

# VOTE 12

## Transport

Operational budget	R 9 339 635 423
MEC remuneration	R 1 821 577
Total amount to be appropriated	R 9 341 457 000
Responsible MEC	MEC for Transport and Community Safety and Liaison
Administering department	Transport
Accounting officer	Head: Transport

### 1. Overview

#### Vision

The department's vision is: *Prosperity through mobility.*

#### Mission statement

The department's mission is: *To strive to provide the public with mobility by an affordable transportation system that is safe, integrated, regulated and accessible to meet the developmental needs of the province.*

#### Strategic objectives

**Strategic policy direction:** The department's strategic policy direction is to support rural development, poverty alleviation and job creation as the department builds roads and bridges, provides safe integrated public transport systems, and manages traffic and the safety of all road users.

The department has set the following goals in order to achieve this:

- Provide mobility and accessibility within the province to achieve 32 890 kilometres of new road infrastructure by 2020.
- Effective management of the surfaced road infrastructure network by reducing the road condition of "poor to very poor" to less than 30 per cent by 2020.
- Promote and develop an integrated transportation system.
- Create and promote a safe road environment by decreasing road fatalities by 30 per cent by 2020.
- Promote sustainable economic transformation through expending 75 per cent of the procurement budget on Broad-Based Black Economic Empowerment (B-BBEE) level 4.

#### Core functions

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

##### *Construct, maintain and repair the provincial road network*

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

##### *Plan, regulate and provide an integrated transportation system*

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

### ***Manage road traffic***

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

### **Legislative mandate**

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

- Administrative Adjudication of Road Traffic Offences Act (Act No. 46 of 1998)
- Broad-Based Black Economic Empowerment Act (Act No. 53 of 2003)
- Criminal Procedure Act (Act No. 51 of 1977)
- Cross-border Road Transport Act (Act No. 4 of 1998)
- Employment Equity Act (Act No. 55 of 1998)
- Inter-governmental Relations Framework Act (Act No. 13 of 2005)
- KZN Provincial Minibus Taxi Act (Act No. 4 of 1998)
- KZN Provincial Roads Act (Act No. 4 of 2001)
- KZN Provincial Supply Chain Management Policy Framework (2006)
- KZN Public Transport Act (Act No. 3 of 2005)
- KZN Road Traffic Act (Act No. 7 of 1997)
- National Land Transport Act (Act No. 22 of 2000)
- National Roads Act (Act No. 54 of 1971)
- National Road Traffic Act (Act No. 93 of 1996)
- Occupational Health and Safety Amendment Act (Act No. 5 of 2000)
- Preferential Procurement Policy Framework Act (Act No. 5 of 2000)
- Promotion of Access to Information Act (Act No. 2 of 2000)
- Promotion of Administrative Justice Act (Act No. 3 of 2000)
- Public Finance Management Act (Act No. 1 of 1999, as amended) and Treasury Regulations
- Public Service Act (Act No. 103 of 1994) and Regulations
- Road Traffic Act (Act No. 29 of 1989)
- Road Traffic Management Corporation Act (Act No. 20 of 1999)
- The Constitution of the Republic of South Africa (Act No. 108 of 1996)
- Construction Industry Development Board Act (Act No. 38 of 2000)
- Urban Transport Act (Act No. 78 of 1977)

## **2. Review of the 2014/15 financial year**

Section 2 provides a review of 2014/15, outlining the main achievements and progress made by the department during the year, as well as providing a brief discussion on challenges and new developments.

### ***Transport infrastructure***

Nearly 75 per cent of the department's budget is allocated toward the upgrading and maintenance of road infrastructure in line with the goal of providing a balanced road network that meets the mobility needs of KZN citizens, and providing a logistics platform for South Africa's global trade, in accordance with the national and PGDS/P.

Departmental programmes like Operation *KuShunquthuli* and the African Renaissance Roads Upgrading Programme (ARRUP) have continued to focus on road infrastructure development in rural areas. The

following are some projects currently in progress:

- Main Road P234, located in Nongoma, comprises the upgrade of 40 kilometres from gravel to blacktop. Currently, five kilometres of earthwork activities are in progress to construct a temporary detour for road users.
- Main Road P104, located in Ndwedwe, comprises the upgrade of 22 kilometres from gravel to blacktop, and five kilometres of this will be achieved by the end of 2014/15.
- Main Road P1-1(M13), located between Hillcrest and Pinetown, consisting of the rehabilitation of 11 kilometres of blacktop road. There was a delay in finalising the surface due to tender appeals. However, seven kilometres of milling and replace of premix (where existing surface is removed and new asphalt material is laid) will be achieved by the end of 2014/15.
- Main Road P398-1, located between KwaMsane and Mtubatuba, where 11 kilometres of rehabilitation have been completed.
- Main Road P496 John Ross Highway, located between Empangeni to Richards Bay, consisting of the upgrade of 16 kilometres in 2015/16.
- Two pedestrian bridges were completed in the eThekweni Metro. The department planned to achieve 13 pedestrian bridges by the end of 2014/15, and the balance is on track to be completed in the fourth quarter.

The departmental target outputs for rehabilitation were negatively affected due to various tender appeals that were lodged against the annual contract for supplying and laying of premix. These projects are large and are therefore undertaken over a period of time. As such, most of these projects continue over several financial years. There are also challenges that are beyond the department's control, such as unfavourable weather conditions, in addition to the tender appeals. The department is working closely with Provincial Treasury to fast-track these appeals so that projects can commence or continue.

#### ***Transport operations***

The implementation of the Public Transport Implementation Strategy, which will provide for the incorporation of all modes of transport into the public transport subsidised contracts, remains one of the priorities of the department. During the year under review, the department developed an incubation programme to create an enabling environment for new emerging operators within the transportation industry to develop into sustainable contracting operators. The department also separated the contracts into sustainable business packages (to assist small and previously disadvantaged operators to compete with established operators), assessed the financial viability of new contracts, and developed and conducted a consultation process with affected operators in areas of operations including all contracted operators, the South African Bus Owners Association, the South African National Taxi Council, as well as the KwaZulu-Natal Bus Council.

The last Integrated Public Transport Network (IPTN) in the Harry Gwala District Municipality commenced in 2014/15, and the department has indicated that this will be completed by 2016/17.

#### ***Learner transport***

In 2014/15, the department received R168.430 million for the provision of subsidised dedicated learner transport services, as well as monitoring. This has allowed an increase in the number of learners and schools benefiting. The number of learners benefiting has increased from 19 550 in 2013/14 to 21 760 in 2014/15 and schools increased from 206 in 2013/14 to 226 in 2014/15. These increases are in line with the additional needs arising from learners moved from satellite schools and non-viable schools (where schools in remote areas are not performing well, and do not have enough learners, teachers and equipment) and are moved to mainstream schools which are far from their communities, and hence transportation is required.

Although there is progress in the provision of this service, the challenge of high demand for additional dedicated learner transport services still remains, but limited funding makes it difficult to address all the needs, at this stage.

### ***Road safety***

At a national level, government has become a signatory to the United Nation pledge for “A Decade of Action for Road Safety 2011-2020”. This pledge commits to reducing and stabilising the level of road traffic deaths around the world by 50 per cent by 2020. The Decade of Action is a commitment shared by both the National and Provincial Departments of Transport, which focuses on building road safety management capacity, upgrading safety infrastructure, furthering the safety of vehicles, enhancing the behaviour of road safety users, and improving post-road accident care.

### ***Expanded Public Works Programme (EPWP)***

The department continued to expand community-based labour-intensive road construction and maintenance programmes, which are aligned with the objectives of EPWP principles. The department created 5 336 000 person days of employment, equating to 60 000 jobs created in 2014/15. This includes 43 850 for women and 30 000 for youth. This programme has contributed to the alleviation of poverty and created employment opportunities for people who will not usually find employment in the formal sector due to lack of formal education.

## **3. Outlook for the 2015/16 financial year**

Section 3 looks at the key focus areas of 2015/16, outlining what the department is hoping to achieve during the year, as well as briefly looking at challenges and proposed new developments.

The bulk of the department’s budget allocation is for the construction of roads, and the maintenance of the provincial road network. In 2015/16, the department will continue with construction and maintenance projects which include Main Road P234, Main Road P104, Main Road P1-1(M13), Main Road P496, Main Road P230, and Main Road P68, which are detailed below. In addition, the department will continue with the provision of learner transport services and the subsidisation of bus services in the province. The department will continue to undertake law enforcement campaigns through Operation *Shanela* to promote road safety.

### ***Transport infrastructure***

The department will continue to use the Operation *KuShunquthuli* and ARRUP to focus on road infrastructure development in rural areas. The department will continue with the construction of the following projects that will be the stimulus in linking rural communities to provincial hubs of activity, to achieve the strategic goal of providing access and mobility within the province, where the priority is in rural areas. The department will continue with the upgrading and rehabilitation of the provincial road network to improve and prolong the lifespan of the provincial infrastructure network, and this includes the following projects:

- Main Road P234, located in Nongoma, comprising the upgrade of 40 kilometres from gravel to blacktop. The department plans to construct a further five kilometres of surfaced road in 2015/16.
- Main Road P104, located in Ndwedwe, comprising the upgrade of 22 kilometres from gravel to blacktop. The department plans to upgrade a further five kilometres of surfaced road in 2015/16.
- Main Road P1-1(M13), located between Hillcrest and Pinetown, consisting of the rehabilitation of four kilometres of blacktop road in 2015/16.
- Main Road P496 John Ross Highway, located between Empangeni to Richards Bay, consisting of the upgrade of 16 kilometres in 2015/16.
- Main Road P230, located between Eshowe to Empangeni, comprising the upgrade of six kilometres from gravel road to blacktop surface in 2015/16.

### ***Transport operations***

After the successful implementation of the Public Transport Implementation Strategy in Port Shepstone, the department plans to roll out implementation to other districts in the province, where there are subsidised service contracts for the public transport system. The re-engineering of the public transport system in the country has resulted in the need to develop and implement integrated public transport

networks, which is a municipal function. However, the lack of capacity in municipalities to undertake this function means that the department will continue to provide assistance to district municipalities to develop their IPTNs. The department has already completed nine (Ugu, Umkhanyakude, uMgungundlovu, Ilembe, uThungulu, Uthukela, Zululand, Umzinyathi and Amajuba) IPTNs, with the remaining one (Harry Gwala) being scheduled for completion by 2016/17.

#### ***Learner transport***

The department will continue to provide learner transport services in the province over the 2015/16 MTEF, which will provide an estimated 226 schools and 21 760 learners with the service. The challenges in respect of this service include the fact that demand far exceeds the budget available to provide the service.

A provincial Learner Transport Framework, which will guide transportation of learners in the province, will be developed during 2015/16.

#### ***Road safety***

The department is in the process of formalising a departmental liaison structure at ward committee level in respect of road safety programmes to ensure that there is a systematic way of getting all transportation related needs coming from a ward level up to the provincial level. It will also enable a distribution of all departmental services and support to communities through structures that are ward-based. The various community-based structures, such as the Community Road Safety Councils (CRSCs), the Rural Road Transport Forums (RRTFs) and the Public Transport Passenger Associations (PTPAs) within the department, are being amalgamated into a single structure in order to deliver co-ordinated services. The representation of road safety at ward level, within the newly formed transportation structure, will greatly improve the identification and prioritisation of required engineering needs (such as speed bumps, sidewalks and road signage) by reducing the reporting and implementation channel from head office level to area manager level.

The department will continue to implement the Participatory Education Techniques project and the Road Safety Debates project, which focus on youth development. These projects provide a platform to educate high school learners on road safety issues. They are flagship projects of the Road Traffic Management Corporation (RTMC), who is also responsible for co-ordinating and managing the National Road Safety Debates Competition. The department further proposes the enhancement of partnerships against road accidents through the international planning and co-ordination of internal and external partners in road safety activities. Road safety education will be intensified and improved through the provision of research-driven road safety education programmes and resource material.

#### ***Expanded Public Works Programme (EPWP)***

The department will continue to expand the community-based labour-intensive road construction and maintenance programmes, which are aligned with the objectives of EPWP principles. In line with EPWP phase 3, the department aims to adhere to the key principles of the programme by increasing the labour-intensity of various projects, increasing the intake of youth beneficiaries, adhering to the EPWP wage rate as required by the Ministerial Determination on Public Works Programmes, while ensuring the delivery of quality service to communities. In 2015/16, the department is committed to creating 5 520 000 work opportunities, equating to 62 700 jobs created. This included 44 640 for women and 31 350 for youth.

The department received funding in 2015/16 in respect of the EPWP Integrated Grant for Provinces to be utilised for the creation of EPWP job opportunities. The department will continue with the development of a B-BBEE road construction and maintenance industry, through the provision of accredited business skills training for the *Zibambele* and *Vukuzakhe* contractors.

From the 2015/16 MTEF, funds have been suspended from the department to the Department of Public Works (DOPW) in respect of the function shift of the provincial co-ordination of EPWP. DOPW will now be responsible for ensuring that the provincial co-ordination and support function is aligned to the structuring at national level and with other provinces.

## 4. Receipts and financing

### 4.1 Summary of receipts

Table 12.1 gives the sources of funding of Vote 12 over the seven-year period 2011/12 to 2017/18. The table also compares actual and budgeted receipts against actual and budgeted payments.

The department receives a provincial allocation in the form of an equitable share, and national conditional grant allocations for the maintenance and construction of road infrastructure, the subsidisation of bus transport in the province and creating job opportunities through EPWP projects.

**Table 12.1 : Summary of receipts and financing**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2011/12	2012/13	2013/14	2014/15			2015/16	2016/17	2017/18
Equitable share	4 470 772	5 045 133	5 450 741	6 308 211	6 298 211	6 298 211	6 571 834	6 920 253	7 266 266
Conditional grants	2 157 272	2 373 740	2 464 340	2 752 384	2 752 384	2 752 384	2 759 623	2 815 406	3 008 345
Transport Disaster Management grant	29 736	-	-	-	-	-	-	-	-
Public Transport Operations grant	773 473	808 279	852 325	904 783	904 783	904 783	924 766	964 241	1 024 634
EPWP Integrated Grant for Provinces	117 415	64 290	88 487	59 443	59 443	59 443	55 602	-	-
Provincial Roads Maintenance grant	1 236 648	1 501 171	1 523 528	1 788 158	1 788 158	1 788 158	1 779 255	1 851 165	1 983 711
<b>Total receipts</b>	<b>6 628 044</b>	<b>7 418 873</b>	<b>7 915 081</b>	<b>9 060 595</b>	<b>9 050 595</b>	<b>9 050 595</b>	<b>9 331 457</b>	<b>9 735 659</b>	<b>10 274 611</b>
<b>Total payments</b>	<b>6 639 855</b>	<b>7 650 308</b>	<b>8 055 187</b>	<b>9 060 595</b>	<b>9 050 885</b>	<b>9 050 885</b>	<b>9 341 457</b>	<b>9 735 659</b>	<b>10 274 611</b>
Surplus/(Deficit) before financing	(11 811)	(231 435)	(140 106)	-	(290)	(290)	(10 000)	-	-
Financing									
of which									
Provincial roll-overs	-	-	-	-	-	-	-	-	-
Provincial cash resources	-	224 921	131 000	-	290	290	10 000	-	-
<b>Surplus/(Deficit) after financing</b>	<b>(11 811)</b>	<b>(6 514)</b>	<b>(9 106)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

The department received various conditional grants over the period including the Public Transport Operations grant (PTOG), the EPWP Integrated Grant for Provinces, the Provincial Roads Maintenance grant and the Transport Disaster Management grant (in 2011/12 only), to provide for flood disaster in the South Coast area.

The department over-spent its allocation by R11.811 million in 2011/12, largely due to the ongoing costs of the reconstruction (betterment and re-gravelling) of roads, undertaken in respect of the flood damage to the provincial road network that occurred mainly in the Ladysmith area in December 2010 and January 2011. In addition, the higher than anticipated rehabilitation of roads undertaken in line with a detailed technical analysis of the road conditions in KZN also contributed to the over-expenditure.

In 2012/13, the department was allocated R19.921 million in respect of the EPWP Integrated Grant for Provinces. This was transferred to the Provincial Revenue Fund in 2011/12, but only allocated in 2012/13 to be utilised for the creation of EPWP job opportunities. In addition, R205 million was allocated in respect of the rehabilitation and upgrade of various roads. This included the upgrade of 44.5 kilometres of gravel roads to blacktop roads and the construction of one pedestrian bridge. These amounts are reflected against provincial cash resources in Table 12.1.

The department over-spent against the 2012/13 budget by R6.514 million mainly due to the early commencement of the construction of the Mahlabathini gravel roads, Umzimkhulwana River Bridge, Main road P728 in Ugu and the Main road P700 in Ulundi and Empangeni that were put on hold in 2011/12. This was due to internal project reprioritisation in that year to offset unbudgeted expenditure which resulted from the reconstruction of roads damaged as a result of heavy rainfall in December 2010 and January 2011 in the Ladysmith area. The increased costs in construction materials such as cement, fuel, bitumen, etc., also contributed to the over-expenditure.

In 2013/14, the department was allocated provincial cash resources of R131 million, made up of R70 million for road rehabilitation and construction backlogs, R60 million for various public transport projects (which was used to offset spending pressures relating to the PTOG), as well as R1 million for Operation *Sukuma Sakhe* (OSS) initiatives. In addition, the department was allocated R6.800 million for the re-grading of clerical staff from level 4 to level 5 in line with DPSA requirements. Also in 2013/14, an amount of R157.007 million was reduced from the Provincial Roads Maintenance grant in line with a

directive from National Treasury, and an amount of R2.662 million was suspended in respect of the centralisation of parts of the communications budget under the Office of the Premier (OTP).

The department over-spent against the 2013/14 budget by R9.106 million due to expenditure pressures relating to the PTOG, as a result of the under-funding of the grant from its inception and increases in fuel prices and labour costs, which resulted in higher than anticipated claims in respect of bus subsidies. The completion of some sections of various construction projects, the increased costs in construction materials such as cement, fuel, bitumen, etc., also contributed to the over-expenditure.

This 2013/14 over-spending resulted in unauthorised expenditure in terms of the adoption of the SCOPA resolutions by the Legislature on 9 December 2014. Thus, in terms of Section 34(2) of the PFMA, the department is liable for the repayment of the over-expenditure. This resulted in the first instalment of the first charge of R4.553 million being implemented against the budget in 2015/16 and the second instalment of R4.553 million in 2016/17. This is reflected as a footnote in Tables 12.6 and 12.7 below.

In the 2014/15 Adjusted Appropriation, provincial cash resources of R290 000 were allocated to the department for the costs relating to the RTI Commission in respect of the nine applicants who were hospitalised as a result of the trainee traffic officers' recruitment process that took place in 2012/13, as well as the one applicant who was hospitalised for an extended period.

Also in the 2014/15 Adjusted Appropriation, provincial cash resources of R10 million were suspended from the department and allocated back in 2015/16, in respect of learner transport services. The department was allocated an additional R37 million in January 2014, fairly late during the process of compiling the EPRE. Also, the learner transport contracts that needed to be in place for the department to fully spend the entire additional allocation were not awarded due to delays experienced with the appointment of service providers. Accordingly, as the department was not able to spend the entire additional allocation, an amount of R10 million was suspended to 2015/16, when all contracts will be in place. As at the end of December 2014, the department is projecting to fully spend the 2015/16 allocation.

With regard to the 2015/16 MTEF, the department has been reallocated funds relating to the external bursaries budget that were centralised in the 2014/15 MTEF under OTP. This has been decentralised back to all departments from where the budget was previously moved.

The budget shows a healthy increase over the 2015/16 MTEF mainly attributed to the carry-through allocations of construction and maintenance projects, investment in the computerised licence testing project and an increase in law enforcement and road safety campaigns, as well as inflationary increments.

## 4.2 Departmental receipts collection

Table 12.2 below indicates the estimated departmental receipts for Vote 12. Details of departmental receipts are presented in *Annexure – Vote 12: Transport*. Table 12.2 shows a general increase in the total amount of revenue collected by the department over the seven-year period. This increase can be attributed to improved revenue collection strategies, higher than anticipated applications for new and renewal of motor vehicle licences, as well as higher than anticipated applications for learners' and drivers' licences

**Table 12.2 : Summary of departmental receipts collection**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2011/12	2012/13	2013/14	2014/15			2015/16	2016/17	2017/18
Tax receipts	1 231 524	1 318 621	1 396 323	1 420 000	1 420 000	1 452 633	1 481 000	1 540 240	1 601 850
Casino taxes	-	-	-	-	-	-	-	-	-
Horse racing taxes	-	-	-	-	-	-	-	-	-
Liquor licences	-	-	-	-	-	-	-	-	-
Motor vehicle licences	1 231 524	1 318 621	1 396 323	1 420 000	1 420 000	1 452 633	1 481 000	1 540 240	1 601 850
Sale of goods and services other than capital assets	122 587	126 819	130 592	120 000	120 000	123 286	129 450	135 923	142 719
Transfers received	-	-	-	-	-	-	-	-	-
Fines, penalties and forfeits	45 148	50 318	38 186	25 000	25 000	36 274	38 088	39 992	41 992
Interest, dividends and rent on land	350	274	202	160	160	253	266	280	295
Sale of capital assets	3 558	1 951	4 181	2 500	2 500	2 281	2 650	2 800	2 940
Transactions in financial assets and liabilities	6 315	4 282	7 814	4 500	4 500	1 956	2 053	2 176	2 307
<b>Total</b>	<b>1 409 482</b>	<b>1 502 265</b>	<b>1 577 298</b>	<b>1 572 160</b>	<b>1 572 160</b>	<b>1 616 683</b>	<b>1 653 507</b>	<b>1 721 411</b>	<b>1 792 102</b>

As reflected in Table 12.2, the bulk of the department's revenue is derived from *Tax receipts (Motor vehicle licences)* collected in terms of the Road Traffic Act. The increase from 2011/12 onward can be attributed to the growth in vehicle population and higher than anticipated application of new and the renewal of motor vehicle licences. Over the MTEF, growth of *Motor vehicle licences* averages 3 per cent as the department is concerned with the reduction in revenue due to cheaper fees from neighbouring provinces such as Mpumalanga.

*Sale of goods and services other than capital assets* consists of motor vehicle registration, sale of personalised and specific number plates, registration of classification of vehicles, such as abnormal loads and special vehicles, as well as applications for learners' and drivers' licences. Additional to these revenue sources are boarding services, and course fees related to the Traffic Inspectorate Training College and commission on PERSAL deductions, etc. The revenue collection increased from 2011/12 to 2013/14 due to the higher than anticipated applications for learners' and drivers' licences, sale of personalised and specific number plates, as well as improved registration of classification of vehicles, such as abnormal loads and special vehicles. The fluctuation is due to the category being dependant on a wide range of population such as individuals, businesses and vehicle population. The 2014/15 Revised Estimate projects to over-collect due to the higher than anticipated application of learners and drivers' licences. The increase over the MTEF can be ascribed to the continuous increase in demand for drivers' licences coupled with inflationary increments. At this stage, the revenue collection over the 2015/16 MTEF excludes the effect of changing from town specific number plates to KZN registration numbers.

*Fines, penalties and forfeits* largely reflects the collection of traffic fines from non-compliance to road traffic laws and regulations. The revenue collected from 2011/12 to 2012/13 can be attributed to improved recovery strategies and measures put in place for the collection of fines receivable, such as traffic fines. It must be noted that the revenue fluctuations are due to the nature of this category which is difficult to project. The decline from 2012/13 to the 2014/15 Revised Estimate can be attributed to the implementation of the Administrative Adjudication of Road Traffic Offences (AARTO) Act. This Act outlines a framework for the distribution of revenue collected from this category among the stakeholders concerned. It also offers discounts to the offender if the fine is paid within a specified timeframe. *Albeit* from a lower level, the growth over the MTEF is based on historical performance and inflationary increments.

*Interest, dividends and rent on land* mainly consists of items such as interest on staff debts. The fluctuations over the seven-year period can be attributed to the difficulty in accurately projecting for these items due to their uncertain nature.

*Sale of capital assets* reflects the sale of redundant vehicles and departmental plant. The difficulty in projecting with certainty for the collection of these receipts results in the fluctuations over the seven-year period, hence the conservative growth over the MTEF.

The department also collects revenue from *Transactions in financial assets and liabilities*, which are made up of recoveries of staff debts and stale cheques. Revenue collection against this category is also uncertain, hence the fluctuations over the seven-year period.

### 4.3 Agency receipts

Tables 12.3 and 12.4 below present details of agency receipts that are received by the department.

Table 12.3 : Details of agency receipts

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2011/12	2012/13	2013/14	2014/15			2015/16	2016/17	2017/18
Agency receipt	8 517	7 585	-	8 500	8 500	1 264	3 792	2 528	-
South African Road Agency Limited (SANRAL)	8 517	7 585	-	8 500	8 500	1 264	3 792	2 528	-
Total	8 517	7 585	-	8 500	8 500	1 264	3 792	2 528	-

Table 12.4 : Details of payments and estimates of agency receipts

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2011/12	2012/13	2013/14	2014/15			2015/16	2016/17	2017/18
Agency receipt	8 517	7 585	-	8 500	8 500	1 264	3 792	2 528	-
South African Road Agency Limited (SANRAL)	8 517	7 585	-	8 500	8 500	1 264	3 792	2 528	-
<b>Total</b>	<b>8 517</b>	<b>7 585</b>	<b>-</b>	<b>8 500</b>	<b>8 500</b>	<b>1 264</b>	<b>3 792</b>	<b>2 528</b>	<b>-</b>

The department receives funding from the South African National Roads Agency Limited (SANRAL), to cater for an extended overload control function on the national road network in the province.

In 2013/14, the department's contract with SANRAL expired, and the process of renewing the contract took longer than anticipated. The department indicated that SANRAL amended the contract to only pay for the number of vehicles weighed, which the department did not agree with and, as such, did not sign the contract and negotiated with SANRAL to revert to the old contract where SANRAL pays the salaries of the traffic officers undertaking the weighing, as well as all administrative costs, where applicable. The department could not reach an agreement with SANRAL, and this led to non-receipt of funds in 2013/14.

In 2014/15, the department anticipated to receive R8.500 million as per the *EPRE*. This was based on the contract the department had initially signed with SANRAL in 1999. The department signed the new contract at the end of November 2014 and, in terms of the current agreement, which differs considerably from the previous agreement, SANRAL indicated that only three weighbridges on the N3 corridor form part of the agreement, namely Westmead, Mkondeni and Midway. Under the new performance payment, SANRAL will remunerate in respect of the number of vehicles weighed. Thus, the formula is as follows: R150 per overloaded truck and R20 per legally loaded vehicle weighed. Based on the targets set for Midway (2 500), Mkondeni (1 500) and Westmead (750), the department will be remunerated R180 000, R88 500 and R47 500, respectively, per month. The anticipated payments that will be made therefore total R316 000 per month, which equates to R3.792 million for a year. Based on the revised contract by SANRAL, the department now projects to receive R948 000 per quarter as opposed to the R2.125 million based on the R8.500 million projection.

As such, the department will only receive R1.264 million in 2014/15 if the targets set are met, as the costs will purely be based on the number of vehicles weighed from December 2014 to March 2015, as shown in the 2014/15 Revised Estimate.

The reduction in allocation in 2016/17 in comparison to 2015/16 is ascribed to the contract being signed for two years only and it ends in November 2016, and this accounts for the low amount in 2016/17 in comparison to 2015/16. Thereafter, the department and SANRAL will review and renew the contract. As the department does not know the content of the new agreement, it could not determine the performance payment, hence there is no allocation in 2017/18.

## 5. Payment summary

This section summarises the payments and budget estimates for the vote in terms of programmes and economic classification. Details of the economic classification per programme are presented in *Annexure – Vote 12: Transport*.

### 5.1 Key assumptions

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

- National Treasury imposed fiscal consolidation cuts on the equitable share and conditional grant allocations of provinces for 2015/16 and 2016/17. In KZN, the bulk of the equitable share cut is absorbed by reducing the Contingency Reserve, stopping of the Strategic Cabinet Initiatives Fund, etc. As part of the fiscal consolidation, National Treasury has not provided any funding for the carry-through costs of the 2014 wage agreement, and the department therefore had to fund these by internal reprioritisation and lowering growth of non-essential item budgets.

- The expanded cost-cutting measures, as reissued by Provincial Treasury in 2014/15, will continue to be adhered to over the 2015/16 MTEF, in conjunction with National Treasury Instruction 01 of 2013/14: Cost-containment measures. However, the provincial cost-cutting measures have been updated to include those that were adopted by the Committee of HODs (COHODs) in December 2014, and an updated circular has been reissued to departments and public entities.
- Provision was made for an inflationary wage adjustment of 5.6, 5.5 and 5 per cent for each of the three years of the 2015/16 MTEF, respectively. The department also provided for the 1.5 per cent pay progression. Provision has been made for the filling of vacant posts, while taking into account the moratorium on the filling of non-critical vacant posts. The incremental budgeting approach was used for the 2015/16 MTEF, as was the case in the 2014/15 MTEF. All inflation related increases are based on CPI projections.

## 5.2 Additional allocations for the 2013/14 to 2015/16 MTEF

Table 12.5 shows additional funding received by the department over the three MTEF periods: 2013/14, 2014/15 and 2015/16. Note that the table reflects only the provincial additional allocations, and excludes additional allocations in respect of conditional grants.

The purpose of such a table is two-fold. Firstly, it shows the quantum of additional funding allocated to the department in the past and current MTEF periods. Secondly, it indicates the policies and purposes for which the additional funding was allocated. The carry-through allocations for the 2013/14 and 2014/15 MTEF periods (i.e. for the financial year 2017/18) are based on the incremental percentage used in the 2015/16 MTEF.

**Table 12.5 : Summary of additional provincial allocations for the 2013/14 to 2015/16 MTEF**

R thousand	2013/14	2014/15	2015/16	2016/17	2017/18
<b>2013/14 MTEF period</b>	<b>51 435</b>	<b>(33 605)</b>	<b>(67 249)</b>	<b>(70 342)</b>	<b>(73 859)</b>
Census data update and 1%, 2% and 3% baseline cuts	(73 380)	(165 035)	(204 725)	(214 142)	(224 849)
Learner transport (portion moved from Education)	124 815	131 430	137 476	143 800	150 990
<b>2014/15 MTEF period</b>		<b>104 147</b>	<b>113 952</b>	<b>120 089</b>	<b>126 093</b>
Re-grading of clerical staff		5 000	5 000	5 000	5 250
Carry-through of previous wage agreements		9 352	18 058	20 867	21 910
Road maintenance and construction projects		60 000	60 000	60 000	63 000
Learner transport - final shift from Education		37 000	38 500	42 200	44 310
Centralisation of communications budget under OTP		(5 705)	(6 016)	(6 293)	(6 608)
Centralisation of external bursaries budget under OTP		(1 500)	(1 590)	(1 685)	(1 769)
<b>2015/16 MTEF period</b>			<b>10 529</b>	<b>571</b>	<b>600</b>
EPWP co-ordination moved to DOPW			(1 061)	(1 114)	(1 169)
Learner transport suspended from 2014/15			10 000	-	-
Decentralisation of bursaries budget			1 590	1 685	1 769
<b>Total</b>	<b>51 435</b>	<b>70 542</b>	<b>57 232</b>	<b>50 318</b>	<b>52 834</b>

In the 2013/14 MTEF, the department received funding relating to learner transport, suspended from Vote 5: Education. Also in the 2013/14 MTEF, National Treasury took a decision to impose 1, 2 and 3 per cent baseline cuts on all spheres of government (i.e. National, Provincial and Local) in order to curb the national deficit as public spending is growing faster than revenue collection. In addition, KZN received reduced equitable share allocations as a result of the reduced proportion in terms of population numbers as reported in the 2011 Census data results. The effect of this on the department was a substantial reduction in the budget over the entire period.

In the 2014/15 MTEF, additional funding was allocated for the re-grading of clerical staff from level 4 to level 5 in line with DPSA requirements, as well as the carry-through of previous wage agreements. In addition, funding was allocated for road maintenance and construction projects. Also in the 2014/15 MTEF, funds were suspended from the department in respect of the centralisation of parts of the communications and external bursaries budgets under OTP. Again, additional funding was suspended from Vote 5: Education, being the final shift of funding in respect of learner transport services.

With regard to the 2015/16 MTEF, funds were suspended, relating to the function shift of the provincial co-ordination of EPWP from the department, to DOPW. In addition, an amount of R10 million, which was suspended in respect of the learner transport services in 2014/15 from the department, was reallocated back in 2015/16, as previously discussed. Also over the 2015/16 MTEF, the department was reallocated funds relating to the centralisation of the bursaries budget under OTP, as mentioned previously.

### 5.3 Summary by programme and economic classification

The services rendered by the department are categorised under five programmes, which are largely aligned to the uniform budget and programme structure of the Transport sector. The department's mission is to provide the public with integrated and accessible road and public transport infrastructure and to promote road and public transport safety, through the interaction of these five programmes. Tables 12.6 and 12.7 provide a summary of the vote's payments and budgeted estimates over the seven-year period, by programme and economic classification, respectively.

**Table 12.6 : Summary of payments and estimates by programme: Transport**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2011/12	2012/13	2013/14	2014/15			2015/16	2016/17	2017/18
1. Administration	204 483	250 657	257 304	254 624	253 814	253 814	296 231	305 083	314 875
2. Transport Infrastructure	4 948 311	5 766 900	5 990 958	6 877 668	6 827 918	6 827 918	6 831 409	7 102 491	7 504 014
3. Transport Operations	887 181	1 012 986	1 143 133	1 184 123	1 253 412	1 253 412	1 409 008	1 481 406	1 566 708
4. Transport Regulation	559 145	566 332	621 318	699 740	670 201	670 201	760 770	801 091	841 146
5. Community Based Programme	40 735	53 433	42 474	44 440	45 540	45 540	44 039	45 588	47 868
<b>Total</b>	<b>6 639 855</b>	<b>7 650 308</b>	<b>8 055 187</b>	<b>9 060 595</b>	<b>9 050 885</b>	<b>9 050 885</b>	<b>9 341 457</b>	<b>9 735 659</b>	<b>10 274 611</b>
Unauth. Exp. (1st charge) not available for spending	-	-	-	-	-	-	(4 553)	(4 553)	-
<b>Baseline available for spending after 1st charge</b>	<b>6 639 855</b>	<b>7 650 308</b>	<b>8 055 187</b>	<b>9 060 595</b>	<b>9 050 885</b>	<b>9 050 885</b>	<b>9 336 904</b>	<b>9 731 106</b>	<b>10 274 611</b>

**Table 12.7 : Summary of payments and estimates by economic classification: Transport**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2011/12	2012/13	2013/14	2014/15			2015/16	2016/17	2017/18
<b>Current payments</b>	<b>3 408 533</b>	<b>3 802 271</b>	<b>3 947 180</b>	<b>5 050 727</b>	<b>4 428 768</b>	<b>4 351 886</b>	<b>5 084 333</b>	<b>5 273 987</b>	<b>5 594 768</b>
Compensation of employees	1 100 404	1 176 174	1 266 775	1 507 280	1 355 698	1 347 937	1 657 756	1 762 384	1 899 783
Goods and services	2 308 129	2 626 096	2 680 332	3 543 447	3 073 070	3 003 940	3 426 577	3 511 603	3 694 985
Interest and rent on land	-	1	73	-	-	9	-	-	-
<b>Transfers and subsidies to:</b>	<b>785 190</b>	<b>819 214</b>	<b>931 273</b>	<b>922 357</b>	<b>1 036 808</b>	<b>1 046 353</b>	<b>1 090 793</b>	<b>1 154 318</b>	<b>1 224 280</b>
Provinces and municipalities	652	2 379	4 281	1 600	3 982	3 982	2 148	2 232	2 315
Departmental agencies and accounts	-	-	-	-	4 522	4 522	4 771	5 034	5 427
Higher education institutions	-	-	-	-	-	-	-	-	-
Foreign governments and international organisations	-	-	-	-	-	-	-	-	-
Public corporations and private enterprises	773 473	808 877	915 867	910 783	1 002 829	1 002 829	1 063 000	1 125 452	1 192 975
Non-profit institutions	-	-	-	-	-	-	-	-	-
Households	11 065	7 958	11 125	9 974	25 475	35 020	20 874	21 600	23 563
<b>Payments for capital assets</b>	<b>2 445 913</b>	<b>3 028 705</b>	<b>3 176 152</b>	<b>3 087 511</b>	<b>3 585 078</b>	<b>3 652 273</b>	<b>3 161 778</b>	<b>3 302 801</b>	<b>3 455 563</b>
Buildings and other fixed structures	2 374 923	2 901 214	3 096 671	2 947 285	3 438 362	3 505 557	2 985 943	3 116 282	3 272 096
Machinery and equipment	68 247	123 986	75 151	140 226	145 623	145 230	175 835	186 519	183 467
Heritage assets	-	-	-	-	-	-	-	-	-
Specialised military assets	-	-	-	-	-	-	-	-	-
Biological assets	-	-	-	-	-	-	-	-	-
Land and sub-soil assets	-	-	-	-	-	-	-	-	-
Software and other intangible assets	2 743	3 505	4 330	-	1 093	1 486	-	-	-
<b>Payments for financial assets</b>	<b>219</b>	<b>118</b>	<b>582</b>	<b>-</b>	<b>231</b>	<b>373</b>	<b>4 553</b>	<b>4 553</b>	<b>-</b>
<b>Total</b>	<b>6 639 855</b>	<b>7 650 308</b>	<b>8 055 187</b>	<b>9 060 595</b>	<b>9 050 885</b>	<b>9 050 885</b>	<b>9 341 457</b>	<b>9 735 659</b>	<b>10 274 611</b>
Unauth. Exp. (1st charge) not available for spending	-	-	-	-	-	-	(4 553)	(4 553)	-
<b>Baseline available for spending after 1st charge</b>	<b>6 639 855</b>	<b>7 650 308</b>	<b>8 055 187</b>	<b>9 060 595</b>	<b>9 050 885</b>	<b>9 050 885</b>	<b>9 336 904</b>	<b>9 731 106</b>	<b>10 274 611</b>

As explained previously, the department is liable for the repayment of previous year's over-expenditure, resulting in a first charge against the department's budget in 2015/16 and 2016/17 and this is reflected under Programme 1: Administration and against *Payments for financial assets*. This is shown as a footnote in Tables 12.6 and 12.7 above. The expenditure and budget over the period under review reflects healthy growth, as explained below.

Programme 1: Administration reflects steady growth over the period under review. The moratorium on the filling of vacant posts was lifted in February 2012, and the department filled critical posts, which

accounted for the increase in 2012/13 onward. The amount in 2013/14 was inflated by the over-expenditure in that year, which resulted from the higher than anticipated costs relating to computer services, communications, as well as lawyers' fees for the RTI Commission, among others. The department indicated that OTP paid the Commission's salaries and travel and subsistence only. This accounts for the decrease in the 2014/15 Main Appropriation. The slight reduction in the 2014/15 Adjusted Appropriation was a result of the slower than anticipated filling of vacant posts due to lengthy recruitment processes and the difficulty in finding suitable candidates, as well as resignations. The high growth over the 2015/16 MTEF relates mainly to inflationary growth, payments to the Construction Education and Training Authority (CETA) and the Transport Education and Training Authority (TETA) levies in terms of the Skills Development Act, the reallocation of the bursaries funds from OTP, as well as inflationary increases. Also, the 2015/16 and 2016/17 amounts include R4.553 million in each of the years, in respect of the first charge. These amounts are reflected against *Payments for financial assets*.

Programme 2: Transport Infrastructure reflects a steady increase over the seven-year period. The increase relates to the department's investment in the provincial road network. The increase in 2012/13 mainly relates to funds reprioritised from other programmes to provide for higher than anticipated capital expenditure, which resulted from the commencement of construction projects that were put on hold in 2011/12. In addition to the reprioritisation, amounts of R205 million and R19.921 million were allocated in 2012/13 in respect of the rehabilitation and upgrade of various roads and the EPWP Integrated Grant for Provinces, respectively. The growth in 2012/13 and 2013/14 was inflated by over-expenditure due to various construction projects that were undertaken. The decrease in the 2014/15 Adjusted Appropriation was due to funds reprioritised to Programme 3 to cater for the spending pressures relating to PTOG in respect of the bus subsidies claims, as explained. Programme 2 houses the Provincial Roads Maintenance conditional grant, as well as the EPWP Integrated Grant for Provinces. In line with National Treasury guidelines, an amount of R85.355 million (R55.114 million in the 2014/15 MTEF and R30.241 million in the 2015/16 MTEF) of the Provincial Roads Maintenance conditional grant has been ring-fenced in 2015/16 for repairs to road damage caused by disasters in the province. In addition, this grant sees a reduction of R207.495 million in 2015/16, R235.498 million in 2016/17 and R102.952 million in 2017/18 as a result of the fiscal consolidation cut implemented on the grant, as well as the fact that a portion of these funds will be allocated to SANRAL for the upgrade of the R573 Moloto road, which is expected to be transferred to SANRAL. This funding for the upgrade of the R573 Moloto road is contingent on the road being transferred from the relevant provinces (Gauteng, Mpumalanga and Limpopo) to SANRAL. The department also receives additional funding in 2015/16 with regard to the EPWP Integrated Grant for Provinces. This grant is allocated annually and is based on the previous year's performance, hence no funds are allocated in the two outer years of the 2015/16 MTEF, at this stage. Despite the fiscal consolidation cuts, the allocations over the period under review reflect healthy growth, mainly due to the substantial additional funding allocated in the previous MTEFs for the construction of new roads, the enhancement of law enforcement and road safety campaigns, as well as for the maintenance of the provincial road network.

Programme 3: Transport Operations reflects healthy growth specifically from 2012/13 onward. This allocation mainly relates to the PTOG for the payment of bus subsidies to bus operators, as well as learner transport services, which was moved from Vote 5: Education in 2011/12. The increase in 2013/14 relates to once-off funding allocated in respect of the PTOG to offset spending pressures. The pressures resulted from the under-funding of the grant, as well as the increase in fuel prices and labour costs, which have resulted in higher than anticipated claims in respect of the bus subsidies. Also, the PTOG is a Schedule 4 or supplementary grant, and provinces are meant to supplement the funding from the equitable share. In view of the financial cut backs facing the province, as well as the confirmation from National Treasury that no additional funding will be forthcoming, the department was told to reprioritise within its budget to fund the pressures. As such, the department reprioritised in the 2014/15 Adjustments Estimate, hence the increase in the 2014/15 Adjusted Appropriation, and over the 2015/16 MTEF. Further to the spending pressures facing the grant, the grant has also seen a fiscal consolidation reduction of R21.206 million in 2015/16 and R31.369 million in 2016/17, with a slight increase of R29.024 million in 2017/18. This has impacted negatively on the department's budget as it had to reprioritise from the maintenance and construction budget to supplement the grant.

Programme 4: Transport Regulation reflects steady growth over the seven-year period. The growth relates to the investment in the computerised licence testing system and an increase in law enforcement and road safety campaigns. As this programme caters for traffic officers, the bulk of the budget relates to personnel. The decrease in the 2014/15 Adjusted Appropriation is attributed to funds reprioritised to Programme 3 as a result of slower than anticipated filling of vacant posts and resignations. The growth over the MTEF is attributed to the enhancement of law enforcement, the anticipation that vacant posts will be filled, in line with the moratorium on the filling of non-critical vacant posts, as well as inflationary increments.

Programme 5: Community Based Programme reflects a fluctuating trend. The low 2011/12 amount was due to funds reprioritised to Programme 2 to provide for the higher than anticipated rehabilitation of roads. The decrease in 2013/14 was due to funds reprioritised to Programme 2 resulting from slower than anticipated filling of vacant posts, and resignations, to fast-track the upgrading of gravel roads to surfaced roads, and to complete some of the construction projects carried over from 2012/13. The slight increase in the 2014/15 Adjusted Appropriation relates to the higher than anticipated costs related to the transportation and training of the *Zibambele* contractors. The slight decrease in 2015/16 compared to 2014/15 can be attributed to the suspension of funds in respect of the shift of the provincial co-ordination of EPWP to DOPW. Comparative figures were not done due to the difficulty in extracting the information for the prior years.

*Compensation of employees* shows a steady increase over the seven-year period attributed to the filling of vacant posts, as well as the annual wage agreements. The decrease in the 2014/15 Adjusted Appropriation and the further decrease in the Revised Estimate was due to the slow filling of posts, as well as resignations. The savings were reprioritised to Programme 3 against *Transfers and subsidies to: Public corporations and private enterprises* in respect of higher than anticipated bus subsidy claims, as explained previously. The increase over the 2015/16 MTEF is in respect of filling vacant posts in line with the moratorium on the filling of non-critical posts, and the annual salary increments.

*Goods and services* reflects a steady increase, and includes the maintenance of the provincial road network, as well as the road safety awareness campaigns conducted. The reduction in the 2014/15 Adjusted Appropriation and Revised Estimate relates to funds reprioritised as a result of slow progress with regard to road maintenance work (re-gravelling and blading) due to tender appeals in the awarding of contracts, as well as the shortage of grader operators. This was moved to *Buildings and other fixed structures* for the fast-tracking of the upgrading of gravel roads to surfaced roads in order to avoid possible delays in the rainy season, as well as the completion of some construction projects carried over from 2013/14. Furthermore, funds were reprioritised to *Transfers and subsidies to: Public corporations and private enterprises* to cater for expenditure pressures related to the PTOG, as discussed. The decrease in 2015/16 and 2016/17 in comparison to the 2014/15 Main Appropriation relates to funds moved to Programme 1 in respect of the first charge, as well as the Provincial Roads Maintenance grant housed under this category over the MTEF. In addition, funds were suspended following the shifting of the provincial co-ordination of the EPWP function to DOPW. Also, a portion of the Provincial Roads Maintenance grant is earmarked in 2015/16 for repairs relating to flood damage to roads. This category also houses the EPWP Integrated Grant for Provinces and this allocation is made up to 2015/16, as the grant is allocated on an annual basis based on the previous year's performance.

*Transfers and subsidies to: Provinces and municipalities* shows a fluctuating trend and relates to the payment of motor vehicle licences. The fluctuation can be explained by the times that vehicles and plant are ordered and delivered for payment.

The allocations against *Transfers and subsidies to: Departmental agencies and accounts* are in respect of the payments to CETA and TETA levies in terms of the Skills Development Act. The department was required to set aside 30 per cent of 1 per cent of the *Compensation of employees* budget for training, and pay over to these agencies. This was not paid prior to 2014/15, as it was introduced late in 2013/14 by DPSA. It should be noted that the department no longer transfers funds to the Public Service Sector Education and Training Authority (PSETA) in line with a National Treasury Circular of 10 July 2014, which indicated that national departments applied for the creation of a single transfer to PSETA through DPSA. The result of this is that departments do not have to transfer funds to PSETA, unless such transfers are meant for a different purpose. Thus, the savings have been reprioritised to CETA and TETA.

The expenditure and budget against *Transfers and subsidies to: Public corporations and private enterprises* relate mainly to the PTOG, which is a conditional grant to provincial departments aimed at subsidising roads-based public transport services and to provide supplementary funding toward public transport services. The amounts in 2012/13 and 2013/14 are inflated by the over-expenditure of the grant. The increase in the 2014/15 Adjusted Appropriation was in respect of funds reprioritised to offset the spending pressures against the PTOG, as discussed. The increase over the 2015/16 MTEF relates mainly to the reprioritisation of funds to supplement the grant, as explained. Also, this category caters for the *Vukuzakhe* Emerging Contractors Association (VECA), who monitor the *Vukuzakhe* emerging contractors for compliance to norms and standards. The association is aimed at playing a pivotal role in the acceleration of empowerment and development of emerging contractors. The department committed itself to working together with the association in fast-tracking the development of emerging contractors through the provision of training and development support.

*Transfers and subsidies to: Households* caters mainly for staff exit costs, which fluctuate over the period due to the difficulty in forecasting accurately for this category as a result of its uncertain nature. The substantial increase in the 2014/15 Adjusted Appropriation and Revised Estimate relates to costs in respect of the RTI Commission, to cater for the nine applicants who were hospitalised as a result of the recruitment process that occurred in 2012/13, and the one applicant who was hospitalised for an extended period, as discussed. In addition, the higher than anticipated payment for the expropriation of land to land owners to compensate them for the use of their land for road construction, as well as the payment in respect of leave gratuities that are not predictable, contributed to the increase. The MTEF allocations cater for these items, as well as the funds reallocated to the department relating to the centralisation of the external bursaries budgets from OTP, as previously explained.

The category *Buildings and other fixed structures* reflects healthy growth over the seven-year period due to the increase in road construction work. The high amount in 2013/14 was attributed to the construction of roads that were put on hold in 2011/12, as explained previously. Also, the amount in 2013/14 is inflated due to over-expenditure and, hence the reduction in the 2014/15 Main Appropriation. The increase in the 2014/15 Adjusted Appropriation and the Revised Estimate relates to the higher than anticipated capital expenditure, as explained under Programme 2 above. The increase over the 2015/16 MTEF in comparison to the 2014/15 Main Appropriation is attributed to inflationary increments.

*Machinery and equipment* reflects a substantial increase in 2012/13, mainly due to the replacement of aged plant such as graders and tractors, computer equipment, vehicles, as well as the provision for the appointment of new staff, etc., and hence the drop in 2013/14. The substantial increase in 2014/15 and over the MTEF relates to additional plant to replace damaged and obsolete plant, as well as additional motor vehicles for the Law Enforcement unit. The increase in the 2014/15 Adjusted Appropriation was to cater for motor vehicles ordered in 2013/14 and only delivered and paid for in 2014/15.

The once-off amounts against *Software and other intangible assets* from 2011/12 to the 2014/15 Adjusted Appropriation relate to the upgrade of computer software licences such as Microsoft. This category is usually not budgeted for due to its unpredictable nature.

The amounts against *Payments for financial assets* from 2011/12 to the 2014/15 Adjusted Appropriation relate to claims (removal of vehicles) against the state, dishonoured cheques, salary over-payments, write-off of irrecoverable staff debts, among others. This category is not usually budgeted for due to its uncertain nature. The amounts in 2015/16 and 2016/17 are in respect of the first charge, as previously explained.

#### **5.4 Summary of conditional grant payments and estimates**

Tables 12.8 and 12.9 provide a summary of the conditional grant payments and budgeted estimates over the seven-year period, by grant name and economic classification, respectively. Detailed information on the conditional grants is presented in the *Annexure – Vote 12: Transport*.

Note that the historical figures in Tables 12.8 and 12.9 reflect actual expenditure per grant, and should not be compared to those figures reflected in Table 12.1, which represent the actual receipts for each grant.

**Table 12.8 : Summary of conditional grants payments and estimates by name**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2011/12	2012/13	2013/14	2014/15			2015/16	2016/17	2017/18
Transport Disaster Management grant	29 736	-	-	-	-	-	-	-	-
Public Transport Operations grant	773 473	808 877	914 416	904 783	904 783	996 829	924 766	964 241	1 024 634
EPWP Integrated Grant for Provinces	117 415	84 211	88 487	59 443	59 443	59 443	55 602	-	-
Provincial Roads Maintenance grant	1 236 648	1 501 171	1 523 528	1 788 158	1 788 158	1 788 158	1 779 255	1 851 165	1 983 711
<b>Total</b>	<b>2 157 272</b>	<b>2 394 259</b>	<b>2 526 431</b>	<b>2 752 384</b>	<b>2 752 384</b>	<b>2 844 430</b>	<b>2 759 623</b>	<b>2 815 406</b>	<b>3 008 345</b>

**Table 12.9 : Summary of conditional grants payments and estimates by economic classification**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2011/12	2012/13	2013/14	2014/15			2015/16	2016/17	2017/18
<b>Current payments</b>	<b>147 151</b>	<b>1 585 382</b>	<b>1 612 015</b>	<b>1 847 601</b>	<b>1 847 601</b>	<b>1 847 601</b>	<b>1 834 857</b>	<b>1 851 165</b>	<b>1 983 711</b>
Compensation of employees	-	-	-	-	-	-	-	-	-
Goods and services	147 151	1 585 382	1 612 015	1 847 601	1 847 601	1 847 601	1 834 857	1 851 165	1 983 711
Other	-	-	-	-	-	-	-	-	-
<b>Transfers and subsidies to:</b>	<b>773 473</b>	<b>808 877</b>	<b>914 416</b>	<b>904 783</b>	<b>904 783</b>	<b>996 829</b>	<b>924 766</b>	<b>964 241</b>	<b>1 024 634</b>
Provinces and municipalities	-	-	-	-	-	-	-	-	-
Departmental agencies and accounts	-	-	-	-	-	-	-	-	-
Higher education institutions	-	-	-	-	-	-	-	-	-
Foreign governments and international organisations	-	-	-	-	-	-	-	-	-
Public corporations and private enterprises	773 473	808 877	914 416	904 783	904 783	996 829	924 766	964 241	1 024 634
Non-profit institutions	-	-	-	-	-	-	-	-	-
Households	-	-	-	-	-	-	-	-	-
<b>Payments for capital assets</b>	<b>1 236 648</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Buildings and other fixed structures	1 236 648	-	-	-	-	-	-	-	-
Machinery and equipment	-	-	-	-	-	-	-	-	-
Heritage assets	-	-	-	-	-	-	-	-	-
Specialised military assets	-	-	-	-	-	-	-	-	-
Biological assets	-	-	-	-	-	-	-	-	-
Land and sub-soil assets	-	-	-	-	-	-	-	-	-
Software and other intangible assets	-	-	-	-	-	-	-	-	-
<b>Payments for financial assets</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>2 157 272</b>	<b>2 394 259</b>	<b>2 526 431</b>	<b>2 752 384</b>	<b>2 752 384</b>	<b>2 844 430</b>	<b>2 759 623</b>	<b>2 815 406</b>	<b>3 008 345</b>

There is a steady growth against the conditional grant allocation over the period under review, as explained per grant below:

- *Transport Disaster Management grant*: A once-off amount of R29.736 million was allocated against *Goods and services* in 2011/12 in respect of roads and infrastructure damage caused by floods in December 2010 and January 2011 in the South Coast area.
- *Public Transport Operations grant*: Funds are allocated against *Transfers and subsidies to: Public corporations and private enterprises* in respect of the PTOG for the payment of bus subsidies to bus operators. As previously explained, the high 2014/15 Revised Estimate against the grant is in respect of the higher than anticipated claims in respect of bus subsidies. The department has reprioritised funds from its equitable share to offset the pressures. The growth over the MTEF relates to inflationary increments. This grant has seen a reduction in 2015/16 and 2016/17 due to the fiscal consolidation cuts, with a slight increase in 2017/18. The department has reprioritised funds from its maintenance and construction budgets to supplement the grant.
- *EPWP Integrated Grant for Provinces*: Funds are allocated against *Goods and services* in respect of this grant, and are utilised for the creation of EPWP job opportunities. This grant is allocated on an annual basis, hence no funds are allocated in the two outer years of the 2015/16 MTEF, at this stage. The fluctuations over the period are purely based on the performance of the grant in previous years.
- *Provincial Roads Maintenance grant*: The grant allocation, which has increased significantly over the seven years, is in respect of maintenance and construction of road infrastructure in KZN. The allocations were reflected against *Buildings and other fixed structures* in 2011/12 for road construction. The grant funding was reclassified from 2012/13 onward under *Goods and services*, for

road maintenance work, as opposed to construction. As discussed, in line with National Treasury guidelines, an amount of R85.355 million of the grant allocation is ring-fenced in 2015/16 for repairs to roads damaged due to disasters in the province. In addition, this grant sees a reduction of R207.495 million in 2015/16, R235.498 million in 2016/17 and R102.952 million in 2017/18 as a result of the fiscal consolidation cuts on the grant, as well as the transfer of the R573 Moloto road to SANRAL, as previously explained.

## 5.5 Summary of infrastructure payments and estimates

Table 12.10 presents a summary of infrastructure payments and estimates by category for the vote. Note that the *Maintenance and repair: Current* category includes the salaries of the *Zibambeke* contractors and other departmental staff that undertake maintenance.

A more detailed listing of infrastructure projects to be undertaken by the department can be found in the *Annexure – Vote 12: Transport*.

**Table 12.10 : Summary of infrastructure payments and estimates by category**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2011/12	2012/13	2013/14	2014/15			2015/16	2016/17	2017/18
<b>Existing infrastructure assets</b>	<b>4 371 601</b>	<b>5 141 442</b>	<b>5 354 838</b>	<b>6 350 535</b>	<b>6 127 099</b>	<b>6 160 602</b>	<b>6 181 552</b>	<b>6 428 079</b>	<b>6 820 738</b>
Maintenance and repair: Current	2 388 729	2 666 236	2 709 259	3 759 593	3 114 089	3 028 287	3 564 126	3 699 845	3 956 093
Upgrades and additions: Capital	1 390 547	1 738 910	1 846 882	1 704 282	2 326 145	2 403 061	1 635 559	1 727 288	1 813 652
Refurbishment and rehabilitation: Capital	592 325	736 296	798 697	886 660	686 865	729 254	981 867	1 000 946	1 050 993
<b>New infrastructure assets: Capital</b>	<b>392 051</b>	<b>426 008</b>	<b>451 092</b>	<b>356 343</b>	<b>425 352</b>	<b>373 242</b>	<b>368 517</b>	<b>388 048</b>	<b>407 451</b>
<b>Infrastructure transfers</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Infrastructure transfers: Current	-	-	-	-	-	-	-	-	-
Infrastructure transfers: Capital	-	-	-	-	-	-	-	-	-
<b>Infrastructure: Payments for financial assets</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Infrastructure: Leases</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>4 763 652</b>	<b>5 567 450</b>	<b>5 805 930</b>	<b>6 706 878</b>	<b>6 552 451</b>	<b>6 533 844</b>	<b>6 550 069</b>	<b>6 816 127</b>	<b>7 228 189</b>
<i>Capital infrastructure</i>	<i>2 374 923</i>	<i>2 901 214</i>	<i>3 096 671</i>	<i>2 947 285</i>	<i>3 438 362</i>	<i>3 505 557</i>	<i>2 985 943</i>	<i>3 116 282</i>	<i>3 272 096</i>
<i>Current infrastructure</i>	<i>2 388 729</i>	<i>2 666 236</i>	<i>2 709 259</i>	<i>3 759 593</i>	<i>3 114 089</i>	<i>3 028 287</i>	<i>3 564 126</i>	<i>3 699 845</i>	<i>3 956 093</i>

The infrastructure expenditure and budget increase substantially over the seven-year period under review. This is due to the increase in construction and maintenance activities in respect of infrastructure investment in the province and various increased allocations in this regard.

*Maintenance and repair: Current* caters for routine, preventative, mechanical and other maintenance. The growth against this category relates to the maintenance of the existing road network, as well as repairs to roads and infrastructure damage caused by floods. The reduction in the 2014/15 Adjusted Appropriation and the Revised Estimate can be ascribed to funds reprioritised to *Upgrades and additions: Capital* and *Refurbishment and rehabilitation: Capital* to provide for the fast-tracking of the upgrading of gravel roads to surfaced roads and the completion of various construction projects carried over from 2012/13. This category also houses the Provincial Roads Maintenance grant, and the decrease in 2015/16 and 2016/17 in comparison to the 2014/15 Main Appropriation is ascribed to the substantial reduction in the grant over the MTEF, as explained previously. Also, portion of the grant is earmarked for repairs relating to flood damage to roads in 2015/16, as discussed.

The high growth in 2012/13 against *Upgrades and additions: Capital* was due to reprioritisation to provide for the commencement of construction projects that were put on hold in 2011/12, increased construction costs and the early commencement of construction projects due to good weather conditions. In addition, funds were allocated in respect of the rehabilitation and upgrade of various roads in 2012/13 only. The increase in 2013/14 relates to reprioritised funds from other programmes, as well as once-off additional funding allocated for road rehabilitation and construction backlogs, and accounts for the reduction in the 2014/15 Main Appropriation. The increase in the 2014/15 Adjusted Appropriation and the further increase in the Revised Estimate relates to the fast-tracking of the upgrading of gravel roads to surfaced roads in order to avoid possible delays in the rainy season, as well as the carry-over costs of some completed construction projects from 2013/14, accounting for the decrease in 2015/16. The growth over the MTEF is mainly due to inflationary increases.

Spending against *Refurbishment and rehabilitation: Capital* relates to the rehabilitation of roads undertaken. The high 2012/13 expenditure was in respect of the higher than anticipated rehabilitation of roads undertaken in line with a detailed technical analysis of KZN's road conditions. The increase in 2013/14 was to provide for the fast-tracking of the upgrading of gravel roads to surfaced roads in order to avoid possible delays in the rainy season, as well as the completion of various construction projects carried over from 2012/13, as previously explained. The reduction in the 2014/15 Adjusted Appropriation was due to road rehabilitation works that were not undertaken due to unfavourable dry weather. However, the department inadvertently reduced the category too much during the 2014/15 Adjustments Estimate, accounting for the increase in the Revised Estimate. The growth over the MTEF is in respect of the continuation of road rehabilitation, as well as inflationary increments.

*New infrastructure assets: Capital* fluctuates over the period and includes the construction of roads and upgrading of access roads (to clinics and schools) and pedestrian bridges. The low 2011/12 amount was due to internal reprioritisation to offset spending pressures against *Upgrades and additions: Capital* and *Refurbishment and rehabilitation: Capital* in respect of rehabilitation work undertaken, as explained previously. The expenditure in 2013/14 is inflated by over-expenditure relating to the completion of some sections of various construction projects carried over from 2012/13, accounting for the decrease in the 2014/15 Main Appropriation. The increase in the 2014/15 Adjusted Appropriation was to cater for the completion of some construction projects carried over from 2013/14, as well as to cater for escalation costs relating to new construction projects. However, the amount moved to this category was inadvertently too high, hence the decrease in the Revised Estimate, which will be moved back to *Refurbishment and rehabilitation: Capital*. The growth over the MTEF in comparison to the 2014/15 Main Appropriation is mainly due to inflationary increments.

## 5.6 Summary of Public Private Partnerships – Nil

## 5.7 Transfers to public entities listed in terms of Schedule 3 of the PFMA – Nil

## 5.8 Transfers to other entities

Table 12.11 below reflects departmental transfers to other entities.

**Table 12.11 : Summary of departmental transfers to other entities**

R thousand	Sub-programme	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
		2011/12	2012/13	2013/14	2014/15			2015/16	2016/17	2017/18
Bus operators	3.2: Public Transport Services	773 473	808 877	914 416	904 783	996 829	996 829	1 058 000	1 121 452	1 188 775
VECA	5.2: Community Development	-	-	1 451	6 000	6 000	6 000	5 000	4 000	4 200
<b>Total</b>		<b>773 473</b>	<b>808 877</b>	<b>915 867</b>	<b>910 783</b>	<b>1 002 829</b>	<b>1 002 829</b>	<b>1 063 000</b>	<b>1 125 452</b>	<b>1 192 975</b>

The expenditure and budget against Bus operators increase steadily over the period under review. The amounts relate to the PTOG for the payment of bus subsidies to operators. The expenditure in 2012/13 and 2013/14 are inflated by the over-expenditure of the grant, as discussed. The increase in the 2014/15 Adjusted Appropriation relates to reprioritisation to cater for the higher than anticipated claims on public transport subsidies, as previously mentioned. The increase over the 2015/16 MTEF mainly relates to funds reprioritised to cater for the under-funding of the grant, as well as increased claims by operators. Despite these spending pressures, this grant has been reduced in 2015/16 and 2016/17 due to the nationally implemented fiscal consolidation cuts, with a slight increase in 2017/18. As previously explained, the department has reprioritised funds from the maintenance and construction budget to supplement the grant. Thus, the amounts from the 2014/15 Adjusted Appropriation are different to the conditional grant allocations.

The amounts against VECA from 2013/14 are in respect of the monitoring of the *Vukuzakhe* emerging contractors for compliance to norms and standards. The association is aimed at playing a pivotal role in the acceleration of empowerment and development of emerging contractors. The department committed

itself to working together with the association in fast-tracking the development of emerging contractors through the provision of training and development support, accounting for the high allocation in 2014/15. According to the department, the declining amounts over the MTEF are in line with the operational plan submitted by the association.

## 5.9 Transfers to local government – Nil

The department makes no transfer payments to local government. Although the payment of motor vehicle licences falls under *Transfers and subsidies to: Provinces and municipalities*, these funds will not be transferred to any municipality, and hence the table reflecting transfers to local government is excluded.

## 5.10 Transfers and subsidies

Table 12.12 is a summary of spending on *Transfers and subsidies* by programme and main category.

**Table 12.12 : Summary of transfers and subsidies by programme and main category**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2011/12	2012/13	2013/14	2014/15			2015/16	2016/17	2017/18
<b>1. Administration</b>	<b>2 354</b>	<b>1 454</b>	<b>2 270</b>	<b>6 901</b>	<b>11 761</b>	<b>11 761</b>	<b>13 715</b>	<b>14 450</b>	<b>16 545</b>
Provinces and municipalities	8	30	14	30	78	78	78	82	86
Motor vehicle licences	8	30	14	30	78	78	78	82	86
Departmental agencies and accounts	-	-	-	-	4 522	4 522	4 771	5 034	5 427
Departmental agencies (non-business entities)	-	-	-	-	4 522	4 522	4 771	5 034	5 427
Households	2 346	1 424	2 256	6 871	7 161	7 161	8 866	9 334	11 032
Other transfers to households	732	1 017	1 226	6 539	6 829	6 829	8 521	8 983	9 432
Social benefits	1 614	407	1 030	332	332	332	345	351	1 600
<b>2. Transport Infrastructure</b>	<b>8 545</b>	<b>7 251</b>	<b>11 037</b>	<b>3 695</b>	<b>19 164</b>	<b>28 599</b>	<b>10 880</b>	<b>11 086</b>	<b>11 291</b>
Provinces and municipalities	407	1 911	3 881	1 300	3 234	3 234	1 300	1 369	1 437
Motor vehicle licences	407	1 911	3 881	1 300	3 234	3 234	1 300	1 369	1 437
Households	8 138	5 340	7 156	2 395	15 930	25 365	9 580	9 717	9 854
Other transfers to households	4 279	99	1 969	1 095	8 069	17 504	560	590	620
Social benefits	3 859	5 241	5 187	1 300	7 861	7 861	9 020	9 127	9 234
<b>3. Transport Operations</b>	<b>773 484</b>	<b>808 916</b>	<b>914 505</b>	<b>904 798</b>	<b>997 075</b>	<b>997 185</b>	<b>1 058 015</b>	<b>1 121 468</b>	<b>1 188 792</b>
Provinces and municipalities	11	12	1	15	15	15	15	16	17
Motor vehicle licences	11	12	1	15	15	15	15	16	17
Public corporations and private enterprises	773 473	808 877	914 416	904 783	996 829	996 829	1 058 000	1 121 452	1 188 775
Bus operators	773 473	808 877	914 416	904 783	996 829	996 829	1 058 000	1 121 452	1 188 775
Households	-	27	88	-	231	341	-	-	-
Social benefits	-	27	88	-	231	341	-	-	-
<b>4. Transport Regulation</b>	<b>807</b>	<b>1 592</b>	<b>2 003</b>	<b>958</b>	<b>2 803</b>	<b>2 803</b>	<b>3 178</b>	<b>3 309</b>	<b>3 447</b>
Provinces and municipalities	226	426	385	250	650	650	750	760	770
Motor vehicle licences	226	426	385	250	650	650	750	760	770
Households	581	1 166	1 618	708	2 153	2 153	2 428	2 549	2 677
Other transfers to households	11	310	224	14	230	230	242	254	266
Social benefits	570	856	1 394	694	1 923	1 923	2 186	2 295	2 411
<b>5. Community Based Programme</b>	<b>-</b>	<b>1</b>	<b>1 458</b>	<b>6 005</b>	<b>6 005</b>	<b>6 005</b>	<b>5 005</b>	<b>4 005</b>	<b>4 205</b>
Provinces and municipalities	-	-	-	5	5	5	5	5	5
Motor vehicle licences	-	-	-	5	5	5	5	5	5
Public corporations and private enterprises	-	-	1 451	6 000	6 000	6 000	5 000	4 000	4 200
VECA	-	-	1 451	6 000	6 000	6 000	5 000	4 000	4 200
Households	-	1	7	-	-	-	-	-	-
Social benefits	-	1	7	-	-	-	-	-	-
<b>Total</b>	<b>785 190</b>	<b>819 214</b>	<b>931 273</b>	<b>922 357</b>	<b>1 036 808</b>	<b>1 046 353</b>	<b>1 090 793</b>	<b>1 154 318</b>	<b>1 224 280</b>

It should be noted that R1.380 million was inadvertently allocated to Programme 1, against *Households* during the preparation of the 2014/15 *EPRE*. This was corrected during the 2014/15 Adjustments Estimate.

The category *Transfers and subsidies* reflects a fluctuating trend over the period under review:

- *Households* under all programmes caters for staff exit costs. This category in 2014/15 also includes the payment relating to the RTI Commission in Programme 1, in respect of the nine applicants who were hospitalised as a result of the recruitment process, as well as one applicant who was hospitalised for an extended period, as discussed.

- *Provinces and municipalities* against all programmes relates to the payment of motor vehicle licences.
- Under Programme 1, *Departmental agencies and accounts* caters for the payments to CETA and TETA. The payment to PSETA has been taken over by DPSA, as previously discussed, and the savings have been reprioritised to CETA and TETA.
- Under Programme 3, *Public corporations and private enterprises* is in respect of Bus operators relating to the PTOG for the payment of bus subsidies to operators.
- Under Programme 5, *Public corporations and private enterprises* relates to transfers to VECA for the monitoring of the *Vukuzakhe* emerging contractors for compliance to norms and standards. As previously discussed, the declining amounts over the MTEF are in line with the operational plan submitted by VECA.

## 6. Programme description

The services rendered by the department are categorised under five programmes, which largely conform to the uniform budget and programme structure of the Transport sector.

The payments and budgeted estimates for each programme are summarised in terms of economic classification, details of which are presented in the *Annexure – Vote 12: Transport*.

### 6.1 Programme 1: Administration

The purpose of this programme is 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.

This includes publicly funded goods and services utilised for governance, management, research and administration, as well as for general office services such as cleaning and security services.

The programme consists of four sub-programmes in line with the sector specific budget format, namely: Office of the MEC, Management, Corporate Support, and Departmental Strategy.

Tables 12.13 and 12.14 below summarise payments and budgeted estimates relating to Programme 1 for the financial years 2011/12 to 2017/18.

As explained previously, the department is liable for the repayment of over-expenditure from 2013/14, resulting in a first charge of R4.553 million each in 2015/16 and 2016/17 against the department's budget. This is reflected under the sub-programme: Management, against *Payments for financial assets*, and the amounts available for spending in 2015/16 and 2016/17 have been reduced by the instalment amounts, as reflected in the footnote of Tables 12.13 and 12.14 below.

**Table 12.13 : Summary of payments and estimates by sub-programme: Administration**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2011/12	2012/13	2013/14	2014/15			2015/16	2016/17	2017/18
1. Office of the MEC	11 172	11 330	10 063	12 530	12 530	12 137	14 209	14 643	15 314
2. Management	8 274	7 568	7 254	10 150	10 150	9 902	15 153	15 715	11 720
3. Corporate Support	171 094	215 721	227 814	211 284	211 574	213 202	245 999	252 749	264 766
4. Departmental Strategy	13 943	16 038	12 173	20 660	19 560	18 573	20 870	21 976	23 075
<b>Total</b>	<b>204 483</b>	<b>250 657</b>	<b>257 304</b>	<b>254 624</b>	<b>253 814</b>	<b>253 814</b>	<b>296 231</b>	<b>305 083</b>	<b>314 875</b>
Unauth. Exp. (1st charge) not available for spending	-	-	-	-	-	-	(4 553)	(4 553)	-
<b>Baseline available for spending after 1st charge</b>	<b>204 483</b>	<b>250 657</b>	<b>257 304</b>	<b>254 624</b>	<b>253 814</b>	<b>253 814</b>	<b>291 678</b>	<b>300 530</b>	<b>314 875</b>

**Table 12.14 : Summary of payments and estimates by economic classification: Administration**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2011/12	2012/13	2013/14	2014/15			2015/16	2016/17	2017/18
<b>Current payments</b>	<b>195 521</b>	<b>219 870</b>	<b>230 286</b>	<b>242 568</b>	<b>235 082</b>	<b>235 078</b>	<b>262 758</b>	<b>270 946</b>	<b>282 587</b>
Compensation of employees	88 034	94 403	97 907	134 608	113 012	108 724	140 406	147 848	159 380
Goods and services	107 487	125 466	132 306	107 960	122 070	126 354	122 352	123 098	123 207
Interest and rent on land	-	1	73	-	-	-	-	-	-
<b>Transfers and subsidies to:</b>	<b>2 354</b>	<b>1 454</b>	<b>2 270</b>	<b>6 901</b>	<b>11 761</b>	<b>11 761</b>	<b>13 715</b>	<b>14 450</b>	<b>16 545</b>
Provinces and municipalities	8	30	14	30	78	78	78	82	86
Departmental agencies and accounts	-	-	-	-	4 522	4 522	4 771	5 034	5 427
Higher education institutions	-	-	-	-	-	-	-	-	-
Foreign governments and international organisations	-	-	-	-	-	-	-	-	-
Public corporations and private enterprises	-	-	-	-	-	-	-	-	-
Non-profit institutions	-	-	-	-	-	-	-	-	-
Households	2 346	1 424	2 256	6 871	7 161	7 161	8 866	9 334	11 032
<b>Payments for capital assets</b>	<b>6 485</b>	<b>29 273</b>	<b>24 254</b>	<b>5 155</b>	<b>6 922</b>	<b>6 918</b>	<b>15 205</b>	<b>15 134</b>	<b>15 743</b>
Buildings and other fixed structures	-	-	-	-	-	-	-	-	-
Machinery and equipment	3 742	25 768	20 479	5 155	6 072	6 071	15 205	15 134	15 743
Heritage assets	-	-	-	-	-	-	-	-	-
Specialised military assets	-	-	-	-	-	-	-	-	-
Biological assets	-	-	-	-	-	-	-	-	-
Land and sub-soil assets	-	-	-	-	-	-	-	-	-
Software and other intangible assets	2 743	3 505	3 775	-	850	847	-	-	-
<b>Payments for financial assets</b>	<b>123</b>	<b>60</b>	<b>494</b>	<b>-</b>	<b>49</b>	<b>57</b>	<b>4 553</b>	<b>4 553</b>	<b>-</b>
<b>Total</b>	<b>204 483</b>	<b>250 657</b>	<b>257 304</b>	<b>254 624</b>	<b>253 814</b>	<b>253 814</b>	<b>296 231</b>	<b>305 083</b>	<b>314 875</b>
Unauth. Exp. (1st charge) not available for spending	-	-	-	-	-	-	(4 553)	(4 553)	-
<b>Baseline available for spending after 1st charge</b>	<b>204 483</b>	<b>250 657</b>	<b>257 304</b>	<b>254 624</b>	<b>253 814</b>	<b>253 814</b>	<b>291 678</b>	<b>300 530</b>	<b>314 875</b>

Programme 1 shows a fluctuating trend over the period under review, mainly due to slower than anticipated filling of critical vacant posts, as well as reprioritisation to Programme 2 to cater for increased construction work.

The sub-programme: Office of the MEC shows a fairly steady increase over the period under review. The slight decrease in 2013/14 was attributed to cost-cutting in areas such as communication, stationery and printing, among others. The slight decrease in the 2014/15 Revised Estimate is attributed to slower than anticipated filling of vacant posts due to lengthy recruitment processes and the difficulty in finding suitable candidates. The increase over the MTEF relates to inflationary increments.

The decreasing trend from 2011/12 to 2013/14 against the sub-programme: Management relates to cost-cutting in areas such as subsistence and travelling, stationery and printing, among others. The decrease in the 2014/15 Revised Estimate relates to slower than anticipated filling of vacant posts, as explained. The high amounts in 2015/16 and 2016/17 include the first and second instalments of the first charge, and this accounts for the decrease in 2017/18.

The Corporate Support sub-programme increases substantially from 2012/13 onward mainly due to the above-budget wage increases, as well as the filling of vacant posts, when the internal moratorium on the filling of posts was lifted in 2012/13. The increase in 2013/14 resulted from various once-off projects such as the payments to SITA for the implementation of IT Governance Processes, the Electronic Content Management system, as well as the Government Wide Enterprise Architecture (GWEA) project, which were under-budgeted for. These projects relate to the implementation of audit recommendations in order to comply with legislative requirements of IT. In addition, the demolition of a water tower at head office, for safety reasons, which was not budgeted for, as well as higher than anticipated lawyers' fees for the RTI Commission, also contributed to the increase. The department indicated that OTP paid the Commission's salaries and travel and subsistence only. These were once-off and account for the decrease in the 2014/15 Main Appropriation. The slight increase in the 2014/15 Adjusted Appropriation and the Revised Estimate is to cater for higher than anticipated spending on campaigns in respect of the 20 years of democracy, which highlighted the key achievements of the department on radio stations and newspapers. The growth over the MTEF relates to the purchase of new and replacement vehicles for the departmental fleet, as well as inflationary increments.

The sub-programme: Departmental Strategy reflects a fluctuating trend. The high 2012/13 amount was mainly due to the filling of vacant posts. The decrease in 2013/14 was due to funds being moved, due to

resignations to Programme 2 for the fast-tracking of the upgrading of gravel roads to surfaced roads. The slight decrease in the 2014/15 Adjusted Appropriation and the further decrease in the Revised Estimate relates to resignations and non-filling of posts in line with the moratorium on the filling of non-critical posts. The increase over the MTEF relates to inflationary increments.

*Compensation of employees* reflects a fairly steady increase. The high 2014/15 Main Appropriation was due to the anticipation that vacant posts will be filled. However, due to the slower than anticipated filling of vacant posts and the moratorium on the filling of non-critical posts, funds were moved to other areas of spending pressures such as *Goods and services*, hence the reduction in the 2014/15 Adjusted Appropriation and the further decrease in the Revised Estimate. The increase over the MTEF is to cater for annual salary adjustments and the filling of posts, while bearing in mind the moratorium on the filling of non-critical posts.

The low spending against *Goods and services* in 2011/12 was due to cost-cutting. The increase from 2012/13 to 2013/14 was to cover the higher than anticipated costs of maintenance of the head office building, accounting for the drop in 2014/15. The increase in the 2014/15 Adjusted Appropriation and the further increase in the Revised Estimate relates to higher than anticipated spending on campaigns in respect of the 20 years of democracy, as mentioned. The growth over the MTEF in comparison to the 2014/15 Main Appropriation relates to inflationary increments.

The 2012/13 amount against *Interest and rent on land* was ascribed to interest paid on late amounts. The expenditure in 2013/14 was attributed to interest paid to SARS for overdue payments in respect of the *Zimbabwe* contractors and the *Vukuzakhe* emerging contractors. These contractors changed their banking details without informing the department on time. Thus, SARS charged interest on the overdue payments.

The expenditure and budget against *Transfers and subsidies to: Provinces and municipalities* are in respect of the payment of motor vehicle licences.

The amounts from the 2014/15 Adjusted Appropriation onward against *Transfers and subsidies to: Departmental agencies and accounts* relate to the payments to CETA and TETA in respect of the levies in terms of the Skills Development Act. As explained, the department will no longer make payment to PSETA as the national departments will make payments to them through DPSA. The savings have been reprioritised to CETA and TETA.

*Transfers and subsidies to: Households* caters mainly for staff exit costs which fluctuate over the period. The amount in the 2014/15 Adjusted Appropriation includes the costs relating to the RTI Commission in respect of the recruitment process, as mentioned.

The amounts against *Machinery and equipment* are mainly in respect of computer and office equipment, vehicles, etc., that are damaged or obsolete, as well as for equipment for new staff. The low amount in 2011/12 was due to cost-cutting. The substantial increase in 2012/13 and 2013/14 was in respect of once-off purchase of replacement and obsolete equipment and vehicles, accounting for the decrease in the 2014/15 Main Appropriation. The slight increase in the 2014/15 Adjusted Appropriation was to cater for motor vehicles ordered in 2013/14 and only delivered and paid for in 2014/15. There is a steady increase over the MTEF.

The amounts against *Software and other intangible assets* from 2011/12 to the 2014/15 Adjusted Appropriation relate to upgrades of computer software licences such as Microsoft.

*Payments for financial assets* relates to write-off of irrecoverable staff debts. The amounts in 2015/16 and 2016/17 are in respect of the first and second instalments of the first charge relating to 2013/14 unauthorised expenditure.

## 6.2 Programme 2: Transport Infrastructure

The purpose of this programme is 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. This programme includes all expenditure of a current and capital nature relating to the planning, design, construction, rehabilitation, maintenance and repair of all infrastructure, supporting all modes of transport. It also includes project expenditure on the EPWP done in support of the infrastructure provision.

The programme consists of five sub-programmes in line with the sector specific budget format, namely: Programme Support Infrastructure, Infrastructure Planning, Infrastructure Design, Construction and Maintenance.

Tables 12.15 and 12.16 below summarise the payments and budgeted estimates relating to Programme 2 for the financial years 2011/12 to 2017/18. There has been a significant increase in the level of funding allocated to this programme over the seven-year period under review.

**Table 12.15 : Summary of payments and estimates by sub-programme: Transport Infrastructure**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2011/12	2012/13	2013/14	2014/15			2015/16	2016/17	2017/18
1. Programme Support Infrastructure	131 286	141 624	138 153	133 140	192 094	209 225	204 620	208 403	214 732
2. Infrastructure Planning	36 328	40 286	27 496	22 480	49 480	49 480	51 548	52 132	53 032
3. Infrastructure Design	17 045	17 540	19 379	15 170	26 970	26 970	26 472	27 198	28 657
4. Construction	2 374 923	2 901 214	3 096 671	2 947 285	3 445 285	3 513 956	2 985 943	3 116 282	3 272 096
5. Maintenance	2 388 729	2 666 236	2 709 259	3 759 593	3 114 089	3 028 287	3 562 826	3 693 923	3 935 497
<b>Total</b>	<b>4 948 311</b>	<b>5 766 900</b>	<b>5 990 958</b>	<b>6 877 668</b>	<b>6 827 918</b>	<b>6 827 918</b>	<b>6 831 409</b>	<b>7 097 938</b>	<b>7 504 014</b>

**Table 12.16 : Summary of payments and estimates by economic classification: Transport Infrastructure**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2011/12	2012/13	2013/14	2014/15			2015/16	2016/17	2017/18
<b>Current payments</b>	<b>2 539 227</b>	<b>2 761 663</b>	<b>2 846 087</b>	<b>3 824 790</b>	<b>3 263 654</b>	<b>3 186 536</b>	<b>3 710 800</b>	<b>3 846 694</b>	<b>4 094 657</b>
Compensation of employees	601 843	647 501	690 481	794 192	723 586	723 586	897 342	961 509	1 036 507
Goods and services	1 937 384	2 114 162	2 155 606	3 030 598	2 540 068	2 462 950	2 813 458	2 885 185	3 058 150
Interest and rent on land	-	-	-	-	-	-	-	-	-
<b>Transfers and subsidies to:</b>	<b>8 545</b>	<b>7 251</b>	<b>11 037</b>	<b>3 695</b>	<b>19 164</b>	<b>28 599</b>	<b>10 880</b>	<b>11 086</b>	<b>11 291</b>
Provinces and municipalities	407	1 911	3 881	1 300	3 234	3 234	1 300	1 369	1 437
Departmental agencies and accounts	-	-	-	-	-	-	-	-	-
Higher education institutions	-	-	-	-	-	-	-	-	-
Foreign governments and international organisations	-	-	-	-	-	-	-	-	-
Public corporations and private enterprises	-	-	-	-	-	-	-	-	-
Non-profit institutions	-	-	-	-	-	-	-	-	-
Households	8 138	5 340	7 156	2 395	15 930	25 365	9 580	9 717	9 854
<b>Payments for capital assets</b>	<b>2 400 501</b>	<b>2 997 928</b>	<b>3 133 763</b>	<b>3 049 183</b>	<b>3 544 983</b>	<b>3 612 644</b>	<b>3 109 729</b>	<b>3 240 158</b>	<b>3 398 066</b>
Buildings and other fixed structures	2 374 923	2 901 214	3 096 671	2 947 285	3 438 362	3 505 557	2 985 943	3 116 282	3 272 096
Machinery and equipment	25 578	96 714	36 537	101 898	106 378	106 448	123 786	123 876	125 970
Heritage assets	-	-	-	-	-	-	-	-	-
Specialised military assets	-	-	-	-	-	-	-	-	-
Biological assets	-	-	-	-	-	-	-	-	-
Land and sub-soil assets	-	-	-	-	-	-	-	-	-
Software and other intangible assets	-	-	555	-	243	639	-	-	-
<b>Payments for financial assets</b>	<b>38</b>	<b>58</b>	<b>71</b>	<b>-</b>	<b>117</b>	<b>139</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>4 948 311</b>	<b>5 766 900</b>	<b>5 990 958</b>	<b>6 877 668</b>	<b>6 827 918</b>	<b>6 827 918</b>	<b>6 831 409</b>	<b>7 097 938</b>	<b>7 504 014</b>

The amounts against the sub-programme: Programme Support Infrastructure can be attributed to the provision of administrative functions, such as planning and design of construction projects for all regions. The decrease in 2013/14 was due to lower than anticipated costs for administrative functions for all regions in respect of roads and other construction costs, as well as non-filling of vacant posts and resignations. This resulted in a further decrease in the 2014/15 Main Appropriation. The substantial increase in the 2014/15 Adjusted Appropriation and the Revised Estimate is to cater for the higher than anticipated expenditure relating to consultation services in respect of programme management for maintenance and construction projects. The consultants ensure the delivery of infrastructure according to agreed quality standards, timelines and budget, as well as address systematic deficiencies and challenges within the delivery system, which includes preparing high level reports, innovative process design, monitoring and evaluation, training workshops, among others. This has contributed to the growth over the MTEF, which also caters for the filling of posts.

The high amounts in 2011/12 and 2012/13 against the Infrastructure Planning sub-programme relate to provision in respect of the integrated modal transport facilities such as IPTNs. The decrease in 2013/14 was due to funds reprioritised to the sub-programme: Maintenance due to the emphasis placed on the maintenance of the provincial road network. The substantial increase in the 2014/15 Adjusted Appropriation and over the MTEF can be attributed to reprioritisation from the sub-programme: Maintenance in respect of the above-mentioned consultation services relating to the planning of maintenance and construction projects, as discussed. Provision is made over the MTEF for the integrated modal transport facilities.

With regard to the Infrastructure Design sub-programme, the high 2014/15 Adjusted Appropriation, which continues over the MTEF, is in respect of reprioritisation from the sub-programme: Maintenance to cater for the above-mentioned consultation services relating to the design of maintenance and construction projects, as explained.

The Construction sub-programme caters for all road construction, upgrade and rehabilitation. There is a fairly steady growth from 2011/12 onward. The growth from 2011/12 to 2013/14 is high because of over-expenditure relating to various construction projects and repairs to roads damaged by floods. The substantial increase in 2012/13 relates to higher than anticipated construction expenditure, which resulted from the commencement of construction projects that were put on hold in 2011/12, as well as increased construction costs. In addition, once-off funding was allocated in respect of rehabilitation and upgrade of various roads in 2012/13, including the upgrade of 44.5 kilometres of gravel roads to blacktop roads and the construction of one pedestrian bridge. The increase in 2013/14 was ascribed to the fast-tracking of the upgrading of gravel roads to surfaced roads, as well as once-off funding for road rehabilitation and construction backlogs, hence the drop in the 2014/15 Main Appropriation. The increase in the 2014/15 Adjusted Appropriation and Revised Estimate relates to the fast-tracking of the upgrading of gravel roads to surfaced roads in order to avoid possible delays in the rainy season, as well as the carry-over costs of some completed construction projects from 2013/14, hence the drop in 2015/16. The growth over the MTEF in comparison to the 2014/15 Main Appropriation is due to inflationary increments. This also explains the trend against *Buildings and other fixed structures* over the period under review.

The sub-programme: Maintenance reflects healthy growth, particularly from 2012/13 onward. This sub-programme caters mainly for the maintenance of the provincial road network. The decrease in the 2014/15 Adjusted Appropriation and Revised Estimate was due to slow progress with regard to road maintenance work, as previously explained. This category houses the Provincial Road Maintenance grant, as well as the EPWP Integrated Grant for Provinces, which is allocated annually, as discussed. The Provincial Road Maintenance grant sees a substantial reduction over the MTEF due to the fiscal consolidation cuts on the grant, as well as the funds that will be shifted to SANRAL in respect of the upgrade of the Moloto road, resulting in the decrease in 2015/16 and 2016/17. Portion of the grant has been ring-fenced in 2015/16 to cater for flood damage to roads. This also explains the trend against *Goods and services*.

*Compensation of employees* reflects a steady increase, with a reduction in the 2014/15 Adjusted Appropriation due to non-filling of vacant posts and resignations. The savings were moved to *Buildings and other fixed structures* within Programme 2 to offset spending pressures, as discussed above.

*Transfers and subsidies to: Households* caters mainly for staff exit costs, which fluctuate over the period. The high 2014/15 Adjusted Appropriation and Revised Estimate was ascribed to higher than anticipated payment relating to the expropriation of land to land owners to compensate them for the use of their land for road construction. In addition, the payments in respect of leave gratuities, as well as injury on duty and claims against the state by individuals are included here.

*Machinery and equipment* reflects a substantial increase in 2012/13 mainly due to a once-off provision for additional and replacement of vehicles and plant, resulting in the decrease in 2013/14. The substantial increase from 2014/15 is for the replacement of motor vehicles, trucks, as well as aged plant such as graders and tractors. The increase in the 2014/15 Adjusted Appropriation was to cater for the payment of replacement motor vehicles, as well as the procurement of new mechanical plant and trucks, which were higher than anticipated. The increase over the MTEF relates to the provision for additional plant and vehicles, as well as inflationary increments.

The once-off amounts against *Software and other intangible assets* were for the purchase of the Civil Engineering Designer software. This is a civil design and documentation solution that supports Building Information Modelling (BIM) workflows. The software is used by infrastructure professionals to better understand project performance, maintain more consistent data and processes, and respond faster to change. The increase in the 2014/15 Revised Estimate was due to the higher than anticipated costs of the software.

*Payments for financial assets* relates to the write-off of irrecoverable staff debts.

## Service delivery measures – Programme 2: Transport Infrastructure

Table 12.17 illustrates some of the main service delivery measures pertaining to Programme 2. The performance indicators provided comply fully with the customised measures for the Transport sector. The targets indicated as “n/a” means that the target is completed, and the department is in the process of reviewing them.

It is noted that almost all the targets over the MTEF have remained constant and, in some cases, are decreasing. This can be attributed to the various budget cuts against the vote. The department has factored in the cost-of-living adjustments and, with increasing costs, especially in the construction industry, it is impractical to increase targets over the MTEF. The department has also factored in staff constraints that hinder activities in some programmes.

**Table 12.17 : Service delivery measures – Programme 2: Transport Infrastructure**

Outputs	Performance indicators	Estimate performance	Medium-term targets		
		2014/15	2015/16	2016/17	2017/18
<b>2. Transport Infrastructure</b>					
2.1 Construction	• No. of lane-km of new surfaced roads constructed	1	n/a	n/a	n/a
	• No. of kilometres of new gravel roads constructed	255	240	230	215
	• No. of square metres of surfaced road upgraded	32 900	32 900	32 900	32 900
	• No. of kilometres of gravel roads upgraded to surfaced roads	78	74	74	74
	• No. of square metres of non-motorised transport facility constructed	30 000	25 000	25 000	25 000
	• No. of bridges constructed	7	7	7	7
	• No. of pedestrian bridges constructed	13	13	13	13
	• No. of designs of integrated public transport networks	3	n/a	n/a	n/a
	• No. of public transport infrastructure projects implemented	1	1	1	1
2.2 Maintenance	• No. of square metres of surfaced roads rehabilitated	2 544 000	3 504 000	3 504 000	3 504 000
	• No. of square metres of surfaced roads resealed	2 200 000	2 700 000	2 700 000	2 700 000
	• No. of kilometres of roads re-gravelled	2 540	2 700	2 700	2 700
	• No. of square metres of blacktop patching (including pothole repairs)	240 000	240 000	240 000	240 000
	• No. of kilometres of gravel roads bladed	100 000	120 000	120 000	120 000
	• No. of kilometres of surfaced roads assessed as per the applicable TMH manual	3 670	3 750	3 750	3 750
	• No. of kilometres of gravel roads visually assessed as per the applicable TMH manual	8 190	8 445	8 445	8 445
	• Kilometres maintained by <i>Zibambele</i> contractors	26 650	26 650	26 650	26 650

## 6.3 Programme 3: Transport Operations

The purpose of this programme is to plan, regulate and facilitate the provision of integrated land transport services through co-ordination and co-operation with national planning authorities, community-based organisation (CBOs), non-governmental organisations (NGOs), and the private sector in order to enhance the mobility of all communities particularly those currently without or with limited access. This includes all costs involved in public transport management and service delivery including the planning, co-ordination of the operator in the transport industry.

The programme consists of three sub-programmes largely in line with the sector specific budget format, namely: Programme Support Operations, Public Transport Services and Transport Safety and Compliance.

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

Tables 12.18 and 12.19 summarise payments and estimates relating to Programme 3 for the period 2011/12 to 2017/18. Programme 3 reflects a fairly stable increase over the seven-year period.

**Table 12.18 : Summary of payments and estimates by sub-programme: Transport Operations**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2011/12	2012/13	2013/14	2014/15			2015/16	2016/17	2017/18
1. Programme Support Operations	20 410	38 430	26 311	12 990	20 158	24 236	24 795	25 289	26 045
2. Public Transport Services	800 499	901 765	1 045 549	1 095 323	1 159 912	1 159 912	1 307 291	1 377 284	1 459 779
3. Transport Safety and Compliance	66 272	72 791	71 273	75 810	73 342	69 264	76 922	78 833	80 884
<b>Total</b>	<b>887 181</b>	<b>1 012 986</b>	<b>1 143 133</b>	<b>1 184 123</b>	<b>1 253 412</b>	<b>1 253 412</b>	<b>1 409 008</b>	<b>1 481 406</b>	<b>1 566 708</b>

**Table 12.19 : Summary of payments and estimates by economic classification: Transport Operations**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2011/12	2012/13	2013/14	2014/15			2015/16	2016/17	2017/18
<b>Current payments</b>	<b>113 658</b>	<b>203 975</b>	<b>228 517</b>	<b>279 049</b>	<b>256 061</b>	<b>255 951</b>	<b>350 700</b>	<b>359 629</b>	<b>377 592</b>
Compensation of employees	24 835	26 704	28 939	42 445	31 214	31 214	44 991	47 376	51 071
Goods and services	88 823	177 271	199 578	236 604	224 847	224 728	305 709	312 253	326 521
Interest and rent on land	-	-	-	-	-	9	-	-	-
<b>Transfers and subsidies to:</b>	<b>773 484</b>	<b>808 916</b>	<b>914 505</b>	<b>904 798</b>	<b>997 075</b>	<b>997 185</b>	<b>1 058 015</b>	<b>1 121 468</b>	<b>1 188 792</b>
Provinces and municipalities	11	12	1	15	15	15	15	16	17
Departmental agencies and accounts	-	-	-	-	-	-	-	-	-
Higher education institutions	-	-	-	-	-	-	-	-	-
Foreign governments and international organisations	-	-	-	-	-	-	-	-	-
Public corporations and private enterprises	773 473	808 877	914 416	904 783	996 829	996 829	1 058 000	1 121 452	1 188 775
Non-profit institutions	-	-	-	-	-	-	-	-	-
Households	-	27	88	-	231	341	-	-	-
<b>Payments for capital assets</b>	<b>39</b>	<b>95</b>	<b>111</b>	<b>276</b>	<b>276</b>	<b>276</b>	<b>293</b>	<b>309</b>	<b>324</b>
Buildings and other fixed structures	-	-	-	-	-	-	-	-	-
Machinery and equipment	39	95	111	276	276	276	293	309	324
Heritage assets	-	-	-	-	-	-	-	-	-
Specialised military assets	-	-	-	-	-	-	-	-	-
Biological assets	-	-	-	-	-	-	-	-	-
Land and sub-soil assets	-	-	-	-	-	-	-	-	-
Software and other intangible assets	-	-	-	-	-	-	-	-	-
<b>Payments for financial assets</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>887 181</b>	<b>1 012 986</b>	<b>1 143 133</b>	<b>1 184 123</b>	<b>1 253 412</b>	<b>1 253 412</b>	<b>1 409 008</b>	<b>1 481 406</b>	<b>1 566 708</b>

The amounts reflected against the sub-programme: Programme Support Operations relate to the designs of the learner transport services. The low 2011/12 amount was due to cost-cutting. The high amounts in 2012/13 and 2013/14 provided for the designs relating to learner transport services, and hence the decrease in the 2014/15 Main Appropriation. However, due to the ongoing design processes, further funds were reprioritised in the 2014/15 Adjusted Appropriation and Revised Estimate. The growth over the MTEF is mainly in this regard, as well as inflationary increments.

The sub-programme: Public Transport Services mainly caters for the PTOG relating to the payments of bus subsidies to operators. This sub-programme reflects a steady increase from 2012/13 onward due to the growth of the grant, as well as funds allocated for learner transport services which the department took over in 2011/12. The growth in 2012/13 and 2013/14 is inflated by over-expenditure relating to the PTOG, as explained. The increase in the 2014/15 Adjusted Appropriation relates to funds reprioritised to offset spending pressures in respect of the grant. The increase was offset by the suspension of R10 million to 2015/16, in respect of learner transport services, as previously discussed. The increase over the 2015/16 MTEF is mainly due to funds reprioritised from other programmes to supplement the grant, as previously

explained. This grant decreases in 2015/16 and 2016/17 related to fiscal consolidation cuts, with a slight increase in 2017/18.

The sub-programme: Transport Safety and Compliance reflects an increasing trend over the period under review. The slight decrease in 2013/14 was due to cost-cutting. The increase in the 2014/15 Main Appropriation and over the MTEF is in relation to the filling of posts following the completion of the review into the organisational structure. The decrease in the 2014/15 Adjusted Appropriation and Revised Estimate was attributed to slower than anticipated filling of vacant posts, as well as resignations. The increase over the MTEF also caters for inflationary increments.

*Compensation of employees* reflects a steady increase over the period under review. The reduction in the 2014/15 Adjusted Appropriation was attributed to slower than anticipated filling of posts, as well as resignations. The funds were reprioritised to Programme 2 in respect of spending pressures. The growth over the 2015/16 MTEF relates mainly to the anticipated filling of posts in line with the moratorium on the filling of non-critical vacant posts, as well as inflationary increments.

The low amount against *Goods and services* in 2011/12 was due to cost-cutting to offset spending pressures in Programme 2. The growth from 2012/13 onward relates to the additional funding allocated in respect of various public transport services (such as learner transport services). The reduction in the 2014/15 Adjusted Appropriation relates to funds suspended to 2015/16 associated with learner transport services, as indicated above. The growth over the MTEF relates to allocations in respect of learner transport services, public transport facilities such as IPTN in support of the Taxi Recapitalisation Programme that will be undertaken, as well as inflationary increments.

The expenditure and budget against *Transfers and subsidies to: Provinces and municipalities* are in respect of the payment of motor vehicle licences.

*Transfers and subsidies to: Public corporations and private enterprises* shows a fairly steady growth over the period under review. This category mainly caters for the PTOG. This grant has experienced substantial spending pressures in the past few years mainly due to the under-funding of the grant since its inception, as well as the increase in fuel prices and labour costs, which have resulted in higher than anticipated claims in respect of the bus subsidies. Also, the PTOG is a Schedule 4 or supplementary grant, and provinces are meant to supplement the funding from the equitable share. In view of the financial cut backs facing the province, as well as confirmation from National Treasury that no additional funding will be forthcoming, the department was told to reprioritise within its budget to fund the pressures and, as such, the department undertook various virements to offset the spending pressures, hence the increase in the 2014/15 Adjusted Appropriation and over the MTEF. The increase was offset to an extent by the reduction in the grant in 2015/16 and 2016/17 in line with National Treasury's fiscal consolidation cuts, as previously explained.

*Transfers and subsidies to: Households* caters mainly for staff exit costs, which fluctuate over the period due to the difficulty in forecasting accurately for this category as a result of its uncertain nature.

The amounts against *Machinery and equipment* are in respect of the replacement of computer equipment, office equipment etc., that are damaged or obsolete. The growth over the 2015/16 MTEF relates to inflationary increments.

### **Service delivery measures – Programme 3: Transport Operations**

Table 12.20 below illustrates some of the main service delivery measures applicable to Programme 3. The performance indicators provided comply fully with the customised measures for the Transport sector.

The performance target “new” in the 2014/15 Estimated performance illustrates that the indicator did not exist in 2014/15, and that it is a new indicator from 2015/16 onward. The Transport sector reviewed its service delivery measures for 2015/16, and hence the new target included.

It is noted that almost all the targets over the MTEF have remained constant and, in some cases, are decreasing. This can be attributed to the various budget cuts against the vote, as mentioned earlier.

**Table 12.20 : Service delivery measures – Programme 3: Transport Operations**

Outputs	Performance indicators	Estimate performance	Medium-term targets		
		2014/15	2015/16	2016/17	2017/18
<b>3. Transport Operations</b>					
3.1 Public Transport Services	• No. of vehicles subsidised	1 320	1 320	1 320	1 320
	• No. of routes subsidised	1 710	1 710	1 710	1 710
	• No. of vehicle kilometres subsidised	41 888 710	41 888 710	41 888 710	41 888 710
	• No. of kilometres operated per vehicle	31 570	31 730	31 730	31 730
	• No. of passengers per vehicle	4 260	4 340	4 430	4 520
	• No. of passengers per trip operated	57	58	59	60
	• No. of staff per vehicle	2.1	2.2	2.2	2.2
	• No. of subsidised passengers	142 680	145 530	148 440	151 410
	• No. of unsubsidised passengers	22 820	23 270	23 740	24 210
	• No. of trips subsidised	1 198 870	1 198 870	1 198 870	1 198 870
	• No. of trips monitored	839 210	839 210	839 210	839 210
	• % of trips monitored	70%	70%	70%	70%
	• Subsidy per passenger	R14.66	R15.40	R16.17	R16.17
	• No. of passenger trips subsidies	67 879 790	67 879 790	67 879 790	67 879 790
	• No. of schools receiving learner transport services	226	226	226	226
	• No. of learners transported	21 760	21 760	21 760	21 760
	• No. of PRE hearings conducted (annual)	New	192	192	192
3.2 Transport Safety and Compliance	• No. of road safety awareness interventions conducted	5	5	5	5
	• No. of schools involved in road safety education prog.	1 000	1 060	1 130	1 190
	• No. of school children reached	249 000	264 000	279 000	296 000
	• No. of adults reached	43 800	112 000	119 000	126 000
	• No. of crossing patrols provided	143	143	143	143

## 6.4 Programme 4: Transport Regulation

The purpose of this programme is to ensure the provision of a safe transport 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. This includes all costs related to overall management of road traffic and safety in the province.

The programme consists of four sub-programmes in line with the sector specific budget format, namely: Programme Support Regulation, Transport Administration and Licensing, Operator Licences and Permits and Law Enforcement.

Tables 12.21 and 12.22 below summarise payments and estimates relating to Programme 4 for the period 2011/12 to 2017/18.

**Table 12.21 : Summary of payments and estimates by sub-programme: Transport Regulation**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2011/12	2012/13	2013/14	2014/15			2015/16	2016/17	2017/18
1. Programme Support Regulation	272	346	247	5 000	520	442	5 000	5 265	5 742
2. Transport Administration and Licensing	119 263	103 272	100 044	113 440	110 320	107 025	116 770	121 409	128 407
3. Operator Licences and Permits	27 362	39 584	43 693	25 170	32 770	40 157	35 155	36 068	37 787
4. Law Enforcement	412 248	423 130	477 334	556 130	526 591	522 577	603 845	638 349	669 210
<b>Total</b>	<b>559 145</b>	<b>566 332</b>	<b>621 318</b>	<b>699 740</b>	<b>670 201</b>	<b>670 201</b>	<b>760 770</b>	<b>801 091</b>	<b>841 146</b>

**Table 12.22 : Summary of payments and estimates by economic classification: Transport Regulation**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2011/12	2012/13	2013/14	2014/15			2015/16	2016/17	2017/18
<b>Current payments</b>	<b>519 395</b>	<b>563 339</b>	<b>601 322</b>	<b>666 270</b>	<b>634 821</b>	<b>634 821</b>	<b>721 449</b>	<b>751 012</b>	<b>796 721</b>
Compensation of employees	375 061	395 032	437 146	515 620	475 171	471 362	553 258	582 581	627 956
Goods and services	144 334	168 307	164 176	150 650	159 650	163 459	168 191	168 431	168 765
Interest and rent on land	-	-	-	-	-	-	-	-	-
<b>Transfers and subsidies to:</b>	<b>807</b>	<b>1 592</b>	<b>2 003</b>	<b>958</b>	<b>2 803</b>	<b>2 803</b>	<b>3 178</b>	<b>3 309</b>	<b>3 447</b>
Provinces and municipalities	226	426	385	250	650	650	750	760	770
Departmental agencies and accounts	-	-	-	-	-	-	-	-	-
Higher education institutions	-	-	-	-	-	-	-	-	-
Foreign governments and international organisations	-	-	-	-	-	-	-	-	-
Public corporations and private enterprises	-	-	-	-	-	-	-	-	-
Non-profit institutions	-	-	-	-	-	-	-	-	-
Households	581	1 166	1 618	708	2 153	2 153	2 428	2 549	2 677
<b>Payments for capital assets</b>	<b>38 888</b>	<b>1 401</b>	<b>17 979</b>	<b>32 512</b>	<b>32 512</b>	<b>32 400</b>	<b>36 143</b>	<b>46 770</b>	<b>40 978</b>
Buildings and other fixed structures	-	-	-	-	-	-	-	-	-
Machinery and equipment	38 888	1 401	17 979	32 512	32 512	32 400	36 143	46 770	40 978
Heritage assets	-	-	-	-	-	-	-	-	-
Specialised military assets	-	-	-	-	-	-	-	-	-
Biological assets	-	-	-	-	-	-	-	-	-
Land and sub-soil assets	-	-	-	-	-	-	-	-	-
Software and other intangible assets	-	-	-	-	-	-	-	-	-
<b>Payments for financial assets</b>	<b>55</b>	<b>-</b>	<b>14</b>	<b>-</b>	<b>65</b>	<b>177</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>559 145</b>	<b>566 332</b>	<b>621 318</b>	<b>699 740</b>	<b>670 201</b>	<b>670 201</b>	<b>760 770</b>	<b>801 091</b>	<b>841 146</b>

The low spending against the Programme Support Regulation sub-programme from 2011/12 to 2013/14, as well as the 2014/15 Adjusted Appropriation, can be ascribed to funds moved due to slower than anticipated filling of vacant posts, as well as resignations. The allocations over the MTEF are in line with the expansion of the component as a result of the restructuring, taking into account the moratorium on the filling of non-critical posts.

The sub-programme: Transport Administration and Licensing fluctuates over the period under review, and caters for the registration and licensing of vehicles and drivers. The decrease in 2012/13 relates to the unanticipated delays in the replacement of a damaged roof of the Motor Transport Services building, as the building is a landmark building of historical significance, which cannot be altered without the approval of Amafa aKwaZulu-Natali. The funds were reprioritised to Programme 2 in respect of higher than anticipated construction expenditure. The further decrease in 2013/14 can be attributed to non-filling of vacant posts. The decrease in the 2014/15 Adjusted Appropriation and Revised Estimate relates to slower than anticipated filling of vacant posts, as well as resignations. The increase over the MTEF is to cater for annual salary adjustments and the filling of posts, as well as inflationary increases.

The sub-programme: Operator Licences and Permits includes consultant fees for the implementation of the consolidated public transport regulation processes at the Provincial Regulatory Entity (PRE), which have been centralised to regions in order to allow the lodging of applications for operating licences and permits for the public transport operators in the province to be more accessible. This project was anticipated to be completed in 2013/14, hence the decrease in the 2014/15 Main Appropriation. However, the project was not completed, and thus the increase in the 2014/15 Adjusted Appropriation and Revised Estimate, which partly accounts for the increase over the MTEF in comparison to the 2014/15 Main Appropriation. The growth over the MTEF also relates to the purchase of vehicles and the filling of posts taking into account the moratorium on the filling of non-critical posts.

The sub-programme: Law Enforcement shows a fairly steady increase over the period, which is attributed to the employment of additional traffic officers to enhance law enforcement on roads, the higher than anticipated wage agreements and the extended road safety awareness campaigns conducted over the festive seasons. The decrease in the 2014/15 Adjusted Appropriation and Revised Estimate relates to the slower than anticipated filling of posts and resignations. The growth over the MTEF is in respect of additional and replacement motor vehicles for the Law Enforcement unit and an increase in law enforcement and road safety campaigns, as well as filling of vacant posts, in line with the moratorium on the filling of non-critical posts.

*Compensation of employees* reflects steady growth, apart from the reduction in the 2014/15 Adjusted Appropriation and the Revised Estimate due to the non-filling of vacant posts and resignations. The increase over the MTEF is in respect of filling of posts, as well as annual salary adjustments.

The high 2012/13 and 2013/14 amounts against *Goods and services* can be attributed to the extended road safety campaigns, consultants fees for the implementation of the consolidated public transport regulation processes at PRE, among others. The costs were higher than anticipated, accounting for the decrease in the 2014/15 Main Appropriation. The increase in the 2014/15 Adjusted Appropriation and Revised Estimate resulted from the higher than anticipated road safety campaigns over the festive seasons, as well as the higher than anticipated consultants fees for the implementation of the consolidated public transport regulation processes at PRE, and these contribute to the growth over the MTEF.

*Transfers and subsidies to: Provinces and municipalities* caters for motor vehicle licences.

*Transfers and subsidies to: Households* caters mainly for staff exit costs, which fluctuate over the period due to the difficulty in forecasting accurately for this category as a result of its uncertain nature.

*Machinery and equipment* reflects an erratic trend over the period under review, in line with the filling of posts, as well as the replacement of computer equipment, vehicles, etc., that are damaged or obsolete. The high 2011/12 amount was in respect of once-off expenditure relating to the computerised licence testing system, the appointment of new staff, and the purchase of office and computer equipment and vehicles, that were damaged or obsolete, hence the decrease in 2012/13. Also, the substantially low 2012/13 amount was due to cost-cutting, as well as vehicles and office equipment ordered but not delivered and paid for, accounting for the increase in 2013/14. The increase from 2014/15 onward relates to reprioritisation undertaken to cater for the additional and replacement motor vehicles for the Law Enforcement unit, as well as for computer equipment, that are damaged or obsolete.

*Payments for financial assets* relates to write-off of irrecoverable staff debts.

#### Service delivery measures – Programme 4: Transport Regulation

Table 12.23 illustrates the main service delivery measures relating to Programme 4. The performance indicators provided comply fully with the customised performance indicators for the Transport sector. As previously discussed, it is noted that almost all the targets over the MTEF have remained constant and, in some cases, are decreasing. This can be attributed to the various budget cuts against the vote.

**Table 12.23 : Service delivery measures – Programme 4: Transport Regulation**

Outputs	Performance indicators	Estimate performance	Medium-term targets			
		2014/15	2015/16	2016/17	2017/18	
<b>4. Transport Regulation</b>						
4.1 Transport Administration and Licensing	• No. of licence compliance inspections conducted	870	890	910	1 010	
4.2 Operator Licences and Permits	• No. of operator permits converted to licences	400	400	400	400	
4.3 Traffic Law Enforcement	• No. of speed operations conducted	16 658	18 250	18 250	18 250	
	• No. of K78 roadblocks held	1 100	1 100	1 100	1 100	
	• No. of hours weighbridges operated	15 000	15 000	15 000	15 000	
	• No. of road side vehicles check point operations	36 000	36 000	36 000	36 000	
	• Undertake goal directed enforcement of public transport (Operation Shanela)	550	550	550	550	
	• No. of kilometres patrolled	6 090 000	6 090 000	6 090 000	6 090 000	
	• No. of law enforcement officers trained: Diploma courses	90	50	50	50	
	• No. of law enforcement officers employed	837	927	940	990	
	• No. of vehicles stopped and checked	1 377 945	2 040 000	2 040 000	2 040 000	
	• No. of heavy vehicles screened	3 200 000	3 300 000	3 400 000	3 500 000	
	• No. of vehicles weighed	165 046	150 000	150 000	150 000	
	• No. of drunken driving operations conducted	184	190	190	190	
	• No. of vehicles which are overloaded	22 200	22 100	21 000	22 100	
	• No. of vehicles detained	7 370	7 730	8 120	8 480	

## 6.5 Programme 5: Community Based Programme

The purpose of this programme is to direct and manage the implementation of programmes and strategies that lead to the development and empowerment of communities and contractors. The programme consists of four sub-programmes in line with the sector specific budget format, namely: Programme Support Community Based, Community Development, Innovation and Empowerment and EPWP Co-ordination and Monitoring. Tables 12.24 and 12.25 below summarise this programme's payments and estimates relating to Programme 5 for the financial years 2011/12 to 2017/18.

**Table 12.24 : Summary of payments and estimates by sub-programme: Community Based Programme**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2011/12	2012/13	2013/14	2014/15			2015/16	2016/17	2017/18
1. Programme Support Community Based	7 784	5 041	5 097	7 990	6 040	6 040	6 676	6 914	7 264
2. Community Development	12 102	11 934	22 304	11 650	11 650	10 203	12 690	13 522	14 198
3. Innovation and Empowerment	16 681	20 733	8 235	17 940	17 940	17 940	18 744	18 910	19 625
4. EPWP Co-ordination and Monitoring	4 168	15 725	6 838	6 860	9 910	11 357	5 929	6 242	6 781
<b>Total</b>	<b>40 735</b>	<b>53 433</b>	<b>42 474</b>	<b>44 440</b>	<b>45 540</b>	<b>45 540</b>	<b>44 039</b>	<b>45 588</b>	<b>47 868</b>

**Table 12.25 : Summary of payments and estimates by economic classification: Community Based Programme**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2011/12	2012/13	2013/14	2014/15			2015/16	2016/17	2017/18
<b>Current payments</b>	<b>40 732</b>	<b>53 424</b>	<b>40 968</b>	<b>38 050</b>	<b>39 150</b>	<b>39 500</b>	<b>38 626</b>	<b>41 153</b>	<b>43 211</b>
Compensation of employees	10 631	12 534	12 302	20 415	12 715	13 051	21 759	23 070	24 869
Goods and services	30 101	40 890	28 666	17 635	26 435	26 449	16 867	18 083	18 342
Interest and rent on land	-	-	-	-	-	-	-	-	-
<b>Transfers and subsidies to:</b>	<b>-</b>	<b>1</b>	<b>1 458</b>	<b>6 005</b>	<b>6 005</b>	<b>6 005</b>	<b>5 005</b>	<b>4 005</b>	<b>4 205</b>
Provinces and municipalities	-	-	-	5	5	5	5	5	5
Departmental agencies and accounts	-	-	-	-	-	-	-	-	-
Higher education institutions	-	-	-	-	-	-	-	-	-
Foreign governments and international organisations	-	-	-	-	-	-	-	-	-
Public corporations and private enterprises	-	-	1 451	6 000	6 000	6 000	5 000	4 000	4 200
Non-profit institutions	-	-	-	-	-	-	-	-	-
Households	-	1	7	-	-	-	-	-	-
<b>Payments for capital assets</b>	<b>-</b>	<b>8</b>	<b>45</b>	<b>385</b>	<b>385</b>	<b>35</b>	<b>408</b>	<b>430</b>	<b>452</b>
Buildings and other fixed structures	-	-	-	-	-	-	-	-	-
Machinery and equipment	-	8	45	385	385	35	408	430	452
Heritage assets	-	-	-	-	-	-	-	-	-
Specialised military assets	-	-	-	-	-	-	-	-	-
Biological assets	-	-	-	-	-	-	-	-	-
Land and sub-soil assets	-	-	-	-	-	-	-	-	-
Software and other intangible assets	-	-	-	-	-	-	-	-	-
<b>Payments for financial assets</b>	<b>3</b>	<b>-</b>	<b>3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>40 735</b>	<b>53 433</b>	<b>42 474</b>	<b>44 440</b>	<b>45 540</b>	<b>45 540</b>	<b>44 039</b>	<b>45 588</b>	<b>47 868</b>

It should be noted that the provincial co-ordination of EPWP has been shifted to DOPW over the 2015/16 MTEF. The department could not undertake comparative figures due to the difficulty in extracting the information for the prior years. The EPWP Co-ordination and Monitoring sub-programme now relates only to the EPWP co-ordination and monitoring of the Transport's EPWP function.

The sub-programme: Programme Support Community Based relates to the administrative functions for community-based programmes. The low amounts in 2012/13 and 2013/14, as well as the reduction in the 2014/15 Adjusted Appropriation, mainly relate to cost-cutting and the slower than anticipated filling of vacant posts. This has resulted in the decrease over the MTEF in comparison to the 2014/15 Main Appropriation.

The sub-programme: Community Development reflects a low amount in 2012/13 due to cost-cutting, as well as the training of the Community Development Workers (CDWs) that was not undertaken due to non-finalisation of the training material. The training was undertaken in 2013/14, hence the high 2013/14 amount. The decrease in the 2014/15 Revised Estimate can be attributed to reprioritisation to the sub-programme: EPWP Co-ordination and Monitoring in respect of filling of posts. The growth over the MTEF caters for inflationary increments.

The low amount in 2013/14 against the sub-programme: Innovation and Empowerment was mainly due to reprioritisation undertaken as a result of non-filling of posts to Programme 2 in respect of the maintenance of the provincial road network. The growth over the 2015/16 MTEF relates mainly to inflationary increments.

The low amount in 2011/12 against the EPWP Co-ordination and Monitoring sub-programme was mainly due to cost-cutting and the savings were reprioritised to Programme 2 to fund the higher than anticipated rehabilitation of roads undertaken. The high amount in 2012/13 resulted from once-off training that was undertaken for the *Zibambele* contractors in that year, accounting for the decrease in 2013/14. The increase in the 2014/15 Adjusted Appropriation and Revised Estimate relates to higher than anticipated transportation costs, as well as the costs of consultants appointed to assist with the training of *Zibambele* contractors who undertake road maintenance work for the department. The reduction over the MTEF in comparison to the 2014/15 Main Appropriation is ascribed to reprioritisation to the sub-programme: Innovation and Empowerment in respect of filling of posts, as well as funds moved to DOPW for the co-ordination of the EPWP function.

*Compensation of employees* reflects an increasing trend over the period. The slight decrease in 2013/14 relates to delays in filling of posts. The decrease in the 2014/15 Adjusted Appropriation was due to slower than anticipated filling of posts, as discussed previously. The increase in the Revised Estimate is due to filling of vacant posts. The growth over the MTEF relates to inflationary increments.

The fluctuating trend reflected against *Goods and services* relates to expenditure pressures associated with the development and training of CDWs and *Zibambele* contractors who undertake road maintenance work for the department. The low 2011/12 amount relates to savings identified due to cost-cutting and moved to Programme 2 to cater for the higher than anticipated rehabilitation of roads undertaken. The high amount in 2012/13 was attributed to various training programmes undertaken for the CDWs and the *Zibambele* contractors, which were once-off, accounting for the decrease in 2013/14. Also, the reduction in 2013/14 relates to funds reprioritised to *Transfers and subsidies to: Public corporations and private enterprises* in respect of VECA for the monitoring of the *Vukuzakhe* emerging contractors for compliance to norms and standards. The decrease in the 2014/15 Main Appropriation and over the MTEF in comparison to 2013/14 was due to reprioritisation undertaken during the 2014/15 budget process to Programme 2 to offset spending pressures in road construction. The increase in the 2014/15 Adjusted Appropriation was in respect of the higher than anticipated transportation and training costs of the *Zibambele* contractors, as previously explained. The growth from 2016/17 onward is due to inflationary increments.

The amounts against *Transfers and subsidies to: Provinces and municipalities* are in respect of motor vehicle licences.

The amounts against *Transfers and subsidies to: Public corporations and private enterprises* from 2013/14 onward are in respect of VECA, as previously explained. The department committed itself to working together with the association in fast-tracking the development of emerging contractors through the provision of training and development support, thus the substantial allocation in 2014/15. The declining allocations over the MTEF are in line with the operational plans submitted by VECA.

*Transfers and subsidies to: Households* caters mainly for staff exit costs, which fluctuate over the period due to the difficulty in forecasting accurately for this category as a result of its uncertain nature.

*Machinery and equipment* reflects a fluctuating trend over the period under review in line with the filling of posts, as well as the replacement of computer equipment, vehicles, etc., that are damaged or obsolete. No expenditure was incurred in 2011/12 due to cost-cutting. The low 2014/15 Revised Estimate can be attributed to office and computer equipment ordered but will not be delivered by the end of 2014/15 and has been catered for in 2015/16. The increase over the MTEF is mainly due to inflationary increments.

*Payments for financial assets* relates to write-off of irrecoverable staff debts.

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

Table 12.26 below reflects the main service delivery measures relevant to Programme 5. The performance indicators provided comply fully with the customised measures for the Transport sector.

It is noted that almost all the targets over the MTEF have remained constant. This can be attributed to the various budget cuts against the vote, as discussed previously.

**Table 12.26 : Service delivery measures – Programme 5: Community Based Programme**

Table 12.10: Service delivery indicators - Programme 5: Community Based Programme						
Outputs		Performance indicators	Estimated performance	Medium-term targets		
			2014/15	2015/16	2016/17	2017/18
<b>5. Community Based Programme</b>						
5.1	Community Development	• No. of <i>Zimbabwe</i> contractors employed	41 000	41 000	41 000	41 000
		• No. of small contractors created through the <i>Vukuzakhe</i> Emerging Contractor Development Prog.	300	300	300	300
5.2	EPWP Co-ordination and Monitoring	• No. of jobs created	60 000	62 700	62 700	62 700
		• No. of Full-Time Equivalents (FTEs)	23 200	24 000	24 000	24 000
		• No. of youths employed (18-35)	30 000	31 350	31 350	31 350
		• No. of women employed	43 850	44 640	44 640	44 640
		• No. of people living with disabilities employed	300	315	315	315
		• No. of employment days created	5 336 000	5 520 000	5 520 000	5 520 000

## 7. Other programme information

### 7.1 Personnel numbers and costs

Personnel numbers per programme for full-time equivalent positions are given in Table 12.27 below for the previous and current financial years, along with estimates over the MTEF. The increase over the MTEF is due to the department budgeting for the vote's full structure.

Table 12.28 below reflects the summary of personnel numbers in the department, specifying the number of posts in the Human Resources and Finance components, incorporating Financial Management Services, SCM and associated services.

The personnel costs reflect an increasing trend over the period under review. As a result of the slower than anticipated filling of vacant posts, contract workers were used for support functions and this accounts for the fluctuations in numbers and costs in respect of contract workers. The review of the organisational structure was completed in February 2012, and critical vacant posts are being filled, and the department will also review the number of contract workers as posts are being filled, over the MTEF.

It should be noted that the *Zimbabwe* contractors employed (amounting to an estimated 41 000 in each year of the MTEF) in the department are used for the maintenance of the provincial road network, but are not included in Table 12.28, as they are not part of the approved post establishment.

**Table 12.27 : Personnel numbers and costs by programme**

Personnel numbers	As at 31 March 2012	As at 31 March 2013	As at 31 March 2014	As at 31 March 2015	As at 31 March 2016	As at 31 March 2017	As at 31 March 2018
1. Administration	309	309	309	420	420	420	420
2. Transport Infrastructure	2 154	2 088	2 003	2 502	2 588	2 588	2 588
3. Transport Operations	76	76	73	86	86	86	86
4. Transport Regulation	1 578	1 513	1 458	1 630	1 630	1 630	1 630
5. Community Based Programme	37	37	37	37	37	37	37
<b>Total</b>	<b>4 154</b>	<b>4 023</b>	<b>3 880</b>	<b>4 675</b>	<b>4 761</b>	<b>4 761</b>	<b>4 761</b>
Total personnel cost (R thousand)	1 100 404	1 176 174	1 266 775	1 347 937	1 657 756	1 762 384	1 899 783
Unit cost (R thousand)	265	292	326	288	348	370	399

Table 12.28 : Summary of departmental personnel numbers and costs by component

	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2011/12	2012/13	2013/14	2014/15			2015/16	2016/17	2017/18
<b>Total for the department</b>									
Personnel numbers (head count)	4 154	4 023	3 880	4 675	4 675	4 675	4 761	4 761	4 761
Personnel cost (R thousands)	1 100 404	1 176 174	1 266 775	1 507 280	1 355 698	1 347 937	1 657 756	1 762 384	1 899 783
<b>Human resources component</b>									
Personnel numbers (head count)	67	86	90	95	74	74	128	128	128
Personnel cost (R thousands)	17 220	30 066	27 572	58 265	30 477	30 477	43 813	46 574	49 508
Head count as % of total for department	1.61	2.14	2.32	2.03	1.58	1.58	2.69	2.69	2.69
Personnel cost as % of total for department	1.56	2.56	2.18	3.87	2.25	2.26	2.64	2.64	2.61
<b>Finance component</b>									
Personnel numbers (head count)	85	78	82	90	81	81	159	159	159
Personnel cost (R thousands)	22 555	39 330	24 960	57 808	27 961	27 961	52 903	55 904	59 425
Head count as % of total for department	2.05	1.94	2.11	1.93	1.73	1.73	3.34	3.34	3.34
Personnel cost as % of total for department	2.05	3.34	1.97	3.84	2.06	2.07	3.19	3.17	3.13
<b>Full time workers</b>									
Personnel numbers (head count)	3 761	3 578	3 835	4 322	4 322	4 322	4 486	4 486	4 486
Personnel cost (R thousands)	1 051 865	1 119 164	1 249 376	1 451 031	1 307 731	1 299 970	1 637 947	1 741 327	1 877 400
Head count as % of total for department	90.54	88.94	98.84	92.45	92.45	92.45	94.22	94.22	94.22
Personnel cost as % of total for department	95.59	95.15	98.63	96.27	96.46	96.44	98.81	98.81	98.82
<b>Part-time workers</b>									
Personnel numbers (head count)	-	-	-	-	-	-	-	-	-
Personnel cost (R thousands)	-	-	-	-	-	-	-	-	-
Head count as % of total for department	-	-	-	-	-	-	-	-	-
Personnel cost as % of total for department	-	-	-	-	-	-	-	-	-
<b>Contract workers</b>									
Personnel numbers (head count)	393	445	45	353	353	353	275	275	275
Personnel cost (R thousands)	48 539	57 010	17 399	56 249	47 967	47 967	19 809	21 057	22 383
Head count as % of total for department	9.46	11.06	1.16	7.55	7.55	7.55	5.78	5.78	5.78
Personnel cost as % of total for department	4.41	4.85	1.37	3.73	3.54	3.56	1.19	1.19	1.18

Note: This table excludes approximately 41 000 Zibambele contractors each year.

## 7.2 Training

Tables 12.29 and 12.30 give a summary of departmental spending and information on training for the period 2011/12 to 2013/14, and budgeted expenditure for the period 2014/15 to 2017/18.

It is noted that the tables include information relating to the Traffic Training College and the Technical Training Centre.

Table 12.29 : Payments on training by programme

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2011/12	2012/13	2013/14	2014/15			2015/16	2016/17	2017/18
<b>1. Administration</b>	<b>2 595</b>	<b>2 464</b>	<b>5 379</b>	<b>2 984</b>	<b>2 453</b>	<b>2 203</b>	<b>2 576</b>	<b>2 576</b>	<b>2 576</b>
Subsistence and travel	-	-	-	-	-	-	-	-	-
Payments on tuition	2 595	2 464	5 379	2 984	2 453	2 203	2 576	2 576	2 576
Other	-	-	-	-	-	-	-	-	-
<b>2. Transport Infrastructure</b>	<b>3 264</b>	<b>5 158</b>	<b>2 052</b>	<b>3 942</b>	<b>2 759</b>	<b>2 080</b>	<b>2 897</b>	<b>2 897</b>	<b>2 897</b>
Subsistence and travel	-	-	-	-	-	-	-	-	-
Payments on tuition	3 264	5 158	2 052	3 942	2 759	2 080	2 897	2 897	2 897
Other	-	-	-	-	-	-	-	-	-
<b>3. Transport Operations</b>	<b>133</b>	<b>75</b>	<b>70</b>	<b>161</b>	<b>140</b>	<b>78</b>	<b>147</b>	<b>147</b>	<b>147</b>
Subsistence and travel	-	-	-	-	-	-	-	-	-
Payments on tuition	133	75	70	161	140	78	147	147	147
Other	-	-	-	-	-	-	-	-	-
<b>4. Transport Regulation</b>	<b>414</b>	<b>435</b>	<b>788</b>	<b>500</b>	<b>945</b>	<b>981</b>	<b>992</b>	<b>992</b>	<b>992</b>
Subsistence and travel	-	-	-	-	-	-	-	-	-
Payments on tuition	414	435	788	500	945	981	992	992	992
Other	-	-	-	-	-	-	-	-	-
<b>5. Community Based Programme</b>	<b>42</b>	<b>19</b>	<b>7</b>	<b>51</b>	<b>45</b>	<b>45</b>	<b>48</b>	<b>48</b>	<b>48</b>
Subsistence and travel	-	-	-	-	-	-	-	-	-
Payments on tuition	42	19	7	51	45	45	48	48	48
Other	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>6 448</b>	<b>8 151</b>	<b>8 296</b>	<b>7 638</b>	<b>6 342</b>	<b>5 387</b>	<b>6 660</b>	<b>6 660</b>	<b>6 660</b>

**Table 12.30 : Information on training: Transport**

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2011/12	2012/13	2013/14	2014/15			2015/16	2016/17	2017/18
Number of staff	4 154	4 023	3 880	4 675	4 675	4 675	4 761	4 761	4 761
Number of personnel trained	815	1 345	1 600	1 600	1 600	1 600	1 600	1 600	1 680
of which									
Male	421	629	900	900	900	900	900	900	945
Female	394	716	700	700	700	700	700	700	735
Number of training opportunities	1 626	69	265	265	265	265	265	265	278
of which									
Tertiary	-	-	-	-	-	-	-	-	-
Workshops	80	11	15	15	15	15	15	15	16
Seminars	58	2	-	-	-	-	-	-	-
Other	1 488	56	250	250	250	250	250	250	263
Number of bursaries offered	122	98	200	200	200	200	200	200	210
Number of interns appointed	23	4	35	35	35	35	35	35	37
Number of learnerships appointed	185	-	185	185	185	185	185	185	194
Number of days spent on training	232	295	200	200	200	200	200	200	210

The low 2011/12 amount can be attributed to cost-cutting. The department reduced its training budget in order to undertake in-house training and capacity building. The decrease in the 2014/15 Adjusted Appropriation relates to training costs being inadvertently reduced by too much, hence the increase in the 2014/15 Revised Estimate. The decrease over the MTEF in comparison to the 2014/15 Main Appropriation is due to the fact that the department will undertake in-house training and capacity building, aimed at containing costs.

The training in Programme 1 relates to administrative functions. The training in Programme 2 is in respect of training for the *Zimbabwe* contractors relating to maintenance of the provincial roads.

Under Programme 3, the training is in respect of safety and compliance such as road safety education, including pedestrian safety.

The training under Programme 4 includes the costs for the Traffic Training College in respect of the training of traffic officers, and the training conducted under Programme 5 relates to training, learnerships and mentorships for the *Vukuzakhe* projects.

With regard to Programme 5, the training undertaken is in respect of training provided to the *Vukuzakhe* contractors to provide them with skills to grow and sustain their businesses. The substantial decrease from 2012/13 and 2013/14 was due to the review of the training course to ensure its efficiency. This was completed in 2013/14 and, thus the increase from 2014/15 onward. The decrease in the 2014/15 Adjusted Appropriation was due to the department inadvertently reducing the budget too much, hence the increase in the 2014/15 Revised Estimate.

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

## ANNEXURE – VOTE 12: TRANSPORT

Table 12.A : Details of departmental receipts: Transport

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2011/12	2012/13	2013/14	2014/15			2015/16	2016/17	2017/18
<b>Tax receipts</b>	<b>1 231 524</b>	<b>1 318 621</b>	<b>1 396 323</b>	<b>1 420 000</b>	<b>1 420 000</b>	<b>1 452 633</b>	<b>1 481 000</b>	<b>1 540 240</b>	<b>1 601 850</b>
Casino taxes	-	-	-	-	-	-	-	-	-
Horse racing taxes	-	-	-	-	-	-	-	-	-
Liquor licences	-	-	-	-	-	-	-	-	-
Motor vehicle licences	1 231 524	1 318 621	1 396 323	1 420 000	1 420 000	1 452 633	1 481 000	1 540 240	1 601 850
<b>Sale of goods and services other than capital assets</b>	<b>122 587</b>	<b>126 819</b>	<b>130 592</b>	<b>120 000</b>	<b>120 000</b>	<b>123 286</b>	<b>129 450</b>	<b>135 923</b>	<b>142 719</b>
Sale of goods and services produced by dept. (excl. capital assets)	122 587	126 819	130 592	120 000	120 000	123 280	129 444	135 916	142 712
Sales by market establishments	-	-	-	-	-	5 857	6 150	6 457	6 780
Administrative fees	-	-	-	-	-	110 909	116 454	122 277	128 391
Other sales	122 587	126 819	130 592	120 000	120 000	6 514	6 840	7 182	7 541
Sale of scrap, waste, arms and other used current goods	-	-	-	-	-	6	6	7	7
<b>Transfers received from:</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Other governmental units	-	-	-	-	-	-	-	-	-
Higher education institutions	-	-	-	-	-	-	-	-	-
Foreign governments	-	-	-	-	-	-	-	-	-
International organisations	-	-	-	-	-	-	-	-	-
Public corporations and private enterprises	-	-	-	-	-	-	-	-	-
Households and non-profit institutions	-	-	-	-	-	-	-	-	-
<b>Fines, penalties and forfeits</b>	<b>45 148</b>	<b>50 318</b>	<b>38 186</b>	<b>25 000</b>	<b>25 000</b>	<b>36 274</b>	<b>38 088</b>	<b>39 992</b>	<b>41 992</b>
<b>Interest, dividends and rent on land</b>	<b>350</b>	<b>274</b>	<b>202</b>	<b>160</b>	<b>160</b>	<b>253</b>	<b>266</b>	<b>280</b>	<b>295</b>
Interest	-	-	-	-	-	146	153	161	169
Dividends	350	274	202	160	160	23	24	25	27
Rent on land	-	-	-	-	-	84	88	93	99
<b>Sale of capital assets</b>	<b>3 558</b>	<b>1 951</b>	<b>4 181</b>	<b>2 500</b>	<b>2 500</b>	<b>2 281</b>	<b>2 650</b>	<b>2 800</b>	<b>2 940</b>
Land and sub-soil assets	-	-	-	-	-	-	-	-	-
Other capital assets	3 558	1 951	4 181	2 500	2 500	2 281	2 650	2 800	2 940
<b>Transactions in financial assets and liabilities</b>	<b>6 315</b>	<b>4 282</b>	<b>7 814</b>	<b>4 500</b>	<b>4 500</b>	<b>1 956</b>	<b>2 053</b>	<b>2 176</b>	<b>2 307</b>
<b>Total</b>	<b>1 409 482</b>	<b>1 502 265</b>	<b>1 577 298</b>	<b>1 572 160</b>	<b>1 572 160</b>	<b>1 616 683</b>	<b>1 653 507</b>	<b>1 721 411</b>	<b>1 792 102</b>

Table 12.B : Payments and estimates by economic classification: Transport

	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
R thousand	2011/12	2012/13	2013/14	2014/15			2015/16	2016/17	2017/18
<b>Current payments</b>	<b>3 408 533</b>	<b>3 802 271</b>	<b>3 947 180</b>	<b>5 050 727</b>	<b>4 428 768</b>	<b>4 351 886</b>	<b>5 084 333</b>	<b>5 273 987</b>	<b>5 594 768</b>
Compensation of employees	1 100 404	1 176 174	1 266 775	1 507 280	1 355 698	1 347 937	1 657 756	1 762 384	1 899 783
Salaries and wages	983 209	1 055 825	1 141 515	1 363 603	1 212 478	1 204 839	1 505 580	1 602 143	1 727 057
Social contributions	117 195	120 349	125 260	143 677	143 220	143 098	152 176	160 241	172 726
Goods and services	2 308 129	2 626 096	2 680 332	3 543 447	3 073 070	3 003 940	3 426 577	3 511 603	3 694 985
Administrative fees	32	21	9	60	1 452	1 269	1 577	1 577	1 580
Advertising	18 551	15 856	15 923	21 484	8 100	6 978	8 504	8 504	8 504
Assets less than the capitalisation threshold	8 525	9 435	5 412	10 088	6 407	6 035	6 726	6 726	6 726
Audit cost: External	4 791	6 593	6 436	5 529	6 773	6 787	7 112	7 112	7 112
Bursaries: Employees	1 882	1 170	1 554	2 044	428	415	2 044	2 044	2 044
Catering: Departmental activities	7 521	10 217	9 342	2 731	8 168	7 933	8 576	8 576	8 576
Communication (G&S)	30 486	32 735	33 056	30 704	37 471	36 434	39 394	39 394	39 396
Computer services	23 204	32 269	25 928	20 923	34 362	35 435	36 080	36 080	36 080
Cons & prof serv: Business and advisory services	97 029	101 847	95 670	67 376	156 328	175 086	162 273	163 466	163 266
Cons & prof serv: Infras and planning	45 334	53 193	76 427	38 552	99 457	99 005	102 460	102 460	102 460
Cons & prof serv: Laboratory services	-	194	305	-	237	158	249	249	249
Cons & prof serv: Scientific and tech services	-	-	-	-	-	-	-	-	-
Cons & prof serv: Legal costs	17 599	18 195	24 962	20 580	23 499	21 011	26 048	26 416	26 674
Contractors	1 196 930	1 238 951	1 453 903	2 167 251	1 646 821	1 565 399	1 892 587	2 000 326	2 111 850
Agency and support / outsourced services	7 094	4 766	3 680	8 456	8 564	1 508	8 965	8 965	8 965
Entertainment	112	11	10	129	21	15	22	22	22
Fleet services (incl. govt motor transport)	-	47 677	72 093	31 050	53 659	55 096	54 671	54 789	54 789
Housing	-	-	-	-	-	-	-	-	-
Inventory: Clothing material and accessories	-	-	5 745	-	5 731	4 991	6 017	6 017	6 017
Inventory: Farming supplies	-	-	-	-	-	-	-	-	-
Inventory: Food and food supplies	158	657	610	189	909	1 010	954	954	954
Inventory: Fuel, oil and gas	71 593	45 641	34 310	86 879	18 118	19 580	19 394	19 414	19 432
Inventory: Learner and teacher support material	618	628	576	722	550	483	577	577	577
Inventory: Materials and supplies	27 355	36 504	63 189	33 014	72 795	73 857	76 435	76 435	76 435
Inventory: Medical supplies	61	48	7	73	3	1	3	3	3
Inventory: Medicine	4 179	3 561	4 289	4 809	1 334	1 310	1 401	1 401	1 401
Medsas inventory interface	-	-	-	-	-	-	-	-	-
Inventory: Other supplies	-	55 125	-	-	1	1	1	1	1
Consumable supplies	67 539	-	3 758	77 712	6 607	5 890	6 938	6 938	6 938
Consumable: Stationery, printing and office supplies	12 221	15 825	13 064	15 679	13 263	12 723	13 953	13 955	13 957
Operating leases	21 779	280 749	78 846	26 753	61 613	55 503	65 438	65 479	65 520
Property payments	54 822	67 859	77 736	56 598	85 652	85 130	90 018	90 021	90 026
Transport provided: Departmental activity	33 815	98 563	130 779	180 422	180 403	178 898	254 539	261 435	275 870
Travel and subsistence	54 115	54 579	56 754	58 182	56 297	55 575	60 022	60 078	60 340
Training and development	6 448	8 151	8 296	7 638	6 342	5 387	6 660	6 660	6 660
Operating payments	4 882	5 807	5 989	5 872	10 730	8 937	11 267	11 267	11 267
Venues and facilities	13 405	13 645	12 173	2 810	13 158	12 685	13 815	13 815	13 815
Rental and hiring	476 049	365 624	359 501	559 138	447 817	463 415	441 857	410 447	467 479
Interest and rent on land	-	1	73	-	-	9	-	-	-
Interest	-	1	73	-	-	9	-	-	-
Rent on land	-	-	-	-	-	-	-	-	-
<b>Transfers and subsidies</b>	<b>785 190</b>	<b>819 214</b>	<b>931 273</b>	<b>922 357</b>	<b>1 036 808</b>	<b>1 046 353</b>	<b>1 090 793</b>	<b>1 154 318</b>	<b>1 224 280</b>
Provinces and municipalities	652	2 379	4 281	1 600	3 982	3 982	2 148	2 232	2 315
Provinces	652	2 379	4 281	1 600	3 982	3 982	2 148	2 232	2 315
Provincial Revenue Funds	-	-	-	-	-	-	-	-	-
Provincial agencies and funds	652	2 379	4 281	1 600	3 982	3 982	2 148	2 232	2 315
Municipalities	-	-	-	-	-	-	-	-	-
Municipalities	-	-	-	-	-	-	-	-	-
Municipal agencies and funds	-	-	-	-	-	-	-	-	-
Departmental agencies and accounts	-	-	-	-	4 522	4 522	4 771	5 034	5 427
Social security funds	-	-	-	-	-	-	-	-	-
Provide list of entities receiving transfers	-	-	-	-	4 522	4 522	4 771	5 034	5 427
Higher education institutions	-	-	-	-	-	-	-	-	-
Foreign governments and international organisations	-	-	-	-	-	-	-	-	-
Public corporations and private enterprises	773 473	808 877	915 867	910 783	1 002 829	1 002 829	1 063 000	1 125 452	1 192 975
Public corporations	773 473	808 877	915 867	910 783	1 002 829	1 002 829	1 063 000	1 125 452	1 192 975
Subsidies on production	773 473	808 877	914 416	904 783	996 829	996 829	1 058 000	1 121 452	1 188 775
Other transfers	-	-	1 451	6 000	6 000	6 000	5 000	4 000	4 200
Private enterprises	-	-	-	-	-	-	-	-	-
Subsidies on production	-	-	-	-	-	-	-	-	-
Other transfers	-	-	-	-	-	-	-	-	-
Non-profit institutions	-	-	-	-	-	-	-	-	-
Households	11 065	7 958	11 125	9 974	25 475	35 020	20 874	21 600	23 563
Social benefits	6 043	6 532	7 706	2 326	10 347	10 457	11 551	11 773	13 245
Other transfers to households	5 022	1 426	3 419	7 648	15 128	24 563	9 323	9 827	10 318
<b>Payments for capital assets</b>	<b>2 445 913</b>	<b>3 028 705</b>	<b>3 176 152</b>	<b>3 087 511</b>	<b>3 585 078</b>	<b>3 652 273</b>	<b>3 161 778</b>	<b>3 302 801</b>	<b>3 455 563</b>
Buildings and other fixed structures	2 374 923	2 901 214	3 096 671	2 947 285	3 438 362	3 505 557	2 985 943	3 116 282	3 272 096
Buildings	-	-	-	-	-	-	-	-	-
Other fixed structures	2 374 923	2 901 214	3 096 671	2 947 285	3 438 362	3 505 557	2 985 943	3 116 282	3 272 096
Machinery and equipment	68 247	123 986	75 151	140 226	145 623	145 230	175 835	186 519	183 467
Transport equipment	30 972	109 370	65 851	133 220	134 499	136 441	166 000	178 598	175 377
Other machinery and equipment	37 275	14 616	9 300	7 006	11 124	8 789	9 835	7 921	8 090
Heritage assets	-	-	-	-	-	-	-	-	-
Specialised military assets	-	-	-	-	-	-	-	-	-
Biological assets	-	-	-	-	-	-	-	-	-
Land and sub-soil assets	-	-	-	-	-	-	-	-	-
Software and other intangible assets	2 743	3 505	4 330	-	1 093	1 486	-	-	-
<b>Payments for financial assets</b>	<b>219</b>	<b>118</b>	<b>582</b>	<b>-</b>	<b>231</b>	<b>373</b>	<b>4 553</b>	<b>4 553</b>	<b>-</b>
<b>Total</b>	<b>6 639 855</b>	<b>7 650 308</b>	<b>8 055 187</b>	<b>9 060 595</b>	<b>9 050 885</b>	<b>9 050 885</b>	<b>9 341 457</b>	<b>9 735 659</b>	<b>10 274 611</b>
Unauth. Exp. (1st charge) not available for spending	-	-	-	-	-	-	(4 553)	(4 553)	-
<b>Baseline available for spending after 1st charge</b>	<b>6 639 855</b>	<b>7 650 308</b>	<b>8 055 187</b>	<b>9 060 595</b>	<b>9 050 885</b>	<b>9 050 885</b>	<b>9 336 904</b>	<b>9 731 106</b>	<b>10 274 611</b>

Table 12.C : Payments and estimates by economic classification: Administration

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2011/12	2012/13	2013/14	2014/15			2015/16	2016/17	2017/18
<b>Current payments</b>	<b>195 521</b>	<b>219 870</b>	<b>230 286</b>	<b>242 568</b>	<b>235 082</b>	<b>235 078</b>	<b>262 758</b>	<b>270 946</b>	<b>282 587</b>
Compensation of employees	88 034	94 403	97 907	134 608	113 012	108 724	140 406	147 848	159 380
Salaries and wages	76 808	82 811	86 051	122 099	100 503	96 215	127 266	134 012	144 464
Social contributions	11 226	11 592	11 856	12 509	12 509	12 509	13 140	13 836	14 916
Goods and services	107 487	125 466	132 306	107 960	122 070	126 354	122 352	123 098	123 207
Administrative fees	(16)	-	7	-	282	247	297	297	297
Advertising	1 789	2 106	1 501	2 059	2 623	2 587	2 754	2 754	2 754
Assets less than the capitalisation threshold	760	2 180	904	874	819	776	860	860	860
Audit cost: External	4 482	5 433	5 732	5 154	6 502	6 352	6 827	6 827	6 827
Bursaries: Employees	1 882	1 170	1 554	2 044	428	415	2 044	2 044	2 044
Catering: Departmental activities	752	2 432	1 118	865	1 226	1 537	1 287	1 287	1 287
Communication (G&S)	6 976	11 646	12 120	2 318	13 854	14 748	14 547	14 547	14 547
Computer services	14 362	19 504	20 794	10 256	20 739	21 933	21 776	21 776	21 776
Cons & prof serv: Business and advisory services	17 954	25 616	14 322	19 108	8 464	11 481	7 992	8 370	8 221
Cons & prof serv: Infras and planning	-	1 320	5 838	-	1 498	1 498	24	24	24
Cons & prof serv: Laboratory services	-	-	-	-	-	-	-	-	-
Cons & prof serv: Scientific and tech services	-	-	-	-	-	-	-	-	-
Cons & prof serv: Legal costs	11 608	9 433	16 010	13 349	18 647	16 077	20 954	21 322	21 580
Contractors	15 112	16 074	19 277	15 122	16 516	17 688	11 003	11 003	11 003
Agency and support / outsourced services	621	341	277	714	999	1 005	1 049	1 049	1 049
Entertainment	112	11	1	129	21	15	22	22	22
Fleet services (incl. govt motor transport)	-	1 910	2 974	1 100	2 386	1 494	2 505	2 505	2 505
Housing	-	-	-	-	-	-	-	-	-
Inventory: Clothing material and accessories	-	-	26	-	16	16	17	17	17
Inventory: Farming supplies	-	-	-	-	-	-	-	-	-
Inventory: Food and food supplies	23	408	361	26	464	457	487	487	487
Inventory: Fuel, oil and gas	1 670	196	-	2 035	37	30	39	39	39
Inventory: Learner and teacher support material	436	463	324	501	324	312	340	340	340
Inventory: Materials and supplies	120	-	-	138	14	13	15	15	15
Inventory: Medical supplies	-	-	-	-	-	-	-	-	-
Inventory: Medicine	4 122	3 558	4 274	4 740	1 283	1 283	1 347	1 347	1 347
Medias inventory interface	-	-	-	-	-	-	-	-	-
Inventory: Other supplies	-	202	-	-	-	-	-	-	-
Consumable supplies	177	-	414	203	1 566	1 384	1 645	1 645	1 645
Consumable: Stationery, printing and office supplies	1 347	2 235	1 893	1 549	1 289	1 324	1 354	1 354	1 354
Operating leases	5 551	1 889	2 198	6 383	4 518	3 614	4 732	4 732	4 732
Property payments	4 522	4 901	5 080	5 200	4 722	4 684	4 958	4 958	4 958
Transport provided: Departmental activity	225	-	321	259	1 580	1 481	1 660	1 660	1 660
Travel and subsistence	9 198	9 149	9 074	9 577	6 750	9 349	7 088	7 088	7 088
Training and development	2 595	2 464	5 379	2 984	2 453	2 203	2 576	2 576	2 576
Operating payments	450	609	426	518	893	818	938	938	938
Venues and facilities	657	216	107	755	1 157	1 533	1 215	1 215	1 215
Rental and hiring	-	-	-	-	-	-	-	-	-
Interest and rent on land	-	1	73	-	-	-	-	-	-
Interest	-	1	73	-	-	-	-	-	-
Rent on land	-	-	-	-	-	-	-	-	-
<b>Transfers and subsidies</b>	<b>2 354</b>	<b>1 454</b>	<b>2 270</b>	<b>6 901</b>	<b>11 761</b>	<b>11 761</b>	<b>13 715</b>	<b>14 450</b>	<b>16 545</b>
Provinces and municipalities	8	30	14	30	78	78	78	82	86
Provinces	8	30	14	30	78	78	78	82	86
Provincial Revenue Funds	-	-	-	-	-	-	-	-	-
Provincial agencies and funds	8	30	14	30	78	78	78	82	86
Municipalities	-	-	-	-	-	-	-	-	-
Municipalities	-	-	-	-	-	-	-	-	-
Municipal agencies and funds	-	-	-	-	-	-	-	-	-
Departmental agencies and accounts	-	-	-	-	4 522	4 522	4 771	5 034	5 427
Social security funds	-	-	-	-	-	-	-	-	-
Provide list of entities receiving transfers	-	-	-	-	4 522	4 522	4 771	5 034	5 427
Higher education institutions	-	-	-	-	-	-	-	-	-
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	2 346	1 424	2 256	6 871	7 161	7 161	8 866	9 334	11 032
Social benefits	1 614	407	1 030	332	332	332	345	351	1 600
Other transfers to households	732	1 017	1 226	6 539	6 829	6 829	8 521	8 983	9 432
<b>Payments for capital assets</b>	<b>6 485</b>	<b>29 273</b>	<b>24 254</b>	<b>5 155</b>	<b>6 922</b>	<b>6 918</b>	<b>15 205</b>	<b>15 134</b>	<b>15 743</b>
Buildings and other fixed structures	-	-	-	-	-	-	-	-	-
Buildings	-	-	-	-	-	-	-	-	-
Other fixed structures	-	-	-	-	-	-	-	-	-
Machinery and equipment	3 742	25 768	20 479	5 155	6 072	6 071	15 205	15 134	15 743
Transport equipment	-	23 562	18 945	-	-	-	12 000	12 000	12 600
Other machinery and equipment	3 742	2 206	1 534	5 155	6 072	6 071	3 205	3 134	3 143
Heritage assets	-	-	-	-	-	-	-	-	-
Specialised military assets	-	-	-	-	-	-	-	-	-
Biological assets	-	-	-	-	-	-	-	-	-
Land and sub-soil assets	-	-	-	-	-	-	-	-	-
Software and other intangible assets	2 743	3 505	3 775	-	850	847	-	-	-
<b>Payments for financial assets</b>	<b>123</b>	<b>60</b>	<b>494</b>	<b>-</b>	<b>49</b>	<b>57</b>	<b>4 553</b>	<b>4 553</b>	<b>-</b>
<b>Total</b>	<b>204 483</b>	<b>250 657</b>	<b>257 304</b>	<b>254 624</b>	<b>253 814</b>	<b>253 814</b>	<b>296 231</b>	<b>305 083</b>	<b>314 875</b>
Unauth. Exp. (1st charge) not available for spending	-	-	-	-	-	-	(4 553)	(4 553)	-
<b>Baseline available for spending after 1st charge</b>	<b>204 483</b>	<b>250 657</b>	<b>257 304</b>	<b>254 624</b>	<b>253 814</b>	<b>253 814</b>	<b>291 678</b>	<b>300 530</b>	<b>314 875</b>

Table 12.D : Payments and estimates by economic classification: Transport Infrastructure

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2011/12	2012/13	2013/14	2014/15			2015/16	2016/17	2017/18
<b>Current payments</b>	<b>2 539 227</b>	<b>2 761 663</b>	<b>2 846 087</b>	<b>3 824 790</b>	<b>3 263 654</b>	<b>3 186 536</b>	<b>3 710 800</b>	<b>3 851 247</b>	<b>4 094 657</b>
Compensation of employees	601 843	647 501	690 481	794 192	723 586	723 586	897 342	961 509	1 036 507
Salaries and wages	550 492	594 989	636 498	729 781	659 175	659 175	829 067	889 616	959 006
Social contributions	51 351	52 512	53 983	64 411	64 411	64 411	68 275	71 893	77 501
Goods and services	1 937 384	2 114 162	2 155 606	3 030 598	2 540 068	2 462 950	2 813 458	2 889 738	3 058 150
Administrative fees	42	21	2	53	652	577	685	685	685
Advertising	334	2 055	1 243	112	348	318	364	364	364
Assets less than the capitalisation threshold	5 571	6 330	3 071	6 565	3 419	3 196	3 590	3 590	3 590
Audit cost: External	299	1 137	620	362	206	380	217	217	217
Bursaries: Employees	-	-	-	-	-	-	-	-	-
Catering: Departmental activities	4 107	2 275	3 213	749	2 310	2 276	2 425	2 425	2 425
Communication (G&S)	13 014	10 963	11 841	15 712	11 941	10 991	12 538	12 538	12 538
Computer services	262	2 072	1 572	307	3 318	3 220	3 484	3 484	3 484
Cons & prof serv: Business and advisory services	24 951	21 012	26 174	4 976	110 099	117 184	115 604	115 604	115 604
Cons & prof serv: Infras and planning	34 787	38 692	68 935	37 805	97 559	97 252	102 436	102 436	102 436
Cons & prof serv: Laboratory services	-	194	305	-	237	158	249	249	249
Cons & prof serv: Scientific and tech services	-	-	-	-	-	-	-	-	-
Cons & prof serv: Legal costs	4 891	6 958	3 284	5 904	2 670	2 342	2 803	2 803	2 803
Contractors	1 151 198	1 168 075	1 401 613	2 134 851	1 600 016	1 519 367	1 854 564	1 962 254	2 073 634
Agency and support / outsourced services	5 932	3 234	2 956	7 088	7 250	151	7 613	7 613	7 613
Entertainment	-	-	9	-	-	-	-	-	-
Fleet services (incl. govt motor transport)	-	18 662	32 313	18 500	19 272	20 524	20 236	20 236	20 236
Housing	-	-	-	-	-	-	-	-	-
Inventory: Clothing material and accessories	-	-	2 263	-	4 622	3 981	4 853	4 853	4 853
Inventory: Farming supplies	-	-	-	-	-	-	-	-	-
Inventory: Food and food supplies	94	192	194	113	358	231	376	376	376
Inventory: Fuel, oil and gas	55 149	45 287	34 290	66 564	17 882	19 467	18 776	18 776	18 776
Inventory: Learner and teacher support material	1	4	-	1	1	-	1	1	1
Inventory: Materials and supplies	26 769	36 260	62 791	32 312	72 324	73 163	75 941	75 941	75 941
Inventory: Medical supplies	2	23	-	2	2	-	2	2	2
Inventory: Medicine	50	3	15	61	50	26	53	53	53
Medas inventory interface	-	-	-	-	-	-	-	-	-
Inventory: Other supplies	-	49 537	-	-	-	-	-	-	-
Consumable supplies	60 647	-	2 308	70 526	2 367	2 116	2 486	2 486	2 486
Consumable: Stationery, printing and office supplies	2 340	2 340	2 414	2 826	2 408	2 360	2 528	2 528	2 528
Operating leases	971	256 413	56 769	1 164	37 527	32 552	39 404	39 404	39 404
Property payments	29 420	38 128	44 661	26 186	51 156	47 445	53 713	53 713	53 713
Transport provided: Departmental activity	8 488	5 426	3 702	10 249	3 844	3 304	4 036	4 036	4 036
Travel and subsistence	20 298	21 857	22 745	21 357	27 377	26 145	28 747	28 747	28 747
Training and development	3 264	5 158	2 052	3 942	2 759	2 080	2 897	2 897	2 897
Operating payments	2 026	2 656	2 492	2 448	6 160	4 647	6 468	6 468	6 468
Venues and facilities	6 428	4 463	4 302	725	4 546	4 525	4 773	4 773	4 773
Rental and hiring	476 049	364 735	357 457	559 138	447 388	462 972	441 596	410 186	467 218
Interest and rent on land	-	-	-	-	-	-	-	-	-
Interest	-	-	-	-	-	-	-	-	-
Rent on land	-	-	-	-	-	-	-	-	-
<b>Transfers and subsidies</b>	<b>8 545</b>	<b>7 251</b>	<b>11 037</b>	<b>3 695</b>	<b>19 164</b>	<b>28 599</b>	<b>10 880</b>	<b>11 086</b>	<b>11 291</b>
Provinces and municipalities	407	1 911	3 881	1 300	3 234	3 234	1 300	1 369	1 437
Provinces	407	1 911	3 881	1 300	3 234	3 234	1 300	1 369	1 437
Provincial Revenue Funds	-	-	-	-	-	-	-	-	-
Provincial agencies and funds	407	1 911	3 881	1 300	3 234	3 234	1 300	1 369	1 437
Municipalities	-	-	-	-	-	-	-	-	-
Municipalities	-	-	-	-	-	-	-	-	-
Municipal agencies and funds	-	-	-	-	-	-	-	-	-
Departmental agencies and accounts	-	-	-	-	-	-	-	-	-
Social security funds	-	-	-	-	-	-	-	-	-
Provide list of entities receiving transfers	-	-	-	-	-	-	-	-	-
Higher education institutions	-	-	-	-	-	-	-	-	-
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	8 138	5 340	7 156	2 395	15 930	25 365	9 580	9 717	9 854
Social benefits	3 859	5 241	5 187	1 300	7 861	7 861	9 020	9 127	9 234
Other transfers to households	4 279	99	1 969	1 095	8 069	17 504	560	590	620
<b>Payments for capital assets</b>	<b>2 400 501</b>	<b>2 997 928</b>	<b>3 133 763</b>	<b>3 049 183</b>	<b>3 544 983</b>	<b>3 612 644</b>	<b>3 109 729</b>	<b>3 240 158</b>	<b>3 398 066</b>
Buildings and other fixed structures	2 374 923	2 901 214	3 096 671	2 947 285	3 438 362	3 505 557	2 985 943	3 116 282	3 272 096
Buildings	-	-	-	-	-	-	-	-	-
Other fixed structures	2 374 923	2 901 214	3 096 671	2 947 285	3 438 362	3 505 557	2 985 943	3 116 282	3 272 096
Machinery and equipment	25 578	96 714	36 537	101 898	106 378	106 448	123 786	123 876	125 970
Transport equipment	568	85 808	29 834	101 898	103 177	105 119	120 000	122 000	124 000
Other machinery and equipment	25 010	10 906	6 703	-	3 201	1 329	3 786	1 876	1 970
Heritage assets	-	-	-	-	-	-	-	-	-
Specialised military assets	-	-	-	-	-	-	-	-	-
Biological assets	-	-	-	-	-	-	-	-	-
Land and sub-soil assets	-	-	-	-	-	-	-	-	-
Software and other intangible assets	-	-	555	-	243	639	-	-	-
<b>Payments for financial assets</b>	<b>38</b>	<b>58</b>	<b>71</b>	<b>-</b>	<b>117</b>	<b>139</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>4 948 311</b>	<b>5 766 900</b>	<b>5 990 958</b>	<b>6 877 668</b>	<b>6 827 918</b>	<b>6 827 918</b>	<b>6 831 409</b>	<b>7 102 491</b>	<b>7 504 014</b>

Table 12.E : Payments and estimates by economic classification: Transport Operations

R thousand	Audited Outcome			Main	Adjusted	Revised	Medium-term Estimates		
	2011/12	2012/13	2013/14	Appropriation	Appropriation	Estimate	2015/16	2016/17	2017/18
<b>Current payments</b>	<b>113 658</b>	<b>203 975</b>	<b>228 517</b>	<b>279 049</b>	<b>256 061</b>	<b>255 951</b>	<b>350 700</b>	<b>359 629</b>	<b>377 592</b>
Compensation of employees	24 835	26 704	28 939	42 445	31 214	31 214	44 991	47 376	51 071
Salaries and wages	22 190	24 004	26 149	39 234	28 003	28 003	41 588	43 792	47 208
Social contributions	2 645	2 700	2 790	3 211	3 211	3 211	3 403	3 584	3 863
Goods and services	88 823	177 271	199 578	236 604	224 847	224 728	305 709	312 253	326 521
Administrative fees	6	-	-	7	184	136	194	194	194
Advertising	16 255	11 561	12 976	19 103	4 965	3 916	5 213	5 213	5 213
Assets less than the capitalisation threshold	72	50	11	87	146	78	154	154	154
Audit cost: External	-	-	-	-	-	-	-	-	-
Bursaries: Employees	-	-	-	-	-	-	-	-	-
Catering: Departmental activities	1 991	5 035	3 302	305	3 779	3 265	3 968	3 968	3 968
Communication (G&S)	2 135	1 013	378	2 578	1 748	1 064	1 836	1 836	1 835
Computer services	-	1	-	-	-	-	-	-	-
Cons & prof serv: Business and advisory services	18 672	35 696	30 563	21 545	17 544	18 232	20 732	20 732	20 732
Cons & prof serv: Infras and planning	-	-	-	-	-	-	-	-	-
Cons & prof serv: Laboratory services	-	-	-	-	-	-	-	-	-
Cons & prof serv: Scientific and tech services	-	-	-	-	-	-	-	-	-
Cons & prof serv: Legal costs	311	279	243	375	60	118	63	63	63
Contractors	10 497	15 541	14 566	11 248	7 872	7 026	8 266	8 266	8 266
Agency and support / outsourced services	183	143	447	221	289	224	303	303	303
Entertainment	-	-	-	-	-	-	-	-	-
Fleet services (incl. govt motor transport)	-	903	757	1 100	381	648	400	400	400
Housing	-	-	-	-	-	-	-	-	-
Inventory: Clothing material and accessories	-	-	56	-	-	-	-	-	-
Inventory: Farming supplies	-	-	-	-	-	-	-	-	-
Inventory: Food and food supplies	-	8	15	-	-	238	-	-	-
Inventory: Fuel, oil and gas	371	29	(11)	447	147	27	155	155	155
Inventory: Learner and teacher support material	30	7	-	37	37	9	39	39	39
Inventory: Materials and supplies	11	7	199	14	70	276	73	73	73
Inventory: Medical supplies	-	-	-	-	-	-	-	-	-
Inventory: Medicine	-	-	-	-	-	-	-	-	-
Medas inventory interface	-	-	-	-	-	-	-	-	-
Inventory: Other supplies	-	173	-	-	-	-	-	-	-
Consumable supplies	251	-	85	302	322	266	338	338	338
Consumable: Stationery, printing and office supplies	1 167	686	585	1 409	1 796	1 660	1 885	1 885	1 885
Operating leases	198	396	355	239	448	366	471	471	471
Property payments	508	519	1 495	613	633	3 676	648	648	648
Transport provided: Departmental activity	24 052	90 575	121 833	168 647	169 285	170 939	245 262	251 806	266 075
Travel and subsistence	6 093	6 156	4 940	7 358	6 756	5 179	7 093	7 093	7 093
Training and development	133	75	70	161	140	78	147	147	147
Operating payments	300	310	246	362	608	434	639	639	639
Venues and facilities	5 587	8 084	6 353	446	7 357	6 589	7 725	7 725	7 725
Rental and hiring	-	24	114	-	280	284	105	105	105
Interest and rent on land	-	-	-	-	-	9	-	-	-
Interest	-	-	-	-	-	9	-	-	-
Rent on land	-	-	-	-	-	-	-	-	-
<b>Transfers and subsidies</b>	<b>773 484</b>	<b>808 916</b>	<b>914 505</b>	<b>904 798</b>	<b>997 075</b>	<b>997 185</b>	<b>1 058 015</b>	<b>1 121 468</b>	<b>1 188 792</b>
Provinces and municipalities	11	12	1	15	15	15	15	16	17
Provinces	11	12	1	15	15	15	15	16	17
Provincial Revenue Funds	-	-	-	-	-	-	-	-	-
Provincial agencies and funds	11	12	1	15	15	15	15	16	17
Municipalities	-	-	-	-	-	-	-	-	-
Municipalities	-	-	-	-	-	-	-	-	-
Municipal agencies and funds	-	-	-	-	-	-	-	-	-
Departmental agencies and accounts	-	-	-	-	-	-	-	-	-
Social security funds	-	-	-	-	-	-	-	-	-
Provide list of entities receiving transfers	-	-	-	-	-	-	-	-	-
Higher education institutions	-	-	-	-	-	-	-	-	-
Foreign governments and international organisations	-	-	-	-	-	-	-	-	-
Public corporations and private enterprises	773 473	808 877	914 416	904 783	996 829	996 829	1 058 000	1 121 452	1 188 775
Public corporations	773 473	808 877	914 416	904 783	996 829	996 829	1 058 000	1 121 452	1 188 775
Subsidies on production	773 473	808 877	914 416	904 783	996 829	996 829	1 058 000	1 121 452	1 188 775
Other transfers	-	-	-	-	-	-	-	-	-
Private enterprises	-	-	-	-	-	-	-	-	-
Subsidies on production	-	-	-	-	-	-	-	-	-
Other transfers	-	-	-	-	-	-	-	-	-
Non-profit institutions	-	-	-	-	-	-	-	-	-
Households	-	27	88	-	231	341	-	-	-
Social benefits	-	27	88	-	231	341	-	-	-
Other transfers to households	-	-	-	-	-	-	-	-	-
<b>Payments for capital assets</b>	<b>39</b>	<b>95</b>	<b>111</b>	<b>276</b>	<b>276</b>	<b>276</b>	<b>293</b>	<b>309</b>	<b>324</b>
Buildings and other fixed structures	-	-	-	-	-	-	-	-	-
Buildings	-	-	-	-	-	-	-	-	-
Other fixed structures	-	-	-	-	-	-	-	-	-
Machinery and equipment	39	95	111	276	276	276	293	309	324
Transport equipment	-	-	-	-	-	-	-	-	-
Other machinery and equipment	39	95	111	276	276	276	293	309	324
Heritage assets	-	-	-	-	-	-	-	-	-
Specialised military assets	-	-	-	-	-	-	-	-	-
Biological assets	-	-	-	-	-	-	-	-	-
Land and sub-soil assets	-	-	-	-	-	-	-	-	-
Software and other intangible assets	-	-	-	-	-	-	-	-	-
<b>Payments for financial assets</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>887 181</b>	<b>1 012 986</b>	<b>1 143 133</b>	<b>1 184 123</b>	<b>1 253 412</b>	<b>1 253 412</b>	<b>1 409 008</b>	<b>1 481 406</b>	<b>1 566 708</b>

Table 12.F : Payments and estimates by economic classification: Transport Regulation

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2011/12	2012/13	2013/14	2014/15			2015/16	2016/17	2017/18
<b>Current payments</b>	<b>519 395</b>	<b>563 339</b>	<b>601 322</b>	<b>666 270</b>	<b>634 821</b>	<b>634 821</b>	<b>721 449</b>	<b>751 012</b>	<b>796 721</b>
Compensation of employees	375 061	395 032	437 146	515 620	475 171	471 362	553 258	582 581	627 956
Salaries and wages	324 264	342 867	381 735	453 502	413 510	409 823	487 413	513 246	553 228
Social contributions	50 797	52 165	55 411	62 118	61 661	61 539	65 845	69 335	74 728
Goods and services	144 334	168 307	164 176	150 650	159 650	163 459	168 191	168 431	168 765
Administrative fees	-	-	-	-	284	260	348	348	351
Advertising	159	131	150	192	163	156	172	172	172
Assets less than the capitalisation threshold	2 121	868	1 425	2 561	2 020	1 982	2 119	2 119	2 119
Audit cost: External	10	23	84	13	65	55	68	68	68
Bursaries: Employees	-	-	-	-	-	-	-	-	-
Catering: Departmental activities	31	55	48	38	128	130	135	135	135
Communication (G&S)	7 584	8 833	8 509	9 158	9 384	9 106	9 903	9 903	9 906
Computer services	8 580	10 692	3 562	10 360	10 305	10 282	10 820	10 820	10 820
Cons & prof serv: Business and advisory services	24 856	9 213	8 937	14 148	8 323	13 989	8 739	8 739	8 739
Cons & prof serv: Infras and planning	618	750	566	747	-	-	-	-	-
Cons & prof serv: Laboratory services	-	-	-	-	-	-	-	-	-
Cons & prof serv: Scientific and tech services	-	-	-	-	-	-	-	-	-
Cons & prof serv: Legal costs	789	1 525	5 425	952	2 122	2 474	2 228	2 228	2 228
Contractors	18 635	28 157	15 663	4 283	17 493	16 076	18 368	18 368	18 368
Agency and support / outsourced services	358	1 048	-	433	26	128	-	-	-
Entertainment	-	-	-	-	-	-	-	-	-
Fleet services (incl. govt motor transport)	-	26 087	35 829	10 300	31 556	32 348	31 463	31 581	31 581
Housing	-	-	-	-	-	-	-	-	-
Inventory: Clothing material and accessories	-	-	3 400	-	1 093	994	1 147	1 147	1 147
Inventory: Farming supplies	-	-	-	-	-	-	-	-	-
Inventory: Food and food supplies	32	38	39	39	87	84	91	91	91
Inventory: Fuel, oil and gas	14 300	48	31	17 709	9	13	379	399	417
Inventory: Learner and teacher support material	151	154	252	183	188	162	197	197	197
Inventory: Materials and supplies	454	110	3	549	207	225	217	217	217
Inventory: Medical supplies	59	25	7	71	-	-	-	-	-
Inventory: Medicine	7	-	-	8	1	1	1	1	1
Medas inventory interface	-	-	-	-	-	-	-	-	-
Inventory: Other supplies	-	5 204	-	-	1	1	1	1	1
Consumable supplies	5 427	-	946	6 553	2 352	2 124	2 469	2 469	2 469
Consumable: Stationery, printing and office supplies	7 035	10 481	8 123	9 494	7 749	7 351	8 164	8 166	8 168
Operating leases	15 041	21 963	19 421	18 945	18 991	18 842	20 695	20 736	20 777
Property payments	20 372	24 311	26 500	24 599	29 141	29 325	30 699	30 702	30 707
Transport provided: Departmental activity	-	3	405	-	-	3	-	-	-
Travel and subsistence	15 040	15 579	18 096	16 085	13 762	13 193	15 360	15 416	15 678
Training and development	414	435	788	500	945	981	992	992	992
Operating payments	2 055	2 168	2 770	2 481	3 008	2 977	3 158	3 158	3 158
Venues and facilities	206	406	1 267	249	98	38	102	102	102
Rental and hiring	-	-	1 930	-	149	159	156	156	156
Interest and rent on land	-	-	-	-	-	-	-	-	-
Interest	-	-	-	-	-	-	-	-	-
Rent on land	-	-	-	-	-	-	-	-	-
<b>Transfers and subsidies</b>	<b>807</b>	<b>1 592</b>	<b>2 003</b>	<b>958</b>	<b>2 803</b>	<b>2 803</b>	<b>3 178</b>	<b>3 309</b>	<b>3 447</b>
Provinces and municipalities	226	426	385	250	650	650	750	760	770
Provinces	226	426	385	250	650	650	750	760	770
Provincial Revenue Funds	-	-	-	-	-	-	-	-	-
Provincial agencies and funds	226	426	385	250	650	650	750	760	770
Municipalities	-	-	-	-	-	-	-	-	-
Municipalities	-	-	-	-	-	-	-	-	-
Municipal agencies and funds	-	-	-	-	-	-	-	-	-
Departmental agencies and accounts	-	-	-	-	-	-	-	-	-
Social security funds	-	-	-	-	-	-	-	-	-
Provide list of entities receiving transfers	-	-	-	-	-	-	-	-	-
Higher education institutions	-	-	-	-	-	-	-	-	-
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	581	1 166	1 618	708	2 153	2 153	2 428	2 549	2 677
Social benefits	570	856	1 394	694	1 923	1 923	2 186	2 295	2 411
Other transfers to households	11	310	224	14	230	230	242	254	266
<b>Payments for capital assets</b>	<b>38 888</b>	<b>1 401</b>	<b>17 979</b>	<b>32 512</b>	<b>32 512</b>	<b>32 400</b>	<b>36 143</b>	<b>46 770</b>	<b>40 978</b>
Buildings and other fixed structures	-	-	-	-	-	-	-	-	-
Buildings	-	-	-	-	-	-	-	-	-
Other fixed structures	-	-	-	-	-	-	-	-	-
Machinery and equipment	38 888	1 401	17 979	32 512	32 512	32 400	36 143	46 770	40 978
Transport equipment	30 404	-	17 072	31 322	31 322	31 322	34 000	44 598	38 777
Other machinery and equipment	8 484	1 401	907	1 190	1 190	1 078	2 143	2 172	2 201
Heritage assets	-	-	-	-	-	-	-	-	-
Specialised military assets	-	-	-	-	-	-	-	-	-
Biological assets	-	-	-	-	-	-	-	-	-
Land and sub-soil assets	-	-	-	-	-	-	-	-	-
Software and other intangible assets	-	-	-	-	-	-	-	-	-
<b>Payments for financial assets</b>	<b>55</b>	<b>-</b>	<b>14</b>	<b>-</b>	<b>65</b>	<b>177</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>559 145</b>	<b>566 332</b>	<b>621 318</b>	<b>699 740</b>	<b>670 201</b>	<b>670 201</b>	<b>760 770</b>	<b>801 091</b>	<b>841 146</b>

Table 12.G : Payments and estimates by economic classification: Community Based Programme

R thousand	Audited Outcome			Main	Adjusted	Revised	Medium-term Estimates		
	2011/12	2012/13	2013/14	Appropriation	Appropriation	Estimate	2015/16	2016/17	2017/18
<b>Current payments</b>	<b>40 732</b>	<b>53 424</b>	<b>40 968</b>	<b>38 050</b>	<b>39 150</b>	<b>39 500</b>	<b>38 626</b>	<b>41 153</b>	<b>43 211</b>
Compensation of employees	10 631	12 534	12 302	20 415	12 715	13 051	21 759	23 070	24 869
Salaries and wages	9 455	11 154	11 082	18 987	11 287	11 623	20 246	21 477	23 151
Social contributions	1 176	1 380	1 220	1 428	1 428	1 428	1 513	1 593	1 718
Goods and services	30 101	40 890	28 666	17 635	26 435	26 449	16 867	18 083	18 342
Administrative fees	-	-	-	-	50	49	53	53	53
Advertising	14	3	53	18	1	1	1	1	1
Assets less than the capitalisation threshold	1	7	1	1	3	3	3	3	3
Audit cost: External	-	-	-	-	-	-	-	-	-
Bursaries: Employees	-	-	-	-	-	-	-	-	-
Catering: Departmental activities	640	420	1 661	774	725	725	761	761	761
Communication (G&S)	777	280	208	938	544	525	570	570	570
Computer services	-	-	-	-	-	-	-	-	-
Cons & prof serv: Business and advisory services	10 596	10 310	15 674	7 599	11 898	14 200	9 206	10 021	9 970
Cons & prof serv: Infrastr and planning	9 929	12 431	1 088	-	400	255	-	-	-
Cons & prof serv: Laboratory services	-	-	-	-	-	-	-	-	-
Cons & prof serv: Scientific and tech services	-	-	-	-	-	-	-	-	-
Cons & prof serv: Legal costs	-	-	-	-	-	-	-	-	-
Contractors	1 488	11 104	2 784	1 747	4 924	5 242	386	435	579
Agency and support / outsourced services	-	-	-	-	-	-	-	-	-
Entertainment	-	-	-	-	-	-	-	-	-
Fleet services (incl. govt motor transport)	-	115	220	50	64	82	67	67	67
Housing	-	-	-	-	-	-	-	-	-
Inventory: Clothing material and accessories	-	-	-	-	-	-	-	-	-
Inventory: Farming supplies	-	-	-	-	-	-	-	-	-
Inventory: Food and food supplies	9	11	1	11	-	-	-	-	-
Inventory: Fuel, oil and gas	103	81	-	124	43	43	45	45	45
Inventory: Learner and teacher support material	-	-	-	-	-	-	-	-	-
Inventory: Materials and supplies	1	127	196	1	180	180	189	189	189
Inventory: Medical supplies	-	-	-	-	1	1	1	1	1
Inventory: Medicine	-	-	-	-	-	-	-	-	-
Medias inventory interface	-	-	-	-	-	-	-	-	-
Inventory: Other supplies	-	9	-	-	-	-	-	-	-
Consumable supplies	1 037	-	5	128	-	-	-	-	-
Consumable: Stationery, printing and office supplies	332	83	49	401	21	28	22	22	22
Operating leases	18	88	103	22	129	129	136	136	136
Property payments	-	-	-	-	-	-	-	-	-
Transport provided: Departmental activity	1 050	2 559	4 518	1 267	5 694	3 171	3 581	3 933	4 099
Travel and subsistence	3 486	1 838	1 899	3 805	1 652	1 709	1 734	1 734	1 734
Training and development	42	19	7	51	45	45	48	48	48
Operating payments	51	64	55	63	61	61	64	64	64
Venues and facilities	527	476	144	635	-	-	-	-	-
Rental and hiring	-	865	-	-	-	-	-	-	-
Interest and rent on land	-	-	-	-	-	-	-	-	-
Interest	-	-	-	-	-	-	-	-	-
Rent on land	-	-	-	-	-	-	-	-	-
<b>Transfers and subsidies</b>	<b>-</b>	<b>1</b>	<b>1 458</b>	<b>6 005</b>	<b>6 005</b>	<b>6 005</b>	<b>5 005</b>	<b>4 005</b>	<b>4 205</b>
Provinces and municipalities	-	-	-	5	5	5	5	5	5
Provinces	-	-	-	5	5	5	5	5	5
Provincial Revenue Funds	-	-	-	-	-	-	-	-	-
Provincial agencies and funds	-	-	-	5	5	5	5	5	5
Municipalities	-	-	-	-	-	-	-	-	-
Municipalities	-	-	-	-	-	-	-	-	-
Municipal agencies and funds	-	-	-	-	-	-	-	-	-
Departmental agencies and accounts	-	-	-	-	-	-	-	-	-
Social security funds	-	-	-	-	-	-	-	-	-
Provide list of entities receiving transfers	-	-	-	-	-	-	-	-	-
Higher education institutions	-	-	-	-	-	-	-	-	-
Foreign governments and international organisations	-	-	-	-	-	-	-	-	-
Public corporations and private enterprises	-	-	1 451	6 000	6 000	6 000	5 000	4 000	4 200
Public corporations	-	-	1 451	6 000	6 000	6 000	5 000	4 000	4 200
Subsidies on production	-	-	-	-	-	-	-	-	-
Other transfers	-	-	1 451	6 000	6 000	6 000	5 000	4 000	4 200
Private enterprises	-	-	-	-	-	-	-	-	-
Subsidies on production	-	-	-	-	-	-	-	-	-
Other transfers	-	-	-	-	-	-	-	-	-
Non-profit institutions	-	-	-	-	-	-	-	-	-
Households	-	1	7	-	-	-	-	-	-
Social benefits	-	1	7	-	-	-	-	-	-
Other transfers to households	-	-	-	-	-	-	-	-	-
<b>Payments for capital assets</b>	<b>-</b>	<b>8</b>	<b>45</b>	<b>385</b>	<b>385</b>	<b>35</b>	<b>408</b>	<b>430</b>	<b>452</b>
Buildings and other fixed structures	-	-	-	-	-	-	-	-	-
Buildings	-	-	-	-	-	-	-	-	-
Other fixed structures	-	-	-	-	-	-	-	-	-
Machinery and equipment	-	8	45	385	385	35	408	430	452
Transport equipment	-	-	-	-	-	-	-	-	-
Other machinery and equipment	-	8	45	385	385	35	408	430	452
Heritage assets	-	-	-	-	-	-	-	-	-
Specialised military assets	-	-	-	-	-	-	-	-	-
Biological assets	-	-	-	-	-	-	-	-	-
Land and sub-soil assets	-	-	-	-	-	-	-	-	-
Software and other intangible assets	-	-	-	-	-	-	-	-	-
<b>Payments for financial assets</b>	<b>3</b>	<b>-</b>	<b>3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>40 735</b>	<b>53 433</b>	<b>42 474</b>	<b>44 440</b>	<b>45 540</b>	<b>45 540</b>	<b>44 039</b>	<b>45 588</b>	<b>47 868</b>

Table 12.H : Payments and estimates by economic classification: Conditional grants

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2011/12	2012/13	2013/14				2015/16	2016/17	2017/18
<b>Current payments</b>	<b>147 151</b>	<b>1 585 382</b>	<b>1 612 015</b>	<b>1 847 601</b>	<b>1 847 601</b>	<b>1 847 601</b>	<b>1 834 857</b>	<b>1 851 165</b>	<b>1 983 711</b>
Compensation of employees	-	-	-	-	-	-	-	-	-
Salaries and wages	-	-	-	-	-	-	-	-	-
Social contributions	-	-	-	-	-	-	-	-	-
Goods and services	147 151	1 585 382	1 612 015	1 847 601	1 847 601	1 847 601	1 834 857	1 851 165	1 983 711
Administrative fees	-	-	-	-	-	-	-	-	-
Advertising	-	-	-	-	-	-	-	-	-
Assets less than the capitalisation threshold	-	-	-	-	-	-	-	-	-
Audit cost: External	-	-	-	-	-	-	-	-	-
Bursaries: Employees	-	-	-	-	-	-	-	-	-
Catering: Departmental activities	-	-	-	-	-	-	-	-	-
Communication (G&S)	-	-	-	-	-	-	-	-	-
Computer services	-	-	-	-	-	-	-	-	-
Cons & prof serv: Business and advisory services	-	-	-	-	-	-	-	-	-
Cons & prof serv: Infrast and planning	-	-	-	-	-	-	-	-	-
Cons & prof serv: Laboratory services	-	-	-	-	-	-	-	-	-
Cons & prof serv: Scientific and tech services	-	-	-	-	-	-	-	-	-
Cons & prof serv: Legal costs	-	-	-	-	-	-	-	-	-
Contractors	147 151	1 585 382	1 612 015	1 847 601	1 847 601	1 847 601	1 834 857	1 851 165	1 983 711
Agency and support / outsourced services	-	-	-	-	-	-	-	-	-
Entertainment	-	-	-	-	-	-	-	-	-
Fleet services (incl. govt motor transport)	-	-	-	-	-	-	-	-	-
Housing	-	-	-	-	-	-	-	-	-
Inventory: Clothing material and accessories	-	-	-	-	-	-	-	-	-
Inventory: Farming supplies	-	-	-	-	-	-	-	-	-
Inventory: Food and food supplies	-	-	-	-	-	-	-	-	-
Inventory: Fuel, oil and gas	-	-	-	-	-	-	-	-	-
Inventory: Learner and teacher support material	-	-	-	-	-	-	-	-	-
Inventory: Materials and supplies	-	-	-	-	-	-	-	-	-
Inventory: Medical supplies	-	-	-	-	-	-	-	-	-
Inventory: Medicine	-	-	-	-	-	-	-	-	-
Medsas inventory interface	-	-	-	-	-	-	-	-	-
Inventory: Other supplies	-	-	-	-	-	-	-	-	-
Consumable supplies	-	-	-	-	-	-	-	-	-
Consumable: Stationery, printing and office supplies	-	-	-	-	-	-	-	-	-
Operating leases	-	-	-	-	-	-	-	-	-
Property payments	-	-	-	-	-	-	-	-	-
Transport provided: Departmental activity	-	-	-	-	-	-	-	-	-
Travel and subsistence	-	-	-	-	-	-	-	-	-
Training and development	-	-	-	-	-	-	-	-	-
Operating payments	-	-	-	-	-	-	-	-	-
Venues and facilities	-	-	-	-	-	-	-	-	-
Rental and hiring	-	-	-	-	-	-	-	-	-
Interest and rent on land	-	-	-	-	-	-	-	-	-
Interest	-	-	-	-	-	-	-	-	-
Rent on land	-	-	-	-	-	-	-	-	-
<b>Transfers and subsidies to</b>	<b>773 473</b>	<b>808 877</b>	<b>914 416</b>	<b>904 783</b>	<b>904 783</b>	<b>996 829</b>	<b>924 766</b>	<b>964 241</b>	<b>1 024 634</b>
Provinces and municipalities	-	-	-	-	-	-	-	-	-
Provinces	-	-	-	-	-	-	-	-	-
Provincial Revenue Funds	-	-	-	-	-	-	-	-	-
Provincial agencies and funds	-	-	-	-	-	-	-	-	-
Municipalities	-	-	-	-	-	-	-	-	-
Municipalities	-	-	-	-	-	-	-	-	-
Municipal agencies and funds	-	-	-	-	-	-	-	-	-
Departmental agencies and accounts	-	-	-	-	-	-	-	-	-
Social security funds	-	-	-	-	-	-	-	-	-
Entities receiving funds	-	-	-	-	-	-	-	-	-
Higher education institutions	-	-	-	-	-	-	-	-	-
Foreign governments and international organisations	-	-	-	-	-	-	-	-	-
Public corporations and private enterprises	773 473	808 877	914 416	904 783	904 783	996 829	924 766	964 241	1 024 634
Public corporations	-	-	-	-	-	-	-	-	-
Subsidies on production	-	-	-	-	-	-	-	-	-
Other transfers	-	-	-	-	-	-	-	-	-
Private enterprises	773 473	808 877	914 416	904 783	904 783	996 829	924 766	964 241	1 024 634
Subsidies on production	-	-	-	-	-	-	-	-	-
Other transfers	773 473	808 877	914 416	904 783	904 783	996 829	924 766	964 241	1 024 634
Non-profit institutions	-	-	-	-	-	-	-	-	-
Households	-	-	-	-	-	-	-	-	-
Social benefits	-	-	-	-	-	-	-	-	-
Other transfers to households	-	-	-	-	-	-	-	-	-
<b>Payments for capital assets</b>	<b>1 236 648</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Buildings and other fixed structures	1 236 648	-	-	-	-	-	-	-	-
Buildings	-	-	-	-	-	-	-	-	-
Other fixed structures	1 236 648	-	-	-	-	-	-	-	-
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	-	-	-	-	-	-	-	-	-
<b>Payments for financial assets</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>2 157 272</b>	<b>2 394 259</b>	<b>2 526 431</b>	<b>2 752 384</b>	<b>2 752 384</b>	<b>2 844 430</b>	<b>2 759 623</b>	<b>2 815 406</b>	<b>3 008 345</b>

Table 12.I : Payments and estimates by economic classification: Transport Disaster Mgt grant (Prog 2: Transport Infrastructure)

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2011/12	2012/13	2013/14	2014/15			2015/16	2016/17	2017/18
<b>Current payments</b>	29 736	-	-	-	-	-	-	-	-
Compensation of employees	-	-	-	-	-	-	-	-	-
Goods and services	29 736	-	-	-	-	-	-	-	-
Contractors	29 736	-	-	-	-	-	-	-	-
<b>Transfers and subsidies</b>	-	-	-	-	-	-	-	-	-
<b>Payments for capital assets</b>	-	-	-	-	-	-	-	-	-
<b>Payments for financial assets</b>	-	-	-	-	-	-	-	-	-
<b>Total</b>	29 736	-	-	-	-	-	-	-	-

Table 12.J : Payments and estimates by economic classification: Public Transport Operations grant (Prog 3: Transport Operations)

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2011/12	2012/13	2013/14	2014/15			2015/16	2016/17	2017/18
<b>Current payments</b>	-	-	-	-	-	-	-	-	-
Compensation of employees	-	-	-	-	-	-	-	-	-
Goods and services	-	-	-	-	-	-	-	-	-
<b>Transfers and subsidies to</b>	773 473	808 877	914 416	904 783	904 783	996 829	924 766	964 241	1 024 634
Public corporations and private enterprises	773 473	808 877	914 416	904 783	904 783	996 829	924 766	964 241	1 024 634
Private enterprises	773 473	808 877	914 416	904 783	904 783	996 829	924 766	964 241	1 024 634
Other transfers	773 473	808 877	914 416	904 783	904 783	996 829	924 766	964 241	1 024 634
<b>Payments for capital assets</b>	-	-	-	-	-	-	-	-	-
<b>Payments for financial assets</b>	-	-	-	-	-	-	-	-	-
<b>Total</b>	773 473	808 877	914 416	904 783	904 783	996 829	924 766	964 241	1 024 634

Table 12.K : Payments and estimates by economic classification: EPWP Inte. Grant for Provinces (Prog 2: Transport Infrastructure)

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2011/12	2012/13	2013/14	2014/15			2015/16	2016/17	2017/18
<b>Current payments</b>	117 415	84 211	88 487	59 443	59 443	59 443	55 602	-	-
Compensation of employees	-	-	-	-	-	-	-	-	-
Goods and services	117 415	84 211	88 487	59 443	59 443	59 443	55 602	-	-
Contractors	117 415	84 211	88 487	59 443	59 443	59 443	55 602	-	-
<b>Transfers and subsidies</b>	-	-	-	-	-	-	-	-	-
<b>Payments for capital assets</b>	-	-	-	-	-	-	-	-	-
<b>Payments for financial assets</b>	-	-	-	-	-	-	-	-	-
<b>Total</b>	117 415	84 211	88 487	59 443	59 443	59 443	55 602	-	-

Table 12.L : Payments and estimates by economic classification: Provincial Roads Maint. grant (Prog 2: Transport Infrastructure)

R thousand	Audited Outcome			Main Appropriation	Adjusted Appropriation	Revised Estimate	Medium-term Estimates		
	2011/12	2012/13	2013/14	2014/15			2015/16	2016/17	2017/18
<b>Current payments</b>	-	1 501 171	1 523 528	1 788 158	1 788 158	1 788 158	1 779 255	1 851 165	1 983 711
Compensation of employees	-	-	-	-	-	-	-	-	-
Goods and services	-	1 501 171	1 523 528	1 788 158	1 788 158	1 788 158	1 779 255	1 851 165	1 983 711
Contractors	-	1 501 171	1 523 528	1 788 158	1 788 158	1 788 158	1 779 255	1 851 165	1 983 711
<b>Transfers and subsidies</b>	-	-	-	-	-	-	-	-	-
<b>Payments for capital assets</b>	1 236 648	-	-	-	-	-	-	-	-
Buildings and other fixed structures	1 236 648	-	-	-	-	-	-	-	-
Other fixed structures	1 236 648	-	-	-	-	-	-	-	-
<b>Payments for financial assets</b>	-	-	-	-	-	-	-	-	-
<b>Total</b>	1 236 648	1 501 171	1 523 528	1 788 158	1 788 158	1 788 158	1 779 255	1 851 165	1 983 711

Table 12.M : Transport - Payments of infrastructure by category

Project name	Municipality / Region	Type of infrastructure		Project duration		Source of funding	Budget programme name	Targeted number of jobs for 2015/16	Total project cost	Expenditure to date from previous years	Total available	MTEF Forward estimates	
		School - primary/ secondary/ specialised; admin block; water; electricity; sanitation/toilet; fencing etc.	Units	Date: Start	Date: Finish							2016/17	2017/18
<b>R thousands</b>													
<b>Existing infrastructure assets</b>													
of which:													
Maintenance and repair: Current													
Maintenance administration	Various	Maintenance	Several	Ongoing	Ongoing	Prov. Roads Maint. grant	Programme 2	-	-	-	6 181 552	6 428 079	6 820 738
Mechanical	Various	Maintenance	Several	Ongoing	Ongoing	Prov. Roads Maint. grant	Programme 2	-	-	-	3 564 126	3 699 845	3 956 093
Preventative maintenance	Various	Maintenance	Several	Ongoing	Ongoing	Prov. Roads Maint. grant	Programme 2	-	-	-	147 940	151 116	158 672
Routine maintenance	Various	Maintenance	Several	Ongoing	Ongoing	Equitable share	Programme 2	-	-	-	1 123 023	1 084 488	1 325 178
Safety maintenance	Various	Maintenance	Several	Ongoing	Ongoing	Equitable share	Programme 2	-	-	-	1 398 813	1 458 158	1 531 066
Special maintenance	Various	Maintenance	Several	Ongoing	Ongoing	Equitable share	Programme 2	-	-	-	305 074	378 778	397 717
Upgrades and additions: Capital													
Dube TradePort roads	Various	Upgrades and additions	Several	Ongoing	Ongoing	Equitable share	Programme 2	-	-	-	1 635 559	1 727 288	1 813 652
ARRUP roads	Various	Upgrades and additions	Several	Ongoing	Ongoing	Equitable share	Programme 2	-	-	-	400 000	420 000	441 000
Access roads	Various	Upgrades and additions	Several	Ongoing	Ongoing	Equitable share	Programme 2	-	-	-	1 205 559	1 275 288	1 339 052
Refurbishment and rehabilitation: Capital													
Heavy rehabilitation	Various	Rehabs and refurb	Several	Ongoing	Ongoing	Equitable share	Programme 2	-	-	-	981 867	1 000 946	1 050 993
Light rehabilitation	Various	Rehabs and refurb	Several	Ongoing	Ongoing	Equitable share	Programme 2	-	-	-	876 867	889 946	934 443
Structure rehabilitation	Various	Rehabs and refurb	Several	Ongoing	Ongoing	Equitable share	Programme 2	-	-	-	90 000	95 000	99 750
<b>New infrastructure assets: Capital</b>													
of which:													
Safety engineering	Various	New infrastructure	Several	Ongoing	Ongoing	Equitable share	Programme 2	-	-	-	368 517	368 048	407 451
Upgrade roads	Various	New infrastructure	Several	Ongoing	Ongoing	Equitable share	Programme 2	-	-	-	133 986	142 025	149 127
Upgrade structures	Various	New infrastructure	Several	Ongoing	Ongoing	Equitable share	Programme 2	-	-	-	193 827	202 877	213 021
<b>Infrastructure transfers</b>													
of which:													
Infrastructure transfers: Current													
Infrastructure transfers: Capital													
<b>Infrastructure: Payments for financial assets</b>													
<b>Infrastructure: Leases</b>													
<b>Total</b>													
Capital infrastructure											6 550 069	6 816 127	7 228 189
Current infrastructure											2 985 943	3 116 282	3 272 096
											3 564 126	3 699 845	3 956 093