Salaries and wages	10 210	17 037	12 741	25 373	27 928	15 926	23 954	29 934	31 581
Social contributions	335	1 628	1 855	9 388	10 333	9 485	10 508	11 076	11 685
Goods and services of which	69 627	188 854	1 538 963	1 761 381	1 761 381	1 775 002	1 752 063	1 980 798	2 156 827
Administrative fees		159	122	252	252	180		325	343
Advertising		537	863	243	243	185	258	314	330
Assets <R5000		319	4	292	292	1 801	310	377	397
Audit cost: External Bursaries (employees)									
Catering: Departmental activities		458	503	295	295	180	313	381	402
Communication	92	932	821	791	791	720	838	1 019	1 075
Computer services		165		112	112	112	119	145	153
Cons/prof:business & advisory services	68 795	172 186	88 482	155 452	155 452	87 642	113 901	198 235	209 138
Cons/prof: Infrastructre & planning		612							
Cons/prof: Laboratory services									
Cons/prof: Legal cost		470	207	28	28	28		36	38
Contractors		808	6	305	305	67 520	323	393	415
Agency & support/ outsourced services		651		112	112	112	122	148	156
Entertainment		10	27	9	9	9	10	12	13
Government motor transport									
Housing									
Inventory: Food and food supplies		543	127	602	602	602		776	819
Inventory: Fuel, oil and gas									
Inventory:Learn & teacher support material							48	58	61
Inventory: Raw materials									
Inventory: Medical supplies									
Inventory: Medicine									
Medsas inventory interface									
Inventory: Military stores							20	24	25
Inventory: Other consumables		25		19	19	36	162	197	208
Inventory: Stationery and printing		261	101	153	153	153	208	253	267
Lease payments	12	1 304	392	196	196	196			
Owned & leasehold property expenditure									

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2007/08	2008/09	2009/10	2010/11			2011/12	2012/13	2013/14
<i>Transport provided dept activity</i>		64					1 500	3 708	3 912
<i>Travel and subsistence</i>	728	6 194	3 339	2 882	2 882	5 284	500	1 974	2 083
<i>Training & staff development</i>		2 988	12	1 577	1 577	1 577	868	1 055	1 113
<i>Operating expenditure</i>		18	1 441 104	1 597 242	1 597 242	1 607 846	1 632 563	1 771 368	1 935 879
<i>Venues and facilities</i>		150	2 853	819	819	819			
<i>Interest and rent on land</i>			950						
<i>Interest</i>			853						
<i>Rent on land</i>			97						
Transfers and subsidies to:	1 620	6 028	28						
Provinces and municipalities	1 627	950							
Provinces		950							
Provincial Revenue Funds									
Provincial agencies and funds		950							
Municipalities	1 627								
Municipalities of which: Regional service council levies									
Municipal agencies and funds	1 627								
Departmental agencies and accounts		2 340							
Social security funds		2 340							
Universities									
Foreign governments and international organisations									
Public corporations and private enterprises ⁵	(6)	1 689							
Public corporations									
Subsidies on production									
Other transfers									
Private enterprises	(6)	1 689							
Subsidies on production	(6)	1 689							
Other transfers									
Non-profit institutions									
Households	(1)	1 049	28						
Social benefits	(1)		28						
Other transfers to households		1 049							
Payments for capital assets	258	111	25	3 000	1 250	479	4 000	4 000	4 220
Buildings and other fixed structures									
Buildings									

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2007/08	2008/09	2009/10	2010/11			2011/12	2012/13	2013/14
Other fixed structures									
Machinery and equipment	258	111	25	3 000	1 250	479	4 000	4 000	4 220
Transport equipment									
Other machinery and equipment	258	111	25	3 000	1 250	479	4 000	4 000	4 220
Heritage Assets									
Specialised military assets									
Biological assets									
Land and sub-soil assets									
Software and other intangible assets									
Payments for financial assets									
Total economic classification	82 050	213 658	1 554 562	1 799 142	1 800 892	1 800 892	1 790 525	2 025 808	2 204 313

TABLE 25: PAYMENTS AND ESTIMATES BY ECONOMIC CLASSIFICATION: TRANSPORT REGULATIONS

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2007/08	2008/09	2009/10	2010/11			2011/12	2012/13	2013/14
Current payments	60 168	107 329	105 272	347 873	347 873	324 538	262 841	277 715	297 936
Compensation of employees	18 539	36 918	71 210	105 633	105 633	59 630	101 976	126 649	139 314
Salaries and wages	16 738	32 722	63 058	77 105	77 105	53 878	70 881	92 445	101 689
Social contributions	1 801	4 196	8 152	28 528	28 528	5 752	31 095	34 204	37 625
Goods and services	41 629	70 411	34 062	242 240	242 240	264 908	160 865	151 066	158 622
of which									
Administrative fees		1				72			
Advertising	75	122	756	11 114	11 114	14 390			
Assets <R5000	48	882	19	935	935	6 093	991	1 051	1 109
Audit cost: External									
Bursaries (employees)		27							
Catering: Departmental activities		460	217	75	75	190			
Communication	348	5 639	1 242	18 370	18 370	1 355	3 000	8 799	9 540
Computer services	2	11 973	313	11 513	11 513	10 672	3 300	12 936	13 648
Cons/prof: business & advisory services	34 708	24 152	7 133	6 064	6 064	23 877	26 428	15 314	15 689
Cons/prof: Infrastructure & planning		1				15 748	20 000		
Cons/prof: Laboratory services									
Cons/prof: Legal cost	758	871	557	935	935	568	991	1 051	1 109
Contractors	51	1 877	1 172	12 038	12 038	11 990	6 000	7 500	9 000
Agency & support/ outsourced services		11 176	6 012	100 749	100 749	98 254	18 305	21 982	21 644
Entertainment									
Government motor transport									
Housing									

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2007/08	2008/09	2009/10	2010/11			2011/12	2012/13	2013/14
<i>Inventory: Food and food supplies</i>	356	17	16	10 750	10 750	10 634	11 370	12 052	12 715
<i>Inventory: Fuel, oil and gas</i>			11						
<i>Inventory: Learn & teacher support material</i>									
<i>Inventory: Raw materials</i>			421						
<i>Inventory: Medical supplies</i>									
<i>Inventory: Medicine</i>									
<i>Medsas inventory interface</i>									
<i>Inventory: Military stores</i>							41	44	46
<i>Inventory: Other consumables</i>	109	13	42	39	39	22	16 195	17 137	18 052
<i>Inventory: Stationery and printing</i>	614	4 631	6 267	15 658	15 658	15 481	12 199	12 932	13 643
<i>Lease payments</i>	618	238	1 659	11 509	11 509	11 296	30	31	33
<i>Owned & leasehold property expenditure</i>		9		28	28	5 819	59	63	66
<i>Transport provided dept activity</i>		23		56	56	56	13 833	14 603	15 351
<i>Travel and subsistence</i>	3 379	7 277	7 428	19 649	19 649	6 951	12 818	13 587	14 334
<i>Training & staff development</i>		581	547	12 092	12 092	31 403	11 240	11 915	12 570
<i>Operating expenditure</i>		423	50	10 604	10 604		4 065	69	73
<i>Venues and facilities</i>	563	18	200	62	62	37			
<i>Interest and rent on land</i>									
<i>Interest</i>									
<i>Rent on land</i>									
Transfers and subsidies to:	24	224	70 003						
Provinces and municipalities		224	52						
Provinces		79	52						
Provincial Revenue Funds									
Provincial agencies and funds		79	52						
Municipalities		145							
Municipalities of which: Regional service council levies		145							
Municipal agencies and funds									
Departmental agencies and accounts			69 927						
Social security funds			69 927						
Universities									
Foreign governments and international organisations									
Public corporations and private enterprises ⁵									
Public corporations									
Subsidies on production									
Other transfers									
Private enterprises									

	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
R thousand	2007/08	2008/09	2009/10	2010/11			2011/12	2012/13	2013/14
Subsidies on production									
Other transfers									
Non-profit institutions									
Households	24		24						
Social benefits	24		24						
Other transfers to households									
Payments for capital assets	165	658	110		1 750		4 000	4 400	4 840
Buildings and other fixed structures									
Buildings									
Other fixed structures									
Machinery and equipment	165	658	110		1 750		4 000	4 400	4 840
Transport equipment									
Other machinery and equipment	165	658	110		1 750		4 000	4 400	4 840
Heritage Assets									
Specialised military assets									
Biological assets									
Land and sub-soil assets									
Software and other intangible assets									
Payments for financial assets									
Total economic classification	60 357	108 211	175 385	347 873	349 623	324 538	266 841	282 115	302 776

TABLE 26: PAYMENTS AND ESTIMATES BY ECONOMIC CLASSIFICATION: GAUTRAIN

	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
R thousand	2007/08	2008/09	2009/10	2010/11			2011/12	2012/13	2013/14
Current payments		320	4 676						
Compensation of employees									
Salaries and wages									
Social contributions									
Goods and services of which		320	4 676						
Administrative fees									
Advertising									
Assets <R5000									
Audit cost: External									
Bursaries (employees)									
Catering: Departmental activities									
Communication									
Computer services									
Cons/prof: business & advisory services									
Cons/prof: Infrastructure & planning									
Cons/prof: Laboratory services									
Cons/prof: Legal cost		320	10						
Contractors			4 652						

R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2007/08	2008/09	2009/10	2010/11			2011/12	2012/13	2013/14
Agency & support/outsourced services									
Entertainment									
Government motor transport									
Housing									
Inventory: Food and food supplies									
Inventory: Fuel, oil and gas									
Inventory: Learn & teacher support material									
Inventory: Raw materials									
Inventory: Medical supplies									
Inventory: Medicine									
Medsas inventory interface									
Inventory: Military stores									
Inventory: Other consumables			14						
Inventory: Stationery and printing									
Lease payments									
Owned & leasehold property expenditure									
Transport provided dept activity									
Travel and subsistence									
Training & staff development									
Operating expenditure									
Venues and facilities									
Interest and rent on land									
Interest									
Rent on land									
Transfers and subsidies to:	4 890 116	7 523 695	6 056 111	2 528 360	3 655 218	2 896 071	2 193 530	2 297 642	2 417 119
Provinces and municipalities									
Provinces									
Provincial Revenue Funds									
Provincial agencies and funds									
Municipalities									
Municipalities									
of which: Regional service council levies									
Municipal agencies and funds									
Departmental agencies and accounts	4 890 116	7 523 695	6 056 111	2 528 360	3 655 218	2 896 071	2 193 530	2 297 642	2 417 119
Social security funds	4 890 116	7 523 695	6 056 111	2 528 360	3 655 218	2 896 071	2 193 530	2 297 642	2 417 119
Provide list of entities receiving transfers ⁴									
Universities									
Foreign governments and international organisations									
Public corporations and private enterprises ⁵									
Public corporations									
Subsidies on production									
Other transfers									
Private enterprises									
Subsidies on production									
Other transfers									
Non-profit institutions									

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R thousand	Outcome			Main appropriation	Adjusted appropriation	Revised estimate	Medium-term estimates		
	2007/08	2008/09	2009/10	2010/11			2011/12	2012/13	2013/14
Households									
Social benefits									
Other transfers to households									
Payments for capital assets									
Buildings and other fixed structures									
Buildings									
Other fixed structures									
Machinery and equipment									
Transport equipment									
Other machinery and equipment									
Heritage Assets									
Specialised military assets									
Biological assets									
Land and sub-soil assets									
Software and other intangible assets									
Payments for financial assets									
Total economic classification	4 890 116	7 524 015	6 060 787	2 528 360	3 655 218	2 896 071	2 193 530	2 297 642	2 417 119